

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

March 2020

Volume 53, Number 3

Craftsman Guild

By Jim Seiber

When I was in Jr. High during the 1950's I greatly enjoyed assembling model airplanes, boats, and cars.

Most of my work was assembly of kits and pre-cut pieces. One accomplishment was to build a hydroplane from a set of plans in a Popular Mechanics article. I ordered balsa wood from America's Hobby Center in New York. I had a desk in the living room with a flop down lid so my mess could be easily hidden when company came. This is where I learned how deep a really sharp razor blade could cut; a couple layers of newspaper didn't stop the blade from scratching the wood on the inside of the desk lid. I also learned the power of fast drying model glue. My finished hydro, checkerboard deck and all, was equipped with a battery powered motor, which did propel it around the bathtub. This was a success, my first real creation from a plan.

It was about this time that I heard of the Fisher Craftsman Guild competitions. Design and build a car. and hundreds of dollars in prize money was available. This sounded like a good deal, even for a kid getting rich on his paper route. The Guild was open to boys up to age 18, with detailed rules to guide the builder. I was mildly interested as I enjoyed working with wood and making models. Didn't give it much thought beyond a passing interest.

Sixty years later, at a trunk swap meet, I happened to discover Rod Schein had been interested in the Craftsman Guild contest as well. I found Rod had saved several years of Guild publications. I looked through a pile of Guild publications that Rod was making available to anyone who might be interested. Well, I was interested. I found these publications to be full of guidelines and tips for building a dream car to scale. How to draw a sedan, a hard-top, or convertible illustrations showed line drawings of overall dimensions. The "1957-58 Competition rules and awards" provided boys eligible must reside within the limits of the 48 (sic) states. Birth date determined the inclusion in Senior or Junior Division competition. The top national scholarship awards were \$5,000, and 4th place was \$2,000. The printed material made interesting reading. Thanks to Rod for the preservation of this historical treasure. This literature was filled with pages of tech suggestions, how to make a windshield, how to make bumpers, headlights, tail lights, and how to paint your car. "Common Paint Difficulties." was a topic of interest for models or full size car application.

All this provided a deeper understanding for me of what Mike Burns had accomplished through his entries in the Craftsman Guild contests. Mike was a great artist and craftsman. He put hundreds of hours into the design and build of each of his submissions. He won local and national levels over the four years he participated. In 1963 Mike earned a \$1,000 National Styling award. Mike had dreams of working for a car designer. Perhaps he could work on a team designing a concept car that would lead to innovations in cars of the future. While the scholarship money was a great help in paying for tuition at Seattle Pacific University, Mike soon learned the new talent might get to design a door handle, not the entire car.

(continued on p. 5)



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

2020 Puget Sound Region Officers and Board

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<u>Asst. Director</u>	Bill Barker	bill@barkerville.net
<u>Treasurer</u>	Sallie Comstock	salliecat@centurylink.net
<u>Secretary</u>	Diane Haddock	dianehaddock@gmail.com
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<u>Historian</u>	Vacant	
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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

TAKE



Director's Message

"Jim's Junk"



Director's Message March 2020

In 1984 I served as Director of the Puget Sound Region; my director's letter was titled, Jim's Junk. I liked the title then, and wanted to bring it back for another term. I like the title because a lot of us are interested in what might be described as "junk", but would be better described as "treasure". There are a lot of things we collect; the challenge for me is keeping track of what I need and appreciating what I have. This past couple months as Director have allowed me to collect a lot of information about Club activities and business. Some decisions have been made; other projects require follow-up, or are ongoing. I rely on members to remind me of items I have overlooked. I appreciate the willingness of members to jump in with offers to help. What follows is a list of ideas I have collected thanks to your input.

- The board has met and reviewed our by-laws; we need to make some changes in some jobs.
- We have six new members, let's make it a point to get to know them and support their interest in the hobby.
- The prospectus for the NW Meet has been completed and distributed to all Region 3 members.
- Former Club members may have a renewed interest in club activities.
- There is interest in developing a printed flyer for potential members.
- The coffee pot storage has been solved. Thanks Marilyn!
- The storage of our history photo albums is still open.
- Consider selling in the G&D, a VCCA new logo that could be a smaller size to attach to trailers.
- We have great programs each month and are considering ending a meeting or two with a short tour.
- We have a tentative place and date for our 2021 banquet, January 16 at Renton Technical College.
- There is an opening for someone to host a holiday party in December 2020.
- Our bank checking account is being updated.
- Tours have been proposed and plans are being made.
- We have a new Area 3 Director, Gary Rogers of the North Cascades Region.
- Tappet Clatter mailings have been resolved, thanks Diane!
- NW Meet plans are developing and input is needed.
- Plans are underway for a June meeting event.
- Plans are in process for a David Gowan Memorial Tour to Centralia in late May.

I'm sure I have left out some treasures, but hope you find where you can participate and contribute. The NW Meet will bring us together with one common goal to have a good time enjoying our Chevys.

Jim Seiber, Director

" If GM had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 MPG" Bill Gates

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/>



YOUR

Note from VCCA President Franklin Gage

To All Region 3 VCCA Members: Gary Rogers of the North Cascades Region has been selected by the National VCCA Board as the Area 3 Director filling the remainder of the term of David Gowan who passed away from cancer at age 80.

From Area Director Gary Rogers

Greetings Area 3 Directors:

Let me introduce myself if we haven't already met at a Northwest VCCA event. I'm a member, along with my wife Jeanne, of the North Cascade Region of the VCCA since 2004. It's an honor and a privilege that I have been selected by VCCA President Franklin Gage to complete Dave Gowan's remaining term as Area 3 Director. Right now I'm trying to get my feet on the ground and take in this new position. Dave will be a tough act to follow but I will give it my best effort. In closing, could you email or contact me your newsletter editor name and email address so I can arrange to start receiving your newsletter and also so I can send messages for inclusion in your newsletter.

If you have any concerns, questions or comments, please give me a call. If not before, see you at the Northwest Meet in Ellensburg.

Gary Rogers

Overnight Tour April 25, Union Gap

Members, I think it would be great if we could join North Cascades members and attend this event. The plan is to go over on Saturday spend the night, attend the car show on Sunday, then come home. It gets over in time to come home that day.

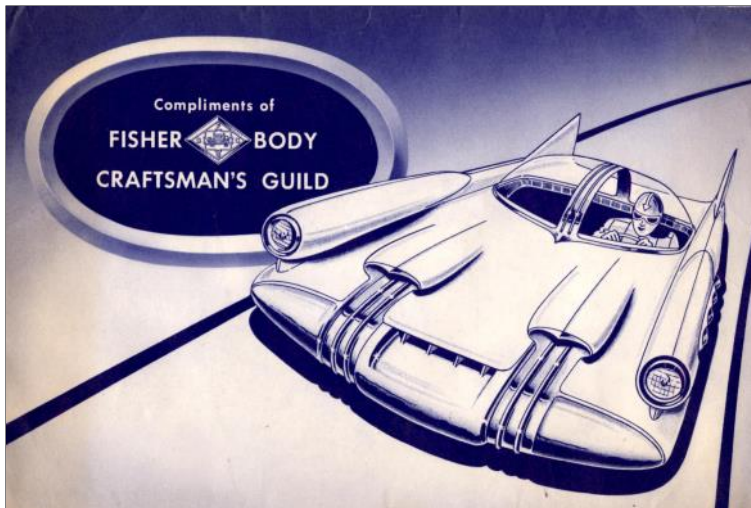
A list of hotels is on the flyer (see page 8). I am staying at the Quality Inn as some of the North Cascade members are also staying there.

Reservations: If you want to make reservations at any of the hotels, I recommend do not call the hotel directly. Make your reservation through Hotels.com, Trivago.com, or other similar reservation websites. It probably would be non-refundable but when I called the hotel directly they wanted \$188. When we used the websites we got same hotel, same day for \$118 total.

I think we could meet up at a location and tour over together, and possibly meet up with North Cascade members along the way. I have been there two other times and had a great time. We usually go out for dinner on Saturday night together. If anyone wants more information or wants to go you can call me 253-531-5266 and we can make plans to go together.

Ken Scott

TIME



Craftsman Guild, cont.
from p. 1.

Mike Burns was a very active Puget Sound VCCA member. Mike served as Club director, and participated in most all club activities, driving his 1939 sedan or his 1938



sedan delivery; he designed our Club logo, our meet logos, and some of the National anniversary logos. Mike was a great artist, capturing as much of the history of Americana of the west before it was left in ruins. I consider myself fortunate to have been able to travel with Mike in his search for



painting subjects across the plains of Montana. The Guild Contest history provided another connection to Mike's skill and artistry.



Mike's daughters have the models that were submitted to the Guild Contest. Most of these creations have survived in good condition. I was impressed with the care required just to build the shipping container to the required specifications. No room for a damaged entry. Mike's Trophies have been donated to the Craftsman Guild Museum, at Skip Gear's Guild display in Eagle Point, Oregon. There is an entire room dedicated to the Guild history and memorabilia. The lesson here is, the smallest item, kept in good condition, and eventually deemed expendable, may still prove to be of great interest to someone in the future.

interest to someone in the future.

When Mike died at 45 years old, his family didn't know what to do with the very large trophies Mike had earned in the Guild competitions. I offered to store them at my home, to occupy a space on a garage shelf. Eventually we got them to The Guild Museum.

Rod was cleaning out his shelves and getting rid of this literature, having little memory of what was within the pages. However, they connected with me. I am very happy to store more memories until the next connection makes even more history. I look at the designs that are still futuristic and realize how special some people are and how special they are to preserve the past and to share with others.

NOT

Bill Damm's SAFETY DITTY

Looks like our Spring
Starts early this year.
March the 19th
Will soon be here.

Daylight saving starts
On March eight.
Turn the clocks ahead
And don't be late.

I think our Winter is over.
We can take off the studs.
Spring is already here,
Look at all the buds.

Before you run out
To soak up Spring's sun,
Better make double sure
Your income taxes are done.

Just to be safe, get them in early.
Then you won't fret, and you won't worry!
The 2019 taxes can be done in a quick hurry
A big old burden that now you can bury.

EXCLUSIVE TIRE DISCOUNT for CLUB MEMBERS

I recently had some new tires installed at Discount Tire, 361 S. Grady Way, Renton. While talking with the manager, Tom Lincoln, he offered our club a deal that will only be available at his store. You can buy any tire that he has in stock, or that he can order, for 10% below the listed price. This includes vintage tires. Additionally instead of the \$19.50 per tire fee for Mounting and Balancing, he will only charge \$9.50 per tire. Again, this is only available at the S. Grady Way store. Call 425-228-1173 and ask for TOM LINCOLN and if he's not available, leave your name and number. He has hundreds of tires in stock and can also order nearly anything else that you need. Normal delivery time is 3-5 days, although my "specialty" Corvette tires arrived in 14 days. I was extremely happy with the care and attention that his shop guys did on my car. Example: Before jacking up

DISCOUNT
TIRE

one side
to remove
the tires,
they
popped
opened
the hood,
deck lid,
and both

doors so that none would risk being sprung during the lopsided elevation. Now THAT'S attention to detail. -- Bill Barker

March Meeting/Tour

Unless we have a gully washer of rain, after our regular meeting at the XXX we will tour to Snoqualmie Falls. The falls should be putting on a good show. Hopefully the weather will cooperate so we can drive our vintage cars; but whether old or modern car you are still welcome to tour. We will not take I-90 on this 13-mile drive.

Al Howe

NEW LOW COST VCCA MEMBERSHIP OPPORTUNITY!

At reduced dues for 'electronic memberships,' our Canadian and other International Members have had the option of exclusively accessing their G&D electronically as a flipbook in the 'Members Only' section of our website (vcca.org), instead of receiving the paper version of the G&D. We are pleased to announce that now any VCCA member may choose this membership option upon joining or renewal, at an annual dues rate of only \$25. E-members enjoy all the privileges of VCCA membership, and receive email notification when the G&D flipbook is posted each month. If e-members read an issue online and want a hard copy, individual paper issues of the G&D may still be ordered for up to one year after publication for \$5 postpaid from Member Services. Members may change their membership category upon renewal.

Remember we extend your membership two months free for each new member of any category you buy a gift membership for, or recruit. We hope this lower cost alternative helps!

April Celebrations

ANNIVERSARIES

Evie & Rod Schein 7

BIRTHDAYS

Marti Miller 15
Florence Helgeson 16

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.

What should you keep in your glove box?

There are many different schools of thought when it comes to vehicle upkeep. There are some drivers who are incredibly meticulous when it comes to keeping the interior of their car looking as good as it was when they got it. Others may treat their vehicle like a landfill, and keep it full of all sorts of junk that gets shuttled from the back to the front seat. No matter how you keep up your vehicle, there is one area that should maintain organization, your glove compartment!

In many vehicles, the glove box is a free-for-all stuffed with superfluous items. However, it can be helpful to you if you keep your glove box organized. This organization can make a routine traffic stop go smoothly, and you'll have room for items that could make all the difference in an emergency.

If you're being stopped for a traffic violation or any other issue, you'll want to make sure that you have your license and registration on hand. Most drivers keep their paperwork in the glove box, which is a secure and contained area. However, all of those papers add up, and you may end up searching through piles of paperwork until you're able to find the one that you need. That is why it is recommended that you keep your registration, proof of insurance, and a copy of your driver's license bound together by a paper clip or in a plastic bag. You should also keep any important medical information in the same area.

The glove box is also a great place to keep small maintenance objects, like a tire gauge and spare fuses. Other small components to consider keeping in your glove box include a spare car charger, a flashlight, first aid kit, the owner's manual, and a map. While you may already have some of these items in a different part of your vehicle, having a spare that is easily within reach won't do any harm.

Courtesy OKCarz Tips Blog: <https://www.okcarz.com/blog/what-should-you-keep-in-your-glove-box/>



David Gowan, 1939-2020

Our Area #3 Director, David Gowan, 80, passed away Monday, January 27, 2020 from complications of his fight against cancer for nearly three years. David was an energetic, enthusiastic, and dedicated member of the Vintage Chevrolet Club of America (VCCA). He was proud to serve in various roles in local and national Chevrolet clubs and most recently resigned his position as Regional Director of the National VCCA just days before his passing. His contributions are much appreciated and he will be sorely missed. In his honor, we are planning a special Region 3 Tour on May 30.

David is survived by his wife Linda, three children, Darrin Gowan (Darla Gowan), Tracy Gowan (Crystal Gowan), and Sara Diassana (Jude Diassana). He also is survived by six grandchildren, his sisters Lois Klingsporn and Judy (Virgil) Elsberry, and his 104 year old mother-in-law Dorothy Bedient. He was preceded in death by both of his parents and his brother Steve Gowan.

YOUR LIFE!



OLD STEEL CAR SHOW

Sunday, April 26, 2020
10am-3pm
Central Washington AG Museum
Union Gap, WA

All cars, trucks, motorcycles
and more are welcome to enter.

Pre-Registration: \$15 by April 15, 2020
Day of Event: \$20

Register Now - The first 250 registrations
receive a goodie bag and dash plaque

Demonstrations & Museum
Activities, Door Prizes, Trophies, 50/50
Drawing, Drawing for theme baskets

Book your room at a Union Gap hotel!

Best Western Plus Ahtanum Inn:
509-248-9700

Holiday Inn Express & Suites:
509-902-8000

Quality Inn: 520-433-4612

Super 8 by Wyndham: 509-248-8880



For more information call 509.457.8735 or email info@centralwaagmuseum.org

Sunday, April 26, 2020 at the Central Washington Agricultural Museum.

Pre-registration form deadline is APRIL 15, 2020. PRE-REGISTRATION \$15 PER CAR; DAY OF SHOW \$20.

First Name _____ Last Name _____

Mailing Address _____

City _____ State _____ ZIP _____

Phone Number _____ E-mail _____

Vehicle _____ Year _____ Club Affiliation _____

Will you be staying in a motel _____

Please make checks payable to: CWAM

Mail to: CWAM • Attention: Carol Blomgren • 4508 Main St. • Union Gap, WA 98903-2138

For more info: email info@centralwaagmuseum.org • www.centralwaagmuseum.org • 509-457-8735



Puget Sound Region VCCA Meeting Minutes – February 24, 2020

Call to Order: The meeting was called to order by Jim Seiber, Director, 11:47 am with 37 members present at XXX Drive – In.

General: Monroe Swap Meet will be May 15, 16, & 17. Sign-up sheet for shifts was passed around to members.

Tappet Clatter: Dave Haddock, Editor thanked Rod and Evie Schein for contributing a great article with photos for the February TC. The newsletter can always use photos and articles from members. Send to Dave Haddock, tappetclatter@outlook.com or chevydave@gmail.com.

NW Meet Report: There is an ad for the Meet in the G&D and the registration form and prospectus have been distributed via email to Region 3 as well as posted on our website: psrvcca.weebly.com.
Don needs help with preparing for the Meet from members. Please attend planning meeting on March 12 to volunteer (see p. 13).

Treasurer: Sallie reported about 44 people attended the banquet. Attendees met costs. Treasury is healthy.

Membership: A National member who was welcomed at the meeting was Duane Rice. He is interested in modifieds and motorcycles. Donna mailed out 2020 Rosters to members who were not at the banquet. She also mentioned that there are some 2019 rosters available and that any changes of roster information should be sent to her or to Dick Jones.

Director: Banquet, Christmas Party, Strawberry Feed and 4th of July events were discussed. We are considering combining the Banquet and Christmas party or eliminating the Christmas Party. More discussion is needed. For 2020, because our club is hosting the NW Meet in mid-July, it was decided to skip the Strawberry Feed and the 4th events. This will allow members to focus their efforts on the preparations for the Meet.

Activities: Al Howe will be planning a future tour with other Region 3 clubs to be called the “Dave Gowan Memorial Tour.” He is considering Rainbow Falls, the location of the early Region 3 Meet as a destination. Ken Scott is organizing an overnight tour for April 26 to Union Gap for the “All Steel Show.” (see page 4 for information and page 8 for registration form) The 6 Cylinder Tour will be in August in Medford, Oregon.

National Report: 2021 Meet will be at Bowling Green, Kentucky on July 18 – 23. The Meet Hotel will be announced in the August G&D and you will be able to make reservations in September. There are two additional hotels within close walking distance and lots of parking. There is a 3-mile racetrack at the Corvette Museum that members can sign up to drive on. (Club will provide helmets, but all cars must have seatbelts to be driven on track - details later). Other highlights include the Corvette Assembly Plant tour, Mammoth Cave tour, and the Corvette Museum.

Website: Rod Schein is acting as Assistant Webmaster and is providing information to Ralf Luche for the website. Send along photos and information to Rod.

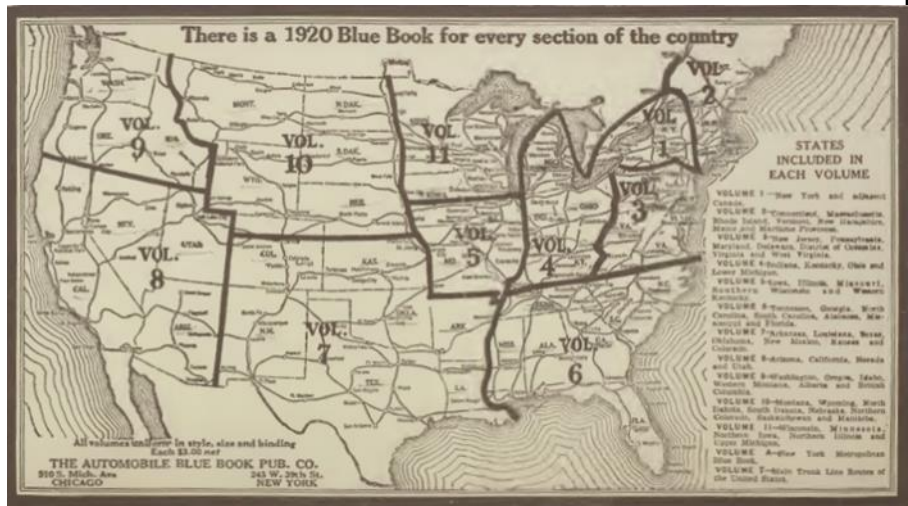
Presentation: Bill Barker provided a great presentation on Corvette tires, bump keys and Teflon spray.

Respectfully submitted by Diane Haddock, Secretary

Automobile Blue Books

By Dave Haddock

Automobile Blue Books were published from about 1910 to the mid-1920s with maps of the roads within the United States. Because most folks were not driving across the country at that time, and to keep the books compact, they were published by region of the country and also had embedded advertisements of regional interest. However they also published advice for the early motorists to help them get to their destinations. Below I have copied some of that advice on what to bring in your car when you tour. Some of this advice may still be useful to those who own and drive cars of that vintage on our Four Cylinder Tours!! Others should find it interesting to see what early motorists carried to tackle road conditions in that era.



What To Take on the Tour

Editor's List of Equipment and Accessories

- | | | |
|---|---|--|
| <p>1 Tool kit:
large and small monkey wrench.
two sizes of screw drivers.
set of socket wrenches.
set of open end wrenches.
spike wrench.
machinist's hammer.
punches, cold and cape chisels.
cutter pin extractor.
cutting pliers; thin nose and slip joint.
knife.
small vise to clamp on running board.</p> <p>2 Tire equipment:
two demountable rims, with extra tires, and tubes.
extra rim bolts and nuts.
two additional tubes, in bags.
two blowout patches.
one blowout shoe (outside).
one brace to fit rim bolts.
good set of tire tools.
tire and tube repair material and kit.
air valves and caps.
air pressure gage.
talc for tubes.
hand pump or engine pump.</p> <p>3 Fuel and oil equipment:
oil squirt can.
gallon can of oil.
gallon of gasoline (reserve).</p> | <p>grease gun and small can of grease.
combination funnel and pint measure.
piece of chamois.</p> <p>4 Repair material:
wire insertion asbestos packing.
several sizes soft iron wire.
box assorted nuts, bolts, and lock washers.
assorted cotter-pins and terminals.
electric tape.
length high tension cable.
length low tension cable.
radiator repair bolt, nut and washers.</p> <p>5 Tire chains:
extra cross chains.</p> <p>6 Jack:
small block of wood to place under jack.</p> <p>7 Spark plugs and gaskets:
gage for testing spark gap.
plug terminals.</p> <p>8 Valve and spring assembly.</p> <p>9 Spot light.</p> <p>10 Trouble lamp.</p> <p>11 Brake lining (extra).</p> <p>12 Pull-out device.</p> <p>13 Collapsible shovel.</p> | <p>14 Roll of chicken wire, 12"—to pull out of sand.</p> <p>15 Waste and cheese cloth.</p> <p>16 Folding bucket.</p> <p>17 Camp and Lunch equipment—i. e., Thermos, lunch kits, auto bed, camp stove, etc.</p> <p>18 Touring trunk (dust proof).</p> <p>19 Suitcase and trunk carrier brackets.</p> <p>20 Waterproof cover for luggage.</p> <p>21 Hand soap.</p> <p>22 First aid kit.</p> <p>23 Extra bulbs in protective case.</p> <p>24 Hydrometer for battery.</p> <p>25 Motometer for Radiator.</p> <p>26 Radiator hose and hose clamps.</p> <p>27 Extra spring clip and bolts.</p> <p>28 Spring clamp for broken spring.</p> <p>29 Set of crankcase pet cocks.</p> <p>30 Headlight dimmer lenses.</p> <p>31 Celluloid cover for Blue Book.</p> <p>32 Foot rest for gas throttle.</p> <p>33 Travelers' cheques.</p> <p>34 Compass.</p> |
|---|---|--|

What To Take on the Tour

A few comments on the various items in the accompanying list are now in order. Any stock car in good condition is capable of making even a trans-continental tour. If petcocks are used under the crankcase, carry an extra set, or substitute beveled plugs, which will not be scraped off or opened by the high crown of a road.

The one part of the equipment which will not tolerate much pruning is the tool kit. We would strongly advise the use of the entire list of tools given under section No. 1.

(Continued on next page.)

Auto Tent

Combination Auto Tent and Cover

You can make yourself independent of high priced and congested hotels and stop where you wish with this equipment. It is so compactly built that it requires little space in a car and can be erected in a jiffy. As the illustration shows, the body of the car is also kept under cover and this equipment is built to endure and satisfy. Write or wire for further information and price.

Baker & Lockwood
Mfg. Company
Kansas City
New York



Brake Linings

S-M-C ASBESTOS BRAKE LINING

Safety-Made Certain
Slip-proof Oil-proof
Heat-proof Wear-proof
AT BEST REPAIR SHOPS

Staybestos Mfg. Co. 5537 LENA ST. PHILADELPHIA.

Brushes

WHITING-ADAMS BRUSHES

Demanded by Master Workmen. Advertised by All Users as the Best. Method of Construction Render Failure Impossible.

Send for Illustrated Literature
JOHN L. WHITING-
J. J. ADAMS CO.

BOSTON
U. S. A.

Brush Mfrs. for Over 100 Years and the Largest in the World



What To Take on the Tour

You can make your trip a record of tire trouble punctuated with punctures and blowouts, but there is no need of it. Start the tour with good tires and tubes on all four wheels, with two complete changes (dismountable rims, tires and tubes and with two additional emergency tubes in the car). A great many punctures occur in the tool box; inner tubes should be correctly folded and carried in bags to prevent chafing. Be generous with the talc; wipe away the excess so that it will not roll into balls. And last of all—if you are really up against it with a blowout and no patch or shoe, improvise a patch before you call for help. One or two thicknesses of rubberized canvas from the luggage cover, several thicknesses of newspaper, or a few pieces of an old coat or duster, have brought many a car safely into the harbor of the nearest garage.

Buy your oil in sealed quart or gallon cans, and carry one with you. Replenish the gasoline supply before you need to, and insist on having it "chamoised." Unless your car is fitted with a tank containing a gasoline reserve, it will be a good idea to strap a gallon to the running board.

Material for roadside repairs earns the small space that it occupies. You can often repair a honeycomb radiator which

(Continued on next page.)

What To Take on the Tour

has sprung a small leak, or been hit by a stone—by means of a bolt and nut with a leather and metal washer at each end. Pass the bolt through the opening where the leak occurs and tighten the nut. The washers at each end seal the opening between the cells. Carry a length of rubber tubing. If the feed line wears through file it in half at the point where the leak occurs, slip the ends into a piece of rubber tube and wire it tightly.

Some sort of emergency tire chains should always be carried, whether your tires are anti-skid or not. For heavy deep mud heavy single chains or mud hooks fastened over the tire and around one spoke of the wheel will insure a prompt getaway from the worst mud hole. It is possible to put on such chains without getting off the running board. In using lighter chains for regular travel over slippery roads it is advisable to use springs to hold them fairly taut—though not too stiff to prevent creeping.

Buy the best, most durable jack on the market. The best is none too good to stand the heavy strain of the weight of your car. A long handle jack will enable you to place the tool under

(Continued on next page.)

What To Take on the Tour

the rear axle without getting down on all fours. There are several excellent jacks on the market of this type. A small block of wood makes an excellent bed for the base of the jack when necessary to change a tire on uneven ground; it often saves valuable time in hunting for a stone and it takes up little space; some jacks have supplementary bases for this purpose. In case you break a spring a ball of heavy binder twine is invaluable; raise the body sufficiently to insert the ball between the axle and the frame; it will stay in place and has plenty of "give" to break the jar, enabling you to drive much faster to the nearest repair station.

Do not fail to carry extra plugs. Try them to be sure that they fit the thread, see that they have gaskets and that they will "spark" properly.

An approved type of headlight lens is necessary. A spotlight is a valuable addition to your equipment if you are following sign posts or a crooked, unfamiliar road after dark. Keep the light down when you are approaching other users of the road. Abuse of the spotlight is resulting in unjust criticism of it. Ten or fifteen feet of electric cable fitted at each end with

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What To Take on the Tour

proper connectors will enable you to remove the headlamp or the spotlight and use it as a trouble light anywhere around the car.

A flat tire, a hot sun, and a poor pump will take all the joy out of life or touring. Some of the latest pumps are unusually easy to operate and are more efficient than the old "back breakers." Fortunately, too, the engine driven tire pump is gaining in popularity as part of standard equipment. Don't forget the pressure gauge, even though there is one connected in the air line of the engine pump. These gauges often read from five to fifteen pounds too high because of the additional pressure necessary to overcome the resistance of the valve itself.

It is better to keep out of trouble than it is to get out of trouble. When approaching mud or sand, or turning into a ditch, shift to a lower gear before you have to. It is seldom difficult to get out of a hole or sand if you handle the car properly. On bad sandy stretches, drive slowly, but as long as you can keep the car moving, don't stop and you will stay on top of the sand. The minute you stop, your rear wheels will immediately dig in. In such an event, try alternating reverse

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What To Take on the Tour

and first speed in quick succession with passengers and extra weight removed. If you are still unsuccessful, your roll of 12-inch chicken wire—if you have included it in your equipment—will get you out. Simply work it under the drive wheel and corresponding front wheel; it will give you sufficient traction to pull out without trouble. You will run across few stretches of sand anywhere in this country that you cannot easily overcome. It is often advisable to deflate the rear tires to an inch and a half from the rim. This will give a broad traction about twice the ordinary width and by driving slowly you can go over the worst sand with comparative ease. Be sure to inflate immediately after passing the bad stretch.

Unless you buy a water-proof, dust-proof touring trunk you may find it necessary to send your "hotel clothes" on ahead. Suitcases with well designed suitcase carrier brackets are all right if you cover them carefully, not only on top, but also underneath, where water thrown onto the running board by the wheels can reach them.

Your battery is in danger of being overfed. Continuous day driving with no lighting and little demand for starting current may overcharge and overheat it. Feel of the top connectors, and if they are more than blood warm, burn all the lights and go slow for a while. A battery needs water when the level begins to get low, not when its ten days or two weeks are up. Every 450 miles is a good average and that means every two or three days when you are touring. Carry your hydrometer and get distilled water from any reliable garage or from a druggist. To find the location of the nearest battery service station, refer to the General Index in the front of this book. Service stations of car and accessory manufacturers are also included. Their names, with street addresses, are listed under each town.

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What To Take on the Tour

Lubricate according to mileage, not according to a certain number of days, weeks or months. Your engine is not at all interested in the calendar. Many tourists run their differentials dry, because in town they only filled them once in four or five months. Grease the speedometer swivel joint. If you never greased it before, hunt it up and give it a surprise.

Preparedness is worth the price. Select your equipment carefully. Then bear in mind that your car is traveling as far in a day as it sometimes travels in a week, and treat it accordingly.

We recommend the accessories and equipment advertised in this section as reliable. As they are standard products they can readily be purchased at any good garage or supply store along the way. If you have any difficulty in securing any of these articles, write direct to the manufacturer. They will be glad to get them for you.

The Automobile Blue Book Publishing Company
910 South Michigan Avenue CHICAGO 243 West 39th Street NEW YORK

QUICK DETACHABLE TIRE CHAINS

Throw away your ordinary tire chains and get a set of Bear Q. D. Non-Skids. You can put them on or take them off in a few seconds without tools or jacks of any kind, and even if sired in mud hub deep. Every over an enthusiastic booster. Cost no more than ordinary chains. If your dealer



Tire Chains

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

1930 Parts engine. \$50 takes it away before I take it to the metal recyclers. Contact Bill Damm (leave a call back message).

1931 Convertible Cabriolet \$7,000 plus 47 year accumulation of parts and accessories, needs wood kit. Four 1932-33 Chevrolet accessory wire wheels, sandblasted Kelsey Hayes bent spoke \$400, 1925 fenders \$25 to \$75 each. Contact Roger Orness orness@comcast.net.

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

February Issue G & D. Ken Scott would like anyone who is not saving their last issue of the G&D (Feb. issue) to keep it for him. He would like to have some extras. Thanks, Ken

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.

2020 Activities

March	12	NW Meet Planning Meeting, IHOP, Issaquah, WA. Don Comstock
March	23	PS-VCCA General Meeting/Tour, XXX Drive-In, Issaquah (see p. 6)
April	1-5	All Cal Meet, Sacramento, CA. Wanda Matus, 916-947-6657
April	4	Sacramento Swap Meet, Sacramento, CA. 916-955-8777 or 916-947-6657
April	25-26	Overnight Tour & Old Steel Car Show, Union Gap, WA. Ken Scott
April	27	PS-VCCA General Meeting, XXX Drive-In, Issaquah
May	3	May Breakfast Tour (Pending)
May	15-18	Monroe Swap Meet, Monroe, WA. Don Comstock
May	17	Ballard Parade, Seattle, WA. Rod Schein
May	18	PS-VCCA General Meeting, XXX Drive-In, Issaquah
May	30	David Gowan Memorial Tour, Centralia, WA. Al Howe
June	21-25	4-Cylinder Tour, Minnesota
June	22	PS-VCCA General Meeting, XXX Drive-In, Issaquah (pending)
July	15-18	Northwest Meet, Ellensburg, WA. Don Comstock
July	27	PS-VCCA General Meeting, XXX Drive-In, Issaquah
August	24	PS-VCCA General Meeting, XXX Drive-In, Issaquah
September	13-17	Pacific Early Six Cylinder Tour, Shady Cove (Medford), OR. Gerri Johnson

Note: XXX Drive-In Meetings normally begin at 11:30 AM; social time starts at 11 AM. Food/drink purchase optional. August meeting at 6 pm. Address: 98 Gilman Blvd, Issaquah, Washington.