



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

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www.sfvregionvcca.com

No December meeting to you that celebrate Christmas, a VERY Merry Christmas. To those of you that celebrate Chanukah, a HAPPY Chanukah that just started.

To our members Please revue our regions website (sfvregionvcca.com) to the members cars section. Do we have a picture of your car on display? If not, send me a picture, as an attachment, and Jim Karras will get it on the website.

Our region has a new car Rene Gomez has purchased a 1939 Master 4 door sedan. He and his friend Oscar drove to northern Utah to pick it up. The seller had purchased the car 20+ years ago and it was non-op for 17 years. He also gave Rene a LOT of correct NOS parts that he had accumulated over the years. Rene will make the car a show car. We all know the quality of his work maybe it will be judged @ the 2022 show???? 😊

I wrote this about 9 years ago. It was published in the G&D. Update, I sold the car about 10 months ago. It is now in St.Louis, Mo. Also, sadly both George & Jack have passed away.

My 1933 Standard Sports Coupe's new engine

A vintage car may see many owners throughout the years, but even when it remains with one enthusiast for a long time, many people may shape its character just the same.

I have owned my 1933 Standard for about 35 years. I bought it from my brother's next-door neighbor. They are still both living in the same homes, (update, neighbor died) while my family and '33 Chevy have seen four different houses.

When I bought the car, it had green, vinyl seat covers and was painted an all-wrong blue color. Even so, I didn't change much when I first bought it. All I did was switch out one tire and drop the pan to make sure the connecting rods fit. Soon after, I joined the VCCA and the San Fernando Valley Region as a charter member.

For about six or seven years I drove and enjoyed the '33 to many club functions in pretty much the same condition as I had bought it. When my older son was about 15, he said to me, "Dad, why don't you restore the '33"? Hmmmm, could it have been that in about a year he would be a licensed driver?

Because I did not have the skills needed to do a frame off, I was referred to Jay Storer. If you Google him, you will see Jay still is an automotive writer. I made a business arrangement with him to do the work, but I would get my hands dirty, too, as his assistant. I still remember how the engine sounded that first time IN JAY'S GARAGE. It went something like "brumm brumm." It took him about 18 months to complete the job. Finally, Jay called. "Your car is done."

Like a new father, I beamed. I was even prouder to drive her, as she looked new. But I still had the same ugly interior. I found a retired GM employee who did auto interiors from his garage complete with an antique sewing machine. It was a long time ago, and I don't remember his name, but I do remember what he did – including seat, headliner, door panels and sun visor in both mohair and broadcloth – and the cost. He also painted the window frames to look wood-like and put in new window channels and glass. He addressed the vinyl top and its rails along with the rumble seat and the side panels

in the rumble-seat area. The total cost \$700. Yes, \$700.

OK, enough history. During these past six or seven years, it seemed every time I took the '33 for a long ride and was on a highway at sustained speeds of no more than 45 MPH, I would chew up #4 connecting rod Babbitt. This got old, and tired of the routine, I longed for a new engine. As Murphy (author of the infamous law) would have it, the '33 Standard engine is unique to 1933 only. The water pump is in the head. I put an ad in the G&D section for: "Parts wanted, an engine for a 1933 Standard."

A few weeks after the G&D was out, I received a call from Austin Ott in Ft Charlotte, Florida, one of our tech advisors. He stated he had an almost complete '33 standard engine from a '33 that he once owned and had rolled many years ago. The engine was still sitting in his garage along with eight cars. We discussed the price. It was fair, so I said sold.

A good friend of mine, George Yorty, has a winter home in Florida about 35 miles from the garage where my future engine sat. I mailed the check to George, who is not a car guy – light bulb changing is the upper limits of his technical capability. Still, I asked him to do three checks, 1) verify the numbers on the engine; 2) See that the water pump was in the head; 3) Ensure that the engine was not a bucket of rust, although dirty was OK. It passed all three with flying colors. Austin's son Dennis crated it and had it shipped to Southern California.

It took about a week to get here. The engine was stripped down and the only thing that we had to do was replace the center main bearing. The valves were ground just because I wanted that done. We also tanked the engine. The connecting rod babbitts still had the bowtie logo in the oil grooves. The original carburetor return spring was still there. My friend Jack Roskilly and I did the remove and replace.

The first week of March 2008, my wife and I went to visit my friend George Yorty and his wife Judy in Florida. George is a Phillies fan and they spend spring training in Clearwater, Fla., about

120 miles from where he has his winter home. Part of our trip was to attend two Phillies baseball games. The night before the Thursday game, I called Austin Ott to see if we could stop by and meet him after the game. He and his son Dennis were available, and we set the time and got directions.

The Phillies game that day only lasted six innings as maybe the LOUDEST thunder-and-lightning storm this California boy ever heard cancelled the rest of the game. It rained torrentially, so we got back in George's car and drove south to Fort Charlotte to meet Austin and his son Dennis, who is also a VCCA tech advisor. The first thing I did after shaking his hand was give him a hug and thank him for helping me get my '33 reliable again. He and Dennis gave George and me the tour (the women were inside the house with Austin's wife talking womanly stuff). He has an eight-car garage with six Chevys, a Ford street rod (for-sale) and Dennis' first car when he was a teenager, a '35 Plymouth. In the other two-car garage was Austin's pride and joy, his '42 coupe, an HPOCF award winner. He fired it up, and if I hadn't seen the fan moving, I would not have believed the engine was actually running.

In a nutshell, Chevy people are different. Very few are here to get rich in the hobby. Most want to further the hobby and help their fellow VCCA members. Austin and Dennis Ott did just that. My '33 thanks them.

As do I.

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Chevrolet Trivia

Chevrolet had suicide doors (all doors facing forward) in only one year and series.

What year and what series?

[Look for the answer at the bottom of this newsletter](#)

Minutes of the San Fernando Valley Region
Thursday, November 4, 2021 **zoom Meeting**
The meeting was called to order at 7:05 by

Director Andy Spilkoman, with 10 members present.

MINUTES: NONE

TREASURER: A motion was made by Gloria Palazzo, seconded by Andy Spilkoman 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, will again have his contest, he will be handling. Sabrina Karras, has agreed to be our photographer. Scotty will be the raffle announcer. This will be the last year for Rich and Alba Wisman handling the Raffle Booth.

At this time, we have 72 registered cars. 21 to be judged in the VCCA categories.

Lunch will be served by **Tommy Original Burgers**. Each register vehicle is entitled to a driver and passenger free lunch ticket. All others must buy their lunch ticket at the Community Chevrolet Booth.

OLD BUSINESS: Due to Covid, is was agreed no Holiday Dinner this year.

Steve Thanks Carmine and Gloria for their Garage Tour.

NEW BUSINESS: Jim Karras reported on the Orange County Car Show. 68 cars and very successful.

A motion by Larry Pearson seconded by Jim Karras, that:

The Meeting adjourned at 7:52 pm

Respectfully Submitted Gloria Palazzo,
Secretary

December birthdays

Carolyn Regan	6 th
Paul Bromley	9 th
Norm Guimond	12 th

Anniversaries

Desire & Andy Spilkoman	20 th
Francoise & Norm Guimond	30 th

To all of you, celebrate the day!!!



On November 13th I received the email below from Dave Cavagnaro who lives in New Jersey.

Hi Guys,

I have a friend and fellow VCCA member who is looking to buy a PU Truck in Menifee California. We were wondering if there may be a VCCA member who could go take a look at it and give us a firsthand opinion.

The owner's name is Martin Miller. I can provide address and contact information.

Please let me know ASAP, Thanks

Dave C

(ME) Well I had nothing to do so all I did was go through ALL the VCCA members in California looking for Zip Codes identical or near the truck.

Hi Steve,

We have some more info about the request for someone to take a look at a 1954 PU truck. If you can provide a member contact or region in the area of the truck, we might contact it would be very helpful.

We would **need this ASAP**, so any help is greatly appreciated. You can reach Dom directly at: xxxx

The first guy you sent; Daniel is going today to look at the truck. He even knows the street where it is stored. I will let you know ASAP.

Thank for all the help. The VCCA comes through again!!!

Hi Steve,

Daniel did an outstanding job in his observations and description. He invested a considerable amount of time looking the truck over as well as test ride. He did an outstanding job with photos (about 75) including a number of very detailed shots, he even included a number of videos of the engine running as well as taking a test ride.

My friend, Dom Speronza was more than pleased and thanks Daniel and you for all the effort you both put in. And yes, he bought the truck. Daniel even put him in touch with a neighbor who has some connection with shipping. Dom is currently in contact with him to identify a shipper.

I appreciate all you did to make this happen!

Dave C

(ME) an email to Daniel Espinoza, (the member that did the inspection) I am VCCA member Steve Rosenberg 7692. I did the hunting for Dave to try and find someone reasonably close to the '54 truck. Finding YOU who also had a '54 truck was a miracle. You being willing to do the work was AWESOME!

As you know, he did buy the truck. I told Dave he has to write a story about it for the G&D.

Thank you!

If you think you are smarter than the previous generation...50 years ago the owners manual of a car showed you how to adjust the valves. Today it warns you not to drink the contents of the battery.

Chevrolet Trivia Answer

The suicide door experiment was short lived for Chevrolet. It was used in the 1935 Master Series passenger cars only and gone in 1936 production. The major benefit of the door opening forward was easier access in and out of the car. However, safety issues were not worth the risk!



Next meeting @ Balboa Sports center

To be determined

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