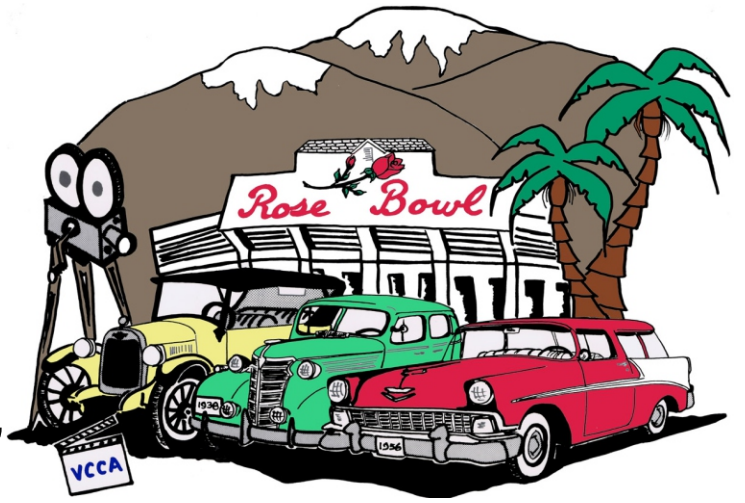


Classic Clatter



MARCH 2022

A monthly newsletter for the FOOTHILL REGION of the Vintage Chevrolet Club of America

Happy St. Patrick's Day!





DIRECTOR'S MESSAGE

GEORGE T. EDWARDS, Foothill Region Director 2021-2022

"HAPPY MARCH" This should be a fun month. We start out with "Daylight Savings Time". Then St. Patrick's Day. That day we can party all day long. The First Day of Spring is here. We have to work on our plants to get ready for summer. That means Car Shows, Automobile and Motorcycle Races. Yes, there are a lot of activities going on this month. Take Care and be Safe,

George Edwards
Director



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Bow-Tie Revolution: The 1955 Chevrolet

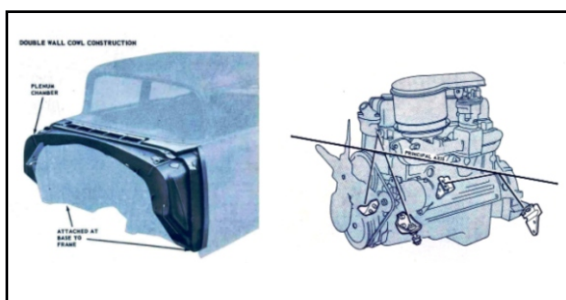
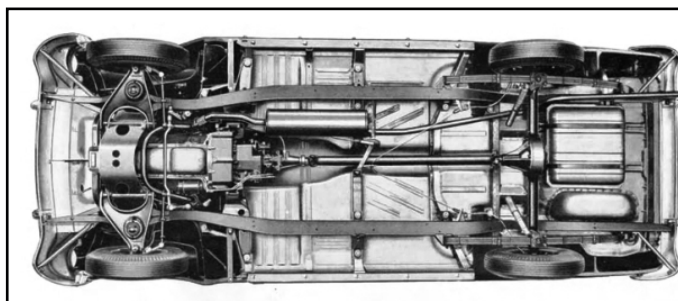
The 1955 Chevrolet is celebrated today for its revolutionary V8 engine, but in fact, the entire car was an important leap forward for GM's best-selling car brand.

When the 1955 Chevrolet was introduced to the assembled press at the General Motors Milford Proving Ground on October 12, 1954, it was described (yawn) as "all new," but in this case, for once, the public relations people weren't stretching the truth even a little. This car truly was all new. The fact was that Chevrolet's engineering had grown dated by the early '50s, and the updates were a welcome change. As hard as this would be to imagine a few years later, Chevrolets before 1955 were not known for their performance or advanced design.



The numerous improvements included a new box-section frame, redesigned front and rear suspension, tubeless tires, and a 12-volt ignition system—a necessary upgrade to support the high-compression 265 CID V8. As we know, it was the exciting new V8 that came to dominate the Chevrolet story for 1955. But actually, there were a number of interesting developments that are worth a closer look.

This view of the undercarriage above shows off the new ladder frame, which used sturdy box-section rails from front to rear. Meanwhile, a set of 14 carefully calibrated rubber body mounts tied the chassis and body together while isolating the passenger compartment from road shocks and noise. But if you look more closely at the illustration, you may notice something unusual: The frame has no crossmembers between the front and rear. Where did they go?



In this new Chevy, the cowl and firewall assembly doubled as the center frame crossmember, as shown above. A heavy-gauge stamping of double-wall steel construction that formed a natural arch, the cowl assembly added rigidity to the frame and to the front of the body structure as well. Chevy engineers called this piece a "plenum" because it also housed an integrated heater and air-conditioning unit, a feature

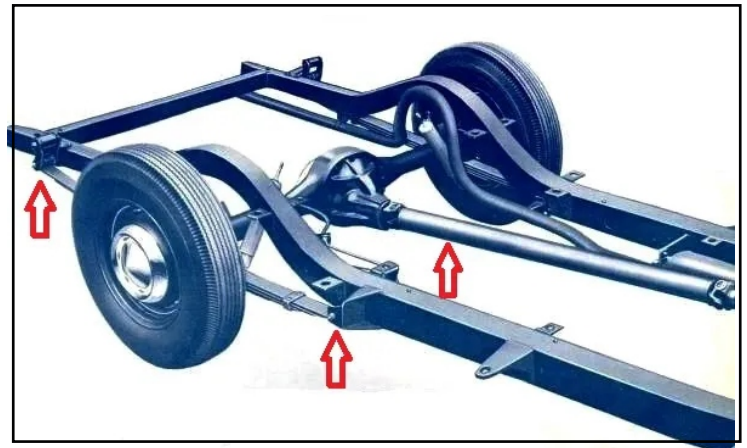
introduced at GM by Pontiac in 1954. The unitized packaging allowed Chevrolet to offer optional air-conditioning at a more realistic price (\$565) for a car in the low-priced field. Previous factory A/C systems used a bulky and costly trunk-mounted evaporator unit.



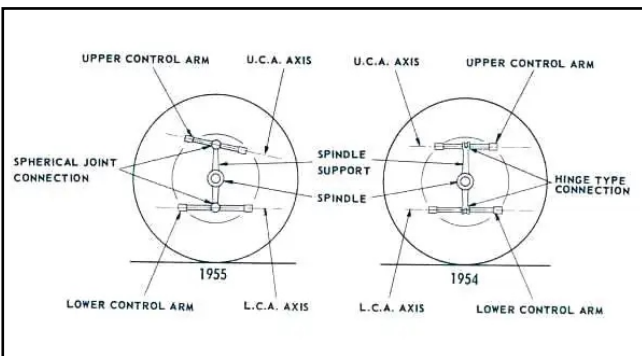
There was no transmission crossmember, either. Instead, the engine and transmission were supported by a tuned rubber mounting system at the front of the block and the sides of the bell housing (above). This allowed the engine to roll on its natural axis of rotation a limited amount rather than transmitting the rough motions into the chassis structure. In this regard it was similar to Chrysler's Floating Power system of the 1930s. And with the transmission supported at the bell housing and free at the tail housing, its noise and vibration were isolated from the passenger

cabin as well. All '55-'57 Chevrolets used this mounting system in all engine and transmission combinations, six and V8. Convertible models employed a familiar X-member in the frame for added chassis rigidity.

In another major departure from traditional Chevrolet practice, the '55 chassis abandoned the tried-and-true torque-tube driveline, adopting Hotchkiss drive with an open propeller shaft and Hooke's joints front and rear. The modernized setup offered improved wheel control and reduced driveline noise. Meanwhile, the rear leaf springs were moved outboard from the frame rails and the shock absorbers were splayed out as far as possible as well. This design, which the Chevy marketing folks branded "Outrigger Suspension," offered increased roll resistance but without stiffening the spring rates and thus making the ride suffer.



The front suspension was thoroughly overhauled as well, with upper and lower ball joints replacing the previous kingpin setup and the addition of a new recirculating-ball steering gear. Chevy engineers also took the opportunity at this point to dial a sizable amount of anti-dive into the front suspension geometry (above) to improve driver control under deceleration and braking. While seemingly subtle, these details front and rear provided a major improvement in the car's handling. (And they may help to explain how the '55-'57 Chevy chassis became a favorite on the short-track stock-car scene for decades.) While



the new '55 Chevy V8 engine was a hot performer, the new chassis was a performer, too. And it didn't take long for the news to spread that Chevrolet was now in the performance car business.

Feast your eyes on this new
CHEVROLET



The most Beautiful **BUY** of all

This Chevrolet brings you all these famous advantages at lowest prices. New *Radio-Lite* Design • New Beauty-Builder *Body* by Fisher • New and attractive color lacquer, fenders and fenders • New Super Six Interiors with plenty of head, leg and elbowroom • New Power-Steering with extra-rigid windshield and new window cover all-round • New Center-Paint Design including Center-Paint steering, lower Center of Gravity without loss of road clearance, Center-Paint seating and Center-Paint floor design • World's Cheapest Value in Road Engines for balanced power, acceleration, smoothness and economy • New Full-Size Hydraulic Brakes with "Dual-Act" master brake design • Extra-long Fisher Central Body • Extra-smooth, Extra-high Central Knee Action Bids.

FIRST FOR QUALITY AT LOWEST COST **CHEVROLET** AMERICA'S CHOICE FOR 18 YEARS

As advanced in all-round quality
as it is in all-round appearance

Stand beside it with your lady and take a good, long look at the new Chevrolet—the most beautiful buy of all!

And then, after you have looked your eyes on its smooth, leader-line styling and its smart, beauty-builder *Body* by Fisher, step into the super-size interior, touch the push-button starter, and explore its many other advantages, one by one.

You'll find it's the most beautiful buy for driving and

riding now, for high hills and low hills, and for all-round safety . . . because only Chevrolet brings you new Center-Paint Design, a world's champion Value-in-Road engine, safety plate glass in all windows, and many other advantages of highest-priced cars at the lowest prices.

Place these points to your own satisfaction, and we believe that you will add your voice to the nationwide market. Here, indeed, is the most beautiful buy of all!

CHEVROLET MOTOR CO. 1950, General Motors Corporation, DETROIT 2, MI 48106

BLONDIE
BY DEAN CAFFEY & JOHN MARSHALL

SPRING FORWARD...

SPRING FORWARD...

SPRING FORWARD...

SPRING FORWARD...

SPRING FORWARD...

SPRING FORWARD...

SPRING FORWARD...

BY THE WAY, HONEY... I ALREADY SET ALL THE CLOCKS AHEAD FOR DAYLIGHT SAVING TIME

FALL BACK...

3-10

Bill Reese

1929 - 2022



Longtime VCCA member Bill Reese passed away this month. Bill served the Foothill Region well as Director from 2005-2009. He was a friend to all and will be missed. His daughter Heather posted the following:

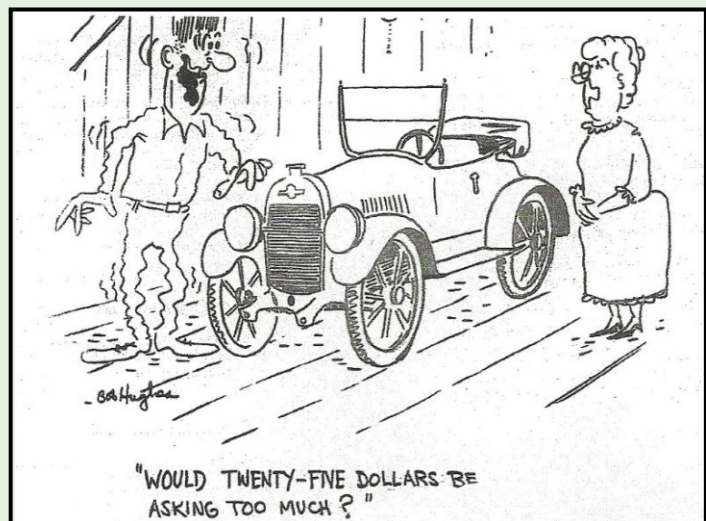
"It is with such a heavy heart that I share the news of my dad's passing. Bill Reese left us on Thursday for his heavenly home with Jesus, just shy of his 93rd birthday. While my heart is broken in ten million pieces, we have so much comfort in knowing he was not afraid and was ready to meet his Savior. He passed peacefully with his family by his side. There's nothing I could possibly write here to adequately capture the love I have for my dad, and the immense gratitude I feel for the time we had here on earth with him. So many incredible adventures, so many powerful words of encouragement, so many precious moments forever etched in my heart. And what a beautiful blessing that he captured so many of them in a book about his life that he just completed in December (nearly 500 pages). We'll plan to celebrate his extraordinary life in the months ahead, and I'll be sure to share the details."

Do you Remember?

These comics were printed in past issues of the Generator & Distributor.
A true blast from the past!



December 1967 G & D



March 1967 G & D

FOOTHILL REGION OFFICERS

*First meeting was in 1977 and it was held at Jack Wall Chevrolet
Jack Wall Chevrolet became Team Chevrolet and now is a lumber yard.*

DIRECTOR	ASST, DIRECTOR	SECRETARY	TREASURER	TOUR DIRECTOR	NEWSLETTER
1977 Ray Waldbum	Norm Lefmann	Betty Kirkwood	Mike Norton	_____	_____
1978 Marvin Imm	Norm Lefmann	Betty Kirkwood	Ester Imm	_____	How-Bett Kirkwood
1979 Bob Hassinger	Howard Kirkwood	Betty Kirkwood	Rita Jones	_____	How-Bett Kirkwood
1980 Bob Hassinger	Howard Kirkwood	Betty Kirkwood	Ester Imm	How-Bett Kirkwood	How-Bett Kirkwood
1981 Dennis Fink	Tom Stimson	Jean Fink	Steve Michaelson	How-Bett Kirkwood	Jean Fink
1982 Dennis Fink	Jim Holt	Jean Fink	Sue Robertson	Helen Holt	Helen Holt/Jean Fink
1983 Jim Holt	Jim Ferrier	Ina Brookshire	Sue Robertson	Dennis Fink	Helen Holt/Jean Fink
1984 George Reeley	George Aust	Jean Fink	Sue Robertson	Dave Johnson	George Aust/Jean Fink
1985 Jean Fink	Roy Brookshire	Dennis Murray	Sue Robertson	Lita Murray	Brookshire/Fink
1986 Dick Dennis	Glenn Ritter	Dennis Murray	Ernie Moffatt	George Aust	Glenn Ritter/Fink
1987 Dennis Murray	Al Bafford	Jean Fink	Ernie Moffatt	Lita Murray	Jean Fink
1988 Roger Felix	Curt Potter	Dennis Murray	Lita Murray	George Aust	Ken Kaufmann/Fink
1989 Ernie Moffatt	Bob Hughes	Ken Kaufmann	Curt Potter	Don Gardner	Ken Kaufmann/Fink
1990 George Aust	Dick Dennis	Ken Kaufmann	Curt Potter	Don Gardner	Ken Kaufmann/Fink
1991 Dennis Murray	Don Gardner	Ken Kaufmann	Art Label	Lita Murray	Ken Kaufmann/Fink
1992 Jean Fink	Ernie Moffatt	Ken Kaufmann	Art Label	Denise Zappen	Ken Kaufmann/Fink
1993 Jean Fink	Tracy Gage	Ken Kaufmann	Art Label	Don Gardner	Ken Kaufmann/Fink
1994 Don Gardner	Tracy Gage	Ken Kaufmann	Roger Felix	Joe Zappen	Ken Kaufmann/Fink
1995 Jean Fink	Tracy Gage	Ken Kaufmann	Roger Felix	George Aust	Ken Kaufmann/Fink
1996 Don Gardner	Ray Sorenson	Ken Kaufmann	Roger Felix	Joe Zappen	Ken Kaufmann/Fink
1997 Jean Fink	Tracy Gage	Ken Kaufmann	Roger Felix	_____	Ken Kaufmann/Fink
1998 Joe Zappen	Tracy Gage	Ken Kaufmann	Roger Felix	Robert Jackson	Ken Kaufmann/Fink
1999 Bill Zappen	Tracy Gage	Ken Kaufmann	Roger Felix	Don Gardner	Ken Kaufmann/Fink
2000 Don Gardner	Tracy Gage	Ken Kaufmann	Roger Felix	Victor Bracamontes	Ken Kaufmann/Fink
2001 George Edwards	Tracy Gage	Ken Kaufmann	Roger Felix	Michael McCormack	Ken Kaufmann/Fink
2002 Tracy Gage	_____	Ken Kaufmann	Roger Felix	Bill Zappen	Ken Kaufmann/Fink
2003 Roger Bolton	Tracy Gage	Ken Kaufmann	Roger Felix	George Edwards	Ken Kaufmann/Fink
2004 Paul Porner	Roger Bolton	Ken Kaufmann	Roger Felix	_____	Dennis & Jean Fink
2005 Bill Reese	Paul Porner	Ken Kaufmann	Roger Felix	Mike McNeill	Dennis & Jean Fink
2006 Bill Reese	Porner/Felix	Ken Kaufmann	Roger Felix	Mike McNeill	Dennis & Jean Fink
2007 Bill Reese	Roger Felix	Ken Kaufmann	Sue Robertson	Mike McNeill	Dennis & Jean Fink
2008 Bill Reese	Roger Felix	Ken Kaufmann	Sue Robertson	Steve Knickelbein	Dennis & Jean Fink
2009 Bill Reese	Roger Felix	Ken Kaufmann	Sue Robertson	Alonso Guerrero	Dennis & Jean Fink
2010 Alonso Guerrero	Roger Felix	Mandy Emerson	Sue Robertson	_____	Dennis & Jean Fink
2011 Alonso Guerrero	Roger Felix	Jean Fink	Sue Robertson	_____	Dennis & Jean Fink
2012 Alonso Guerrero	Roger Felix	Jean Fink	Sue Robertson	_____	Dennis & Jean Fink
2013 Alonso Guerrero	Roger Felix	Rosie Garcia	Sue Robertson	_____	Jean Fink
2014 Alonso Guerrero	Roger Felix	Rosie Garcia	Sue Robertson	_____	Jean Fink
2015 Jean Fink	Roger Felix	Rosie Garcia	Sue Robertson	Ray Garcia	Jean Fink
2016 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2017 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2018 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2019 Alonso Guerrero	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2020 George Edwards	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2021 George Edwards	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Jean Fink
2022 George Edwards	Roger Felix	Rosie Garcia	Judy Mulé	Ray Garcia	Sabrina Karras



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Hazel Zaricor	(562) 461-0826	hazelzar@aol.com	Downey

If your name is in **BOLD** than your dues are paid for 2022.



**It's that time again.
Dues are due for the year 2022!**

Deadline: January 31, 2022

DUES STILL ONLY \$15







Checks made payable to: FOOTHILL REGION

**Mail check to: Foothill Region
1751 E Route 66 • Glendora, CA 91740**

MARCH 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5 
6	7	8	9	10	11	12
13  Pat McGowan Birthday	14	15	16	17  Happy St. Patrick's Day!	18	19
20 Chris Oaks Birthday	21	22	23	24	25	26
27	28	29 Sabrina Karras Birthday	30	31		

APRIL 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1  APRIL FOOL'S DAY	2 
3	4	5	6	7	8	9
10	11	12	13	14	15  HAPPY PASSOVER	16
17  HAPPY EASTER	18  TAX DAY	19	20	21	22  Earth Day April 22 Jim & Sabrina Karras Anniversary	23
24	25 Lotus Louie Birthday	26	27	28	29	30



THE VINTAGE CHEVROLET CLUB OF AMERICA INC.

Foothill Region

1751 E Route 66 • Glendora, CA 91740

APPLICATION FOR MEMBERSHIP

Name _____ Birthdate _____

Spouse _____ Birthdate _____ Anniversary _____

Address _____

City _____ State _____ Zip Code _____

Phone _____ Email _____

Cell (Member) _____ Cell (Spouse) _____

Are you a member of the National Vintage Chevrolet Club? Yes No

If YES: Your membership number _____ **If NO:** It is a prerequisite for becoming a member of a local region. Yearly dues for National Membership are listed below and are forwarded to the National Organization.

FOOTHILL REGION DUES.....\$15 per calendar year

NATIONAL DUES RENEWAL NEW

Membership (Member, Spouse & Children) one vote.....\$40 per year

*When paying both dues to the Foothill Region, please write 2 checks:
1 for \$15 to Foothill Region and 1 for \$40 to VCCA National. Thank You.*

NOTE: FOR INSURANCE PURPOSES ALL REGION MEMBERS MUST JOIN NATIONAL IN ORDER TO JOIN THE REGION.

REGION: All members receive a monthly region newsletter and participation in all our meetings, tours and events.

NATIONAL: All new members receive a club badge, decal, membership card and the national magazine "Generator & Distributor." Members will be entitled to advertising in the club magazine and participation in all VCCA activities. Commercial advertising rates available. For more information or application visit: www.vcca.org

The purpose of the VCCA is to promote interest in the preservation of vintage Chevrolets. Ownership of a Chevrolet IS NOT a prerequisite for active membership. If you presently own a Chevrolet please fill in below.

YEAR	MODEL	BODY STYLE	CLY.	CONDITION
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Recruited by (VCCA member recruiting Optional) _____ VCCA# _____

FOR CLUB USE ONLY

Paid \$ _____ Check/Cash

Date Paid _____

Region Membership Number _____

Return complete form and mail with dues to:

FOOTHILL REGION

1751 East Route 66, Glendora, CA 91740

X _____

Applicant's Signature