Yesterday's Chevrolet
San Fernando Valley Region

EDITOR: Steve Rosenberg February 2025 www.sfvregionvcca.com

We meet on Thursday February 6th

I own two 3 D battery flash lights. One a Maglight and the other a Brinkman. One I bought probably 50 years ago and the other was a roadkill about the same time. Which is which I don't recall.

Yesterday I picked up my Maglight, it didn't work. Put in new batteries, it was still dark. Did a continuity test in the bulb, good. So I had a Maglight that didn't work. What to do? GOOGLE Maglight warrantee. Results ….. Are Maglite flashlights lifetime warranty?

"In general, we offer a limited lifetime warranty in the Western Hemisphere, and a ten-year limited warranty elsewhere".

I called them at their Ontario, Ca office and guess what? As long as there is no battery leak damage it's covered under warrantee ☺

It was dropped off at the post office this morning.

SFV Region Meeting Minutes Thursday January 2, 2025
Meeting was called to order at 7:00 PM
Those in attendance were: Kevin Enns, Steve Rosenberg, Carolyn Ragan, Dave Valentine, Norm Guimond, Andy Spilkomen, Barry Goldsmith, Elliott Shell and Bob Beck. 9 members total, no guests.

Andy Spilkomen motioned to approve minutes; Elliott Shell made the second motion. The minutes were unanimously approved.

Steve Rosenberg read off the Treasurer's Report. Carolyn Ragan motioned to approve; Barry Goldsmith made the second motion. Treasurer's Report was unanimously approved.

New Communications: none

Committee reports / car show: Discussion about All Cal & Passport Miles. Barry Goldsmith put together a report on our last car show with his observations and comments about making the car show run more smoothly and efficiently. An open discussion was held. A consensus was reached about a select few members taking on further discussion outside of meetings (as this appears to be quite a time consuming discussion of ideas) to be presented to the club at a future meeting. Round table discussions on upcoming events and things we've done with our cars since last month.

No old business – none
New business – Open discussion about donations to nonprofits or community colleges with the intent of funding scholarships for needy and deserving students wishing to enroll in their automotive programs.

Badge Fines: none

Door prizes: none

First motion to adjourn meeting by Steve Rosenberg, second motion by Norm Guimond. Meeting adjourned at 8:30

Respectfully Submitted
Kevin Enns

HAGERTY

We've recently noticed a substantial uptick in reports of online fraud in the collector car industry. Would-be buyers are potentially losing a lot of money and we want to make sure you know how to identify these scams so you can avoi them.

Here's how the scams work: Fraudsters create legitimate-looking classic car dealership websites based off either actual dealership websites or by recreating websites of classic car dealerships that are no longer in business. On this fraudulent site, they'll list vehicles for sale using information from a legitimate site's inventory. These fraudulent listings will include all the details from the origina dealership's website. It can be very hard to spot differences because the scammers have taken all of the vehicle's photo and information — often including the VIN number — from the original website. So, the website and the collector vehic both look real. The catch? This time there's no actual car for sale.

Below are our top tips for investigating the situation before making a purchase to avoid these scams:

1. **Inspect the website**. Look for frequent misspellings and inconsistent or even incoherent information.
2. **Reverse image search**. Right click on the image and select "Search with Google Lens." If the same photo, or a suspiciously similar one, shows up on lots of sites, that's a red flag.
3. **Check the street view**. Enter the business's address in Google Maps. Does it look like a dealership? Does the signage match the website? What about visible phone numbers?
4. **Check vehicle valuations**. If you find a deal that's too good to be true, let that be your first sign that it probably really is too good to be true.
5. **Put eyes on the car**. If you can't travel to see the car, contact national car clubs or other enthusiast groups to see if someone nearby can stop in for a visit.

A VERY LONG but IMPORTANT article from Hagarty

Battery Chargers and Maintainers: How They Work

It's storage season for those of us in the Snow Belt, and that means great debates are raging online regarding the "proper" way to store a car. I have multiple vehicles in storage right now, each in a different sort of storage, from the 1985 Corvette lounging in my heated garage with a slim black umbilical cord running from its battery into the nearest outlet, to my poor Corvair sitting

inside a concrete-floor steel building in nearly sub-zero temps with zero life support.

One item often discussed in storage conversations is a battery maintainer, trickle charger, or battery chargers. Because the batteries of our cars are designed to be used rather than to sit in storage, it makes sense that storage causes problems. Luckily, products exist to address them. But what are those problems and what, exactly, is a battery maintainer or charger doing to help reduce their effects?

Batteries have existed in multiple forms for centuries, but regardless of voltage, they all work in about the same way. So let's dive into what batteries are, what problems arise when they sit, and how we can solve them.

There are three main pieces to a simple battery: Anode, cathode, and electrolyte. The anode and cathode are the terminals, and the electrolyte is a chemical solution or material that allows subatomic ions to move between them. This electrolyte can be free-flowing, as in a traditional lead-acid battery, which will audibly slosh when you move it around, or held in place, as in an absorbed glass mat (AGM) style. When electrons and ions are moving from the cathode to the anode through the electrolyte, the battery is storing potential chemical energy, or charging. That energy is released when a load is placed on the terminals, and the chemical reaction switches direction, flowing from the anode to the cathode.

It's a pretty simple operation that we have had a long time to figure out—the first car batteries were made in the 1800s, after all. Like most consumer-grade products, however, modern batteries are a compromise. Given unlimited money and access to exotic materials, it might be possible for a company to build a battery that has little to no problems, but it couldn't be produced at a price point that would make both buyer and seller happy. Therefore, we consumers get batteries that are designed to hit a specific price and perform best in a specific scenario—regular use with multiple charge and discharge cycles per day or week. Doing significantly more or less than that can invite issues.

The Problem

What happens when a battery is charged and then left to sit alone in the corner? Curious about the real details of the problem, I reached out to Carson Clarke, who works in product development for Deltran USA, the company that makes the Battery Tender line of products, to help me understand better what is happening inside the plastic case.

The charge and discharge cycle is less important than maintaining a minimum voltage, Clarke said. If a battery sits in a fully discharged state for too long, sulfate crystals will build up on the anode or cathode plates (sulfation), and the battery will never recover to 100 percent of its rated capacity. The longer it sits in a sulfate-coated state, the higher the odds that it will never fully accept a charge again and will need to be replaced. If you're dealing with a battery that has sulfated, you may fully charge it only to find that, when you disconnect the charger, the voltage drops instantly and the battery will no longer start whatever vehicle it is in. This is commonly referred to as ghost voltage, and no battery is immune to it.

Lead-acid and absorbed glass mat batteries are like each other in that the only real difference is the charge voltage and float [maintenance] voltages differ slightly for each," Clarke clarified for me in an email. "Lithium has its own set of preferred charge voltages, but there are many more characteristic differences in lithium."

Compared to flooded lead-acid chemistry, lithium-ion brings a host of benefits. A lithium-ion battery weighs less than a flooded lead-acid one of similar capacity, holds a charge more effectively, and provides full power all the way down to 20 percent charge before tapering off. Lithium also holds a charge much more effectively in storage, discharging slower than the 5 percent per month most lead-acid batteries lose.

The root of the problem is that a battery will naturally discharge even if fully charged and completely disconnected from a load or draw. For cars like my '85 Corvette or '65 Corvair, which regularly sit parked for months at a time, each long storage stretch could be taking

capacity out of the battery in small increments that I won't notice until it's too late and I'm left with a car that only clicks and dims the dash when I turn the key. Both of those cars use relatively old-school lead-acid batteries. Batteries with newer chemistry don't eliminate the problem, though.

The Solution

Automotive batteries, regardless of chemistry, want to have a certain level of charge at all times, and even when left alone they will slowly discharge. What's the best way to keep them from fully discharging and potentially sulfating? One option is to start the engine regularly and allow the car's charging system to top up the battery before letting the car sit dormant for another stretch of time. This can be hard on an engine, though, as most who use this method fail to let the car and its fluids warm up to operating temperature, thus allowing condensation to form inside the engine and exhaust that can silently wreak havoc on those systems. As a rule of thumb, don't run a car you aren't planning to drive for fewer than 10 minutes.

An external battery maintainer, also commonly called a trickle charger, charges the battery in order to keep its voltage in the ideal window, and it allows the battery to naturally discharge a bit, which keeps the electrons and ions flowing properly. This small amount of charging does not require a large amount of current, though, hence why most battery maintainers are called "trickle chargers." They are essentially lower amperage chargers, since the battery does not need a large amount of energy to be topped up. The amperage level of a charger should be regarded as its "speed," dictating how quickly it will bring your battery back to 100 percent. The larger the battery, the more amperage you would need to charge and maintain it. Batteries are rated by their capacity in "amp hours." To put that in simple math terms, if you took a 100AH battery that was 50 percent discharged and placed it on a 10-amp charger, it would take roughly five hours to reach full capacity.

If you are curious, like I was, Clarke also clarified that there is no need or reason to disconnect the battery from the car or chassis when you've connected a maintenance charger. Battery Tender products, along with similar options from brands like Noco and Schumacher, also have protections built in to prevent any issues with starting a car while the maintainer is still connected. Be sure to do your research on which models of maintenance chargers are available and match your needs to the features of the appropriate product. Some have easier disconnects or voltage sensing that make them all but foolproof.

Additionally, Clarke pointed out that once connected, a battery maintainer is often best left alone. "Connect it and forget it is what we design our products to do. We recommend keeping the charger on the battery for as long as it is not in use; however, it is recommended to check the connections every few weeks to make sure the battery is still fully connected and receiving its charge."

It's highly dependent on specific situations. I personally view maintainers and Battery Tenders as cheap insurance to keep my cars and their parts in the condition that I expect them to be in. Many vintage car owners might not need to be so preventative in their upkeep, especially if they drive their cars regularly. Use is the simplest solution, but if weather, restoration, or other responsibilities conspire to keep you from driving for a bit, a maintainer will help ensure your ride is ready when you are.

February Birthday's

Gloria Palazzo	4th
Jim Ortel	11th
Carrie Valentine	15th
Rich Palazzo	17th
Dave High	23rd
Barry Goldsmith	23rd
Bob Beck	24th
Barbara Rosenberg	25th

Anniversaries …..

None …… No car guy would get married on Valentines Day 😊

Next meeting @ Balboa Sports Center

17015 Burbank Blvd, Encino, CA 91316
Enter from back, North/East corner

Thursday, February 6th

7:00 –8:30 PM