

THE TAPPET CLATTER



THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

August 2015

Volume 48 Number 8

SKYKOMISH TRAINS TOUR

Text by Bill Damm. Photos by Bill Damm, Evie Schein and Dave Haddock.



Threatening weather might have kept some “would have been” participants from joining the tour but it actually turned out to be perfect weather for the tour. Between just cloudy, and occasional mist, there was no rain except for a very light sprinkle that lasted about 3 minutes while we were at Skykomish, otherwise it was comfortable shirt sleeve weather.



Participants gathered at the Woodinville Park and Ride on July 25th around 9 AM.

There were 7 cars and 11 club members: Dave Haddock in his ‘55, Dave and Betty Roberts in their ‘65, Bill Damm in his ‘87, Bill Barker in his 2008 Corvette, Rod and Evie Schein , George and Anita Warren, and Bob and Florence Helgeson, all in their modern cars.



Once rolling at 9:30 the route took us to the Snoqualmie River Valley where we ran into construction on the High Bridge Rd. and had to loop back to Duvall. There we continued on to Monroe, and then on back roads to Sultan, a short trek on Highway 2, and then back to the back roads of the original Stevens Pass Highway between Startup and Index. Then the final 13 miles to Skykomish was on Highway 2.

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1967 - Puget Sound Region VCCA - 2015



***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 1990 may be registered with the Region.*

*General meetings are held on the 4th Monday of the month, except the 3rd Monday in May, at **Tillicum Middle School, 16020 SE 16th St., Bellevue**, 7:30 PM to 9:30 PM. No meetings are held in 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://pugetsoundvintagechevrolet.org/>*

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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

Director's Corner

"From The Driver's Seat"



By the time you're reading this, summer will be almost over. I already notice the days are getting shorter again; I miss the daylight until after 9:00. The Northwest Meet for the year will be over, our night at the XXX drive-in should only be days away, and Labor Day just around the corner.

Check your G & D for the National Meet article because the Hotel reservation process opens Wednesday, September 9th. The phone number will be in next month's G & D. If you're thinking at all about attending the National Meet make your hotel reservation as soon as you can. It could be several years before a National Meet is held in our corner of the country again.

I noticed in last month's Tappet Clatter we don't have anyone signed up to bring treats for our September meeting. If you'd like to sign-up for September treats, let me know. (Editor's Note—Dick Jones is now signed up for that.)

I received an email from the Columbia River Region about a fundraiser they are undertaking and they are offering VCCA license plate frames for the current size plate (should fit model year '56 and newer according to their information). Frames will sell for \$14.00 plus \$3.00 postage, however they are offering bulk discounts if folks are interested. I hope to know more by the August meeting.

See you on the road.

Jim

GARAGE NITE

There is no Garage Nite scheduled for September. Think of it as free time for cleaning up your car from the NW Meet!

Web Links Of Interest

Capital City Region, VCCA: None

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://pugetsoundvintagechevrolet.org/>

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>



(continued from Page 1)

We arrived about noon at the parking lot for the miniature train rides and restored 1894 Skykomish train depot and museum. After viewing the museum's railroad memorabilia and enjoying rides on the two working 1/8th scale miniature trains (one steam powered and one gas engine powered) everyone was getting hungry. We drove back over the main BNSF train tracks to Skykomish's main restaurant which is inside the rebuilt Cascadia 1922 vintage hotel.

After feeding ourselves we wandered down the street to the restored 1893 Maloney store building housing the Skykomish Historical Society Museum specializing in the local history. With our interests satisfied participants headed back home individually. Thanks to Rod Schein for arranging the tour and leading the way.



2015 Activities

August	24	PS-VCCA Club Meeting at Issaquah XXX
September	28	PS-VCCA Club Meeting at Tillicum Middle School
October	3-4	Possible overnight tour to Lake Chelan, Mahogany & Merlot Vintage Hydros & Cars
	26	PS-VCCA Club Meeting at Tillicum Middle School
November	23	PS-VCCA Club Meeting at Tillicum Middle School-Election of Officers
December	TBD	Christmas Party
	TBD	Narnia Train Event- Rod Schein to lead

Bill Damm's SAFETY CORNER

August is here
Its Triple X time again
Where members can talk
About where they've been.

Then comes September
When dues become due
And nominations are made
For who is who.

I noticed something missing
For who brings the eats
There is nobody listed
For September's treats.

We'll all go hungry
That's plain to see
Just Helgy's coffee
Is all there'll be.

Hopefully there is someone
With alms for the poor
To bring us some cookies
We'll be thankful for sure.

(Editor's Note—Dick Jones is now signed up for September treats. Thanks Dick!)

From Al Howe:

This is a list of activities planned for our monthly meetings:

2015

Aug - XXX Drive In Dinner

Sept -

Oct -

Nov - Elections

Dec - Christmas Party

2016

January - Banquet

February -

March -

April - Auction

May -

June - Strawberry Social

July - 4th of July Picnic

As you can see we have some open meeting dates. I hope to have some slide shows of summer activities like the 4 cyl and 6 cyl tours but we still need some other ideas.

Some demonstrations like Bob Stamnes and Don Comstock did would be ideal but we could use other activities also.

Give me a call or drop me an email and I will see what I can do.

Thanks!

Learning to Drive

By Mike Currie

Even before I could legally be behind the wheel I had done a lot of driving on my own so I sort of knew how it all worked. Or so I imagined. But it was my parents who actually taught me the finer points of how to drive a car.

I was fortunate to be able to learn to drive in two very different vehicles: my mom had a car, my dad drove a company truck, so I guess you could say that they were covering all the bases. My mom's car was a 1959 Mercury Parklane four-door sedan. It had a big V-8 and an automatic transmission which was a good thing since the car was about the size of a city block and probably weighed more than our house.

Once I had a learner's permit my mom was very good about putting me behind the wheel as we drove together all over Seattle. She was the one who told me about adding gas to go up hills at a constant speed and how to brake so that you didn't go through the windshield at stop signs. She was very patient with me and didn't yell, much. It was like driving around in the living room. Anyone in the back seat had to talk quite loudly in order to be heard due to the distance to the front seat. I'm quite certain that the term 'leg room' wasn't even thought of when that car was built.

My dad gave me driving instruction in his company's 1956 Ford pickup. It had a flat-head V-8 with a manual transmission and floor shifter. At first it was up and down the alley behind our house. I'm sure that his company wondered why the truck went through so many clutches. Sometimes I would ride along with my dad to Omak where he worked building bridges and at night he would take me out to the Omak Fairgrounds for driving practice. This was good because there were no trees or fences and it was almost like driving on real streets.

Often I would be allowed to drive the Parklane when our family traveled together to Wenatchee to visit my grandparents. The winters were where I really shined. My mom would ride shotgun and my dad and brother sat in the back. My mom was a good driver in those snowy and icy conditions and really knew how to keep the car on the road. She taught me how to recognize a slide and how to steer out of one. I still remember going around a curve on Blewett Pass a little too fast and starting to lose control. My mom calmly talked me through it while my dad yelled from the back, sure that we were going off the road. We didn't and I beamed all the way to Wenatchee.

When it came time to take my test for a driver's license I was quite nervous. I had taken driver's training in high school but that had been in a sub-compact that could fit into half of a parking space at the mall. All I had for my driving test was the Parklane. Right off the bat I knew that I was in trouble when the car was half again as long as the distance between the parallel parking cones. I made a gallant effort but didn't even get close to the curb. The rest of the test went fine but when we returned to the office the examiner told me that I had flunked because I rolled through stop signs. Oops. I retook the test after a week and even though I still could not parallel park the car, I did pass the test.

Oil Change Instructions for Women :

1. Pull up to GM Dealership when the mileage reaches 3,000 miles since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, scan debit card and leave, driving a properly maintained vehicle.

Cost: Oil Change:\$24.00, Coffee: Complimentary TOTAL: \$24.00

Oil Change Instructions for Men :

1. Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, and use your debit card for \$50.00.
2. Stop by Beer Store and buy a case of beer, (debit \$24), drive home.
3. Open a beer and drink it.
4. Jack truck up. Spend 30 minutes looking for jack stands.
5. Find jack stands under kid's pedal car.
6. In frustration, open another beer and drink it.
7. Place drain pan under engine.
8. Look for 9/16 box end wrench.
9. Give up and use crescent wrench.
10. Unscrew drain plug.
11. Drop drain plug in pan of hot oil: splash hot oil on you in process. Cuss.
12. Crawl out from under truck to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.
13. Have another beer while watching oil drain.
14. Spend 30 minutes looking for oil filter wrench.
15. Give up; crawl under truck and hammer a screwdriver through oil filter and twist off.
16. Crawl out from under truck with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties. Drink a beer.
17. Install new oil filter making sure to apply a thin coat of oil to gasket surface.
18. Dump first quart of fresh oil into engine.
19. Remember drain plug from step 11.
20. Hurry to find drain plug in drain pan.
21. Drink beer.
22. Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
23. Get drain plug back in with only a minor spill. Drink beer.
24. Crawl under truck getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame.
25. Begin cussing fit.
26. Throw stupid crescent wrench.
27. Cuss for additional 5 minutes because wrench hit truck and left dent.
28. Beer.
29. Clean up hands and bandage as required to stop blood flow.
30. Beer.
31. Dump in five fresh quarts of oil.
32. Beer.
33. Lower truck from jack stands.
34. Move truck back to apply more kitty litter to fresh oil spilled during any missed steps.
35. Beer.
36. Test drive truck.
37. Get pulled over: arrested for driving under the influence.
38. Truck gets impounded.
39. Call loving wife, make bail.
40. 12 hours later, get truck from impound yard.

Cost : Parts: \$50.00, DUI: \$2,500.00, Impound fee: \$75.00, Bail: \$1,500.00, Beer: \$20.00, TOTAL: \$4,145.00

But you know the job was done right!

I'll never change my oil again!

Contributed by Bill Barker, who else?

September Celebrations

ANNIVERSARIES

Tom & Sharon Lauderback 9/2
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
Marilyn Campbell 9/30

PS-VCCA 2015 Meeting Treats

September-Dick Jones
October-Bob & MG Stammes
November-Bill & Sis Barker
December-Christmas Party

Commercials are Chevys Too!

David Gowan, Area # 3 Director

Must be the farmer in me! I get goose bumps when I see a nice old Chevrolet truck driving down the road or even parked in a field.

Seems there are more trucks on tour and in shows now days. On a recent trip back through Montana, the Dakotas and Nebraska I was astounded at the number of trucks still available. My brother recently picked up a low mileage '65 pickup and is driving it as found. Nice little 283 engine with four speed transmission and very straight. It needs a little paint but he will drive it as is. So I hope you talk to truck drivers in your club and encourage them to participate in all the club activities with you. **Trucks rule!**





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 rstamnes@yahoo.com with your information.

Battery Bits—Part Three

By Jim Kiple - VCCA # 49993 T/A # 110

A Word About Charging

Pretty much everybody who owns an old car has a battery maintenance or trickle charger (or several) in their garage. It's a good idea to have one, especially if you put your car up for the winter. It will make your battery last a lot longer. If, however, you drive your old car on a regular basis (every week or two), it's really not necessary to keep a maintenance charger on it, although it doesn't hurt anything to do it.

When you turn the key off on an old car, there is nothing in the electrical system that will drain the battery. If you have an electric clock, don't worry about it. It only draws a tiny amount of current each time it winds the clock, and is nothing to be concerned with.

Maintenance and trickle charges are fine for their purpose, but don't be surprised if you try to charge a dead battery with one and it doesn't work. When modern batteries go dead, especially from sitting unused for a long time, you will need a high-capacity charger capable of developing as much as 16 volts for a 12 volt battery or 8 volts for a 6 volt battery. It is very common for a battery to require this much voltage to "wake it up" to start accepting a charge. It takes that higher voltage to initially break the sulfation off the plates and begin the process of returning it to the electrolyte.

You can sometimes watch the process on the charger. Charging at let's say a 20 amp rate, you will see the voltage on the charger climb fairly quickly to 15+ volts and stay there for a while, then all of a sudden fall to around 13 volts as the battery wakes up. This is when the charging process actually begins. Maintenance charges simply aren't capable of this kind of electrical pressure. This is something I have learned the hard way over the years, and have scrapped several good batteries as a result. Now you know it too.

A Final Tip

This has to do with battery appearance rather than performance, and you may even already know all about it. The battery in my '57 truck is mounted right-in-your-face. It bothered me to see a modern battery sitting there, so I transformed it into a vintage looking battery for a modest cost. Peeling off the NAPA Battery sticker and replacing it with a period DELCO sticker from Classic Industries, then adding a plastic "Tar Topper" cover from Corvette Central made the battery look correct. It works on any Group 24 12 volt battery, and is a lot cheaper than buying a real period battery.

Here's what the battery looked like before and after the modifications



This series was sent to me by Bill Barker. Thanks Bill!

Dent Repair

Sent in By John Campbell who got this information off of the Car Capsule web page



Do you have a dent in your car that looks bad, but really don't want to spend the money to get fixed? If the dent doesn't have a crease in it, you just may be able to fix it yourself with a "paintless dent removal" (PDR) trick.

PDR utilizes a variety of techniques to "pop out" dents and dings, and has been around for decades. Traditional bodywork used to be the only way to fix body damage. That job involved pounding out the sheet metal with a hammer, or using a sheet metal pull, and then required body filler and paint to complete. PDR is an art that typically involves using specialized wand-like tools to push the dent out from the backside of the body panel. If these tools need to be used it's best to

leave the job to a pro, otherwise you may end up doing damage that exceeds the original ding or dent. Good PDR folks can work magic.

There is another PDR trick called "metal shrinking" that is pretty neat, and removes dents through heating and cooling of the sheet metal. This works with dents that measure at least a few inches across. Smaller dents like door dings, and hail damage will need the PDR tools. Keep in mind the result is often good, and a dent can become almost indistinguishable. However, a perfect job is usually only attained by those well trained in PDR. So, the result of this do-it-yourself metal shrinking technique may be just fine for an aged daily driver, but maybe less so for a new car or cherished classic.

To do the job you'll need a hair dryer, or heat gun and a can of compressed air (like that used to blow dust out computers). Use the dryer or gun to heat up the dent and an area a couple of inches around the perimeter of the dent area of the dent. Keep the heat source moving to avoid damaging the paint. You also want to be sure not to overheat any adjacent plastic or rubber bits. After about 3-5 minutes of heating immediately quench the heated area with the can of compressed air – holding the can upside down while spraying. A layer of ice will form over the dent - when the ice begins to melt the dent should pop out. If not, dry the area and repeat the heating and cooling process as needed. Note: Little taps with the side of your fist around the area outside the dent can help it to pop out.

Here is the link to the information: <http://goo.gl/oVE2NC>

From: **Bill Barker** <bbarkerjr@gmail.com>
Subject: VCCA 2016 Anniversary Meet Presentation

A new web page was just published that includes almost everything that you want to know about the 2016 Lake Tahoe Anniversary Meet.

<http://vcca.org/2016>

People who want to reserve an RV location should begin to make reservations in August. The Meet Hotel will begin accepting reservations on September 9th.

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

1927 (8?) Chev sedan and parts. \$4,000 or Best Offer. Contact Bob Godfrey, 360-568-7547. 830 Pine Ave, Snohomish WA. Follow this link for pictures: <https://goo.gl/aIayom> 7/15

1939 Chevrolet 2dr Sedan. "JB" model. It's in good driving condition. I drove it to the movies a few days ago. It's a good daily driver. Original paint and interior. Drive it home! \$8,950. Don Hatley (253) 941-5674.



5/15

1954 1/2 Ton pickup truck with 235 engine for sale with extra parts. \$10,000 or best offer. Contact: Kirk , wandaj.holmes55@gmail.com or 206 283-7886 Truck is physically located in California 6/15



1963 Corvair Greenbriar 6-Door Van. Runs and drives and stops! Eastern Washington van. A little rust and a few dents but otherwise very solid. Good tires and lots of spare parts. A bargain at \$2,500! Contact Mike Currie 206-755-0137



1948 Chevrolet Fleetline Aerosedan. Restored about 15 years ago with only 3,000 miles since. Always garaged, Hampton Coach interior, original rebuilt 216 ci engine, options include Guide foglamps, six lug 15 in. wheels, backup light, and windshield washer. All reasonable offers considered.

Janice Dynes 425-827-9954



WANTED

1965 Fleetside truck trim. Looking for used side body trim for a 1965 Chevy Fleetside truck. Just about any condition will work. Mike Currie 206-755-0137

1930 Passenger Radiator. Gary Barquist 509-636-2133 6/15

One 525/550-17 white wall tire. Dick Olson 425 222-5798 7/15

1941 Chevrolet speedometer. I'm needing to replace or have repaired/rebuilt the non-working speedometer of my 1941 Chevrolet Special Deluxe coupe. Suggestions would certainly be appreciated. David Holiday, Gold Bar WA davterr13@comcast.net

Ice Cream and Berries

David L. Gowan, Area #3 Director

Chevrolet is as American as baseball, hot dogs and ice cream. July brings on all the joys of parades, picnics and celebrations; in fact there are so many places to go and see old cars that one almost gets overcome. But life goes on and old Chevrolets keep plugging away.

Here is a picture of someone's wonderful opportunity to combine the delight of owning a '59 Chevrolet with ice cream sales and happy kids. It was on Craigslist a couple of years ago though I haven't followed it recently. Talk about having fun! Anybody in for some ice cream? It's just another way to be with our friends. Maybe there will be some of that cold stuff at the 50th Anniversary party of the Columbia River Region on August 13th in Wilsonville, OR.

