

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

August 2010

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Boltz-Yoder Tour

By Don Boltz

We met at the southeast corner of the Auburn SuperMall at 11AM.



We left there and toured to my house (Don Boltz) in Orting for coffee and doughnuts.



Then we left my house and drove through Bonney Lake and took the Sumner/Buckley

(Continued on page 4)

August 23 Meeting at XXX Root Beer Drive-In

This month's membership meeting will be August 23 at the XXX Root Beer Drive-In in Issaquah, a family style restaurant that caters to car clubs. Good food, old music, and memorabilia abound. Bring the family and arrive about 6 PM.



1967 - Puget Sound Region VCCA - 2010



*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 1985 may be registered with the region. General meetings are held on the 4th Monday of the month at **Tillicum Middle School, 16020 SE 16th St., Bellevue .WA.** 7:30PM to 9:30PM. No meetings are held in July or 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 "Tappet Clatter." You can find the PS-VCCA website on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>*

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Editor's Note

Some subjects that can be the basis of wonderful articles to share are: first-car, remember-when, restorations, Chevrolets and your families, history, trivia, little-known facts, and many others. Either current or vintage old-car stories and snapshots are also welcome. We reserve the right to edit material as necessary for space available and clarity.

We can accept most electronic formats and hardcopy. Photographs can be scanned and returned. We will take reasonable care of copy provided, however we cannot take responsibility for lost or damaged material. The monthly deadline is about the 5th of the month.

Glenn Landguth, gklandguth@msn.com

Director's Corner

"From The Drivers Seat"



By Al Howe
Puget Sound Region Director

I am writing this before the August Northwest Meet, but when you read it, the Meet will be over. Hum!

I feel confident that the Meet will go without a hitch. I hope to see everyone there with big smiles as we reunite with old friends, make new friends and have fun driving those beautiful Chevys.

We have a lot to think about in the coming months.

Election of officers is coming up fast so if anyone has a wish to help in any way please contact Dave Haddock or me. I have been blessed with good help from present officers and members. This has made my job a lot easier than I thought it was going to be.

I know the new officers will continue to get that kind of help because the members in the Puget Sound Region are always willing to step forward and assist. This is my second year and Dave Haddock will be running for the Director's position so that means we need a candidate for Assistant Director.

Nominations are in October and elections in November so you have some time to think about it.

Our August meeting is at the "XXX" in Issaquah on the 23rd. Bring your family and friends to an old-fashioned dinner in your old-fashioned car. This is always a fun event providing time to admire cars and visit.

I totally take back all those times I didn't want to nap when I was younger.



Membership Meeting

XXX "Triple X" Root Beer Drive-In in Issaquah
6 PM, August 23, 2010



This month's membership meeting will be August 23 at the XXX Root Beer Drive-In in Issaquah, a family style restaurant that caters to car clubs. Good food, old music, and memorabilia abound. Jose Enciso, an owner, joined our club last year. He's an old-car enthusiast and has always greeted us with a warm welcome. More info and some history about the restaurant may be found at their web site at <http://www.triplexrootbeer.com/history.htm>. Bring the family and enjoy the evening with friends.

Mima Mounds Tour Featured on NWAUTOS Website

There was an article in the Seattle Times on July 25, 2010 regarding Tested Trails. I received a call from Cody Ellerd Bay asking if the club would provide a favorite drive for the paper. I contacted Dave Haddock to handle her request. I have added a link to the article below. Thanks Dave, Jim Martoza

http://blog.nwautos.com/2010/07/tested_trails_three_favorite_drives_that_make_the_most_of_the_pacific_northwest.

2011 Membership Renewals

The time has arrived to renew our Region memberships; our year runs from October through September.

A link to an easy online form with instructions and payment options will be sent via email to each member that has email. Please watch for it and respond in a timely manner. Members without email will be contacted separately.

Thanks from Donna Onat, Dick Jones, and Jim Martoza.

Tour, (Continued from page 1)

highway, passed the historic Connell's Prairie marker, to Jerry Yoder's home on Lake Tapps.



We toured his spotless garages and admired the wonderful cars and memorabilia.



Tour, (Continued from page 4)

Then we had a potluck with the Mount Rainier Club. Jerry provided the barbecue for the hot dogs, and with the potluck we had a great outing.



People brought salads and desserts to share, and beverages of their choice. This was a tour nobody should have missed. Thanks to Jerry and Betty for a wonderful afternoon.

Cathy Johnson Participating in the Susan G. Komen 3-Day for the Cure™ Walk

Cathy said, "I have decided that I am going to walk again! I am trying to prove to myself that I can do this - bigger and better. Last year, though I participated, I did not walk the full 60 miles."

"This year my goal is to walk all 60 (come hell or high water - or blisters and knee pain). Last year I raised \$2300 in support of this cause - and this year I am reaching for the brass ring and want to raise \$10,000 (phew!). I know I can do this - I know I can do this - I know I can do this."

For those of you who don't know Cathy - here is a little history on her and why this is so important to her:

"I am, let's just say, of the age to retire. I had gastric bypass in Oct 2008 and have lost over 100 pounds as a result - and I have never (ever) felt so alive and healthy in my life! I have a strong and loving and supportive family who stand behind me and carry me when needed."

"Diabetes - heart disease - kidney problems as well as breast cancer have all touched my life and family. So I know how important it is to have a light of some sort at the end of whatever tunnel your battles may take you through. I want to walk to prove to myself that I am still here and still able to - I want to walk to support a cure."

Cathy says, "I appreciate all the help I can get on this. It is very close to my heart...especially this year. My niece is currently fighting breast cancer, is on her fourth chemo treatment and just shaved off her hair. Breast cancer is a beast and I would like very much to help find a cure."

The 2010 Komen Seattle 3-Day for the Cure in Seattle will take place September 24 - 26, 2010. People wanting to donate toward this cause may do so online from the web site.

Cathy's web page and blog may be found at <http://www.the3day.org/goto/CathyJohnson>.



Al Howe Has New Grandson

Al Howe got a new 8.1 pound grandson on July 14th. Baby's name is Brandon, born in Seattle. The proud parents are Andy and Kim (Al's son and daughter in law). Brandon has a 4 year old brother, Ethan, and an 2 year old sister, Keira.

September Celebrations

ANNIVERSARIES

Tom & Sharon Lauderback	9/2
Ron & Janie Kohl	9/2
Jake & Lila Jacobs	9/9
John & Dot Zeigler	9/20

BIRTHDAYS

Dave Roberts	9/5
Diane Haddock	9/6
Dick Jones	9/15
Carolyn Frankhouser	9/19
Phyllis Kowats	9/24
Gene Gooding	9/23
Marilyn Campbell	9/30

Future Club Events Calendar

From Activities Coordinator Matt Dickinson

<u>Dates</u>	<u>Activity</u>	<u>Activity Organizer</u>
Aug. 11-15, 2010	NW VCCA Meet, Silverdale, WA.	PSR VCCA
August 22, 2010	Car Show at Lee Johnson Chevrolet, Kirkland	Matt Dickinson
Aug. 23, 2010	XXX Root Beer Drive-In, Issaquah	Club Meeting
Sept. 23, 2010	Board Meeting, at the Fairwood Library.	Al Howe
Sept. 13/14/15/16/17, 2010	6 Cylinder Tour at Carson City, NV	Jim Farris
Oct. 2 & 3, 2010	Weekend Tour to Winthrop, WA	Jim Farris/Dick Olson
Sept. 23, 2010	Board Meeting, Fairwood Library, Renton	Al Howe
Early December, 2010	Christmas Party	

Garage Nite - by Dick Olson

Due to everyone's busy summer schedule there will not be a garage nite in September.

However I do have one scheduled for October. Details will be forthcoming. Thanks, Dick Olson

Lee Johnson Chevrolet Vintage Car Show - Sunday, August 22nd

Celebrating their 77th-Year Anniversary

Viewing 11:00 AM to 3:00 PM

As part of Lee Johnson Chevrolet's 77th anniversary during 2010, they are hosting a vintage Chev car show at their dealership on August 22nd. Our club, along with the Mt. Rainier and North Cascade regions, is invited. Just like for the show they hosted two years ago, Lee Johnson will supply lunch, trophies, dash plaques, door prizes, and there is no registration fee. But please let Matt Dickinson, 206-795-3790 or mbd97@aol.com, know by early August if you plan on bringing a car to the show so that Lee Johnson can plan for the amount of space and food needed.

The show is from 11:00 AM to 3:00 PM with the dealership open at 10:00 AM for cars to start arriving. Lee Johnson Chevrolet is located on NE 85th Street in Kirkland next to the east side of the I-405 freeway at exit #18.

So bring your Chevs out, meet our friends from the neighboring regions, and above all help promote our passion for vintage Chevs to the surrounding area.

Overnight Tour to Winthrop, October 2-3, 2010

Again this year we are going on an overnight tour. It's October 2nd and this year we will go to Winthrop, WA, where we will stay overnight at The Winthrop Inn, returning on Sunday the 3rd over the North Cascade Highway.

There will be stops along the way.

If you are planning to attend this Tour make your reservation at The Winthrop Inn by calling 1 800 444 1972. Mention you will be with the Vintage Chevrolet Group. We have 10 rooms reserved under Jim Farris' name.

The Tour starts at 9:00 AM Saturday morning, October 2nd, at the North Bend Factory Outlet Mall. Off of I-90 take exit 31. Go under the freeway toward North Bend. The mall will be on your left.

For more information contact either Dick Olson at 425-222-5798 or Jim Farris at 206-937-5636. They both also can be reached by their email addresses listed in the roster.

PSR-VCCA Board Meeting

September 23rd at 7 PM at the Fairwood Library, 17009 140th Ave SE, Renton WA

Puget Sound Region VCCA officers and committee chairs are asked to attend. Other members are cordially welcome. Al Howe, Director, PSR-VCCA

My '47 Chevrolet

By Jim Seiber

My second car was a 1947 Chevrolet Fleetline four-door sedan. I paid a dealer \$90 for the car.

This car was selected because it was within my price range and it would be reliable transportation. I was just out of high school, working at the gas station and going to Grays Harbor Community College (GHCC) in Aberdeen, 25 miles away.

The nice thing about buying a car in a small town like Raymond, Washington, was that one knew the history of every car on the lot.

This car was formerly owned by Chet King, and was well cared for during its entire life. It wasn't a cool car like my classmates had (like a hot '56 Chevy), but it was good transportation.

One of the neat accessories on the car was a spotlight. My friend Steve was concerned about his former girlfriend dating another guy. We found them on "lovers lane" and shined the spotlight into their car.

A more practical use of the spotlight came after the 1962 Columbus Day storm. Due to the high winds and trees down, power was out in all of Willapa Harbor for a week. We used the spotlight on the '47 to illuminate the big "Shell" sign on the corner of the station lot. This was only light in town and let people know we were pumping gas from the delivery truck, providing the only gas available in the area for several days.

I carpooled with other students going to GHCC. The '47 had lots of room, but not enough power to pass many logging trucks en route. There was an option of riding a bus from Raymond to college, but being "cool guys", we chose the independence of our own transportation. The bus made one trip each way and had a firm schedule that didn't always meet our class schedule.

One day I was approached by a couple of RHS classmates who had just been selected for parts in the school play. The problem they had was that play practice didn't get over until after the bus had left for home. They said I could have a part in the play if I would be willing to stay after the bus had left and give them a ride home.

I was the only one with drama experience, who had a car, who was from Raymond. They would pay for my gas, as I recall they each paid a \$1 a week.

I got a part in the play, "The Importance of Being Ernest". Thus began my involvement in college level drama, I was in every play for every year of my college life. This involvement the arts led to my decision to change (my GPA was part of the decision) from being an engineering major to being a liberal arts major. It also gave me the background to get the job of stage manager for the years I attended Western (WWSC).

I often wonder where I would be if I had not had the '47 Chevrolet with room for a ride-share of drama participants? Did that '47 Chevrolet help determine my future?

The '47 was always reliable and fun to drive. On some of the trips I would set the throttle control and put my feet up on the seat, much to the amazement of my passengers. On one trip I went on an economy run, by turning the engine off and coasting on every downhill grade, I was able to make the trip on about \$.18 worth of gas.

The roads were not always in the best shape but the '47 floated over the bumps like riding on a marshmallow.

The radiator leaked a little in spite of all the "Stop-Leak" I could feed it. An easier solution to the leaky radiator was to carry a bag of water in the trunk. The bag was an empty battery-acid container that had a nice spout that made filling hot radiators easy.

Working at the gas station put money in my pocket. After the first year at GHCC, I saw a 1957 Chevrolet 210 on the local car lot; it was love at first sight. Goodbye to the '47.

I traded in the '47 and paid \$900 for the '57.

About a year later I got a notice from the Tacoma police department that my '47 had been impounded and was going to be sold at auction unless the parking fine and storage fees were paid. Apparently the person who bought the '47 had never transferred the ownership.

I sometimes regret not being more aggressive in trying to get the car back. Then again, what would a college student do with two cars (and the '37 pickup at my parent's house)?



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, via email at rstamnes@yahoo.com with your information.

Connecting A 3-Brush Generator To Operate With A Voltage Regulator

By Dave Folsom and Bob Stamnes

Are you having trouble with blowing out light bulbs or over-charging your battery? Adding a voltage regulator to your 1920's or 1930's car can help to prevent these problems, and it is simple to do. The diagrams below show the proper connections. In the diagrams, B = battery, A = armature or generator, and F = field. Also, note the two options, A and B.

It is easier on cars with a field terminal (post) on the outside of the generator casing, but it is possible on the cars without the outside field terminal (post); just bore a hole in the generator casing or bring the wire out through the cover strap.

On cars without the outside field terminal (post), the field wire must be disconnected from the inside of the generator shell (where it is grounded to the shell) and brought through the shell, connecting it to the "F" terminal of a 6 volt voltage regulator you have purchased.

On the cars with an outside field terminal (post), a wire is run from the external field terminal (post) to the "F" terminal of the voltage regulator.

Depending upon the option chosen, you either run a wire from the output side of the reverse current cutout (also known as circuit breaker or relay) to terminal "A" on the voltage regulator, or you disconnect the wire connected to the input side of the reverse current cutout and take it to the "A" terminal on the voltage regulator.

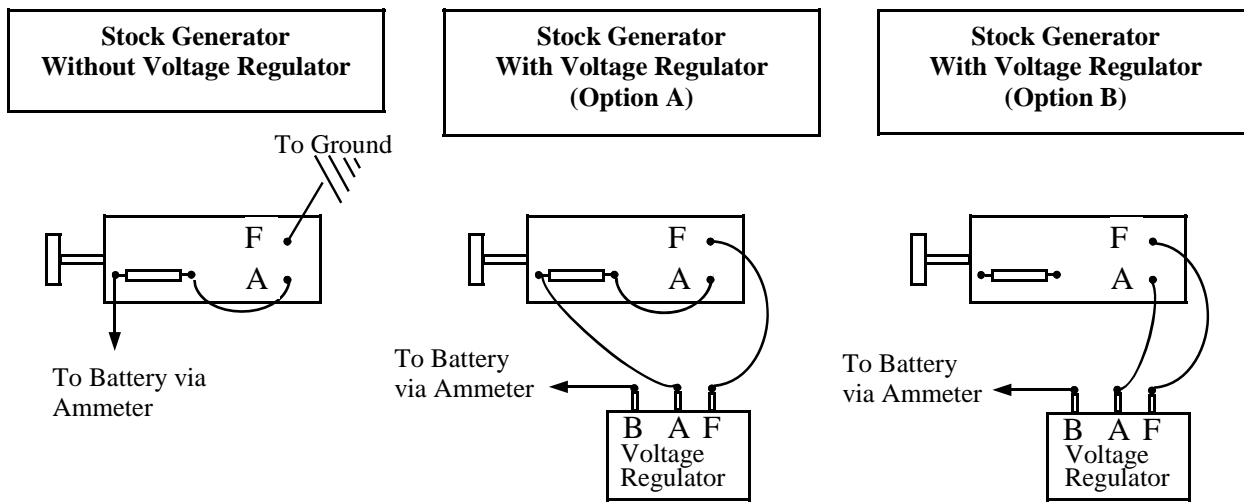
In the former case, the circuit runs through the reverse current cutout. Running the circuit through the reverse current cutout preserves the appearance of the original circuitry. The points in the reverse circuit cutout can be permanently closed or just left alone to operate as normal. The voltage regulator has a reverse current cutout included within.

The new voltage regulator can then be placed out of sight, possibly under the dash near the amp meter, or just about anywhere else that is dry and out of sight. The voltage regulator must be grounded either with the mounting screws or with a wire.

Voltage regulators are designed to ask for more out of a generator than the old generators can put out, so it is necessary to avoid overheating by setting back the amount the generator can put out by adjusting the third brush. The maximum output should be set at 20 amps.

Any original wire connected to the "F" terminal (post) on the generator should be removed.

Dave Folsom has made this change to one car already and expects many others will be converted in the future.



Summer Cars

By Al Howe

We have heard many stories about old cars but seems like we are always ready for another one. Today I am kind of telling a story on myself.

You just never know what a knot-head teenager is going to do, and when you get three or four together, trouble is in the air.

I grew up on a ranch north of Ellensburg, about one or two miles from the foothills. Before I was old enough to own a car we would spend what free time we had riding horses in the foothills playing cowboys. Sometimes dad would rent spring pasture and we would ride around checking on the cattle - that was big fun.

However, as time passed, we (brothers and friends) became old enough to have driver's licenses. Horses seemed too slow and a limited kind of transportation. We needed something to run around in the mountains on the few days we did have free.

Therefore, we would buy a Model A Ford for around thirty-five or forty dollars. That would be our "summer car" for running around in the mountains - not really caring if at the end of summer the car was much of a car or not.

We drove it over rough roads, across streams, up and down mountainsides and other places we had no business going. The challenges were ever so tempting, but somehow we always managed to drive those cars back home.

The closest we came to walking about ten miles or so to get home was when a Model A just stopped running. After some fiddling, I found the rotor arm had at least 45 degrees slop. Now you know teenagers do not think about tools, spare parts or such things that would assist in this kind of repair. We did not even have a rag to stuff under the rotor arm. I knew from experience that would work.

We were afraid to cut a piece off of our shirts or our moms would have patched our shirts with a piece of our hide. The only thing I found that had any chance at all of filling the gap was some green leaves, so that's what I used. Now you know that did not last very long, maybe a mile at best. We just loaded the car up with green leaves and when it stopped we put some more under the rotor arm. We made it home about the same time we ran out of leaves.

Good thing the going was mostly downhill because you know the battery would not have been charged with that short of a drive. We coasted as much as possible and then started the engine using third gear just before we came to a little uphill pull. Do you know how fast you can get going coasting down a mountain road? Well, believe me, we had our thrill for the day!

One time we drove down a hill that was so steep we would not have made it back up the hill if we tried. There was a stream at the bottom with lots of small saplings, but that didn't bother us - the car would go over them. Only we forgot the equation that a lot of small saplings could hold a Model A up off the ground, but of course that only happens in the middle of a stream. Yes, we got our feet wet pushing the car off those saplings, but we didn't walk home.

One summer we had a 1932 or 1933 Ford that just ran and ran. We just never had any problem with it and it seemed to go anyplace we wanted. Now this just would not do. So toward the end of summer, just before hunting season, we let it coast down hill without anyone inside as we shot it full of holes. For a short time we were the FBI hot on the heels of Al Capone, then we returned to reality. We had agreed ahead of time not to shoot the tires or windows. We had mostly 22 rifles but there could have been a 38 pistol involved, I don't remember just what we had with us that day.

Then we got in and drove it home. I think my brother used this one for a hunting car that year and got lots of ribbing about a car full of bullet holes.

Sometimes these cars lasted more than one summer. That was a big relief with our limited finances. We also had our own cars that we drove in town, etc. These we would not even think of driving in the mountains like we did the "summer cars".

Introducing MagnaSign

MagnaSign printable magnetic vehicle sign media is a printable media that can be used on regular inkjet printers and color laser printers. It allows users to print their graphics directly on a thin flexible magnetic sign sheet to make their own magnetic vehicle signs. MagnaSign has been used by many car clubs due to its low cost, easy print and strong performance.

More information on MagnaSign could be found at their website, www.cuichu.com.

TAPPET CLATTER *Classifieds*

Ads will be carried up to three months on a space-available basis, unless withdrawn sooner or an extension is requested. Please notify the Tappet Clatter editor when your ad is answered or you need an extension. gklandguth@msn.com

FOR SALE

1937 Knee-action front end, complete wheel-to-wheel. Make me an offer I can't refuse. Dave White, 206-999-8138, davidcwhite@comcast.net.

1940 Chev Master 85 Coupe parts: frame, rear end, front axle, brakes, and other parts. Cheap. Jim Seiber, 425-765-8195, seiberphoto@comcast.net.

1941 Sport Town Sedan. The car is mostly original and runs well. It was last used on the Yakima overnight and the Seattle Tours. It has 69,000 miles and is a great touring car. It came from Spokane. I've owned it since 1979. Asking \$10,000. Jim Farris 206-937-56-36 email farrismej@aol.com

1950 Chev Coupe parts for sale from low mileage original car with less than 50K miles. Car driven recently and runs fine. Parts include original 216 engine and 3 speed trans, front suspension, rear end, driveline, with other parts to follow. I'd prefer to sell as a package. All reasonable offers considered. Contact John Campbell at 57soup@comcast.net or 206 246-4709.

1986 Corvette, red, for sale in the house next door. \$4,000. It is in very good condition. Original paint, the panel in front of the hood needs to be repainted, the rest of the car appears ready to go and have fun. The young man got it from his grandpa, and he needs money for school. Anyone interested may call me and I'll get them in touch, Mike Rice, 503-472-3075.

1983 El Camino, 305 cu-in, Gas/Propane. Good Condition. \$1995 OBO. Dick Jones, 425-736-8798.

24-Foot Wells Cargo Enclosed Trailer, excellent condition, \$5,900 (reduced price). Jim Seiber, 425-765-8195, seiberphoto@comcast.net.

WANTED

1942 Chevrolet Convertible. Richard G. Luna, 310-549-9038, rluna@earthlink.net.

1961 Carburetor and fuel pump for 235 engine. Gene Sovar, 206-362-2491, esovar@seanet.com.

Five (5) Outside Visors for truck or car, no matter what they are out of. I would like to hang two at the XXX Root Beer Drive-In Restaurant in Issaquah, have one to duplicate (fabricate) for the Buddy Holly bus, and two for a couple of my cars. Jose Enciso, xxxrootbeerx@aim.com.

Small-Block 383-Stroker Motor, \$2,000 - \$3,000. Dave White, 206-999-8138, davidcwhite@comcast.net.

Bill Damm's SAFETY CORNER

This is going to be short,
Because I'm all out of rhymes,
Have a safe summer,
And enjoy the good times.

Don't Try This At Home

Here's a photo of (person's name withheld) unloading my old 216 from my '50.

Could put this either in Popular Mechanics for his ingenious use of a shopping cart (under engine) or one of those safety photos they have hanging in the shop for sticking his head under the engine.

John Campbell



Web Links for Nearby VCCA Regions

Capital City Region, VCCA: None

Colombia River Region, VCCA: <http://www.vccacolumbiariverregion.org/>

Mt. Rainier Region, VCCA: <http://www.mtrainiercarclub.com>

North Cascade Region, VCCA: <http://clubs.hemmings.com/frameset.cfm?club=northcascadevcca>

Puget Sound Region, VCCA: <http://pugetsoundvintagechevrolet.org/>

Willamette Valley Region, VCCA: <http://www.wvrcca.org/>

August 2010



Glenn Landguth (baby) and Emma (mother), with new 1941 Chevrolet, Fall 1941