



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

March 2017

Volume 50 Number 3

Walt Blair Remembered

Text by Don Comstock—Photos by Jim Seiber

Those of us reading this who knew Walt Blair in the context of the car hobby are aware of his extensive knowledge acquired over a lifetime of driving and modifying Chevrolets.

His accomplishments were so much more.

Walt was born in 1925 and by age 10 was driving cars and dreaming of flying. These two ambitions shaped his life. After entering the army in 1943 Walt served in Europe in the 70th Division, 90th Division and the 363rd Division. Germany surrendered on May 8th which was Walt's birthday. He was soon on his way home to Spokane where he attended college at Gonzaga. After a brief trial working for the Chevrolet Motor Division in Detroit, Boeing hired Walt in 1950. He designed portions of many Boeing airliners as well as aerospace projects including a secret missile project working with Werner Von Braun.

Walt was an avid reader and collector of automotive literature. He maintained collections of hundreds of automotive magazines from the 50's to current times. This volume of information aided him in his business as an automotive appraiser. His appraisals utilized his engineering expertise compiling an accurate well-documented description exceeding industry standards. His work often stood up to the most critical insurance adjuster.

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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 **Ringdall Middle School, 11650 SE 60th Street Bellevue**, 7:30 PM to 9:30 PM (until September 2017.) 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

GARAGE NITE

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

Director's Corner

"From The Running Board"



Greetings,

I hope you are enjoying the gradual returning to lighter, more spring-like days (though, as I write this, the prediction for tomorrow is some snow in the lowlands!)

We had a very good turnout for our banquet. Thanks to everyone who helped out and came. Your participation is very much appreciated.

As Jerry mentioned in his February Directors Corner, this year is the 50th Anniversary for our club. This is quite an accomplishment and can be attributed to the many members over the years who faithfully pursued the club's vision and participated to make good things happen for the club. We want to celebrate this when the good weather comes so this is the time to be brainstorming ideas and making plans. Your help is needed.

We have some very interesting ideas for tours on our Activities Calendar, thanks to Don Comstock and Dave Haddock. I encourage each of you to step up to lead one of these tours. Don and Dave will be happy to assist you. Our club members would very much appreciate this.

Since I wrote you last in January, I have been doing a lot of "sitting on the running board." By the time you read this, I hope to be back "standing on the running board" due to a successful trans vascular aortic valve replacement (TVAR). Thank you very much for your prayers and the miracles of modern medicine performed by dedicated doctors and nurses.

Drivers: Start your engines

Rod

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>



Walt Blair Remembered (continued from page 1)

Walt was proud of his history with cars, especially Chevrolets. For dozens of years we visited at most swap meets and local car shows. Whenever we talked he shared his vast knowledge and experience with his Chevys and always had advice on improving ours. He often boasted that his 1940 and '41 would easily beat any Ford of the era in a drag race as well as out-pull comparable cars of the era. He joined the VCCA in 1963 (#2921). He was one of the founding members of the Puget Sound Region of the VCCA. The 1942 Aerosedan was his prized Chevy because of its style and engineering improvements over previous models. He bought it in 1968 and maintained it in original condition for 48 years, all the while collecting literature relevant to 1942 Chevrolets and transportation during the war years. His '40 and '42 can be seen in the book, *60 YEARS OF CHEVROLET*, on pages 135 and 145.

Walt passed away on January 20th. There will be no memorial service.

His time with us made a difference in the aerospace industry, automotive hobby and the lives of all the people who knew him. He will be missed.



2017 is the Puget Sound Region's 50th Anniversary!!

Should we do something to celebrate? If so what? Bring your ideas to the March meeting.

Al Howe

Bill Damm's
SAFETY CORNER

A canceled meeting
Because of snow.
Quite unexpected,
Who was to know?

A good idea
To make the call
To keep us safe
From ice and all.

Hope March's meeting
Will go OK
With no bad weather
To get in the way.

We'll catch up on
The latest news
And prepare ourselves
For a Chevy cruise.

Till that happens
Please take care.
On March 27th
We'll see you there.

Obey the Signs!

David Gowan, Area # 3 Director

That's what Mom always said. "Obey the Signs!" Though posed here, it can be said that signs are meant to give direction and help. It doesn't say obey that voice on your GPS. I'd be in a peck of trouble if I did that all the time. But signs are communication that we should not ignore. And sometimes 'signs' are not written.



For instance, if you hear a little "thud, thud" in your engine you probably ought to take that as a warning that something is not quite right. Or if the highway sign says, "Curve Ahead", perhaps you ought to slow down a little.

Now, I'm beginning to sound like Mom. Truth is, she knew a lot more than I did when I began driving. Now I appreciate her insistence on driving carefully and according to the rules.

Program for April Meeting

Al Howe will lead a discussion on how to time your old Chevy without a timing light.

Question: Where was the first drive-in restaurant?

Answer: Royce Hailey's Pig Stand opened in Dallas, Texas in 1921.



The Tappet Clatter is going paperless.

Last month I sent out an email asking members if they would prefer to keep receiving the Tappet Clatter by mail or by email so the club could save money. I pretty much got 100% response from the membership. Thank you very much. Only one person preferred that we continue with the paper Tappet Clatter, everyone else voted to go paperless. You are now getting the Tappet Clatter by email with the exception of those who do not have email and I will mail to them. This will save the club a lot of money.

We will continue to submit letters, photos and information for the Tappet Clatter by emailing to tappetclatter@outlook.com before the 5th of the month. Mike Currie will construct the paper and follow the same editing process that he been doing in the past so we will continue to have a first class paper. He will send the finished product to me and our web master for distribution.

I would like to take this opportunity to thank Mike Currie and Donna Onat for their continued efforts on producing the Tappet Clatter; it takes a lot of time and hard work to produce this paper each month and they do an excellent job.

On behalf of the Board of Directors I would like to thank the membership for their support and co-operation on the change over from a paper to paperless news letter.

Al Howe

Cruise-In at ACM

Thursday, April 13th, is the first monthly Cruise-in at America's Car Museum in Tacoma. This will be a great time to come out as a group, show some of our fine cars, attract new members, visit the museum and have a good time.

The Cruise-In begins at 4:00 and ends between 7:00 and 8:00. Sallie and I have passes for about 8 people to get into the museum for free. It stays open late that day. We can meet at Wild Waves parking lot across from Jet Chevrolet on Enchanted Parkway at 3:50 with plans to caravan to the museum from there at 4:00. Or you can meet at the Museum anytime after 4:15. We will have reserved parking spaces together.

Please RSVP to Don Comstock at chevyguy2@centurylink.net so I can let the museum know how much space we need. There will be food vendors on site or bring a snack.

April Celebrations

ANNIVERSARIES

Evie & Rod Schein 7

BIRTHDAYS

Marti Miller 15
 Florence Helgeson 16

2017Activities

March	TBD	Tour of the Eastside, possibly wineries, or waterfalls? We need a date and a leader.
	27	PS-VCCA Club Meeting-Ringdall Middle School
April	13	Tour /meet with the destination LeMay Cruise-In in Tacoma.
	24	PS-VCCA Club Meeting-Ringdall Middle School
May	7	Breakfast tour starting in Puyallup -- Al Howe / Jim Farris
	17	Ballard Parade—Hosted by Rod & Evie Schein
	19/20	Work party for Monroe Swap Meet
	22	PS-VCCA Club Meeting-Ringdall Middle School
June	TBD	Tour or event to be determined
	TBD	Gail Darby Memorial Strawberry Shortcake Social and meeting-Perigo Park
	26-29	4 Cylinder Tour in Hamilton, MT -- Al Howe / Jim Farris
July	4	Social—Dave and Diane Haddock's home at Lake Forest Park
	TBD	50 th Anniversary Tour and BBQ at Jerry Yoder's on Snag Island
August	14	Hunters Breakfast tour -- Jim Farris
	16-19	2017 Northwest Meet -- Anacortes
	28	PS-VCCA Club Meeting - Issaquah XXX
September	TBD	Tour through the Issaquah Salmon Hatchery date and leader TBD
	25	PS-VCCA Club Meeting-Location to be determined
October	6-8	Mahogany & Merlot-Lake Chelan
	TBD	Octoberfest, Corn Maize or Halloween event TBD
	23	PS-VCCA Club Meeting-Location to be determined
November	27	PS-VCCA Club Meeting-Location to be determined
December	TBD	Christmas Party date, location and time set by the first week in November

Ringdall address is 11650 SE 60th Street Bellevue. Travelling 405 from either the North or south take Exit 10 and head east to 119th Street (should be the first stoplight 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 all the way on to 405.) Turn left under the freeway and take a right at the light on 119th. Go up the hill passing thru a couple of stop signs and turn right on SE 60th. (The shopping center will be on your left.) Fol-

From Bob Stamnes

Two things:


1) John Zeigler has a very original 26 touring. It is rough but an excellent example of the way they were originally. I have many pictures of John's car that I took while restoring my 26. These are on CD. I have a few extra CDs that you are welcome to have. Please let me know if you wish a CD and I will mail it to you. Limited numbers.


2) The article below is an excellent reminder. I use a disconnect at my battery when my car is in our garage. Our garage is below our house. This article makes other suggestions to reduce your loss by fire.

Thanks Bob Hughes for providing this! I realize some of you received this directly from Bob but I thought it worthwhile for the remainder of our group.

ROGUE RAMBLINGS

A PUBLICATION OF THE
HENRY'S LADY CHAPTER
MODEL A FORD CLUB OF AMERICA
AN OREGON NON-PROFIT CORPORATION
PO BOX 1442
GRANTS PASS OR 97528





Breaking News – Model A Destroyed by Fire

Art Peary's newly acquired coupe was destroyed last week when it caught fire. Art doesn't have a clue at what was the ignition point. The gas tank was 3/4 full so that was a large fuel source.

He had parked at John Firth's house and was inside for about 15 minutes and when leaving, Nancy was first out and smelled smoke. When Art stepped out he saw the car totally in flame.

Art's thoughts are for two important future improvements: seat belts and a fire extinguisher. Also: do you have a smoke detector in your garage or shop?



He's glad this didn't happen while parked in the garage at home. Another thought: do you?



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.

Email the Glove Box Coordinator, Bob Stamnes at rstamnes@yahoo.com with your information.

NITROGEN VS AIR IN YOUR TIRES

Well, it was interesting researching this one. I used three sources; Tire Rack (TR), Tire-buyer.com (TB) and NitroFill.com (NF). These sources did not always agree. As you probably know, TR and TB sell mail order tires and you take them to a local shop that they recommend to have them installed. Not all shops have nitrogen fill, so these companies may not favor the use of nitrogen. NF is in the business of manufacturing nitrogen generators and selling memberships for access to nitrogen distributors with 99+ percent nitrogen. So they, unlike the tire suppliers, may favor the use of nitrogen, so keep this in mind as you read this article.

The greatest disagreement between sources is on the decrease in air filled tire pressure that can be expected. TR states that a tire loses about one pound per square inch (psi) per month when air is used and that the loss of tire pressure though the rubber is reduced by about one third when nitrogen is used. TB states that based upon a Consumer Reports study, that the average pressure loss with air is about 3.5 psi per year, or about 0.3 psi per month, but indicates that the use of nitrogen reduces this loss to about 0.2 psi per month, a reduction of about one third which is consistent with that reported by TR. NF states that the use of air in tires results in a one to three psi per month reduction in tire pressure, and that tires typically lose no pressure when nitrogen is used. So this is quite different than that reported by the tire suppliers. Since these sources do vary you will need to draw your own conclusion on tire pressure reduction with the use of nitrogen. It does appear from these sources that the use of nitrogen does reduce tire pressure loss.

The reason nitrogen is thought to reduce the loss of tire pressure is because nitrogen is a much larger molecule than that of oxygen, so it does not permeate through the rubber as readily. Nitrogen has other positive characteristics as well. It is an inert gas so it does not react with other products like steel rims, steel reinforcing belts or rubber in tires. Air from an air compressor is another issue. It carries water vapor that is then transferred to a tire, potentially causing corrosion and rot. Nitrogen does not present this problem. Without the presence of oxygen, water from condensation cannot form in the tire. Tires with nitrogen also have a more consistent tire pressure with temperature changes than those with air. Air attracts moisture that can expand with heat causing greater fluctuations in pressure. A change in tire temperature can also affect tire pressure. This can be as much as 1 psi increase per 10 degrees Fahrenheit increase. This is why it is very important to test your tire pressure first thing in the morning or when tires are cool. Testing tire pressure when tires are hot can result in under inflation when the tire is cool.

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The tire suppliers believe that the concentration of nitrogen must be between 93 and 95 percent to be effective.. NF believes the nitrogen must be at least 95 percent to be effective. All three agree that air can be added to the tires if you are on the road and there is no source of nitrogen. Keeping the tire pressures up is most important to prevent tire failure, so even though you may have to have air purged from the tire and nitrogen filled when you get home, it is better to keep the tires at the recommended operating pressures. The recommended operating pressure for cars less than 20 years old can be found in their operating manual or on the driver's door edge.

There is also a discrepancy on fuel economy between EPA estimates and an ExxonMobil study. The EPA estimates a 0.3 percent drop in gas mileage for every one psi drop in all four tires. ExxonMobil's study in 2008 found that filling tires with nitrogen does not change the rolling resistance, and hence will not have an effect on your fuel economy.

The use of nitrogen is not new. Nitrogen has been used extensively in race cars because it does not support moisture or combustion. The issue up to now has been availability of nitrogen and the cost of nitrogen. Nitrogen is now becoming much more available as Costco, and now Discount Tire will fill your tires with nitrogen as standard procedure. Costco will also purge/refill your tires with nitrogen, for a fee. Costco does not charge to top off nitrogen filled tires purchased from Costco. I do not know the policy of Discount Tire..

Under-inflation by 10 percent (three to four psi) can diminish a tires usable life by 25 percent, increase rolling resistance, increase tire temperatures, affect the integrity of the tire, and negatively affect fuel efficiency. Under-inflation is the leading cause of tire failures. Based on government statistics, 90 percent of all tire failures are caused by under-inflation. According to AAA, less than 15 percent of owners check their tire pressure once a month. In the old days, oil changes were necessary every three months or 3,000 miles and tire pressures were checked at each of these oil changes. This is no longer the case. So it is essential that we pay more attention to tire pressures.

Service equipment manufacturers have developed small, on-site nitrogen generator systems, but the cost is still very high.

Although nitrogen has the technological advantage here, the practical benefit is minimal under normal driving conditions. The real benefit is if your car is not driven regularly or is placed in storage. The other major benefit might be the use of nitrogen in trailer tires, and where tires may not be routinely monitored for air pressure. Nitrogen tires run cooler, which may be enough to prevent tire failure on trailers. Temperatures are also more linear and predictable with nitrogen, hence pressures are more predictable.

Again, the use of nitrogen in your tires does not relieve you of the responsibility to check your car and trailer tires regularly several times per year and before each use, if not used often. The general recommendation is to check the pressure in your tires every month.

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,

1957 Chevy truck hood. OEM complete with hinges. \$200. Don Hatley dhatwaa@comcast.net

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. Contact Bob Stamnes.



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. Contact: 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

235 or 261 Chevrolet engine. Please contact Josh Forgues

FREE

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.

Road Trip...

A road trip suggests adventure, new sights, dining out and generally having a good time. Most of us do that at Northwest Meets. Several members have suggested other overnight adventures we might enjoy this year. For the past two years several families traveled east to Lake Chelan in early October to enjoy the running of hydroplanes, vintage wooden boats and the town of Chelan in general. This year we are going for the third year. The “meet hotel” is Darnel’s Resort (800-967-8149 or 509-682-2015). There may be a few rooms still available. The date this year is October 6, 7 & 8. Bob Stamnes suggested we travel over HWY 2 stopping at Startup to tour Tim Divers’ Hot Rod Shop, have lunch along the way and arrive in the late afternoon in Chelan. We plan to have evening meals together and return home on Sunday on our own.

A second trip is possible to Hood River Oregon to visit the WAAAM Museum July 7th, 8th and 9th. The Western Antique Airplane and Automobile Museum is having a car show and swap meet. Come in on Friday in time for the cruise, music and movie as well as hot dogs and pulled pork. Either dry camp for \$10 per night or go to your reserved room (do it soon as rooms fill quickly in July.) Saturday is the car show, swap meet and a tour of the museum. Dine together Saturday evening and head for home on Sunday.

A third trip is to Kettle Falls to visit some private car collections in early September. The plan is to drive to Kettle Falls via the Inchelum-Gifford ferry. Mary Brownell’s friend lives over there and has the ability to host several motorhomes at his place. He also has other collectors in the area to include in the tour. I will call him after the March meeting to make detailed plans if we have interest in going there.

Before any more planning is done I need to know who and how many are interested in attending any of these overnight trips. Sallie and I will be going to Chelan along with most or all of the people who went last year so that is a confirmed event. Sallie and I will likely attend the “Traffic Jam” car show in Hood River and will pitch it to a group of friends that Ken Scott has led on other motorhome adventures. The more the merrier. Let’s discuss the possibilities at the March general meeting and I will take it from there.

Don Comstock