



# Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg January 2022

[www.sfvregionvcca.com](http://www.sfvregionvcca.com)

## January virtual meeting .....

SFV Region members were sent Zoom meeting instructions. If others would like to join in, email me your request.

**To our members** ..... Please revue our regions website ([sfvregionvcca.com](http://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.

As was emailed to all members ..... Director Andy Spilkoman and I discussed the 2022 dues. As we basically had no expenses in 2021 and added to the treasury with our 2021 car show that 2022 will again be a NO DUES year.

**That said, to be a member of any region you MUST be current with your VCCA dues. Be a VCCA paid member.**

Only those who wish to resign their SFV Region membership need to reply back to me those wishes.

Be safe, let's hope the light @ the end of the tunnel is not a trains headlight.



## Been there done that .....

I am guessing this has happened to many of us. Last month I told you about Rene's "new" '39 master that had not been run in 17 years. Well after getting it home he did what he should. Redo 100% brakes and master cylinder. Removed the gas tank for a thorough clean as well as the fuel lines. Replaced the fuel pump and did a mild carburetor adjustment. Gas in the tank, key on, choke pulled, accelerator engaged engine cranked. Next was the sound of a 216 purring. I was not there but can imagine the BIG smiles & high fives between he and Oscar. A day or two later they even took it for a short ride in the neighborhood.



Here's the "been there done that" part. He wanted to, as we all do, make it run even better. He purchased a new set of A/C Delco points and condenser. Installed those and washed the engine. Went to start it NADA. It cranked but would not start. Was not getting spark. "It must be the water from the cleaning" why not "we just installed brand new parts" He and Oscar spent a LOT of time trying to solve the problem. It ran

great before. Tracing the hot current one component at a time from ignition switch to distributor all were OK until they got to the NEW POINTS. DEAD. Yes, the brand-new points were defective. Reinstalled the old ones. It again purred.



Carbonator was removed for a professional rebuild.

I got to personally “meet” the '39. It is a clean, rust free with great bright work 😊

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### *Chevrolet Trivia*

What was the first year Chevrolet offered the fuel injection option?

Look for the answer at the bottom of this newsletter

### *Chevrolet Trivia*

What is one quick way to tell the difference between a 1934 Master or 1934 Standard car, just by looking at the dashboard?

Installing Hoodlace On 1929-1933 Radiator Shells

By Stephen Kassis

1929-1932 Chevrolet cars & 1929-1933 trucks use hoodlace on the radiator shell that is held in place with split rivets. Installation is a very easy project and uses simple tools: a flat blade screwdriver, ice pick or awl, small offset pliers,

and large offset pliers. Installations take 6 feet of [FS-118 hoodlace](#) and 20 [FS-11683 rivets](#).



The radiator should be installed into the radiator shell (use [FS-499 hardware kit](#)) before starting to install the hoodlace. This is because access to the mounting screws will be limited after the hoodlace is installed. Begin by setting the end of the hoodlace at the edge of the hood hinge bracket at the top of the radiator. Locate the first rivet hole in the shell. Poke a hole in the center of the hoodlace with the ice pick and enlarge the hole with an awl. Make the hole large enough for the split rivet to fit through easily.





Install a split rivet. Using the flat blade screwdriver, spread the ears of the rivet in opposite directions. Use the small offset pliers to further spread these ears. Finally, use the large offset pliers to flatten the rivet. Move to the next hole and align the ice pick about 1/16" short of the next hole. Poke through and push the ice pick into the hole and slightly stretch the material to keep it snug. Install the next rivet as above. Repeat this process on the rest of the holes. At the lower edge of the shell, trim off the excess hoodlace and the project is finished. Be sure that each rivet head is seated tightly in the center of the two bumps on the hoodlace to prevent damage to paint on the hood.



Who remembers this yellow truck? And what was YOUR favorite?

**OOPS! Our trivia question about suicide door Chevrolets from last month was "myth busted" by Lyle Thurman, who sent us this picture of his 1923 Chevrolet suicide door coupe. Our question should have specified Chevrolet cars in the 1930's and newer. Thank you Lyle!**

### January birthdays

Marianne Katz	1 <sup>st</sup>
Tisha Gomez	3 <sup>rd</sup>
Liz Olson	17 <sup>th</sup>
Janet Bell	25 <sup>th</sup>
Scotty Cramolina	25 <sup>th</sup>

### Anniversary

Liz & Lee Olson 15<sup>th</sup>  
 To you all ..... celebrate the day!!!!!!

## Chevrolet Trivia Answer

**Chevrolet became the first manufacturer in 1957 to release a Rochester fuel-injection unit as an option on its full size passenger cars and the two-seater Corvette. This injection unit produced one horsepower per cubic inch with its 283 cu. in. V8 that delivered 283 horsepower. - Greg Zyla**

## Chevrolet Trivia Answer

1934 Master Chevrolet passenger cars were the first Chevs to have a glove box. Standard models had to wait until 1936 to get a glove box.

### On the road again



Two years after our last All Chevy/GMC car show hosted by Area 1's San Fernando Valley Region we are back. Like most of our regions we were not able to host our annual 41<sup>th</sup> show in 2020.



2021 conditions were better for outdoor events. We set a date with our sponsor, Community Chevrolet in Burbank California in January with the hope that it could be held on November 14. There were no guarantees at that time but those of you that have hosted a car show knows it takes much time and planning.



With the health trends and the government requirements we determined in late June we were a go. Notice and the application went out. I received the first three within the first week. Like I thought, we were all looking for a platform to display our Chevy's and GMC's.





Our show, besides display only, entrants' choice also does VCCA judging in the three VCCA categories plus PCC. This year we had two PCC and twenty-two in the various VCCA class'.



About 7 years ago we moved our show from early September to November because it was almost always oppressive heat in September. Well, this November it was "only" in the low 90's. It was mid 90's in September. We are tough so we worked through it. Our entry fee's range from \$15 to \$30. The higher fee is for VCCA judged cars as the VCCA, rightfully so, charge for the VCCA awards. For the entrant's fee, the car driver gets 1) dash plaque 2) free show T-shirt and 3) a free lunch. This year (again) it was Tommy's Original chili cheeseburger, fries and a drink. Oh, I almost forgot, if there is a passenger in the front right seat, they too get lunch. All that was provided by our GREAT sponsor, Fred Bell the owner of Community Chevrolet. Family owned for 60+ years.



On November 14<sup>th</sup> 2021 we had over 80 magnificent Chevrolets and two GMC's. This year we highlighted First Responders. On display was a 1955 police car and a 1969 GMC ambulance. November 2022 ..... stay well people ..... we are ready for you!

**A bumper stick many of us should have** 🤪



**Next meeting @ Balboa Sports center**  
**To be determined**  
*17015 Burbank Blvd., Encino, CA 91316*  
*7:30 – 9:00 PM*