



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

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www.sfvregionvcca.com

Online meeting 2/4/2021

We will have a virtual meeting on January 7, 2021 at 7:00 PM. I will send out the link in a few days. Hope to see a big turnout. Connect instructions will be sent separately.

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the filling Station**

Chevrolet Trivia

What was the first year Chevrolet used a 5-bolt wheel pattern on passenger cars?

Look for the answer at the bottom of this newsletter

Steering Problems & Cures

By Stephen Kassis The Filling Station

Early Chevrolet cars & trucks can develop steering problems which must be addressed for safety reasons. Loose steering will allow the vehicle to wander, forcing the driver to constantly correct by moving the steering wheel back and forth. Road conditions can also cause steering to wander and narrow tires on early cars are particularly affected by rutted roads.

Straight axle models from 1929-1954 have components that must be checked: steering box, tie rod ends, drag link ends, and kingpins. Most early cars & trucks have replaceable components in the tie rod and drag link ends. The components include: springs, cups, pistons & end plug.

Check and adjust the tie rod & drag link ends if steering seems loose. Remove the cotter pin and turn the end plug in until resistance is met. Then turn in to the next hole and insert the cotter

pin. Overtightening here can cause the steering to be hard. Be sure all components are lubricated with good quality grease. If steering remains hard, back off the plug adjustment one hole and try again.

Bad kingpins can cause steering to wander. To check kingpins, jack up the front wheels off the ground slightly. From the side, grab the top and bottom of the tire. Push in and out on the tire and look at the brake backing plate. If any movement is noticed in the backing plate, the kingpins or bushings are worn and should be replaced.

Some early kingpins require that the bushings are pressed in place and reamed to fit the pins. Others have "floating" bushings which are pre-machined for proper fit. Check your shop manual for the proper installation procedures for your vehicle.

After tie rod & drag link adjustments and king pin replacement, if steering issues persist, it is time to check the steering box. Have someone move the steering wheel back and forth until resistance is met. While this is being done, look at the pitman arm to see if there is up and down movement before it pushes and pulls the drag link. Movement here will indicate worn bushings or bearings.

Bushings, bearings, overhaul kits and a limited number of sector shafts are available to assist in steering box rebuilding. Disassembly, reassembly and adjustment procedures will be addressed in the shop manual. Steering gear lubricant is difficult to find, so I have made a "home brew" of 50/50 600W gear oil and grease to form a slurry that works nicely in a steering box. Steering box adjustments will be found in the vehicle shop manual. After following the adjustment procedures, if there is still too much

play in the steering box an overhaul will be necessary.

1939-1948 Passenger cars with open knee suspension have another common problem that can cause steering to be poor. Pitman arm bushings are a steel & rubber bushing that often fail due to oil and grease causing the rubber to break down. Check these bushings first to see if your steering problem can be fixed with simply replacing these bushings. Of course, be sure to check kingpins and tie rod ends for looseness as these can also cause steering problems.

1949-1954 passenger cars have a weak component in the steering system in the idler arm. The idler arm is the most common failure point in steering for these cars. Check for worn idler arm bushings by having someone move the steering wheel from left to right while you observe the idler arm. Worn out bushings will allow the arm to move up and down before moving left to right. Any up and down movement would indicate a need to replace the idler arm. A bushing kit or rebuilt exchange idler arm are available to resolve this problem.

Wheel bearing adjustment can cause steering problems. Check and repack wheel bearings on a regular basis. Another option is to change from ball bearings to tapered roller bearings. Tapered roller bearings are more stable than factory ball bearings, tend to run straighter and require less maintenance. After all of the above items have been addressed, a front-end alignment by a professional shop is recommended. With this last item, your car or truck should run down the road straight and true. It will also be much nicer to drive.

From the director

Here we are !!!!

11 months gone by and hopefully all is well with everyone.

I sure am looking forward to the time when we can all meet in person as we used to do.

Just one short note, our region is making a donation of 225 pounds of pull tabs to the Long Beach Ronald McDonald house this weekend.

Not only is this a worthy cause but it also frees up a lot of space in my garage.

Stay safe and here is to us all getting together real soon.

Paul

Why the Fuzzy Dice?

During World War II, a Squadron of British Pilots referred to particularly dangerous missions as "Dicey." American Pilots heard of the practice, but being...well...Americans, they took the odds of success a bit differently. In Craps, 7 and 11 are the lucky numbers, so the American Pilots started putting pairs of Dice in the Cockpits of their planes with the 7 & 11 showing...for GOOD luck! After the war, they continued the practice on the dashboards of their cars with Real Dice...Enter Ed Heinrich...a felt maker from California. Ed noticed what the guys were doing...he had a ton of felt, so he sewed together some oversize felt Dice, added dots and strings...and the rest is history!



Chevrolet Trivia Answer

1933-1935 Chevrolet Standard series passenger cars came with 5-bolt wheels. The Standard series was an economy car and was downsized to make it price competitive. In 1936, Chevrolet cars went back to the 6-bolt pattern. The next time Chevrolet used 5-bolt wheels on passenger cars was 1949 when this became the standard pattern for Chevrolet cars.

Next Meeting @ park

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

Balboa Park

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

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