



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

June 2020

www.sfvregionvcca.com

NO regular Meeting in June Please dig in and hopefully our lives will soon return to normal.

Instead We will again meet virtually. Not a "hard & fast business" meeting but friends saying hello again. But ... we definitely will do our favorite part What have you done, bought, sold with your Chevy recently?

You can attend via internet or phone. Start time 7:00 PM Thursday June 4th

From the director

Hello all,

I hope this email finds you all well. Once again Steve and I have decided to have a virtual meeting this month since the park is still shut down.

I, for one cannot wait until this craziness is over and we can begin the new normal!

Stay well and we will hopefully meet in person soon.

Instructions (for phone or computer)

Dial-in number (US): (605) 472-5267

Access code: 203282#

Online meeting ID: stevecgauxmember

Join the online meeting:
<https://join.freeconferencecall.com/stevecgauxmember>

Reprinted with permission of
The Filing Station

Chevrolet Trivia

As a young man Louis Chevrolet had a small business selling something with the name Frontenac. What was it? Hint: It was not racing cylinder heads for Fords.



Yes, That's me a LOT younger & thinner with a crow on my arm. Sorry, I could not get the picture vertical. The boy in the background is my 53 year old son 😊 AND I still look just like that. Jet black hair & 165 pounds. Liar Liar pants on fire. There is one thing that's still true! What is still true??? **Reply back.**

Car show update ... 11/8 ... I don't know ... We will make the call by Labor Day. If it looks like it might happen, I will instruct all applicants to date their check 11/1/20. I will ONLY deposit them after 11/1 if the show is on. WE have done this before and can do it with a two-month lead.

Reprinted from Hagerty magazine with permission



Wrenchin' Wednesday: Three ways to find THAT sound

Phillip Thomas

20 May 2020

We've all heard it: that sound that just doesn't match any sample in your head. It seems to come and go on a whim—maybe if everything else was a little bit *quieter* it would be obvious what's crying for help beneath the mechanical symphony created by a running engine.

That's where today's Wrenchin' Wednesday comes into play. Here are three different ways to diagnose noises and discover problems before they escalate into catastrophic failures.

There's no better way to look like you know what you're doing than to hang a stethoscope from your ears like Dr. House (and for less than \$10, usually). A mechanic's stethoscope operates on the same principals as a doctor's version: A small diaphragm amplifies vibrations that travel up the needle-like probe and pipes them to your ears like a small speaker. These are fantastic for tracking mechanical noises, since the pinpoint shaft allows you to pick precisely where you want to listen and the sensitive diaphragm brings the smallest tick to the front of the auditory stage. Listening to individual injectors, tracing valvetrain noises, or even probing the lower end of an engine block to catch a whisper of rod knock is where stethoscopes shine.

A word of caution when wearing the ear-buds: Be careful to not smack the probe around. That delicate little diaphragm can take a faint tap off a frame rail and blow out your ear drums.

If you thought pulling out a stethoscope made you look like an expert, grabbing a heater hose will simply make you look like a mad man to most people—but hear us out. Anyone who's yelled down a playground sound pipe or a long tunnel knows that sound can travel quite far when it's isolated from the surrounding world. While most of the bad sounds you'll detect are caused by mechanical failures, exhaust leaks and other sounds created by leaking air can be particularly tricky to hunt.

A large-diameter heater hose can be used as a flexible sound pipe, making it perfect for tracking down noises that aren't physically vibrating through the vehicle (and thus, sounds less likely to be picked up by a stethoscope). Cup one end of the hose with your hand and bring it to your ear while using the opposite end to explore the engine bay. With exhaust leaks, for example, this trick allows you to virtually place your ear almost anywhere in the engine bay and isolate yourself from the general under-hood cacophony.



This last trick makes use of the same principals as the previous two. At the end of the day, a

stethoscope simply transmits vibration from one place to another, a task that any solid tool can fulfill. Pry bars, long-shank screwdrivers, broom handles, Panhard bars—just about anything can be used as an impromptu stethoscope to quickly expose a problem. As with the heater hose, cup the handle up to your ear to help isolate ambient noise and listen through the tool for the noise and vibration it's tracing.

While a socket extension lacks the sensitivity of a stethoscope, you can still use it—or whatever else is on hand—to isolate failures like a dying power steering pump, thus saving yourself time and trouble without running to the store for a specialized diagnostic tool.

Chevrolet Trivia Answer

While still in his teens and just out of grammar school, Chevrolet became an apprentice in a bicycle shop. He eventually began building and selling bicycles under the name Frontenac.

**Reprinted with permission of
The Filing Station**

Paint Codes & Paint Instruction Drawings

By Stephen Kassis

Early Chevrolet passenger cars from the 1930's and later, have Paint Codes stamped into the aluminum Fisher Body ID plate on the firewall. This code identifies the paint color combination of the vehicle.

Paint Instruction Drawings are engineering drawings that show placement of paint on the body. They also show pinstripe details for each vehicle. We were fortunate to find original artwork for many of these rare drawings. It's like a "Paint by Numbers" for your restoration. Used in conjunction with the Duco Paint Specifications, it is possible to get a very accurate idea of the original paint scheme of your old Chevy.

Chevrolet cars & trucks in the 1930's used nitrocellulose lacquer for exterior finish paint.

Though this paint is easy to use, environmental issues have made it difficult to find and all but extinct. Modern paints may have to be substituted and are more durable than nitrocellulose. With that said, it will be a challenge to match original paint colors to modern paints.

The first step is to decide if you will paint the car back to the original color scheme. General Motors had a staff of artists that decided paint colors and positioning of colors on the car. These were professionals that decided what colors worked well together. They went into great detail to make sure that cars were painted to accent the contours of the body making it esthetically pleasing to the eye. However, this is YOUR car and YOU get to decide how to paint it! What is offered here is merely a guideline to show how the cars were painted originally, under guidance from the GM professionals. What you do with this information is up to you.

Locate the aluminum Fisher Body tag on the firewall of any Chevrolet closed car (this tag was not used on roadsters, touring cars or trucks because they were not built by Fisher Body). Find the Paint No. code on this tag. Refer to the Duco Paint Specifications chart and find the matching paint number to determine the original colors used on your car. This will specify the original color layout "each area is described along with the paint name and placement on the car.

Compare the Duco chart to cross reference the Paint Instruction drawing for the individual body style of your car. These drawings show exact placement of the paint color on the body. Also shown is the pinstripe detail for the car. Proper pinstriping accents the paint and makes a huge difference in the appearance of the overall paint job.

The Paint Instruction drawings are inexpensive and suitable for framing. Our drawings are digitally enhanced reproductions of the factory engineering drawings used by Chevrolet. If you are doing a show car or just trying to make your restoration as accurate as possible, this drawing will help to get the details right. They are available in two sizes: 12" x 18" and the original size of 18" x 24". These drawings also show

dates that changes were made in the production year. For example, the hood louver pinstripe was discontinued during the 1930 production year. Early 1930 models should have the louver pinstripe, but after July 30th these were removed. The date that this took place is shown on the drawing. Using the Duco paint codes and the Paint Instruction drawings will allow you to get a totally accurate paint scheme for your old Chevy.

June birthday's

1st Jerome Unager
2nd Verena Herzog-Mollayan
3rd Vasken Hagopian
5th Marisol Delgado
5th Linda Goldsmith
6th Don Stout
15th Larry Pearson
21st Kerri Dunton

Anniversary's

5th Mariann & Bill Katz
12th Sylvia & David Lewinson
18th Kerri & Dave Dunton
21st Verena & Gerard Mollayan
21st Terri Bagnola & Brent Davis

**To all of you from your friends in the
San Fernando Valley Region ... have fun!**



The rumor is it's back on the ROAD 😊

Next Meeting @ park

***Too be determined when all is normal
again***

Balboa Park

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