



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

March 2025

www.sfvregionvcca.com

We meet on Thursday March 6th

SFV Region Meeting Minutes Thursday February 6, 2025 Meeting was called to order at 7:00 PM

Those in attendance were: Kevin Enns, Steve Rosenberg, Carolyn Ragan, Dave Valentine, Larry Sorentino, Norm Guimond, Steve Hallaway, and Larry Pearson. 8 members total, no guests.

The minutes from the previous meeting were tabled.

Steve Rosenberg read off the Treasurer's Report. Larry Sorentino motioned to approve; Carolyn Ragan seconded. Treasurer's Report was unanimously approved.

Communications: forwarded to members as received

Car show and activities .. Discussion was held about judging at our car show and recruiting people to be judges. Committee reports / car show: Once again, the SFV Region car show will be held on the second Sunday in November, (11/9) at Community Chevrolet in Burbank. All-Cal – GET YOUR REGISTRATIONS IN! Host hotel in Pismo Beach. Contact Steve Rosenberg for details and application.

Round table discussions on upcoming events and things we've done with our cars since last month

No old business –
Further discussion was held about providing / funding of scholarships for Pierce Community College Automotive Programs

New business – The San Fernando Valley Region (SFV) currently has 37 paid members.

Another discussion was held about making donations to various charities

Badge Fines: none Door prizes: none First motion to adjourn meeting by Steve Rosenberg, second by Norm Guimond. Meeting adjourned at 8:30

Respectfully Submitted Kevin Enns

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The History of Rumble Seats

Benjamin Hunting

14 February 2025

The early days of motoring took a much more casual approach to safety. With automobile speeds in the late 19th and early 20th centuries being relatively low, and road traffic largely consisting of even slower horse-drawn carriages, the idea of positioning passengers at the very rear of the vehicle (where they could serve as some sort of human bumper in an accident) didn't raise many eyebrows.

So begins the story of the humble rumble seat, the most precarious accommodation ever invented for the automobile. Although this setup might seem like a piece of ancient history (the original "way, way back"), its presence lingered much longer into the modern era than many enthusiasts realize, inspiring seating arrangements that have held fast for more than 100 years.

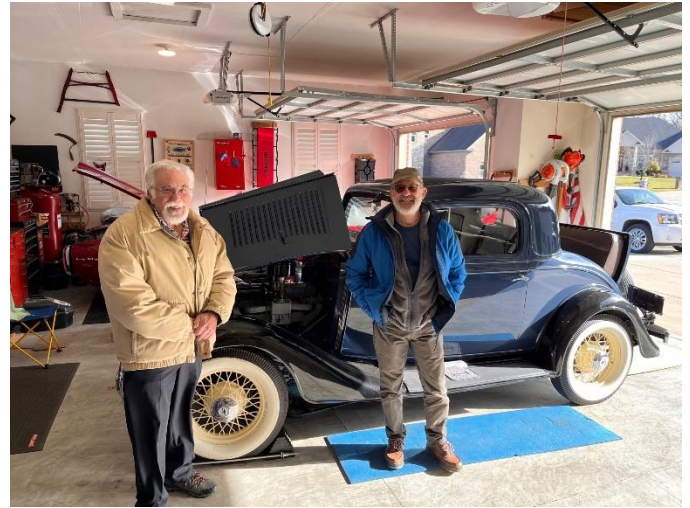
But Where Will The Butler Sit?

Such flexible, or situational seating solutions predate internal combustions by several

decades. In the era of horsepower that you had to feed and water, the gentry added fold-out seats to the exterior of their carriages to accommodate any hired help that might be tagging along. (After all, it wouldn't do to have the nanny or the butler sharing the passenger compartment with the aristocracy.) These additions were typically called "jump seats," on account of the servants who occupied them needing to "jump" to attend to their employer at a moment's notice. Those located at the very back, however, were sometimes termed "rumble seats" due to the chatter and vibration associated with hanging off the tail of a moving carriage.

Jump seats naturally made their way to cars when the latter first arrived on the scene. But it wasn't long before the nascent auto industry began to focus on the mass market, rather than simply sell cars as *accoutrements* for the moneyed class. As everyday people began buying greater and greater quantities of automobiles, the need to haul around servants dropped dramatically in favor of larger passenger compartments suitable in size for middle-class families.

Of course, not every car out there was intended as daily transportation for the entire clan. Roadsters and coupes continued to be popular, budget-friendly choices for single drivers or businesses. It's here that the rumble seat first got a widespread foothold in the automotive consciousness. Even though roadsters and coupes typically only seated three across the front row, it wasn't all that difficult for builders to reach back into the past and pluck ideas for occasional accommodations that could be stuffed, say, into the rear cargo compartment. Whenever an extra rider needed a lift from A to B, the rumble seat went a-rumblin'.



My 1933 Sports coupe after 48 years of ownership at its new home in Missouri.
That's my son Ken.

At car shows I would ALWAYS invite young children to sit in it. There were always **SMILES.**

March Birthdays

| | |
|------------------|------------------|
| David Enzer | 4 th |
| Gail Sommer | 6 th |
| Elliot Shell | 6 th |
| Girard Mollyayan | 7 th |
| Kevin Enns | 10 th |
| Eileen Cochran | 13 th |
| Al Osterloh | 15 th |
| Terri Bagnuolo | 24 th |
| Sabrina Karras | 29 th |
| Sasha Palazzo | 31 th |

Anniversary's

| | |
|-------------------------|------------------|
| Sasha & Anthony Palazzo | 15 th |
| Linda & Barry Goldsmith | 22 nd |

To All of you celebrate in style and have a wonderful day

Next meeting @ Balboa Sports Center

17015 Burbank Blvd, Encino, CA 91316
Enter from back, North/East corner

Thursday, March 6th

7:00 – 8:30 PM