



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

October 2021

www.sfvregionvcca.com

This Saturday 10/9 Garage tour with passport miles at Gloria & Carmine's home 11:00 AM. There will be some food served. You and a guest are invited.

Car show 11/14 @ Community Chevrolet. Pre-registration has been strong. We even have these two PCC entries.



Reprinted with permission from the Filling Station

Chevrolet Trivia

What year did Chevrolet first offer rubber engine & transmission mounts?

Look for the answer at the bottom of this newsletter

Chevrolet Trivia

In 1955, GMC came out with it's version of the new Chevrolet Cameo. What did GMC name their version of this iconic truck?

Look for the answer at the bottom of this newsletter

1929-1939 Cowl Hood Lace with Wire Installation

By Stephen Kassis

TYPICAL COWL INSTALLATION

After two years of working with the manufacturer, we have been able to make an exact reproduction of hood lace with wire insert ([FS-285](#)) used on 1929-1939 Chevrolet (and most other GM) cars & trucks. This hood lace comes with the wire inserted into it and the fabric is 48" long. The wire insert is 52" long which leaves 2" of wire at each end for anchoring to the cowl (on some models in the mid-1930's the wire type hood lace is also used on radiator shells). The color of the fabric is a dark brown and each piece has the same contours and dimension of the originals. We are proud to offer this quality reproduction to our customers.

Hood lace with wire is not difficult to install. The cowl lacing is mounted in two different methods, depending on the year of the vehicle. Early cars & trucks were mounted with the wire pushed through a hole in the cowl and doubled back to anchor each end. All applications used a small hook ([AF-277](#)) to draw the wire tight for a clean installation. Later versions require a screw at each end to anchor the hood lacing.

Early Installations:

1. Locate the small hole in the recess on the side of the cowl. This will be used later in the installation.

2. Look for two to three holes in the groove on top of the cowl near the hood center rod. (If there is only one hole at each end large enough for a machine screw, refer to the Later Installation instructions.)
3. Push the wire through the top of the cowl through the hole that is nearest to the hood center rod. From underneath the dash, use needle nose pliers and double the wire back and out of the hole furthest away from the hood center rod. Bend the hood lace down to lay flat on the cowl.
4. Locate the hole closest to the bottom of the cowl. Trim the fabric of the hood lace (Do not cut the wire) back to the hole and remove the excess fabric. Bend the wire just enough to push it through the lowest hole on the cowl. Pull the wire with the pliers through the lower cowl as tight as possible. Note: you may have to trim additional fabric from the wire. As before, use needle nose pliers and double the wire back and out of the hole furthest away from the lower hole. Keep the wire as tight as possible before bending at 90 degrees to lock it in place. Trim excess after pulling wire to outside and fold flat under hood lace.
5. The hole located in step 1 is for a small tensioning hook ([AF-277](#)). This hook will be used as final tightening of the hood lace for a clean installation. Align the hood lace center wire with the groove in the cowl. Poke a small hole in the hood lace (next to the wire) directly in line with the small hole in the recess of the cowl. Push the threaded end of the hook through the hole with the hook end over the wire. Install washer and nut and tighten down until the hood lace is taut.
- 6.

Later Installations (with a screw anchor at each end):

The only difference between the early and later versions is how the ends of the wire is anchored. Later installations had a sheet metal

or machine screw and clip to hold the end of the wire.

1. Make a secure loop in the wire at one end. Mount this end with a screw and clip ([DS-106R](#)) nearest the hood center rod. Pull tight across the cowl to the lower hole.
2. Trim back the fabric (not the wire) to the lower hole. Pull as tight as possible. Make another secure loop in the wire and insert the screw and clip.
3. The hole located in recess on the side of the cowl is for a small tensioning hook ([AF-277](#)). This hook will be used as final tightening of the hood lace for a clean installation. Align the hood lace center wire with the groove in the cowl. Poke a small hole in the hood lace (next to the wire) directly in line with the small hole in the recess of the cowl. Push the threaded end of the hook through the hole with the hook end over the wire. Install washer and nut and tighten down until the hood lace is taut.

Minutes of the San Fernando Valley Region Thursday, September 2, 2021 zoom Meeting

The meeting was called to order at 7:05 by Director Andy Spilkoman, with 7 members present.

MINUTES:

Motion was made by Steve Rosemberg, seconded by Larry Pearson and passed that: The Minutes be approved.

TREASURER: a motion was made by Andy Spilkoman, seconded by Larry Pearson and moved that the Treasurer report be approved.

COMMUNICATION: NONE

TOURS & ACTIVITIES

The Car Show will be held on Sunday, November 14th, at Community Chevrolet. Steve Rosenberg, reported we have 22 registrations

for the All Chevy Car Show. He will send out a 2 month reminder. We still are looking for someone to handle the raffle booth.

Andy Spilkoman reported on the San Marino Car Show, Jaguars, Duesenbergs, Rolls Royce, Ferrari, all nice cars.

SAVE THE DATE: Saturday, October 9th, 11 am, Carmine and Gloria Palazzo, will host a get together at their home. Masks and being vaccinated are a requirement for entry. It was suggested that we try and have an open meeting. Gloria will check to see if the union hall is available, first Thursday of November.

OLD BUSINESS: NONE
NEW BUSINESS: NONE

What have you done to your Chevy.....

A motion by Steve Rosenberg, seconded by Gloria Palazzo that:

The Meeting adjourned at 7:57 pm
Respectfully Submitted
Gloria Palazzo, Secretary

Chevrolet Trivia Answer

Early Chevrolet cars & trucks had metal to metal engine mounts. 1932 passenger cars were the first to come out with rubber cushioned mounting for the engine and transmission.

Chevrolet Trivia Answer

The 1955-1957 GMC Suburban was GMC's version of Chevrolet's Cameo pickup. The Suburban was initially called Town & Country, but was changed to Suburban to avoid trouble with Chrysler.

The Suburban shared the same smooth styling of the Cameo, but GMC had the advantage of bigger, more powerful engines than Chevrolet. The six was a GMC design while the V-8 was borrowed from Pontiac.

While Chevrolet built the Cameo as a low-production model, GMC used the suburban as a promotional piece to draw showroom traffic. GMC Suburbans, therefore, are much rarer than their Chevrolet counterpart.

October Birthday's

Silvio Delgado	2 nd
Sylvia Lewinson	2 nd
Kris Gregg	6 th
Desire Spilkoman	13 th
David Mazur	19 th
Jim Karras	23 rd

Anniversary

Trish & Rene Gomez 1st

For those who all ready celebrated, I hope it was wonderful. To those upcoming, make it special!

Next meeting at the Balboa Sports Center

To be determined when we are back to normal

Soon? Possibly

The big room is a Covid-19 vaccine location and the small room is storage for supplies.

*17015 Burbank Blvd., Encino, CA 91316
7:30 – 9:00 PM*