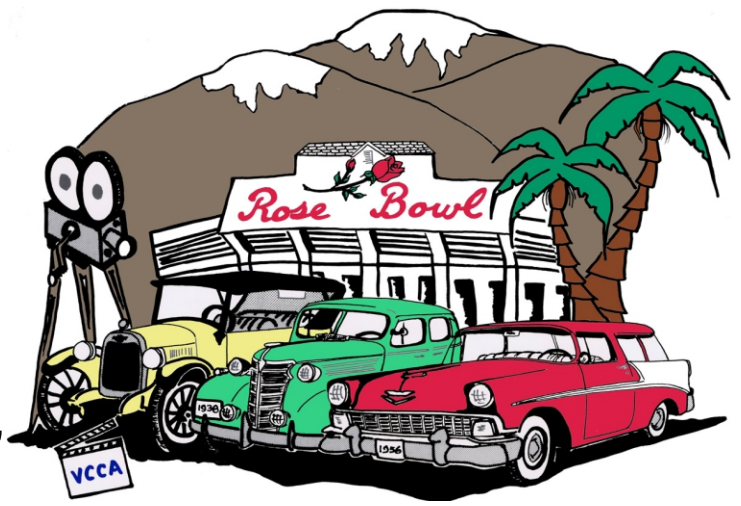


Classic Clatter



JULY 2022

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





DIRECTOR'S MESSAGE

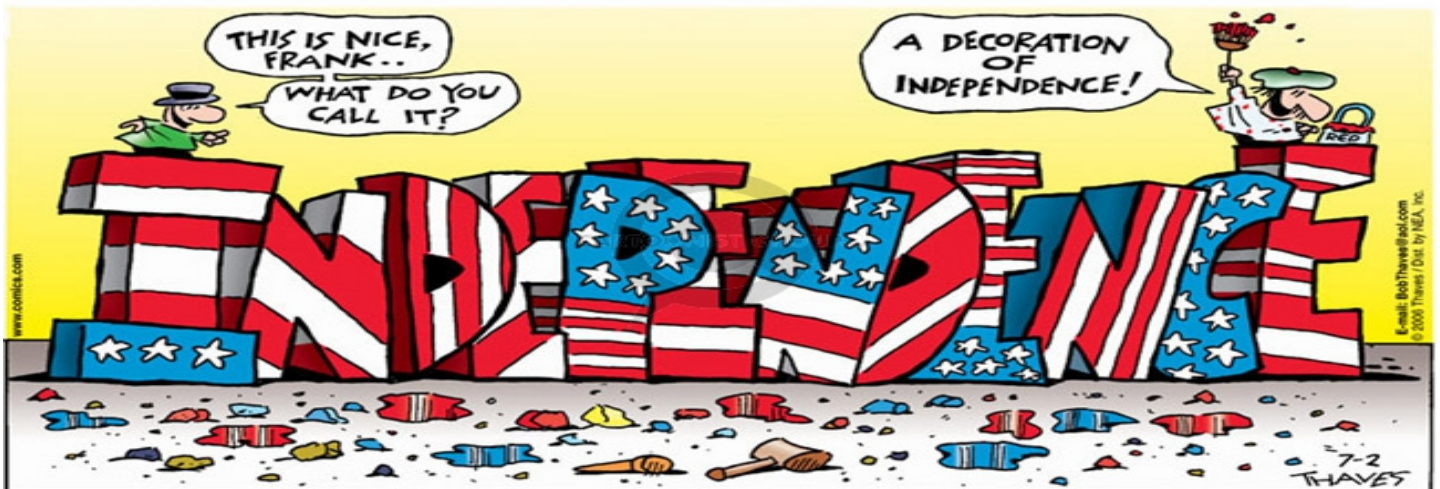
GEORGE T. EDWARDS, Foothill Region Director 2021-2022

HAPPY 4TH OF JULY!!!

I wish everyone a happy and healthy weekend. I hope everyone is looking forward to a great weekend with a lot of barbecuing. Yes, barbecued food is the best!!! This weekend has plenty activities going on. Go out and enjoy them, from baseball games to fireworks in the sky.

Be safe and enjoy yourself,

George Edwards, Director



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deanechols38@gmail.com

Reinventing the Low-Price Field: The 1929 Chevrolet Six

On November 17, 1928, General Motors turned the low-priced field upside down with the introduction of the 1929 Chevrolet six.

The man at right in the sporty straw hat with his foot on the running board of the '29 Chevy is William S. Knudsen, the president of the Chevrolet division of General Motors from 1924 to 1937. Henry Ford's former manufacturing boss, Knudsen commanded Chevrolet's drive to the top of the U.S. auto industry, muscling the Ford Model T out of its traditional number-one spot.



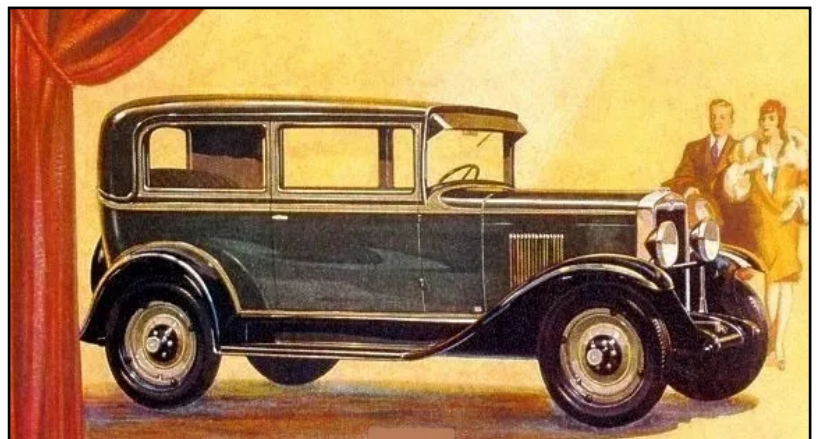
Knudsen had been hand-picked for the job by GM president Alfred P. Sloan, and together they executed a highly successful product strategy for Chevrolet: For just a little more money than Ford, they offered buyers far more in style and features. In late 1927, Ford finally responded to Chevrolet's challenge with the vastly modernized and improved Model A. But Chevrolet trumped Ford once again in November of '28, rolling out a six-cylinder model to compete against Henry's four.

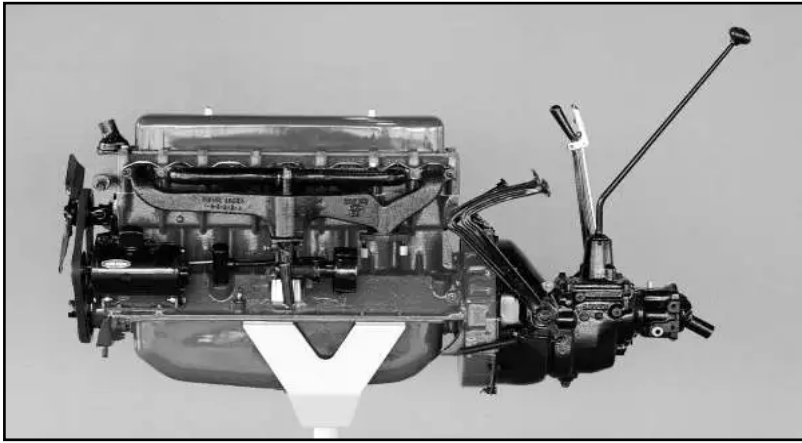


Chevrolet's new six-cylinder engine was developed by largely the same team that produced the groundbreaking 1926 Pontiac six, led by Chevrolet chief engineer O.E. Hunt and the brilliant Henry Crane, a consulting engineer who reported directly to Sloan. Thinking ahead, they began work on the Chevrolet in November of 1925, almost immediately after the Pontiac project was

completed. (Read our feature on the influential 1926 Pontiac [here](#).) While Sloan had conceived the Pontiac as "a six-cylinder Chevrolet" as he called it, he predicted that Chevrolet would soon need a six as well. In fact, Sloan could foresee that the inline six would soon dominate the American auto industry, including the low-priced field.

After considering various L-head layouts, the group finally embraced Chevrolet tradition and adopted an overhead-valve configuration with pushrods and rocker arms. The resulting design was efficient and advanced, with a mechanical fuel pump and automatic spark advance, yet still rather conservative, with three main bearings and a hybrid pressure/splash lubrication system.





With a bore of 3.31 inches and a 3.75-in stroke, the six displaced a tidy 194 cubic inches, and while it was slightly smaller than the 200 CID four-banger in the Ford Model A, it was rated at 46 horsepower—six more than the Ford. And more importantly, with six firing impulses per cycle, the six was smoother than most any four-banger on the market. And now a key nugget of bow-tie lore: A number of external fasteners on the new six (and the chassis and body as well) were 1/4-20 (“quarter-twenty”) roundhead machine screws, as commonly found on kitchen

stoves. And so it is that Chevrolets have been known as “Stovebolts” ever since.

Cautious nearly to a fault, Sloan could still feel the sting of the Copper-Cooled Series M Chevrolet fiasco only a few years earlier, and with the guidance of Knudsen, the division took a more guarded approach to the Chevy six rollout. The chassis for the new car was actually introduced one model year in advance as the 1928 Chevrolet AB National, with four-wheel brakes and a lengthened 107-in wheelbase to accommodate the longer engine that was scheduled to arrive the following model year.

With the removal of a fan shroud and the addition of a recessed firewall panel on the improved chassis, the new six-cylinder powerplant dropped right into the space previously occupied by Chevy’s trusty OHV four, thus creating the 1929 AC International. This graduated phase-in of the six-cylinder model proved to be far more efficient than Ford’s approach: a complete shutdown of the Ford empire for six months to switch from Model T to Model A production. As a result, Chevrolet gained a tremendous advantage in sales.



Marketed under the banner “a six in the price range of a four” and priced from \$525 to \$725, the new Chevrolet was a sensation, changing America’s vision of what a low-priced car could be. The rest of the industry would soon follow, and new car buyers would never again have to settle for a four-cylinder engine. Of course, Henry Ford was never one to follow, and for 1932 he went Chevrolet one better and introduced the revolutionary Ford V8. So maybe the 1929 Chevrolet six was more influential than we realize: If not for the Stovebolt, there might never be a Ford V8, either.

Article originally posted August 20, 2020 at <https://www.macsmotorcitygarage.com/reinventing-the-low-price-field-the-1929-chevrolet-six/>

CHEVROLET

Outstanding Beauty and Remarkable Six Cylinder Performance - - at prices within the reach of all

Model	Price
Standard	\$525
Special	\$595
Deluxe	\$675
Deluxe with top	\$725

A SIX IN THE PRICE RANGE OF THE FIVE

Vacation Days
are happier days when you go in a
CHEVROLET

Think how many places you can go . . . how many sights you will see . . . how many things you can do—if you take your vacation this summer in a Chevrolet! And think how comfortably you'll travel . . . how thrilling each mile will be . . . how little the trip will cost . . . in this smarter, safer, smoother-riding car! Vacation days are happier days when you go in a Chevrolet, because it's *free-handed* with thrills but a miser with its owner's money!

CHEVROLET MOTOR DIVISION, General Motors Sales Corporation
DETROIT, MICHIGAN

envisioningtheamericandream.com
THE ONLY COMPLETE CAR — PRICED SO LOW

**Ready
for a
summer
road trip
in your
classic
Chevy?
So many
places
to
explore!**




IT'S BEEN NINE HOURS, BOYS. I VOTE WE JUST ACCEPT THAT IT'S A DUD.

NO WAY. PETER, GO BLOW ON THE FUSE.

YOU BLOW ON THE FUSE!

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MDD



Area 1 VCCA Tour July 9th

Hosted by the Southern California Region VCCA
Segerstrom Shelby Event Center museum has a vast
collection of Shelbys and other cars, neon signs, gasoline
pumps, and petroliana.

We will meet at the Segerstrom Shelby Event Center at 10:00
AM. That's when they are open. Located at 5 Whatney,
Irvine, CA 92618

They will have reserved a large area for you to park your
classic car. We will be greeted by Center's staff and then go
on a self-guided tour. The staff will then be available after
our tour to answer any questions we may have.

Then we will caravan to lunch at Heroes & Legends Bar and
Grill which is right around the corner from the Center. It is
located at 22741 Lambert St, Lake Forest, CA 92630.

Please RSVP by July 2nd to me at sabrinakarras@aol.com
or via phone at (714) 287-4757. Also, let me know if you will
be driving a classic car so an area at the restaurant can be
saved for a parking area.

Come and make new car friends!

Tickets \$15 - General Admission, \$10 - Seniors 65+, \$5 - Children 5-12

Tickets can only be purchased on line at the following link:
<https://segerstromshelbyeventcenter.com/products/tickets>

If you have trouble purchasing tickets let Sabrina Karras know

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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Jean Fink	(626) 963-0202	finkprint@verizon.net	Glendora
Ray & Rosie Garcia	(626) 333-2086	muchosgarcias@yahoo.com	Hacienda Heights
Ray Jr. & Ana Garcia	(626) 602-6703	fastfirehawks@aol.com	Diamond Bar
James & Sabrina Karras	(714) 633-8210	jimkarras@aol.com sabinakarras@aol.com	Orange
Pat & Deb McGowen	(909) 629-2459	mcg23@verizon.net	Pomona
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Chris & Lela Oaks	(760) 948-3506	kenner999@hotmail.com	Phelan
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Al & Karen Bafford	(626) 443-6907	_____	El Monte
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Duane & Virginia Conner	(626) 824-0480	Duane.conner@yahoo.com	Glendora
Roger & Carol Felix	(626) 358-5232	rogerfelixsr@gmail.com	Monrovia
Steve Knickelbein & Julie	(626) 840-0404	nickel1@pacbell.net	Pasadena
William & Lotus Louie	(323) 222-5092	_____	Los Angeles
Tom Meleo	(559) 568-0829	_____	Lindsay
David Reader	(909) 627-3241	_____	Chino
Thomas & Jill Shubin	(562) 923-1943	_____	Downey
Hazel Zaricor	(562) 461-0826	hazelzar@aol.com	Downey

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




**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**

JULY 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1 George Edwards Birthday	2 
3	4 	5	6 Don & Carol Troyer Anniversary	7 Don Troyer Birthday	8 Steve Knickelbein Birthday	9
10	11	12	13	14 Karen Bafford Birthday	15	16 Carmen Guerrero Birthday
17	18	19	20	21	22 Carol Troyer Birthday	23
24	25	26	27	28	29	30
31						

AUGUST 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3 Chris & Lela Oaks Anniversary Carmine & Gloria Palazzo Anniversary	4	5	6 
7	8	9	10 David Reader Birthday	11	12 Al & Karen Bafford Anniversary	13
14 William Louie Birthday	15	16	17	18 Christina Brehove Birthday	19	20
21	22	23	24	25 Ray Garcia Jr. Birthday	26	27 Thomas & Jill Shubin Anniversary
28	29	30	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

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