



THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

August 2017

Volume 50 Number 8

PS-VCCA 50th Anniversary Tour and BBQ at Jerry Yoder's on Snag Island
Photos by Dave Haddock and Rod Schein



Welcome to....
JERRY & BUSTER'S
*"Showroom
of
Chevy's"*

We hope you enjoy it here
as much as we do;
As what usually turns out to
be the case; our facility isn't
quite large enough to accomodate
all of our vehicles,
so the display will change
periodically.
We will always be adding to our
collection,
so look forward to a visit in the
future
Thank You
JERRY & BUSTER





1967 - Puget Sound Region VCCA - 2017



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 1992 may be registered with the Region.

General meetings are held on the 4th Monday of the month, except the 3rd Monday in May, at **the Issaquah IHOP** 1433 NW Sammamish Rd., 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://psrvcca.weebly.com/>

2017 Puget Sound Region Officers and Board

<u>Co-Directors</u>	Jerry Brownell	ljsbrownell@juno.com
	Rod Schein	areshine@areshine.com
<u>Asst. Director</u>	Al Howe	chevyal@comcast.net
<u>Treasurer</u>	Sallie Comstock	salliecat@centurylink.net
<u>Secretary</u>	Diane Haddock	dianehaddock@gmail.com
<u>Activities</u>	Dave Haddock	chevydave@gmail.com
	Don Comstock	chevyguy2@centurylink.net
<u>Membership</u>	Donna Onat	donnaonat@juno.com
<u>Historian</u>	Dave Haddock	chevydave@gmail.com
<u>Club Store</u>	Bill Damm	billdamm@msn.com
<u>Webmaster</u>	Ralf Luche	rluche@yahoo.com
<u>Garage Nite</u>	Vacant	

Tappet Clatter Staff

<u>Editor</u>	Mike Currie	tappetclatter@outlook.com
<u>Assistant Editor</u>	Donna Onat	donnaonat@juno.com
<u>Checkers</u>	Dave Haddock	chevydave@gmail.com
	Glenn & Judy Landguth	gklandguth@msn.com
	George Reich	gbreich@gmail.com
	Al Howe	chevyal@comcast.net
	Jim Martoza	chevy.jim.m@gmail.com
<u>Photographers</u>	Jim Seiber	sueandjim4069@comcast.net
	Dave Haddock	chevydave@gmail.com
<u>Glove Box</u>	Bob Stamnes	rstamnes@yahoo.com
<u>Safety Corner</u>	Bill Damm	billdamm@msn.com

Publication Information

The deadline for receiving articles for the Tappet Clatter is normally by the **5th** of the month. The Editor reserves the right to edit material in any way as appropriate for wording, clarity, grammar, punctuation and available space. We can accept most electronic formats and hardcopy.

Email copy to tappetclatter@outlook.com

GARAGE NITE

A GARAGE NITE has been set for Wednesday, Sept 13 at Bill Barker's. Starts at 7pm.

Director's Corner

"From The Running Board"



Top of the morning to you all.



We are having beautiful weather as I am outside writing under the trees. The ravens are cawing and making as almost as much noise in the trees as the planes that are roaring overhead, flying off into the wild blue yonder. I know this sounds a bit corny, but hey, I'm a corny guy.

We owe great appreciation and thanks to Jerry Yoder for hosting our 50th Anniversary Celebration. Also to Don and Sally Comstock for a great job of organizing and providing for the cooking and arranging all the food contributed by the club members. Thank you! Thank you! Thank you! It was great to have members attend from the other Regions in our area, and all their vintage cars and trucks and to see Jerry Yoder's large, beautiful collection. It was so special to have Rod Schein on board (Running) and leading part of the club discussion.

Of special note from the July Tappet Clatter was George Eadie's write-up on making your own gear shift knob. Also, that Ralf Luche, as Webmaster, continues to update and keep us informed.

I trust that everyone is getting their Tappet Clatter either on line or the copies that Al Howe is mailing. Let us know if that is not the case.

The 50th VCCA Anniversary celebration was so successful and memorable. Thank you all.

The sun is setting, the planes are still roaring overhead and the ravens are now quiet.

Remember; nitrogen or at least air, in your tires.

Jerry

Web Links Of Interest

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

Mt. Rainier Region, VCCA: None

North Cascade Region, VCCA: <http://clubs.hemmings.com/northcascadevcca>

Puget Sound Region, VCCA: <http://psrvcca.weebly.com/>

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

Dave Folsom Blog, www.chev235guy.blogspot.com/

Gas stations without ethanol, <http://pure-gas.org/index.jsp?stateprov=WA>



Bill Damm's
SAFETY CORNER

During summer's weather
Is when work is done;
Fixing our streets
Where our cars can run.

It almost seems
No matter what road you go
Construction signs
Are sure to show.

"Construction ahead"
Or "Be Prepared To Stop"
And traffic is being directed
By a local cop.

The signs will read
There's a "Flagger Ahead"
Or the "Road is Closed."
Take the "Detour" instead.

The signs that will make
Classic car owners shudder
Are "Fresh Tar" or "Fresh Oil"
"Loose Gravel" or other.

Usually the signs read "Utility"
Or "Shoulder Work Ahead,"
"Bump," "Grooved Pavement"
Or "Slow Work Zone Ahead."

After we pass
What looks like destruction
The sign we've been waiting for
Says "End Construction."

Then there is the safety sign
On the way into town;
It says "Give 'em a Brake
Please Slow Down."

PS-VCCA 50th Anniversary Tour and BBQ
(continued from Page 1)



PS-VCCA 50th Anniversary Tour and BBQ (continued from Page 1)



September Celebrations

ANNIVERSARIES

Tom & Sharon Lauderback	2
John & Dot Zeigler	20

BIRTHDAYS

Dave Roberts	5
Diane Haddock	6
Dick Jones	15
Phyllis Kowats	24
Michele Luche	29
Marilyn Campbell	30

2017Activities

August	28	PS-VCCA Club Meeting - Issaquah XXX
September	13	Garage Nite at Bill Barker's. 7 pm.
	TBD	Tour through the Issaquah Salmon Hatchery. Date and leader TBD
	25	PS-VCCA Club Meeting-Location To Be Announced
October	6-8	Mahogany & Merlot-Lake Chelan
	14	Hunters Breakfast tour -- Jim Farris
	23	PS-VCCA Club Meeting-Location To Be Announced
	TBD	Octoberfest, Corn Maze or Halloween event
November	27	PS-VCCA Club Meeting-Location To Be Announced
December	TBD	Christmas Party date, location and time set by the first week in November

Directions to the Issaquah IHOP

1433 NW Sammamish Rd.
 From I-5 or I-405 take **I-90 E** towards Spokane. Take **exit 15** for 17th Ave NW.
 Turn **left** on 17th Ave NW. Continue for 0.2 miles. Turn **left again** onto NW Sammamish Rd. Turn left again immediately after the ARCO Station. The IHOP is behind the ARCO.

Treats for 2017 meetings:

Ah yes. Now that the meetings are at the Issaquah IHOP there won't be any treats brought to the meetings. Guess you will have to buy them if you want them!

PS-VCCA 50th Anniversary Tour and BBQ (continued from Page 1)



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.

Call the Glove Box Coordinator, Bob Stamnes, email rstamnes@yahoo.com with your information.

Question Asked by Donna Onat

"I had an oil change w/lube and filter for my '54 in August 2014. Mileage was 57,481. It has been almost 3 years and mileage is still 1200 short of the recommended next change. I drove only 1600 miles on the last oil change. What is more important---the mileage or the time lapsed? Or both?"

Researching this issue, I found that this is not an easy question to answer as many things must be considered including;

- How your car is driven, i.e. long or short trips, how often, or time of year
- Type of oil filter used, i.e. expensive or cheap oil filter
- Does car have an oil filter
- Does car have an Oil Life System?
- What does the oil look like?
- Injection or no fuel injection system
- Is car going to be stored?

Fuel injection, Oil Life System, and storage are not a consideration for Donna, but it should be noted that fuel injection reduces the amount of fuel reaching the crankcase to dilute the oil's ability to lubricate and protect the engine. Oil should always be changed before storing a car for longer periods so the ill-effects of acid and condensation in the crankcase are not working on the engine during storage. Oil Life Systems are too new to be applicable to our cars but this system does inform the driver when the oil should be changed. Some unburned fuel is bound to pass the rings ending up in the crankcase. More fuel reached the crankcase prior to the use of fuel injection in the 1980s. Fuel that reaches the crankcase dilutes the oil's ability to lubricate and protect the engine. Hence, oil changes are more important for cars prior to the 1980's.

Repeated short trips can result in an accumulation of corrosive acids and condensation that does not get vaporized off. The acid can cause etching of parts. So more frequent oil changes is recommended if your car takes repeated short trips. Getting the engine hot on longer trips helps vaporize moisture in the crankcase.

Our '53 "Guide to your new 1953" specified oil changes at 2000 to 3000 miles, but the "Maintenance Schedule" in this document specifies oil changes every 2000 miles. This Guide does not mention an oil filter, so I have to assume the car was not equipped with an oil filter from the factory, but many installed them later. Our '53 has no oil filter, so more frequent oil changes is recommended. Several references I found discussed the value of using more expensive oil filters. One recommended using Ames, Mobil 1 or NAPA high end oil filters. There may be other good filters as well. One article indicated that Fram filters are not high quality, so you should change your oil more frequently if you use the less expensive filters like Fram. Generally, more expensive filters extend the time between oil changes and less expensive filters shorted the time between oil changes. So it may be a financial balance to use expensive or cheaper filters.

Here are three sources and what they recommend;

Hagerty Insurance Article—If car is driven 1,500 miles per year on average, change oil every 6-12 months. Change oil before storage.

Phillip Reed, Consumer Senior Advice Editor, Edmonds.com—If car is driven less than 3000 miles per year, change oil annually. If car is driven more than 3000 miles per year, change oil every 6 months. States that it does not hurt to use synthetic oil.

Another web source (not recorded) - Change oil at least annually and at less than 3000 miles. Change oil if dark brown or very black.

Since the Guide for our '53 states 2000 to 3000 miles for an oil change, and we make short trips (5 to 10 miles), we have no oil filter, we use synthetic oil and we drive it less than 1500 mile per year, I plan to change the oil in MG's '53 approximately every 1000 miles if we use regular oil and extend the time between oil changes to 2000 miles if synthetic oil is used, unless the oil really looks dark. Each case is different depending upon the above information. Remember that oil changes and high quality oil filters are relatively inexpensive compared to an engine overhaul. Oils are much better now than in years past with special additives and synthetics, but how that affects the need to change your oil is pretty much unknown based on my research.

To determine the appropriate frequency for changing oil in your car, you can send a sample of your oil, after some use, to Engine Oil Analysis, Blackstone Laboratories, Fort Wayne, Indiana to have it analyzed for \$25. The results will assist in determining how long you should wait to change your oil.

BONNEY LAKE FOOD BANK

HOT RODS & HOT BIKES SHOW

AUGUST 26, 2017 10AM-3PM

Allan Yorke City Park, Bonney Lake, WA 98391 (At Lake Tapps)

***ALL PROCEEDS BENEFIT BREAD OF LIFE BONNEY LAKE
FOOD BANK***



The Hot Rods and Hot Bikes Show is raising \$\$\$, Non-Perishable Food Items, & Hygiene Products (ex: shampoo, conditioner, soap, etc.) to benefit the Bread of Life Bonney Lake Food Bank!!!

Special Thanks To:
Ricky J's Restaurant & Bar
BrewDads
Buzz On In Coffee
Dillanos Coffee
The Mill Restaurant & Bar
John at Lake Tapps Self Storage

Hot Rods & Hot Bikes Show

Rain or Shine

Registration Fee \$15

Spectators Free

9th Annual Hot Dog Eating Contest

Open to Everyone

Registration Fee \$3

Concession Stand Open with **ESPRESSO**

BBQ Hamburgers, Hot Dogs, Roasted Corn, Chili... Yummy!

Raffle Drawings for Prizes \$1 each, \$5 for 6 or \$10 for 14

50/50 Drawings \$5 per ticket

Awards will be given – ****Dash Plaques for the First 50 Entries****

For more information contact Sheri @ 253-230-0982 or nhra652sw@gmail.com



TAPPET CLATTER Classifieds

Ads will be posted for a minimum of three months (longer on a space-available basis). Please notify the Tappet Clatter Editor at tappetclatter@outlook.com when your listing no longer needs to be published.

FOR SALE



1931 5 Window Coupe for sale. Price Negotiable.

Bob Gordon

1931 parts, included are engine, transmission, clutch assembly, bell housing, two axles with bearings, four new tubes and liners 4.75x5.00x19, new firewall pad, '31 light bar with headlight buckets, one car headlight bucket with reflector, two '31 truck headlight buckets, one original 1931 owner's manual in excellent condition, and several used gauges, carb parts and gaskets.

1936 parts include four 17 inch 5-lug wire wheels with a 6-3/4 in. center opening to fit 1935-36 standard, two 17 inch 5-lug wire wheels with a 5 in. center opening and two 1936 sedan rear doors.

Phil Christensen. philip082@centurytel.net

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,

New Bow Saddle Brackets for resting your top on when down, 5/8 " hole. \$12. Regularly \$24. Top Hold Down Straps, New. Come with all hardware a Model A/T needs. \$16. I paid \$32.60 +. I found these work very well on my '26 touring but I have duplicates.



1941 Chevrolet Special Deluxe 5 passenger Coupe for sale – belongs to new member in Vancouver, WA – Been in storage years from Eastern Oregon. Very solid – to be installed new Hampton Interior – all parts and trim available – Engine was good and odometer says 58,000. \$7,500. Red paint needs buffed - email Stan at stantemperly@gmail.com or deacon51@juno.com

(ad courtesy of Dave Gowan)



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. David O'Brien, dkob131@aol.com.

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

FREE

235 and 216 engines - as they say, "Ran When Parked". There are no starters, fuel pumps or carburetors. Don Comstock, chevy-guy2@centurylink.net

1970's 6-cylinder Chevy 250 engine in pieces, no head, 230 crankshaft, rusty, but will work. 1967 2-speed Powerglide transmission from Camaro. I haven't been able to sell these for cheap, nor can I find any traders for beer. If you can take it, it's yours. Otherwise, it's going to the recycling center. Mark Shaw. markshaw10.4@live.com.

Garage Day

Open garage on Sunday, September 17, 2017, between 3 PM and 7 PM .
Showing a new car barn and mini-museum of non-automotive, old farmhouse stuff
that might be of interest to the ladies too.

Directions, please see your emailed copy.

See you there.

Bill Damm