



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

March 2020

www.sfvregionvcca.com

There is NO meeting at the park in March. Instead there will be a garage tour to Carmine & Gloria's home on Saturday March 21st

There will be coffee plus. It will also be a passport tour. No need to RSVP. Guests welcome. Arrival time 8:30 AM

Some of what you will see



Great story on this one too

From the director

Happy March to all of you.

All-Cal is just around the corner. I hope everyone who is going to represent our chapter has a great time.

I, personally am looking forward to bagels at Carmine and Glorias house this month. Should be a lot of fun, especially for those who have never seen what these people have done to the garage area of their home. Yes, I am envious! See you all at our next meeting in April.

Best of health to all.

Minutes of the San Fernando Valley Region Thursday, February 6, 2020

At Balboa Recreation Parks

The meeting was called to order at 7:38 p.m. by Paul Bromley, Director.

We had 14 members and one Guest Rene's Father

MINUTES A motion made by Steve Rosenberg, seconded by Kris Gregg and carried, that the minutes that were published be approved.

TREASURER: a motion was made by Gloria Palazzo, Seconded Kevin Enns that the treasurer report be approved as presented. Steve Rosenberg, reported that we have 43 paid 2020 current members.

The Car Show will be held on Sunday, November 8th, all is being set to go.

SAVE THE DATE: March 21, 8:30 am, garage tour to the Palazzo's with coffee and donuts.

OLD BUSINESS: NONE

NEW BUSINESS: NONE

BADGE MONEY 50 cents

Open discussion: What have you done to your Chevy.....

DOOR PRIZES: Duane, Locking Wrenches
Kris Gregg, 3 M Tape
Carl Jappe, Phillips Screw Driver

A motion by Steve Rosenberg, seconded Larry Pearson and carried

The Meeting adjourned at 8: 35 pm

Respectfully Submitted
Gloria Palazzo, Secretary

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Chevrolet Trivia

**What year did Chevrolet offer it's first
production air cooled engine?**

[Look for the answer at the bottom of this newsletter](#)

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Insurance**

Don't make these 4 mistakes when flushing your brakes

There is nothing like going for a drive in a classic car, but without brakes that drive would never end—or it would end badly. The best way to keep your car safe and on the road is to engage in some preventative maintenance. It's not rocket science, and no special tools are required, so set aside a couple hours to check over your brake system and flush the old fluid. Just be sure not to commit these common mistakes.

Mixing brake fluid types

There was a time in the history of automotive production where all brake fluid was created equal, but that is not the case these days. The three most popular brake fluids are DOT 3, DOT 4, and DOT 5. Each has specific applications and should be carefully selected for your application. Consult your service or owner's manual for the proper brake fluid to add to your system.

Some brake fluids are advertised as being mixable, but if in doubt only add matching fluid. Remember, brakes are nothing to play with. The reasoning behind flushing the old brake fluid is to remove any water content that can lower the boiling point of the fluid, thus reducing the fluids capacity to do its job. Mixing fluids with good intentions might only leave you with more problems, such as failed seals due to using the incorrect type of fluid.

Introducing dirt into the system

The brake system is not like an engine, where there are a multitude of pathways for dirt and grime and weasel their way in. There are only a handful of points where dirt can ingress, and the largest and most common is the brake master cylinder cover. Cars get dirty under the hood (or floor, or trunk, depending on where your master cylinder is located), and a quick wipe to remove any loose debris before removing that cover can save you the headache of fishing out dirt, gasket material, or other detritus that could fall into the system.

The same goes for opening any bleeder valves or if a brake line needs to be removed. Clean first, then disassemble. It only takes a second and will keep the components of your brake system functioning as long as possible.

Stripping the bleeder

The old saying is if you play with fire, you'll get burned. When applied to vintage cars, it becomes if you do your own work, you will strip a fastener. Brake work is an area where stripping hardware gets extremely frustrating very quickly.

My tip: Use a six-point socket to initially get the bleeder valve loose. An open-end wrench or even a line wrench just don't have the maximum contact that a six-point socket does. If they are really putting up a fight, penetrating oil is nothing to be scared of. Also, leverage the time-honored trick of tightening the bleeder just a bit to break up the junk in and around the threads before attempting to back it out again.

Getting brake fluid everywhere

Not all brake fluids will strip paint, but it is best practice to act like they do. This is not only when pouring fresh fluid into the master cylinder, but also when it is being pumped out of the bleeders. A tight-fitting hose on the bleeder screws will prevent any air from back-flowing into the system, and it will also prevent any fluid from spraying out and causing damage to surrounding parts.

Tesla accident

<https://drive.google.com/file/d/1w9hGzLPPQQiE7pTpPjCZ-4tvPbYghfbN/view>

This is my daughter getting rear ended on the freeway. Evidently one of the many things those cars do is take video from various cameras. It even turned on her hazard lights. I think her insurance company will like that video. My '33 doesn't do that 😊



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Chevrolet Trivia Answer

The first year Chevrolet had a production air cooled engine was 1923. According to records, only 759 copper cooled cars were produced. Overheating became an unsolvable problem. After a recall in June 1923, only two complete examples of this failed experiment are known to exist today.

We saw one during the Lake Tahoe national meet in Reno

Lubricating Speedometer Cables

By: Durwood Ranton
Vintage Speedometer Repair

Ever see a speedometer needle jump all over the place and then settle down after driving for a few miles? You may have a cable that needs to be lubricated, or it could be an internal problem in the speedometer itself. In my 44 years of working on cars, I have found that most of the time lubricating the cable will solve the problem. You ask how is that done? Let me describe what lube to use and the process.

- 1) Get access to the back of the speedometer and remove the cable from the back of the speedometer head.
- 2) Remove the cable from the housing and wipe the cable down with a rag. I DO NOT recommend using a cleaner. Simply wipe the cable with a rag and make sure there aren't any kinks or wire sticking out from the side of the cable. If you find a kink or wire sticking out, STOP. You need to replace the cable and housing. If your cable is good, continue to step 3.
- 3) In my opinion, this is the most important, but messy step: Lubricate with "White Lithium Grease". Get a dollop of grease on the end of your fingers. As you feed the cable back into the housing, put a **very thin film** onto the cable and turn the cable while pushing it. When you get to the last six inches, STOP lubricating. Push the remaining cable back into the housing without grease. There will be extra grease already to take care of the last six inches.
- 4) Final step is reinstalling the cable housing back onto the back of the speedometer and doing a road test.

Additional Installation Tips:

To spread the lubrication around before doing a test drive - **REMOVE the cable from the transmission**, and use a drill to turn the cable slowly in the housing for approx 15 to 20 seconds and reinstall the cable end.

If you have a car or truck with a transducer, for the cruise control, remember you have two cables to do. Both the upper and lower

cables. Also, you may have a bad transducer that is causing your problem and NOT the speedometer.

One last item to keep in mind is that when a speedometer isn't used for a long period of time or not at all, it is highly advised to have the speedometer overhauled. When I say overhauled, I am talking about taking everything apart including the odometer and cleaning and lubricating all the components, then reassembling them including re-calibration. This is a service that I provide thru "The Filling Station". Hope this helps.

Next Meeting @ park

**Thursday April 2nd
2020**

Balboa Park

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

March Birthday's

Gail Sommer 6th
Girarard Mollyayan 7th
Kevin Enns 10th
Al Osterloh 15th
Jeff Bartai 23rd
Terry Bagnuolo 24th
Debbie Jordan 27th
Sabrina Karras 29th
Sasha Palazzo 31st
Alejandro Platon 31st

Anniversaries

Sasha & Anthony Palazzo 4th
Joyce & Chuck Noble 14th

To all of you, spend time on a wonderful day.

