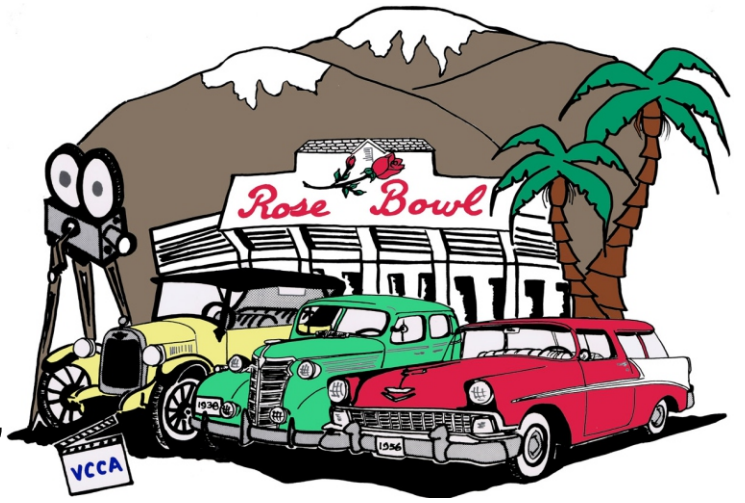


# Classic Clatter



**APRIL 2022**

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





# DIRECTOR'S MESSAGE

GEORGE T. EDWARDS, Foothill Region Director 2021-2022

It is April! Spring is coming, the grass is green and the flowers are blooming. The birds are returning from the south, bees are buzzing all about. The Car shows are going all over Southern California. There is one near you. Automobile and Motorcycle racing is also near you. Pomona Swap meet is on this month. Yes, there is a lot going on. NASCAR's West Coast Swing is over. I went out to Las Vegas last month to see NASCAR run out at the track. Take care everyone, hope to see you soon.

George Edwards, Director



© Brian Crane.

## 2022 REGION OFFICERS

### DIRECTOR

George Edwards  
1632 Iron Horse Circle  
Colton CA 92324  
(909) 874-0277  
gewire@yahoo.com

### SECRETARY

Rosie Garcia  
16368 Marvene Drive  
Hacienda Heights CA 91745  
(626) 332-2086

### MEMBERSHIP SECRETARY

Jean Fink  
1751 E Route 66  
Glendora CA 91740  
(626) 963-0202

### ASSISTANT DIRECTOR

Roger Felix  
242 Linwood Avenue  
Monrovia CA 91016  
(626) 358-5232

### TOUR DIRECTOR

Ray Garcia  
16368 Marvene Drive  
Hacienda Heights CA 91745  
(626) 332-2086

### NEWSLETTER EDITOR

Sabrina Karras  
(714) 633-8210  
sabinakarras@aol.com

### TREASURER

Judy Mulé  
8651 Foothill Blvd. #15  
Rancho Cucamonga CA 91730  
(909) 234-3209

### WEBSITE - [www.frvcca.org](http://www.frvcca.org)

### WEBMASTER

Jim Karras  
jimkarras@aol.com

### VCCA AREA #1 BOARD MEMBER

Dean Echols  
2049 N Mohave Street  
Chino Valley AZ 86323  
(928) 710-4325  
deanechols@cableone.net

# The 1923 Copper-Cooled Chevrolet: What Went Wrong?

Although it happened nearly a century ago, the Copper-Cooled Chevrolet affair is still remembered as one of the great blunders in Motor City history.

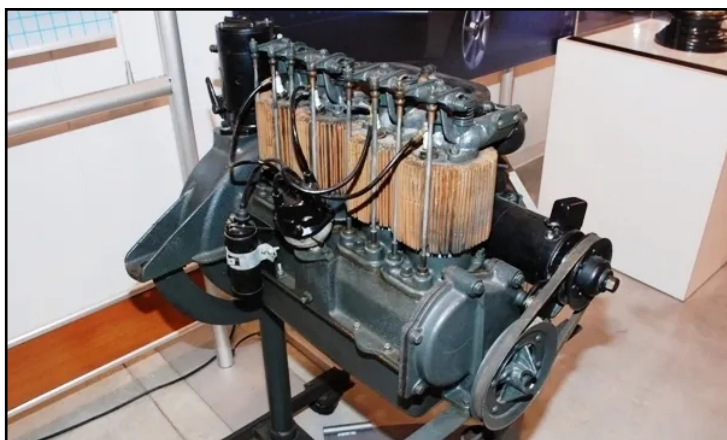
The GM project that eventually produced the infamous Copper-Cooled Chevrolet was led by Charles F. Kettering, the brilliant engineer who developed the Cadillac electric self-starting system, among his many accomplishments. Now, it should be stated that even then, air cooling was nothing new in the U.S. auto industry. Franklin and Holmes used it successfully, to name two. However, it's easy to spot the attraction to air cooling for



Chevrolet, which was then furiously attempting to compete with Henry Ford and his Model T.

If Chevrolet could eliminate the water pump, radiator, coolant, and associated hardware, it could achieve a great reduction in manufacturing cost—the area where where Ford, up to that point, had enjoyed an insurmountable advantage. This potential leap forward captured

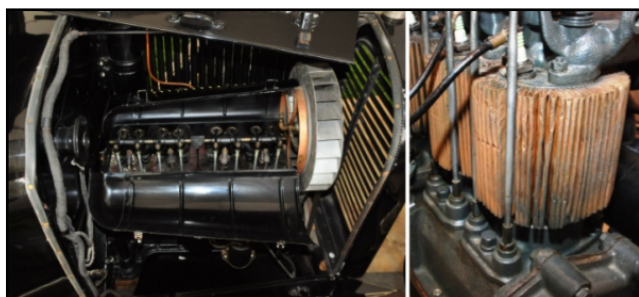
the imagination of newly installed Chevrolet president Bill Knudsen, the former Ford manufacturing boss who was given the task of catching the Model T production juggernaut.



The Kettering air-cooling system was, in external appearance, much like Franklin's, with a sheet metal shroud surrounding the engine and a large fan at the front for circulation (on the Chevy, belt-driven at 1.5 times engine speed). But where the Kettering scheme departed from Franklin

and the rest was in its cooling fins. Instead of integral fins cast into the cylinders to release engine heat, Kettering used thin copper sheet, stamped in a fan-fold arrangement and furnace-brazed to the cast-iron cylinders.

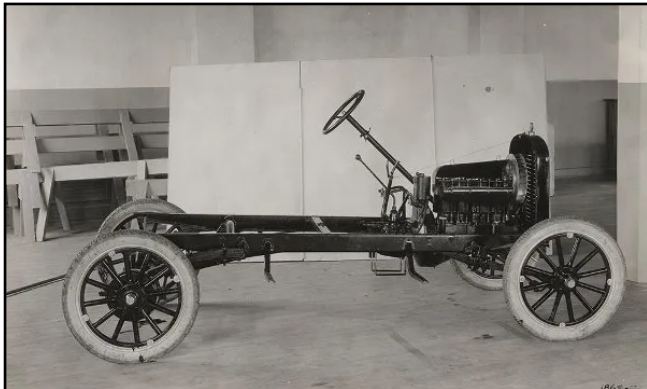
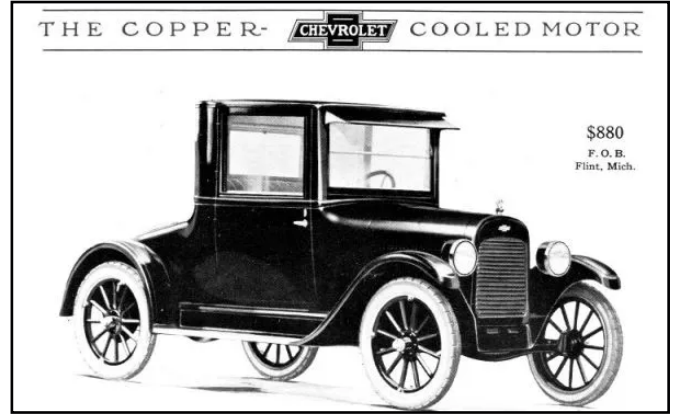
This novel setup produced, on paper at least, far greater surface cooling area than cast fins: according to Kettering, more than 5,300 square inches of cooling area on the four-cylinder Chevy, compared to around 3,100 square inches for the larger six-cylinder Franklin. Kettering saw this feature as the critical breakthrough in his air-cooling system, and GM president Pierre S. du Pont seized on the imaginative term "Copper-Cooled" to differentiate the innovation from other air-cooled cars and sell it to the car-buying public.



And so with great enthusiasm and total confidence in Kettering's unmistakable abilities, GM rushed the Copper-Cooled Model M Chevrolet into the marketplace in January of 1923—only to be met with immediate and crushing failure. Only 759 cars were produced by May, and just 100 of them were actually sold to private customers, then recalled by Chevrolet and eventually destroyed. From the entire short-lived and disastrous exercise, only two cars remain in existence.

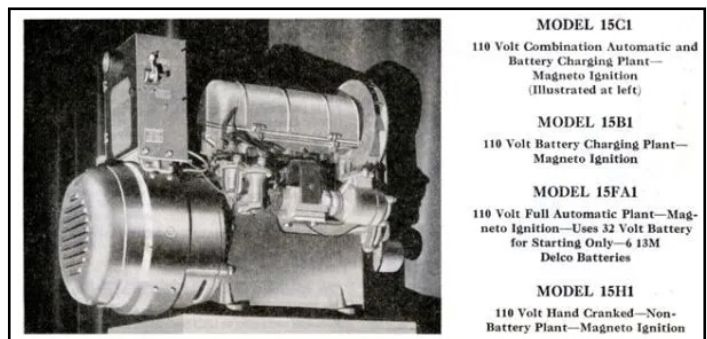
So what went wrong? Entire business classes have been taught attempting to sort it out, but the failures can be broken down into two categories: engineering and management.

+ Engineering: The Model M's small engine, 134 CID compared to 170 CID for the Chevrolet 490 and Ford Model T and rated at 22 hp, was relatively overworked and prone to detonation under load, reducing the output dramatically. The detonation and power loss cascaded until the car could barely pull itself up a grade. Air cooling can be completely effective, as Volkswagen, Porsche, and others have proven over many decades, but in this instance Kettering and his crew failed to make it work. The engine combustion knock troubles could be directly attributable to the cooling system, or maybe not. But either way, the engineering fell short.



+ Management: Even as Kettering's GM research staff was declaring it ready for production, the Oakland and Oldsmobile divisions independently tested the Copper-Cooled system and it failed badly. Clearly, the Kettering team had lost their objectivity. Meanwhile, GM upper management placed so much trust in Kettering's ability and authority that they failed to recognize the Copper-Cooled program's documented problems, and the Chevrolet division pushed into production an engine that was essentially doomed to failure.

A man of considerable ego by all accounts, Kettering did not take the Copper-Cooled failure well. He threatened to resign from GM and develop the vehicle on his own. But senior executives du Pont and Alfred P. Sloan managed to talk him down, and his successful career at the automaker continued until his retirement in 1947. As part of the ego-soothing process, apparently, a four-cylinder model of GM's Delco Light rural lighting plant (below) employed a detuned version of the Copper-Cooled design. A number of these powerplants are still around and they bear a passing resemblance to the ill-fated Chevrolet engine.

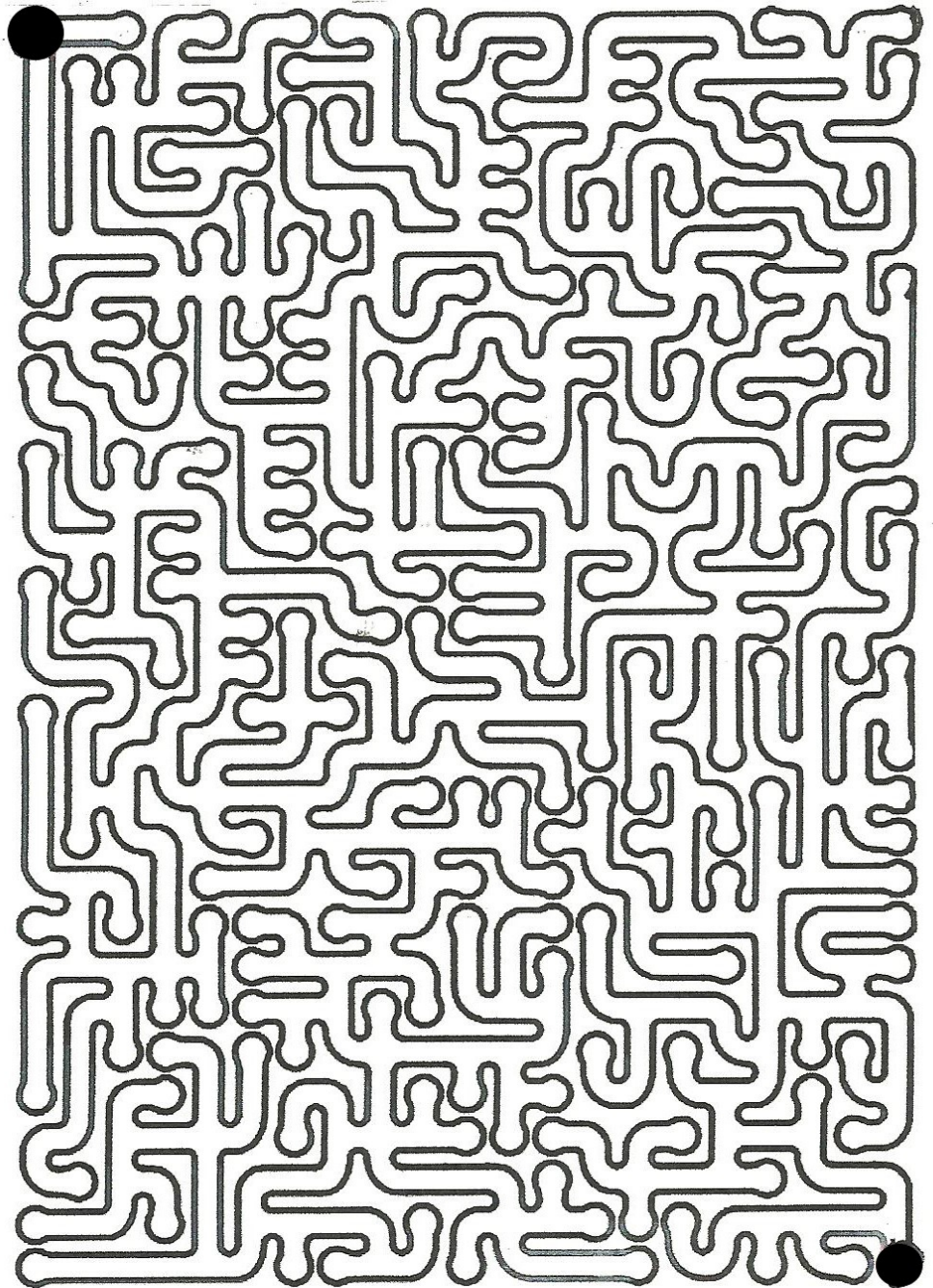
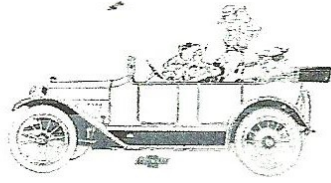


# LET'S HAVE SOME FUN!

Drive to the  
60th  
Anniversary  
meet with  
this puzzle  
that was  
created by  
VCCA  
member  
Bruce  
Granger  
from the  
Lower  
Michigan  
Region

Thanks  
Bruce!

DRIVING TO THE 60TH ANNIVERSARY VCCA NATIONAL MEET



# Chevrolet. Building a better way to see the U.S.A.



Impala at the beach south of Miami, Florida.

## Your new Impala. Starts you relaxing long before you get where you're going.

You settle back on a white sand beach surrounded by fresh coconuts, pineapples and guavas. The roar of an ocean lends serenity to your lazy vacation-day mood. Some exotic island? No, Florida.

Right here in America. And Chevrolet is building a better way to get you there. Impala. It gets you there comfortably. You can put a lot of miles on it without getting a lot of miles put on you.

There are power front disc brakes to do most of your heavy footwork. There's an automatic transmission to do most of your shifting. There's power steering to do most of your turning.

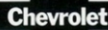
There's an improved flow-through power ventilation system for bringing in outside air even when your windows are closed. Even when your car is stopped.

There's a ride that stays smooth and comfortable coast to coast. It's all standard on Impala.

All because we want your new Impala to be the very best car you ever owned.

Talk to your Chevrolet dealer. He's got a lot more to tell you.

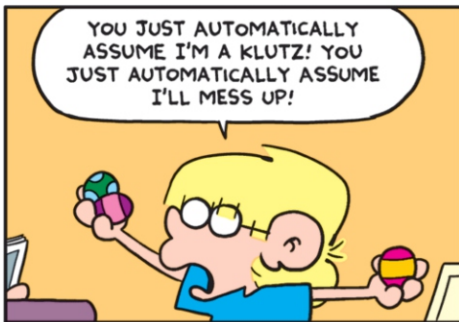
Highway safety begins at home. Buckle up before you leave.



# CHEVROLETS



# CHEVROLET - AND ONLY CHEVROLET - IS FIRST!



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MDD 4-24

# 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



# 2021-2022 FOOTHILL REGION MEMBERSHIP

<b>George &amp; Jeanette Aust</b>	<b>(626) 963-7842</b>	<b>austhaus1@gmail.com</b> austhaus2@gmail.com	<b>Glendora</b>
Al & Karen Bafford	(626) 443-6907	_____	El Monte
Christina Brehove	(310) 283-6438	ccr.christieb@gmail.com	San Gabriel
Duane & Virginia Conner	(626) 824-0480	Duane.conner@yahoo.com	Glendora
George T. Edwards	(909) 874-0277	gewire@yahoo.com	Colton
Roger & Carol Felix	(626) 358-5232	rogerfelixsr@gmail.com	Monrovia
<b>Jean Fink</b>	<b>(626) 963-0202</b>	<b>finkprint@verizon.net</b>	<b>Glendora</b>
<b>Ray &amp; Rosie Garcia</b>	<b>(626) 333-2086</b>	<b>muchosgarcias@yahoo.com</b>	<b>Hacienda Heights</b>
<b>Ray Jr. &amp; Ana Garcia</b>	<b>(626) 602-6703</b>	<b>fastfirehawks@aol.com</b>	<b>Diamond Bar</b>
<b>James &amp; Sabrina Karras</b>	<b>(714) 633-8210</b>	<b>jimkarras@aol.com</b> sabinakarras@aol.com	<b>Orange</b>
Steve Knickelbein & Julie	(626) 840-0404	nickel1@pacbell.net	Pasadena
William & Lotus Louie	(323) 222-5092	_____	Los Angeles
<b>Pat &amp; Deb McGowen</b>	<b>(909) 629-2459</b>	<b>mcg23@verizon.net</b>	<b>Pomona</b>
Tom Meleo	(559) 568-0829	_____	Lindsay
<b>Judy Mule'</b>	<b>(909) 234-3209</b>	<b>judyamarie@hotmail.com</b>	<b>Rancho Cucamonga</b>
<b>Chris &amp; Lela Oaks</b>	<b>(760) 948-3506</b>	<b>kener999@hotmail.com</b>	<b>Phelan</b>
<b>Carmine &amp; Gloria Palazzo</b>	<b>(818) 762-6615</b>	<b>palglo@aol.com</b>	<b>North Hollywood</b>
David Reader	(909) 627-3241	_____	Chino
Thomas & Jill Shubin	(562) 923-1943	_____	Downey
<b>Don &amp; Carol Troyer</b>	<b>(626) 340-8872</b>	<b>dtroyer67@gmail.com</b>	<b>Alhambra</b>
Bill Zappen	(626) 447-3994	bzappen@aol.com	Arcadia
Hazel Zaricor	(562) 461-0826	hazelzar@aol.com	Downey

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

**RENEW YOUR  
MEMBERSHIP**



**It's not too late to renew  
your membership and pay  
your region dues for 2022!**







**DUES STILL ONLY \$15**

Checks made payable to: **FOOTHILL REGION**




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



# 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

# MAY 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5  CINCO de MAYO	6	7 
8  HAPPY Mothers DAY	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26 Deb McGowen Birthday	27	28
29	30  memorial DAY	31				



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](http://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