

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

December 2015

Volume 48 Number 12

PS-VCCA Christmas Party Photos by Glenn Landguth





1967 - Puget Sound Region VCCA - 2015



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 1990 may be registered with the Region.

*General meetings are held on the 4th Monday of the month, except the 3rd Monday in May, at **Tillicum Middle School, 16020 SE 16th St., Bellevue**, 7:30 PM to 9:30 PM. No meetings are held in June, July, August, and 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, "The Tappet Clatter."*

*You can find the PS-VCCA website on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>*

2015 Puget Sound Region Officers and Board

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Publication Information

The deadline for receiving articles for the Tappet Clatter is normally by the **5th** of the month.

The Editor reserves the right to edit material in any way as appropriate for wording, clarity, grammar, punctuation and available space. We can accept most electronic formats and hardcopy.

Email copy to tappetclatter@outlook.com

Director's Corner

"From The Driver's Seat"



Happy Holidays to everyone. Our 2015 events are completed. Thanks to the Zieglers for hosting the Christmas party. It was good to see many of you and as usual a lot of good food choices.

Our next event will be the banquet. It's set for January 23, 2016 at the Golden Steer in Kent. This is the same place we have gone for several years. Social hour starts at 5:00 pm and dinner will be served at 6:00 pm. Once again this year the club has allocated money to reduce the meal costs so thank you everyone for your continued work and participation in the club. Lowering the meal cost is one of the ways that we the Board can thank you for participating. So please think about attending and having a fun social evening with your fellow members. You'll find the banquet registration information on page 6 in this issue of the Tappet Clatter.

Elections were held at our November meeting and our 2016 slate of officers is very similar to our 2015 slate. We are missing an Activity person, so we will be trying to divide those responsibilities up until we find a new person. If you have an idea for an activity or would like to volunteer to lead one of our monthly activities, please let me know.

As I mentioned at the last meeting, Tillicum Middle School, our meeting place will be undergoing renovation starting this June, after our last meeting of the year, and be under construction for the next two years. We'll need to find a new meeting place. We have been offered to go to the temporary school with Tillicum, but if any members have another suggestion, please let me know.

As of last weekend, there were still a few hotel rooms available at the hotel in Medford in June for the Summer Mini Meet. If you need information, let me know.

Happy Holidays,

Jim

Web Links Of Interest

Colombia River Region, VCCA: <http://www.vccacolumbiariverregion.org/>

Mt. Rainier Region, VCCA: None

North Cascade Region, VCCA: <http://clubs.hemmings.com/northcascadevcca>

Puget Sound Region, VCCA: <http://pugetsoundvintagechevrolet.org/>

Willamette Valley Region, VCCA: <http://www.wvrcca.org/>

Dave Folsom Blog, www.chev235guy.blogspot.com/

Gas stations without ethanol, <http://pure-gas.org/index.jsp?stateprov=WA>



Chevrolee Comments.....

On repairing, rebuilding, or replacing your Chevrolet engine.

In the last issue I mentioned two advantages of cast iron pistons. The first was the long life which results from the fact that the pistons are, in this case, made from the same material as the block and therefore expand and contract at the same rate allowing close tolerance fit. The second was the fact that the ring grooves in cast iron pistons do not wear nearly as much and therefore the piston rings themselves maintain a better fit and last much longer. The close tolerance fit possible with cast iron pistons also makes for quieter operation, especially during the warm up period, since “piston-slap” is virtually eliminated.



One more advantage of cast iron is the fact that since iron is less active chemically than aluminum, it is extremely rare for iron pistons to burn through. On the other hand, virtually every 194 or 230 engine I have opened up after long use has shown some, or even very serious, burning of the aluminum pistons. It should be noted here, however, that installing aluminum pistons in a 1953 or older engine is not likely to lead to problems of burning since these engines have lower compression ratios.

It might appear that I am trying to build a strong case for cast iron pistons. Not at all-in fact I am actually trying to point out the paradox that although cast iron has so many advantages, aluminum took over almost entirely for one reason-weight.

The disadvantage of cast iron pistons is that their weight leads to great increased rod bearing and crankshaft wear. (216) engines have somewhat of a bad reputation for rod bearing failure. Contrary to common belief, this is not due to the spray/dipper oiling system, and it is not due to the spun-in babbitt bearings. The piston weight is the primary cause.

In summary--- If an engine is to be used in moderate to heavy use aluminum is the preferred choice. For light use, as with many restored cars, use whichever is most readily available, with a possible preference for cast iron due to the quiet operation. (Have you ever heard the purr of Walt Blair’s 42 driving into a meet?)
Next month – bearings and crankshafts

Written Jan. 1988

Lee Folsom (Feb. 14, 1927 – Sept. 10, 2015)

2015-16 Activities

December	30	Garage Nite with Mark Shaw in Sammamish. See page 7 for details.
January	25	PS-VCCA Club Meeting at Tillicum Middle School
February	22	PS-VCCA Club Meeting at Tillicum Middle School
March	28	PS-VCCA Club Meeting at Tillicum Middle School
April	25	PS-VCCA Club Meeting at Tillicum Middle School

Bill Damm's
SAFETY CORNER

The holidays, it seems,
Like they just had been,
Now they're here,
Back again.

The rat race is on
To get to the mall
And buy some gifts
For one and for all.

Decisions, decisions
On what to buy-
Will it be right?
Oh me, oh my.

Then comes New Years
With resolutions to make,
Weight to lose,
Or changes to take.

Be glad when it's over
Then we can sleep real sound.
If we do it all safely
We'll still be around.

From Al Howe:

This is a list of activities planned for our monthly meetings:

2016

- January - Banquet
- February -
- March -
- April - Auction
- May -
- June - Strawberry Social
- July - 4th of July Picnic
- Aug - Dinner at the "XXX Drive In"

As you can see we have some open meeting dates. I hope to have some slide shows of summer activities like the 4 cyl and 6 cyl tours but we still need some other ideas.

Some demonstrations like Bob Stamnes and Don Comstock did would be ideal but we could use other activities also.

Give me a call or drop me an email and I will see what I can do.

Thanks!



PS-VCCA Annual Banquet

Golden Steer Steak & Rib House
23826 104th Ave SE, Kent, WA
Saturday, January 23, 2016

This year Gorge Kowats has arranged the banquet facilities and planned the menu. The banquet will be held at the Golden Steer Steak & Rib House in Kent. Social time will start at 5:00 PM, followed by dinner being served at 6:00 PM. Drinks will be available via server from the restaurant bar throughout the evening.

Thanks to the hard work of all club members, our financial position is such that the club can afford to subsidize our dinners some. As usual, there will be three dinner choices. All dinners come with bread, baby red potato with a seasoning, Caesar Salad, and the Golden Steer's legendary carrot cake or Chocolate cake for dessert. Coffee, tea or soft drink is also included. Prices shown reflect the club subsidies. There will be hors d'oeuvres available during the social hour.

Prime Rib, 8 oz.	\$22.00
Salmon Filet, 8 oz.	\$22.00
Chicken Cordon Bleu, 10 oz.	\$22.00

Vegetarian or vegan meal options are also available. Contact Gorge Kowats (253-852-8178) to make arrangements.

January 23, 2016, Annual PS-VCCA Banquet Registration Form

(Place an X under the corresponding dinner choice for each name.)

	Prime Rib	Salmon	Chicken Cordon Bleu	Carrot Cake	Choc Cake
Name: _____	_____	_____	_____	_____	_____
Name: _____	_____	_____	_____	_____	_____
Name: _____	_____	_____	_____	_____	_____
Name: _____	_____	_____	_____	_____	_____
Phone: (____) _____	E-mail: _____				

Total Amount Enclosed: _____

Registration forms must be returned to Sallie by January 18, 2016. Make checks payable to PS-VCCA.

Mail this form with payment to: Sallie Comstock

Email: chevyguy2@centurylink.net

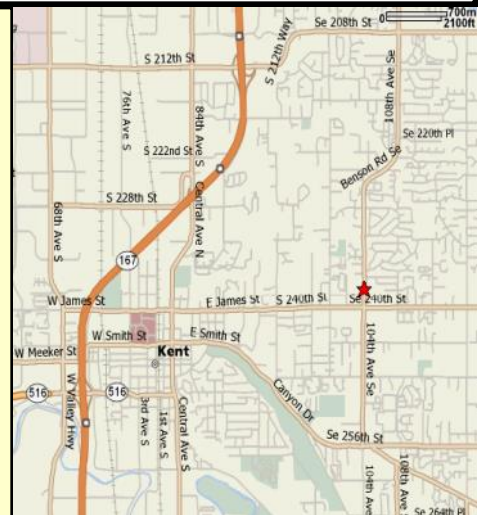
Directions to Golden Steer:

From the North

1. Take WA-167 So. (Valley Freeway)
2. Take the So. 212 St Exit, then turn left onto 212 St. So.
3. Turn right on 108th Ave SE. Changes to Benson Rd SE, changes again to 104th Ave SE.
4. Golden Steer is on your left.

From the South

1. Take WA 167 [valley Freeway]
2. Go right on WA -516 continue on Willis to Central
3. Left on Central Ave S. Changes to Central Ave N.
4. Right on E. James Street, changes to S 240th, and continues on SE 240th St.
5. Left on 104th Ave East.
6. Golden Steer is on your right.



January Celebrations

ANNIVERSARIES

Judy and Glenn Landguth 1/11
Joanne and Gary Barquist 1/18
Resa and Myron Gablein 1/23

BIRTHDAYS

Sis Barker 1/5
George Kowats 1/6
Cecil Mullins 1/11
Gisela Jones 1/16

PS-VCCA 2016 Meeting Treats

January - ????
February - ????
March - ????

An email from Carol Folsom

I would like to express my appreciation for the many cards and messages that have come my way from so many of you. It has meant a lot to me.

I also would like to say how nice it is to see the pictures of Lee "in action", in last months Tappet Clatter. I think I need to thank Glenn Landguth for many of them.

Then the new issue came today, and how nice it was to see the article that Lee did so many years ago. He really loved to be able to write those "Chevrolee Comments", as he was happy to be able to help keep those older cars running and on the road as much as possible, using his vast knowledge of so many of them.

I loved the "Remembering Lee Folsom" so much. It brought back such good memories. Thanks to Jim Seiber for those good memories.

So thanks to all of you for helping me to remember all of those nice things.

Gratefully,
Carol Folsom

DECEMBER GARAGE NITE

Dec 30th Garage Nite will be at Mark Shaw's in Sammamish, 6:30 pm. His phone number is *removed*. Mark has two engines disassembled and is in the rebuilding process and has invited all interested to attend.

Directions removed, see your mailed or emailed version of this issue.

Puget Sound Region VCCA General Meeting Minutes

November 23, 2015

Call to Order: The meeting was called to order at Tillicum Middle School Library at 7:33 by Director Jim Darby. The cover story for October was created by Bob Stamnes on fixing the steering problem in MG's '53 sedan so he received the color copy of the Tappet Clatter

Welcome: There were 22 members who found their way to the library.

Membership: Donna Onat updated us on our membership. We will be starting the year with about 75 member families which is down a couple from last year.

Minutes: The minutes from October were approved as published.

Treasurer: Sallie reported the treasury is healthy with the renewals from last month. The only outstanding bill is for the room rental to Bellevue Schools for \$275. Tillicum will not be available next year so we need to decide on a new meeting location while the existing building is replaced over the next two or three years.

National News: Bill Barker let us know that our web site was hacked and has been moved to another server. All is well as no information was compromised; the only problem was that the web was down while our site was being transferred to a new server. Everything works now. The Tahoe Meet is within \$7000 of breaking even and registration forms are not ready yet because some of the costs haven't been finalized yet. Bill shared the license plate idea and a sample with the rest of the Board. They want them to go to every registrant in their welcome bags. The tour plaque we will be giving out will have to be an add-on such as a license plate topper or give out something else. The funding should work out about the same for our Region. Bill also has some blank flags about 2 1/2 by 4 feet in white and blue that he is looking for ideas on how to decorate and use them.

Tours: The next event is the Christmas Party at the Ziegler's in Renton. The correct date is Sunday, December 6th any time after 1:00 to whenever with dinner at 3:00 followed by the gift exchange. Bring a gift with a \$15 suggested limit if you wish to participate with the rules similar to past years. Rod and Evie Schein are having a train event at their house in Ballard from 10am to 3pm on December 12th. There will be five layouts on three floors of their house. Drop in and leave when you want. There will be some seasonal goodies served and anyone can bring some to share if they wish.. December 30th is a garage night at Mark Shaw's house up on the Sammamish Plateau. Some GPS's aren't very accurate in his neighborhood so it is advised to follow the directions in the December TC.

Glove Box: Bob Stamnes reviewed the steering box troubles and shared the cure - a slightly worn part in the steering box. I think it was the sector shaft roller assembly. Dave Folsom had a used one and fixed the problem.

Nominations/Elections: Jim announced a slate of officers for next year, same as last year, with the exception of a still unfilled activities coordinator office. They were accepted by unanimous vote.

Director - Jim Darby
Assistant Director - Al Howe
Editor or Chief Editor - Mike Currie
Secretary - Don Comstock
Treasurer - Sallie Comstock
Membership - Donna Onat
Club Store - Bill Damm
Historian - Dave Haddock

Refreshments: Bill Barker brought several varieties of cookies, brownies, and cheese and sausage slices with crackers.

Program: We watched Part 2 of the National Parks Highway System program brought by Dave Haddock

Meeting adjourned at approximately 9:20pm.

Respectfully submitted by Don Comstock



From the Glove Box is devoted to sharing technical information, technical problems and solutions to problems related to the restoration and preservation of vintage Chevrolets. Please share your knowledge, experiences and recommendations with your fellow members.

Call the Glove Box Coordinator, Bob Stamnes, via email rstamnes@yahoo.com with your information.

REVISIT OF AGM BATTERIES

Absorbed Glass Mat (AGM) batteries have been discussed in our series on batteries. They are loved by so many old car enthusiasts and I have never heard anything bad about them. Well, one thing that was not mentioned in our series on batteries, and that I found interesting from an Optima rep, was that these batteries will not take a charge if run down below 10.5 volts. If this happens you will likely have to hook up another battery in parallel with your AGM battery to get the AGM battery to take a charge. Maybe these batteries are so good that they are never run down this low. I don't know. If you have had a similar experience, please contact me at rstamnes@yahoo.com.

Footnote:

Bill Barker has noted that he has charged an AGM battery but you have to do it in many small steps. Charge it until it will take no more charge, then let it sit, then charge it again until it will take no more charge, repeat this maybe 7-9 times to get the AGM battery charged. I think I will stick with my old fashion battery.

FRONT END ISSUES --WHAT CAUSED IT (continued)

If you remember, when I drove my car after having an alignment done, the steering was very loose at times and normal at other times. There were also tight spots (about 8) when you turned the wheel to the right. These tight spots were about a revolution of the wheel apart as I turned the wheel to the right, but none when I turned the wheel to the left.

After pulling the steering box apart a second time, Dave Folsom's sharp eye noticed a slight irregularity in the roller gear. See picture of the gear to the right, but don't expect to see the irregularity. You can barely see it on the front of the gear as it lays flat. It is very tough to spot, but Dave spotted it when the light was just right---amazing! Dave replaced the gear with another used gear and the slop went away as did the tight spots.

The shape of the irregularity is a groove-shaped like a ramp with a sudden return to the normal surface on the roller gear. If you look carefully you can see this in the picture.

Dave corrected this problem and replaced the seal for \$280, mostly his time, where Tru-Line estimated it would cost over \$1400 using Red-Head Steering Gears Inc. to rebuild the steering box. Dave did everything while the steering box was in the car where Tru-Line's estimate included removal of the steering box. Thanks Dave!

What was so impressive to me was how such a small irregularity can cause such a significant change in the handling of the car.

Bob



COINCIDENCE?

By Bill Damm and Rod Schein

Bill here:

In the early 60's my Dad sold the farm but kept the old farm house on the remaining small lot. Dad had 3 cars, A '53 Ford, a 1930 Model A Ford, and my Mom's 1929 Chevrolet coupe. Now with the limited parking at least one of the older cars had to go. Dad put an ad in the paper advertising either the Model A, or the Chevy, were for sale. The Model A, which was running, sold, so my dad kept the Chevy, which was not running, in hopes that someday I would restore it in memory of my Mom. The Chevy stayed in storage until 2004 when I joined the VCCA, and our Region, and started the restoration in earnest.

In 2010 at our Region's NW Meet at Silverdale I entered the Chevy for judging. I didn't know how close the Chevy came to being sold until at the Meet Rod Schein asked me if I knew a "Daniel Damm". I said 'no', my Dad's name was Daniel but he had passed away years before so I didn't know any living Daniel. Then Rod showed me a name, address, and a crude map of how to get to Daniel Damm's house. Rod's notes, see photo. It was a map of how to get to my Dad's place alright. Rod's Dad knew Rod was looking for a '29 Chevy and told him about the ad in the paper. So it was my Dad whom Rod was talking about. Rod was about to check into it, but lucky for me a 1940 Chevy attracted Rod's attention instead.



Rod here:

At that time, the Spring of 1962, I was looking for a Chevy to buy as my Dad had a 1929 for his first car. My Dad cut out a picture of a '29 that was in the Seattle Times, March 1962 for me to see. At about the same time, a long-time friend of my Mom's, Ida Ruppert, was going to sell her 1940 Special Deluxe Business Coupe. (See Photo) She had bought it new, I believe, from Gene Fiedler Chevrolet, 4100 W. Alaska St, where she had the engine overhauled in 1951. The '40 needed a new clutch and its body was solid, but dented in the fenders. The paint was worn out. My Dad and I decided that this would be a better car for me to have to commute to the UW for my sophomore year in the coming Fall. I would also have a good car for learning how to work on a car. So I bought the car for \$60 and it was towed to my backyard where I started repairing it. It had about 63K original miles on it. I was working as a bus boy at Marie's Café in Greenwood on a split shift. (This was the summer of the Seattle World's Fair.) Between shifts I would walk back up the hill to my house and put a few licks in on the '40. I learned how to put the clutch in by removing the transmission along with the vacuum shift, aligning the clutch disk with the spline end of a transmission shaft I got from a wrecking yard. I had some welding done on the fenders, practiced beating out dents with a rubber hammer and metal body tools, using Bondo, sanding, priming, and spraying on a dark metallic green paint with a small sprayer. The car turned out pretty good with a lot of rubbing to make it shine, as much of the paint flashed before it hit the metal and ended up coloring the air in my backyard or landing dry on the car.



Bill here:

I think Rod got the better deal; the 1940 can do today's highway speeds and is more reliable than the '29. (the restored '29 can do 55 mph but it's scary). I probably wouldn't have met Rod if it weren't for the '29 Chevy giving me the reason to join the Puget Sound Region, of which Rod happened to already be a member. What a coincidence.

TAPPET CLATTER *Classifieds*

Ads will be posted for a minimum of three months (longer on a space-available basis). Please notify the Tappet Clatter Editor at tappetclatter@outlook.com when your listing no longer needs to be published.

FOR SALE

1927-8 Chev Parts for sale. Make an offer. Bob Godfrey is anxious to get rid of the parts.
Contact Bob Godfrey, 360-568-7547. 830 Pine Ave, Snohomish, WA

1932 Chevrolet (modified). Sale or trade. Contact Lance Kesinger for details. 425-823-2263.



9/15

1931 Chevrolet Sports Coupe, older restoration. Original engine and drive train. Hampton Coach interior is in good condition. Runs and drives very well. Comes with a large collection of extra parts. Radiator and water pump were replaced in 2014. \$12,500 Phil Christensen 509-636-2163



1963 Corvair Greenbriar 6-Door Van. Runs and drives and stops! Eastern Washington van. A little rust and a few dents but otherwise very solid. Good tires and lots of spare parts. A bargain at \$2,500! Contact Mike Currie 206-755-0137

8/15



1948 Chevrolet Fleetline Aerosedan, Restored about 15 years ago with only 3,000 miles since. Always garaged, Hampton Coach interior, original rebuilt 216 ci engine, options include Guide foglamps, six lug 15 in. wheels, backup light, and windshield washer. All reasonable offers considered.

Janice Dynes 425-827-9954

7/15



WANTED

1930 Passenger Radiator Gary Barquist 509-636-2133

6/15

1941 Chevrolet speedometer. I'm needing to replace or have repaired/rebuilt the non-working speedometer of my 1941 Chevrolet Special Deluxe coupe. Suggestions would certainly be appreciated. David Holiday, Gold Bar WA davterr13@comcast.net

8/15

“Tahoe, here we come!”

David Gowan, Area #3 Director VCCA

It’s only eight months away. In my early days, I thought that was a lifetime. But now I get restless thinking “I’ll never be ready. What do I need to do to the car? What tools and parts should I consider taking along? What route will we take? Will the responsibilities I have volunteered for all come together?”

I’m already building a timeline to make sure things will be in order. And I’m putting away a little money from time to time so I’ll be able to relax and enjoy the event. This will be the Meet to set the standard by. I hope you are planning to volunteer for one of the open spots in the program. More to come!

