

THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

January 2018

Volume 51 Number 1

MEMBER SPOTLIGHT

By Ralf Luche



From a very young age, I have always loved old cars. When I was a little boy I dreamt about owning a 1950's '[Auto Union 1000S](#)', an [early 15 window VW bus](#), a '[502 BMW](#)' or a '[220E Mercedes](#)' from the mid-fifties. Of course a '[Messerschmitt Kabinenroller](#)' or a '[BMW Isetta](#)' would have been fine too but my real admiration was for cars of the very early era. As I became a teenager however, motorcycles (and girls) for the time being, eclipsed my aspirations for these cars.

Continued on page 4



1967 - Puget Sound Region VCCA - 2018



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, at **Ringdall/Tillicum Middle School Library, 11650 SE 60th St., Bellevue, 98006**, 7:30 PM to 9:30 PM. No meetings are held in January, 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/>.

2018 Puget Sound Region Officers and Board

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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

GARAGE NITE

No Garage Nites are on the schedule for the coming months so how about you having one? They aren't hard to do and if you follow Bill Barker's lead it is a great way to get rid of stuff! Contact Al to set one up.

Director's Corner

Al Howe



Did Santa bring you what you asked for Christmas? Hard to believe it is 2018 already but it is here, ready or not. What plans do you have for the coming year?

The Christmas party including the “white elephant” gift exchange was a big success. I would like to thank Don and Sallie Comstock for opening their house to us year after year for this event. They do an outstanding job of decorating and hosting. The food was delicious; thanks to all who brought something and Don and Sallie for cooking. Everyone enjoyed the white elephant gift exchange but there was not much stealing of gifts. However, Bob and MG’s Stamnes’ grandson had this game figured out in short order and coached his grandpa into retrieving a very nice car. Good job grandpa.

Our Installation Banquet is next on the list of events. It will be a little earlier in the day this year so it will still be daylight while driving to the Golden Steer restaurant. Social hour starts at 3 pm and dinner at 4 pm. Because the banquet room was already booked on Saturday, our banquet is Sunday, January 21st. Hope to see you all there.

I want to thank all the volunteers who are taking on a position or continuing a position in our Region again this year. It is a group effort of people like you who keep this club running year after year. I look forward to working and having fun with you in the new year.

Happy New Year!

A passing thought: Why do people pay to go up a tall building and then put money in binoculars to look at things on the ground?

PSVCCA Board Meeting January 21, 1:30 PM

Meeting will be called to order in the Banquet Room of Golden Steer
All Members invited

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.wvrcca.org/>
Dave Folsom Blog, www.chev235guy.blogspot.com/
Gas stations without ethanol, <http://pure-gas.org/index.jsp?stateprov=WA>



Member Spotlight—continued from page 1

My interest in older cars was reignited during my undergraduate college days in Missouri, with the purchase of a near mint [1957 white Cadillac Fleetwood](#) on a student budget. The chrome and excessive luxury of its time period made driving this car a memorable experience. On less travelled roads (with no one in sight) the car would even go to near 100 miles per hour with a characteristic whistle due to its oversized fins, which added to the excitement of driving this relic. But the fun had to end when it was time for graduate school when I packed a small U-Haul and sold my old Cadillac at a time when classic cars were mostly only a curiosity but not to be collected. Thus the ensuing \$3000 deal was my biggest regret.

Fast forward to the future - after marriage to my lovely wife Michele and the birth of my great kids -the urge to own an old car overcame me yet again. About 20 years ago, I started looking at old-car ads on the internet but soon realized that no matter what car I found, I was always comparing it to my old Cadillac. I then realized that perhaps I could pursue the dream of my childhood by owning a car from the early era. I found plenty of hot-rods listed which as a purist I did not like. Also, most old cars I found were Fords, which were too abundant for my taste. Rare makes certainly would be fun but I was worried that I might not have the resources to maintain such a car with limited part availability. Then I found an ad for a 1931 Chevy in nice condition which seemed to have been placed just for me. It was a mostly original car from the era I wanted with large chrome lights and a stove bolt 6 engine. After contacting the seller and learning some of its history I was sold.

A little later and much to my wife's surprise, an unexpected old Chevy arrived in an 18-wheeler from Pittsburgh and has been part of our family ever since. My son was only 3 when we got the car but it soon turned into a father-son hobby. At first, we would set out on tours and after returning my son would be sound asleep in the back seat. Years later my son would learn to drive the car and now we often share the driving experience together. He also told me on numerous occasions that he wants the car in the future and that it should be kept as original as possible. As a family, we enjoyed many summer Sundays as the kids were growing up, driving to parks, hikes or for ice cream together and it was always a highlight of conversation when the kid's friends came for sleepovers or play dates!

As a family we've always enjoyed travel – venturing to different destinations each year. As the kids have gotten older, arranging schedules for vacations has been challenging, especially as they are in college and medical school on the east and west coasts. Fortunately, we've still managed to organize some memorable times together, including a recent motorcycle tour that my son and I took through the Western United States and Mexico stopping at all the major parks such as Death Valley, Yosemite, Arches, Canyonlands, Yellowstone, Grand Canyon, Teton, Capitol Reef, Zion, Bryce along with many other scenic destinations. Our common love for motorcycles and the great outdoors were a wonderful way to spend time together and something we will never forget.

Febuary Celebrations

Bill Damm's SAFETY DITTY

BIRTHDAYS

Wally Martin	1
Don Boltz	1
Bill Barker	1
Kathy Currie	4

ANNIVERSARIES

Dennis and Gerri Johnson	14
Jim Lewis and Linda Wheeler	14
George and Phyllis Kowats	22
George and Barbara Reich	**

** George and Barbara were married on the 29th of February (Leap Year). Does that mean that they only celebrate every four years? Hmmm. I wonder whose idea THAT was (ed.).

We'll see just what
This New Year brings,
Maybe a new Chevy
Or tires and things.

It's a new start for deductibles,
Co-pays and such.
Income and land taxes-
They charge us too much.

With all of the taxes
We all have to pay,
Will there be any money left
For our hobbies, and play?

There's light on the horizon
If we make it that far.
We might just be able
To buy gas for our car.

The days are getting longer
And hopefully warmer too.
So we can crank up our Chevys
To go around a block, or two.

Give them a wash job
And a coat of wax
So they're ready to go
To make some tracks.

Try something different
Or get something new.
Let's just be safe at
Whatever we do.

"New" Meeting Place

We will continue meeting at the Tillicum Middle School temporary location at Ringdall. We will be using the library, which is closer to the parking lot and has chairs with backs! There are restrooms in close proximity also. We are hoping this temporary location will work out until the new Tillicum building opens in the fall of 2018 and we can use that facility. Look for directions on page 5.

See you there !!

February Program

We will have a informative discussion about 4 cylinder cars and what to be aware of as a new owner. The discussion will be led by Bob Stamnes.

Treats for 2018 meetings:

February - Jones	March - Campbells
April - Olsons	May - Howes

JANUARY BANQUET
Golden Steer Steak & Rib House
23826 104th Ave. SE, Kent, WA 98031
Sunday, January 21, 2018

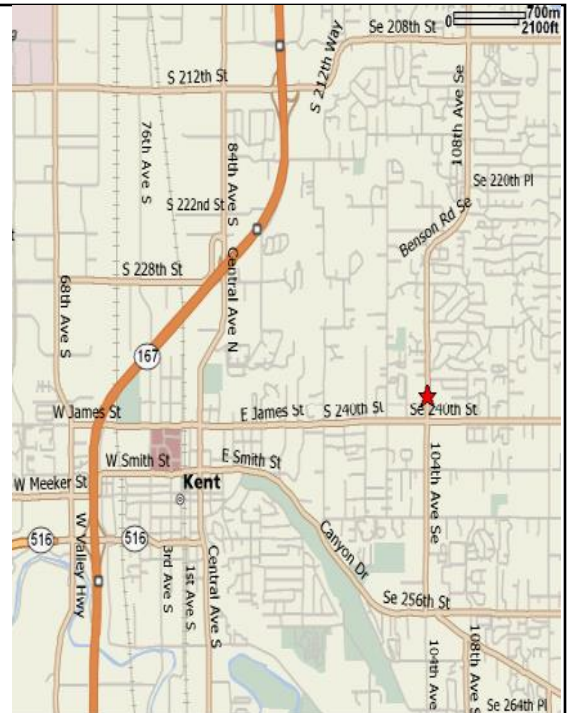
Directions to Golden Steer:

From the North

1. Take WA-167 So. (Valley Freeway)
2. Take the So. 212 St Exit, then turn left onto 212 St. So.
3. Turn right on 108th Ave SE. Changes to Benson Rd SE, changes again to 104th Ave SE.
4. Golden Steer is on your left.

From the South

1. Take WA 167 [valley Freeway]
2. Go right on WA -516 continue on Willis to Central
3. Left on Central Ave S. Changes to Central Ave N.
4. Right on E. James Street, changes to S 240th, and continues on SE 240th Street.
5. Left on 104th Ave East.
6. Golden Steer is on your right.



From Jim Gebhardt by way of the desk of Bill Barker:

NATIONAL NEWS

As you have seen in the G& D, we are trying to market the VCCA in areas where we have not had much presence before: Concourse, auctions, swap meets and with other clubs. We had 6 cars in the Atlanta Concourse d 'Elegance and 2 in the Hilton Head Concourse d 'Elegance.

We were represented in booths at both the Spring and Fall Auburn Auctions and will have a booth at the Atlantic City auction in February.

You may have noticed NCRS ads in the G & D; we run a VCCA ad in the NCRS magazine.

We will be making a VCCA feature presentation at the annual AACA meeting in February.

We are currently negotiating an arrangement with Mecum Auctions to have a VCCA booth at every Mecum auction; there will be more on this when it is finalized.

We are slowly stopping our membership shrinkage but there is still more we can do. The 2018 National BOD meeting is scheduled for April 6, 7 & 8 at the Charlotte Airport Holiday Inn. Our meeting is open to all members with the bulk of our meetings on Sunday April 8.

If you decide to attend and stay overnight, please call 704.394.4301 for reservations and ask for our special VCCA rate of \$105 including breakfast.



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, or
rstamnes@yahoo.com with your information.

email

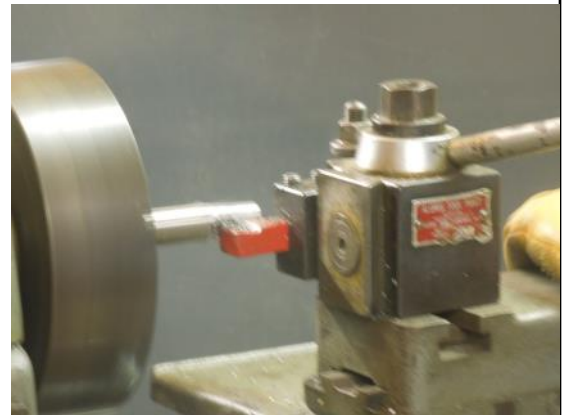
Fixing Felloes On 1926 Chevrolet Wheels

Two techniques were used to tighten up wood spokes that were loose on the outer end where the tenons fit through the felloe (the outer metal rim into which the spokes stick). They either peened the metal on the outer side of the felloe around the tenon to tighten the metal against the tenon, or bent the felloe in toward the center of the wheel around the tenon to tighten the metal against the spoke (commonly called pushed). Felloes that have been pushed are not able to be re-spoked.



The felloe on my wood spoke wheels had been peened around the tenon on the outer side of the felloe to the point that a new spoke would not fit through the felloe as the holes are much smaller than the 5/8 inch required for the new spoke. I have searched for new felloes with-

out success, so now the issue is: "how do we open up the holes in the felloes to the standard 5/8 inch diameter"? Several things were considered, including welding around each of the 12 holes in the felloe and boring through the weld with a 5/8 inch drill; running a reamer through the hole from the inside to cut away the steel that encroaches on the 5/8 inch hole; or pressing something through each hole that enlarges the hole to 5/8 inch diameter. Another solution offered by the 4 Cylinder Interest Group included cutting out and welding in a section around each hole with a premade section that included the appropriate 5/8 inch hole. The concern with this was the potential to warp the felloes. There were cracks around each of the 12 holes on each felloe that did concern us.



The person re-spoking the wheels, Tom Deserret, Ridgefield WA, was most concerned about sharp edges that might cut the wood spokes at the tenons. It was concluded that drilling out the welded hole or reaming out the holes would yield very rough, if not sharp, edges that could cut the wood tenon. So we went with enlarging the hole by pressing something (like a dowel) through the hole to enlarge it.

Continued on next page



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This leaves intact the hole on the inner side of the felloe that has not be abused for the spoke to sit against. It was also determined that the greatest pressure is along the axis of the spoke as the wheel turns, so it was important to preserve the integrity of the inside of the felloe.



Al Howe offered his time and patience to address this issue using his machinist experience. Al purchased a 5/8 inch diameter black drill rod that was 3 feet long. I wasn't certain where he was going with this next, but knew we needed to line up the holes with the opposite side of the felloe. Well, being a machinist, Al dove right into this one. Al tapered one end about 1 1/2 inches back with a diameter on the end the size of the smallest opening on the felloe to allow the rod to penetrate each hole slightly as a starting point. The rod was cut to be just a few inches longer than it was across the felloe, (about 28 inches long). The other end was also cut down to the size of the smallest hole in the felloe for about 4-5 inches back from the end to allow it to slip into the hole on the opposite side of the felloe for alignment. See photos.

A hydraulic press was then used to push the rod through each of the 12 holes on the felloe as each hole was backed by a socket the size of the raised area on the outside of the felloe. After penetrating each hole, the rod was pushed back out in the opposite direction with the press. This did leave larger cracks around the outside of the holes in the felloes, but we do not expect this to be an issue as the forces will not work to enlarge the cracks.

The holes were measured by Tom, the wood spoke wheel builder, and found to be slightly larger than the 5/8 inch desired (20 to 50 thousandths)---- a real surprise as we expected the metal to spring back closing in the hole slightly. So what do we do now? Well, Tom said he can shape the tenon on the spoke slightly to compensate for the difference on each hole, since he builds the spokes from scratch.



How will this hold up? Who knows, but we will find out.

This may be a temporary fix until we can find the correct felloes, or figure out a way to modify an available felloe to match these. The next time you see the car, it may have disc wheels.

Bob Stamnes

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 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

1928 Rolling chassis with motor, trans, rear end. \$1500. For more info contact Ken Scott. Email: kenws-cott62@Gmail.com

1938 Rolling chassis. Engine (216), transmission, rear end and tires. \$500 or offer. Mike Currie

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,

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)



1957 1/2 ton 3-speed transmission. \$75. 1931 3-speed transmission. \$75. Phone Dick Olson. Email: Rolson82@comcast.net

20" MAGS and Radial Tires. Four each. These are six-lug wheels. \$500. Jerry Yoder. Email: JerryYoder@hotmail.com

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.

One 4:75 X 19 inch Whitewall tire in good condition. Dick Olson.

FREE

235 and 216 engines - as they say, "Ran When Parked". There are no starters, fuel pumps or carburetors. Don Comstock. chevyguy2@centurylink.net

2018Activities

- January 21 January Banquet—Directions on Page 6 of this issue.
- February 26 PS-VCCA Club Meeting-*Ringdall/Tillicum Middle School Library*
- March 26 PS-VCCA Club Meeting-*Ringdall/Tillicum Middle School Library*
- April 23 PS-VCCA Club Meeting-*Ringdall/Tillicum Middle School Library*

Directions to Ringdall/Tillicum Middle School

11650 SE 60th St, Bellevue

Traveling 405 from either the north or south, take exit 10 and head east to 119th St (should be the first stop light east of 405). From I-90 take the 405 South Exit and immediately stay to the right, getting off at the Coal Creek Parkway exit. (Note: you'll never actually merge onto 405.) Turn left under the freeway and take a right at the light on 119th. Go up the hill, passing through a couple of stop signs and turn right on SE 60th. The shopping center will be on your left. Follow SE 60th and Ringdall will be on your right. The meeting place for monthly PSVCCA meetings will be at Tillicum/Ringdall School Library (not the cafeteria).