



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

January 2020

www.sfvregionvcca.com

A wonderful time was had by the 37 members and guests at the holiday party at Victorio's in No. Hollywood. Good food, drink & the special people made it a wonderful evening.

2020 dues Still only \$10. For those of you that have not paid, bring it to the meeting on the 2nd or mail me your check payable to SFV VCCA.

1992 Campbell Ave
Thousand Oaks, Ca. 91360

Elections for 2020 officers will be held at the January meeting. PLEASE, if you are willing to be nominated for any of the 4 offices, reply back to me ASAP.

You will notice the VCCA's new logo on the masthead.

Happy 90th birthday Rich Wisman & Hill
Lewinson's '30 sports coupe's
90th Carmine Palazzo's '30 roadster
80th Norm Guimond's '40 coupe
70th Ron Maurer's '50 Deluxe
60th Larry Pearson's '60 Corvette
60th Rene Gomez's '60 Impala
50th Larry Boord's '70 Chevelle
50th Steve Rosenberg's '70 El Camino



1930 Roadster
Carmine Palazzo # 5084



1930 Coupe
Hill Lewison # 40660

Two of the anniversary 90 year old cars

MINUTES SAN FERNANDO VALLEY REGION, VCCA THURSDAY, November 7, 2019

The Meeting was called to order by Director Paul Bromley at the Balboa Recreation Center in Reseda at 7:38pm with 19 Members present. There were two guests: Richard Frankie with a 69 Camaro and Jeff Jordan with a 55 Bel Air.

The Minutes for the Thursday, October 3rd Meeting were published in *Yesterday's Chevrolet*. There were no corrections. Kevin Enns made a Motion that the Minutes be approved as published. The Motion was seconded by Don Stout, voted on and carried unanimously.

Treasurer: Treasurer Steve Rosenberg gave his Treasurer's Report for October 1 through October 31, 2019. We had an income of \$1030 for the car show including the raffle, plus \$15 dues, plus \$.25 in badge money. Expenses totaled \$722.53 for raffle prizes. Larry Pearson made a Motion that the Treasurer's Report be approved. The Motion was seconded by Don Stout, voted on and carried unanimously.

Correspondence: None

Committee Reports: Steve Rosenberg reported on the November 10th Car Show at Community Chevrolet. As of tonight, we have 82 entries. We may hit 100 for the first time. All workers get fed. All workers should arrive at 7:00am. Larry Pearson, Chief Judge, handed out judging information to three potential judges.

Tours & Activities: The Holiday Party was discussed. The party will be again at Victorio's Ristorante in North Hollywood on Sunday, December 8th. Gloria Palazzo is in charge and requests a RSVP. The Club pays everything except liquor. Wine and beer will be provided. Arrive at 5:30pm for cocktails, Dinner at 6:30.

Old Business: None.

New Business: None

Badge Money: Nothing was collected

Door Prizes: The following names were drawn out of ten eligible:

1. Scotty Cramolini – 21 piece drill set
2. Dave High – 3M blue masking tape
3. Paul Bromley – Wall Thermometer

What have you done, bought, sold, problems, and other interesting things you saw the past two months, car or parts related? Everyone gave their stories.

There being no further business, Steve Rosenberg made a Motion that the Meeting adjourn. The Motion was seconded by Paul Bromley, voted on, and carried unanimously. The Meeting adjourned at 8:50 p.m.

Respectfully submitted,

Larry Pearson
Acting Secretary for Gloria Palazzo



Now this is a 1959 Chevy lover 😊

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Chevrolet Trivia

What was the first year that Chevrolet offered vent windows in the truck line?



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TECH ARTICLE

Don't Use Modern Gear Oil
for Early Cars & Trucks

By
Stephen Kassis

Transmissions & differentials on early Chevrolet cars & trucks require either 600W or 160W non-

detergent gear oil (refer to the shop manual for the proper gear oil for your vehicle). It has been suggested that modern 140W or 80-90W can be substituted for 600W gear oil. DON'T DO IT!!

Early cars & trucks (1936 & earlier) have bronze bushings in the transmission & differential that can be damaged by the detergent additives in most modern gear oils. These additives attack bronze or brass bushings and over time, will eat away at them. Original type gear oil is available that does not have these additives. The original non-detergent gear oil that was used is steam cylinder oil which is also used in steam locomotives. This gear oil has no additives and is a true 600W or 160W, ISO680 rated oil. In early days, gear oil was rated differently. Around 1933 the rating of 600W was changed to 160W. 160W is not available in most auto parts stores. If 140W is used, it will most likely have additives that are bad for bronze bushings.

If modern oil is used with a lower viscosity rating, it is more prone to leaking. Most of the early transmissions are not sealed at the front input shaft. If lower viscosity gear oil is used, or if the fluid level is too high, leaking can occur. Transmissions and differentials have fill plugs on the housings. Fill gear oil only to the bottom of the fill plug opening. Adding extra fluid will not help the operation and will, in fact, will make it more likely to leak. Fill the transmission and differential ONLY when the vehicle is on a level surface - Never when jacked up as this can overflow the housing.

Speedometer cable connections have no seal to prevent leakage. The U-joint ball housing should have about a half pint of gear oil. Overfilling the universal ball joint will cause leakage at the speedometer connection. Conversely, failure to properly lubricate the ball housing can cause failure of the driveshaft bushings, U-joint and/or the driveshaft seal. Each transmission has a fill plug at the top of the U-joint housing. This should be a plug, not a grease fitting. Use gear oil only in the U-joint housing as grease will not properly lubricate the U-joint or driveshaft bushings. This can cause failure of these components.

Whenever the U-joint ball housing is opened, the condition of the ball housing gaskets should be checked. Fresh U-joint gaskets are recommended whenever the U-joint is disassembled as this is the only time they can be installed. Early ball housings have a fixed cork gasket at the rear that is sandwiched between two metal washers. In order to replace this, use a #327 neoprene O-ring replacement. Simply use a screwdriver to dig out the old cork. Grease the O-ring and press between the metal washers. Later models used a screw-on fitting at the end and it is more convenient to replace.

Draining a transmission or differential to fill with fresh gear oil is easily accomplished. Transmissions have a drain plug at the bottom. For differentials, simply remove the lowest cover bolt at the back. Gear oil will drain slowly from these openings, so plan on letting them drain for several hours or overnight. Reinstall the bolt or plug and fill with fresh gear oil. For extremely dirty gear oil, consideration should be given to flushing the housing with kerosene. This would require removing the shift tower on the transmission or the rear cover on the differential. A spray bottle filled with kerosene can be used to spray a mist over the dirty areas until clean. Wipe with clean cloths and repeat if necessary. Be sure the drain plug or lower differential bolt is removed during this process. On differentials, it may be necessary to scrape out sludge that has accumulated at the bottom of the housing.

A common problem with the torque tube enclosed drive line is a failed oil seal inside the front of the torque tube. The original seals in early cars & trucks were cork. After 90+ years, this cork seal has probably failed. This causes two problems: Gear oil will flow down the torque tube into the differential. This will overflow the differential and cause extra pressure pushing on the rear axle seals, causing the seals to fail. While the differential will have too much gear oil, the U-joint ball housing and transmission will have too little lubrication which can cause the driveshaft bushings or the U-joint to fail. Symptoms of this will be a vibration in the U-joint area and/or rear axle seals leaking. How to tell if this is happening in your vehicle? Just remove the fill plug on the differential cover on a level

surface. If gear oil comes out, the differential has too much gear oil and should be allowed to drain until it is level with the lower opening of the fill plug. Check the gear oil level in the transmission and U-joint ball housing.

New torque tube bushings and seals are available for most applications. Be sure to fill your transmission, U-joint ball and differential with the proper 600W gear oil when working in these areas of your car. Gear oil requirement for a 3-speed transmission and differential is about 3 quarts. Get 4 quarts if you want a little extra. 4-speed trucks will require about 4 quarts and 5 quarts for a little extra.

January Birthday's ... have a special day!

Marianne Katz 1st
Tisha Gomez 3rd
Liz Olsen 17th
Janet Bell 25th
Scotty Cramolina 25th

Anniversary

Liz & Lee Olsen 15th

**On behalf of our people @ the front table,
we ALL with you a Merry Christmas, Happy
Hanukah and a great New Year 2020**

Next Meeting @ park

***Thursday January 2nd
2020***

Balboa Park

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

Chevrolet Trivia Answer

The first year vent windows were offered in Chevrolet & GMC trucks was 1951. This is was also the only year that had both pull-down outside door handles and vent windows.