



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg

April 2021

www.sfvregionvcca.com

Online meeting 4/1/2021

We will have a virtual meeting on April 1, 2021 (no fooling) 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.

I am getting VERY optimistic that there will be a car show this year. The date we set aside was 11/14.

What are your thoughts? We can discuss it at the "meeting"

Chevrolet Trivia

What was the first year Chevrolet used hydraulic lifters on the 6-cylinder engines?

Look for the answer at the bottom of this newsletter



Been there done that 😊

From the director

Here we are, on our way to the turning point in one of the most horrific events in most of our history.

I am so glad that we have weathered the storm and truly look forward to the time when we can all be together again and trade stories of what we have experienced and how to move forward.

Stay well and safe.

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Ed. Note I bought my 2nd new car in 1969, it was a Dodge Coronet. I went to the dealership and said "I want a new car and you don't have it on your lot and will have to factory order it". The salesman said "I have a big inventory and I am sure I have what you want". My reply, "I want front disc brakes", dead silence for a moment, "well I can factory order it for you". We did and it took if I recall correctly about 6 weeks to get the car. It was a \$75 option. Every car I have owned since 1969 except the '33 had disc brakes. I even installed them (myself) on the '70 El Camino.

OK, why am I bringing this up? SAFTY! We now judge cars 1996 and older. We have and are buying cars that have factory installed disc brakes. If you buy a car that has disc brakes that has been sitting a long time, the FIRST thing you want to do is rebuild all the brakes. Not being able to stop can be hazardous to your health 😊

3 tips for rebuilding your brake calipers

Kyle Smith

23 March 2021

Hydraulic brake systems can be intimidating, no bones about it. From where I sit, that intimidation factor is a good thing because it keeps people cautious about working on the most important feature of their car. If the brakes don't work, you have a paperweight—and a dangerous one, at that.

To help give you some confidence and understanding of these simple systems, I went out into the garage and tore down the front brake caliper for my 1989 Honda XR250R

Under pressure

The average stop, in a car using a hydraulic brake system, can require between 900–1000 psi of line pressure. However, most of that pressure is transferred directly to the back side of the brake pads. In perfect condition, all the parts of the brake system come apart quite easily, but there is no way to actually get your fingers on the components that need to be extracted. That is where air pressure comes in. Even a cheap, compact “pancake” air compressor has enough volume to push the pistons out of the largest calipers. Be sure to stuff a rag or towel in the caliper, however, to prevent the pistons from blowing out too far and damaging themselves. Also, be *extremely* careful regarding finger location as you pressurize the caliper with an air nozzle. Even a small amount of corrosion can make the pistons pop out with surprising force. Finger-chopping force.

Carefully clean

Though a brake caliper is comprised of only a few components, all are precision pieces; any deposits of gunk or spots of corrosion will interfere with proper function and thus should be removed during a rebuild. Using something aggressive as sandpaper is a bad idea, because you do not want to remove any of the base material and thus change the size or shape of the caliper or piston(s). If you cannot remove the

corrosion with steel wool, look for replacement parts. Some rebuild kits can be sourced with new pistons.

Lube it up

The seals between the caliper and the pistons are critically important. Thus, keeping those seals from rolling, tearing, or otherwise being mangled during assembly is equally vital. The best lube here is the one fluid that's guaranteed not to contaminate the system: brake fluid. That's right—use the same stuff that will fill the caliper body when the system is all back together.

It is tempting to use a grease you have tumbling around in your toolbox, but the key thing to remember is how hot a brake system gets under normal operating conditions. These temps are high enough to turn most greases into a runny mess that will flow in whatever direction it can—including out and onto your brake rotor. The pistons and caliper get the hottest, but the caliper bracket and slide pins should get the same attention. Use a proper brake-caliper grease here to ensure smooth operation and prevent ooze when the system gets hot.

In all, there are very few parts in a disc-brake system and, with just a bit of time and some careful disassembly, you can have a fresh and safe system ready for many more miles of enjoyment. Hopefully this video alleviates some of the scariness of a disc-brake rebuild; if you still have questions (or even other tips), be sure to leave them as a comment below.



Chevrolet Trivia Answer

The 1953 Chevy 235 Six with Powerglide option was an all new engine that featured aluminum pistons, insert rod bearings, full pressure lubrication and hydraulic lifters.

April Birthdays

John Potter	8 th
Anthony Palazzo	8 th
Joyce Noble	14 th
Brent Davis	15 th
Larry Sorrentino	17 th
Lisa Lewinson	18 th
Larry Lewinson	21 st
Sue Palazzo	28 th

Anniversaries

Carrie & Dave Valentine	8 th
Alba & Rich Wisman	12 th
Carolyn & Bob Regan	18 th
Janet & Fred Bell	19 th
Karen & Carl Jappe	21 st
Sabrina & Jim Karras	22 nd

On behalf of all your friends
A very special day for you all

Next Meeting @ park

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

Balboa Park

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