

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

February 2003

Volume 36, Issue 2

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FEBRUARY SPOTLIGHT



I purchased my 1954 in April 1999. I am the third owner of this Bermuda Green & Shoreline Beige Bel Air Sport Coupe with two-tone green interior. I wasn't even looking for one of these cars at the time, but thanks to Jim Farris for telling about it, I now own one. It is an unrestored car with 74,000 original miles. Since this car is a very nice unrestored original, I have no plans to restore it. They are only original once. I have a special fondness for 1954 Chevrolets, because both of my Grandmothers bought new ones, back in 1954.

continued on page 8

February's Program

February's meeting program we are asking ALL members to bring their photo albums of their cars – both those under construction as well as completed cars.

Sallie Comstock's name is on the goodie list for the February meeting. Carol Folsom signed up on the treat sheet for our March meeting.



Puget Sound Region VCCA



The Puget Sound Region of the Vintage Chevrolet Club of America (PS-VCCA) is dedicated to the preservation, restoration, fun and enjoyment of vintage Chevrolets cars and trucks. Members are not required to own a Chevrolet. PS-VCCA chapter membership is open to all Chevrolet enthusiasts who are members of the Vintage Chevrolet Club of America (VCCA). All Chevys from 1911 through 1977 may be registered with the region. General meetings are held on the 4th Monday of the month at Tillicum Middle School in Bellevue (see below). Meetings in September through May are from 7:30PM to 9:30PM. June and August meetings are announced in this publication. No meetings are held in July or December. You can learn more about the club by visiting the website. 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://www.barkerville.net/vccachev>

2003 Officers of the Puget Sound Region

<u>Director</u>	<u>Asst. Director</u>	<u>Membership</u>	<u>Historian</u>	<u>Club Store</u>
Rod Schein	Steve Grissom	John Strampher	Ana Maria Haley	Gail & JimDarby
areshine@juno.com	Steveg4@aol.com		Anama97@aol.com	jdarb@att.net
<u>Secretary</u>	<u>Treasurer</u>	<u>Editor</u>		<u>Activities</u>
Don Comstock	Sallie Comstock	Jim Martoza		OPEN
		chevyjim@cablespeed.com		

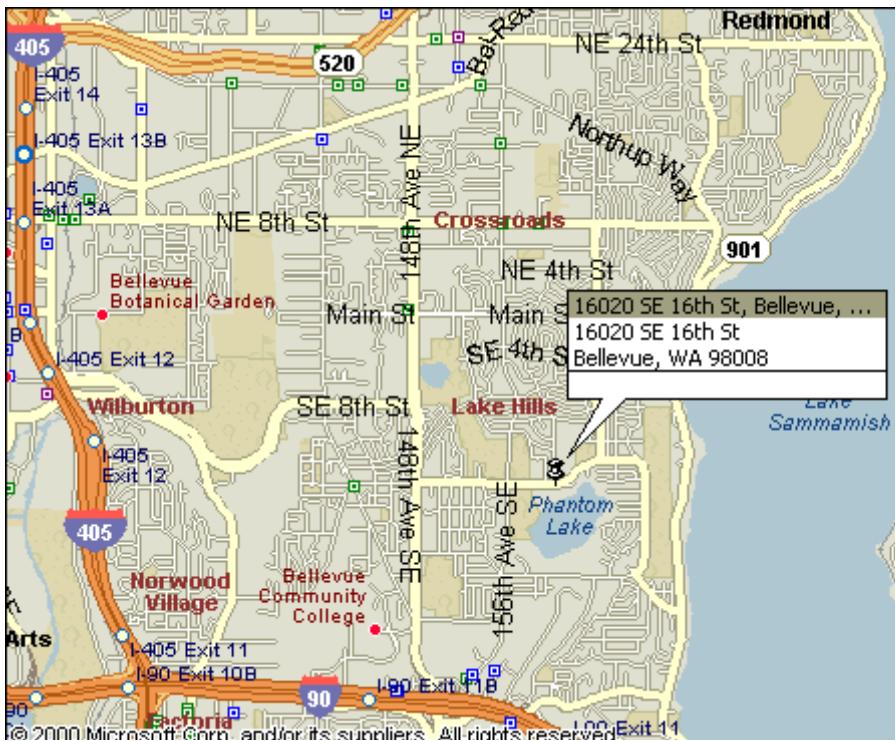
Eastbound on I-90:

Take Exit 11B (148th Ave SE)
Head north on 148th Ave SE
Take a right (heading east) onto SE 16th St. Continue on SE 16th St. for about a mile.
Turn left on 160th Ave SE.
Tillicum Middle School's field will be on your right. Park anywhere at the school. Enter the cafeteria by the north doors.

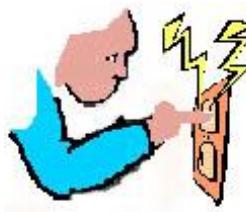
From other directions

Find your way to the corner of 148th Ave SE and SE 16th St. in Bellevue. Head east on SE 16th St. at this intersection. Travel for about a mile. Turn left on 160th Ave SE. Tillicum Middle School's field will be on your right. Park anywhere at the school. Enter the cafeteria by the north doors.

Please submit Tappet Clatter contributions by the 10th of the month. Thanks



Rod's Relay



As we launch a new year of club activities, I want to thank each officer who served us so well this past year. Jim Darby, with a heart for the club directorship, did a crisp and caring job in leading our club, including thanking us for the opportunity at our Annual Banquet. Lee Folsom, as always the professor par excellence of automotive detail and accuracy, led us in many interesting programs that increased our understanding and appreciation of Chevrolet's. John Strampher, always caring for our membership by recognizing new and returning members and by keeping our member records, faithfully made his usual extended effort to provide a new place for our annual banquet. Ana Maria Haley helped us wonderfully with her enthusiasm and quality pictures so we can recall our great activities. Grace and Bill Wegener each meeting set up interesting club store items, which they offered us along with their winsome personalities. Don Comstock with his attention to detail and diligence in note taking provided excellent monthly minutes of our meetings. Sally Comstock kept our accounts in order and provided us with monthly reports with a spark and a smile. Jim Martoza, ever increasing the communications and readability of the Tappet Clatter, gave us special leadership that makes happen whatever needs to be communicated in our club. Tom and Sharon Lauderback put together many creative tours and activities not knowing how many would show and most recently laid out many good activity ideas for next year in their recent letter to us.

For each of these officers, I am very thankful for their work and service to the rest of us. I encourage each of you to follow their example and plan on actively making your own personal contributions as we embark on a new year of programs and activities.

Under the leadership of Steve Grissom, we will have opportunities to participate in our club programs, such as the one we just enjoyed in January. There are also several opportunities for us to help on activities and tours. There is a survey you can help with by filling it out. You can participate at the board meeting this Thursday, February 20, 7:00 PM at Jim and Gail Darby's home. There will be Glove box questions you can ask or answer helping out fellow club members. Refreshments will need to be brought and calls made. Opportunities will be available to assist Ana & George Haley and the Mt Rainier Region with next summer's NW National Meet. Next November, you can step out and become an officer. The Christmas party and gift exchange will need a host home. There will be an Annual Banquet to work on like the one we just enjoyed put on so well by Bill & Sis Barker and Jim & Gail Darby. Lastly, in 2004, there will be plenty of opportunities to start working on NW National Meet of 2005 that our PSVCCA will be hosting.

So, grasp a part of the baton, head down the track and enjoy the exhilaration of the journey.

In the Relay with you, Rod

CLUB STORE & RAFFLE

The club store has changed management as of January's meeting. Thanks to the Wegener's skills, the transition was smooth and easy. Store raffle winners at the January meeting are as follows: **John Strampher** won a model truck, **Anna Marie Haley [4 time winner]** and **Will Borhauer** each won calendars, and **Wally Martin & Don Boltz** won a lock de-icer.

Jim and I still have to take an inventory of the club store stock. Some items may need to be replenished, while other items may need go on clearance, so be on the look out for some sales. We are looking to expand the goods offered by the club store at each meeting. Let us know if we are stocking items that are of interest or not. We also have a good supply for the raffle this month, but we will never turn down raffle donations.

Thanks again to Wegeners for a great job as previous club store managers. All the stock was well organized to make the transition easier.

Gail & Jim Darby



MARCH Celebrations

BIRTHDAYS!

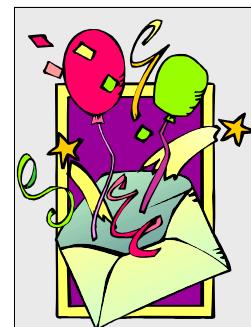
EVIE SCHEIN 15th

LYNN BOLTZ 30th

TOMMY FRANKHOUSER 2nd

JOHN ZIEGLER 20th

GARY BARQUIST 28th



ANNIVERSARIES!

BETTY & DAVE ROBERTS 6th

FLORENCE & BOB HELEGESON 27th

SUE & JIM SEIBER 29th

Lizzy Part 4

1957 Lizzy

The power brakes did not respond well to lack of use. Over the next few years, every time I got the car out to run it, I had to add brake fluid. Eventually the brake pedal stopped rebounding, and I had to lift it with my foot after braking. I decided to repair the master cylinder and power unit. As it turned out, I could not find repair parts. I have never frequented the swap meets like I should have. I bought some parts from a club member that were listed for another year. Even though they seemed to fit, I never felt comfortable with this less than complete rebuild.

I found a rebuilt power brake master unit last summer (2001), but have not installed it yet. Another problem has surfaced.

As of last summer, I had let the car sit idle too long. I found that the fuel line was obstructed. It runs fine from a can of gas, but the line is completely blocked. The fuel line will be a project for this summer. With a clean fuel line and new brakes, I hope to get the car on the road again this year. Or at least by next year, if everything goes right. All I have to do is find a place for all of the stuff that is piled on the car in the garage. Right!

There are many other stories that could be told about the car. But you get the idea. It has been a part of our family for a long time. The sounds, the smells, the feel. It brings back memories. And in the end, that is what it is all about, isn't it. Life goes on. But the old cars take us back one more time. For a day. For an hour. Even for a moment.

TEST REPORT

Silicone Brake Fluid

Continued from page 10

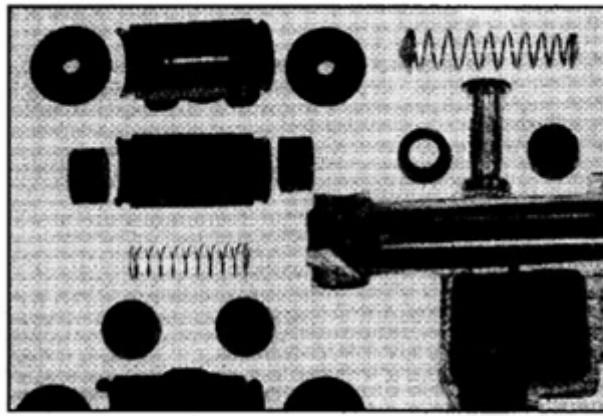


Figure 1. This is a cutaway view of wheel and master cylinders from a vehicle used in the trials with conventional glycol-based brake fluid. This was the normal, or baseline, for corrosion in the system. Notice the corrosion and pitting at the ends of the cylinder bores, when compared with the smooth, polished look shown in figure 2.

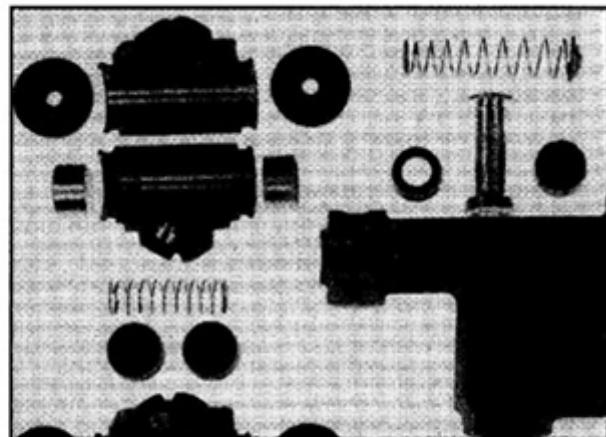
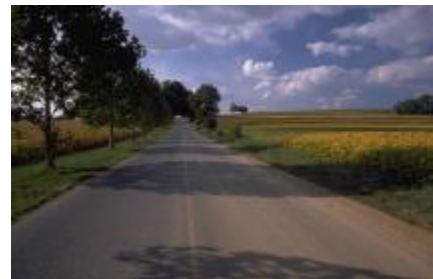
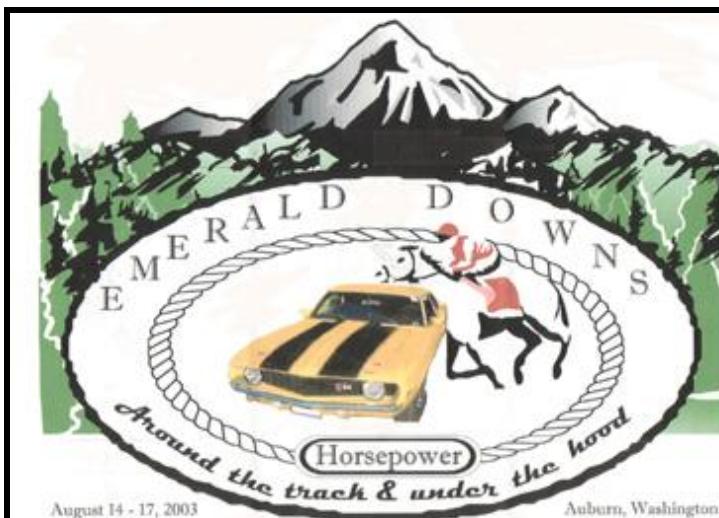


Figure 2. Shown above are cutaways of wheel and master cylinders used in the test with Silicone Brake Fluid. Notice the almost total absence of corrosion in the cavities, which indicates that there was very little moisture in the system as compared to the conventional system shown in figure 1.

Club Touring & Activities Information for 2003



NW Meet August 14-17, 2003

33rd V.C.C.A. Northwest Meet in Auburn, Washington "Around the track and under the hood" Sponsored by the Mount Rainier Region. Participating with the five other clubs that form the Northwest District. Judging of Vintage Chevrolets and getting together with old and new friends are the highlights of this weekend. For Meet information, contact Betsy Williams at 360-825-3481 or John Bronow at 253-759-0628. Best to contact prior to July 2003. E-mail to NW2003MEET@HOTMAIL.COM. The meet hotel is the Value Inn, Auburn, Wa. 1-253-735-9600 or 1-800-443-7777 central reservations. <http://www.valuin.com/auburn.htm> is the hotel website. The planned ladies' luncheon with emphasis on era clothing is an exciting new event just for the ladies and their invited guests.

NW Meet Update from Jim Farris

In the recent Royal Mail from the Columbia River Region there was a notice that the Classic Chevy Club is having a Meet in Auburn the same time as ours? They are using the hotel that is listed as our alternate. This means that space at the hotels will be short. It is advisable that reservations should be made soon if our members are going to stay at the Meet hotel.

At the banquet teams attempted to constructed the tallest garage out of the material you see here. Is that a Chevy under all of those playing cards?



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February 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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16	17	18	19	20	21	22
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March 2003

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April 2003

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May 2003

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18	19	20	21	22	23	24
25	26	27	28	29	30	31

2003 Club Meetings & Auto Events Calendar

FEB	20	Board Meeting @ 7 PM at the Darby's home.
	24	General Meeting: @Tillicum @7:30 PM. Map & directions on page 2.
March	7-9	Seattle, WA, 4th Seattle Roadster Show @ Seattle Stadium Exhibition Center. Info: 877-236-0632 or 503-236-0632
	9	Puyallup, WA, 21st 4x4 Offroad & High Performance Swap Meet @ Western Washington Fairgrounds, 9am-4pm. Info: 253-537-3172
	15-16	Puyallup, WA, Almost Spring Swap Meet @ Western Washington Fairgrounds. Info: 425-228-176
	24	General Meeting: @Tillicum @7:30 PM. Map & directions on page 2.
APRIL	4-6	39th Annual "Always in April" 2003 Portland Swap Meet Friday & Saturday 7am - 6pm Sunday 8am - 1pm Thursday (vendor set-up only) 8am - 8pm <u>General Admission:</u> Friday & Saturday \$7.00 per day Sunday \$4.00
	5-6	Lynden, WA, Great Northwest Rod & Custom Show. For more info call 360-299-2250 or 866-490-0749
	19	Roy, WA, 10th Antique Engine & Tractor Swap Meet @ Gordie Oakwood Horse Arena. Info: 360-879-5521
	26-27	Great Falls, MT, 32nd Antique Auto Parts Swap Meet @ the Fairgrounds. Info: 406-761-8526
	28	General Meeting: @Tillicum @7:30 PM. Map & directions on page 2.
May	3	Vancouver, WA, All Automotive Swap Meet @ Clark County Fairgrounds. Info: 800-659-3440
	4	Puyallup, WA, Model Car Show & Swap Meet @ Puyallup Elks. Info: 253-627-1005
	10	Kennewick, WA, Classy Chassis Car Show. For more info call 509-582-7221
	17-18	Monroe, WA, 30th Seattle Auto Swap Meet @ Evergreen Fairgrounds. Info: 800-645-4997
	18	Auburn, WA, Show & Shine @ Eagles Lodge. Info: 253-833-5554
	24	Moses Lake, WA, 22nd Moses Lake Spring Festival Car Show @ Civic Center Park. Info: 509-765-6392
	25	Yakima, WA, 22nd Old Car Show & Picnic @ Ahtanum Park. Info: 509-452-4485

Wanted “How to” help!

We are looking for someone willing to demonstrate at a future club meeting a “how to” correctly polish stainless steel trim, and someone that might instruct us all on “how to” repair a rock chip in our paint. If you feel you could help all of us by doing a hands on demonstration at a future meeting, please contact Steve Grissom or Steveg4@aol.com. He is willing to assist with the arrangements.

February Spotlight continued from front page

The first car that I was allowed to drive was a 1954 Bel Air 2 door sedan, that belonged to one of my Grandmothers. One of my first cars, which I bought in 1966, when I was 16, was a 1954 Bel Air 2 door sedan. It was Surf Green & India Ivory, and had a Power-glide transmission. I paid \$50.00 for it.

Now, 1954 Bel Air Sport coupes are very rare and seldom seen. This car is one of 66,378 Bel Air Sport Coupes produced for 1954. Chevrolet produced almost twice as many Sport Coupes in 1953, and almost three times as many Sport Coupes in 1955. The weight of this car is 3,300 pounds. The base price when new was \$2,061.00. This car is equipped with the 115 Horse Power, 235 cubic inch 6 cylinder engine. It has the standard 3-speed transmission. The options include EZI tinted glass (\$29.60), Air Flow Heater & Defroster (\$74.75), Back-up Lamps (\$5.55), Under Dash Courtesy Lamps (\$2.75), Under-hood Lamp (\$2.25), Outside Rearview Mirror (\$3.15), Exhaust Extension (\$3.25), Fuse Junction Block, (\$1.75), Gasoline Filter (\$2.20). I have a Push Button Radio (\$ 79.85), to be installed at sometime in the future.

Some of the other options available for this car were the Power-glide Transmission with 125 Horse Power engine (\$178.00), Power Steering (\$135.00) Power Brakes (\$38.00), Power Front Windows & Power Seat together (\$86.00), Recirculating Heater & Defroster (\$40.50), Automatic Headlamp Control (\$44.25), and many other small items.

(This car will be on display at the February Meeting)

February's Program continued from front page



Also bring photos of cars you have owned in the past, particularly old photos of cars owned in years past. Most members have not seen cars that are in garages currently under construction. And there are finished cars all of us know, but now we can see the "before pictures" or pictures taken during the restoration of the car. Seeing some of those old High School or Honeymoon pictures with old Chevys would be enjoyable. This can be a fun and interesting meeting, but only if we can get ALL to participate. So please make an effort to attend and bring out those photo albums! We will also try to have the club Historian bring any photos of our past events.

General Membership Meeting Minutes

January 27, 2003

Call to Order: Meeting called to order at 7:35 by Director Rod Schein. Betsy Williams and a friend were at the meeting from the Mt. Rainier Region to share information about the N.W. Meet.

General Business: There will be a board meeting Thursday, February 20 at 7 P.M. at the Darbys to make plans for the coming year. All members are invited to the meeting. If you wish to share your ideas concerning the betterment of the club you can contact any of the officers who will bring your ideas to the meeting for you.

Sallie Comstock presented the treasurers report noting there were considerable expenses including several months of Tappet Clatters not paid previously because of a billing dispute. In her state of the club report she noted the treasury has been shrinking since she took office. Fund raising would be good since dues barely cover the Tappet Clatter.

Jim Martoza shared "Needs and Leads" and Bill Barker shared information about the "Chat Line" and computer use by the national club suggesting putting the roster on line and paying dues on line. There may also be a place to post pictures of the cars on the Chevy site.

Rod complimented Bill, Jim, Sis and Gail for a job especially well done planning the entertainment for the banquet. Don Boltz suggested that the club should plan for a longer banquet in the future.

John Strampher presented Jim Martoza with a 1966 Chevelle assembly manual as a "thank you" for helping him with the club roster.

Jim Darby received a call from Jose who runs the XXX in Issaquah with a free evening at the Seattle Roadster Show including dinner, limo service in a 1939 Cadillac, and two VIP passes to the show. A raffle was held among those attending the meeting and Bob Helgeson won so he and Florence will have a wonderful evening. The roadster show is March 7, 8 & 9.

Betsy Williams presented an overview of the upcoming Northwest Meet in Auburn August 13 - 17. Highlights were a ladies event Friday during judging, and a judging class for non stock Chevrolets. There will be a National Judging School on Thursday for anyone interested. Prospectuses will be out April 1.

Swap Meets: There will be 2 swap meets at Puyallup in February. The Corvette and High Performance Meet on the 8th and 9th, and the Early Bird Meet on the 15th and 16th.

Tours & Club Activities: February will probably be something to do with antiquing and thrift store shopping. Stay tuned to the Tappet Clatter.

Glove Box: There was no Glove Box this time.

Club Store: The club store is under new management, Jim had a couple of calendars for those who didn't win one in Steve Grissom's "Name That Year" activity.

Many thanks to Will Borhauer for bringing the goodies for break time. Meeting was adjourned to continue with the activity just mentioned.

Respectfully submitted,
Don Comstock

From the Glove Box



Sorry, the glove box was left home and missed the meeting. Now remember, I am just the temporary custodian. Don't say it, I know it shows and please do not tell Jim Farris. Anyway, we do have one question in the glove box that came in via email from Rod, the previous custodian. **What is "certification" when it refers to classic cars? How important is it?** Maybe some members can answer this question at the monthly meeting. But for now, if any of you have a question or a solution to a problem you are encountering, please send them my email address at chevyjim@cablespeed.com

Thanks for all of your contributions.

**Jim Martoza
Temporary Custodian of the Glove box**

Wally Martin provided this article on brake fluid. More to follow. Thanks Wally!

TEST REPORT: Silicone Brake Fluid

by David Doyle

Almost everyone in this hobby has an opinion about silicone brake fluid, why the US military uses it, and how to convert a system to it. Unfortunately, there seems to be as much misinformation as there is factual information in circulation about this subject.

In May 1966, the US Army Coating and Chemical Laboratory began aggressively looking for a brake fluid that was less sensitive to water than the three fluids in use at that time. The three fluids in use were "Hydraulic Fluid, Polar Type, Automotive Brake, All Weather," "Preservative Fluid, Automotive Brake System and Components," and "Brake Fluid, Automotive."

As their names indicate, each of these had a specific purpose. The first, obviously was used for arctic regions where temperatures were expected in the -30°C to -55°C. The second listed was used as a preservative in not only the brake systems of vehicles in long term storage, but also in the packaging of wheel and master cylinders. The last one listed is the "normal" or standard brake fluid.

SILICONE FLUID INTRODUCED

In 1967, various makers of silicone hydraulic fluids became interested in the brake fluid market. Because of the perceived ability to replace three fluids with one, as well as perhaps to address the matter of water sensitivity, the Army Coating and Chemical Laboratory encouraged this development work.

Union Carbide, General Electric (GE), and Dow Cor-

ing all submitted fluids for evaluation. GE and Union Carbide each submitted two fluids, one each slightly water tolerant (because of the belief that water *will* somehow enter the brake system), and one each completely intolerant of water. The Dow Corning entry was a water-intolerant fluid.

EXTENSIVE TESTING

Three years of testing by Chemical and Coatings Laboratory found deficiencies with respect to poor lubrication properties and rubber incompatibility. These were mostly overcome by incorporating additives into the various fluids.

When the lab work was done, the Laboratory conducted field tests. Three test locations were selected with widely different weather conditions: Arctic Test Center, Fort Greeley, Alaska, the Yuma Proving Ground, Arizona, and the Tropic Test Center, in the Panama Canal Zone. The results of a one-year test were detailed in *Mobility Equipment Research and Development Center Report 2132*.

The test vehicles for this program at each location were two M151 series vehicles and two M715 1½-ton trucks. For the testing new wheel and master cylinders were supplied, filled with the various silicone fluids, and new rubber hoses were supplied. The balance of the brake systems were flushed with alcohol prior to the installation of these new components. This trial is quite likely where the trend for alcohol flushing during conversion began.

Continued on page 5

TAPPET CLATTER Classifieds

FOR SALE

'63 Impala Sport Coupe. Unrestored, original with 35,000 miles. 250 H.P. 327 V8, Powerglide, PS, PB, and 6-Way Power Seat. Also has original AM radio with rear seat speaker, Soft-Ray tinted glass, Day/Night inside mirror & padded dash. Original Ermine White exterior, with nice original black interior. They are only original once. This car runs and drives very well. I am asking \$14,500. John Strampher, 206-246-1199. Photo below.

'41 Chevrolet parts, left fender NOS, Back window & chrome, front window chrome trim, side rear window trim, doors (complete) trunk lid & hinges and many other. Sam Rosemtreter (425) 146-6749

12 volt "guide" headlamps 55-57 Chev. They are used but work— great original part. \$2.50 ea. Jim Seiber jseiber@att.net

'65 Corvair Convertible, mostly restored, white w/ turquoise interior, Don Comstock, (253) 963-0420 or corvairguy@att.net

'36 Sedan Master parts, 4 wheels, hood panel, radiator support, John Ayres, H (425) 334-1872, W (425) 338-1404, Cell (425) 470-4086

Bulb Bin Fund Raiser

Looking for a way to organize your car parts, tools, or produce etc... in your garage or basement? We have a large supply of HD, black plastic bulb bins, that stack and have built in handles on the ends. They are approx. 8" high, 23-1/2" long and 15-1/2" wide. We will sell these for \$1.00 each & the money will go to the club. If interested you can contact Tom Lauderback or see him at the next meeting.

1950 Chev 4 Dr sedan, Styleline Deluxe, powerglide 69K miles, in storage \$2K Ken Large 425 836-4578

'60 Chevy Apache C10 1/2 Ton Shortbed Fleetside Pickup. 78,000 org. miles. 235 6 cyl. W/ 3 speed on the column. Much restoration work including new Turquoise and Ivory paint, new Oak flooring in the bed. A very nice looking and driving truck. \$6,750. For more information call Elizabeth at 206-721-1940. This truck is located in the "Columbia City" area of south Seattle.

WANTED

1932 Any Chevrolet Parts Don Boltz (206) 242-4636 or E-mail Donnys32@aol.com

1954 2-door Sedan Green Seat covers. Bill (206)930-5504 E-mail carnutyes@msn.com

55-57 Bel Air HT. Prefer a 1956, will pay cash. Paul Dillard 253-631-5451

R.H chrome mirror, rear deflector, dash gauge package for **1981 Malibu Wagon**. Walt Blair (206)242-6745 or blairhall33@excite.com

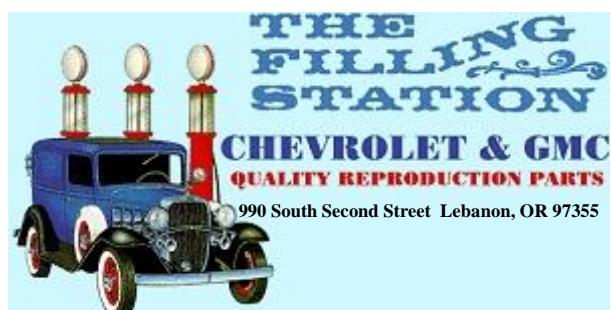
'68 License tabs (for a car) John Strampher (206) 246-1199

'66 Chev C10 1/2 ton Fleetside parts like hubcaps, trim, rear bumpers & brochures, etc John Strampher (206) 246-1199

1966-1970 Chev, 2dr HT or Coupe or possibly sedan, V-8 with auto trans, all models except Nova or Corvette. Greg Matzen 360-273-3353



1936-1950 Passenger and 1/2 Ton Brake Shoe Cores. Also, 9 inch '38 to '53 clutch discs. Bring to any meeting. We will forward them to



TO ORDER:
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FAX: (541) 258-6968 or

INFORMATION:
(541) 258-2114
www.fillingstation.com

February 2003 issue:

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- ⇒ *Club Board meeting on page 7.*
- ⇒ *More information of Silicone Brake Fluid page 10*
- ⇒ *Club Classifieds on page 11*

