

THE TAPPET CLATTER



Founded 1967

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

August 2016

Volume 49 Number 8

One Lone Chevy on the Historic Columbia River Highway Tour

Words and pictures by Bob and MG Starnes



On the Four Cylinder Tour in Riverton, Wyoming, Lewis McFadden from Idaho encouraged many of us to join him and his new wife, Karna, on the Historic Columbia River Highway Antique Car Tour, sponsored by the Friends of Historic Columbia River Highway, which was to take place on July 23rd. This year marked the centennial birthday for the highway. We had nearly forgotten about this tour as we were still recovering from the Four Cylinder Tour, when MG remembered his invite. She called to check on our ability to join the tour, as registration had closed weeks earlier. Luck was with us. They had just received a cancellation, so we jumped

at the opportunity to take the space.

One day later, at 1pm, we loaded the '26 Chev Touring on the trailer, ready for the 3-hour trip to Troutdale, Oregon for the Tour. Packing was in such a hurry that we left a few personal items behind. Thank God we had everything we needed for our '26. First things first—who needs a toothbrush, shaver, etc.? At least we had our Chevy Four Cylinder Tour t-shirts to proudly wear and a functioning car!

Then we hit the first traffic jam, yes in Seattle--then another in Tacoma, then the big one, a 12 miles back up as a truck had hit an overpass in Chehalis, WA. Seven hours later (8 pm) we made it to our motel in Troutdale. We were more than tired! The plan was to stay Friday night, do the tour Saturday starting at 6 am, and drive home Saturday night.

We had our first surprise when we reached the start of the tour on Saturday morning. The McFaddens had abandoned their very beautiful and unique '28 Chev "moonshine" Roadster truck for this tour and drove a recently purchased Model T Roadster. We must admit it was a very nice car, but ---I know. This Chevy guy did what?

(CONTINUED ON PAGE 6)





1967 - Puget Sound Region VCCA - 2016



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 1991 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"



I hope everyone has been having a good summer. Mine has been busy and I've gotten to attend a few car-related things. We had a good turnout at the Mini-Meet, and you can already make motel reservations for next year's Meet hosted by the North Cascade Region. Dates are August 16th thru 19th. Hotel is the Swinomish Casino & Lodge, phone: 855-794-6543, use code NCR-VCCA.

Our 4th of July picnic was also well attended. Because of the Mini-Meet schedule, we combined the picnic with our June Strawberry event. The weather also cooperated for that event. Thanks to the Haddocks for hosting.

By the time we meet next, at the XXX later this month, the National Meet will be over,



and we'll be close to starting the fall routine. Hopefully I'll have more information available about our September meeting location, but as I write this the school personnel are still on their summer break. They should return to work the same week as our XXX meeting. I can definitely confirm however that we



won't be meeting at the old school any more. I'm sending to Mike along with this note a couple of pictures of the construction site that hopefully he can include in this issue.

The club year is starting to come to an end, our next year's dues will be due in October, and officer elections will take place in November. We'll begin the nominating process during the October meeting, and it will continue into November. It's not too early to start thinking about what office you might want to hold next year to help your club out.

Drive Safe,

Jim



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://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>



Chevrolee Comments...

on the refining of the Chevrolet engine

Although 1947 and 1948 engines were very similar in many details, there were a couple of significant changes in the 1948 engine.

Through 1947 the main bearings were installed in the block as “semi-finished” bearings. These bearings were considerably undersize-perhaps 100 thousandths of an inch or so. Then, while in the block, a boring bar was used to “line-bore” all four of the bearings to the exact desired size. This assured perfect alignment of all four bearings.

In 1948 and later engines, the block was line-bored without the bearings in place. Then “precision fit” bearings were installed after the block was line bored. These bearings were carefully manufactured to exact uniform thicknesses.

The precision fit bearings were also produced at this time and thereafter for the earlier engines. The advantage of the precision bearings is that in overhauling or rebuilding an engine, new bearings of standard or undersize could be installed without the necessity of line-boring (this operation was not particularly difficult at the factory, but was somewhat difficult and expensive elsewhere.)

However, if a block becomes warped slightly with age, installation of precision bearings is not always satisfactory. In the case of line-boring, as with earlier engines, a perfect result can be obtained even if the block is warped.

The connecting rods and crankshaft were also redesigned in 1948. The bab-bitt bearings in the rods were made much thinner - for two reasons. The thinner babbitt provided better dissipation of heat and, since babbitt is rather soft, the bearings were less likely to pound out. Except for the fact that the 1948 rod was still carrying a heavy cast iron piston, the bearing itself is probably as good as any bearing including the insert type.

The 1948 rod and crankshaft journals were slightly narrower. Thus 1948-1953 rods and crankshaft will not interchange with the 1942-1947 parts.

Written October, 1988

Lee Folsom (Feb. 14, 1927 – Sept. 10, 2015)



Bill Damm's
SAFETY CORNER

It's August again,
4th Monday is the day
To gather in Issaquah
The same good way.

Need to prep our cars
And make some checks,
To make sure they're ready
For the Triple X.

The one time each year
Our club goes looking
To see what Jose
And his cooks are cooking.

Order a hamburger
Along with some fries,
Then check our ticket.
Maybe we've won a prize.

Hopefully it'll be sunny
So we can eat outside,
Without any raindrops
For us or our rides.

We all can visit
And tell what we've done,
Either while working
Or having some fun.

Before we go
We want to say-
Thanks for the prizes
Supplied by Jose.

We'll all come back
In one year again,
Driving real careful
And safely till then.

55th Anniversary Meet-Lake Tahoe
A Sneak Preview

Words and Pictures by Mike Currie

As I write this the second day of the Meet is drawing to a close. Several activities have already drawn VCCA members from all over the world together to share a common interest—Chevrolets! The weather is fine and the vehicles at the Meet are amazing! The September Tappet Clatter will have more coverage of the event but for now here are some first shots of Puget Sound members working at various tasks and the Monday afternoon Welcome Event.



GARAGE NITE

There are no Garage Nites scheduled for any future month. We are looking for someone to take this on. How about you?

Columbia River Highway Tour (Continued from Page 1)

The tour was from Troutdale to The Dalles, 77 miles along sections of the Historic Columbia River Highway--much of which is closed to vehicles except for 2-3 times a year. The tour coincided with centennial celebrations in the small towns along the way as we paraded through each town. Oregon DOT did a great job of running interference for us on Highway 84 and opening gates to the historic sections of the Columbia River Highway.

Bob Cogan, a photographer for the trip, joined MG and me in our car, which made it a very informative and interesting day. Bob is writing a book on the highway and knows the road's and area's history. He was a wonderful passenger because of this and also because he showed great interest in knowing about our car and Chevrolets.



Seventy-two vehicles, which were all older than 1949 and included two 1914's, were on display in Troutdale while we ate breakfast. It was quite a sight to see all 72 of us lined up on Main Street for both participants and visitors alike. We then toured to the Vista House, with the expansive views of the Columbia River. We formed two lines around the circular driveway. As I walked through all the cars, it suddenly dawned on me that we had the ONLY Chevrolet----- What? There were many very fine cars on the tour, however, from Franklins to Fords. Yes, (too) many Fords!



From the Vista House, we did a "tour-in-slow-motion" past the very popular Multnomah Falls, which is the most visited natural site in Oregon. Then after a short drive on Highway 84, we assembled all the cars on the lawn at the pavilion in Cascade Locks Marine Park, a great spot with the Bridge of the Gods in the background, to eat lunch and visit with other participants and talk cars. The locks were built to allow ships to pass an earlier landslide that completely blocked the River. I had worked in this area in 1968, when I was on a training program with the Corps of Engineers, at their materials laboratory in Troutdale. This was part of the incentive to visit this area again.

Leaving the Marine Park, we toured through Cascade Locks on our way to Wyeth followed by a short drive on Highway 84 to Hood River. We paraded through Hood River and onto the Historic Columbia River Highway State Trail and through the Mosier Twin Tunnels, moving walkers and bicyclers aside. Some of you might appreciate this.

(Continued on page 10)



August and September Celebrations

ANNIVERSARIES

Judy and Wally Martin	8/4
Dan and Karen Young	8/15
MG and Bob Stamnes	8/16
Roberta and Jim Martoza	8/31

Tom & Sharon Lauderback	9/2
John & Dot Zeigler	9/20

BIRTHDAYS

Roger Orness	8/10
Kathy Howe	8/12
Sallie Comstock	8/29
Tom Lauderback	8/30

Dave Roberts	9/5
Diane Haddock	9/6
Dick Jones	9/15
Phyllis Kowats	9/24
Marilyn Campbell	9/30

2016 Activities

August	22	PS-VCCA Meeting at "XXX Drive In" , Issaquah
September	26	PS-VCCA Club Meeting –Location to be Announced
October	1-2 24	Mahogany & Merlot led by Don & Sally Comstock PS-VCCA Club Meeting-Location to be Announced
November	28	PS-VCCA Club Meeting-Location to be Announced
December	TBD TBD	Christmas Party Christmas Trains Party—Rod & Evie Schein

As you can see we have some open meeting dates. I hope to have some slide shows of summer activities like the 4 Cylinder and 6 Cylinder 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!

Al Howe

PS-VCCA 2016 Meeting Treats

September:	Glenn & Judy Landguth
October:	Bob & MG Stamnes
November:	George & Barbara Reich

PS-VCCA Meeting—May 2016

Words and pictures by Dave Haddock

Here are a few pictures from the May Meeting. The highlight was that it was Bob Helgeson's 80th Birthday so we got him a cake.





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 Chargers/Maintainers for Newer Vehicles Like Corvettes

You may have found that your battery maintainer would not fully charge your battery no matter how long you leave it on, but rather continue the charging mode indefinitely. This happens with some maintainers on newer vehicles. This is often the case with newer model Corvettes, BMW's and other top-end vehicles because of the luxury electronic devices and computers on these vehicles.

When shut off, the electrical draw is greater than some maintainers can put out. So the maintainer continues to charge continuously without the battery reaching a full charge.

This same phenomena can occur if your vehicle has unusual electrical draws such as a poor ground, etc., but the most common cause on newer Corvettes, BMW's and the like is multiple computers and accessories that draw power.

One article suggests using a maintainer like the AAA Battery Tender Plus that delivers 1.25 amps to overcome these newer car electrical draws and to complete the battery charge in cars like the 2008 Corvette.

C4, C5 and C6 Corvettes have several onboard computers that if left for 30-45 days without use, present a situation where normal maintainers cannot complete the charging of their battery.

Unlike older cars, disconnecting the battery during storage on these newer cars is not an option as it requires the computers to be reprogrammed.

(Editor's Note— Today at a seminar on electrical systems that was put on at the Anniversary Meet I learned that one should never use trickle chargers instead of a battery maintainer as they put out a constant voltage and will cook a battery if left on indefinitely.)

From Diane Haddock:

We had a good turnout for the Gail Darby Memorial Strawberry Fest/4th of July club event and a much requested recipe was for the Corn Salad that MG Stammes brought. We thought it should go into the TC for all.

Thanks!

Paula Deen's Corn Salad

2 cups (15 ounces) cans whole kernel corn, drained

2 cups grated cheddar cheese

1 cup mayonnaise

1 cup green pepper, chopped

1/2 cup red onion, chopped

1 bag (10 1/2 ounces) coarsely crushed Fritos chili cheese corn chips (I could not find these so I mixed 1/2 regular and 1/2 barbeque corn chips)

Mix first 5 ingredients and chill. Stir in corn chips just before serving.

(Columbia River Highway Tour (Continued from Page 6)

Entering Mosier, we saw the results of the oil train accident and fire, which has contaminated the town's water supply. We led another parade through Mosier with the Mayor, then past the historic Mayerdale Estate for a panoramic view of the Rowena Crest. The owner is the president of the Friends of the Historic Columbia Highway.

After driving through The Dalles and getting temporarily lost, we ended the tour at the Gorge Discovery Center for a BBQ. We were on our own back to Troutdale, so we joined Lewis and Karna, going back on Washington Highway 14. It was another beautiful drive, but nerve-racking at 40 mph, returning to our motel at 8 pm--- another long day. We decided to stay another night and get a nice dinner rather than driving home.

We completed the tour without a breakdown, keeping the Chevrolet name in good standing. Perhaps others can do this in the future! It was fun to meet others who love old cars, regardless of makes, and to enjoy the beauty of the Gorge from both sides of the Columbia.



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

1932 Chevrolet (modified). Sale or trade. Contact Lance Kessinger for details. 425-823-2263.



9/15

1931 Chevrolet Sports Coupe, older restoration. Original engine and drive train. Hampton Coach interior is in good condition. Runs and drives very well. Comes with a large collection of extra parts. Radiator and water pump were replaced in 2014. \$10,500 or best offer. Phil Christensen 509-636-2163



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

8/15



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

5/16

1957 Chevy truck hood. OEM complete with hinges. \$200. Don Hatley, 253-941-5674 or dhatwaa@comcast.net

WANTED

66-67 Chevy Nova or Chevelle SS, Level 2 or 3. Engine- Big block or small. Color- preference is blue but open to other colors. Air Conditioning- prefer to have it for Arizona, possibly. Prefer a car that is driveable on a daily basis, I don't think it will just sit in the garage. Contact: David O'Brien, dkob131@aol.com.

3/16

1930 Passenger Radiator Gary Barquist 509-636-2133

6/15

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

8/15

Southern Hospitality!

David Gowan - Area 3 VCCA Director



True! Medford is not 'the old south' but I was impressed by the warmth of folks in that area during our NW Meet. The Willamette Valley Region sponsored a delightful event but nothing they did could account for the friendliness and sociability of the locals.

My first awareness was when a motorcyclist followed my '41 into the parking lot of the hotel and just wanted to know about the car. I told him I had a bad generator and he wanted to know how he could help. He offered to scout auto parts stores for parts, wanted me to come to his garage, use his tools, if needed, etc. I discovered he already had a very nice personalized '41 secluded in his garage.

Another in our group had an axle failure on tour allowing another local enthusiast, who had tailed the tour, to offer the use of his time and shop to fix it. Other instances of cordiality were related to me. Even the Lodge at Crater Lake entered into the friendliness of the event.

Did you notice the Chevrolet bowtie logo on the dining room chandeliers?

Wow! An event never to be forgotten.