



## THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

March 2012

Volume 45 Number 3

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### Puget Sound Region VCCA History Forty-Five Years

By Jim Farris

Forty-five years ago, on June 6, 1967, a few National Vintage Chevrolet Club of America members gathered with a few others interested in older Chevrolets to form what has become the Puget Sound Region of the VCCA. That meeting was held at Wapato Park in Tacoma. The Puget Sound Region was awarded a VCCA Charter on July 19, 1967. (That charter is printed on page 12 of this Newsletter.)

What prompted that June gathering and how did it happen?

Life in America had changed during the first decade of the 20<sup>th</sup> century. The emergence of the automobile made the seemingly impossible a reality. Distance barriers eroded, time to deliver products and services disappeared and leisure time became more abundant. By mid-century some historically minded individuals, who had lived through this period, felt the need to organize a way to keep the story alive.

By 1967 interest in the old vehicles that made all this possible had been championed by a few long established car clubs. The Vintage Chevrolet Club of America got its start six years earlier in California when a disgruntled Model T owner with a hot 1925 Chevrolet Roadster was not allowed to participate in the Model T hill climb.

His response to that was, "If that's the way it's going to be we'll just establish a Chevrolet Club." This was Fred Upshaw, VCCA number six. He gathered a group of known vintage Chevrolet owners at his garage and the Club was born. He got the membership number six when they drew for the first ten numbers.



Puget Sound Region - VCCA's original logo

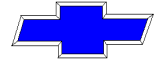
(Continued on page 5)

### March 26 Membership Meeting

The membership meeting will be at the Tillicum Middle School in Bellevue, starting at 7:30 PM. The program will be a DVD on a 1936 Chevrolet assembly line. Dave Roberts and John Anderson are signed up to bring treats.



## 1967 - Puget Sound Region VCCA - 2012



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 1987 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, . 7:30PM to 9:30 PM**. 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, "The Tappet Clatter."

You can find the PS-VCCA website on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>

### 2012 Puget Sound Region Officers and Board

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(and other members who supply copy)

### Bill Damm Encourages Members to Write Their Stories

Please help our editor With a story or two About your Chevy And about you.	About your car that You took on a run, Where you went Where you had fun.	A story about safety Is not required But it would be ok - You won't get fired.	So pick up a pencil And write out a line; Whatever you write Will surely be fine.	Pictures with the story, Where you have been, Snail mail or email, Send them to Glenn.
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### Editor's Note

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 via [gklandguth@msn.com](mailto:gklandguth@msn.com)*

# **Director's Corner**

## **"The Sunday Driver"**



By Director Dave Haddock

I just opened up my March issue of the Generator and Distributor and how exciting it was to see a great article on photographing our cars by Jim Seiber. Congratulations and thank you Jim for a job well done!! I find it especially helpful to see both the good and the bad examples. We are so fortunate to have an expert in our group to photograph our cars and to teach us some of his tricks!!

Another thank you to Al Howe for filling in for me at the February General Meeting. Diane and I had scheduled a Hawaii vacation last summer and were afraid we would have to cancel it because of my slow improvement from my accident. However, a couple weeks before our departure date, my doctor gave me the OK to travel so we went ahead with it. What a week it was!! Eighty degrees and sunny every day with lows of about 70! How do people live there and get anything done!! It was good for both of us to get out in the sun and we did a lot of walking and exploring in the Kona area. I continue to slowly improve but expect that more surgery will be needed to correct misaligned ribs.

We came back to hear some very sad news about Ana Maria Haley's mother, Celest. She enjoyed a long, rich life and her friendship, warmth, and smiles will be sadly missed by many of us. Our prayers are with Ana Maria and George during this difficult time.

Lastly, spring will be upon us soon and tours are starting. By the time you read this our first tour of the year, Part 7 of the Seattle Circle Tour series will be history. I'm not quite ready to drive the old cars yet but Diane and I plan to participate in the tours. See you all at the March meeting or the April Tour that Roger Orness and Al are planning for us.

## **March 26 Membership Meeting**

The March membership meeting will be at the Tillicum Middle School in Bellevue, starting at 7:30 PM.

The program at our March meeting will be a DVD on 1936 Chevrolet Assembly line provided by Matt Dickinson and some short clips provided by other members. This could be a fun and informational meeting for the whole family.

Dave Roberts and John Anderson are signed up to bring treats.

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We also have some tentative programs for the coming months.

---- 2012 ----

April 23 - Club fundraising auction (bring your donations for the auction and be prepared to bid)

May 28 - Questions and answers from members

June 25 - Strawberry Social at Perrigo Park

July 4 - 4th of July Potluck/picnic at Folsom's

Aug 27 - Meeting at the Triple-X Drive In in Issaquah

Sept 24 - OPEN

Oct 22 - 50th year anniversary of the 1962 Seattle World's Fair; show and tell from members

Nov 26 - OPEN

Dec - Christmas potluck & gift exchange

---- 2013 ----

Jan 28 - OPEN

Feb 25 - OPEN

If you have any ideas for the open months please let Assistant Director Al Howe know.

### Garage Nite - by Dick Olson

April 11th GARAGE NITE will be at Dick Olson's in Preston at 7 PM.

**SEE YOUR MAILED Tappet Clatter for directions and contact info.**

Let's make this a pre-Portland swap meet get-together. If you have an item or a box of stuff you want to sell, bring it along.

### Club Participation at Monroe Swap Meet, May 18-20, 2012

This is a fundraiser for our Club.

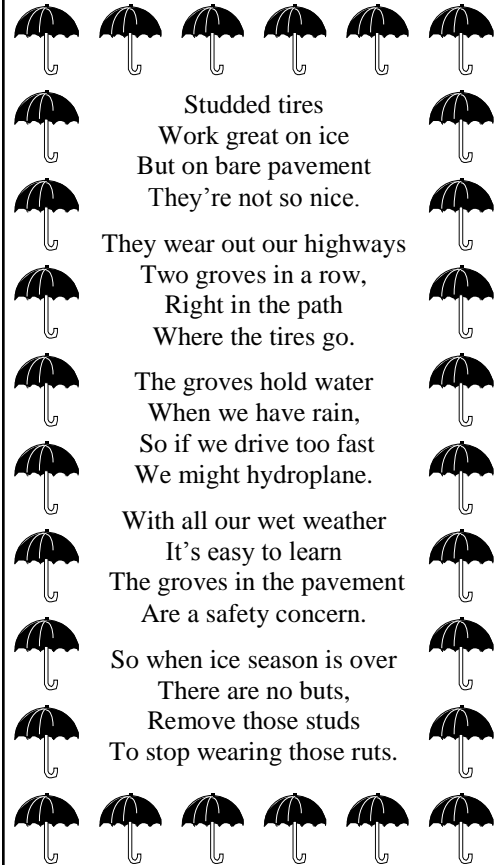
Members are asked to volunteer to take shifts helping with parking, manning entry gates, roving the grounds assisting vendors, and then turn their compensation in to the Club. Workers receive \$10 per hour and a lunch voucher. Coordinator Ana Maria has had many people sign up, but a few more are still needed.

The 4-hour shifts are: Friday, May 18, AM, PM; Saturday, May 19, from 5 AM; Sunday, May 20, AM or PM; or ANY DAY @ ANYTIME if you are flexible.

Complete information packages will be given to all volunteers before the Meet starts.

Please contact Ana Maria Haley at [anama97@q.com](mailto:anama97@q.com) if you can help or want more information.

### Bill Damm's SAFETY CORNER



### The San Diego Region Presents The 2012 All-California Chevy Tour April 26, 27, 28, and 29

at the  
Mission Valley Resort Hotel  
875 Hotel Circle South, San Diego, CA 92108

The package cost of \$125 per person will include tours of Old Town Historic State Park, the Automotive Museum in Balboa Park, the USS Midway Museum, lunch at the infamous Corvette Diner, an event T-shirt, and, of course, the Saturday night banquet.

The Mission Valley Resort Hotel has graciously given us the special price of \$90 per night (plus TOT) from April 23 through May 2 in the event anyone wishes to extend their stay. During the All-Cal, a Breakfast Special will also be included.

FOR HOTEL RESERVATIONS, CALL 1-800-362-7871 OR 1-619-298-8281

*And don't forget to mention the "All-Cal Meet" for special pricing*

FOR REGISTRATION FORMS OR ADDITIONAL INFORMATION, PLEASE CONTACT:

Kirk & Jean Culver (619) 593-1047  
1986 La Cresta Rd., El Cajon, CA 92021  
e-mail: [stonyhillca@cox.net](mailto:stonyhillca@cox.net)

DEADLINE FOR REGISTRATION IS MARCH 26, 2012



*PSR History (Continued from page 1)*

The organization grew rapidly as individuals, both in and outside California gained knowledge of the fledging group. It soon reached into the Northwest with the chartering of the Columbia River Region.

In 1965 twenty-four National VCCA members lived in Washington State, nine of those in the Seattle-Tacoma area.

By 1967 that number had grown to include Dave Holland and Walt Blair. Dave wrote a letter to VCCA members suggesting the development of a Region to serve the Puget Sound.

Walt responded, resulting in each person locating six potential members for a meeting in Tacoma.

That happened on June 6, 1967 when eighteen individuals gathered, seven of whom were National VCCA members. Eight of the others joined immediately and collectively elected officers.

Dave Holland, a fairly well-known member due to his cartoons in the G & D, was elected the first Director of the Puget Sound Region. Two current Puget Sound Region members were in attendance: Roger Orness who drove his '33 coupe, and Walt Blair who had a '41 at the time.

The original PSR-VCCA charter, dated July 19, 1967, is shown on page 12.

That same year the newly formed Puget Sound Region met with the Columbia River Region at Centralia for the beginning of our Northwest Meets.

The Region at that time served members from the Seattle-Tacoma metropolitan area. This resulted in one Assistant Director from Tacoma and one from Seattle. The intention was to hold meetings alternately in Tacoma and Seattle at members' homes or while on tour.

On October 17, 1968, a permanent meeting location was established at Hazlett Chevrolet in Auburn. That lasted until March 1969. The following year meetings were held at the Bennett home in Skyway. Finally on April 19, 1970, a meeting location was established at Williams and Swanson Chevrolet in Renton.

Membership grew rapidly from both the Seattle and Tacoma areas. With the Region's meeting epicenter moving north, coupled with membership growth, the need for a separate Region serving the Tacoma area became evident. In 1971 a group was established in Tacoma that eventually became the Mt. Rainier Region.

Those early beginnings produced a membership base supporting three separate groups, Puget Sound, Mount Rainier, and North Cascade Regions.

Our members hang around. Twenty percent of our membership in 2012 originally joined the Region during its first ten years. They include: Bill and Sis Barker, Gary and Joanne Barquist, Walt Blair, Don and Sallie Comstock, Jim Farris, Lee and Carol Folsom, Dan and Sheri Johnson, George and Phyllis Kowats, Dick and Fran Olson, Roger Orness, Jim and Sue Seiber, Bob and MG Stamnes, Ernie and Gennette Tear, Michael Voris and Dan and Karen Young.

Future issues of the Tappet Clatter will continue the story of our 45 years as a VCCA Region.

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From the 1987 Banquet?



## At the Jewel Box Theatre in Poulsbo

By Judy Landguth

Recently Glenn and I attended a performance of The Fourth Wall at the Jewel Box Theatre in Poulsbo. Our own Kathy Currie played the part of Peggy, who gets unforeseen results from redecorating her living room to have one blank wall. She imagined the wall to be a window to the world, and her room to be a world stage. If only she could cross into the real world and have a meaningful affect on world problems instead of hiding behind the wall. In the end of course she makes the transition. In the interim we are treated to witty dialogue and delightful song and dance routines.

Now many long-time members may recall that Kathy can act. (Do you remember that years ago our Club put on a corny (and I do mean corny) melodrama where Kathy played the damsel in distress?) She also does story telling for young children. But we were delighted to find out what a lovely singing voice Kathy has. We thoroughly enjoyed the show. And a special treat was the surprised look on Kathy's face when we met her in the lobby after the show.

It made me wonder what other hidden talents our Club members have. Maybe we should have a talent show!

### Annual Fund-Raising Auction at April 23 Meeting

Our April meeting program will be the annual fund-raising auction. Clean out your garages and donate an item or two that might be a treasure to another member. We must all have something related to the hobby that is in our way and needs to be moved to another home. The donated items will all be displayed before the meeting and available for inspection during the break. The funds derived from this activity are used to provide benefits for all our members.

### Save These Dates

This is the Puget Sound's Region 45th year. On July 21st we'll celebrate our actual Birthday with a tour and potluck. But because the year is special, numerous other activities are being planned for our enjoyment. Save the dates listed.

Sunday April 29: Tour to Black Diamond Café for a late lunch.

Sunday May 6: This is the day of the coming out tour and breakfast. The breakfast will be at the Puyallup Elks and the tour will end at the Hydroplane Museum in Kent. It is sponsored by the HCCA but all car cubs participate. It's a great kick-off for the spring and summer touring season.

Thursday May 17: Once again we will participate in the Ballard Parade. This is a fun event where we get to show off our Chevys to the delight of the many lining the parade route. This year we are encouraging members to bring a grandchild along for the ride.

Saturday/Sunday June 2 & 3: This is the date for the 2012 Overnight. Our destination will be Shelton, Washington where we will be entertained by numerous banjo bands.

Saturday July 21st: The 45<sup>th</sup> Anniversary event (tour and potluck) will be a tour to Jerry Yoder's on Lake Tapps.

Saturday October 20: This is the day we host the Columbia River Region on their overnight tour to our area. Bill Barker has planned visits to a number of car collections north of Seattle for them. The final stop will include a meal.

*(There will be more on these events as we move closer to them for now save the dates!!!)*

### April Celebrations

#### ANNIVERSARIES

Evie and Rod Schein

4/7

#### BIRTHDAYS

Jerry Cloutier

4/5

Marti Miller

4/15

Florence Helgeson

4/16

Josh Forgues

4/25



## Puget Sound Region VCCA General Meeting Minutes

February 27, 2012



**Call to Order:** The meeting was called to order at Tillicum Middle School at 7:33 PM by Assistant Director Al Howe. Director Dave Haddock and wife Diane were in Hawaii on a trip planned prior to Dave's injury. He is still hurting but I bet he feels a lot better on the beaches there than freezing in the rain here.

**Welcome:** 27 members were in attendance. There were no guests.

**Secretary:** January Minutes were accepted as printed in Tappet Clatter.

**Treasurer:** Sallie reported all bills have been paid up to the current newsletter expenses and we have adequate funds to meet our present needs. Sallie suggested we donate funds to the North Cascades Region to help with Northwest Meet expenses. A motion was passed to contact the N.C. Region and send \$500 if they need it. Secretary's note: We returned the funds sent by other Regions the last time we hosted.

**Newsletter:** Glenn Landguth was awarded the color newsletter for his article in last month's Newsletter. If you read an article with no author recognized, it was probably written by Glenn.

**Membership:** Donna Onat had not arrived yet so the membership report was passed over when reports were given.

**Glove Box:** Bob Stamnes asked everyone for ideas.

**Tours:** Sunday, March 11th is the date for the Seventh Seattle Tour, which will leaving from Starbucks Headquarters in Seattle at 12:30 PM. Jim Farris will again be leading this tour. The focus will be on bridges. As we tour we will learn some history and cross several bridges on our way to Fisherman's Terminal for a meal at one of the fabulous restaurants nearby. Jim Darby reminded us that this is the first day of Daylight Savings Time so don't be an hour late. "Spring ahead."

Other tours and potential tours were discussed, including a 45th Anniversary Tour and BBQ in mid-July, and an over-night tour June 2nd to the Little Creek Casino in Shelton to hear banjo bands play. Bill Barker is a member of one of the bands. The casino is smoky but the bands won't be playing in the casino. Non-smoking rooms are available for \$97.

We also discussed the Columbia River Region's coming up here by train around October 20th to tour some car collections in the Everett and Arlington areas on Saturday and going down to the new LeMay Museum in Tacoma on Sunday. Drivers are needed from our Region to transport the Colombia River Region people. The tour begins in Everett so drivers need to get up there possibly Thursday night or Friday, drive on tours Saturday and possibly pick up people in Everett to take them to the Tacoma museum and back to the train on Sunday. Bill Barker is your contact to volunteer.

The Ballard Parade is May 17th. Rod Schein needs to know who will be participating so he can turn in names. The theme is Chevys and Corvettes with Grandkids.

Finally, Jerry Yoder invited everyone to Sunset Chevrolet to work on their cars in the newly enlarged shop while the Corvair and Camaro clubs have a tune-up day this coming Sunday, March 4th.

**National News:** Bill Barker brought an agenda for the coming National Board meeting in Medford, Oregon. Any member can attend the meeting. He also reminded us that national rosters are available for \$10 from the National. See the ad in the most recent G&D magazine. They printed lots more than they have sold thus far. The roster is nice to take with you when traveling. You never know when you might need some assistance from a fellow member.

**Future Programs:** Al Howe suggested having a meeting program on the 1962 World's Fair because it is the 50th anniversary of the event. He is thinking about October. Start gathering your mementos.

**Refreshments:** Thanks to Al Howe for the cookies, veggies and donut holes.

**Program:** Al led a discussion and demonstrated torque wrenches with an emphasis on stretching the bolts being tightened. (More on the program on page 10.)

Meeting adjourned around 9:40 PM.

Respectfully submitted by Don Comstock



## Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Dates	Activity	Activity Organizer
March 11	Seattle Circle Tour (Part 7)	Jim Farris
March 26	Membership Meeting	Club Meeting
April 13/14/15	Portland Swap Meet	
April 21 or 28	Tour ?	OPEN
April 23	Membership Meeting	Club Meeting
April 29	Tour to Black Diamond Café for a late lunch.	Al Howe/Roger Orness
May 6	HCCA Breakfast & Tour	Jim Farris
May 17	Ballard Parade	Rod Schein
May 18/19/20	Monroe Swap Meet (Corrected dates)	Ana Marie Haley
May 26	Tour	Al Howe/Roger Orness
May ?	Membership Meeting (fourth Monday is holiday)	Club Meeting
June 17	GM Picnic at Graham	
June 23	Greenwood Auto Show	
June 25	Strawberry Social at Perrigo Park	Club Meeting
June 25-29	Four Cylinder Tour - Kanab, UT	Jim Farris/Tom Meleo
July 4	Folsom's Picnic/Potluck	Lee & Carol Folsom
July 21	PSR-VCCA 45 <sup>th</sup> Anniversary tour & potluck. Tour to Jerry Yoder's on Lake Tapps.	Jim Farris/Matt Dickinson
TBD	Board Meeting	
August 23 - 25	NW Meet, Wenatchee, WA	North Cascade VCCA
August 27	XXX Drive-In, Issaquah	Club Meeting
Sept 10 - 14	Early Six-Cylinder Tour - Logan, UT	Jim Farris/Tom Meleo
September 22 or 29	Wellington Tour	Dave Haddock/Rod Schein
September 24	Membership Meeting	Club Meeting
October 19 - 21	Columbia River Region Seattle Visit	Bill Barker
October 22	Membership Meeting	Club Meeting
TBD	Board Meeting	
November 26	Membership Meeting	Club Meeting
Early December	Christmas Potluck	

**Note:** There is one open slot for a tour that we need someone to come up with a tour routing. Usually we like to make at least one stop during a tour for doing some sightseeing and/or lunch. We need ideas and help for this open tour spot.

Thanks, Matt Dickinson

### Pictures from the 1987 Mud Mountain Tour

Do you recognize anyone? These pictures are all from the (June? or July?) 1987 Mud Mountain tour.





## *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, via email @ rstamnes@yahoo.com with your information.

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## Keying A Trunk Lock To Match The Ignition Key

By Bob Stamnes and Glenn Landguth

A member asked if this could be done. A locksmith could do this, but could an untrained person do his own?

We have no experience with this, but after watching a YouTube video we get the impression that a person could do this themselves. The video we watched is at <http://www.youtube.com/watch?v=Ci5hsXIO3sc>.

This is our take on the subject:

The process for car locks would follow the video quite closely. The same key pins could probably be used. But here are some potential problems.

In the video a “plug follower” is used to keep the upper pins in place while the lower pins are being changed. One would have to come up with a plug follower that is the correct size for the specific lock.

In the YouTube video a “key decoder” is used to determine the length of the pins required to fit the desired key. The decoder is made for specific key manufacturers. This is likely not available for the locks in our old cars.

However, it seems this lack of a decoder could be overcome by removing the key pins from the ignition lock, measuring the length of these pins, purchasing new key pins of the same lengths, and using these new key pins in the same order as in the ignition lock to replace the key pins in the trunk lock, so the ignition key will work. This assumes that the ignition lock and the trunk lock are otherwise similar. (Donna Onat notes that on her ‘54, the ignition key also fits the glove box lock, which is easier to access than the ignition lock.)

A quick comparison of the ignition key and the trunk key should give clues as to whether the locks are similar. Look at the style of the key (length, number and placement of grooves, number of steps, etc.). If both keys look similar, the next step (if you haven’t already previously done it by mistake) is to try the ignition key in the trunk lock. If the keys are similar, the key should insert easily into the lock, but don’t expect it to turn to open the lock (the whole point of this exercise is to change the trunk lock key pins so that the ignition key will open the trunk lock).

Assuming success up to this point, there only remains the task of changing those little key pins in the trunk lock to match the ignition key. It might make sense to start with the trunk lock. Then if you get stuck you can still drive to the locksmith. Before taking the ignition lock apart, check around to see if a gage is available to decode your ignition key. Also check to see if key pins are available for your lock. It might be possible to buy a set of key pins of various lengths ahead of time so that you will have them on hand.

If your lock does not come apart like the one shown in the YouTube video, you will have to figure out how to take it apart without inflicting damage, without losing parts, and how to put it back together with key pins matching the ignition lock. Beware of springs that pop out unexpectedly, pins that fall on the floor and get lost, and so on. (Be aware that once the lock is out of the car, it may be easier to just take it to a locksmith and get it keyed to the ignition key, a simple and relatively inexpensive job for a good locksmith.)

If you must continue, work in a clean area, preferably with the lock over a pan to catch falling parts, and with good lighting. This will help to recover when the unexpected happens.

Look at the bright side. If all else fails, you still have the option of taking all the parts to a locksmith. But you may have to have someone else drive you there.

If anyone has knowledge of locks used on Chevrolets and can offer further advice, we would be glad to follow up in a future Glove Box article.

One final comment. You might want to reconsider why you want to key your trunk lock to the ignition key. On later cars, you have to turn off the ignition before removing the key to open the trunk. Or carry two ignition keys. Also, sometimes it is nice to be able to give someone a trunk key without taking a chance that they might take the whole car.

## The Nuts and Bolts of Torquing

Program at February Membership Meeting

By Glenn Landguth

The program at the February membership meeting was the proper torquing of bolts and nuts. The information presented was based on the article, "Torquing A Bolt", in the January 2012 issue of Skinned Knuckles magazine.



Al Howe had brought some connecting rods to practice on and hopefully to demonstrate proper torquing techniques.

Al tried to measure the length of a bolt before and after torquing to demonstrate the strain induced by torquing. But things don't always work the way they are supposed to, and getting a good reading on the bolt length proved difficult. In any case, measuring the length of an installed bolt is probably not a useful practice in real applications.



One problem with trying to measure the bolt length is the accuracy required, since the change in length due to torquing will be a small difference between large numbers. For example, torquing a 3/8 inch diameter Grade 8 bolt to 6975 pounds, as recommended in the article, gives strain of about .002 inches/inch. For a bolt 2 inches long, the change in length will only be .004 inches. Markings on the bolt head and/or irregularities on the end of the bolt could easily exceed this difference, making it difficult to get consistent consecutive readings.

In any case the exercise led to much discussion about torquing.

A critical reading of the associated article reveals some questionable comments, but probably nothing of serious consequence to the average home mechanic. The main lesson is to use torque tables based on the size and grade of bolt if the repair manual does not have recommended torque values for a particular installation.

Special precautions need to be taken when torquing installations that include gaskets. Torquing sequence is as important as the final torque values on parts like heads to avoid damaging the parts. Fortunately, most repair manuals have detailed information on both sequencing and final torque values. A general rule is to start on inner bolts and work outward. Repeat the sequence, tightening a little at a time until full torque is applied.

Thin materials, such as sheet metal parts should never be torqued based on bolt grade and strength, since the sheet metal part and gasket can be easily damaged.

The referenced article is worth a read for anyone wanting a better understanding of common torquing situations.



Dave White Photo

## 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](mailto:gklandguth@msn.com)

### FOR SALE

**1931-32 Accessory trunk.** Concave back that would fit a Coupe or Phaeton. Made by Butterfield in Seattle. Lockable, key included. Not perfect but certainly restorable. Pictures available. \$175. Tom Lauderback 360-668-7799, [tslback@frontier.com](mailto:tslback@frontier.com)

**1932 Headlights (pair).** Includes sockets, reflectors, lenses, rims, mounting bolts and nuts. Some dings but restorable. \$200. Tom Lauderback 360-668-7799, [tslback@frontier.com](mailto:tslback@frontier.com).

**1932 Headlight bar,** with headlight brackets, center trim piece and 1 fender mounting plate. Solid but needs rechroming. \$125. Tom Lauderback 360-668-7799, [tslback@frontier.com](mailto:tslback@frontier.com).

**1941 Special Deluxe Sport Sedan.** Runs well, 69,000 miles. \$9,000, Jim Farris, 206-937-5636

**1942 Chevrolet Fleetline Aerosedan,** all original, award-winning car. Related parts, trailer, awards, etc. also available. Contact Walt Blair for additional info and asking price, [waltscollectorcarappraisals@gmail.com](mailto:waltscollectorcarappraisals@gmail.com), 206-242-6745.



**1949 3/4 ton PU.** Beautiful red bed and sides with oak and cherry finished in marine varnish. \$15,500. George Barton 503-424-6223.

**1965 1/2 Ton Pickup.** \$2,750. Bill Johnson, 425-255-6325.

**1967 Camaro 327,** Beautifully restored yellow. It is on consignment at Doran Chevrolet in McMinnville 503-472-0383.

**1983 Camaro "T" top,** V8, excellent condition, low miles. SALE or TRADE. \$4,750. Dick Olson 425-222-5798.

### FOR SALE

**Engine 216 cu.-in.,** I just pulled a 216 engine from my 1941 Chevy. The engine had good compression (120 on all cylinders) and ran well. The engine is complete with manifolds, carb, distributor and oil filter canister. I also am replacing the new exhaust system so that is also available. It leaked oil enough to cause a nuisance but not enough to require adding between changes. (about every 750 miles) I have owned the car for two years bought out of southern California so I don't know the history on the engine. I removed the engine to install a 235 full pressure engine. I have no room to store the engine and believe it is too good to just scrap. I of course would like to get some money out of it but more importantly I want it to go where it can be put to good use. I would be willing to deliver a reasonable distance for gas money. Tom Frare, 360-507-6297, Olympia, WA.

**Tires 4-ply blackwall tires,** Sears Allstate, 4 tires, used, sizes: 4.75/5.00/5.25/5.50 X 19". These are in good condition with good tread. I removed these from our '30 sedan when I installed wire wheels on the car. \$100.00 or offer. Phone Gary at 509-636-2133.

### WANTED

**1934 - 1936 Engine:** Or good crankshaft for a 1934 to 1936 engine. Dennis Johnson, 360-697-6298.

**1936 Hardware for Sun Visors.** (2 ea.) or complete sun visors with hardware. Just need hardware on sun visors, have pieces that go into headliner. George Kowats 253-852-8178.

**1941 Chev Master Deluxe Hood,** L Side or whole, good condition. Josh Forgues, 206-794-7075, [JFORGUES1941@GMAIL.COM](mailto:JFORGUES1941@GMAIL.COM).

**1960s Carburetor,** 4 bbl for mid 1960s 283 c.i. (spreadbore) Holley or Rochester. Ken Hovda, 509-863-3450.

### Web Links for Area 3 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/>



**March 2012**



The original PSR-VCCA charter, dated July 19, 1967.