

THE TAPPET CLATTER

Founded 1967

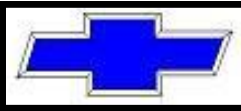
THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

August 2023

Volume 56, Number 08



Photos by Jody & Rich Cory



1967 - Puget Sound Region



The Puget Sound Region of the Vintage Chevrolet Club of America (PSR-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 25 years or older may be registered with the Region.**

Unless otherwise posted, Hybrid "In-person and ZOOM" General Meetings are temporarily held on the 2nd Saturday of the month. The Meeting will begin at 10:30 am from Kent Sullivan's garage or adjacent meeting room located at 6408 125th Ave. NE, Kirkland, WA 98033 (Pending COVID restrictions) until further notice. ZOOM information will be sent via email broadcast to all members prior to the Meeting. **General Meetings are not held in January, July, August and December.**

You can learn more about our Club by visiting our website where you can see color photos of previous tours, cars for sale, parts for sale, wanted, etc., and there is a link to view our monthly newsletter "Tappet Clatter". You can find the PSR-VCCA website here on the World Wide Web:

[Click Here](#)

2023 Puget Sound Region Officers and Board

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Publication Information

The **deadline** for receiving articles for Tappet Clatter is the **25th of the previous month**; that is for example, articles for the August publication must be received no later than July 25th. The Editor team 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; however, prefer all photos sent in JPEG format. Please submit proposed articles and photos by e-mail to: tappetclatter@outlook.com



PSR-VCCA DIRECTOR'S MESSAGE JUNE 2023



This has been a busy but great touring summer season. With many other PSR-VCCA members, we participated in the 4 Cylinder Tour in North Dakota and the NW Meet in Packwood, WA. We also enjoyed our 40+ year year tradition of a family camping trip to Lake Pearrygin.

NW Meet

Many thanks to those who volunteered to organize and help with the NW Meet. A special thanks to Ken Scott and Fran Cissell for taking a leading role, and to Don and Sallie Comstock for their part. Sallie did the book keeping for money.

Director's Meeting held at NW Meet

It was interesting to hear how other regions operate and what problems they have compared to us.

Topics included getting and keeping members, fundraising, and how to keep the NW Meet going with aging club members with less energy. The last topic is one that concerns me and other PSR-VCCA members as 2025 is our designated year to plan and lead! Put on your thinking caps for alternatives, locations, etc.

Maintenance Lab

A few of our members (Kent S, Bill B and John V) have come up with the idea of a Maintenance Lab where a member's car receives some maintenance by the member and this group. I really think this group is onto something of interest to so many of us. For example, this small group gathered at Kent Sullivans garage, put visiting VCCA member Brad Holve's '35 Chevrolet Master Sedan on Kent's lift and continued to go through a maintenance checkup on it. Donna Onat's car is the next subject, trying to figure out what is causing her starting problems. All members are invited to come and contribute ideas and learn from what they find to be the problem with Donna's car.

Upcoming Events to put on your calendar

Farris picnic and parts sale on August 2nd, 10 am to 8 pm at Jims

Maintenance Lab for Donna's 54 is planned for August 27th, 11:30 am at Kent's garage.

The XXX Social is August 28th, 5 pm at XXX Drive in

Summer is not over yet, so let's get out our cars and hit the the road. We would love to see all of them at the XXX.

Bob Stamnes #11563
Director, PSR-VCCA

End..



AREA 3 DIRECTOR'S REPORT - JULY 2023



By the time the club's newsletters come out, the NW Meet in Packwood will be a memory. It was a special meet dedicated to Gary Rodgers, the former Area 3 Director. I know Gary was on our minds. Gary was instrumental in the initial selection of Packwood for the meet and starting organization of all the details that makes for a successful meet. He was a major contributor to the Vintage Chevrolet Club of America and to his region. We salute you, Gary.

So we all continue on, to love our car club friendships, our cars and trucks, and the good times.

Ed Gallagher #44216

Director VCCA Area 3

End.

NW MEET PASSPORT STAMP INFORMATION

Dear Editors,

Please put a note in your newsletters that I neglected to announce that the passport stamp was available.

If anyone in your club wants a passport stamp, they may contact me and I will send them a piece of paper with the stamp and information that can be cut out and glue in their book.

Mike Rice

m.c.rice@comcast.net

End.

Say hello!

We welcome new members, Paige and Kathy Booth, of Bonney Lake. They purchased the '32 Confederate Sedan from the estate of Jim Farris and have already joined National. Paige's cell is 425-652-2479. Kathy's cell is 425-652-6157.

Email: pmkmbooth@comcast.net.



Paige and Kathy Booth



Remaining Q3 & Q4 2023 Meetings, Activities & Misc. Schedule

August	2	Jim Farris Car Parts Sale & Potluck (10:00 am - 8:00 pm)
August	20	All GM Car Show and Picnic - Gaston, OR*
August	27	Maintenance Lab at Kent's garage, 11:30 AM
August	28	Social at XXX, 5:00 PM
September	TBD	General Meeting
September	10 - 14	Pacific Early Six Tour - Springfield, OR**
October	TBD	General Meeting
November	TBD	General Meeting
December	—	Winter Break

* Contact David Koetje at (503) 317-4882 or koetjedl@hotmail.com; or Ed Gallagher at (503) 577- 0625 or merryeddy@gmail.com

** Registration deadline August 10, 2023

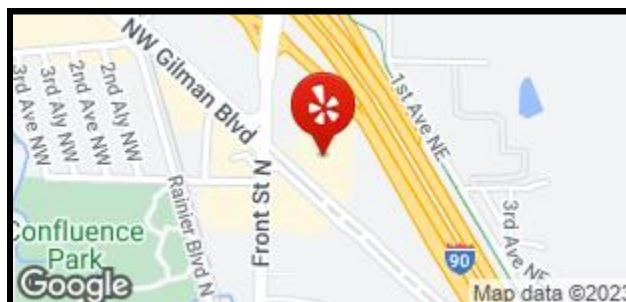
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AUGUST SOCIAL ANNOUNCEMENT

MONDAY, AUGUST 28, 2023

Social - 5:00 pm

XXX Drive In - Issaquah, WA



End.

JIM FARRIS CAR PARTS SALE & POTLUCK



10:00 am to 8:00 pm

Wednesday, August 2nd at Jim Farris house, 4433 52nd SW Seattle WA 98116.

Dad had been collecting old car parts and tools since the 1960's. He left LOTS and LOTS of them! Come and take a look and see if there is anything you are interested in, great deals to be made! We would love to see these go to his old car friends.

We will provide Costco Chicken Salad sandwiches, fruit and water. Please feel free to bring a side dish, chips or cookies and whatever else you would like to drink.

Verlyn Husman will be here from Minnesota buying the 22 roadster, come and say "Hi".

The yard is large and can accommodate a big crowd. Kindly bring chairs if possible for seating. We have many pop-up canopies for shade.

Please email t.deacy@comcast.net or text (425) 802-4582 if you plan to come and let us know how many. We want to make sure to have plenty of food.

Thank you, and we look forward to seeing many of Dads friends again!

Farris Family

End.

NORTHWEST MEET PACKWOOD CARS



Photos provided by Jody and Rich Cory

Continues...



Continues...



Mt. Rainer

Packwood, WA between two giants

Mt. Saint Helens

End.

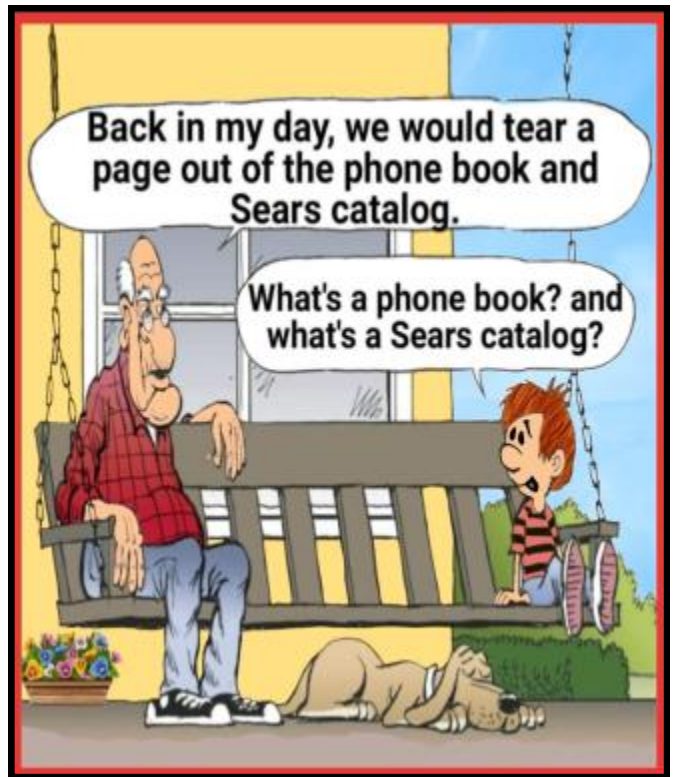
AUGUST CELEBRATIONS

Birthdays

Roger Orness	Aug 10
Kathy Howe	Aug 12
Sallie Comstock	Aug 29
Tom Lauderback	Aug 30

Anniversaries

Karen & Dan Young	Aug 15
MG & Bob Stamnes	Aug 16



Two old farmers were talking about the 'good-ole-days'

The old farmer from Texas says, "When I had my ranch, I could get up in the morning, get in my old Ford truck, and drive all day and still be on my property."

The old farmer from Kentucky said, "Yeah, I had a truck like that once too... you shoulda got a Chevy...hell, they'll get ya all the way ta town and back!"

End.

PREPARING FOR PACKWOOD



VCCA COMRADERY. Bill Barker and Kent Sullivan (taking photos) help roaming VCCA member, Brad Holve, prepare his beautiful 1935 Chevrolet Master Sedan for the NW Meet in Packwood, WA.

End.

LOOKING FORWARD TO PACKWOOD; HOWEVER IT'S GOING TO BE HOT!

I have a 1966 Corvette Coupe with a small-block 327. The interesting thing is that it also has a Powerglide (automatic) transmission and air conditioning. Since it was originally sold in California, it was loaded with the all-new Smog Control configuration that year. This included a required timing setting of 8 degrees AFTER TDC. So, for over 10 years I have had terrible over-heating problems. Three different Corvette shops couldn't find a configuration, or tuning, that resolved my problem. Finally in 2019 I purchased and installed a brand-new distributor which was labeled 1964-1966 standard transmissions. Immediately it solved my problem, and the car has now performed flawlessly for the past 4 years. (Note: The counterweights are significantly different.)

The reason that I gave this introduction is that during my overheating period (10+) years, I never used my air conditioner more than 5 minutes at a time, since it would significantly aggravate the overheating situation. My wife and I had to wait along the side of the road on 3 different occasions after the engine stalled, while we waited for the engine to cool down enough so that it would restart. This would normally take about 45 minutes with the hood up and along with 3 to 5 bottles of water slowly poured on it. (Carrying water bottles became a mandatory routine.) And during this time (in 2014, we joined 6 other families and drove from Seattle to Oklahoma where we got on Route 66 for the trip to Santa Monica Pier. It was a fantastic "bucket list trip" but I had numerous overheating issues whenever I dropped below 50 MPH.

So, while I love my car, I've had a love/hate relationship with the AC feature. In June this year I drove it in the Ballard Norwegian Independence parade. If you've never attended, I strongly recommend it. The crowd was huge and very friendly. I've done this a couple of times and probably will continue in the future. But as I was driving home at 7 pm I decided to turn on the AC as a test, now that my overheating problem is a thing of the past. But to my dismay it only blew HOT air to me. After 5 minutes I turned it off. This is a new problem requiring a new solution.

After thinking about it, the issue seemed obvious – the freon was down or totally gone. So, I posted a message on the Seattle Corvette Marque Club online-forum asking if anyone could coach me on how to add more freon, or if they knew of a local place that would recharge it. Since it used R-12 most places don't service that any longer. I called 4 shops that seemed good possibilities but found two of them said "Nope, can't do it. We don't have the equipment any longer" and two shops had gone out of business!!! When they didn't answer their phones, I looked up their online websites only to find a big notice posted "PERMANENTLY OUT OF BUSINESS". Ouch. My forum posting didn't gain any responses. The fact that I had 10 cans of R12 Freon (from my many, many swap meet trips over the past 30+ years) didn't help me much.

My next attempt was to go through the Marque Club roster and see who else might have a C2 Vette with A/C. I ignored all of the convertibles for obvious reasons. Then I sent an apologetic email to the remaining FOUR candidates. I said that I was sorry to bother them, but I was seeking information on ANYONE that might service R12 air conditioners. Surprisingly, I received FIVE replies. All the guys said that they were unaware of a local shop (within Washington State) that does this anymore. One guy did forward my email to Gary Main in Idaho (a Corvette member that I met a long time ago). I was pleasantly surprised when he responded within the hour.

Continues...

But when I phoned all the businesses that they recommended, the response was that they didn't do this any longer and couldn't suggest a place that did. But two members did suggest that I call "Corvettes of Auburn". Which I did. Dan, the owner, answered the phone and when I asked, he responded curtly, "No I don't do that any longer, but I can tell you who does." Holy moley!!!

I realize that this was an extremely long introduction to this topic, but if you're still reading, it will pay off now. Dan told me to contact "**Sound Auto Company**" in Auburn. I phoned them and Brandon Denny (the manager) said "Yes, he'd be happy to do that." And he asked, "When do you want it done?" This call was on Thursday before the 4th of July weekend. I hemmed and hawed and he suggested "How about tomorrow at 10 am?" That dang near blew my socks off. "Absolutely," I said. I'll be there.

Pertinent information:

Sound Radio Company
Brandon Denney, Manager
131 30th ST NE, Suite #8
Auburn, WA 98002

When I inquired about the price, he said that they have a 30 pound tank of R-12 Freon and the charge is about \$250 a pound. Note: A factory original AC unit needs about 3 pounds. Naturally there is also an hourly labor fee which I found was reasonable. But – I told him that I have my own R12 cans including the necessary hose for it. He thought about it for a second and then agreed to only charge for the labor.

I arrived at his shop at 10 am. I departed at 11:30. The first thing that he did was to attach the vacuum pump and draw down the entire AC system. Then, he let it sit for about 45 minutes noting whether the system "leaked" and lost vacuum. Luckily the needle did not move a bit. After that, Dan Brandon, and a fellow mechanic, attached 3 cans, one at a time and refilled my entire system. The sight glass was completely smooth with no signs of bubbles showing. A successful recharge.

On the way home I reveled in the cooling breeze that I had blowing on my face. And I thought about the Corvette club members who were kind enough to offer suggestions and ideas. While it took a little more sleuthing to get the job done, the club got me headed down the right path. Thanks guys. I'm indebted. And.... My wife says "Thanks" too.

Note: After going to all of the "recharging" issue, I ended up not driving my Corvette to the Meet since my drive buddy had to back out at the last minute. However, I did attend the Meet but decided to take a newer car... just in case.



Bill Barker #9802
Issaquah, WA

End.

FROM THE GLOVEBOX

Winterizing your Vehicle for Storage

By Stephen Kassis

Each year, as leaves start falling and winter approaches, it is necessary to prepare our vintage cars & trucks to be inactive during the cold time of year. There are many items to be considered when storing a vehicle for extended periods – Gas, Oil, Water, Brakes, Tires, Tune Ups, Humidity Control, Windshield Wipers, Battery, and Miscellaneous Items.

GAS – Most fuels today contain ethanol and ethanol fuel breaks down in a shorter period than non-ethanol fuel. For collector vehicles, this is a big problem. When fuel goes bad in the gas tank, it can gum up the tank, fuel lines, fuel pump and carburetor. This problem will also show itself in other equipment at home, like lawn mowers, tractors, weed eaters, leaf blowers, etc. Preventing breakdown of the fuel is a vital part of protecting vehicles and equipment during inactive periods. For long term storage, draining the fuel system is recommended. However, be sure to run the motor until it quits from lack of fuel. This will insure that there is very little fuel still in the carburetor. An alternative is to find a source for ethanol-free gas. Aviation gas is usually non-ethanol but is more difficult to find and more expensive, if you do. The “shelf life” of non-ethanol gas is much longer than ethanol type fuels. Non-ethanol gas can be left in the tank for 3-5 months without breaking down.

Use of a fuel stabilizer such as Sta-Bil or Sea Foam is another method to prevent problems in the fuel system. Fuel stabilizers slow the breakdown of ethanol fuels. Add fuel stabilizer to the gas tank as recommended. Be sure to drive the vehicle long enough (5-10 minutes on the road) to get the stabilizer and gas mixture up to the carburetor. This will make sure that all fuel system components are protected.

OIL – When storing a vehicle for an extended period, it is a good idea to change oil. Acids and contaminants in oil can cause corrosion to take place within the engine. This is an especially big problem when engines sit idle in storage. By changing oil before storing a vehicle, it eliminates the problem and gets the vehicle ready for the next driving season. We recommend adding [Lucas Oil Additive](#) when changing oil. Lucas will help protect bearing surfaces so that, after long storage periods, bearing surfaces are not damaged when the engine is started. Again, it is wise to run the vehicle down the road for a short distance after the oil change to be sure clean oil is distributed throughout the engine

WATER – If you have an early vehicle that is not running anti-freeze, either drain the cooling system or add anti-freeze to prevent damage to the engine from freezing. If your cooling system needs flushing due to corrosion buildup, this is the time to do it. If you are running coolant, check it for color. It should be a bright color. If it is dark or rusty looking, it should be replaced. You can also test it with an inexpensive coolant tester. When finished flushing, add a 50/50 mixture of coolant & water for winter storage. Anti-freeze will also prevent rust in the cooling system and the engine block. Be sure to run the engine after changing anti-freeze to circulate it throughout the cooling system.

Continues...

BRAKES – Hydraulic brake systems can be a problem when vehicles sit idle. Brake fluid (except silicone brake fluid) attracts moisture and causes corrosion. Normal driving and braking with your vehicle heats the brake system and expels moisture. However, when the vehicle is inactive for long periods, moisture will be attracted into the brake system. This can corrode the inside of the brake system causing failures when the car is driven or even as it sits in storage. The best solution is to drive the vehicle occasionally during the idle periods. If this is not possible, consider draining the brake system during long term storage or adding silicone brake fluid. **Note:** *If changing to silicone brake fluid, the brake system must be completely flushed before changing to silicone.*

TIRES – For short term inactivity, checking air pressure in the tires is usually adequate. For long term storage, it is recommended to jack up the vehicle and put it on stands. This will prevent damage to the tires.

TUNE UPS – Tuning up the engine prior to storage gets the vehicle ready for the next touring season. A valve adjustment, checking plugs, points, condenser, distributor cap and rotor are all things to check out when storing a vehicle.

HUMIDITY CONTROL – If you live in a high humidity area, you may already have a dehumidifier. If not, consider getting one for the storage building or garage where the vehicle is kept. A low-cost alternative is a product like "Dri Eaze" which will remove moisture inside the car. A small plastic container holds white beads that absorb moisture inside the car and drops the liquid into a chamber in the container. Check it often during the winter as it will be surprising how much moisture will be removed from the air inside the car.

WINDSHIELD WIPERS – Check the wiper arms & blades, especially if you will be running your car in the winter months, instead of storing it. The normal lifetime of wiper blades is six months to a year. Replace old blades before they start to scratch your windshield. Weak wiper arms will not hold enough pressure against the wiper arm to properly wipe away rain water. Check the arms for good pressure.

This is also a good time to check the vacuum wiper motor, if your vehicle has one. Remove the vacuum line from the motor and shoot a little WD-40 into the inlet as you manually work the motor back and forth. This will suck the liquid into the motor and lubricate it. Repeat this several times to make sure to get it well lubricated.

BATTERY – Disconnect the battery cables for long term storage. This will prevent battery drain over storage periods. It is also can prevent electrical fires caused by shorts in the electrical system. A battery disconnect switch is an easy way to instantly remove power from the system wiring. This type of switch can be mounted in a hidden spot as a theft deterrent.

Clean the ends of the cables and battery posts with a battery post cleaning tool. This wire brush will clean the corrosion from the posts and cable ends. If you have a serviceable battery, open each cap and check for fluid level. Fill with distilled water to the proper level. Do not overfill. After all caps have been replaced, wet the top of the battery with water. Sprinkle a coating of baking soda over the battery and let set for a few minutes. Do this also for the battery tray and be sure to give the entire area a good rinse with water. **Note:** This process will not be necessary with a gel-type battery.

A battery will last longer if it is kept charged. Battery trickle chargers or battery tenders are a good way to keep your battery charged when it is not being used.

Continues...

MISCELLANEOUS ITEMS – This section will address some additional items to consider when storing a vehicle for several months.

1. Do not set the emergency brake when storing a vehicle. Over a period of time, moisture can cause brake lining to stick to the brake drums and cause lots of trouble when you want to drive the car again.
2. Moth Control – Most vintage cars have cloth seats or headliners. To prevent moths from damaging your upholstery, be sure to close up the windows and doors of your vintage vehicle. Consider using moth balls or crystals to kill any of these pests that might get into your car.
3. Periodic Maintenance – Use this time of year to do things like lubricate the chassis, change oil in the transmission, U-joint (closed driveline vehicles) and differential, repack wheel bearings, wash and wax the car, polish the chrome. The more you get done in the fall, the less you will need to do next driving season.

End.

FUNNIES & BLASTS FROM THE PAST



A recently retired man decides to buy his dream car a brand new 2023 Chevy Corvette. As he's leaving the dealership with his new purchase, he decides to open it up on the road and see what his car can do. He's flying down the road at about 130 mph when he sees the red and blue flashing lights behind him trying to keep up. He pushes the pedal to the floor, knowing he'll be able to easily out run them. After a few moments, he begins to realize he's too old for this and had better just pull over to avoid any trouble.

The officer, visibly irritated, walks up to the window of the corvette.

"If you don't give me one good reason why you didn't stop as soon as you heard my siren and saw my flashing lights, I'm taking you in for reckless driving."

The man pauses for a moment and looks up at the officer. "Well sir, I'll be honest. Ten years ago my wife up and left me for a police officer without any warning. And well, I thought you were bringing her back."

The officer tipped his hat and let him go with just a warning.



Sign recently spotted at the Wallingford Chevron:

Astronauts use LINUX because you cannot open WINDOWS in space.

End.

CLUB STORE NEWS



The Club Store features Puget Sound Region and National branded products. See you Monday, August 28 at the XXX Drive In—Issaquah:

Club Store **Specials for August**

Sorry, No Specials This Month

Your Storekeeper,

Don Comstock #5882

(253) 863-0420 or chevyguy2@centurylink.net

End.

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

FREE transmission for a 1930, 1931, 1949 and 1957. Contact: Dick Olson at (425) 222-5798 or email rolson82@comcast.net

Multiple Parts: Used **Fitz visor** —asking \$200; two stainless Tudor NOS rear **fender gravel guards** (left & right) - asking \$300; 1950 Chev **grill piece** with letters NOS—asking \$150. Contact Greg Nowak VCCA #58936 at (206) 914-9347

51-52 hardtop **tinted 2-piece windshield**. Asking \$50 or OBO. Contact Duane Rice at

WANTED

Passenger side Visor Bracket for **1936 Chevy**. Please contact Tom Taricco at (425) 503-1360 or tom@taricco.net.

1947-1954 Chevrolet Truck (3600) parts. Engine in good condition or rebuild, seat frame and other miscellaneous parts. rluche@yahoo.com

HELP WANTED

Request for referrals on body restoration work. My 1980 Chevy truck needs to be painted. They can contact my email, markshaw10.4@live.com. Thanks. Mark Shaw.

End.

AT-A-GLANCE REFERENCES

Below are websites frequently visited by our club members:

GM Heritage Archive

The GM Heritage Archive has trained researchers available to assist with your research.. Request should be sent via email to gmhc@gm.com. The email should outline your information or visual media need and the intended use.

Web: <https://www.gm.com> > heritage > archive

Vintage Chevrolet Club of America - VCCA (National)

Roger James #06854 - President
Email: rogemaryj@usfamily.net
Web: <https://www.vcca.org>

Vintage Chevrolet Club of America - VCCA (District 3 Clubs)

Ed Gallagher #44216 - Director VCCA District 3
Email: merryeddy@gmail.com
Web: <http://www.vccacolumbiariverregion.org/>

Puget Sound Region

Bob Stamnes #11563 - Director
Email: rstamnes@yahoo.com
Web: <http://www.psrvcca.weebly.com>

Mt. Rainer Region

Betty Templeman #06302 - Director
Email: atbettyboop@gmail.com
Web: None

North Cascade Region

Jeanne Rogers #42337 - Director
Email: chevy6472@aol.com
Web: <http://www.ncrvcca.weebly.com/>

Columbia River Region

Bob Lynn #56426 - Director
Email: docblynn@outlook.com
Web: <http://www.vccacolumbiariverregion.org/>

Willamette Valley Region

Elyse Kassis #14861 - Director
Email: No listed
Web: <http://www.wvrcca.org/>

Miscellaneous

Gas stations with gas without ethanol

Web: <http://www.pure-gas.org/>