

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

June 2009

Volume 42 Number 6

Contents

<i>2008 Club Officers</i>	2
<i>Director's Corner</i>	3
<i>Events Calendar</i>	7
<i>Garage Nite</i>	6

Points of Interest

<i>Meeting Notice</i>	1
<i>Membership</i>	2
<i>Board Meeting</i>	7
<i>News Bits</i>	8
<i>Meeting Minutes</i>	4
<i>Glove Box</i>	9
<i>Safety Corner</i>	6
<i>Classified</i>	11

Ballard Parade

By Rod Schein

On this beautiful warm sunny May 17th afternoon, with hand waves and horns saluting the crowd, eight of our vintage cars were enthusiastically viewed along the Ballard Parade route by hundreds of children and their parents, who were explaining their past acquaintances with similar car models.



Photo by Dave White

Dave White and Evie Schein in her Norwegian costume carried the club banner, followed by Matt Dickinson, '36 coupe; Rod Schein, '40 coupe; Dave & Dianne Haddock, '51 convertible; Donna Onat, '54 sedan; Bob & Florence Helgeson, '64 Corvette; Erik Christiansen, '66 Chevelle; Bill & Ann Damm, '87 El Camino; and Karen Damm, '67 Mustang. Afterwards, we enjoyed Scandinavian treats at Rod and Evie's home.

(More pictures may be found on page 12)

Strawberry Social and June 2009 Meeting

The June 22 Meeting will be our annual Strawberry Shortcake Social at Perrigo Park, 9011 196 Avenue NE, Redmond, WA. The event begins at 7:00 PM in the covered picnic area. A strawberry dessert and beverages will be provided.

Drive your old Chevrolet and park in the nearby paved parking lot. Directions to the park may be found on the web. Start at <http://www.redmond.gov/insidacityhall/parksrec/parks/perrigo.asp> and follow links to get a map and directions. Or just Google the address. We hope to see you there!

**1967 - Puget Sound Region VCCA - 2009**

*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 1984 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** at <http://pugetsoundvintagechevrolet.org/>*

2009 Puget Sound Region Officers and Board

<u>DIRECTOR</u>	Al Howe	273155chevy@comcast.net
<u>ASST. DIRECTOR</u>	Dave Haddock	chevydave@gmail.com
<u>TREASURER</u>	Sallie Comstock	d.comstock@att.net
<u>SECRETARY</u>	Don Comstock	d.comstock@att.net
<u>ACTIVITIES</u>	Matt Dickinson	mbd97@aol.com
<u>MEMBERSHIP</u>	Donna Onat	donnaonat@juno.com
<u>HISTORIAN</u>	Bob Helgeson	helgy@gte.net
<u>CLUB STORE</u>	Bill Damm	billdamm@msn.com
<u>WEBMASTER</u>	Jim Martoza	chevy.jim.m@gmail.com
<u>GLOVE BOX</u>	Bob Stamnes	rstamnes@yahoo.com
<u>GARAGE NITE</u>	Dick Olson	rolson82@comcast.net
<u>SAFETY CORNER</u>	Bill Damm	billdamm@msn.com

TAPPET CLATTER Staff

<u>Editor</u>	Glenn Landguth	gklandguth@msn.com
<u>Checker</u>	Dave Haddock	chevydave@gmail.com
<u>Photographers</u>	Bob Helgeson	helgy@gte.net
	Jim Seiber	sueandjim4069@comcast.net
	Dave Haddock	chevydave@gmail.com
<u>Staff</u>	Bob Stamnes	rstamnes@yahoo.com
	(and other members who supply copy)	

Editor's Note

Some subjects that can be the basis of wonderful articles to share are: first-car, remember-when, restorations, Chevrolets and your families, history, trivia, little-known facts, and many others. Either current or vintage old-car stories and snapshots are also welcome. We reserve the right to edit material as necessary for space available and clarity.

We can accept most electronic formats and hardcopy. Photographs can be scanned and returned. We will take reasonable care of copy provided, however we cannot take responsibility for lost or damaged material. The monthly deadline is about the 5th of the month.

Glenn Landguth, gklandguth@msn.com

Director's Corner

"From The Drivers Seat"



By Al Howe
Puget Sound Region Director

I think I will break with tradition and instead of talking about our lovely Chevys I will tell a story on myself. This story does involve a car that I owned when I was in high school, a '51 Ford. This is a true story about just how inventive boys can be when they really want something bad enough.

I grew up on a ranch in Ellensburg and had some family friends who lived in Kirkland. On one of the visits my older brother and I made to Kirkland this family took us water skiing.

Now I had never been water skiing before but did make it up long enough to get bit by the water skiing bug, big time. Now how is a boy about 18 or so going to go water skiing when he has no skis, no boat and no lake? My dad told me to make my own skis and he helped pick out some boards. I clamped and steamed those boards to form a bend on one end. With some filing and sanding they had a nice curve, somewhat like the ones in the sporting goods store. I put a finish on the wood and installed rudders and foot harness somewhat like the ones in the store and I had skis.

I still didn't have a lake but we did have a big irrigation ditch about 40 feet wide that supplied the valley with irrigation water. This canal, as we called it, also had a service road on one bank. Can you tell what is coming? Yes I did. My brother and I would take turns pulling each other up that canal with my car. That was when cars had real bumpers. Worked "purty good" until you came to a bridge or tree.

We always pulled upstream so didn't have to go very fast but I did learn how to maneuver on the skis; you learned or crashed into the bank. We had to swim to the far bank to get started.

After that I acquired a complete water skiing outfit - boat, motor and skis. When I first hired on at Boeing I worked 2nd shift so my roommate and I would ski almost every morning. Then came marriage, family and a career.

Now I have a Chevy with real bumpers and I still have my skis and that canal is still full of water. Hum, should I? Would anyone like to drive my '55 while I re-live the past? I would probably need another hernia operation.

The weatherman was most co-operative because we had a wonderful day for the Mud Mountain Dam tour. The weather was just perfect and the tour was perfect too. I would like to thank all who worked so hard to put this together: Matt Dickin-son and Rodger Orness for planning the tour along with the Mt. Rainer Region (it was good to see some new and familiar faces again), and Don and Sallie Comstock for doing the cooking and feeding about fifty hungry people - they did a marvelous job. Kathy and I enjoyed having everyone here for dessert.

With all the cars in the back yard and friends on the lawn we still had lots of room for more.

July 4 Picnic at Folsom's

Once again this year we'll gather at the Folsom's for the Fourth-of-July. Come spend a peaceful time at their woodland picnic area on July 4th in Woodinville. Hot dogs and their basics will be provided. Bring whatever else you would like for your party, or to share. Salads and desserts are fine, or whatever. Arrive anytime after noon.

July 22 Greenwood Seafair Parade

You are invited to join us for a fun family parade on July 22nd. We got a great reception from the crowd and judges at last year's parade.

Time for the Grand Parade is immediately following the 6:00 PM Kids Parade. Info & Check-In is at North 95th and Greenwood Ave N, with staging to continue to North 103rd on Greenwood Ave N. The parade route begins at N. 95th & Greenwood Ave North and proceeds south to N. 85th, and then west to 6th Ave N.W (approximately 1.5 miles).

Bring copy of your insurance card for your car. Please contact Rod Schein if you think you might be coming.

June 2009 Tappet Clatter

Puget Sound Region VCCA General Meeting Minutes

May 18, 2009



Call to Order: The meeting was called to order at Tillicum Middle School at 7:35 PM by Assistant Director Dave Haddock.

Welcome: There were 24 members present and no guests.



Tappet Clatter: Notice was given that the printer sent out the April newsletter in error. You should have received one for May as well.

Membership: Donna Onat reported we currently have 65 members.

National News: Bill Barker shared a one-page change to the national web page.

Tours: Matt Dickinson reminded us of the May 30th tour planned to the Mud Mountain Dam and Carbonado area. Roger Orness will be leading the tour from the Kent K-Mart at 10:00. June is very busy with the strawberry shortcake social and the GM Picnic so Matt is moving the Vashon Island Tour to early August.



Other Information: Ana Haley gathered the 24 volunteers from the Monroe Swap Meet for pictures. Steve Grissom did an extra shift for Dick Olson and Sallie Comstock did an extra shift for Al Howe.

Jerry Brownell reported that Al Howe was sore after his operation but is recovering with his monkey. (The monkey is a small stuffed monkey that has been sent to the folks who have been sent "flowers" by the Sunshine Committee.)

Steve Grissom showed some trophies and suggested we make our own with nice used car parts for the 2010 meet. We will need about 10 or 12 trophies. He is looking for donated trim that would look good on a trophy. Door prizes will also be needed for the meet.

The next 2010 planning meeting will be June 7 at the Fairwood Library.

The next board meeting will be July 23rd at a yet to be determined location. (Editor's Note: The board meeting has now been changed to July 21 at the Fairwood Library in Renton.)

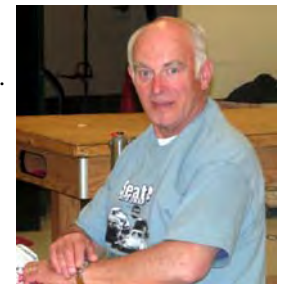
Bill Johnson says Cathy is doing well after surgery.

Refreshments: Thanks to Betty Roberts for the rhubarb treat.

Program: Bill Damm shared the difficulties he faced attempting to install seatbelts with shoulder harnesses in his 1930 3-window coupe. He hopes the added structure will be enough to keep Ann and him from going through the windshield in case of an accident. As he showed us there isn't much to bolt to, as the structure is tin and a small piece of wood.

Meeting Adjourned: Around 9:40 PM.

Respectfully submitted by Don Comstock



June 13th - Vashon Island Tour Postponed

This tour originally scheduled for June 13 has been postponed to October 10 or 17. Look for more information later.

June 2009 Tappet Clatter

May 30th Joint Tour to Mud Mountain Dam Park & Barbeque

By Matt Dickinson

We had a great turnout and fantastic weather for the tour with the Mt. Rainier Vintage Chev folks to Mud Mountain Dam Park. They were the first to show at the Kent Kmart parking lot with 7 vintage Chevs and 10 members. With Al Howe's group in his '55 Bel Air and John Strampher's group in his '65 Caprice meeting us along the way to Mud Mountain Dam, our Club had 16 Chevs and 40 members and friends.



The tour to and from the barbeque was very scenic and well planned, thanks to Roger Orness and help from Ernie Tear.

There was plenty of delicious food at the barbeque with the members bringing side dishes. Don & Sallie Comstock along with Ana Haley's help had the burgers cooking and the tables all set up by the time the tour arrived. Ken Scott of the Mt Rainer Region helped Ana with the activities during the barbeque.



After the wonderful lunch, we toured to Al Howe's home for ice cream, coffee, and desserts. We then headed back towards Kent through some more great back road scenery.



We did have two unfortunate events. While Jerry and Doreen Greenfield were passing the Auburn Golf Course, an errant golf ball hit the top of their '51 Styleline. It left a visible dent in the roof just above the passenger seat. While we were getting ready to start the tour in Kent, Dave White called to say that he had a fire under the hood of his '37 Coupe when he tried to start it. His fire extinguisher failed and by the time a neighbor put the fire out there was considerable damage to the front of his Coupe. Our "Chevy Hearts" definitely go out to Jerry and Doreen Greenfield and to Dave White.

Our other members who participated were: Dave & Betty Roberts - '52 ½ Ton Pickup, George & Phyllis Kowats - '87 El Camino, Dave Haddock - '51 Styleline Convertible, Bob & MG Stammes - '26 Superior V Touring, Don & Lynn Boltz - '57 Bel Air Sport Coupe, Dick & Fran Olson - '50 Styleline Convertible, Rod & Evie Schein - '40 Special Deluxe Business Coupe, Dick Jones & his grandson - '50 Styleline Convertible, George Haley - '38 Master Business Coupe, Bob & Florence Helgeson - '64 Corvette Roadster, George & Anita Warren - '63 Impala Convertible, Roger Orness - '33 Eagle Coupe, and my '36 Standard Coupe. Jerry Brownell and Ana Haley's mother and friends also attended.

A big thanks to Don & Sallie Comstock, Ana Haley, Al Howe, Roger Orness and Ernie Tear for helping me put this tour together and Bill Johnson for being my navigator in leading one of the two groups of Chevs. (*More pictures on page 10*)

GEAA Car Show—July 11th

Let's help support the GEAA Car Show on July 11th in Tacoma and get some passport miles too.

I'm planning on us gathering at the Kent Kmart parking lot (same location as the May 30th Mud Mountain Tour & Barbeque) and driving to the car show at the Tacoma Community College. We'll pull out from the Kmart at 9:00 am. More information and route details will be emailed the week before the tour.

Email or call me, Matt Dickinson, at mbd97@aol.com, if you have a '54 or older stock Chev and can make it.

Tour to Jubilee Farm's Vintage Tractor Show & Ken Madsen's Classic Car Display—July 18

We will tour around Lake Sammamish, stop at Marymoor Park for a photo opportunity, and then drive the scenic back roads to Fall City and on to nearby Jubilee Farm.

Jubilee Farm's annual vintage tractor show with Ken Madsen's classic cars will be there. Our cars will be parked such that people at the show can view them.

The following is the website for the show: <http://www.edgeta.org/brnch36.htm>. We'll meet in the southeast corner of the Office Depot parking lot at NW Sammamish Rd and 11th Ave NW in Issaquah, WA. Roll-out time from the parking lot will be between 9:30 am and 10:00 am.

More information and route details will be emailed the week before the tour. Email or call Matt Dickinson at mbd97@aol.com, if you can make it.

July Garage Nite—by Dick Olson

July 8th "Garage Nite" will be at Bill Damm's garage in Woodinville, at 7:00 PM.

See page 6 in the mailed TC for phone number and directions.

We will check out Bill's completed '29 coupe and help with some final adjustments.

3rd Annual Hot Rods & Hogs Show, Saturday, June 20, 2009

Maltby Christian Assembly

9322 Paradise Lake Road, Snohomish, WA

Registration 7 AM

Show starts 9 AM

Awards at 3 PM

There will be over 60 categories to place in. Expect all types of show cars from Model T's to 2009 Mustangs. The Emcee for the event is Lance Lambert, host of the Vintage Vehicle TV Show. There's no fee to either attend the show, or to register a vehicle for the show. More information is available at <http://www.mcahotrodsandhogs.com/>

Bill Damm's SAFETY CORNER

School's Out

In just a short time,
School will be out,
The girls and the boys,
Will be around and about.

They run across streets,
And cross on green lights,
Party in driveways,
And stay out late nights.

So when driving along,
Where ever you go,
Be ready to stop,
If a kid should show.

They'll catch you off guard,
So stay real alert,
And drive along safely,
So no one gets hurt.

Future Club Events Calendar

From Activities Coordinator Matt Dickinson

<u>Dates</u>	<u>Activity</u>	<u>Activity Organizer</u>
June 13	Vashon Island Tour (Postponed to October)	Matt Dickinson
June 20	Hot Rods & Hot Dogs Show Maltby Christian Assembly 9322 Paradise Lake Road, Snohomish	9 AM to 3 PM
June 21	GM Picnic/Mt. Rainier Graham, WA	
June 22	Strawberry Social, Perrigo Park, Redmond, WA	Club Meeting at 7 PM
June 27	Greenwood Classic Car Show	Dave White/Matt Dickinson
July 4	Folsom's Picnic/Potluck	Lee & Carol Folsom
July 11	GEAA Car Show in Tacoma, tour to show from the Kent Kmart	Email Matt Dickinson if interested in meeting at the Kent Kmart and driving to Tacoma together.
July 18	Jubilee Farm-Carnation Vintage Tractor Show & Ken Madsen's Classic Car Display, including a Tour around Lake Sammamish	Matt Dickinson
July 22	Greenwood Seafair Parade	Rod Schein
August 1	Open – Send suggestions to Matt Dickinson	Dick Olson/Don Boltz
August 13-16	NW VCCA Meet, Vancouver, WA	Columbia River VCCA
August 24	XXX Drive-In, Issaquah	Club Meeting
September 5	Mt Rainier Region Joint Tour to Gig Harbor to show cars at an Assisted Living Center	Tour details not available yet from the Mt Rainier Region.
September 12	John Strampher's potluck picnic	John Strampher
October 3-4	Ellensburg/Yakima Weekend Tour	Jim Farris/Dick Olson
October 10 or 17	Vashon Island Tour (originally planned for June 13)	Matt Dickinson
November early	November Tour	Matt Dickinson-Tentative
December early	Christmas Party	George Kowats

June 21 - GM Picnic & Tour

A tour after the GM picnic has not been planned yet; updates will be emailed as the date approaches.

July 21 - Board Meeting (Date Changed)

On July 21, 2009, at 7 PM, there will be a Board meeting at the Fairwood Library in Renton.
All members are welcome to attend!

July Celebrations

ANNIVERSARIES

Mike & Kathy Currie	7/1
Walt & Sally Blair	7/11
John & Marilyn Campbell	7/31

BIRTHDAYS

Al Howe	7/1
John Strampher	7/5
Dennis Dynes	7/8
Linda Wheeler	7/15
Betty Roberts	7/19
Jim Darby	7/21
Bob Stamnes	7/26

Puget Sound News Bits

By Jim Farris

There are no news bits this month.

Monroe Swap Meet

There were about 24 volunteers from our club who helped out at the Monroe Swap Meet on May 15, 16, and 17. Eighteen of those volunteers are pictured in the May meeting minutes on page 4. Some people pulled double duty for people who were not able to make their scheduled times.

Ana Maria Haley, club coordinator for the Monroe Swap Meet, expressed how thankful she was for all of the club people who helped out.

Bob Helgeson snapped this picture at the swap meet. Now a picture is supposed to be worth a thousand words. But what this picture needs is a good caption. Not knowing the real story behind the picture, I can only imagine some possibilities. And to be fair, you can do the same. The person who comes closest to the real story will be recognized in the July Tappet Clatter. Don or Sallie will of course have to share what the picture is really all about.

Recognition will also be given to the most humorous caption (regardless of accuracy). The Tappet Clatter Editor will judge all entries. Send your captions to Glenn Landguth at gklandguth@msn.com.



Wanted for the NW Meet!

We would like to do something different for the trophies for the N. W. Meet. We would like to use hood ornaments or other attractive Chevrolet parts and mount them on a nice board with the meet dash plaque and an engraved tab for each award. This would be for the awards voted on by the participants, like Best of Show, Ladies Choice etc.

To do this we need your help with contributing Chevrolet parts we can use. Ideal examples might be pre-1950 Hood ornaments (newer ones are just too large). Later year '53 – to '67 fender ornaments would be perfect. V8 emblems from below the tail lights of '55-'56, hood or trunk emblems, script pieces, and horn buttons would work well. Use your imagination and help us by looking around the garage and see if there is something you can contribute to make this something special for those who win a trophy.

A few pits are ok. It does not have to be perfect, but does need to be attractive. Should be 5" – 12" or so. We really need at least one very old piece to put on the trophy for Favorite pre-1935.

Pieces go to Steve Grissom Steveg4@aol.com. Please help.



New Member—Tom Meleo

We welcome new member Tom Meleo of Lindsay, CA. Tom has been active in the VCCA from inception; his national membership number is 34! He and Jim Farris have worked together on a number of tours in recent years.

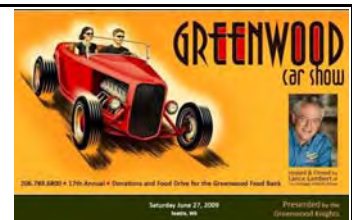
A few of the vehicles Tom has: 1914 Royal Mail Roadster, 1917 Model D V-8 Touring, 1929 Sedan, 1935 Standard Sedan, 1947 Station Wagon (Woody).

Greenwood Car Show - June 27th

Please respond to Matt Dickinson by June 1st at mbd97@aol.com if you plan to participate. You must also register with the car show and pay by June 10.

To register, go to <http://www.greenwoodcarshow.com/>. Click on "PARTICIPATION", and on the next screen click on "Register Your Car", download and print the PDF form, fill it in, and mail the form and payment to address shown to get there by June 10. On the form, note that your car club affiliation is the "Puget Sound Region of the VCCA".

Dave White is helping to coordinate parking. He needs a count (which he will get from Matt) of at least 10 cars to hold a parking space for our club. There will be emailed updates as the date approaches.





June 2009 Tappet Clatter

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, at email rstamnes@yahoo.com with your information.

Car Trailer Towing

By Don Comstock

How far and how fast is too much for a vintage Chevrolet?

Each car and trip differs with each owner. When putting the car on a trailer is the best way to go, having a trailer that will get your car to its destination safely and in the perfect condition is all-important. Whether buying a cheap used trailer or a brand new one you have to be able to trust your equipment.

I'm going to share my experiences over the years with a variety of tandem axle trailers to help you avoid the same pitfalls I experienced.

My first car trailer was a used, very inexpensive equipment trailer I got from a friend of my neighbor. The deck was planked and the full width, about 8 feet, going over the tires. It wasn't as heavy duty as most heavy equipment trailers so it towed fine and wasn't real heavy. It had about 6-foot angle iron loading ramps. I could get a car on it but had trouble if the car sat close to the ground like a Corvette or Corvair or had mufflers hanging down from the frame. After a few times loading with a pair of come-alongs it was time to look for a better trailer.

Next was a used homemade race car trailer. It was cheap and sat pretty close to the ground. There was an open section down the middle between the plank tracks for the tires that saved weight and gave some room to work on the underside of the car. I soon filled in the open space with more planks so I could use it to haul more than cars. The ramps were angle iron and about 4 or 5 feet long. This was great as I could now load sports cars and my regular old Chevys, haul wood, garbage cans etc. The trailer was a bit narrow and only 16 feet long. My '33 sedan just fit, but an El Camino was a bit long as the ramps were attached and swung up from the rear and were secured in an upright position with steel rods. I had to tie the ramps up and then make longer rods with several adjustment holes when I got home. The ramps also made loading all but impossible with flat tired cars as they tended to fall between the angle iron cross bars.

While taking the '33 to a show in eastern Washington the trailer fishtailed whenever I exceeded 50 mph. It was a long trip to the Tri-cities and back. The reason the trailer sat so low was because the axles were midpoint between the front and back of the frame. The cure was to move the front axle behind the rear axle. The trailer had a lot more tongue weight and tracked very well and was only a couple of inches or so taller in the rear. I used it like this for several years but the limited length and width convinced me it was time to move on.

A friend gave me a huge remodeled mobile home frame trailer he had used to move up here from California. 21 feet long and 8 1/2 feet wide seemed to be an improvement. The fenders even came off with wing nuts so really big trucks could be loaded. I did it once or twice. There were built-in jack stands on the rear corners to support the frame and keep it from bending with heavy vehicles like Cadillacs and 1 1/2 ton trucks. Once the vehicle was loaded the weight was distributed more evenly and the frame didn't flex very much. It was so long and wide that driving in traffic was scary and the rear dragged from time to time. The last straw came when I was hauling a fully loaded Corvair van and enough parts to fill two or three pickups to Idaho. A tire blew from rubbing on the inside of the fender well and frame when I went around curves. After removing the fenders the problem was fixed temporarily. I put bigger tires on the trailer so it would haul this very heavy load. The problem was the tires were a bit wider.

My current trailer was custom made for me in Texas from my special needs learned from many years of towing with junk. I've been using this trailer for at least 6 years needing only a couple of changes to perfect the design. It is built with a heavy duty frame capable of handling 10,000 pound loads, 18 feet long by 8 1/2 feet wide, steel decked with a four foot dovetail and 4 foot steel decked ramps. It came with a fixed tongue jack that kept hitting on speed bumps and bending so I replaced it with a custom swivel type jack. I also installed a manual winch because it requires little upkeep and installation is much easier than an electric winch. All lights are mounted in the frame in soft rubber mounts, protected from damage. The only vulnerable light is the one over the license plate which I have bent a couple of times. The sides have rail pockets and solid steel rub rails the entire length of both sides supplying lots of points to secure any load.

(Continued on page 10)

Car Trailer Towing (Continued from page 9)

The front has a safety bar to prevent cars from coming over the front. The ramps are rear mounted in pockets within the frame, as it is hard to get ramps out of side pockets in narrow, confined spaces. The fenders are heavy duty, easily supporting the weight of a 400 pound gorilla wearing hiking boots jumping on them.

The funny but odd part of this essay is that it was very easy for me to sell all the less than perfect trailers with full disclosure to prospective buyers who said the trailer would work for them just fine.

The other thing I might mention is securing the load. Vehicles need 4 points tied down, preferably at each corner, in addition to the winch cable. Putting on the parking brake and the transmission in park or gear is a good idea also. I have two chains with tow hooks that I usually use on the rear axle and chains with binders I use on the front frame to secure the load and to dampen sway and bounce caused by the springs.

A real bad thing, in my opinion, is to attach the winch cable or tie-downs to the sway bar, as they tend to bend the sway bar. The bumpers are also easily damaged, as are brake lines on the rear end and steering components on the front end. Holes in the frame, front and rear cross members and spring shackles make better attachment points. I prefer chains and binders with safety wires but come-alongs and heavy-duty ratcheting-straps work just fine in most cases. Light duty ratcheting straps like those sold by Harbor Freight aren't strong enough, nor are they trustworthy.

Washington State wants car trailers to have brakes on all 4 wheels because of our hilly terrain. Boat trailers use surge brakes because of the wet conditions of use. Car trailers usually use electric brakes but one of my trailers had surge brakes. I kept stepping on the brake line, creating a leak with the surge brake though it seemed to work well when properly adjusted for the weight of the load. You had to do this with the resistance spring on the master cylinder.

Electric brakes work with a controller. Most controllers are automatic with dial adjustments for differing loads controlled when you apply the brake. I check my brakes regularly by doing a low speed panic stop on our gravel road then check the skid marks. Electric brakes trailers have a breakaway system activated by a small battery mounted on the trailer and a pin type device to activate the brakes when the pin is pulled. The small battery may need charging from time to time and the break-away pin operation checked periodically.

Installing Bearing Buddies makes greasing the bearing easy but an annual inspection of the bearings and the brakes is also important.

Now you know all I know about using car trailers.

More pictures from the May 30 Tour to Mud Mountain Dam Park & Barbecue. (See story on page 5)



TAPPET CLATTER *Classifieds*

Ads will be carried up to three months on a space-available basis, unless withdrawn sooner or an extension is requested. Please notify the Tappet Clatter editor when your ad is answered or you need an extension. gklandguth@msn.com

FOR SALE

1925 I am looking for a buyer for my father's 1925 Chevy Touring Classic. It's a wonderful driver vehicle, always kept in a garage. He has had it for nearly 35 years. We are asking \$18,500 and will deliver. Keith J. Andrade, Keith.
Andrade@Comcast.net



1930 Chevrolet 4DR Special Sedan. 95% complete New old original. New honeycomb radiator, solid wheels, 12 extra wire wheels (optional), Extra engine, 2 trannies, 2 rear ends, front end, steering column, and misc. extras. Selling due to health. \$21,500 OBO. Jake Jacobs, (206) 243-7327.



1938 I have many Chev Coupe Original Car Parts, including: generators, starters, engine block, head and valve cover, radio and tubes, transmission, rear end differential, and many other parts. I don't need many and want to give away free to others who might be able to use them. Ed Kelley, 425.996.8407 (cell), ebkelle@attglobal.net.

Engine 230? or 250? CID (it's the same block so I'm not sure just which displacement it is), complete from valve cover to oil pan, water pump to flex plate, looking for a new home. Jim Darby, 425-746-1750.

Tires Three used bias-ply 600-16 tires with good tread. Free. Rod Schein, 206-783-8956.

WANTED

1926 Chevrolet Touring Top Rear Window Frame. The inside dimensions are 5 1/2 inches by 17 1/4 inches. The outside dimensions are 7 5/8 inch by 19 3/8 inches. Other years may work. Bob Stamnes 206 365-1482, rstamnes@yahoo.com

1926 Chevrolet Fuel Tank. This is a rectangular shape with one opening for the fuel inlet. There is not a second hole for a gauge. Bob Stamnes 206 365-1482, rstamnes@yahoo.com

1929/30 Desperately seeking left rear fender for '29/30 coupe. Thank you. Jim Lewis, (206) 784-9191, jfl2746@hotmail.com. (Editor's note - See "A Sad Story" in May Tappet Clatter, page 6.)

1931 Front Fenders, Bill Barker, (425) 643-0698, bill@barkerville.net.

1955/'56 Chevy two-door hardtop, Any condition, David White, (206) 999-8138

Chevrolet hood ornaments. To be used for trophies for the N.W. Meet. Steve Grissom, (425) 228-3670, Steveveg4@aol.com



Left—Photo of Rocket U-SAVE U-SERVE station at night, on Central Way in Kirkland, WA. Circa 1955. Photo by G. K. Landguth, used by permission.

June 2009 Issue

Pictures from Ballard Parade, May 17, 2009. See story on page 1.

