



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

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www.sfvregionvcca.com

A reminder There is no meeting @ the park in March. On Saturday 3/21 we will meet at the Palazzo's in No. Hollywood. More info below.

Members helping members One of the key reasons next to friendship we join a region is stated in the bold print. We all saw the issue Chuck Noble was having. He was in need of a clip that no one seemed to have. Well one of our members who lives in Georgia was able to help a member that lives in Kentucky. In Dave Dunton's coffee cans was the part Chuck needed. Problem solved.



Chevrolet Trivia

How can you tell a 1936 High Roof Truck (Early) from a Low Roof (Late) Cab?

In Memory of Ken Kaufmann #467

Ken's VCCA number alone should indicate to us his level of dedication to the VCCA. He was more rare than his 1912 Little, more unique than his 1916 Scripps Booth, more powerful than his 1918 Model D5 V8 and sharper than his 1955 Nomad.

Ken gave us the chance to travel with him into the history of Chevrolet in over 400 articles in the G&D with the headings Chevrolet Review, Factory and Field, Top and the popular Speed and Sport appeared from 1985 to 2011, that was his gift to us. He served as the Technical Advisor for the Four-Runner Class of cars and shared his efforts with other groups. While doing all that, he was the Secretary from 1989 to 2009 and the newsletter Editor from 1988-2003 for the Foothill Region VCCA. Not sure how he had time to raise a family, work for Caterpillar and tour locally, nationally and internationally with the VCCA.

Ken's contribution to the VCCA is considerable and his effect on his family, friends and the people of the VCCA world is profound. We owe a debt of thanks to his family for sharing his life with us.

I will always picture Ken with a huge smile as he chauffeured my wife and I in Paducah, Kentucky in his dream car, his 1918 Model D V8.

Submitted by Pat McGowen

KEN KAUFMANN (AGE 75)
passed away January 7, 2020
Condolences to his family, RIP Ken



MINUTES

SAN FERNANDO VALLEY REGION, VCCA THURSDAY, January 2, 2020

The Meeting was called to order by Acting Director Steve Rosenberg at the Balboa Recreation Center in Reseda at 7:30pm with 12 Members present. There were no guests:

The Minutes for the Thursday, November 7, 2019 Meeting were published in Yesterday's Chevrolet. There were no corrections. Carolyn Ragan made a Motion that the Minutes be approved as published. The Motion was seconded by Kevin Enns, voted on and carried unanimously.

Treasurer: Treasurer Steve Rosenberg gave his Treasurer's Report for November 1 through November 30, 2019. We had no income. Expenses were \$163.61 for the car show, \$1215.45 for the Holiday Dinner, and \$25.00 for VCCA National dues, totaling \$1404.06. Larry

Pearson made a Motion that the Treasurer's Report be approved. The Motion was seconded by Dave High, voted on and carried unanimously.

Correspondence: None

Committee Reports: Steve Rosenberg reported that we are scheduled for our 20th VCCA Car Show at Community Chevrolet for Sunday, November 8th.

Tours & Activities: The Holiday Party was discussed. Thirty seven people showed up and we all had a great time.

Steve reported that there is no meeting here in March. We are planning a garage tour at the Palazzo's. Date to be determined.

There will be an All GM Car show on June 2nd at Warner Park in Woodland Hills.

Andy Spilkoman recommends we consider attending the Horseless Carriage Club's Christmas party.

Old Business: Steve Rosenberg reported that our dues are due tonight and he is collecting. The annual dues are still only \$10.00. Steve will send reminder emails to those who have not renewed.

New Business: Steve Rosenberg reported that Larry Pearson and Darold Shirwo are pictured judging cars at the Lake Tahoe National Convention.

Steve Rosenberg reported that we should have held the annual Region officer elections in November and forgot to do so.

All current officers are willing to continue to serve during 2020.

President: Paul Bromley

Vice President: Don Stout

Treasurer: Steve Rosenberg

Secretary: Gloria Palazzo

Silvio Delgado made a Motion that we carry over the existing Board by acclamation. The Motion was seconded by Kevin Enns, voted on and carried unanimously.

Steve Rosenberg reported that we will have no Meetings here at the park for March, July, September, and December.

Badge Money: Nothing was collected

Door Prizes: The following names were drawn out of ten eligible:

1. Norm Guimond – Craftsman drill set
2. Andy Spilkoman – Craftsman screwdriver set
3. Carolyn Ragan - Wall temperature gauge

What have you done, bought, sold, problems, and other interesting things you saw the past two months, car or parts related? Everyone gave their stories.

There being no further business, Norman Guimond made a Motion that the Meeting adjourn. The Motion was seconded by Andy Spilkoman, voted on, and carried unanimously. The Meeting adjourned at 8:46 p.m.

Respectfully submitted,

Larry Pearson

Acting Secretary for Gloria Palazzo



Who is that crazy guy working under a dash board? Or is it a headless man?

Update for March We do not meet at the park in March. Gloria & Carmine have invited us for coffee & donuts on Saturday March 21. 8:30 is start time. No RSVP needed. For those of us that have seen Carmine's garage,

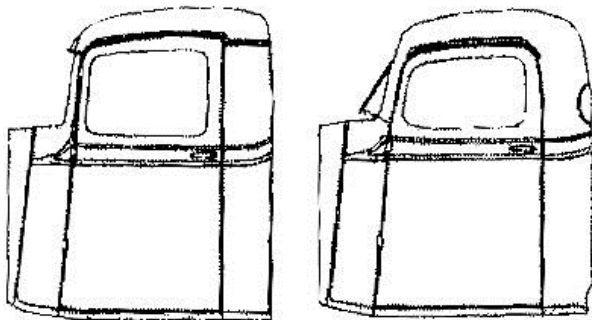
we always want to come back. For those of you that have not been there, it special! If you need the address, email me for it.

This will be a passport tour.

Chevrolet Trivia Answer

In 1936, Chevrolet trucks had an early version, referred to as High Roof because it had a separate sheet metal roof that was attached at the top. When the new version came out, the cab was a one-piece stamped cab. Other differences: High Roof had 3 door hinges, drip rail around the roof, cab was 2-inches higher with exterior sun visor. Low Roof had 2 hinges and no external sun visor.

A Primer on 1936 Chevy Trucks



HIGH ROOF CAB

Roof is 2 inches higher
Roof has drip rail
3 Door hinges
External sun visor

LOW ROOF CAB

One piece cab
2 Door hinges
No external sun visor
Windshield Crank

DOOR HINGE PIN & BUSHING REPLACEMENT By Stephen Kassis

Worn out door hinge pins & bushings will cause misalignment of doors. This, in turn, will cause other door parts to wear out, like the strikers & dovetail wedges. It can even cause damage to paint & trim if ignored too long. Good door hinge pins & bushings are vital if proper door adjustments are to be made. This is especially important prior to doing paint & body work in the restoration of any vehicle.

GM cars & trucks started using bushings in conjunction with door hinge pins in different years. In Chevrolet cars, the first-time hinge bushings were used in the 1932 model passenger cars. Chevrolet & GMC trucks did not use bushings until 1955 (Second Series) trucks. Prior to those production years, there were no bushings used.

The introduction of hinge bushings was a great improvement over the earlier standard of hinge pins by themselves. With this new design, the bronze bushing would take most of the wear and were easy to replace. This saved damage to the hinge itself and made rebuilding the hinges a simple process.

Check for wear in the hinge pins & bushings by opening the door. Lift up at the end opposite the hinges and look for movement between the male & female pieces of the hinges. Any movement here will indicate worn hinge pins or bushings. At the same time, be looking for loose hinge screws. This can also cause the door to sag and be misaligned. Tighten loose hinge screws and re-check the hinges.

Once it has been determined that the hinge pins & bushings must be replaced, mark the location of the hinges on the door post with a scratch awl, masking tape or felt marker. This will aid in getting proper alignment when re-mounting the doors. Remove the hinge screws from the door post and remove the door from the vehicle. An impact screwdriver will be a great help in removal and installation of the hinge screws. CAUTION: Door assemblies are very heavy. Be sure to support the door properly before removing all of the fasteners holding the door in place.

Remove the screws holding the hinges to the door and set the door aside in a safe place until ready for reassembly. Move the hinges to the workbench. Find a deep socket or section of small pipe that is large enough to accommodate the head of the hinge pin. If these hinges are the early style, without bushings, it may require heating the hinge to free the pin.

Open the jaws of a large vise wide enough to accommodate the hinge with the socket or pipe

