

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

November 2008

Volume 41 Number 11

Contents

2008 Club Officers	2
Director's Corner	3
Club Store	4
Points of Interest	
Events Calendar	7
Christmas party	7
Lead Story	1 & 5
Membership	3
2009 Car Calendar	4
Oct Meeting Min	6
News Bits	8
First Cars	5,6,8,9
Glove Box	10
Safety Corner	10
Classified	11

Mystery of the Mima Mounds Solved by PS-VCCA Consensus

Well, the mystery is now solved! On a gorgeous fall day, a large turnout of friends and Chevys took a ride through the South Puget Sound countryside to ponder the origins of the mounds. We set out early. The north enders included Bob and Florence Helgeson ('64), Dick and Fran Olsen ('50), Matt Dickinson ('36), Rod and Evie Schein ('40), Dave and Betty Roberts ('65), Bill and Sis Barker with 3 grandkids (modern), Lee and Carol Folsom (modern), and Dave and Diane Haddock ('55). They joined up with the south end group which included Al Howe with Jerry and Mary Brownell ('55), John Strampher and mom Edna ('65), Don and Sallie Comstock ('78), Rod McCarthy ('52), Gene Gooding ('52), Dennis and Gerri Johnson ('40), Dan and Sherry Johnson (modern) and Roger Orness with Ernie Tear ('50). Continued page 5



PUGET SOUND REGION members contemplating the Mystery of the Mounds at viewing stand

NOVEMBER MEETING

Monday November 24 the meeting program will feature Don Comstock. He will discuss auto painting. Sallie Comstock volunteered to provide 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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<u>Checker</u> - - - - -	Dave Haddock	
<u>Photographer</u> - - - -	Bob Helgson; Jim Seiber, Dave Haddock	
<u>Staff</u> - - - - -	Bob Stamnes (and other members who supply copy)	

Happy Thanksgiving

There is only one more issue of the Tappet Clatter this year. We've had a full and busy year with plenty of activities and gatherings for our members. The December Issue will celebrate those activities with a year end wrap up featuring pictures and copy re-living 2008. There are still some 1st car stories in the hopper. I'll try to include them in the December issue if space permits. If that is impossible they will be forwarded to the new editor for inclusion in upcoming issues. He will need stories also so if you would like to tell your story, submit it to the Tappet Clatter

Jim Farris

Director's Corner

"From The Drivers Seat"



Hello Puget Sound Members,

Last month, we enjoyed the energy of **Lee Folsom**, sharing his experiences and knowledge using eBay. Thanks Lee for showing us tips on bidding and searching. Also, thanks to **Genie** and **Dave Folsom** for coming and assisting with the computer efforts. In addition, we had two more laptops controlled by **Bill Barker** and **Dave Haddock**. Don't worry about remembering this statement. There will not be a quiz for prizes at the meeting.

I am happy to report that we have nominations for all club officers and support positions. At the November meeting, we will present the slate of candidates and accept any additional nominations from the floor. Then the elections will take place.

Thanksgiving occurs during the same week as our meeting. Then next month, we have the Christmas Party at the Comstock's. More details and directions are on page seven. What happened to 2008? Before you know it 2009 will be here.

Speaking of 2009, the first event will be the Annual Awards and New Officers Installation Banquet on January 24th. Check page 4 for the information. I will send out a registration sign-up sheet via email and these forms will be available at the November General Meeting. If you don't have email and need a form let me know and I would be happy to mail one out to you.

The 2009 roster development is moving along and is missing numerous membership renewals. If you have not renewed by December 27th you will not be in the new roster and risk not receiving additional Tappet Clatters. If you did not receive an email regarding the form or are having any problems completing the form, please let me know.

The 2010 NW Meet Planning Committee had a productive meeting last month. If you missed the meeting and would like to be involved with the preparation of this event contact **George Kowats**.

"Most of the important things in the world have been accomplished by people who have kept on trying when there seemed to be no help at all." -- **Dale Carnegie**

Best regards-----Chevy Addict—*Jim Martoza*

November 24 Meeting

The fall colors have been just beautiful but now are mostly gone. The rain is back so we can work on inside jobs. Don Comstock is going to give us some insight to automobile painting and its bonding properties at the November 24th meeting at the Tillicum Middle School. Meeting starts at 7:30 pm. Hope to see everyone there.

2009 MEMBERSHIP RENEWALS DEADLINE DECEMBER 27, 2008

2009 Membership Renewals are now being processed. Over 51% of the membership has renewed using the easy online renewal process. Each member received a link to their own form. Instructions on what to do were in the last two Tappet Clatters. **If you have not yet renewed for 2009, contact Donna Onat in Bellevue, WA.** You must renew prior to December 27 in order to be listed in the 2009 Club Roster.

CLUB STORE

The November meeting will be the last time this year to purchase items from the Club Store. **Ana Maria and George Haley**, will have the display of items for sale.

DECEMBER CELEBRATIONS

ANNIVERSARIES!

12/23 Sallie and Don Comstock

BIRTHDAYS!

Dennis Johnson	12/2	Dave Miller	12/9
Judy Landuth	12/10	Ana Marie Haley	12/10
Jake Jacobs	12/12	Don Comstock	12/18
Gail Darby	12/24	Myron Galbelein	12/25

2009 Annual Awards and New Officers Installation Banquet *January 24, 2009*

Once again, George Kowats, John Strampher and Jim Martoza have teamed up to arrange the club banquet. We have reservations at the Golden Steer located at 23826 104th Ave SE in Kent for Saturday January 24th. Social time will start at 6:00 PM, followed by dinner at 7:00 PM. Map and directions will be in the December Tappet Clatter. **Registration Forms will be emailed and posted at www.pugetsoundvintagechevrolet.org and must be submitted with payment by January 12 to John Strampher in Puyallup WA.**

All meals come with bread, seasoned baby red potatoes, Caesar salad and **legendary carrot cake** for dessert. Coffee, tea or a soft drink is also included. Drinks will be available via server from the restaurant bar throughout the evening. The prices below include tax and tip.

PRIME RIB: 8 ounce portion \$26.00

CHICKEN DIJON: 10 ounce portion \$23.00

SALMON FILET: 8 ounce portion \$26.00

Vegetarian or vegan meal options - contact George Kowats at 253-852-8178

2009 Puget Sound Region Calendar

Matt Dickenson has developed a 2009 Puget Sound Region VCCA Calendar. Twelve member cars are featured in an 8-1/2X11 format making an 11X17 hanging calendar. The picture to the right showing four PS-VCCA vehicles is the cover photo. With tax and postage the cost is \$13 each. Matt would like to have a count of how many calendars to order by the end of November. He will mail them to those that order them in early December so they can be used for Christmas presents. Contact Matt if you wish to purchase this calendar.



It was a crisp but sunny morning, the only thing missing was the coffee and donuts! But the group soldiered on without the refreshments. We took a long and winding road, and were delighted with the great fall foliage and scenic views. Our first stop was at a Chevy dealer in Yelm, where Wally Martin ('50) waited for us, while trying to resist buying a bargain-priced truck. Our cars made a grand display in the front lot, but the main attraction was the espresso machine inside that ground and brewed individual lattes to order. Next stop was Scotty B's 50's Diner in Tenino for lunch and a great time to visit with friends. And before we knew it, we were heading to "The Mounds." At the information center, we dutifully read the scientific theories and used the observation deck to get a bird's eye view (as well as a view of the birds.) As we read the many theories explaining the origin of the mounds someone commented "I don't buy that earthquake theory." We were



all skeptical. Then we ventured out to make our own observations. Gerri Johnson was the first to blurt out, "Baby Mounds!" And that led to our great discovery of future mounds-in-the-making and the obvious conclusion that "the gophers did it." The only controversy still remaining is the size of those gophers. Some theorize they must be very large, but others think it was just a lot (a whole lot!!) of garden variety sized critters.... So maybe the mystery has not been totally solved. At least we know it was a great tour, with great friends and great cars and a fabulous day! Thanks to all who came along for the ride. And special thanks to Roger Orness for helping with this fun event. *Diane Haddock*



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MY FIRST CAR TO DRIVE *By Bill Johnson*

The first car that I had to drive was my Mom & Dad's 1950 Chevy two door sedan. It did use some oil and dad always checked it and kept oil in it. My mother was an Avon representative and while she was delivering Avon to a farm house one day she parked along the side of the road. A kid on a farm tractor with a load of grain in a wagon ran the back wheel of the tractor onto the trunk of the car. That ruined the trunk lid and knocked the back window out but did not break the window. It also pulled both fenders in, and mashed both below and above the trunk lid.

We were not into that much body work so we hooked a chain to a tree and a come along on the other side to a tractor, a bumper jack under the rear window and a hammer to the bottom to straighten it out. We did a fair job. A different trunk lid and it was ready. But Mom did not want to drive it anymore so I got it to drive. I think I might have driven it harder than she did

(continues page 6)

Puget Sound Region VCCA General Meeting Minutes

OCTOBER 27, 2008

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

Welcome - No guests or new members were present but Bob Hilton was introduced as a member we haven't seen in some time.

Needs and Leads - Clipboard passed around and Don Comstock mentioned a 1967 Impala he had for sale.

Secretary - Minutes accepted as printed in the Tappet Clatter.

Treasurers Report - Sallie reported that the treasury was in good shape. She said we have adequate funds to begin work on the 2010 meet and meet regular monthly obligations.

Membership - Donna reported that more than 51% (38+) of members have renewed so far.

Nomination of Officers - A list of candidates was offered to the membership as follows:

Director: Jim Martoza, Assistant Director: Al Howe, Treasurer: Sallie Comstock, Secretary: Don Comstock, Membership: Donna Onat, Activities: Matt Dickinson, Editor: Glenn Landguth, Historian: Bob Helgeson, Club Store: Bill Damm, Webmasters: Dave White and Jim Martoza, Refreshment Facilitator: Bob Helgeson

National News - Bill Barker let us know that the National Board is seeking a person or organization to do the membership duties for the club. This will be a paid contracted position. Anyone bidding for the job should send their proposal to the National.

Glove Box - Donna Onat is looking for a reliable, close to Bellevue, radiator shop. Discussion followed, suggestions in Issaquah and Redmond were offered. Bob Stamnes is looking for articles and information explaining the grades and types of oils.

Activities - Dave said we have no activities planned until the Christmas Party/Pot Luck at the Comstock's.

Historian - Bob got pictures from the Snoqualmie and the Mounds tours. If anyone wants to share other pictures you can send them to Bob.

Editor - Jim is still accepting first car stories and anything else.

Refreshments - Thanks to Al Howe for the Halloween cookies, cupcakes and donut holes.

Program - Lee Folsom, Genie & Dave Folsom, Bill Barker and Jim Martoza led a very active show and tell on eBay buying and selling. Lee's message was that eBay has made a big impact on the hobby and on swap meets. Prices have gone up on rare items and down on common ones.

Meeting adjourned around 9:20.

Respectfully submitted by Don Comstock

(Continued from p5) because before long it was getting about 15 to 20 miles to the quart of oil. So I talked my dad into letting me overhaul it. I had never had an engine apart but I was sure I could do it. All we had was a garage with a dirt floor, but that was where it was going to be done. I had taken the upper end apart and the pan off and was taking the rods and pistons out and laying them on a piece of cardboard in a pile, when my dad came by and looked at what I was doing and asked if I was marking them. I told him "they are the same aren't they?" He said he did not think so. I did know which number one of them was that was number six because I was taking it out at that time. I took head and piston to the garage in town and got a chewing out for not marking them. I got the parts back and put it back together. The mechanic told me to use a can of STP and that might help once I got it to run. It sounded like a bucket of rocks jumping around. Finally I got the STP in and it started sounding better but it was still rough so I put in another can of STP. It was a lot better. I drove it for two years. It was getting about 1500 miles to a quart of oil so I was happy with my 1950 Chevrolet.

2008-2009 Club Meetings & Auto Events Calendar

<u>Dates</u>	<u>Activity</u>
Monday November 24	Monthly Meeting at Tillicum Middle School
Sunday, December 7	Christmas Party Comstock's
Saturday January 24, 2009	Banquet Golden Steer
Monday January 26, 2009	Monthly Meeting at Tillicum Middle School

Annual VCCA Christmas Potluck

The
Potluck
Is Planned
For December 7th.
At the Comstock's Again.
Bring a salad,
A side dish or Dessert.
All will be welcome and enjoyed.
We will furnish a meat dish and beverages.
The best time to arrive is 2.
There will be old friends and new,
As well as a few things to see in the shop.
Sallie will have a tree decorated with lots of cats.
Plan to
Eat at 4.
Gift exch
After dinner.

*****Here are the Details and for Directions call.**

Attendees are encouraged to bring a salad, side dish or dessert. Your hosts will be providing a hot meat entrée as well as hot and cold beverages. The ever exciting annual gift exchange/swap will continue with the suggested \$10 limit; creativity is encouraged. Gifts should be marked for male or female or child (if you are bringing children). Everyone who brings a gift will, hopefully, end up with a gift. It may not be the one you chose. The rules will be explained before the gift exchange begins. Plan on gathering around 2 P.M. and we will be eating around 4 P.M. The gift exchange will follow dinner.

Puget Sound News Bits

Matt Dickenson and Jill just returned from Michigan after celebrating her folk's 60th wedding anniversary near Kalamazoo. He went to the Gilmore Car Museum in Hickory Corners, Michigan. No `36 Chev's, but some nice Chev muscle cars and Corvettes.

Bob Starnes was seen on King 5 TV recently. They used a clip of him purchasing a tow ticket last year. That was the day of the first snow at the pass.

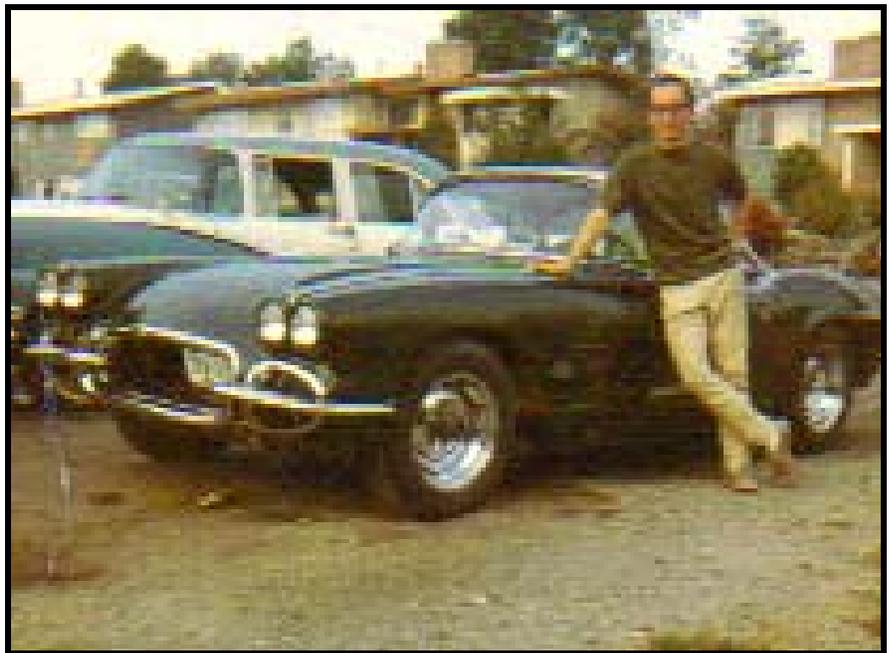
Jim Farris had an operation to remove a section of his colon on November 18. Next month's News Bits will supply the rest of the story.

Comstock First Car Stories

My brothers and I were car crazy kids from the time we were big enough to wash our parents cars. We all had cars by the time we were 15. Mine was a 1950 Plymouth Convertible. It needed a lot of work to be a real nice car. I soon traded it for a 1954 Buick that didn't back up. After having the dynaflo rebuilt and repainting the car I moved on to a Hillman Minx Convertible that I really loved. Sallie inherited the Hillman as I didn't need it in Ellensburg. She didn't like driving her first car, a 1958 Rambler American.

This was taken in early September 1966 just prior to my returning to Ellensburg for my sophomore year of college. The Ford in the background was my daily driver at the time because my cherished customized 1959 Hillman Minx Convertible blew up on the way to Ellensburg on a previous trip over the pass, but that is another story.

The 1961 Corvette came to me via Northwest Auto Wrecking as a near total in 1965. I was thinking about building a really cool fiberglass sports car using one of those aftermarket bodies by Fiberfab. I looked for a donor car and



came across this Corvette with a new rebuilt engine producing about 600 hp. The previous owner just got it out of Precision Engine in Seattle and was testing out the engine when he lost control and put the car in a ditch. It was broken across the front and down the passenger side.

After getting the car home I decided to keep the body and simply fix the damaged areas. I began at Fiberlay on Eastlake talking to one of the clerks, getting how-to instructions and some resin and mat. I then got part of a front fender and began putting the pieces back together with duct tape to make the general shape. For the next few weeks I itched a lot while grinding and reglazing the damaged areas. By mid July the car was ready for paint. Brother Doug shot it with Forest Green paint and I was driving in style.

Continued page 9

Comstock Story Continued from page 8

The Corvette was really a hot car, overheating on the Viaduct in rush hour traffic, the front end rocking to the rhythm of the engine at an idle, spinning the tires during 4th gear starts etc. This was a fun car as it always attracted a lot of attention, especially when the dump tubes on the exhaust were opened.

Though we didn't race the car we posed a lot at Seward Park and Alki. I think that is what Sallie liked most about the car. Sallie was living on Capitol Hill and got to drive the Vette during the winter while I took the Ford back to Ellensburg. I returned the next spring with a 1961 Impala Convertible needing a rear quarter panel. Sallie was hooked on Corvettes but I needed money to fix the Impala and pay for another year of College. As I finished up the work on the Impala, the hot rod Corvette left with a kid in Maple Valley.

Sallie missed the Corvette and began looking for another in project form. She soon found a 1966 coupe that had 5,000 miles but had an interior fire that burned it from the windshield base to the bottom of the rear window and damaged the doors a bit. My brother checked it out and declared it O.K. Sallie bought it and sent it to Ellensburg for me to repair. A new used top and a lot of itchy grinding and repairing was all I could do in E'burg. I drove the car home to Burien sitting on a milk box, wearing a motorcycle helmet and goggles, blowing a trail of fiberglass dust all the way across the pass. There still were no windows in the car. Back in Seattle a new windshield and rear window was installed and I was able to get side widows from a wrecking yard. Again brother Doug was enlisted to paint the car. This time we

tried a relatively new technique, Metalflake paint. We layed down a silver base then covered that with peacock flake with a turquoise accent along the belt line. This was covered with many coats of clear lacquer. It seemed like it took a month to sand the lacquer smooth and buff it to hold a shine. The final item was to have the seats and interior upholstered. We did the inserts in the headliner with a diamond tuck pattern in black vinyl. You have to remember this was 1967. The photo is Sallie celebrating her 21st



birthday lounging on her birthday present. Sallie began driving the car from then on. It got a new clutch on warranty because unknown to us someone attempted to steal the transmission while the car was in storage prior to our getting it. Driving the car with loose bolts wrecked the clutch, pressure plate and flywheel. We were both lucky! When we married in December 1967 this was our honeymoon car. Sallie drove it to work at Boeing daily for another couple of years. On really hot summer days you could smell a faint odor of burnt fiberglass when the car sat in the sun with the windows rolled up. The winter of 1968 was very cold, so cold that the lacquer froze on the car and cracked when we drove it. Rather than repaint it, brother Doug shot one more thin coat of clear on the car which melted in or somehow hid the cracks. That spring we decided to trade the car in on a new El Camino at a new Chevrolet Dealer in Federal Way, Dick Balch Chevrolet.



“OIL IS NOT WHAT IT USED TO BE!”

By Bob Hughes

The contents of engine oil have been changing. These changes have occurred as a result of problems in modern cars with catalytic converters, but do not consider oil additives which have been in oil for years to minimize premature cam failures in our vintage cars. The additive which is cause for concern is ZDDP (zinc dialkyl dithio phosphate) normally referred to as simply zinc. Reports indicate that ZDDP, or zinc, is responsible for premature failure, i.e., clogging of the catalytic converters. The catalytic converter failures also affects the manufacturer's warranty period of new cars.

Zinc is an anti-wear, anti-scuff and anti-oxidant developed in the 1930s. In engines with flat tappet cams, i.e., no rollers, the pressure between the cam and the lifters can be extremely high as the lifter slides over the cam. The higher the valve spring pressure, the higher the pressure between the cam and the lifter.

The rating of oil is marked on each container and with few exceptions the SM rating indicates that the zinc has been reduced. Oil with the SM rating is not recommended for use in engines with flat tappet cams. (Yes, Lou that includes your Merc.) Reports indicate that the reduction of zinc is responsible for premature flat tappet cam failures. The oils that still contain a reasonable level of zinc are diesel and racing oils such as Shell, Rotella T, 15W-40 and Valvoline VR-1. There are additives available that put zinc back into the oil. ZddPlus, appears to be an excellent choice and brings the oil back to a SF rating which is required for a 1988 or earlier engine.

The use of synthetic oil in vintage cars is questionable. Some do not recommend these oils under any circumstances. One publication indicated that the synthetic oil turned into a consistency of mayonnaise if the engine did not get hot enough.

Diesel oil is a high detergent oil and may result in a reduction in compression as it cleans out the deposits in a well used engine. Diesel oil in a fresh engine should be satisfactory. However, zinc in diesel oil is also being reduced and, therefore diesel oil will become less desirable as the level of zinc is reduced.

Is the SM rated oil detrimental to older engines in the 20's, 30's and 40's which have low valve spring pressure? Unfortunately, the jury is still out. However it seems obvious that SM rated oils should not be used in high performance engines which have high valve spring pressure. To be on the safe side, your newsletter editor will no longer use straight SM rated oils in his vintage cars. So, he will add Zdd Plus to his oil (about \$8 per oil change.) Valvoline racing oil VR-1 also seems to be a reasonable choice. Both are more expensive than using regular SM rated oil, but certainly less expensive than a cam and lifter replacement.

There is still some controversy about the reduction of ZDDP in today's engine oils and its effect on engines with flat tappet cams. ZDDP reduced the potential of scuffing in flat tappet cams and reduced wear. In the mid 50's the level of ZDDP was increased from its level of 0.03% in the 40's to 0.08% to further reduce the potential for scuffing in high lift cams. (Continued page 11)

Bill Damm's SAFETY CORNER

Belts and Bags

Here are some interesting statistics from the AAA "I Drive Safely" on-line safe driving course. For front seat occupants, your chances of getting killed in a car crash are reduced by 25% by using only a lap belt. Your chances are reduced by another 25% by using a lap/shoulder belt combination. When air bags are included, your chances of getting killed are reduced to a total of 66% to 75%, not to mention your reduced chance of serious injuries if you don't get killed. This is a compelling incentive to use seat belts, and if your older car doesn't have any, to install some.

(Cont from page 10) Later the ZDDP was further increased but at levels above 0.14% longer term wear increased and levels above 0.20% attacked the grain boundaries in iron and resulted in camshaft spalling. (More is not always better.) In the 70's the level of ZDDP was about 0.10%. The level in today's Starburst oils is now down to a maximum level of 0.08%.

General Motors Powertrain Fuels and Lubrication Group published a report in December 2007 about the reduction of ZDDP. The report says that along with the reduction in ZDDP other things have been added to compensate oil thickening problem which the ZDDP had resolved. Oil companies have run tests on older type engines with the new oils and no problems were uncovered. The GM report also points out that the new Starburst oils (SM rating) contain about the same level of ZDDP that solved the camshaft scuffing and wear issues back in the 1950's.

A March 2008 article in Skinned Knuckles, a journal of car restoration, concluded that the modern oils, including SM oils, are not harmful to yesterday's engines manufactured up through the 1950's and early 60's. However if you have a hot-rod or souped-up older engine it may be wise to use an additive to boost the level of ZDDP.

I recently had a '28 Chevy cam refurbished by Delta Cam in Tacoma Washington. Delta believes that the modern oils are compatible with the mechanical characteristics of this engine, ie., low valve spring pressure but recommends an additive that contains ZDDP during break-in.

In summary, tests show and the experts believe, new oils should be just fine for the older stock engines but if in doubt, you can use an additive to boost the level of ZDDP. Both Delta Cam and Egge Machine sells an additive which they recommend. Also, it is my understanding by talking to Valvoline that their racing oil contains a higher level of ZDDP than regular oil and is acceptable for flat tappet cam engines. Roller cams in modern day engines are not in question because the lifter rolls over the cam lobe, whereas in a flat tappet cam, the lifter slides over the cam lobe.

Bob Hughes is a long time VCCA member who was once on the national Board and an employee of The Jet Propulsion Laboratory in Los Angeles.. He owns a '26 Touring and a '32 Coupe

Puget Sound Classified

For Sale

1928 Chev coupe complete parts car. \$2000
Dick Olson 425 222-5798
chain hoist, \$40. Dick Olson 425 222-5798
1954 Chev automatic transmission, 2 speed
powerglide. It is a good running transmission.
The car that it was in was modified to a manual
transmission. The owner is Chuck Adler. Please
contact him on cell phone 253-405-0520
1928 Ford 2 Dr, Hot Rod \$18500; **1955 Ford-**
Crown Victoria \$12000; **1955 Ford Victoria HT**
project \$4,500; **1953 Chev PU V8** \$4500; **1949**
Jeep 4x4 new motor \$4500; **1962 lambretta**
Scooter \$2500 ; **1934 Ford Truck** \$2000; **1944**
Dodge COE on Chev Chassis \$2500; **1958**
GMC 1 ton Chassis and cab \$ 1200; **1972**
Chev PU 4x4 project \$1000; **440 Holmes**
Wrecker bed \$800; **1948-52 Dodge COE Cab**
\$500; 1967 Chev PU Project \$500. These were
submitted by Jerry Brownell for Jeep Entwistle,
509-584-5417

1967 Impala Sport Coupe 283 / PG. Very nice
straight car. Good driver. \$7500 obo Don Com-
stock 253-863-0420 d.comstock@att.net

PotterTrunk with Rack probably for 30's Cadillac
\$100. Bill Barker (425) 643-0698 bill@barkerville.
net

1938 Grill Gene Sovar (206) 3262-2491
esovar@msn.com

1937 Generator, Pair rear lever shocks, Under
Dash '37 Radio. David White 206-999-8138
Davidwhite@comcast.net

WANTED

Early 50's Pick Up Project. David White, 206-999-
0138. Davidwhite@comcast.net

1962-67 327 Chevrolet Engine Core, Dave Rob-
erts, (425) 822-6831

1937 Grill, Gene Sovar 206.362,2491,
esovar@msn.com

Chevrolet Rim- one 6-hole 15" with hub cap
clips - Jon 253-841-4137 or 253-380-5086

NOVEMBER 2008 ISSUE



PS VCCA REGION MEMBERS AT PLANNING MEETING FOR 2010 NORTHWEST MEET