

THE TAPPET CLATTER



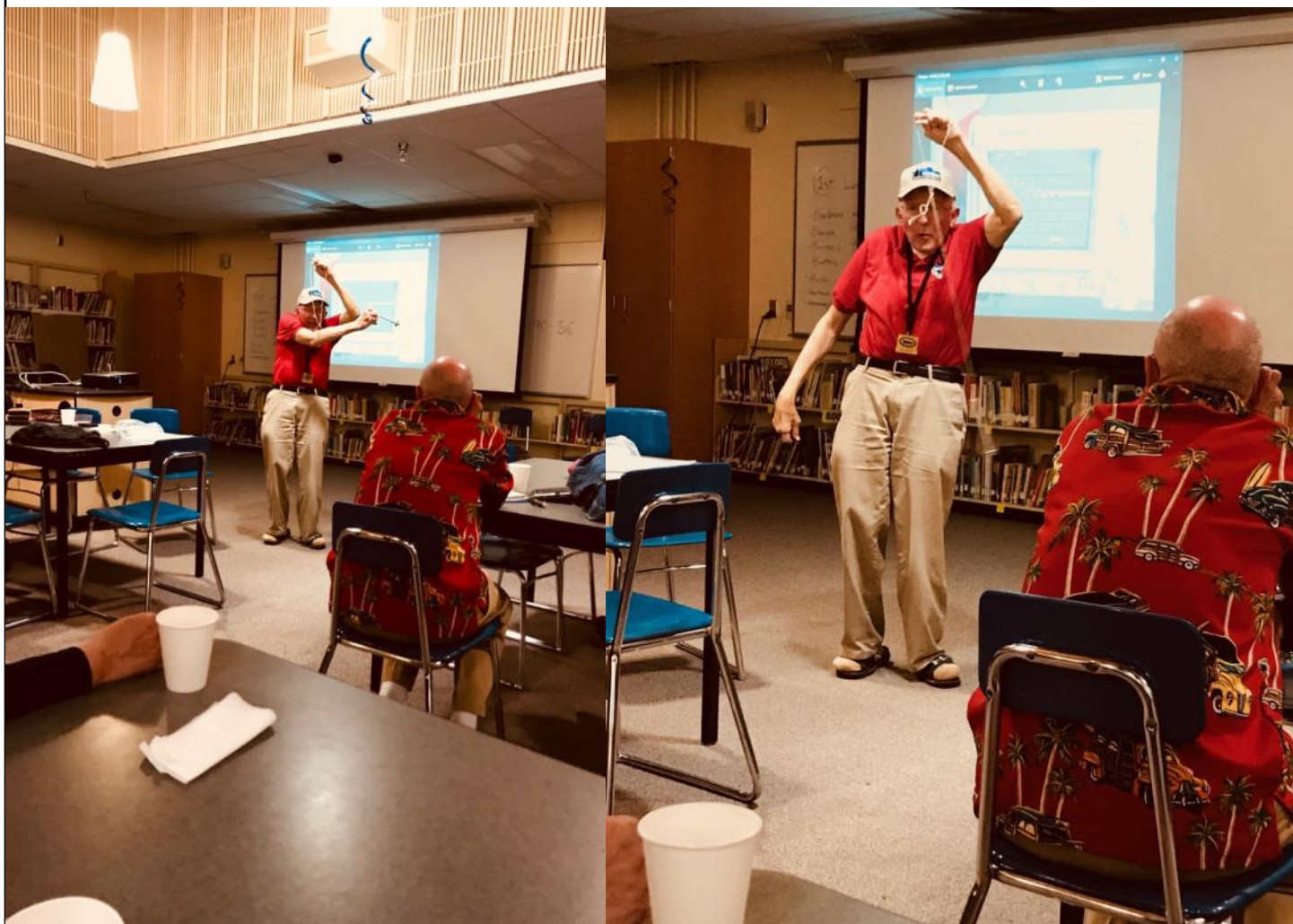
THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

June 2018

Volume 51 Number 6

PS VCCA May Meeting Text and Photos by Jim Seiber

Rod Schein gave a detailed explanation of electrical flow through a car ignition system. Rod explained the role of the coil and the condenser in the system.





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



June has come and is mostly gone. The weather is better; tours and activities are in full swing. July is also full of activity so I hope you have your cars running in top form.

Last month I talked about meeting places through the end of the year. At our May meeting we decided to try changing our meeting time to the middle of the day so traffic conditions would be better. Remember we are playing this by ear so things could change as we go along. For now, our meeting locations and times are as follows:

July 4th at Haddocks 12:30pm. See info in the Tappet Clatter for more details.

August 27th at the XXX in Issaquah at 7pm. You can have dinner earlier if you want.

September 24th also at the XXX in Issaquah. This is a lunch meeting at 11am.

It is up to you if you want eat before or after the meeting. I am planning on inviting a fireman to talk about fire extinguishers. It would be nice to not be eating while our guest speaker is talking.

October 22nd at my place. This is also a 11am meeting. I will provide snacks.

November 26th at Barker's place at 11am in the car garage. Bill will demonstrate powder coating.

December Christmas party is at Comstock's place. Look for more information in an upcoming Tapper Clatter.

I hope you all keep information coming to the Tappet Clatter while we are changing editors. Use the same email address that is posted in this newsletter for sending information to be printed in the Tappet Clatter, Tappetclatter@outlook.com.

If walking is good for your health, the postman would immortal.

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>



Bill Damm's
SAFETY DITTY

Man-O-Man,
Time goes fast.
Spring is barely here,
Now it's almost past.

The flowers are starting
To wilt away.
Get ready for summer,
It's on its way.

A time for car shows,
Cruzs and tours.
Bring out that Chevy;
Show off what's yours.

Add a few old items
From years gone by,
Like furry dice and coon
tails,
To catch someone's eye.

Drive that Chevy,
Enjoy the sport,
And savor the summer;
It will seem real short.

Drive real safely,
Don't go too fast.
We want the fun times
To last and last.

**Combined Gail Darby Memorial Strawberry Shortcake
Social and Fourth of July Celebration**

The Haddock family will host the Strawberry Social and the 4th of July Celebration at their Lake Forest Park home on the afternoon of the 4th. All members and their families are invited to either event or both. Please arrive at (or after) 12:30pm. We expect the Darbys and Comstocks will serve the shortcake around 3pm (if you only want to come for that event.)

The club will provide hotdogs, hamburgers, the fixings and utensils.

Please bring a dish to share: salads, sides, snacks, cheeses, chips, etc. Desserts will not be needed this time, but if you want to bring one, then do. Also, bring chairs and beverages for yourself.

We have a few parking spots next to our carport, the rest of the parking will be on one side of the street (only two neighbors live beyond us on the dead-end street.) If necessary, you can park in the school parking lot on the east side of the street close to NE 178th and call Diane at 206-861-6094 for a shuttle to the house.

Directions: Lake Forest Park 98155

Remember: our street is a one-block dead end, only accessible from the south off of NE 178th.

- Take I-5 North to exit 176

- Or

- Take 405 north to the Bothell RTE 522 exit

- Follow 522 through Bothell and Kenmore, past the Lake Forest Park Town Center Mall

-

Call us for directions/help Dave or Diane

July Celebrations

ANNIVERSARIES

Mike & Kathy Currie	1
Ralf & Michele Luche	11
Arnie & Katie Mondloch	20
John & Marilyn Campbell	31

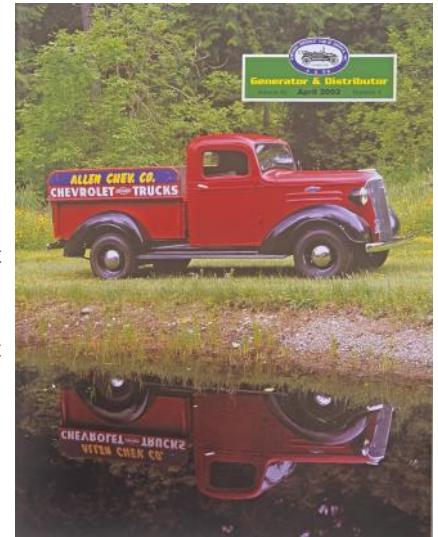
BIRTHDAYS

Al Howe	2
John Strampher	5
Linda Wheeler	15
Julie Solon	18
Betty Roberts	19
Genie Folsom	19
Jim Darby	21
Bob Stamnes	26

Member Spotlight

By Jim Seiber

It was not my first Chevy but it was one of the first; I bought it in the summer of 1962. I was a 1937 Chevrolet pickup, purchased from Willapa Harbor motors for \$75. It was affordable, reliable, basic transportation; appearance was not a consideration. The truck was rough, painted black with a brush, the grill was a lime green, ¾ inch pipe mounted horizontally. Thanks to the Washington State Patrol officer who stopped me, I had a list of safety items to address: no brake lights, (no brakes), no windshield wiper, no muffler, no horn - well you get the idea. But it was a fun truck to drive to work at Turner Shell. I fixed enough of the problems to make it road worthy, but I was headed off to school and needed better wheels. I left the truck parked in my parents' yard while I traveled back and forth to school in Bellingham. I didn't bother to start the '37 on my trips home. I finally told my dad to go ahead and sell the truck for what anyone would pay, ask \$200, and hope to get \$100, at least that would get it out of his yard. In the two years we listed the truck for sale we had no offers.



In 1969 Sue and I were married and in 1970 we bought our first house. It had no landscaping at all. Gee we could sure use a truck... It was time to bring the '37 to Issaquah and put her to work. We hauled plants, soil, manure, rock, beauty bark, and firewood, to finish our landscaping. The truck did the work but was beginning to show its age and wear. We decided to restore the '37 after seeing some other nice restored trucks. George Kowats' 1936 truck, Jake, was an inspiration. Another early connection was a truck we saw parked in Renton, owned by Doug Hill. I contacted Doug about parts I would need and he gave me Lee Folsom's contact information. Lee said I would do well to join the VCCA to find out more about the restoration process. The '37 had experienced many non-original parts over the years; one example was the tail light on my truck which was a '40 to '53 bucket and lens. Jim Farris handed me a NOS tail light lens letting me know "you will need this someday." I now had the confidence the '37 could be restored.

The heavy duty restoration was a genuine learning experience. In order to fix the fenders it is best to take them off the vehicle. Crude welding and hours of sanded body work on a single fender, led me to the decision to find NOS or at least better fenders. As a part was removed, it was obvious replacement would be easier than restoration. I found a parts truck that had mostly solid straight components. I was fortunate to have a neighbor, CR Miller, who was a skilled mechanic at a car dealership in Seattle. CR had my engine block restored, and installed new king pins in the suspension. We painted most of the components in the garage of Mike Currie. Mike helped or did much of the assembly. When I had questions about how something should be assembled, I could call Ervin Bistideou, who owned a nicely restored '37 pickup.

We had registered the truck for the 1979 Port Angeles NW Meet; we had agreed to be in charge of Banquet decorations so it was important we get there on time. We (Mike Currie and I) raced to get the truck ready for its first road trip. Almost done with assembly, we backed the '37 out of the garage, only to find the rear end was not turning the axles. Fortunately I had a donation from the parts truck that would work. We got it back together at the last possible minute, only to find the brakes didn't work. Mike stayed behind to rebuild the master cylinder, and we took the modern car to Port Angeles. Mike arrived the next day with the "37, running and stopping as it was intended.

We enjoyed many trips with the family in the '37 until the family out-grew the space in the cab. There is a feeling of safety in traveling with a group of Chevy folks, knowing you are not alone and help is nearby. I discovered a good person to travel with is Dave Folsom who could quickly provide answers to problems encountered on the road. VCCA planned activities offer a great support group for Chevrolet restoration. On any number of Chevrolets I have owned, I have available experts who can help. Help can come in many ways, a hands-on wrench turner, or a simple direction to a resource. I am reminded of what I think was the best Club project ever, the assembly of Mike Burns' '39 after he had passed away. Many VCCA members gathered to work to assemble the car from boxes of parts. I am happy to have the opportunity to have been a part of the Vintage Chevrolet Club.

From the desk of Bill Barker:

At any given moment during the day in America, more than 650,000 drivers are either manipulating an electronic device or a cell phone. Reaching for, dialing and texting on a phone increases the risk of having a wreck by 300%.

Each time a driver texts, their eyes leave the road for an average of 5 seconds; travelling at 60 mph, that blind driver will have travelled 440 feet – **the length of nearly 1.5 football fields.**



I was searching through my old photos and I came across this image. What car is this and who owns it? The date of the photo was 2004.

Jim Seiber

From Jim Seiber.....

Air-Cooled Appreciation: A Shrine Celebrating All Things Corvair Opens

Smack dab in the middle of America's heartland there's now a Corvair Museum honoring the existence and history of Chevrolet's air-cooled mechanical marvel. The unlikely location for a museum devoted to the Corvair is Decatur, Illinois, which is 40 miles east of Springfield, three hours from Chicago and Indianapolis, and nearly a seven-hour drive from Ypsilanti, Michigan, where it was previously located. But, thanks to the good graces of the Chevrolet Hall of Fame Museum there, a sizeable room has been set aside for the Corvair museum's new home.



Puget Sound Region VCCA Meeting Minutes

May 21, 2018

Call to Order: The meeting was called to order at 7:23 by Director Al Howe. There were no guests however Cecil Mullins, Judy Cloutier, and Mike Voris, whom we seldom see, joined us. There were 23 members present. Kathy Howe has been under the weather following complications following a minor surgery a week ago but is on the mend now.

Minutes: Minutes from April were approved as published in the Tappet Clatter.

Treasurer: Sallie thanked all who helped earn money volunteering at the Monroe Swap Meet. We earned \$650.

National and 2020 Meets: The next National Meet is in Bowling Green Kentucky in 2021 (no details yet). Our 2020 Meet could be the first two weeks in August if not in June. Box lunches can be done; there are one or more potential garage tours and big tours to the Vantage Wind Farm and Grand Coulee Dam.

Tappet Clatter: The TC is out of stories. Early this year several members agreed to write a story about themselves. We are now out and need more stories and other articles.

Activities: Many thanks go out to all the members who signed up for a work detail at the Monroe Swap Meet, especially Jerry Yoder and Karen Purvis for helping all weekend long filling in for lunch breaks and an extra shift on Sunday. Next up is the 4th of July Picnic at the Haddock's. Arrive after 12:30. Potluck side dishes. Club provides burgers and dogs, with all the fixins, and Gail Darby Memorial Strawberry Shortcake .

September 5th is a tour to Packwood for BBQ. Meet at 9:45 at the Supermall in Auburn, SE corner, and leave at 10:00. Tour through Bonney Lake, Enumclaw and Greenwater on Hwy 410 to arrive around noon. Vehicles must be able to maintain about 50mph on 410. Round trip is about 180 miles. October Mahogany and Merlot is again a possible overnight trip to Lake Chelan. Who wants to go?

Future Meetings: Meetings for the remainder of 2018 have been scheduled. May was the last meeting at a Bellevue school.

June is the Northwest Meet in Chehalis

July is the 4th of July Picnic at Dave and Diane Haddock's

August is our annual post summer meet at XXX in Issaquah—meet by 6pm.

September is a test meeting at Issaquah XXX at 11am. to 1pm.

October is a test meeting at Al and Kathy Howe's at 11am. to 1pm.

November is a test meeting at Bill and Sis Barker's at 11am. to 1pm.

December is the annual Christmas Party at Don and Sallie Comstock's at 11am. to 4pm.

Break: at 8:12pm.

Program: Rod Schein presented a very detailed visual demonstration on the working of the ignition system, answering many of our questions about the working of the coil and condenser.

Respectfully submitted by Don Comstock filling in for Diane Haddock



**Combined
Gail Darby Memorial Strawberry Shortcake Social
and
Fourth of July Celebration**



This year the Haddock Family will host the Strawberry Shortcake Fest and the 4th of July Celebration and Potluck at their Lake Forest Park home on the afternoon of the 4th. All members and their family are invited to either or both of the events. Please arrive at or after 12:30pm. We expect the Darbys and Comstocks will serve the shortcake around 3pm (if you only want to come for that event.) People are welcome to arrive at whatever time is convenient.

For the 4th of July potluck, Dave and Diane will supply hotdogs and the fixings, lemonade, water, plates, cups and utensils. *Please bring a dish to share: salads, sides, snacks, cheeses, chips, etc. (Desserts will not be needed this time.) Also bring chairs for yourself and your desired beverages.*

Parking will be on the street (only two neighbors live beyond us on the dead end street) We will have someone directing cars.

We look forward to seeing you !!

Call us for directions/questions/help Dave and Diane



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.

Is Your Car Hard To Start?

This article is the result of information provided by Bill Barker and information gathered at his garage night in July 2017.

In the 1950s, manufacturers were having trouble with tough starting of their car. When the starter was engaged, the power to the distributor was too low to create a strong spark. They did two things to resolve this issue. They started using a hotter coil which developed a hotter spark with the same voltage, and they introduced a resister prior to the coil during starting, that maintained the voltage to the coil at 6 volts, preserving the full 12 volts for the starter, and preserving more amps for a hotter spark.

The “hotter coil” was produced by slightly increasing the ratio of primary to secondary windings in the coil, thereby delivering higher amps to the distributor to create better spark during starting. For example, the old coil may have had a primary to secondary winding of 6,000:1.6 and the replacement a primary to secondary winding of 10,000:1.6.

This phenomena is very evident with the 6 cylinder engines from 1929 through 1954. There is so much draw for the starter that there isn't much amperage left to create a strong spark. Bill says a trick to get around this issue is to step on the starter with the key turned off. Then after the engine turns over 3 or 4 times, turn the ignition key ON. It almost always starts immediately since the larger draw by the starter has been reduced when you turn the key on. Additionally, this allows some time for oil to be pumped to most surfaces and the resistance (friction) is reduced somewhat.

I have noticed this same starter problem with our 1953 Chevrolet, when I have to turn it over several times. When I try to start the '53, it turns over and over without starting. The key on the '53 controls both ignition and starter, so it is not possible to turn engine over without power to the ignition. So, Bill's method will not work. I have had some success, however, by shutting it off after engine turns over several times, then try starting engine with the key again. This usually works. I believe this may be working for the same reason, provided by Bill, above. Allowing oil to flow for a few seconds greatly reduces the drag on the starter allowing more amps to go to the ignition.

So, at Bill's garage night they tested Bill's old Corvette 12 V coil and a new AC Delco 12 V coil, \$50 at Oriel-lys, U505 DEL with the following results;

	Old Coil	New Coil
Primary	1.6 Ohm	1.5 Ohm
Secondary	6,890 Ohm	10,000 Ohm

The setup of testing is shown in the photos below.

They also tested the resister that resulted in a bottom (hot feed) of 12 V, and a Top (to coil) feed of 6.1 V. The coil gets 6 volts, not 12 volts, which matches our discussion above.

On my first club tour with our 26, I had trouble starting it. It just did not want to turn over fast enough. Dennis Johnson quietly walked up and suggested I take it out of gear and remove my foot from the clutch when I start it. Yep! It worked. This eliminates the resistance of the throughout bearing, allowing the engine to turn over more rapidly.

DSCN 8555

DSCN8556

DSCN8557

Thanks Bill for encouraging and participating in the development of this article.

Bob Stamnes

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 Front Fenders. Already primered. Excellent condition. Bill Barker : bbarkerjr@gmail.com

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. 253-531-5266. Email: ken-wscott62@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,

1963 Corvette Roadster. Silver with black interior. Factory fuel injection, 4 speed. \$75,000.00. Don Comstock, chevyguy2@centerlink.net

Four-speed Hydromatic transmission, \$100.00. Jerry Yoder, , jerryyoder@hotmail.com

1962 Corvette radiator. Cleaned and pressure tested. Excellent condition. \$200. Mike Currie

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

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

WANTED

A friend would like to buy a Chevy of the '50s or '60s. Running reliably would be good. Interior & exterior condition not so important, as she thinks my vehicle is pretty nice. (smile) Call me if you know of something. Donna Onat 425-643-0762

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

FREE

1931 Front springs and 19" spoke rims. Bill Barker bbarkerjr@gmail.com

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

2018/19 Activities

July	4	Cookout/Potluck at Haddock's - combined with the Strawberry Social
August	3-5	Big Sky Region Meet—Hamilton, MT
	5	Packwood BBQ—Don Comstock leading tour
	25	LeMay family open house
	27	XXX in Issaquah at 7pm. You can have dinner earlier if you want.
September	24	XXX in Issaquah at 11am. This is a lunch meeting. It is up to you if you want eat before or after the meeting. Al is planning on inviting a fireman to talk about fire extinguishers. It would be nice to not be eating while our guest speaker is talking.
October	5-7	Lake Chelan Mahogany and Merlot—Need a tour leader.
	22	Meeting at Al Howe's at 11am. He will provide snacks.
November	26	Meeting at Bill Barker's at 11am. Bill will demonstrate powder coating.
December	TBD	Christmas party at the Comstocks. More details to follow in future Tappet Clatters.
January	TBD	Installation Banquet. More details to follow in future Tappet Clatters.