

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

April 2008

Volume 41 Number 4

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MY FIVE ENGINE COUPE by Bill Damm

As progress continues on the restoration of my Mom's '29 coupe it was time to have Dave Folsom rebuild the engine. I know the original block was freeze cracked from many years ago. My guess is either my parents didn't have enough of the alcohol they used in those days or it boiled off dur-

ing use. At any rate, it froze and cracked. As a little kid I remember a lot of little tubes of silvery flake -stop-leak being poured into the radiator, but it never really stopped the leak. So now, what to do? Weld the crack, or find a replacement? Dave's recommendation was "Replace". I found a complete '29



engine, including the transmission, near by, so I bought it and brought it over to Dave. Dave checked it out and found that the head was '29, but the block was a '30, and besides, it was freeze cracked also. Need to find another one. I posted the question on the VCCA chat site, if at some time down the road I wanted the car judged would a later model of engine be acceptable as long as it was the same size-cubic inches-as a '29. From the responses, consensus

was: although the rules now allow the same size block of a later year to be used, the rules could change to something like," If you have a '29 it better have a '29 engine." So off I was in search of another '29 engine. I found one locally that had a manufacturing date of December 29 which probably was used in a '30, but at least that casting said '29, so good enough for me. It looked OK to me so I bought it and took it to Dave. Before we even started to unload it, with Dave's eagle eye, at 10 feet away, he said that one is cracked too. So add another boat anchor. Dave got on the web and located some possible good engines in other states, but we didn't want to chance getting shipped another cracked block. Finally, Dave found some one in Lakewood that had a complete '29 engine, and a '30 engine without the head. If someone would come to pick them up the seller would Magnaflux them for cracks. Now that I know what cracks to look for, and with the Magnaflux offer, I headed off to Lakewood to have a look. The engine looked in good shape and it still had the transmission on it too. *Continued on Page 5*

April Meeting

The program for the April meeting will be Bill Barker and Dick Olson sharing experiences on restoring '31 and '32 Chevrolets. See page 3. Matt Dickinson will be bringing the treats



1967 - Puget Sound Region VCCA - 2008



The **Puget Sound Region** of the Vintage Chevrolet Club of America (PS-VCCA) is dedicated to the preservation, restoration, fun and enjoyment of vintage Chevrolet cars and trucks. Members are not required to own a Chevrolet. Regional membership is open to all Chevrolet enthusiasts who are members of the **Vintage Chevrolet Club of America (VCCA)**. All Chevrolets from 1912 through 1982 may be registered with the region. General meetings are held on the 4th Monday of the month at **Tillicum Middle School, 16020 SE 16th St., Bellevue . WA. 7:30PM to 9:30PM**. No meetings are held in July or December. You can learn more about the club by visiting the website where you can see color photos of previous tours, parts for sale, wanted, etc. and there is a link to view our Monthly Newsletter "Tappet Clatter." You can find the PS-VCCA website on the **World Wide Web @ <http://pugetsoundvintagechevrolet.org/>**

2008 Puget Sound Region Officers and Board

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Editors Note- MARCH Tappet Clatter

As you all know the March Tappet Clatter was late in arriving at your mail box. A sincere apology is made for this. Those responsible for getting the issue to you did all they could, some almost from hospital beds. It seemed all things were in perfect alignment against us. Maybe it has something to do with such an early Easter. The issue was completed on time but unanticipated factors mitigated against us all the way. The fourth Monday of March was early, the two proof readers were really sick. It was delivered to the Haddock's, Dave was sick so Diane sent it to Jim Martoza who was also sick. He emailed it to the printer and was assured it would be in the mail Friday for Saturday delivery. Then on Monday the 24th discovered it was ready for mailing but not picked up by the Post Office. Please be assured all efforts will be made to see that this is a one time occurrence. Thank you for your patience.

Jim Farris Embarrassed Editor.

Director's Corner

"From The Drivers Seat"



Greetings once again,

Hard to believe I am writing again and April is upon us. I would like to thank **Steve Grissom, Al Howe, and Bill Johnson** for handling the auction duties at the March Meeting. We had a good turn out and numerous items filled four tables. Thanks to all of you who brought items and to those who did some purchasing. There was a bidding war for two copies of a picture. They were large prints of our region during the 40th year celebration donated by **Jim Seiber**. The bidding nearly stalled, but started back up and the price doubled! Do you know who I gave the nickname of \$8 Bob?

I briefly summarized news from the National VCCA Board Meeting in Texas last month. Here are a few of the highlights.

- a. Number of cars judged last year declined from previous year, but more of them were new cars (not judged before).
- b. The G&D Article Committee is seeking more technical articles and needs support of membership to submit them.
- c. Many discussions on actions, processes and issues related to membership including online payment and database visibility. These are all being worked and main focus on International members who have difficulties due to the money exchange between countries.
- d. Non-geographic regions were discussed. There currently is one for the VCCA Chevy Chat site. A Norway member is starting a 490 region and Dave Cavagnaro is trying to solicit Corvair owners.
- e. Board discussed the 2016 Anniversary Meet; early thoughts are to have it "out west".
- f. A Meet Chair for the 2011 Anniversary Meet needs to be appointed soon.
- g. National VCCA membership is down 175 from last year.
- h. Color pages in the G&D have been very well received. As a test, however, a future issue will be test printed on "matt" paper, which is slightly less glossy.

Did I mention that May is going to be a busy month? Saturday, May 3rd will be the "Show and Shine" at Lee Johnson Chevrolet. I hope our region makes a strong appearance as the LJ Family celebrate 75 years in business. We have the two other local Washington VCCA Regions joining us. I strongly suggest coming to the event, even if you are not bringing a car come show your support for our Region and the VCCA. This event will give us a tremendous opportunity to connect with fellow Chevrolet owners, who could be potential new members. More details about the show are on page 4. The very next day May 4th is the HCCA Breakfast and tour. Al Howe's Rhodie Gardens Tour is planned for May 10th. The Monroe Swap Meet is on the May 16, 17 and 18. Don't forget the Ballard Parade on May 17th. So, check your calendars and get your Chevrolet out on the road.

Just because you can't do everything doesn't mean you shouldn't do something. ~ Earl Nightengale, founder Nightengale Conant, Inc.
Best regards-----Chevy Addict—*Jim Martoza*

April Meeting (4/28, Tillicum Middle School, 7:30 pm)

March showers bring April flowers and more Chevy activities. Our April meeting will include a presentation on '31 Chevy's by Dick Olson and Bill Barker. Don't miss the April 19th tour to Snoqualmie, Carnation and Duvall. On May 3rd Lee Johnson 75th anniversary car show, May 4th the HCCA breakfast & tour in Puyallup. Then enjoy brunch at the Black Diamond bakery and flower tour on May 10th. See you on tour and at the meeting. Al Howe

May Garage Nite

May 14th Garage Nite will be at Don Hatley's in Federal Way. 7 PM .
Call for directions. Don has Chevy's and Goldwing motorcycles.

CLUB STORE

Ana Maria and George Haley are this year's proprietors of our Club Store. It will be open at all General Meetings and items can be obtained from them via email or phone. It will be open at the meeting on April 28.

MAY CELEBRATIONS

ANNIVERSARIES!
5/16 Dan and Sheri Johnson

BIRTHDAYS!

May 2 - Jim Farris	May 5 - Resa Gabelein
May 8 - Walt Blair	May 23 - Bob Helgeson
May 24 - Dot Zeigler	May 27 - Sally Hall
May 29 - Mary Brownell	

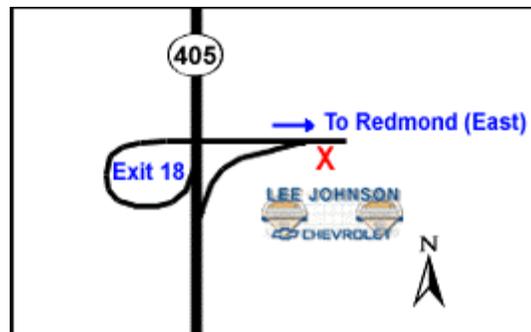


Lee Johnson Chevrolet in Kirkland is celebrating 75 years in business this year. During the month of May, they invited local Chevy Clubs to display their cars at the dealership.

They are located at 11845 NE 85th off of Highway 405 near exit 18.

On May 3rd the VCCA will be present for an all Chevrolet Show and Shine! They have a new complex and have guaranteed us all the room we need. They will have facilities for detailing our Chevys before the show starts and space available to park trailers. We can arrive after 8 am and the show will be from 10 am to 3 pm. They plan to have music and will provide food. We will have a table setup for VCCA National and Regional Club information.

The Northern Cascade Region will have about 15 vehicles and the Mt. Rainier Region around 6 or so joining us. There is no pre-registration for the show, but in order to allocate space please let Jim Martoza or Dave Haddock know if you are planning to attend. Come out and help Lee Johnson Chevrolet celebrate 75 years in business.



May 10th Rhododendron Tour

Tour starts with an early brunch at the Black Diamond Bakery, (32805 Railroad, Black Diamond). We leave the bakery at 12:30 pm, stop at Jerry & Mary Brownell's house for a tour of their garden and ends at the Anderson's Rhododendron garden in Enumclaw. Short driving tour but a wonderful opportunity to enjoy a day of good food and beautiful flowers with "Mom" on the day before Mothers Day. Mostly 35 mph roads through dairy farm country so it will be a good woody tour. You can have small tours to Black Diamond or if you want to trailer to my "Al Howe's" house and drive to the bakery from there I have plenty of parking room. I will be leaving my house about 9:30 am so come early. Being the bakery has limited seating and will have other customers we should not plan on all eating together. Come early, enjoy a very nice Train Museum or the Smoke Shop where they will cut smoked meat any way you want (they also vacuum pack) and eat brunch at your leisure. Do these three things in any order you want and we can take turns watching the cars at the same time. The bakery bakes their bread and pies in an old brick oven just like they have done since before modern ovens and you are welcome to go into the baking area to view the oven.

(Bill Damm's Five Engine Coupe, cont. from page 1)

The Magnafluxing didn't show any cracks, so add engine #4 to my collection. For another \$50 he would sell the the '30 block (which also Magnafluxed OK). So I figured with my luck if I just take the '29 something will be wrong with it, if I take both, chances are they will both be OK. So to ward off the evil spirits, I took the '30 block too (engine #5).

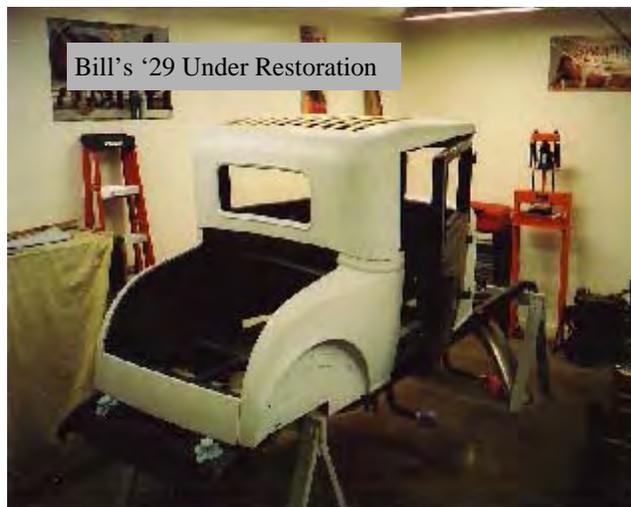
A note about Magnafluxing. When I first heard of Magnafluxing I pictured costly, complicated, and cumbersome equipment like an x-ray machine. All the guy in Lakewood used was a strong horseshoe magnet and Magnaflux powder (iron filings) in a bottle with a salt shaker top. Just hold the magnet to the block and shake the powder in the area you are checking. If there is a crack the powder lines up on the crack. Simple !

Anyway, now came the challenge! How to load two engines onto my truck with no cherry picker available. There was an overhead chain hoist in the garage, which had non-functioning restoration projects in the way of where it could be used, plus I had the canopy on the truck. We also would have to drag the engines about 100 feet from the wood shed, where they were stored, to the garage. So I backed my truck up to the woodshed. We found a wet, slimy, half rotten 2 x 12 board to use as a ramp. With some lengths of chain hooked to some tie-downs in the truck bed we used the chain hoist as a come-along and slowly pulled the engine up the slimy board. Under the full weight of the engine the board had a pretty good bend in it. We expected it to crack at any minute. Fortunately it made it. The '30 engine went a lot better, without the head and transmission, we could slide it up the board by hand. The engines unloaded a lot easier at Dave's with his cherry picker. Dave found the '29 engine block (#4) usable and found the crank shaft in the '30 block



(#5) the best one to use for the rebuild. So it was worth the cost after all.

While trying to distinguish 1929 engines against 1930 engines, the differences in the oil pans was pointed out to me. In the accompanying picture, the lower pan is a 1929 with its ends sloped. So I'm told, the rear, and forward, main bearings don't have a seal and when the car is parked on a steep hill, the oil will leak out. The upper pan, a 1930 example, they squared the ends so the oil would stay in the pan. Live and learn. Guess I better watch where I park.



Puget Sound Region VCCA Board Meeting Minutes
March 18, 2008

The second Board Meeting of the year 2008 for the Puget Sound Region VCCA group was called to order at 6:20 PM by Assistant Director AL Howe. The meeting was held at Bill and Ann Damm's home on Tuesday March 18, 2008. Members present were Al Howe, Bill and Ann Damm, Jim Farris, Bob Helgeson, Sallie and Don Comstock, Dave Roberts, Ana and George Haley, Carol and Lee Folsom, Donna Onat and Dick Jones. An agenda of items for discussion was distributed. Director Jim Martoza was ill, but called in via telephone and discussed the National Meeting.

Announcements - Monroe Swap Meet we currently have 25 volunteers signed up.

2010 NW Meet - A meeting was held March 9th. The attendees at the meeting voted on the location of the meet, it will be held at Silverdale. Members are encouraged to get involved and support this activity.

Newsletter Editor - Jim Farris made the point that information submitted to the Newsletter needs to be timely and current. The newsletters are arriving at the members' homes about a week before the general meeting. Taking this into consideration as you provide information for the newsletter will make it more timely and useful. Jim also has a new feature idea. He would like pictures of the members and their cars when they were in their twenties (the members in their twenties not the cars). He's also would like to do a series about your first car.

Safety Focal - There has been a positive reaction to the safety messages and Bill Damm will continue to provide a variety of items relating to safety.

Lee Johnson Car Show - The date is MAY 3RD. Setup is at 8:00 am and the show is from 10 am-3pm. If it rains they will provide inside parking. Trailer parking is available if needed.

Review By-Laws - Bob Helgeson submitted a new job description for Historian. It will be presented at the next General Meeting. All Board positions should be reviewing the By-Laws to verify that the descriptions are current for their positions.

Next Board Meeting - The next Board Meeting will be held in July, time and place to be determined.

National Board Meeting - Jim Martoza joined by phone to give a report on the National Board Meeting.

Area III Region Judge Database - Jim Martoza has implemented an input to the Judging Database, all members should have received an email regarding this. Please take the time and provide your input.

The meeting adjourned at 8:00 pm.

Ann and Bill Damm provided sandwiches and fruit before the meeting and other refreshments after the meeting. They were very gracious hosts!

Respectfully submitted by Dick Jones

Puget Sound Region VCCA General Meeting Minutes
March 24, 2008

Call to Order - The Meeting was called to order at Tillicum Middle School at 7:30 pm by Director Jim Martoza.

Welcome - Donna Onat's friend Larry was introduced, he has become known to members through Donna's stories of ongoing issues with her car. Don Hatley's grandson, Chase, was a visitor.

Leeds and Needs - Passed clipboard around.

Secretary - Minutes accepted as printed in Tappet Clatter.

Treasurers Report - Sallie reported the club is solvent. The Banquet came in under budget.

Monroe Swap Meet - Nothing new.

National News - Jim Martoza and Bill Barker discussed the National Board Meeting. It's obvious that many new things are in work at the national level.

Garage Nite - Dick Olson will host the next Garage Nite at his house April 9th.

Glove Box - Nothing new. If you have items, problems, solutions or tips get them to Bob Stamnes.

Activities - Rod Schein made an invitation to attend the Ballard Parade on May 17th. This year there is a conflict for some members because of the Monroe Swap Meet on the same date. Rod and Evie will have refreshments at their house after the parade.

Historian - Bob Helgeson has coffee cups (4) for sale.

(cont. on p. 7)

2008 Club Meetings & Auto Events Calendar

Dates	Activity
Saturday, April 19 th	Snoqualmie Valley Tour - Haddocks
Monday, April 28 th	General Meeting, Tillicum Middle School
Saturday, May 3 rd	Lee Johnson Chevrolet 75 th Anniversary Car Show
Sunday, May 4 th	HCCA Breakfast & Tour, Puyallup - Jim Farris
Saturday May 10 th	Rhododendron Garden Tour - Al Howe
May 16/17/18	Monroe Swap Meet - Ana Marie Haley
Saturday, May 17 th	Ballard Parade - Rod Schein
Monday, May 19 th	General Meeting, Tillicum Middle School-1 week early (Holiday)
Saturday, June 7 th	Big Rock Classic Car Show, Duvall—Matt Dickinson
Sunday, June 15 th	GM Picnic/Mt. Rainier Tour- Haddocks
Monday, June 23 rd	Strawberry Social/Picnic
Friday, July 4 th	Folsom's Picnic/Pot Luck—Lee and Carol Folsom
Saturday, July 19 th	Johnson's Picnic/Tour/Pot Luck—Johnsons and Farris
August 2 nd or 3 rd	Club BBQ/Picnic (<i>tentative</i>)
August 14 th -17 th	NW VCCA Meet, Ocean Shores, WA.
Monday, August 25 th	XXX Drive-In, Issaquah
September 6 th or 7 th	Strampher Pot Luck - John Strampher
September 13 th & 14	Maple Valley Tour (<i>tentative</i>)
October 11 th or 18 th	Boeing Everett (<i>tentative</i>)
November early	TBA
Sunday, December 7 th	Christmas Party

Meeting Minutes, continued from page 6

Tappet Clatter - The Newsletter was late this month because of illness and a mix up at the printer. Jim Farris still needs spotlight articles and other articles as well as ads for the newsletter. Jim is planning a couple of fun new features and needs the members help: One is pictures of members with their cars when they were in their twenties. The other one is a story about your first car.

Club Stores - Ana and George reported that tickets would be sold only for 50/50's. They encourage everyone to get involved in this fun way to support the club. Bill Johnson won the 50/50 and a door prize. Other prize winners included Betty Roberts, Jim Farris and Don Hatley's grandson Chase.

General Business - Don Comstock received a framed color picture of his '52 station wagon for the article in the newsletter. The car show at Lee Johnson's Dealership will be May 3rd. The Judging database is available, all members should have received an email from Jim Martoza regarding this.

2010 NW Meet - George Kowats reported that the location will be based in Silverdale. They have a nice host location that will provide excellent parking for the cars. George is still looking for more help on the committees.

Break Refreshments - Coffee and drinks by Bob Helgeson. Rod Schein shared a video of the Robot competition.

Program - The Annual Auction was the featured program. Steve Grissom served as the auctioneer with some able assistance from Bill Johnson and Sallie Comstock. It appears the club realized \$336.00 from the event. There were 33 attendees and the meeting was adjourned at 9:20 pm.

respectfully submitted by Dick Jones

PUGET SOUND NEWS BITS

Don Boltz, Bob Helgeson, Dick Olson, Dave and Betty Roberts, Bill Barker, Jim Farris - had dinner along with other VCCA members at former Puget Sound member Bruce De Ford's home. The occasion was the set up day for the Portland Swap Meet.

Members under Restoration- John Zeigler has had carpal tunnel surgery: Don Comstock had a cornea transplant on Tuesday April 9: Lee Folsom reports his pacemaker is doing well: and a countless number of members spent a good deal of March and April recovering from the flu.

Dennis and Gerri Johnson— Are home from a trip to Arizona where they watched some Mariner Spring Training, rode the Grand Canyon Train and spent a few days with Tom Meleo at his Ranch.

Jim Farris- had to return a day early from the Portland Swap Meet. His spare insulin pen leaked and was unusable. The Swap Meet was a huge social success but no parts found their way to his garage.

Dick Olson - had the first garage night for 2008 at his home April 9. It was well attended with about a dozen members. Lee Folsom shared a lighted display on how to check a gas sending unit and how to set up turn signals on earlier cars. These popular events are scheduled through the summer.

Jim Farris - sold his van in April. There is room now at his place to park the truck under cover.

Rod and Evie Schein-became Grandparents, a boy named Garrison born March 30.

Ballard Parade

May 17th, 2007

You are invited to join us in this fun community parade with a small town feel. The parade watchers will enjoy seeing our Chevys. The parade is short and all on a gradual downhill grade and level at the end. It goes down 24th Ave NW beginning at NW 62nd and then goes on Market St. ending at 22nd Ave NW and Ballard Ave NW. We will travel together as a group.

Line up time is 2:00 pm and the parade begins at 3:00 pm and lasts about two hours. Afterwards, we invite you to come to our house for some special Norwegian refreshments in Seattle.

Seattle City regulations require that you email or send me a copy of the front page of your insurance policy or copy of your glove box insurance card for your car and also that each participant fill out a Hold Harmless Agreement which you can pick up at our April general meeting or we can send it to you. *Please send to me your insurance card copy by Tuesday, May 6th. (I need to send in your insurance info with our Parade Application this next week.* You can fill out the Hold Harmless Agreement at the parade if you want. You can download a copy of this form from the web site below).

At 2:00 pm, come to the corner of NW 62nd & 28th Ave NW and we will direct you where to park nearby. To get to this meeting location, do not go on Market St (downtown Ballard) but drive west on NW 65th Ave from 15th Ave NW to avoid closed streets for the parade.

Our home phone is 206-783-8956. Contact us, if you have questions. Thanks, Rod and Evie Schein

For some fun information on the parade, check out
<http://www.syttendemaiseattle.com/parade.shtml>

Fueling Tips

Steve Grissom has provided the following thoughts on fuel delivery to your vehicle. It contains some interesting concepts that may be helpful to us all. It was written by a person working for a pipeline.

"Here at the Kinder Morgan Pipeline where I work in San Jose, CA we deliver about 4 million gallons in a 24-hour period thru the pipeline. One day is diesel the next day is jet fuel, and gasoline, regular and premium grades. We have 34-storage tanks here with a total capacity of 16,800,000 gallons.

* Only buy or fill up your car or truck in the early morning when the ground temperature is still cold.

Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the gasoline, when it gets warmer gasoline expands, so buying in the afternoon or in the evening....your gallon is not exactly a gallon. In the petroleum business, the specific gravity and the temperature of the gasoline, diesel and jet fuel, ethanol and other petroleum products plays an important role. A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps. "

*When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three (3) stages: low, middle, and high. In slow mode you should be pumping on low speed, thereby minimizing the vapors that are created while you are pumping. All hoses at the pump have a vapor return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapor. Those vapors are being sucked up and back into the underground storage tank so you're getting less worth for your money.

*One of the most important tips is to fill up when your gas tank is HALF FULL or HALF EMPTY. The reason for this is, the more gas you have in your tank the less air occupying its empty space. Gasoline evaporates faster than you can imagine. Gasoline storage tanks have an internal floating roof. This roof serves as zero clearance between the gas and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every gallon is actually the exact amount.

*Another reminder, if there is a gasoline truck pumping into the storage tanks when you stop to buy gas, DO NOT fill up--most likely the gasoline is being stirred up as the gas is being delivered, and you might pick up some of the dirt that normally settles on the bottom. Hope this will help you get the most value for your money.

Link of the Month by Bill Barker

<http://www.muralmosaic.com/Cochrane.html> Cochrane is only about 15 miles from Calgary so if you're ever in Calgary, take a side trip and go see this booming town. This mural is a sight to behold. If you look at separate tiles individually, you can see how different each is. Someone assembled all the tiles to form one large mural, which was unveiled in September 07. Each tile is 1 foot square, is its own individual picture and each is by a different artist. Together they form the huge mural.. You can click on each of the tiles to see them in detail. You might want to check out the horse's eye. Simply amazing! I had to go back and look at the mural really carefully because I could not believe the tile they used to do the horse's eye. They're all amazing.

May 4 Breakfast and Tour

Again this year our club will participate in the Annual SeaTac HCCA Breakfast Tour. This event has been a yearly event for the old car hobby in the Northwest. Many old car clubs participate providing an opportunity for our members to see numerous makes on tour. The Breakfast is at 9:30 am at the Puyallup Elks Club. 314 27th St NE, Puyallup, WA. The cost is \$13.00 for adults and \$7 for children. Following breakfast Gerald Greenfield, one of our members, will lead a tour that departs at 10:45 am. It will take us through the eastern part of Pierce and southwestern part of King Counties ending with refreshments at the collection of Marty Anderson. For our members who would like to tour together to the Elks we will meet at the Kmart Parking lot in Kent just off the Willis Street Exit of Highway 167. We'll leave that location at 8:45 am. For further information contact Jim Farris.

From the Glove Box



Wood Splice

By Bill Damm

From The Glove Box Coordinator, Bob Starnes

On my '29 Chevy coupe, the wood in the trunk lid frame was only rotten where the hinge attached. To replace the entire trunk lid wood frame is a major project, replacing just the defective portion by splicing in some new wood was an optional choice easy to make. To make sure the splice would be strong, some special cutting was required (see picture). Before making any cuts, templates were made, and measurements were taken of the existing framework. Then, with the use of a hack saw and jig saw, about 8" was cut off of the trunk side frame, removing the defective wood to get back to solid wood, and cutting it into a lap joint. Next was a trip to the hardwood supply store to purchase some oak wood for the splice. For the price of oak you would think it was from a tree that grew gold leaves.

The new oak was cut to fit the precut area like a puzzle piece (see picture). Cutting the part just a little larger than a perfect fit, then sanding and chiseling little by little until a perfect fit was achieved, took some time. Holes for reinforcing dowels were drilled into the mating ends too. Fortunately only about 6" of the trunk skin lip, just before it starts curving much, needed to be slightly bent up to reinstall the skin mounting strip. The new wood splice could slide in directly, end to end, with the mating splice reinforcing dowels in place. With 2 recessed carriage bolts holding the lapping portion of the splice in place, and the Gorilla glue dry, with a biscuit cutter, several biscuit splices were cut and installed into the out sides of the splice area for extra strength, and glued with Titebond #2 water proof glue.



Some of the ends of the original forward cross member were also rotten where it joined the side frames at the hinge attaching point. A new forward cross member was cut with a table saw and router using the original wood as a template. The joints where the cross member mates with the new portions of the side frames need to be made differently to be able to fit the cross member onto the side frames after they were installed. Attaching the forward cross member to the new edge frame splices, required some more Gorilla glue and some 3 1/2" #10 wood screws precisely located so as not to conflict with the hinge mounting screws, or protrude from the wood somewhere. Now a little body filler, sanding, paint, and the trunk lid frame was ready for reinstalling the lid hinges.

Using templates to reattach the hinge halves exactly in the same location as they originally were, was futile. The trunk lid didn't fit right. After filling the hinge mounting screw holes with hardwood dowel and glue, drilling holes in the approximate new location, re-mounting the lid, and refitting and adjusting, about 20 times, the new hinge locations were finally found. Now that it is known that the trunk lid fits, it was removed for paint prep and will be reattached after final paint.

A note about using Gorilla glue: use it only where the parts can be bolted, screwed, or well clamped until it is dry. The glue foams and expands in the bonding process and will shift the parts if they are not well secured. It has a reputation as being the ultimate glue, but in places where second best will do, Titebond #2 is water resistant and works like most common wood workers glue without swelling in the glue joint.

Pin Punch Safety

Punching out roll pins using nails of the same diameter as the pin worked in some cases. If the pin was stuck too tight the nails would just bend. Some times it would take several tries with more nails to get results. Finally I broke down and bought a set of "Pin Punches" that work a whole lot better than the nails. They don't bend like the nails do, instead, if they meet too much resistance they will shatter. While hammering a small punch to punch out a small pin that was fighting me, it shattered, sending small sharp pieces flying, leaving only a very sharp stump where the punch handle tapered down to the punch pin size. Fortunately it didn't cause any injuries, but this is another example of why wearing SAFETY GLASSES is good shop practice for what even seems to be the simplest job. PROTECT YOUR EYES.

Bill Damm

MONEY TALKS

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Brass Rivets 3/32 brass semi tubular rivets. Bill Damm (425) 748 5721 billdamm@webtv.net

April 2008 Issue

Lee demonstrating turn signal concept at the April Garage Nite

