

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

January 2020

Volume 53, Number 1

Chevrolet Suburban Nameplate.....Celebrating 85 Years

Back in 1935, the world was a vastly changing place still reeling from the effects of the Great Depression. Amidst all this, Americans still found a way to reach new heights of innovation and achievement. Movies debuted in color for the first time, baseball home run records were shattered, and the last concrete was poured at the Hoover Dam, the world's largest at the time. That same year, Chevrolet introduced the Suburban in the United States.

Still in production eight and a half decades since its debut, the Suburban has earned the title of the industry's longest-running nameplate. In fact, Suburban is the first vehicle to reach 85 years of continuous production.



“The name Suburban is so widely recognized that at various times over history it was used by a few vehicle manufacturers,” said Leslie Kendall, curator at the Petersen Automotive Museum. “But the Chevrolet Suburban – the forerunner of the modern SUV – has stood the test of time. From family road-trips to dignitary protection, to TV and film and everywhere in-between, over the last 85 years the Suburban has become a fixture of Americana.”

Over the years, the Suburban has cemented its place in the hearts of many. As a beloved part of the family, trusted body-guard and member of the armed forces, first responder and even a movie star, the original SUV has built an impressive and unrivaled legacy worthy of a celebration.

The original 1935 Suburban could seat eight, while removable seats provided a large 115.1 cubic foot (3,259 L) cargo area when the second-row seats were folded and third-row seats removed. It was powered by an inline-six-cylinder engine that produced 60 horsepower. Car-based wagons for professional use were offered by most manufacturers throughout the early 1930s. Most of these early vehicles featured wood sides and canvas tops; and while they were versatile, their car-based platforms and damage-prone bodies were not suited for continuous commercial use.

The Suburban hit mainstream fame in the early 1990s as part of the SUV boom. While many customers were new to the Suburban, it had a legion of longtime owners over the years. From hauling Little League teams and their equipment, to towing a horse trailer on the ranch, or transporting a work crew to a job site, the Suburban had become a fixture of American culture.

The 2020 Suburban seats up to nine and offers up to 121.7 cubic feet (3,446 L) of maximum cargo space when second and third-row seats are folded down. The available 6.2L V-8 produces 420 horsepower – seven times the power of the 1935 model – with an EPA-estimated 23 mpg highway.

(more photos on pages 9, 10, & 11) (article and photos from <https://media.chevrolet.com/media/us/en/chevrolet/home.detail.print.html/content/Pages/news/us/en/2019/oct/1031-suburban-85.html>, used under license Creative Commons, <https://creativecommons.org/licenses/by/2.0/> Edited from original)



1967 - Puget Sound Region VCCA - 2020



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. No meetings are held in January and December. Meetings are currently lunch meetings held at 11:45 am at the XXX Drive-In, 98 NE Gilman Blvd, Issaquah, WA. 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

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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

THE WHALE

Director's Message

From Jim Seiber



Director's Message January 20/20



The Snellen eye chart was developed in 1862 to screen for visual acuity. A passing score on the test was 20/20, a number used to draw a baseline for average acuity. How is our Puget Sound Region's vision for 20/20? What is our vision?

Certainly one prominent focus for 20/20 will be the preparation for the NW Meet. Don Comstock and Al Howe have been working hard to put together the details for the Ellensburg gathering. Many of the basics are outlined; further input from members is needed. As always, hosting a NW

Meet will require assistance from all members. There will be plenty of volunteer opportunities. When we all pitch in we will be better able to find time to participate in the planned tours and activities.

One clear vision coming very soon is the annual Club Banquet, January 25th at Renton Technical College (RTC). We have fun activities planned, and another great menu of dining options. We will recognize the contributions of members and install new officers for 20/20. Be sure and get your reservation in to Sallie Comstock by January 10th.

As we look toward the 20/20 Chevy activities, I want to thank the members who really keep the Region going. I have been impressed with the observation of "things" getting done. One example is the 20/20 Club Roster, there is a lot of work by many members to assemble an accurate listing of members and vehicles in our Club. Get your new Roster at the Banquet.

See you down the road. Our next regular meeting will be February 24 at the XXX.

Jim Seiber, Director

JANUARY MEETING

Happy New Year!! Enjoy the Banquet on January 25th!! No January General Meeting.

Bill Barker, Asst. Director

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: <https://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>



PUT JONAH

Christmas/Holiday Party at the Comstocks

(Text and photos from the lucky Editors)

Once again the Comstocks hosted a wonderful Puget Sound Region VCCA Christmas Party at their home near Lake Tapps. It was well attended by members including some south enders that we don't see too often at club events. The food was scrumptious with the ham supplied by the club and lots of wonderful potluck dishes supplied by members. After touring Don's garage and filling our stomachs, we exchanged gifts in our normal fashion!! There were lots of exciting moments when we opened and were surprised by that cherished gift and several disappointing moments when another club member stole that gift! That is how the game is played!! We captured some photos of the event and have included them for your entertainment.



More party photos on pages 5 & 6

Happy New Year to all!!!! Don't Forget. The Puget Sound VCCA Banquet is January 25th. Your registration form is in the December Tappet Clatter. Registration due by January 10th!!

DOWN THE HATCH



BUT COUGHED HIM UP

**Bill Damm's
SAFETY DITTY**

It's January now.
Time for our banquet.
Hope it's like last year
With taste that won't quit.

They did a good job
So we're coming back again!
They're learning to serve groups;
That's knowledge they'll gain.

Although they're just students
They cook it like pros!
They also serve lunch,
But not everyone knows.

We all like to eat.
It keeps us alive.
So see you at the banquet;
Please have a safe drive!!



February Celebrations

ANNIVERSARIES

Dennis & Gerri Johnson 14
Jim Lewis & Linda Wheeler 14
George & Barbara Reich 29

BIRTHDAYS

Wally Martin 1
Bill Barker 1
Don Boltz 1
Kathy Currie 4

From the Glove Box



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 this year. Share your information, experience, and tips with others by emailing the editor at tappetclatter@outlook.com.

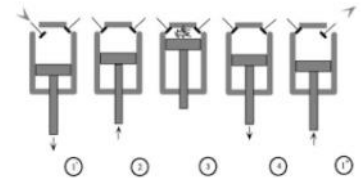
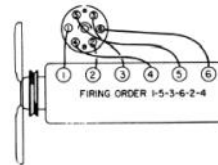
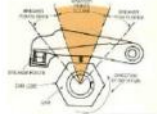
How To Check Your Dwell

From Bill Barker's October Meeting Presentation

DO IT IN THE CORRECT ORDER

The order of your tune-up should be:

- 1) Spark plug gap
- 2) Ignition gap with confirmation of dwell angle
- 3) Timing



**1 Distributor rotation (dwell)
= 2 Crankshaft rotations (timing)**

When changing the dwell, it changes the timing, which changes by TWICE as much since the crank turns twice for each distributor rotation.

What is Dwell?

The time that the points are CLOSED.

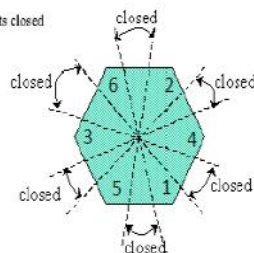
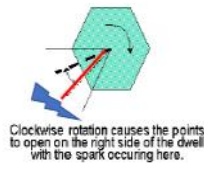
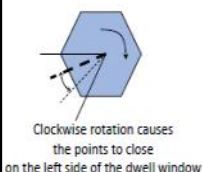
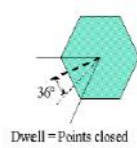
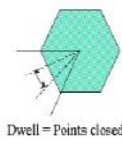
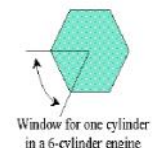
QUESTION:

What is the *maximum amount of dwell*?



If the points are closed all the time, then you'd get the full amount.

If it is open all the time, then you'd get Zero.



All cylinders fire once during a complete revolution of the distributor shaft

THE ANSWER!

The distributor rotates ONCE for every firing cycle. So the maximum dwell that is *physically possible* is:

8 Cylinder



$$360/8 = 45^\circ$$

6 Cylinder



$$360/6 = 60^\circ$$

4 Cylinder



$$360/4 = 85^\circ$$

DWELL - TIMING

The purpose of closing the ignition points is to allow time for the coil to build up a charge. When the points open, the high voltage charge is released and the plugs arc to ground. (This is when you see the "spark".) Since the highest RPM of these engines is relatively low, the 6 volt coil has more than sufficient time to reach it's full charge. Therefore, the actual dwell setting is not all that important. It appears that being 4 to 6 degrees off the recommended amount will not be too noticeable. But you must have adjusted the timing so that it is fairly accurate. When the ignition points wear (and pit), it's not uncommon for the dwell to change by a few degrees.

Check your timing as the LAST setting since it can be changed by gap (and resultant dwell) settings. The timing at the moment of when the spark ignition occurs is the most important setting of all. Changing the dwell changes the timing but changing the timing does not change the dwell.

(Continued on Page 8)

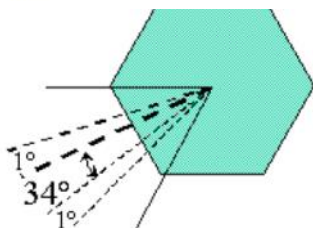
BECAUSE HE SCRATCHED!

How To Check Your Dwell (Continued)

From Bill Barker's October Meeting Presentation

IGNITION ADVANCE – BTDC

The reason for ignition advance is that the air/fuel mix doesn't burn instantaneously - it takes a little bit of time from the instant that the spark is set off to the moment when the peak pressure in the cylinder is reached. During that time, the crankshaft keeps rotating. So if you ignite most of the fuel mixture at top dead center (TDC), the piston will be well down the bore by the time the peak cylinder pressure is reached, and you'll get less horsepower and lots of unburned fuel out the tailpipe. The solution is to ignite the air/fuel mix **BEFORE** the piston reaches TDC, so that the peak cylinder pressure is achieved at just the time that the piston has reached the top of its path and is positioned to take full advantage of it. This is called ignition advance.



2° lower dwell means only 1° later firing time since it splits on both sides of the dwell angle

CONCLUSION:

Looking at this diagram, you can see that our lower dwell reading of 34, only changed the spark timing by 1 degree. Trying to change the ignition points gap setting to get 2 more degrees was probably not feasible.

SITUATION:

I got the dwell set to 34 degrees. I was trying to get 36. What should I do?

ADVANCE

You never want your total advance to go over **36 degrees**. Therefore, if you set your timing at **18 deg BTC** (flywheel) and you add **12 deg** advance from your distributor weights, your total maximum advance would be **30 degrees**.

NOTE:

Early manuals state that 1930-31 engines should be set to **12 degrees BTDC**. Later shop manuals and VCCA members say that a much better setting is **18 degrees BTDC**. This is further improved by setting the spark plugs at **.040**.

CALIBRATING YOUR DWELL METER

After searching for the past six months, I finally found a tip that appears to be valid for dwell meters that have their own source of power (ie. Battery).

With the meter set to "6 cylinder" and the leads NOT touching each other, the reading should be ZERO. Right? The same as if the points were open with no coil charge.

If you TOUCH the two leads together, then you're getting the full battery CHARGE across the meter similar to when the points open (and energize the ignition circuit). On the six cylinder scale the meter should read **60 degrees** per our earlier diagram.

How fast does the flame travel in an engine?

- Here's a hint:

$$s_L^\circ = \sqrt{\alpha \dot{\omega} \left(\frac{T_b - T_i}{T_i - T_u} \right)}$$

- Please note that the speed varies due to temperature, engine speed, turbulence, fuel mixture, pressure, and other factors.

CALIBRATING YOUR DWELL METER, cont

I don't have a simple way to check older meters that do not have a battery in them. It's possible that placing a 1.5 v battery across the leads would register on the dwell scale. But I didn't want to try that on any of my working meters.

The best way to check it would be to connect it to a Sun Analyzer. Unfortunately, I've never found one in my price range.

Maybe someone can connect us to someone who would like to share their machine with us. 😊

How fast does the flame travel in an engine?

- A gasoline engine at 1500 rpm would have a flame speed of about **90 Feet per second**.

This says that the flame front has progressed across half of the combustion chamber (2") while the crankshaft has rotated around 18 degrees.

If the ignition spark was timed for around 15° BTDC, the max pressure in the chamber would occur around 18° later, or 3° after TDC.

Burma Shave

Continued from page 1)



Here's a Full-Size Gallery of Every Generation

1946 Chevy Suburban

1946



The Chevrolet Suburban Turns 85, So Here's a Full-Size Gallery of Every Generation

1953 Chevy Suburban

1953



The Chevrolet Suburban Turns 85, So Here's a Full-Size Gallery of Every Generation

1965 Chevy Suburban C10

1965



The Chevrolet Suburban Turns 85, So Here's a Full-Size Gallery of Every Generation
1972 Chevy Suburban

1972



The Chevrolet Suburban Turns 85, So Here's a Full-Size Gallery of Every Generation
1985 Chevy Suburban

1985

Remember to mark your calendars for the 2020 Meet and to volunteer to help!! It's a big job and we still need more member support. Contact Don Comstock.



Left- Meet Logo designed by George Reich.



The Chevrolet Suburban Turns 85, So Here's a Full-Size Gallery of Every Generation

1992 Chevy Suburban 2

1992



The Chevrolet Suburban Turns 85, So Here's a Full-Size Gallery of Every Generation

2012 Chevy Suburban LTZ

2012



The Chevrolet Suburban Turns 85, So Here's a Full-Size Gallery of Every Generation

2017 Chevy Suburban

2017

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

1953-1954 Chev Push Button Radio, Asking \$100. Contact Ted Hutchinson, revted47@gmail.com.



1940 Chevrolet Coupe maroon; 1923 CAD Sedan, power steering and overdrive; 1934 PAC Coupe w/ rumble seat; 1936 Ford Business Coupe; 1932 Chevrolet Five Passenger Coupe; 1930 Model A Roadster; 1930 Model A Vicky. All cars restored, repainted, rechromed, and rebuilt engines. Paul Pearman.

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

1930 Chev sport roadster. New restoration. **PRICE REDUCED!!** \$18K Dick Olson

1926 Chevrolet Touring. Excellent condition, new battery, top and side curtains replaced recently. Also a trailer to move the Chevy (Tommy, aluminum, 14' bed dual axle). \$19,000 for the car, \$3,500 for the trailer. Frank Arms, frank4consult@gmail.com. Send me an email for pictures.

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. Parts are in storage. Ed Nobel.

WANTED

Rear bumper guards for a '49 Chevy car, a **front bumper guard cross bar, hood emblem and jet plane** for a '51 Chevy car, all in good driver quality. Don Comstock

18-inch wire wheels for a 1932 Chevy. Contact Ken Scott.

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

FREE

Mid-thirties Chev truck chassis: frame, rear end, leaf springs, wheels, tires. Call Dale Sharp



2020 Activities

January	25	PS-VCCA 2020 Banquet, Renton (See page 4)
January	27	No General Meeting this month
February	24	PS-VCCA General Meeting, XXX Drive-In, Issaquah
March	23	PS-VCCA General Meeting, XXX Drive-In, Issaquah
April	27	PS-VCCA General Meeting, XXX Drive-In, Issaquah
May	18	PS-VCCA General Meeting, XXX Drive-In, Issaquah

Note: XXX Drive-In Meetings normally begin at 11:45 AM; social time starts at 11 AM. Food/drink purchase optional. Address: 98 Gilman Blvd, Issaquah, Washington.