



It has finally happened the white stuff has fallen and it has gone below freezing. Time to pickle the hotrods and call it a year. I am sure most of you have a list of projects to do on the car over the winter; I sure know that I do and will hopefully have a running driving car of my own for spring.

Even though cruising season is over the club still has some great events coming up. Who can resist bowling and heckling in November. Gutter balls, beer, and competition among friends, don't miss it. December brings some good eats at the Machine Shed for the Christmas party. We are going to again take donations for Toys for Tots at the Christmas party. Lets make some children happy this Christmas.

After the first of the year a game night with spouses is in the works. Get a sitter, bring your favorite beverage and lets play. Hopefully this will be a good wind down from the madness of the holidays. I don't have anything set in stone on this just yet, if you have any input or ideas please let me know.



October Meeting

The group met in Hastings at 8:00 AM, and left for Elmer's Toy Museum at 8:30. A two hour cruise ended with a club meeting and time to look at the countless attractions. The weather didn't cooperate, but several brave members drove their Chevilles anyway.



I was thinking about a technical article for this month's newsletter when my "new" 79 Malibu arrived on a trailer. It is a very solid, low mileage car from the California and Nevada deserts. My friend who brought it had driven it around a little in Las Vegas with no problems. When he got into the car to back it off the trailer, he commented that the brake pedal was suddenly pretty low, but it pumped up OK. The next day, I checked, and one side of the master cylinder was empty, but the other still had fluid. I filled both sides, gently pumped a little, and had a rock-hard pedal no matter how long I held it. So I adjusted the choke and checked the fluids so I could take it for a test drive. The pedal went to the floor again. There is no obvious leak, and the reservoir stayed full to the top. I haven't had any pedal since. Sooo:

Diagnosing Brake Problems

With the vehicle at rest, apply steady pressure to the brake pedal. Does it feel spongy? If so, you probably have air in your brake lines. Correcting this problem isn't difficult; unless your brakes have ABS or other sophisticated brake systems, you can probably do the job yourself with the help of a friend.

Does the pedal stay firm when you continue applying pressure, or does it seem to sink slowly to the floor? If the pedal sinks, your master cylinder may be defective, and that's unsafe.

If your vehicle has power brakes and stopping seems to take excessive effort, you may need to have the power booster replaced.

If you feel that your brakes are low, pump the brake pedal a couple of times as you drive around. If pumping the pedal makes the car stop when the pedal is higher up, either a brake adjustment is in order or you need more brake fluid.

If the level of brake fluid in the master cylinder is low, buy the proper brake fluid for your vehicle and add fluid to the "Full" line on your master cylinder. Check the fluid level in the cylinder again in a few days.

If you find that you're not low on fluid, drive carefully to a service facility and ask them to remedy the situation. When they've worked their magic, the pedal shouldn't travel down as far before your vehicle stops. Disc brakes self-adjust and should never need adjusting. Drum brakes also have self-adjusting devices that should keep the drum brakes properly adjusted. If any of the self-adjuster components on drum brakes stick or break, the drum brakes won't adjust as they wear out, resulting in a low pedal.

As you drive around, notice how your total brake system performs, and ask yourself these questions:

- **Does the vehicle travel too far before coming to a stop in city traffic?** If it does, either your brakes need adjusting or you need new brake linings.
- **Does the vehicle pull to one side when you brake?** On vehicles with front disc brakes, a stuck caliper and brake fluid leak can cause this problem.
- **Does your brake pedal pulsate up and down when you stop in a non-emergency situation?** A pulsating brake pedal usually is caused by excessive lateral run-out, which can happen because your brakes are overheating from overuse.
- **Does your steering wheel shake when you brake?** If it does and you have disc brakes, your front brake discs need to be professionally machined or replaced.
- **Do your brakes squeal when you stop fairly short?** The squealing is a high-pitched noise usually caused by vibration. Squealing can occur when the brake linings are worn and need replacement, the brake drum or disc needs to be machined, the front disc brake pads are loose or missing their anti-rattle clips, the hardware that attaches the brake calipers is worn, or inferior brake linings are in use.
- **Do your brakes make a grinding noise that you can feel in the pedal?** If so, stop driving immediately and have your vehicle towed to a brake repair shop. Further driving could damage the brake discs or drums. Grinding brakes are caused by excessively worn brake linings; when the lining wears off, the metal part of the brake pad or brake shoe contacts the brake disc or drum and can quickly ruin the most expensive mechanical parts of the brake system.

- **Does your vehicle bounce up and down when you stop short?** Your shock absorbers may need to be replaced.

Never put off brake work. If this check shows that you have a problem, take care of the situation immediately. If your brakes fail, you (and other people) may be in serious trouble. Other kinds of automotive trouble may keep your vehicle from moving, but brake trouble keeps it from stopping.



Chevelle Trivia.

Chevelle Trivia 1973

1973 Chevrolet Chevelle Malibu Coupe 250 Turbo-Thrift

- displacement: 4093 cm³ / 249.8 cui, advertised power: 74.5 kW / 100 hp / 101 PS (SAE net), torque: 237 Nm / 175 lb-ft
- outside length: 5154 mm / 202.9 in, width: 1946 mm / 76.6 in, wheelbase: 2845 mm / 112 in
- reference weights: shipping weight 1556 kg / 3430 lbs base curb weight: 1610 kg / 3549 lbs
- **how fast is this car ?** top speed: 158 km/h (98 mph) (theoretical);
- accelerations: 0- 60 mph 15.8 s; 0- 100 km/h 17.5 s (simulation ©automobile-catalog.com); 1/4 mile drag time (402 m) 20.9 s (simulation ©automobile-catalog.com)
- fuel consumption and mileage: average estimated by a-c: 13.9 l/100km / 20.3 mpg (imp.) / 16.9 mpg (U.S.) / 7.2 km/l

1973 Chevrolet Chevelle Malibu Coupe 307 V-8 Turbo-Fire Hydra-Matic

- displacement: 5025 cm³ / 306.6 cui, advertised power: 86 kW / 115 hp / 117 PS (SAE net), torque: 278 Nm / 205 lb-ft
- characteristic dimensions: outside length: 5154 mm / 202.9 in, width: 1946 mm / 76.6 in, wheelbase: 2845 mm / 112 in
- reference weights: base curb weight: 1680 kg / 3704 lbs
- **how fast is this car ?** top speed: 161 km/h (100 mph) (theoretical);
- accelerations: 0- 60 mph 14.7 s; 0- 100 km/h 15.7 s (simulation ©automobile-catalog.com); 1/4 mile drag time (402 m) 20.2 s (simulation ©automobile-catalog.com)
- fuel consumption and mileage: average estimated by a-c: 16.9 l/100km / 16.7 mpg (imp.) / 13.9 mpg (U.S.) / 5.9 km/l

1973 Chevrolet Chevelle Malibu Coupe 350-4 V-8 Turbo-Fire Hydra-Matic

- automatic 3-speed gearbox
- petrol (gasoline) engine with displacement: 5733 cm³ / 349.8 cui, advertised power: 130.5 kW / 175 hp / 177 PS (SAE net), torque: 353 Nm / 260 lb-ft
- characteristic dimensions: outside length: 5154 mm / 202.9 in, width: 1946 mm / 76.6 in, wheelbase: 2845 mm / 112 in
- reference weights: base curb weight: 1698 kg / 3743 lbs
- **how fast is this car ?** top speed: 190 km/h (118 mph) (theoretical);
- accelerations: 0- 60 mph 10.9 s; 0- 100 km/h 11.6 s (simulation ©automobile-catalog.com); 1/4 mile drag time (402 m) 18 s (simulation ©automobile-catalog.com)
- fuel consumption and mileage: average estimated by a-c: 18 l/100km / 15.7 mpg (imp.) / 13.1 mpg (U.S.) / 5.6 km/l



Next meeting: November 11. Bowling and elections at Flaherty's in Arden Hills See the forum for more information