

# THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

February 2022

Volume 55, Number 2

## Ken Scott's Challenge of Owning a Vehicle for 50 years



### Jerry Yoder

In 1963 while still in high school I purchased a 1952 Deluxe Chevrolet Bel Air 2 door hardtop from Sunset Chevrolet where I worked as a lot boy.

This car was my main means of transportation through graduation from high school in 1964. My best buddy and I did lots of cruising in this Chevy.

Since this was my first car and restoration, it holds a special place in my heart, and it sits in my museum today as a reminder of my life long journey into the world of Classic cars!!

I drove this car as a daily driver until 1967 when I restored it , now it is driven on special occasions like going to the North West Meet in Anacortes WA.

Exterior and mechanical sandblasted by Don Chapman, who also did all the body and paint work. Stan Smith overhauled the engine and transmission. Both men were employees at Sunset Chevrolet. Hampton Coach supplied all original interior.

Engine-235 ci 6 cylinder out of a 1954 Chevrolet.

Transmission-1954 Chevrolet Powerglide.

Rear end- is original to the car.



## 1967 - Puget Sound Region VCCA - 2022



*The Puget Sound Region of the Vintage Chevrolet Club of America (PS-VCCA) is dedicated to the preservation, restoration, fun and enjoyment of Chevrolet cars, trucks and GMC's. Members are not required to own a Chevrolet. Regional membership is open to all Chevrolet and GMC enthusiasts who are members of the Vintage Chevrolet Club of America (VCCA).*

*General meetings are temporarily held on the 2nd Saturday of the month. No meetings are held in January and December. In person meetings will be held at 10:00 am at Kent Sullivan's 6408 125<sup>th</sup> Ave. NE Kirkland, WA 98033 (Pending COVID restrictions). Zoom meetings will resume.*

*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 here on the World Wide Web*

**Press this button**

### 2022 Puget Sound Region Officers and Board

<u>Director</u>	Al Howe	chevyal@comcast.net
<u>Asst. Director</u>	Rod Schein	areshine@areshine.com
<u>Treasurer</u>	Sallie Comstock	chevyguy@centurylink.net
<u>Secretary</u>	Don Comstock	chevyguy2@centurylink.net
<u>Past Director</u>	Jim Seiber	seiberphoto@comcast.net

### 2022 Tappet Clatter Staff

#### 2022 Elected Support Positions

<u>Membership</u>	Donna Onat	donnaonat@juno.com
<u>Activities</u>	Al Howe	chevyal@comcast.net
<u>Newsletter Editor</u>	Fran Cissell	cissellfj@comcast.net
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<u>Glove Box</u>	All Members	
<u>Safety Ditty</u>	Bill Damm	billdamm@msn.com

### Publication Information

The deadline for receiving articles for the Tappet Clatter is normally by the 25th 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](mailto:tappetclatter@outlook.com)

**If its been ages since you have seen**



# Director's Message

*"From the Crankshaft"*  
AI HOWE



## Directors Letter Feb 2022

On January 7<sup>TH</sup>, Kent Sullivan, Tom Taricco, Diane Haddock, Rod Schein and I simulated a combined in-person and zoom meeting at Kent's garage. We set up the equipment just like we were having a meeting. I didn't do much other than provide some equipment. After a little learning curve, we had what we think was a successful test. We were able to project all the zoom screens onto a screen using the club's projector, so everyone is seeing the same thing at the same time. We used a cell phone as a microphone so members in attendance could speak to zoom members. We used a set of speakers that Kent had on hand but belonged to someone else. The speaker we have in the club is not really the right thing to use in this manner; it is fine for the way we have been using it as a loudspeaker.

The weather will be improving soon so we could be making plans for tours. If we are touring in the north end, we need some destinations. So, all members who are familiar with that part of the country, put your thinking cap on and see if you can find a good place to tour. It does not necessarily have to have a destination where we stop; we can have a nice drive just for the scenery. However, we do have to consider restroom stops.

Join us on February 8<sup>th</sup> for our first hybrid meeting. It should prove to be interesting. We will be able to say "Smile, you're on camera".

*A car's weakest part is the nut behind the steering wheel.*

## Another Ken Scott Challenge 50 years or longer



**Name of VCCA Member:** Gary Rogers

**Car owned:** 1964 Chevrolet 4 door sedan

**When did you get it?** In 1995 from my Father. The car was stored on my Father's farm in Arlington, WA and hadn't been used for several years. My Father called me just before he passed in 1995 and said "you better come and get the 64. I don't want the family fighting over it when I'm gone."

**History of car:** Car was purchased new from Thornberry Chevrolet, Marysville, Washington by my parents in 1964. It currently now has an estimated 135,000 miles and was restored at an estimated 107,000 miles. The engine is the original 283 that was overhauled when the car was restored. The Powerglide transmission and running gear are all original. The car was painted its original color of Palomar Red and interior upholstery, carpet, door panels, etc. was completely replaced when restored. I would like to thank a longtime VCCA member Jack Myers for his influence to have the car restored stock and to its original color.

**Has the car ever attended any VCCA meets?** Yes, It was driven to the Anniversary Meet in Grand Junction, CO and attended several Area 3 Northwest Meets where it was judged and received Junior, Senior and preservation VCCA Awards.

**your Birthday or Anniversary**





## Sallie's Love of Corvettes

The year was 1965, Don was in school in Ellensburg and I was working at Boeing enjoying the good life. Back then I was on my own and pretty much spent every dime I earned. Don had bought a wrecked 1961 Vette that summer, fixed it and enjoyed it the rest of the summer then sold it. I really wanted a Corvette. Don said he would help me find and fix up a Corvette of my very own if I could save \$2000 in six months. Saving money wasn't going to be easy.

I saved most of the money and we began looking for a suitable project. It wasn't long when an ad for a damaged 1966 Coupe appeared in the Little Nickel. Don's brother, Doug, went with me to check it out. The car only had a couple hundred miles on it but the interior had burned. All the glass was gone as was the top, and much of the interior. Outside the body was burned from the bottom of the windshield to the gas filler in the back but the doors were only scorched. The story was that the car got wet inside when it rained. Alan Green Chevrolet began repairs by setting a heater in the car to dry it out. The heater fell over and started the fire. The Ruth Brothers, local drag racers, bought the car from the insurance company. I made a deal with the Ruth Brothers and Doug brought the car home and ultimately to Ellensburg on a trailer along with a replacement top and other pieces. Don took over from there.

The next time I saw the Corvette was when Don drove into my driveway sitting on a milk crate, wearing goggles because there were no windows in car, only windshield wipers. It must have been a sight seeing a corvette flying down the road with a cloud of fiberglass dust billowing everywhere.

Fast forward to late June with Don buying glass, carpet kit, sending out the seat frames for upholstery, installing a factory wiring harness, weather stripping and window channels. By mid-summer we had the car ready for paint. I helped sand as much as I could putting parts on and prepping for paint. We chose to do the car in metal flake. Brother Doug is quite an accomplished painter and wanted to try flake. This meant lots of coats of clear lacquer to cover the roughness of the flake. In return I did lots of sanding then buffing and polishing to get a smooth shiny finish. The seats and headliner, upholstered in diamond tuck vinyl, were ready to install as were the door panels, console and all the rest of the interior and exterior trim. Finally, the 1966 Corvette was ready to go back on the road nearly finished, as promised, for my 21<sup>st</sup> birthday, August 29, 1967. Everything else was tidied up by the time Don had to return to Ellensburg in September.

That was the first car I bought myself. It was the car we got married in and drove to Oregon on our honeymoon. I drove to Ellensburg regularly on weekends until Don's graduation in June 1968. It was my everyday driver to work at Boeing and our fun car on weekends. During a particularly cold snap in the winter of '68 - '69 the lacquer crazed forming tiny cobweb like cracks all over the car. I was in shock. Don's brother thought he could fix the problem by shooting a thin coat of clear over the damaged paint melting in the cracks, at least temporarily. It worked but we decided that the fix was temporary and we had a problem with the car smelling smoky during very hot weather. It was time for a new car. Dick Balch Chevrolet had just opened their dealership in Federal Way. They wanted this customized Corvette and were willing to trade for a brand new fully loaded 1969 El Camino that we special ordered.

Over the years we have owned, restored or renovated a few other Corvettes. A 1959 and 1960 were short term projects that weren't easy to drive nor that much fun. The 1965 was loads of fun and a great driver. When we moved up to the 1978 Pace Car in 1984 Don said we could only have one at a time so he sold the '65. We've regretted it ever since. I wanted a Corvette with all the bells and whistles and the '78 Pace Car had every option. I drove it regularly for over 20 years until I got the 2000 and later the 2003. I now have more than one and am still a very happy Corvette owner today.

**In these pages**



### ONE OF MY FAVORITE CARS

My husband came home one day and said, come look at what I got. Knowing that I loved surprises I had no idea what to expect.

My eyes about popped out of my head because there in our driveway was this beautiful cream colored 1969 Ford Torino convertible. Wow!!! It took awhile for him to convince me that it really was ours. Needless to say, but I immediately had to take it out for a drive with the top down, hair blowing all over but with a smile on my face, it's a wonder that it didn't crack.

I loved that car, Jerry shortly after getting the car was sent to Vietnam for a year and the kids and I moved back to my hometown of Merrill, Oregon to be close to my Mom and Dad. The kids and I had a lot of fun running around in that car that year, if anyone wanted to go with us they had to get used to the idea of going with the top down and hair blowing in the wind!!

When Jerry came home, we were sent to Maine where the winter weather and that car did not get along, the doors froze shut with the 80 and 90 degree below zero that we experienced often and it could never get warmed up by the time we went somewhere.

Guess what?? I didn't run around in it with the top down!! It was a sad day when we had to give this car up but as the saying goes "All good things must come to an end" But the Memories linger on!

Fran Cissell

*This is what your car will look like if it has no clear coat and you take it through a chemical car wash.*

*Bob Stamnes*



**Send me your dates and don't be late!!**



**Q: Who opened the first drive-in gas station?**



**A: Gulf opened up the first station in Pittsburgh in 1913.**

## *Bill Damm's Safety Ditty*

Sitting here waiting  
For the virus to scam  
Then look around  
To do what I can

The virus has changed things  
In some big ways  
Businesses had to close  
They had only days

You don't have to get the virus  
To feel the effect  
Just look at the crazy price increases  
When you pay/they collect

When will it stop  
One might ask  
Please stay safe  
Wear that mask

### **FEBRUARY MEETING PROGRAM**

Our Feb 12<sup>th</sup> Program will feature Tom Taricco's 1936 Standard FC 5 Window Coupe



and his stories preserving it as his family moved all around the United States. We hope you can join us at 9:30am Saturday in Kent Sullivan's Shop or on-line via Zoom. See you there. Rod Schein

**I know my story was about a Ford but I felt that maybe since I want to involve the women of the club more, that if I could put a short story together, others might follow. Fran**

**CHECK OUT THE PUGET SOUND WEB SITE  
[PSRVCCA.WEEBLEY.COM](http://PSRVCCA.WEEBLEY.COM)**

### **BIRTHDAY & ANNIVERSARY CELEBRATIONS FEBRUARY**

#### **ANNIVERSARY**

**Dennis & Geri Johnson 14th  
Lewis/Wheeler 14th  
Barbara & George Reich 29th**

#### **BIRTHDAY**

**Bill Barker 1st  
Don Boltz 1st  
Kathy Currie 4th**

### **MEMBERSHIP NEWS**

**George Warren has sent a correction for his email address. It should be [gawarren65@gmail.com](mailto:gawarren65@gmail.com)**

**Burma  
Shave!**

**FRAN, PUGET SOUND REGION  
TAPPET CLATTER EDITOR  
[tappetclatter@outlook.com](mailto:tappetclatter@outlook.com)**

## Meeting Directions & Details In-person & Zoom

In order to have an in-person meeting in Kent Sullivan's shop, we will be meeting the second Saturday of the month at 10am, with the possibility of a tour in the afternoon. Our next meeting will be February 12th. The plan is to have a Zoom meeting and in-person shop gathering at the same time. A few of us have tested out this format in Kent's shop. The plan is to project the Zoom meeting with our club projector onto Kent's shop wall and to use a smart phone as a camera to see the club members in the shop. We expect there will be issues with sound and lighting as well as all of us learning how to interact across two gatherings, Zoom & Shop.

We ask for your patience as we attempt this arrangement. This is an experiment.

If we can't make this work in the first few meetings, we will most likely fall back to a Zoom only meeting until the weather improves so we can open Kent's shop to the outside air to make it possible to meet in-person in a fairly safe environment. Note, when coming to Kent's shop, **use the following address and not the one in the club roster**. This address will lead you to the shop side of his property:

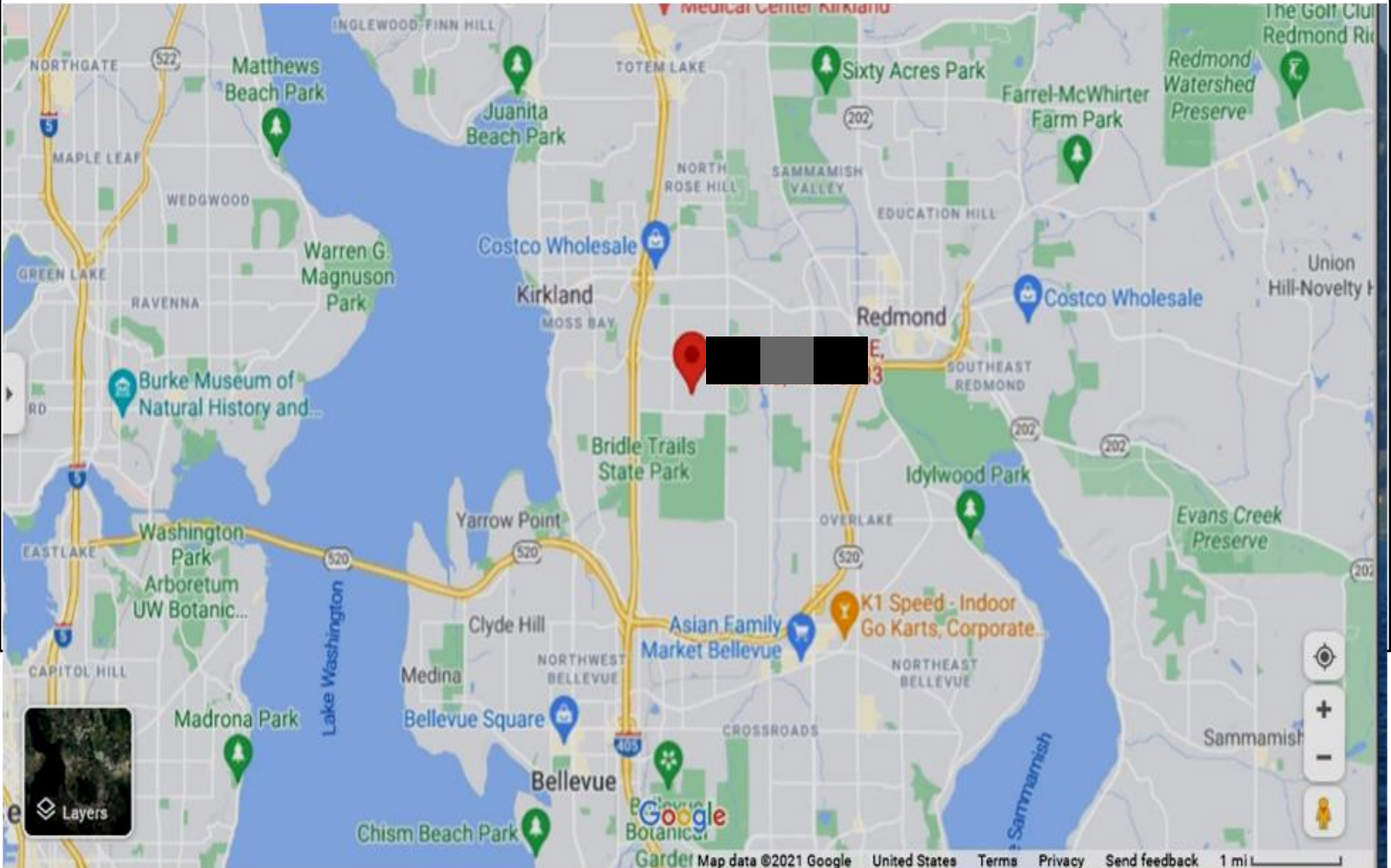
If you need help finding it, call Al Howe at the day of the meeting.

(Kent's phone will be unavailable because it will be our shop video camera for Zoom)

### DIRECTIONS TO KENT SULLIVAN'S SHOP

We will be following vaccination and mask guidelines. Bring your own chair. You will not need to have your smart phone or computer to see members on Zoom because Zoom will be displayed on a projection screen with audio.

Here is a map to Kent's shop





**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.

All of us are the Glove Box Coordinators . Share your information, experience, and tips with others by emailing the editor at [-tappetclatter@outlook.com](mailto:-tappetclatter@outlook.com)

## Troubleshooting Fuel Circuit

Pre 1965 Chevrolets

With 30 ohm Sending Unit by Rod Schein

This is a review of what was covered in our January meeting and instructions on how to troubleshoot the Fuel Gauge Circuit. Here are diagrams for this writing:

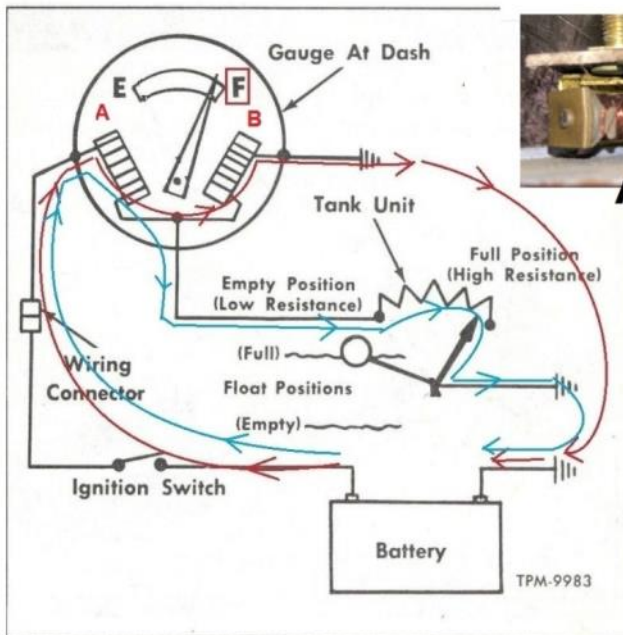
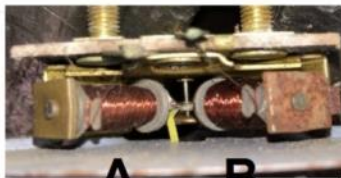
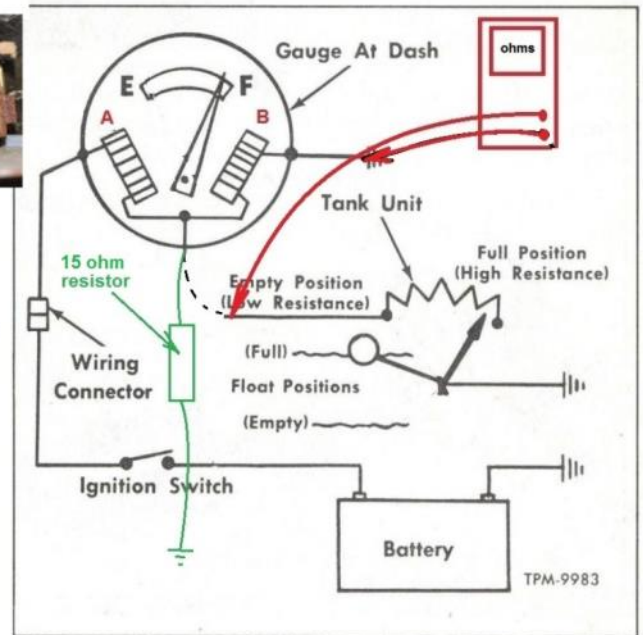


Figure 1 - Fuel Gauge Schematic Wiring Diagram



**A B**  
**Gauge**

Photo by  
Dave Folsom



Troubleshooting Fuel Gauge Circuit

The fuel gage has coil A that moves the needle toward Empty and coil B that moves the needle toward Full  
The sender unit is a variable resistor that is 30 ohms when the tank is full and zero ohms when the tank is empty. When the tank is half empty, the sender resistance is 15 ohms  
When tank is full, the 30ohms sender keeps the blue current low compared to the red current. This cause the B coil to move the needle to the F position  
When the tank is empty, the zero ohms sender maximizes the blue current and grounds out the B coil. This causes the A coil to move the needle to the E position  
When the tank is between full and empty, the sender resistance between zero and 30 ohms allows both coils A and B to be energized causing the needle to move from F to E as the fuel level goes down

Note: These statements of operation were validated by Dave Folsom as taught by his late father Lee Folsom.

### Troubleshooting

To test the sender unit, disconnect the sender wire from back of the fuel gauge and connect an ohmmeter, one lead to sender wire and the other lead to ground (see diagram) If you have the sender out of the tank, you can move the float up and down and the ohmmeter should read between 0 to 30 ohms, following the float motion, evenly. If the sender resistor is shorted to ground, you will get 0 ohms or less than 30 ohms. If the sender resistor is open (broken in half, no current path), you will get infinite resistance (a "1" on the digital ohmmeter display)

To test the fuel gauge with the sender wire disconnected, Dave uses a quick test. Turn on the ignition switch. Short the sender terminal to ground. This should cause the gauge to read Empty. Not connecting the sender terminal to anything (open circuit) should cause the gauge to read Full. If you want to test for half full tank, use a jumper wire to connect one end of a 15 ohm resistor to the sender input and the other end of the resistor to ground. (See diagram) Turn on the ignition switch. This should result in a gauge reading of half Full.



# AREA THREE DIRECTOR MESSAGE



Greetings everyone,

After two years of Zoom meetings because of COVID, the VCCA Board of Directors will have a person to person annual meeting in Bowling Green, Kentucky on March 28-31. The BOD will take up regular business plus review the status of the Anniversary Meet which will be held in Bowling Green July 31 to August 5, 2022. One of the items on our agenda is to take up a proposal to merge Area 10 into Area 8. This will reduce the BOD by one Area Director with the Area 8 Director taking over a relatively small area, geographically and number of

Regions. If you have any comments regarding the merger or any other business I should take up with the board, please advise. With the Anniversary Meet and our Area 3 Meet, I am looking forward to a busy summer of car activities.

Be safe,

Gary Rogers  
Area 3 Director



# PUGET SOUND MEETING MINUTES

General Meeting Minutes January 8, 2022

This meeting was on Zoom because the weather from Christmas to the first week in January was so bad that Al Howe wasn't able to drive to Kirkland to set up the equipment with Kent Sullivan for an in person meeting as previously planned. The meeting was called to order by Al Howe at 10:07. Attending on Zoom were: Diane & Dave Haddock, Don & Sallie Comstock, Jim Seiber, Evie & Rod Schein, Al Howe, Ken Scott & Fran Cissell, Tom Taricco, Donna Onat, John Valiton, Don Hatley, Ernie Tear, MG & Bob Stamnes, Bill Damm, and Kent Sullivan.

Sallie Comstock, treasurer, shared there was nothing new to report since last meeting. Dues are still being collected and Jim Seiber was directed to turn in his expenses for mailing out the renewal notices sent in December.

A By-Laws Committee was created to look at the last version and bring it in line with current practices. Don Comstock, Al Howe and Tom Taricco will serve as members. Don will email the other members with the basic revisions he is suggesting.

This month's program was an interview with Al Howe. This was the first that Rod Schein plans to do whenever the need arises. The format is to ask about when and under what circumstances a chosen car was acquired. Follow-up questions involve restoration or renovation and problems that the owner had with the car and what was done to correct the problem. This problem-solving moves into the lesson portion of the program. Al talked about his 1955 Sedan purchased from fellow member John Strampher a number of years ago. Wiring problems were discussed with the solution being installing new wiring. The main problem involved the fuel gauge and sending unit. An extensive lesson on how Chevrolet Fuel gauges and senders operate followed.

Next month Tom Taricco will be interviewed and Kent Sullivan, John Valiton, and Don Comstock volunteered to be interviewed at a later date. Rod asked for suggestions for program topics. Nobody needs to be an expert on the topic suggested. Rod can follow-up with research and assistance from other members.

Respectfully Submitted, Don Comstock, Secretary

# Don't Forget Your Summer 2022 Meets

## National VCCA Meet 2022 Bowling Green, KY

**HOTEL RESERVATIONS OPEN SEP 15. HOTEL DISCOUNT CODE - VCCA21**

A maximum of two room reservations are allowed when you call or book online.

The VCCA for hotel reservations is CODE VCCA21. This code is required to reserve any rooms with the special VCCA rate of \$135/night.

- **The Holiday Inn University Plaza** will serve as the host hotel and is attached to the Convention Center, where most of our indoor activities and banquet will occur. **SOLD OUT**
- **Courtyard by Marriott Bowling Green**—270-783-8569. The Courtyard by Marriott is directly across the street from the host hotel, the Holiday Inn University Plaza. The side street can easily be crossed by foot.
- **Hilton Bowling Green**—270-781-6778. The Hilton Bowling Green is directly across the street from the host hotel, the Holiday Inn University Plaza. The side street can easily be crossed by foot.

**LITTLE CREEK CASINO RESORT**  
Accommodations:  
Little Creek Casino & Lodge  
RV Park & Rooms  
91 West State Route 108  
Shelton, Washington 98584

**51ST Annual Northwest Meet**  
Shelton, Washington  
August 25 - 27, 2022  
Hosted by the  
North Cascade Region

**PEACE, LOVE & CHEVROLET**  
51st Annual NW Meet  
2022

**Activities & Events**

- Tours
- Barbecue
- Special Event
- Ladies Luncheon
- VCCA Class Judging & Certification
- Personalized Judging
- Banquet

Making Reservations:  
Rooms and RV Space  
Call Hotel:  
Toll Free # 1-800-667-7711  
Local # 1-360-427-7711  
Room & RV Reservation Code  
"NCRVCCA2022"

Meet Chair: Helen Meadows  
Cell: 425-280-8883  
E-mail: helen.meadows2015@outlook.com

Registration: Carol Straight  
Cell: 425-315-2512  
E-mail: carolestraight@gmail.com

Prospectus and Registration Available Online April @ [www.ncrvcca.weebly.com](http://www.ncrvcca.weebly.com)



## 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](mailto:tappetclatter@outlook.com) when your listing no longer needs to be published.**

### FOR SALE

**1932 Confederate Coach** with dual side mounts & white wall tires is up for sale by former VCCA members, Larry and Carolyn Campbell. This is a restored, running and driving example with maroon body and black fenders. The interior is restored as well. The asking price is in the low \$20's. Contact Carolyn for more details. The car is located in Spanaway (south of Tacoma).

**1926 Chevrolet 2 dr.**, Bloomfield gray (green)/black with orange pinstripe, all new oak frame, ground up restoration 1970-77 then garaged, hasn't been driven or started since 1977, asking \$18,000, contact Ken at [lakex@yahoo.com](mailto:lakex@yahoo.com).

**1947-55 Chevy Suburban-Pickup-Panel Parts.** Assorted parts, large and small. Good variety. Few GMC. Trim- interior/exterior/cab, radios, heaters, lights, stainless, seats, rubber just to name a few examples. Some partials.

Email your request to [ednoble@whidbeyisland.com](mailto:ednoble@whidbeyisland.com). Parts are in storage, or leave a message in several places so I will look and get back to you. Ed Noble.

**1936 STANDARD** five-lug artillery wheels with 17-inch tires. Four for \$100. Dick Olson

**1970's** Complete Allen Diagnostic machine with operating manual, \$200.00.

Baby moons 2 sets of 4, \$40.00 a set. Call Ken Scott for more details

7 original "1920's" vintage grease fittings (zerks) \$1.00+postage each Ken Scott .

### PARTS WANTED

**1947-1954 Chevrolet Truck (3600)** parts. Engine in good condition or rebuild, seat frame and other miscellaneous parts. Contact [rluche@yahoo.com](mailto:rluche@yahoo.com) if you have access to parts from this era.

### HELP WANTED

**Mechanic Needed.** The mechanic that I used to restore my '54 Chevy retired and moved away. I need to find someone to work on my car and I am looking for recommendations. I live on the Sammamish plateau, but I'm willing to drive it to a good mechanic anywhere in the Puget Sound region if they are worth it! Immediate work needed is addressing hard starting, howling brakes, and looking at a few leaks. Arnie Mondloch, [arnie-mondloch@msn.com](mailto:arnie-mondloch@msn.com).

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

## 2022/2023 Activities

February	12	PS-VCCA Meeting 10:00 am (See page 7 for details )
March	12	PS-VCCA Meeting 10:00 am
July/Aug	31-5	60th Anniversary Meet Bowling Green KY
August	25-27	2022 Northwest Meet, North Cascade Region

Note: All club general meetings at Kent Sullivan's for the foreseeable future are subject to cancellation due to the COVID 19 Pandemic. Please check this publication or call a club officer if you have questions.

### WASTE CONNECTION SITES

Gasoline, diesel fuel, kerosene, propane and other fuels are accepted at hazardous waste collection sites .

- \*Must be in approved safety can labeled "gasoline"
- \*All containers must be 5 gallons or less.
- \*Limit: 25 gallons or less per trip,
- \*You may request to have your gas can returned to you.

Empty gas cans can go in the trash. *Bob Stamnes*

**Confucius say, man who runs behind car gets exhausted, but man who runs in front of car gets tired**

**Next door Neighbor website: Any recommendations for macanics that work on Chevy I need my breaks done .(sic)**

The Tappet Clatter