



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

May 2012

Volume 45 Number 5

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Black Diamond Tour

By Al Howe

This tour had two beginnings and one ending. The North End group started in Issaquah with nine cars at the XXX where we had snacks and coffee, compliments of owner and our member, Jose Enciso. We started out with a little mist on the windshield



but by the time we got to Black Diamond the weather had cleared up. For the rest of the day Mother Nature didn't rain on our parade but she did provide a nice cloud cover so we didn't get blinded by the great bright thing in the sky.

The South End group started at the SuperMall in Auburn with five cars led by Roger Orness.

We joined forces in Black Diamond before driving to the Green River Gorge, where we had a photo-shoot of the cars crossing the Green River Gorge on a one-lane bridge.



This bridge is old and probably does not meet today's earthquake standards, so it may one day be replaced with a more modern one. So who knows, you may someday be able to show your grandkids a picture of you in your old car crossing that old

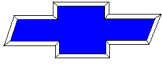


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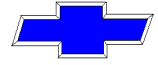
May 21 Membership Meeting

The membership meeting will be at the Tillicum Middle School in Bellevue, starting at 7:30 PM. The meeting program will be a question-and-answer session with topics or problems that you want to talk about.

Dick Jones is 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's SAFETY CORNER

Delays and detours,
It's that season
For road repair,
That's the reason.

Some holes were made
By ice or snow
Or too much rain.
Who's to know?

No matter what,
They need repair.
So please be careful
When crews are there.

Their job is dangerous.
That we know.
Lets keep them safe
And drive by real slow!

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 at gklandguth@msn.com*

Director's Corner

"The Sunday Driver"



By Assistant Director Al Howe

Remember that our May membership meeting is on the third Monday this month because Memorial Day falls on the fourth Monday.

Dave Haddock is home from the hospital but still on pain medication and not able to spread his usual charm this month so I am attempting to fill in for him. We wish him a speedy recovery and thank Diane for being such a good nurse.

We have a lot of interesting activity this summer. Something on the club events calendar should grab your attention.

May events included switching gears in torque tube differentials, the HCCA Breakfast & Tour, garage night at Bill Damm's garage, the Ballard Parade, the Monroe Swap Meet, and the Tacoma Yacht Club Car Show. Of course all of these will be history by the time you read this.

June has five events, something for everyone. The overnight tour has become a big hit. This year it will be including the Banjo Festival at Little Creek Casino in Shelton. We usually have a good turnout at the GM Picnic at Graham. The Greenwood Auto Show makes some older folks happy. Remember our June meeting is the Strawberry Social at Perrigo Park. The members who are attending the four cylinder tour will miss those tasty desserts, but that leaves more for the rest of you.

Don't forget the July 4th picnic at Folsom's and the Puget Sound Region 45th Anniversary Tour & potluck at Jerry Yoder's in Bonney Lake.

If you have not already registered for the August NW Meet in Wenatchee you can do so online. I did and the online registration was easy to use.

A busy summer indeed; maybe sometime this summer I will have time to clean up after the ice storm and cut the grass.

Have a great summer and I hope to see everyone at one or more event.

Puget Sound Region Overnight Tour To The Banjo Festival in Shelton

June 2-3, 2012

Those participating in the June 2 Overnight Tour to The Little Creek Casino in Shelton to listen to Bill Barker and the Banjo Bands play will meet at 10:00 AM Saturday, June 2, at the Kmart Parking Lot in Kent. It's located on the west side of Highway 181 (West Valley or Washington Street) . Take the Willis Street Exit off Highway 167.

The Tour will take us across the Narrows Bridge and along the east side of the Sound to Shelton, arriving at The Little Creek Casino approximately 1:00 PM.

The main show begins at 2:00 PM and ends at 5:00 PM, followed by a dinner break. Then around 7:00 PM an informal session begins with various musicians demonstrating their playing as well as storytelling skills. We'll stay the night at The Little Creek Casino Hotel. In order to get the winter rate of \$98, reservations should have been made before April 30. For reservations, call 1-800-667-7711. Tell them you are attending the Banjo Festival.

Sunday June 3, the return route will take us through the Olympia area with lunch there.

Email Jim Farris at farrismej@gmail.com if you have questions.

13th Annual Cruzin' to Colby®

Memorial Day Weekend, May 27-28, 2012

For information about the event, go to <http://www.seattlerod-tiques.com/cruzin.html>

For registration information and forms, go to <http://www.seattlerod-tiques.com/registration.html>

Garage Nite - by Dick Olson

The June 13th Garage Nite will be at Rod Schein's home in Ballard at 7:00 PM.

See your mailed/mailed version of the Tappet Clatter for directions and contact information.

Come to the backyard garage. Dave Folsom will help us analyze the crank shaft, etc. on Rod's original '40 Chev 216 engine.

May 21 Membership Meeting

The May 21 membership meeting will be at the Tillicum Middle School in Bellevue, starting at 7:30 PM. Note that this is a week earlier than usual due to the Memorial Day holiday the following Monday.

The meeting program will be a question-and-answer session. Bring topics or problems you want to talk about, or even some stories about the 1962 World Fair in Seattle that you would like to share. We will cover as much as we have time for.

Dick Jones is signed up to bring treats.

June Celebrations

ANNIVERSARIES

Bill and Sis Barker	6/6
Jerry and Mary Brownell	6/10

BIRTHDAYS

Rod Schein	6/2
Kent Sullivan	6/5

BIRTHDAYS (Continued)

Gerri Johnson	6/20
David White	6/25
Glenn Landguth	6/27
Lynn Anderson	6/27
Sheri Johnson	6/27

Torklift Central RV Classic Car Show/Open House

917 Central Avenue S
Kent, WA 98032
May 31-June 2

There will be educational seminars, a "Stuff the RV" event, and a FREE BBQ lunch, catered by local BBQ legends Branks of Sumner, and more. More information on the event may be found at http://www.torkliftcentral.com/open_house.php.

There is no cost to enter, but the deadline for entry is May 18, 2012.

For questions, contact Jessica May at 253.478.5299 or jessie@tlcentral.com.

Entry Registration

Name: _____

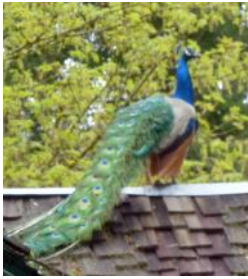
Phone: _____

Car Details: _____

Return to Torklift Central by May 18th, 2012

Black Diamond Tour (Continued from page 1)

bridge and recount how lucky it was that you made it across and didn't fall into the river.



This is usually not a heavily traveled road but it was especially popular with bicyclists on this Sunday. On the way back to Black Diamond we saw some peacocks on the road, on top of a house, and in flight. They are beautiful birds.

The bicyclists even liked to stop at the Black Diamond Bakery for lunch too. But it all worked out well; once the bicyclists were done eating we were seated and served. The service was good and we all left with our tummies full of tasty food.

Some who were first-time visitors at the bakery took time to look at the original brick oven that they still use to bake bread and pies in. They build a fire in the oven and when the bricks are hot enough they remove the ashes and put the bread and pies in. Heat from the bricks bakes the goodies at a nice even temperature. Yummy.



After lunch we drove west on Green Valley Road, which wanders down the valley with farms on each side. Along the way we saw cows, horses and fields being tilled.

We even followed a farm tractor down the road for a few miles. We didn't break any speed limits while behind him! After crossing Auburn we drove north on Military Road stopping at a SeaTac City Park for a short break before reaching the end of our tour at Daryl Jordan's house.



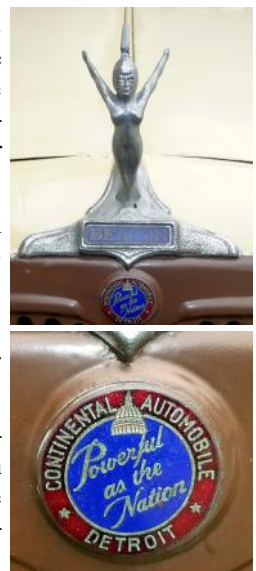
Daryl has a collection of 1933 Continentals. Daryl provided the following background on the Continentals:

He has been collecting 1933 Continentals for about 30 years. In his garage there are four 1933 Continental Ace's on the floor. They are all 4-door opening to the wind. Two are Deluxe models with a spare tire in both front fenders and a luggage rack on the back. The other two are the Standard with the spare tire on the back. All 4 came with a 85 hp 6-cylinder Continental motor. The Ace was built in 1933 only, a 2-door coupe or the 4-door sedan were offered, and about 650 cars were built.

Of the three that were off the ground, two have the Flyer 65 hp 6-cylinder Continental motor. The other has a Beacon 45 hp 4-cylinder Continental motor. Continental Motor Company decided to build cars when DeVaux owed Continental \$500,000.00 in 1931, for motors that were not paid for.

In 1932 the partnership built the Continental DeVaux, but in 1933 Continental took over the whole production.

They built the Beacon 5-window coupe, 2-door sedan, 4-door sedan and a roadster, 4-cylinder motors in all. Then the Flyer also a 5-window coupe, 2-door sedan, 4-door sedan and a roadster, all with a 6-cylinder motor. Many of the body parts were interchangeable between the two. Then the Ace 2-door coupe and the 4-door sedan came with the big 6-cylinder motor.



(Continued on page 6)

Black Diamond Tour (Continued from page 5)

In 1934 the only model built was the redesigned Beacon coupe, 2-door sedan and 4-door sedan, all with the 4-cylinder motor in them. Continental dropped their car manufacturing around July of 1934.



I have noticed that women tend to see things a little differently than men sometimes. Kathy said she saw old rusty naked (without paint) car parts. On the other hand, men tend to see an opportunity to bring a piece of history back to life.

Those who came on the North End tour were: Al Howe and Kathy Kahrs driving their '55 Bel Air, George and Ana Maria Haley driving their '38 Master, Dick and Fran Olson driving their '50 Deluxe convertible, Bob and Florence Helgeson driving their '64 Corvette, Bill and Sis Barker driving their '66 Corvette, Jim and Sue Seiber driving their '40 Cabriolet, Dick and Gisela Jones driving their '38 Master Business Coupe, Bill and Ann Damm driving their El Camino, Jerry and Mary Brownell driving their modern pickup.



The South End group was comprised of Bob and Starrann Reller with daughter Carol Blaydeen and granddaughter Holly driving their 1931 Sport Coupe, Roger Orness and Ernie Tear in a 1933 Coupe, Rod McCarthy driving his 1952 Deluxe Fastback Coupe, John Strampher and his mother Edna driving his 1954 Bel Air Hardtop, and Don and Sally Comstock driving their 1966 Chevelle.

Puget Sound Region VCCA General Meeting Minutes

April 23, 2012



Call to Order: The meeting was called to order at Tillicum Middle School at 7:30 PM by Director Dave Haddock.

Welcome: There were 25 members present and 2 guests. Jerry Yoder brought Ed Lynch from the Tacoma Corvette Club to observe our auction event. Ken Scott, Area 3 Director, rode with Don & Sallie Comstock.

Expedited General Meeting: Director Dave cut the business meeting agenda to just the items needed this month to allow more time for the auction.

Ballard Parade: Rod Schein brought sign-up sheets and hold-harmless forms for participants planning on doing the parade. Those not attending the meeting need to contact Rod. You need to submit your form, proof-of-insurance and hold-harmless form. Some can be turned in on the day of the parade, but coordinate with Rod prior to the parade.

Photographic Award: Rod Schein created a camera attached to a toy gun as an award for the excellent article Jim Seiber wrote for a recent issue of the G & D. Jim was observed "shooting" people during the evening.



Monroe Swap Meet Jobs: Ana Maria Haley distributed envelopes containing the job assignments with instructions, maps and parking passes to the volunteers who were in attendance. She will mail out the envelopes to those not attending the meeting. The swap meet dates are May 18, 19 and 20.

Early Six-Cylinder Tour: Bill Barker let us know that this year's tour will be held September 10-15. The tour is for 1929-1936 cars and trucks only. The tour fills up rapidly so if interested you need to contact Jim Farris for registration details.

Black Diamond Tour: Al Howe gave details of the upcoming April 29th tour of Black Diamond and the unique Continental car collection of a fellow near SeaTac. The tour begins either in Issaquah at the XXX or in Auburn at the Auburn SuperMall. Lunch will be at the Black Diamond Bakery. See your Tappet Clatter for future tours.

Break: At break we all enjoyed the treats brought by Jerry and Mary Brownell while checking out the tables of stuff brought to be auctioned.

Program: Al Howe with Don Comstock as helper auctioned several tables of donated items which included everything from used refrigerator handles to a dealer-promo model to a two-cylinder tire pump. The auction is summarized in a separate article on page 10.



Respectfully submitted by Don Comstock

Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Dates	Activity	Activity Organizer
May 20	Tacoma Yacht Club Car Show	Tacoma Yacht Club Ladies Auxiliary Charity
May 21	Membership Meeting (Third Monday because the fourth Monday is a holiday)	Club Meeting
May 27-28	Cruzin' to Colby®, 8 AM-4 PM (Advanced Registration Required. See page 3)	The Seattle Rod-Tiques
May 31-June 2	Torklift Central RV Classic Car Show/Open House (Registration required, see page 4.)	Jessica May, 253.478.5299 or jessie@tlcentral.com
June 2-3	Banjo Festival, Little Creek Casino, Shelton, WA, overnight lodging.	Bill Barker/Jim Farris
June 17	GM Picnic at Graham	Mount Rainier Region, VCCA
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 th Anniversary Tour to Potluck/BBQ at Jerry Yoder's in Bonney Lake	Jim Farris/Matt Dickinson
TBD	Board Meeting	
August 23-25	NW Meet, Wenatchee, WA.	North Cascade Region, VCCA
August 27	Triple-X 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 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.	Bill Barker
October 22	Membership Meeting	Club Meeting
TBD	Board Meeting	
November 26	Membership Meeting	Club Meeting
Early December	Christmas Potluck	

41st NW National Meet - August 23-25, 2012 - North Cascade Region

THURSDAY
Women's Event
Cashmere Cruz

FRIDAY
Judging
Short Tour: BBQ

HOTEL ACCOMODATIONS
Coast Wenatchee Center Hotel
509-662-1234/www.coasthotels.com
Mention VCCA for \$99 rate



SATURDAY
Main Tour
Awards Banquet

SUNDAY
Goodbyes

RV's
Wenatchee Confluence State Park
360-902-8844

REGISTRATION: Carol Straight, registration2012chevysinthesun@hotmail.com. Online form at http://clubs.hemmings.com/clubsites/northcascadevcca/2012_meet.htm. Deadline: July 13, 2012 (no on-site registration)

MEET CHAIRS: Gary Rogers, chevy6472@aol.com, or Dave Kosche, kosche2@frontier.com

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.

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

Tips on 1966 Quadrajete Carburetor Service

By Glenn Landguth

The 1966 Rochester Quadrajete carburetor is a relatively straightforward design that is easy to disassemble, clean, and replace parts subject to wear. Kits are available from Daytona Parts Company in New Smyrna Beach, FL and Carburetor Factory in Citrus Height, CA. Both companies supply kits of about equal quality.

The Carburetor Factory kit supplies parts that match the original parts exactly (left). The Daytona Parts kit provides a slight modification to the intake needle valve that results in a more standard looking valve (right).



A problem common to all carburetor servicing is how to support the carburetor while it is being serviced. For years I just mounted a piece of plywood to a 2x4 and mounted the 2x4 in a vise. The carburetor rested on the plywood. Holes in the plywood allowed the carburetor to be pinned to prevent it from falling off. The problem with the flat sheet of plywood was that it interfered with the throttle valves opening. The secondary throttle valves on the Quadrajete are larger than the primary throttle valves, making the interference even worse.

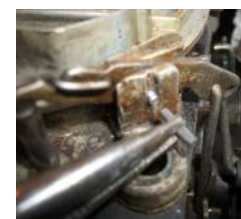
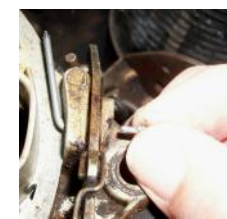
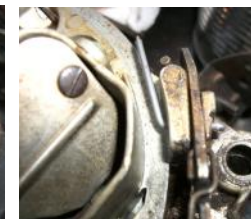
I could have cut holes into the plywood to allow the throttle valves to open, but the larger secondary valves would require also cutting into the 2x4. A better solution was to use a 2x6 piece of lumber instead of plywood, and sculpt out clearance for the throttle valves. An added benefit in this solution over holes in plywood is that anything inadvertently dropped down the carburetor throat is caught in the sculpted-out clearance cup. The block of 2x6 can be put into a tray so that fuel and/or cleaning fluid will drip harmlessly into the tray. I did not need to mount it in the vise.



Removal of the accelerator pump/idle vent valve lever requires removal of a pivot/

retaining pin. Directions show the pin being drilled out, because there is insufficient clearance/access with the air horn to just punch the pin out. This delicate drilling operation puts the air horn at risk of damage.

I found a better solution to be to push the pin out from the back side using a bent nail with the head cut off. I was able to leverage needle nose pliers to press the nail from the back side without putting undue stress on the air horn. The pin came out without damage and could be reused.



One final note: I use the rule that "If it ain't broke, don't fix it." I usually do not have to remove the throttle body assembly to clean it up. If there is no sign of leaking, the shafts and valves move freely and are not excessively worn, and all passages blow out clean, I leave well enough alone. On my low-mileage cars, this has never been a problem. Metering rods on the air horn (bowl cover assembly) should not be removed. Do not remove linkages unless necessary to remove the air horn or replaceable parts.

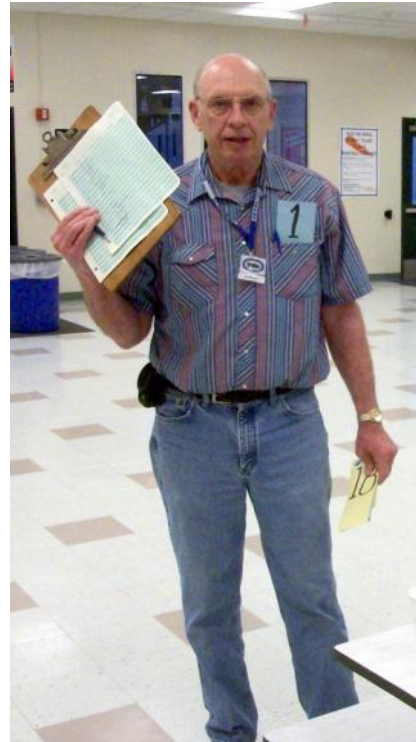
The original carburetor is now back on the car and working perfectly. I am now working on my backup carburetor, a later model year that is functionally identical, but as mentioned previously has a standard needle valve.

Annual Auction

By Sallie & Don Comstock

A laid-back group of 25 plus 2 late arriving auction-goers attended our club auction fund raiser at the April 23rd meeting. Even though the turnout was small, a respectable total of \$271 was raised for our treasury.

Some of the items that drew spirited bidding were a Corvette dealer promo model, a working telescope, an M&M candy dispenser stocked with M&Ms, and an antique two-chamber tire pump. Al Howe called out the bids as auctioneer while Don Comstock provided a descriptive commentary on the items.



Thirteen members bought at least one item with Don Hatley's hand going up most often, and Dave Haddock a close second.

Don Comstock especially enjoyed modeling Donna's hand-made boa.

A good time seemed to be had by all in attendance.

Thanks to all who participated.

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

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

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.

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.

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, 206-242-6745.



FOR SALE

1988 Chev Caprice Classic Station Wagon, 106K miles, new water pump, runs well, \$900. Jim Farris, 206-937-5636, farisrmej@aol.com.

G&D Magazines 1990 to date. Also Tappet Clatter Newsletters, April 1993 to Oct 2010. \$25 or best offer, Jake 206-243-7327.

WANTED

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.

Chevrolet Literature, 1962-1969. There are a few items I am looking for. I have made contact with the well-known national sellers (Miller, McLellan, etc.) but am thinking that there may be several sellers who do not have a major presence on the web. See my list of wanted items in the April Tappet Clatter. Kent Sullivan, kentsu@corvairekid.com, 425-889-2110.

Tires, 6.70 x 15, need two (2), for 1949 Chevy Fleetline Sedan, Al Anderson, 425-488-2245, zabe63@aol.com.

Ballard Syttende Mai (May 17) Parade

The parade begins at the corner of NW 62nd and 24th Avenue NW. The route follows south to Market Street and eastward to Bergen Place park, then turns right onto 22nd and continues south down Ballard Avenue and ends at Dock St.

Several members plan to drive their cars in the parade and have coordinated with Rod Schein.

Monroe Swap Meet Volunteers

The Swap Meet is May 18-20. All volunteers should have received their package of instruction. Please contact Ana Maria Haley at anama97@q.com if you have questions.

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>

Northwest Meet Registration Form: http://clubs.hemmings.com/clubsites/northcascadevcca/2012_meet.htm

Puget Sound Region, VCCA: <http://pugetsoundvintagechevrolet.org/>

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

May 2012



Bob and Starrann Reller with daughter Carol Blaydeen and granddaughter Holly, driving their 1931 Sport Coupe on the Black Diamond tour, crossing the Green River Gorge on a one-lane bridge.