

THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

February 2018

Volume 51 Number 2

Member Spotlight

Sallie and Don Comstock's Excellent Adventure

Adventures begin with a journey into the unknown, often fraught with danger and/or romance, in this case, a drive to Arizona to spend time with friends. Our trip began on January 2nd in our Silverado full of diesel, packed with luggage for a couple of weeks and our trusty GPS. The first night on the road would be in Medford, Oregon. I-5 isn't very exciting, having traveled the route many times; at least the weather was clear and the rest stops plentiful. The roads leading to our hotel resembled the snakes on Medusa's head, twisting and turning in all directions. Nightfall came just as we wove in and out of one parking lot and into the hotel grounds. After getting to our room and settling in we could see several potential dinner locations but couldn't get there and back because of the one-way streets, so we chose to walk to the nearest place across two parking lots. The meal met our needs until the morrow.

A hearty breakfast of waffles, scrambled-like eggs, bacon and fruit got us powered up to hit the road and score a tank full of diesel before hitting the California border. I had my credit cards to the commercial cardlock stations but I forgot to bring the passwords and couldn't recall them so we had to rely on regular service stations. The Siskiyoues were less daunting than imagined with dry roads, clear skies and minimal traffic. Having about a 600 mile range we were able to reach our second night's layover in Clovis, California, a suburb of Fresno. Our motel was easy to find but again we arrived at sundown and didn't want to drive to get dinner. A quarter-mile walk up the street to a local Chinese restaurant seemed like a good idea; we needed some exercise. It turned out to be closer to a half mile or more and the sidewalk disappeared part way and reappeared a half block later. Did I mention it was very dark? We did arrive at a very popular place and ordered take-out. The walk back seemed even longer but the food was still hot when we arrived back at our room. We could only eat about half of what we ordered. A bit of research after dinner pointed us toward Visalia the next morning for a fuel stop at a Costco.

This was to be our only fuel stop in pricey California. Going down Hwy 99 past lots of small towns was quite pleasant. As we got closer to Los Angeles, traffic got a bit heavier and the Grapevine wasn't any picnic but going down the other side and onto to the flats we seemed to average about 28 MPG, not bad for a ¾ ton pickup. Rest areas aren't always open in California nor do they all have facilities. We managed. Palm Desert was our final night on the road. This was a shorter day so we had some time before it got dark to look around. We walked to a grocery to get some Orange Chicken to go with our leftovers, another great meal.



(continued on page 4)



1967 - Puget Sound Region VCCA - 2018



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 1993 may be registered with the Region.

General meetings are held on the 4th Monday of the month, except the 3rd Monday in May, at **Ringdall/Tillicum Middle School Library, 11650 SE 60th St., Bellevue, 98006**, 7:30 PM to 9:30 PM. No meetings are held in January, 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://psrvcca.weebly.com/>.

2018 Puget Sound Region Officers and Board

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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

GARAGE NITE

No Garage Nites are on the schedule for the coming months so how about you having one? They aren't hard to do and if you follow Bill Barker's lead it is a great way to get rid of stuff! Contact Al to set one up.

Director's Message

Al Howe



I enjoyed seeing everyone at the January Banquet; thank you for coming. We started with a social hour at 3pm and dinner at 4pm this year so we still had daylight while driving to the Golden Steer Restaurant. Dinner was good but the service was a little slow. Lots of people were done eating by the time the prime rib started arriving from the kitchen. Perhaps it is time to look around for a new place to try. All you have to do while you are out for dinner someplace and you find a restaurant that has a banquet room that will hold about 60 people is ask them what would be an approximate cost to hold a banquet there and report that information to the club.

At the board meeting just prior to the banquet it was noted that by using a paperless process for distributing the Tappet Clatter we realized a substantial saving for last year. I hope this process has been as acceptable for members as it was for the budget. I have not heard any complaints so far. Another big expense is the roster. I know we all enjoy our colored roster but it does cost a lot. I, for one, do not want to go back to black and white. Some would like to have extra copies so they could have one in the house, one in the car and who knows where else. Ralf Luche said he will play around with the idea of creating an on-line roster on our website so that we could print extras ourselves. That would raise some security issues but we shall see where this leads us.

Ralf Luche did an outstanding job creating and maintaining our new website. It looks great and is easy to navigate in. Thank you very much, Ralf.

We host the Northwest Meet in 2020. That is only 2 years away and counting down fast. It is time to be thinking of a location. So far, the only suggestions I have heard are east of the mountains. It is getting more difficult to find a location on this side that we have not been to already. Ellensburg and Moses Lake both have possibilities. I want to put together a team to start the ball rolling soon. If you are interested in being part of this team and having some input then please contact me.

I hope to see all of you at the February Meeting.

Al

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://psrvcca.weebly.com/>
Willamette Valley Region, VCCA: <http://www.wvrcca.org/>
Dave Folsom Blog, www.chev235guy.blogspot.com/
Gas stations without ethanol, <http://pure-gas.org/index.jsp?stateprov=WA>



March Celebrations

ANNIVERSARIES

Dave and Betty Roberts	6
Dick and Gisela Jones	9
Dave and Diane Haddock	17
Bob and Florence Helgeson	27
Jim and Sue Seiber	29
Al and Kathy Howe	30

BIRTHDAYS

Jill Anderson	1
Matt Dickinson	4
Elbert Butcher	7
Dave Haddock	14
Evie Schein	15
John Zeigler	20
Jerry Yoder	21
Gary Barquist	28
Lynn Boltz	30
Jake Ziegler	30

Member Spotlight (continued from page 1)

No need to fuel up for the next leg into Goodyear, Arizona, our first destination. Our friends, Pam and Brad, invited us to stay with them for a week at a house they rented for all of January to escape the cold and snow of Manson, WA. We could only fit in four days. During our time there we visited model homes in the area (just in case), drove into Phoenix to see the folks at Brighton Motorsports and visited the Martin Auto Museum, all worthwhile endeavors. The owners of Brighton sell Lotus and Morgan cars and brokered the deal on the 1949 Chevy wagon I bought in December. We connected with the museum through an encounter at the LeMay Museum last summer. Both are stories unto themselves.

Our next stop was just an overnight stay with George and Anita Warren in Mesa, about an hour away. They live in an over-55 community with lots of clubs and activity centers except an auto shop. We seem to only get together with them when we get to Arizona or at a Northwest meet. They are very gracious hosts as well as mighty fine cooks. We did get to visit a park with historic movie sets, an outdoor train layout and working ore-crushing machinery. I wish we could have stayed longer but we were expected in Tucson on Thursday.

The main attraction was to visit Ana Haley and Gary Bergsvik. Ana and Gary had a new home built on the outskirts of Tucson about a year ago. We've seen pictures of the site, the home under construction and the finished project. It is spectacular. Southwestern architecture is unique with stucco and flat roofs. In their setting surrounded by jagged hills, cacti and dry washes, their place is just stunning, inside and out. Ana is a whirlwind of activity. Gary is a perfect partner for Ana. They truly love it in Tucson and wanted to share all they could with us. One morning Gary took us to a hot rod shop he had discovered that was full of all types of vehicles from custom motorcycles to restored Chevrolets and a Lincoln.

Later we played miniature golf. We also visited the Desert Museum and spent Saturday night in Old Town with a night on the town. We even had time to hit some estate sales and visit a couple of their favorite shops. The best part of the whole visit was just spending time visiting or playing dice games in the evening. We hated to have to return to Sumner and the real world, but alas, after four days and three nights on the road, we were home again, just in time for the Banquet.



2018 PSVCCA January Banquet
 Photos by Dave Haddock, Glenn Landguth and Rod Schein



2018 PSVCCA January Banquet
 Photos by Dave Haddock, Glenn Landguth and Rod Schein



Anyone know where this is??



“New” Meeting Place

We will continue meeting at the Tillicum Middle School temporary location at Ringdall. We will be using the library, which is closer to the parking lot and has chairs with backs! There are restrooms in close proximity also. We are hoping this temporary location will work out until the new Tillicum building opens in the fall of 2018 and we can use that facility. Look for directions on page 5.

See you there !!

February Program

Al Howe will lead a discussion on what battery cables work best on 6 volts.

Treats for 2018 meetings:

February - Jones

March - Campbells

April - Olsons

May - Howes

Bill Damm's SAFETY DITTY

Through wind and rain,
Sleet and snow,
Whatever the conditions
We must go.

Good tire tread
Should be on top,
To help us go
And help us stop.

The windshield wipers,
To help us see,
Should be in best health
As they can be.

Then the lights,
They all should light,
When turned on
To drive at night.

The seat belts
Should fit just right,
Not too loose
And not too tight.

With everything working
And proper tire air,
Along with safe driving
Should get us there.

Puget Sound Region VCCA Meeting Minutes January 20, 2018

Call to Order: The meeting was called to order at The Golden Steer Restaurant in Kent, at approximately 5:40 pm, by Rod Schein and Jerry Brownell.

Recognition: Rod announced that a new, one-time trophy was to be awarded to two members who had provided “Outstanding Service” to the club for many years, taking on numerous roles and always performing them extremely well. Sallie and Don Comstock are the recipients of this award. They have served the club for many years and we are thankful for their continuing contributions.

The special award of the evening was the Director’s Award, given each year to a club member who has made lasting contributions to the club. Donna Onat was presented this award. Donna has served as Membership Coordinator for many years and continues to volunteer to take on the position. She contacts new members to welcome them to the club, she also contacts prospective members to provide them with information and greets guests at the meetings. In addition she created the Sunshine Committee and is herself the committee. In this capacity, she sends cards to members who are having difficulties to cheer them up and also provides the PSVCCA ‘monkey’ to hospitalized members. She also performs numerous other necessary duties including collecting and keeping track of yearly dues, taking attendance at the meetings, works on the roster, then delivers it to members and keeps track of additions throughout the year (providing inserts to the roster for new members) and many other tasks too numerous to list. Thank you, Donna for all you do for the club!

2020 NW Meet Jim Darby put forward a suggestion that we hold the 2020 Meet in Moses Lake. PSVCCA will be responsible for planning and hosting this meet. Jim has done some preliminary scouting and requested the members’ approval to continue to explore this location. Moses Lake, and the east side of the mountains, provides more two- lane roads and state highways with fewer cars. There are three hotels under the same ownership that share a large parking lot that could be used as the Meet hotels. They are at the intersection of I-90 and State Route 17, so easy to get to. The area provides trailer parking as well as RV places. Tours might include the Grand Coulee Dam, Vantage Windmill Farm, Petrified Forest, Palouse Falls and other areas. The weather is warm (sometimes hot, but less humid) and there is definitely less traffic. Membership agreed it is something that should be explored.

2018 NW Meet: Members were reminded that this Meet will be a joint effort of numerous clubs and will be held in Chehalis in early June.

Monroe Swap Meet: Enough members volunteered, so we will participate again this year.

Roster Thank you to Dick Jones and Donna Onat for their work on the 2018 Roster. It is a beautiful color roster and was handed out at the banquet. This year, we will also provide an electronic version as an experiment. Members can use this file to print copies to keep in their cars. (Please do not share online; it contains members’ personal information.)

Respectfully submitted by Diane Haddock

Puget Sound Region VCCA
Board Meeting Minutes
January 20 2018

Call to Order: The meeting was called to order at The Golden Steer Restaurant in Kent, at approximately 1:35 pm, by Al Howe, incoming Director.

Treasurer Report: Sallie reported savings of \$1800 over the year by switching to electronic transmission of the newsletter. Al Howe has not yet been reimbursed for printing and mailing some copies. Sallie reported the expenses for the past year. Vote was taken to donate \$500 to the 2018 NW Meet. We are still waiting for the reprint of the large decals. Monroe Swap Meet earns the club about \$600. Sallie will ask members if they will volunteer during the general meeting.

Activities: Don Comstock reported that the coming activities include swaps meets in both February and March, The Ballard Parade on May 17, the Monroe Swap Meet May 18-20, the Horseless Carriage Breakfast in May, the NW Meet in Chehalis June 7-9, the July 4th celebration and strawberry fest, possibly the Chelan Mahogany and Merlot in early October and the Christmas party tentatively at the Comstocks.

Suggestions from the group: Rodeo, Fly-in, Festival, Pot Luck, Poker Run or Scavenger Hunt, Ellensburg Rodeo, Moses Lake for Memorial Day , Balloon Fest in Ephrata, perhaps an overnight trip.

2020 NW Meet: Jim Darby put forward a suggestion that we hold the Meet in Moses Lake. PSVCCA will be responsible for planning and hosting this Meet. Jim has done some preliminary scouting and requested the members' approval to continue to explore this location. Board agreed the idea should be presented to membership.

Al Howe mentioned we will be looking for a committee to plan the 2020 Meet.

Board members present: Al Howe, Ken Scott, Don and Sallie Comstock, Ralf Luche, Jerry Brownell, Donna Onat, Rod Schein, Dave and Diane Haddock, also participating Jim Darby and Fran Cissell.

Respectfully submitted by Diane Haddock



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 206-365-1482, or email rstamnes@yahoo.com with your information.

GEL (AGM) BATTERY OR WET LEAD-ACID BATTERY???

Many times over the years that I have been in the club, members have encouraged me to get a gel battery, normally an Optima---maybe that is because I often have a dead or weak battery. Well, I had to check it out, so I went online.

This is what I found:

Gel batteries have been used in the radio industry as they are sealed and do not leak. They also discharge more rapidly so you get faster turnover with higher amperage output, but the other side of this is that they therefore discharge deeper. It is a balance as they are much more difficult to charge if they go below 10.5 volts, especially if you are not in your shop where you have access to a fully charged wet lead-acid battery or a charger specifically built to charge gel batteries. Gel batteries commonly last 10 years or more unless they are deep cycled, which is likely similar to a normal wet lead-acid battery. There are some differences between gel batteries, but Optima appears to be the most common or at least the most talked about manufacturer.

If you hook up a deeply discharged gel battery (below 10.5 volts) to a normal charger, it will most likely not take the charge, making you believe that the battery is bad. This is fake news! Most can be charged. In fact one article talked about a great way to get a gel battery is to go to your local auto parts store with your old, no-good, wet lead-acid battery and talk them into trading it for a no-good gel battery that they plan to dispose of, with the idea that done right, you can recharge most gel batteries.

There are three options for charging a gel battery as recommended by Optima

RECOVERY OPTION #1: THE BEST SOLUTION-AGM-SPECIFIC CHARGERS

The best method for recharging a deeply discharged AGM battery is to purchase a modern charger that has kept up with the battery technology. Many chargers now have AGM-specific settings and desulfation steps that help recondition and recover deeply discharged AGM batteries. These are becoming more common, and they work well for all lead-acid batteries. They have additional capability for doubling as a battery "maintainer" for batteries in storage. This is the preferred method of charging a deeply discharged battery.

RECOVERY OPTION #2: THE DIY SOLUTION FOR CHARGING A DEEPLY DISCHARGED BATTERY.

This is a recovery method for the do-it-yourselfer using equipment you've got in the garage. With this option you are going to trick your charging into charging the deeply discharged AGM battery.

Here is what you need:

Battery charger under 15 amps

Jumper cables

A good battery, preferably above 12.2 volts. (it can be either AGM or flooded lead-acid)

The seemingly dead, deeply discharged AGM battery

A voltage meter

A watch or timer--- it is important to ensure the AGM battery does not get too hot.

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Here is what you do:

Hook up the good battery and the deeply discharged AGM battery in parallel – positive to positive and negative to negative. Do not have the charger connected to the battery or turned on at this stage. Now, hook up the good battery to the charger. Turn on the charger. The charger will “see” the voltage of the good battery (hooked up in parallel), and start providing a charge. After the batteries have been hooked up for about an hour, check the AGM battery to see if it is slightly warm or hot to the touch. Batteries naturally become warm during charging, but excessive heat may be an indication that there really is something wrong with the battery. Discontinue charging immediately if the battery is hot to the touch. Also discontinue the process if you hear the battery “gassing” – a hissing sound coming from the safety valves. If it’s hot or gassing, STOP CHARGING IMMEDIATELY!

Check back often with your voltage meter, to see if the AGM battery has charged to 10.5 volts or above. This generally takes less than two hours with a 10 amp charger. If it has, disconnect the charger from the wall outlet and remove the good battery from the charger. Now, connect only the deeply discharged AGM battery to the charger. Turn on the charger and continue until the AGM battery reaches a full charge, or until the automatic charger completes the charge process. In most cases, the AGM battery will be recovered.

RECOVERY OPTION #3: ENLIST THE PROFESSIONALS

If you do not own a battery charger, you don’t want to make the investment, or you’re not the do-it-yourself kind of person, this is the option for you.

Take the battery to a professional battery specialist who knows AGM technology. Most specialists are willing to provide “charge and check” procedures free or for a small fee. Auto parts stores are typically not capable of accurately determining an AGM battery’s condition and may use conductance testers that don’t provide correct readings. Battery specialists (such as Interstate Batteries and other independent battery distributors) are experts who can help determine if your battery is recoverable or not.

NOW THE BIG QUESTION: WET LEAD-ACID BATTERY OR GEL BATTERY?

You tell me, but I plan to stick with the wet lead-acid battery.

My How Times Change!

David Gowan Area #3 Director

Our baby girl came home from the hospital in 1974 in our 1941 Coupe. Mom and grandma came along too. But in those days you didn’t need car seats and belts. Now our daughter has just delivered our newest grandson. He’s a winner, don’t you know? A chance to ride in an old car is not on the agenda, however. And his great-grandmother, now 102, won’t get in the backseat any more. My, how things have changed. Please have a wonderful holiday season and here’s hoping you get to use your old car to make some exciting memories in this new year. I am looking forward to taking the little Coupe out each time the weather permits.



And I’m excited as we plan for a great NW Meet in Chehalis on June 7-9th.

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

1931 parts, included are engine, transmission, clutch assembly, bell housing, two axles with bearings, four new tubes and liners 4.75x5.00x19, new firewall pad, '31 light bar with headlight buckets, one car headlight bucket with reflector, two '31 truck headlight buckets, one original 1931 owner's manual in excellent condition, and several used gauges, carb parts and gaskets.

1936 parts include four 17 inch 5-lug wire wheels with a 6-3/4 in. center opening to fit 1935-36 standard, two 17 inch 5-lug wire wheels with a 5 in. center opening and two 1936 sedan rear doors.

Phil Christensen philip082@centurytel.net

1928 Rolling chassis with motor, trans, rear end. \$1500. For more info contact Ken Scott. Email: kenwscott62@Gmail.com

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,

1941 Chevrolet Special Deluxe 5 passenger Coupe for sale – belongs to new member in Vancouver, WA – Been in storage for years from Eastern Oregon. Very solid – to be installed new Hampton Interior – all parts and trim available – Engine was good and odometer says 58,000. \$7,500. Red paint needs buffed - email Stan at stantemperly@gmail.com or deacon51@juno.com

(ad courtesy of Dave Gowan)



1957 1/2 ton 3-speed transmission. \$75. 1931 3-speed transmission. \$75. Phone Dick Olson
Email: Rolson82@comcast.net

20" MAGS and Radial Tires. Four each. These are six-lug wheels. \$500. Jerry Yoder
Email: JerryYoder@hotmail.com

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 Conditiong- 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. David O'Brien, dkob131@aol.com.

One 4:75 X 19 inch Whitewall tire in good condition. Dick Olson.

FREE

235 and 216 engines - as they say, "Ran When Parked". There are no starters, fuel pumps or carburetors. Don Comstock. chevyguy2@centurylink.net

2018Activities

- February 26 PS-VCCA Club Meeting-*Ringdall/Tillicum Middle School Library*
- March 26 PS-VCCA Club Meeting-*Ringdall/Tillicum Middle School Library*
- April 23 PS-VCCA Club Meeting-*Ringdall/Tillicum Middle School Library*
- May—TBD Hunter's Breakfast—Jim Ferris is the organizer
17 Ballard Parade—Rod Schein is the organizer
18-20 Monroe Swap Meet—Please contact Don or Sallie Comstock to volunteer
- June 7-9 Northwest Meet—Chehalis, WA
- July 4 Cookout/Potluck at Haddock's, combined with the Strawberry

Directions to Ringdall/Tillicum Middle School

11650 SE 60th St, Bellevue

Traveling 405 from either the north or south, take exit 10 and head east to 119th St (should be the first stop light east of 405). From I-90 take the 405 South Exit and immediately stay to the right, getting off at the Coal Creek Parkway exit. (Note: you'll never actually merge onto 405.) Turn left under the freeway and take a right at the light on 119th. Go up the hill, passing through a couple of stop signs and turn right on SE 60th. The shopping center will be on your left. Follow SE 60th and Ringdall will be on your right. The meeting place for monthly PSVCCA meetings will be at Tillicum/Ringdall School Library (not the cafeteria).