Yesterday's Chevrolet
San Fernando Valley Region

EDITOR: Steve Rosenberg February 2019 www.sfvregionvcca.com

All Cal is only 3 ½ months away ……I have attached the All Cal application. Or you can sign up on line @ www.vcca.org

If you intend to attend, please reply back. The trip to & from will be passport miles. In the G&D explains how to get a Chevy passport (it's free). They also have two tours that will get passport miles. We probably will have a caravan to Bakersfield. If no one is towing it will be a 70 MPH drive

For those of you who have not attended an All Cal ..... they are FUN & low key. It's also not much more than a 100 miles for most of you. You DO NOT have to attend with an old Chevy.

The March meeting is to once again have breakfast at Pete's Place, Saturday 3/2 (OLYMPIC DINNER) after tour the Nethercutt Museum, in Sylmar. Breakfast @ 8:30 then those that wish, we drive about 1½ miles to the car collection. The museum is free and there's plenty of off street parking. There is no meeting @ the park in March. OK to invite friends. If you can, drive an old car to this event.

From the Director

Fellow members,

Well, my first month of service is in the books and no rumors of a recall (yet).

This is a great learning experience for me since I know nothing about parliamentary procedures. As time goes on, I will be able to handle it without cue cards.

It was great to see the members offering up their time and energy to put some more spark into our activities.
I am very grateful to be of service to our chapter and am looking forward to some really swell times together.

January 3, 2019 San Fernando Valley Region Minutes

The meeting was called to order by Director, Paul Bromley, at the Balboa Recreational Center, 7:35 pm
12 members present and one guest: Kevin Enns, 1940 Pickup
MINUTES: A motion was made by Gloria Palazzo, seconded by Steve Rosenberg and carried, that the minutes be approved as published.
TREASURER: A motion was by Gloria Palazzo, seconded by Scotty Cramolini and carried, that the treasurer report of be approved.
CAR SHOW: Steve Rosenberg, reported that the net proceeds from the Car Show were outstanding. The next Car Show will be on Sunday, November 10, 2019. Director Paul Bromley that the members should start working on collecting, goodies to insert into the registration bags. Its never to early to start asking vendors.

TOURS and ACTIVITY: 2019 All Cal May 16-19, 2019 in Bakersfield, CA was discussed and several plan on attending.
The March meeting is being planned by Don Stout, to once again have breakfast at Pete's Place, (OLYMPIC DINNER) after tour the Nethercutt Museum, in Sylmar CA.
Bob Everett, and Michael Della Galla will be bring coffee and home made cookies to the next meeting.
The September meeting will be held at the Valley Relics, Norm Guimond will handle the arrangements.
Dave Valentine, announced the February 3, Pancake Breakfast at Notre Dame High School, park on Riverside Dr. We will enter as a group at 7:45 am. And get a free breakfast.
Director Paul Bromley, requested pull tabs for the Ronald MacDonald house in Long Beach. They will be tally at the All Cal, in Bakersfield.
Last year we had over 113 pounds of pull tabs, and were recognized with a brick in the walkway of Ronald MacDonald in Sacramento,

NEW BUSINESS: None
OLD BUSINESS: None

BADGE MONEY: .75 collected.
What have you done to your car was opened to discussion.

DRAWING WINNERS:
Michael Della Galla, Glue
Dave Valentine, WD 40
Don Stout, scissors
A motion was made, by Steve Rosenberg, seconded by Hill Lewison, to: adjourned at 8:45 pm

Respectfully Submitted
Gloria Palazzo, Secretary

Duane Diez's truck needs just a bit more to get it to All Cal …… What … 20 minutes work ☺

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Chevrolet Trivia

When was a tilt steering wheel made an option on
Chevrolet's for the first time?

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Mechanical Brake Locking Problems

By Stephen Kassis

Early Chevrolet cars & trucks from 1930-1933 have very similar brake systems. One of the common problems with these vehicles is that the brakes can lock at the wheel. Sometimes the problem can be temporarily "fixed" by simply driving the car backwards. Other times the locking can be so severe that the vehicle cannot be moved in any direction.

There is a long list of reasons why the brakes will lock. We will attempt to cover the common problems. Probably the most common reason is moisture on the brake shoes or rust on the drums. When our antique cars are not driven for long periods, moisture can build up in the brake linings or rust will form on the drum surfaces. This can cause the brake shoes to grab or stick momentarily. The easiest solution to this problem is to "ride" the brake pedal while driving, until the shoes have warmed up, eliminating the moisture. If moisture or rust was the problem, the sticking should go away as soon as the shoes are warm. NOTE: If you are planning to store the vehicle for a long period, it is NOT advisable to set the parking brake. Moisture and rust can cause the brake lining to seize to the brake drum and cause a huge problem to get them to release.

Bent brake shoes or brake shoe anchor plates can cause a sticking problem. A bent shoe or anchor plate will cause the shoe to contact the brake drum unevenly. This can cause sticking or severe brake drag on one side. A similar problem can be caused if the brake shoe anchor pins are not properly attached to the brake backing plates. This can cause the brake shoes to be stressed and possibly bent.

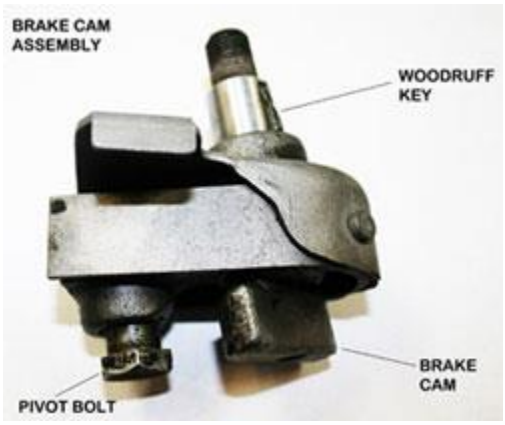
Loose, broken or improperly riveted brake linings can cause sticking brakes. Any foreign substance on the drum surface can cause sticking. This would include dried grease or glazing that can show up on brake shoes and drum surfaces. Sanding the brake drum will usually take care of this problem unless the contamination has gone into the brake lining.

Another obvious problem that will cause the brakes to stick is a broken brake return spring. If there is no return pressure on the brake shoes after they are applied, they will stick or drag. Many times there will be a dragging or scraping noise associated with this problem. As the brake drum is rotated, broken pieces of the return spring will be caught between the shoes and the drum. This will cause a distinctive and relatively constant noise to come from the brake drum.

Centralizing the brake system is vital to proper operation. Out of adjustment brake rods and cables can cause sticking. If these are not adjusted properly, the front brake cables can come too far out of the housing. This will allow the inner part of the cable to hang up on the outer housing and not release. Of course, the solution here is a complete brake adjustment. There is a very detailed procedure that should be closely followed to adjust mechanical brakes.

The most common and worst brake locking can be caused by the brake shoe operating cam. On a week-long VCCA tour, we had 25 early six cylinder cars. Of those cars, three had mechanical brakes that were sticking. We observed that all three of these cars had about 80,000 miles on the odometer. That seems to be the approximate time when the cam bushings exhibit severe wear. We drove our old cars over 600 miles during that week. One car had such a bad brake problem that the car simply would not move.

Each wheel has a cam that pivots every time the brakes are operated. This cam is held in a cast housing and pivots in a brass bushing. This bushing is not lubricated in normal service and, after 80,000 miles, the bushing will most likely be worn out. When it wears out, the bushing will be oblong in shape. This will allow the operating cam to turn in a slightly tilted manner. These bushings should be replaced if loose against the cam. Often during restoration these bushings are overlooked and not replaced. If your car is experiencing serious brake locking problems, this is very likely the reason.



Badly worn cam bushings can cause the cam to lock in the open or "ON" position, effectively locking that wheel. If you are on the road when the brakes lock up, a temporary solution is to back off the wheel brake adjuster, tapping it back and forth, until the wheel turns freely. The problem with this is that you will lose substantial braking performance. This should only be done ONLY as a temporary solution to an emergency situation. At the same time, the opposite side brake adjuster should be backed off equally to prevent uneven brake pull. Use EXTREME CAUTION when driving a car in this situation as braking performance is seriously diminished. Only drive as far as absolutely necessary â€“ slower and with more caution than usual and only as an emergency measure to get to a safe place. As soon as possible, make proper repairs and completely readjust the brake system.

To replace the brake cam bushings, the cam housing must be removed from the brake system. To do this, remove the brake adjuster which is attached to the brake cam. Be sure to remove the small woodruff key(FS-3877)bolt with a nut that holds the cast housing in place. This bolt also has a bushing. This bushing will not experience the same wear problem as the cam bushings as the movement in this area is limited. It will most likely require extra effort to remove this bolt because it will be tight. Part of the tightness is due to the spring plate on the back of the cam housing. This has a very tight hole that must be aligned when the pivot bolt is installed. Remove the bolt carefully to avoid damage to the threads. One method is to put a box wrench on the head of the bolt and pivot it back and forth while pulling it outward. A little spray of penetrating fluid like PB Blaster on the bushing will help.

Brake & clutch pedal bushings are the same bushing used on the brake cam. Press in the new bushing (SA-126) into the cast brake housing. Fit the cam back into the bushing. If it is too tight, it may require a light honing or sanding with emery cloth to fit the cam to the bushing. Once installed, the cam should pivot freely and not stick. Use caution when honing, as it will be important to have a good fit without it being too loose. Lubricate the operating surfaces with a light coating of high temp wheel bearing grease or anti-seize compound. This is also a good time to check the brake centralizers to ensure that they are free and operational. The centralizers are often rusted and frozen in place. They must be free for proper brake adjustment.

Once the new bushings are installed and centralizers are free, reassemble the brake system and do a complete brake adjustment.

Chevrolet Trivia Answer

Tilt Steering wheels were first made available on January, 1963

Dot 5 brake fluid use instead of dot 3 or 4
By Larry Pearson

I have been using dot 5 Silicone brake fluid in all my cars since I first became aware of it in 1975 and I think it is wonderful. I have had no problems with it in these cars I own: 1949 Plymouth, 1951 Oldsmobile, 1955 Cadillac, 1956 Chevrolet Bel Air, 1960 Corvette, 1962 Corvette (2), 1968 Caprice, 1972 Chevrolet C 20 Pickup, 1975 Chevrolet Monza, 1984 Oldsmobile, 1992 Camaro. All US military vehicles use Silicone brake fluid, because they don't want brake failure. Dot 5 is compatible with all rubber components that use dot 3.

There are some issues with it, however. First, it is hard to find and is very expensive. However, since it lasts forever, it is very inexpensive in the long run. Second, it is

extremely difficult to remove from surfaces you plan to paint. Since it is not a petroleum based product, petroleum-based solvents will not remove it. I, quite frankly, don't know what solvent will remove it from surfaces to be painted. California's EPA has banned all known solvents that remove silicone. You have to sand or grind it off, and even this might not work. If you spill it on concrete, it turns white when the concrete gets wet, and this never seems to go away. When the concrete is dry, it is not visible.

Silicone brake fluid absorbs air in the form of micro-bubbles when it is agitated in the presence of air. These micro-bubbles will congeal into large bubbles and will dissipate when the fluid is allowed to sit undisturbed for at least one day. If you shake the container the fluid becomes milky with millions of micro-bubbles. For this reason, you cannot pressure bleed a brake system with Silicone brake fluid, and it probably cannot be used with abs brake systems because the brake fluid gets violently pulsed when abs is activated. Silicone brake fluid cannot be used in hydraulic power window and top systems that use brake fluid. This is because the pump agitates the brake fluid in the presence of air, causing millions of air bubbles to form in the reservoir, causing the reservoir to overflow with bubble filled silicone fluid. I had this happen with a 1948 Buick hydraulic power top system which I tried to convert to silicone. If you have to use dot 3, use dot 4 instead. They are supposed to be compatible and dot 4 is supposed to resist absorbing water.

If you have your silicone equipped vehicle serviced in a shop, they **always** will add dot 3 brake fluid to top off your reservoir, no matter what you tell the mechanic or any signage you use. Most mechanics do not know what dot 5 fluid is, and they definitely do not stock it. The dot 3 fluid goes to the bottom of the reservoir and does not mix with the dot 5, so you might not be aware that this was done. Most dot 3 fluids can co-exist with silicone fluid, but some versions of dot 3 will turn to "jello" when mixed with silicone. All dot 3 does not have the same chemistry. If you have a garage service your silicone equipped car, take a plastic tie wrap and secure the reservoir top so the mechanic cannot get into it.

Because of the agitation problem with dot 5, bleeding a newly overhauled brake system must be done **very slowly**. Plan on spending two days doing it. Remember, though, that if you do it right, the result is, literally, forever. Start out by carefully and slowly pouring dot 5 into the master cylinder reservoir to fill it. Let it sit overnight. This will allow the dot 5 to slowly fill the master cylinder bore. You need a helper to finish the bleeding. Make sure all bleeder screws and brake line fittings are tight. Use a clear plastic hose on all bleeder screws and feed it into a small glass bottle. The clear plastic hose will allow you to see when the brake fluid starts coming out and is clear of bubbles . Have your helper go to the right rear brake bleeder screw and open it. Very slowly push the brake pedal down to the floor and hold it there. Have the helper close his bleeder screw. Then slowly lift the brake pedal all the way up. Do not pump the pedal the usual three times and then have the helper open the bleeder screw. This will cause the dot 5 fluid to be "blasted" through the air-filled lines, and will cause the fluid to be "aerated" with millions of micro air bubbles, and you will never get a hard pedal. Repeat this process until you see clear, bubble-free, dot 5 coming out of the wheel cylinder or caliper. Then take a hard rubber hammer and rap the cylinder or caliper several times to dislodge any bubbles stuck inside. Then do the routine again until there are no bubbles. Make sure that the master cylinder reservoir remains full throughout the bleeding process. Pour the dot 5 fluid into the reservoir very slowly to avoid aeration. Move to the left rear, the right front, and last the left front wheels and repeat this procedure. When you are done with the left front wheel, you should have a hard pedal. Push the brake pedal down hard and hold it there and see if it slowly moves down to the floor. If so, you have a leak somewhere, and you have to fix it. Dot 3 and 5 fluids are liquids and do not compress. If when

you are done the pedal is somewhat soft, you have air in the system. Let the car sit for 24 hours, and then repeat the above process until you get a hard pedal.

You can do the above procedure by yourself, but it is tedious. Cut a piece of 2x4 to length and wedge it between the brake pedal on the floor and the front seat cushion. With this you can work both ends by yourself. Be sure to push the pedal down and then raise it up **slowly**.

When I converted my brand new 1992 Camaro to dot 5, I did not disassemble and clean out the brake system. I flushed it out with dot 5 at each wheel until no more dot 3 came out each bleed screw. I took a turkey baster and emptied the master cylinder before starting the bleeding process. Although there probably was some dot 3 still in the system, it now has been 26 years and I have never had any sort of brake failure. The calipers and the master cylinder are all original.

If you are rebuilding your master and wheel cylinders or calipers, if the rubber cups are not cracked or worn, I re-use them. Rebuilding kits are hard to get. Today's repair kits are made in China and I do not trust anything they make. In my experience, some of their rubber parts are bad right out of the box. Never use anything but alcohol as a solvent to clean brake parts. Petroleum based solvents and lubricants will destroy brake system rubber parts. Use brake fluid as an assembly lubricant. If you use a brake hone to clean up the brake system bores, do not attempt to polish the bores with fine sandpaper. They may leak if you do this. The finish should be left coarse. This advice came from a man who has a business rebuilding and re-sleeveing calipers, wheel cylinders and master cylinders.

February Birthdays

Duane Diez 1st
Mary Diez 3rd
Gloria Palazzo 4th
Carrie Valentine 15th
Richard Palazzo 17th
Dave High 23rd
Barbara Rosenberg 25th
Rene Gomez 27th

Anniversaries

None

I submitted this to the G&D; I suspect it will appear in 2-3 months

Mirror Mirror on the wall …….. what will be the fairest day to show off our beautiful Chevy's & GMC's?

When you choose a date eleven months in advance you tend to start losing sleep at that time. We chose the 1st Sunday of November 2018. Going back 30 years to research that day's weather predicted a 95% chance of good weather. That was the same prediction for 2017 …… in 2017 we had to use the rain date of a week later that hurt attendance.

OK, back to 2018 ……. The mirror did its job in the same city Disney has its production studio, thank you Mickey Mouse ☺. We also got a bonus; it's the morning daylights saving time ends so we all had an extra hour of sleep. OK, enough preambles ….. Great clear blue skies with some puffy white clouds and the temperature in the mid 70's. A car show organizations dream.

Our show sponsor for the 18th year, Community Chevrolet in Burbank California, again provided the attendees, both the car owners and spectators a wonderful venue. We had a record turnout of cars, about 90+. I was too busy to do an accurate count. We typically make room for 80 entries. A few days before the event I contacted Community to let them know I already had 75 pre-paid entries and with the forecast of good weather figured we would be in the nineties with day of sign ups. He always empties the used car lot as well as some space in front of the show room. I asked if I should turn people away ……his reply, **NO**, We'll move more cars is necessary. At about 8:30 AM with a lot of non-registered cars signing up I asked and they moved more cars. We always have a VCCA judged show for all qualified VCCA members. We judge all 3 VCCA categories, Restored, HPOC & CDPC. We even had 1 PCC truck to be judged but unfortunately it was not completed by show time. Hopefully it will for 2019. Of the 90+ cars about half were judged by VCCA rules. The other entries were either people's choices or display only.

Our sponsor does so much to make this show a "must attend" event. One of the pictures you will see is the food truck from Tommy's Original. It's famous in So. California. Look them up on line but be prepared to get hungry. Look at this URL for Wikipedia's info https://en.wikipedia.org/wiki/Original_Tommy%27s Community buys all entered car owners and one passenger lunch. It's a Tommy's chili cheeseburger, fries and a beverage.

The cars at the show ranged from the 20's to the 80's. Most of the judged original cars scored high. We even had a 1000 point 1963 Station wagon owned by Rene & Tisha Gomez. First time Rene scored 1000. It was always 989 or higher and Rene did what some of us do, use the judges score sheet to make corrections. What's what I tell first timers. Have it judged, see what the judges say needs improvement and do with the car what you want. Many years ago I learned my fuel lines should be steel not brass, I changed them.

I want to thank the mirror mirror on the wall for our fantastic weather for 2018 and ask for a repeat for 11/10/2019. I need all the sleep I can get.

Next Meeting @ park

Thursday February 7th 2019

Balboa Park

17015 Burbank Blvd., Encino, CA 91316
7:30 – 9:00 PM