

THE TAPPET CLATTER

Founded 1967

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

May 2016

Volume 49 Number 5

My First Car

Mystery Writer



I'm fairly certain that my parents were to blame for my choice of a "First Car." They both worked full time so getting me into school early was a way to reduce expenses related to child care. When it was time to enroll me in kindergarten they figured that doing it a year sooner would accomplish that goal. The only downside that I could see was that all my school friends were a year older than I which wasn't much of a problem, until they all turned 16, and I didn't.

Growing up in White Center, which was at the time a very middle class South Seattle neighborhood, meant that most of my friends had some money or at least parents who had some disposable income and so they all seemed to acquire cars as soon as they had their driver's licenses. It seemed at the time that cars were cheap, especially the old clunkers that could be had for a song, if you discounted the cost of repairs and such.

However my parents were a little on the frugal side and the weekly allowance that I received barely kept me in bubble gum and movie tickets so I worked at odd jobs after school and on weekends. My first real job was as a box boy at the West Seattle A&P when box boys carried the groceries to the car. The job allowed me to accumulate some wealth (the little old ladies were especially good tippers) so before long I had a nest egg for the "perfect car." I had just turned 15 and was anxious to be out of the double-date back seats of my friends' cars: the fact that I had no driver's license somehow didn't seem to figure into the equation. But what to buy? There were so many different cars to choose from: Mercurys, Fords, Chevrolets, Datsuns, Austin Healys and more.

I knew next to nothing about cars other than what I had learned helping my friend Larry work on his 1959 Ford Victoria and helping another friend work on his Hillmans. I learned about brakes from Bob as his Hillman (whichever one ran at the time) always needed to have the brakes bled. I almost always smelled like brake fluid, as did his parents' garage.



1967 - Puget Sound Region VCCA - 2016



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 1991 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/>*

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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"



By the time you are reading this several more events will have happened and car season will be well underway. Since our April meeting, the Horseless Carriage Breakfast in Puyallup will have taken place. The tour to La Conner was held May 7th. The Monroe swap meet was the following weekend, and we had members in the Ballard Parade again this year.

Thanks again to our members who signed up to work at the Monroe swap meet. Our club provided 38 hours of support this year and while down from previous years, it will still be a nice addition to our club treasury. Members helping out this year were: the Comstocks, the Campbells, Dick Jones, Jim Seiber, Dick Olson, Bob Starnes and Jim Darby.

By the time you receive this, it will be getting close to the deadline, but late registrations for the Mini Meet will be accepted until May 30th. Get ahold of me if you need registration information.

In looking at the calendar, our June meeting, which is our strawberry shortcake get together, would be the Monday after the mini meet. With many of our members arriving back home from the Meet Sunday afternoon, another car function the following day might be a little too much. We also have members attending the 4 Cylinder Tour at that time. So your Board is looking into alternatives. Stay tuned at the May meeting or an email in early June for information on the June meeting.

Stay safe touring,

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.wvrvcva.org/>

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

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



Chevolee Comments...

on the refining of the Chevrolet engine

The 1936 engine was very similar to the 1935 engine with a few minor changes and one rather important improvement. Up through 1935 the water jacket on the engine extended only about half way down the cylinders. The lower half of the cylinders did not have direct water cooling. The full-length water jacket in 1936 provided much more uniform engine temperature.

The capacity of the 1936 water pump was increased and the engine compression ratio was increased to 6 to 1.



Through 1936 we have seen rather slow improvements. In a sense we have come a long way—better cooling, better oiling, vacuum controlled timing, thermo-static manifold heat control, down-draft carburation. Yet despite these improvements there are still some serious deficiencies and these engines fall far below the later engines in performance and longevity. In one more year however, improvements were made which really brought the Chevrolet engine into the modern era. Without doubt, 1937 was the breakthrough year for Chevrolet engine (and also body) improvements. The most important change was in the crankshaft. Through 1936 the crankshaft had just 3 main bearings. In 1937 that number was increased to four. This provided much smoother operation and much, much, longer life. The cam shaft now has four replaceable bearings. Since these bearings resisted wear, better oil pressure was maintained for a longer life of the engine.

The bore of the engine was increased and the stroke decreased slightly resulting in the displacement of 216 cubic inches, a combination which remained unchanged for the next 15 years.

The gear type oil pump was introduced in 1937 and the water pump was improved. Many other changes which seemed rather minor were made in design and materials but they all added up to an engine vastly superior to any of the earlier engines. We still do not have lightweight pistons or pressure lubricated rod bearings, but we have come a long ways.

Continued next month...

Written July, 1988

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

Fourth of July Celebration

Everyone is invited to celebrate the Fourth of July at the Haddock's Lake Forest Park home. This year we will start around 12:30 and Diane and Dave will supply hot dogs and fixings, lemonade, plates, napkins and utensils. Please bring your own beverages and a dish to share (salad, side, chips, desserts, etc). We will have some tables, but please bring your chairs. We hope to have great weather and see lots of great Chevys!!

See your Tappet Clatter for the address.

Please park along both sides of the street - it is a dead end.

206-985-6987

(directions in June Tappett Clatter)

Bill Damm's SAFETY CORNER

It's May already.
That happened fast.
April didn't even
Have a chance to last.

Before you know it
It will happen soon.
We'll be right in the middle
Of what's called June.

So we better hurry
And have some fun.
Get out the Chevys
To make sure they run.

Go on a tour,
Put on some smiles,
Bring along your passport,
And log in some miles.

Do it all safely.
Drive careful for sure.
And start getting ready
For the next tour.

AU REVOIR.....

to the Concours d'Elegance

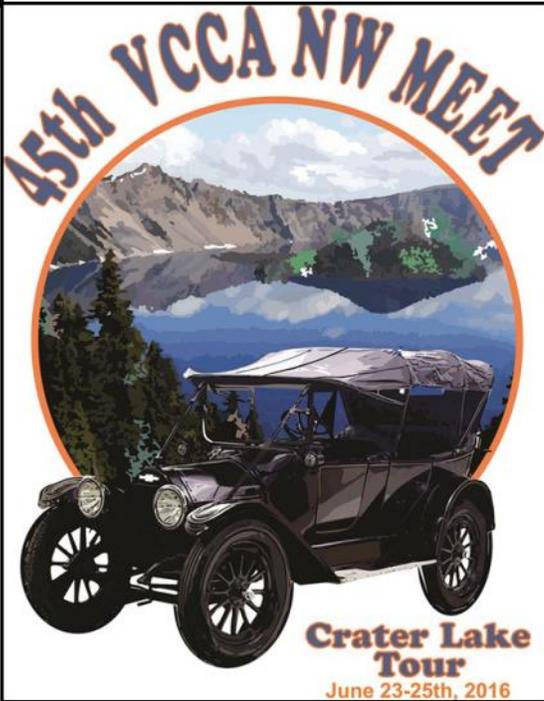
For the past 10 years, we've been waiting for the Concours d'Elegance to offer a show category devoted to Chevrolts. Finally they agreed to do this in September 2016. In preparations over the past 6 months, we have managed to get about 17 VCCA members listed for the various categories, including StoveBolt, C2 Corvette and Lipstick Red. This was going to be a great recognition outside of our normal Northwest Meet. But, unfortunately, it will not come to pass. On April 29th, the LeMay Museum sent out a letter to all prospective participants letting them know that this year's Concours d'Elegance has been "postponed indefinitely". While the letter didn't give specifics about the cause, we have heard from other sources that a major sponsor had not been found yet for the support fee of \$50k. And another event successfully secured the venue at the museum for "our" date. Therefore they have elected to suspend our event and will debate where to "resume" or "re-cast" it in the future as a "broader car show". After waiting since the early days of the Kirkland Concours, it now appears that Forest Grove is our only future option. See you there in 2017.

Bill Barker

GARAGE NITE

There are no Garage Nites scheduled for any future month. We are looking for someone to take this on. How about you?

45th Northwest Meet June 23-25, 2016



The beautiful Rogue River Valley is the site for the 45th Northwest Meet hosted by the Willamette Valley Region, June 23-25, 2016. You are in for a treat driving old cars, visiting beautiful Crater Lake and the historic towns of Jacksonville and Ashland. Since this is a "Mini" Meet, there will be no judging or Ladies Luncheon, only laughter, good food and great friends. What more could you ask for! Brookside Inn and Suites in White City is the meet hotel and they have blocked all the rooms until April 1, 2016 so you need to reserve your room by March 31, 2016. You must call 541-826-0800 for a room. This cannot be done online. For the RVer's in the group there are spaces at Medford Oaks, RV Park and Cabins. Contact 541-826-5103 or go to www.medfordoaks.com for more info.

Looking forward to seeing you there.



Olson's Gaskets

OPEN HOUSE & Potluck Picnic



*** June 18, 2016 ***

Emphasizing: Original and restored collector cars, trucks and tractors



WHERE: 3059 Opdal Rd E Port Orchard WA 98366



WHEN: 11am to 4pm \ Lunch at 1pm

Provided- Hot dogs, drinks, plates and plastic ware

Please bring your lawn chairs and any 2 of the following:

Hot dish / salad / dessert / chicken / other

*Individuals please RSVP:

*Clubs-need a head count by June 13th - thanks!

Phone contact # : 360-871-1207 ask for Sheila or Sandy

Contact e-mail: olsonsgaskets@gmail.com

Handicap and trailer parking available!

NO hot rods, street rods or resto rods please

June Celebrations

ANNIVERSARIES

Bill and Sis Barker 6
 Jerry and Mary Brownell 10

BIRTHDAYS

Rod Schein 2
 Kent Sullivan 5
 Gerri Johnson 20
 David White 25
 Glenn Landguth 27
 Lynn Anderson 27
 Sheri Johnson 27

2016 Activities

May	23	PS-VCCA Club Meeting at Tillicum Middle School "It Happened at the World's Fair" video - Donna Onat
June	TBD 23-25	Gail Darby Memorial Strawberry Shortcake Social, Perrigo Park Mini Meet—Crater Lake, Oregon
July	4	4 th of July Picnic—Dave and Diane Haddock's Home at Lake Forest Park
August	8-12 22	National Meet—Lake Tahoe PS-VCCA Meeting at "XXX Drive In" , Issaquah
September	26	PS-VCCA Club Meeting –Location to be Announced
October	1-2 24	Mahogany & Merlot led by Don & Sally Comstock PS-VCCA Club Meeting-Location to be Announced
November	28	PS-VCCA Club Meeting-Location to be Announced
December	TBD TBD	Christmas Party Christmas Trains Party—Rod & Evie Schein

As you can see we have some open meeting dates. I hope to have some slide shows of summer activities like the 4 Cylinder and 6 Cylinder 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!

Al Howe

PS-VCCA 2016 Meeting Treats

May:	No one signed up	September:	Glenn & Judy Landguth
June:	Strawberry Shortcake Event	October:	Bob & MG Stamnes
November:	George & Barbara Reich		

Puget Sound Region VCCA General Meeting Minutes

April 27, 2016

Call to Order: The meeting was called to order at Tillicum Middle School at 7:40 by Director Jim Darby. The late start was because of the auction items lining two tables in the back of the room. Jim outlined the next two meetings; May will be here at Tillicum, the final meeting at Tillicum as we know it. June will be strawberries at Perigo Park as we have done previously but probably on a different date.

Welcome: There were 23 members present and no guests.

Minutes: The minutes from the March meeting were approved as written .

Treasury: Sallie Comstock gave details of our income and expenses for the past month. There was a brief discussion about selling decals at the Meet this summer. We have 23 left from our second order. We have plenty of raffle tickets left to sell. The deadline is July 23rd so we will be sending them in after the Strawberry meeting. A motion was made and passed for the club to purchase five raffle tickets.

National News: Bill Barker checked out a new museum on his last trip to Lake Tahoe and has included it on the Wednesday and Thursday tours to Reno. Get your registrations in for the Meet as 160+ have registered as of our meeting. Our club committed \$500 toward something for the Meet. We decided to create Arrow Signs for the tour around Lake Tahoe that we are managing. On a final note Bill is collecting raffle items and gifts to hand out at the Meet.

Glove Box: Bob Stamnes is putting together an article on battery charging and has found articles in old issues of the *Auto Restorer*.

Activities: Horseless Carriage Breakfast Tour is May 1st at the Puyallup Elks for breakfast at 9 A.M. followed by a tour to Gerry Greenfield's home on Tapps Island.

Ballard Parade is Tuesday, May 17th. Those participating need to sign up with Rod and take a Hold Harmless form. Contact Rod Schein if you haven't sent him the paperwork. This year Rod has asked his neighbors to clear the street for parking. There is a smorgasbord at the Shein's after the parade.

Do you have an idea for a June tour? Contact Jim Darby because we still lack an Activities Coordinator. The Mini-Meet is June 23rd to 25th in Medford The first tour begins at 11A.M. on Thursday. The deadline for registrations is May 20th with a late fee for registrations received between the 21st and 30th.

Monroe Swap Meet: Jim Darby twisted a few arms this evening to fill all the slots for the Monroe Swap Meet. Those helping out are Bob Stamnes, Dick Olson, Jim Seiber, Don and Sallie Comstock, John and Marilyn Campbell, and Jim Darby.

Other: Donna Onat brought up the oversight made after Lee Folsom passed. The club missed sending a gift in his name to the Seattle School District Foundation to support the Science Program. We voted to send \$100.

Break: A break with delicious homemade cookies, muffins and veggies which were prepared by Kathy and Al Howe. The break continued until the auction ended and the chairs were put away.

Program: The year the auction was again a silent auction so each donation was accompanied by bid sheet. Folks entered bid amounts before and following the meeting. When the auction ended winning bidders paid the club a total of \$174. The auction went smoothly with only a few items receiving no bids.

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 Starnes, via or email rstarnes@yahoo.com with your information.

BATTERY TRICKLE CHARGERS, TENDERS, AND MAINTAINERS

The interest in this article began when Don Comstock indicated that he used a motorcycle charger to charge his car battery but the voltage after charging was only 6.3 volts and did not start the car. He used a different charger to raise the voltage and the car started when the battery was at 6.7 volts.

Researching battery chargers and maintainers, I found a lot of different terms that mean the same thing. For instance, float, storage, standby-or maintenance mode. Basically, these all mean the same thing; that the battery is fully charged and this is just the stage of maintaining the battery's charge at this same level.

There is also a big difference between battery maintainers.

- some units will charge, maintain, and de-sulfate a battery, others may do only one function.
- some will de-sulfate a dead battery
- some have greater or lesser battery charging amps
- some have multiple charging amp settings that can be selected
- some are more automatic than others, just requiring to be plugged in and they do what is necessary to bring the battery up to required voltage, de-sulfate the battery, or just maintain the voltage at the required level
- some are more automatic in detecting and setting the proper function that is required.
- some can be switched between 6 volt and 12 volts.
- some have longer leads on the probes
- some have detachable leads that can be separated from the unit
- some have multiple types of connectors, such as terminal connectors or clips
- some allow you to select car, or motorcycle
- some can function on multiple batteries at one time
- some come with temperature sensors
- some have fuse protected leads
- some charge a fee when you return it under warranty; most do not
- most are manufactured in China
- some will restart and others will not if the power goes out

So it all depends upon what you want and how you plan to use it. If you plan to use it on a stored vehicle for 6 months in an area where the power may go out, you do not want a product that will not start automatically again.

If you plan to use it on a motorcycle and a car at different times, you want one that can be switched from one use to the other. There is obviously a difference between charging or maintaining a car vs a motorcycle, or they would not provide different settings for these uses. The difference is difficult to determine, but it may come back to the issue Don ran into. I also believe, a motorcycle battery requires a charger that puts out lower amps.

Gel batteries also require a charger with lower amp output, like maybe 2 amps.

Some units have indicator lights (without letter to tell you what they mean) to let you know what stage of charging the unit is in. This makes it very important to read the instructions and maybe keep them handy.

Battery tenders, maintainers and trickle chargers can also be confused. A trickle charger applies a charge, whether the battery is fully charged or not. A battery tender or maintainer has circuitry that monitors the battery and charges only when the voltage has dropped below a preset level, thus preventing overcharging. A battery maintainer or tender can be left connected indefinitely, where a trickle charger cannot.

It should be noted that one company used the word "trickle" in the name of their unit, but the unit does monitor the battery state and will shut off if the battery is at the desired voltage.

Much of this information came from articles in *Auto Restorer*, by John Armstrong, published April 2011, May 2011, September 2011 and May 2012, including tables of units they reviewed (to be published in the June Tappet Clatter.) The tables may be outdated but serve to show the extreme variation in unit cost and function. The units tested by Mr. Armstrong ranged in cost from less than \$10 to \$129.99.

(CONTINUED FROM PAGE 1)

My First Car

With no real allegiance to any particular marque, I did what any red-blooded American youth would do; I bought what I could afford. Well, OK, I did borrow some money from my parents, but I had a plan. I would buy a car that I could fix up and sell for a profit which would allow me to pay my parents back and buy a better car once I had a license. So my first car wasn't really a car, it was more like four wheels with an engine and some seats. Somehow I got it home after giving the owner \$200. I then spent the next several months fixing it up (another \$200) and sold it for \$600. After paying my parents back, I had a grand total of \$235 for my next car.

My second car was a '57 Ford sedan that I bought from my friend Bob's dad who had bought it many years earlier at a government surplus auction (where he bought all of his cars.) He was into Fords, probably because that was what the government was into at the time. The selling price to me was a bargain at \$35 but it needed work, a lot of work. With the money left from the sale of my first car I was able to rebuild the engine but I couldn't get it to run despite having my Dad tow the car around the block with me popping the clutch repeatedly. Later my friend Larry came over and showed me how to adjust the valves. Who knew?

I eventually wound up with a Chevy-my fourth car (the third one was another Ford.) It was a white '64 Impala two-door hardtop. I bought it from the original owner who lived in West Seattle. I kept it for a few years, until after I got out of the Navy. It was a great car; I should have kept it.



Oh, my first car? It was a 1959 Austin Healy Bug-eye Sprite. I put quite a few road miles on that car before I had a license and never got caught.

Mike Currie

Q: Where was the first drive-in movie theater opened, and when?



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

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



1936—39 Speedometer. Nice face, rim has slight bump. \$25 or best club offer takes it. Money from this will go back to the club. Picture available upon request. Bob Stamnes, rstamnes@yahoo.com

5/16

1957 Chevy truck hood. OEM complete with hinges. \$200. Don Hatley, 253-941-5674 or dhatwaa@comcast.net

WANTED

66-67 Chevy Nova or Chevelle SS, Level 2 or 3. Engine- Big block or small. Color- preference is blue but open to other colors. Air Conditioning- prefer to have it for Arizona, possibly Prefer a car that is driveable on a daily basis, I don't think it will just sit in the garage. Contact: David O'Brien, dkob131@aol.com.

3/16

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

Right Again!

David Gowan - Area 3 VCCA Director



You're right! The picture is backwards. But that doesn't really detract from the beautiful paint on this '71 El Camino. I think we sometimes let small things complicate bigger issues. I'm thinking of the Anniversary Meet to be held at Lake Tahoe in August.

While attending the National Board Meeting last week I sensed that the big items are already pretty much cared for (such as schedule, judging, tours and banquet).

Each VCCA member who plans to attend should consider volunteering in some venue to "make it happen". The need is for ushers, judges, runners, registration help and on and on.

Please contact your Region Director or me to see where you might fit. Even an hour or two during the week will really help out. Thanks. Phone: 503-805-0327 or email: deacon51@juno.com.

