



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

November 2015

Volume 48 Number 11

FRONT END ALIGNMENT ISSUES (*By Bob Stamnes*)

When I looked at the front end of MG's 1953 4 door Chevrolet, I realized the front wheels were both slanted with top to the left, an obvious abnormality. The car had been driving well, without much slop in the steering wheel, etc. but I thought I'd better get the front end aligned.

To address this, I decided to take it to Tru-Line, as Dave Folsom has had his hands full with other things, and friends had recommended Tru-Line years ago. Cost about \$130 with tax. I picked the car up at Tru-Line and drove it home, to discover the steering wheel was very loose at times and just fine at other times. What could cause this?

I contacted Tru-Line with the symptoms. When they drove the car, they agreed with my analysis and thought the problem was in the steering gear box. They thought it might be a loose gear on a shaft. They also noted that there was a tight spot when you turned the steering wheel to the right. They had never seen this combination of issues before. I asked for a quote to recondition the steering box. They quoted me \$557 to remove the box and replace it, and approximately \$770 for a shop to recondition the steering box (total was \$1469.49 with tax). I really did not want to dump that kind of money into the car at this point.

Tru-Line said they did not touch the steering box. I called Tru-Line again and found a different person, who seemed to understand my questioning about things in the box that may have changed as a result of their work. The original toe-in settings were + 10 on right wheel and -8 on the left side. They centered the steering wheel and aligned the front end. I rationalized possibly not correctly, that in doing this, they likely moved the steering shaft to a different location in the steering box, causing the problem.

Dave Folsom called for another reason, and I asked him about this. After a lengthy discussion, we could not determine what had happened to cause the problem, but Dave was willing to take it on the next day. So off I went with Old Blackie to Dave's. At Dave's, we first checked the toe-in with the front in the air, scribing the tires and measuring between the tires at the front and rear of the tires. Toe-in appeared to be set at about 7/8 inches using the front and rear of the tires to estimate this. We set this at between 0 and 1/8 inch toe-in as per 1953 manual. In talking with Tru-Line about this, they indicated that this could be the difference between having the front end off the ground or not. They also indicated that sometime their electronic equipment will give a different reading than scribing the tires and measuring. Don't know which is more dependable, but a test drive showed no improvement after we changed the toe-in.

Dave did not pull the steering box but did pull the steering box apart and cleaned and visually inspected all of the parts. Everything looked good, so back together it went. A test drive showed no improvement.

(Cont. on page 9)



1967 - Puget Sound Region VCCA - 2015



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 1990 may be registered with the Region.

General meetings are held on the 4th Monday of the month, except the 3rd Monday in May, at **Tillicum Middle School, 16020 SE 16th St., Bellevue**, 7:30 PM to 9:30 PM. No meetings are held in June, July, August, and December. You can learn more about the club by visiting the website where you can see color photos of previous tours, parts for sale, wanted, etc., and there is a link to view our monthly newsletter, "The Tappet Clatter."

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

2015 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

Director's Corner

"From The Driver's Seat"



It's hard to believe that 2015 is in its final months. We've had a lot of people already renew their dues. Our new dues year started October 1st, so if you haven't yet renewed, please do so. We need to give the people enough time to get our next year's roster all put together and printed by our banquet in January, which will be here before we know it.

At our November meeting we'll have the elections for the 2016 officers. Many of our existing officers have agreed to continue in their current job if no one else is nominated, but I'm sure that each of us would also gladly step aside if someone new wanted to step up and run for an office. We do have a real need for the Activities position and I can't emphasize enough just how important that is to the club. Having club activities is what keeps all of us active and our club dynamic. Running for the position doesn't mean you have to do all the activities yourself, just be someone to coordinate them and work with others in the club to plan them.

As mentioned earlier, the normal school meeting room is unavailable for the November meeting. The school is having conferences that day and they end about 7:30, so the school has moved us to the Library. It's located in the building just south of where we meet. SO walk to the building at the opposite end of where we normally enter, and take the set of outside steps to the second floor. The Library is supposed to be on the far (south) end of the second floor.

As was announced at the October meeting the Christmas party will be at John and Dot Ziegler home this year. The date has changed from what was announced at the meeting however; it will be on the 6th of December. Plan to arrive somewhere after 1:00, we'll eat by 3:00 and the gift exchange will follow. The club will provide the meat, so please bring a potluck dish. If you plan to participate in the gift exchange, please bring a wrapped gift labeled male or female (\$15.00 limit).

John and Dot's address is:

Removed

Phone: *removed*

Happy Thanksgiving

Jim



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>



Chevrolee Comments.....

On repairing, rebuilding or replacing your Chevrolet engine

Last month I pointed out that nearly all Chevrolet engines before 1953 used cast iron pistons and that all newer engines used aluminum pistons. When rebuilding an earlier engine, however, one is not limited to the use of cast iron pistons. Many manufacturers made aluminum pistons for these engines. These pistons are still available today for most Chevrolet engines. In fact, aluminum pistons for 1941-53 216 engines are available through local parts stores. Earlier pistons can generally be obtained from a variety of sources.

From 1929-1936 Chevrolet engines had the same bore, and used generally similar pistons. The chief variation was in the width of the groove for the piston rings. By 1936, the earlier pistons had been discontinued for replacement purposes, and 1936 pistons and rings were used as replacement in the earlier engines. In rebuilding a 1929 engine today, for example, one would look for 1936 pistons and rings. 1929 pistons and rings would be very difficult to find and they would provide no particular advantage.

Let us now consider the advantages and disadvantages of aluminum and cast iron pistons. The advantages and disadvantages lie in the physical and chemical properties of the metals. Cast iron weighs almost 3 times as much as an equal volume of aluminum. Aluminum expands about 2.5 times as much as iron for equal temperature changes. Aluminum is more active than iron chemically and thus is more likely to burn.

Since the engine block is made of cast iron, when the pistons are also made of cast iron, the block and the pistons expand and contract at the same rate upon heating and cooling. Thus, the pistons can be fitted with a very close tolerance in the cylinders and this close tolerance is maintained at all temperatures. The beneficial result is that cylinder wall and piston wear are reduced to a minimum. It is not uncommon to find 216 engines with 100,000 miles and only 0.002" or less cylinder wear. An engine with aluminum pistons and the same miles would probably have about 0.015" wear.

Another advantage of cast iron pistons is that the ring grooves do not wear appreciably. Thus, it is often possible to replace piston rings in 216 engines using the original pistons without re-boring the engine. Total life of 300,000 miles is not uncommon without the necessity of re-boring.

Next month – more on pistons

Written Nov.-Dec. 1987

Lee Folsom (Feb. 14, 1927 – Sept. 10, 2015)

2015-16 Activities

December	5	Christmas Party at John and Dot Ziegler's home. See page 3 for more.
	12	Christmas Trains Party- Rod Schein to lead. See page 6 for info.
December	30	Garage Nite with Mark Shaw in Sammamish. See page 6 for details.
January	25	PS-VCCA Club Meeting at Tillicum Middle School
February	22	PS-VCCA Club Meeting at Tillicum Middle School
March	28	PS-VCCA Club Meeting at Tillicum Middle School

Bill Damm's SAFETY CORNER

November 2015 Safety Ditty

November nights are getting longer.
The rain and winds are getting stronger
As days go by.
There's less blue sky
And commutes seem to take much longer.

The roads are wet, and kind of slick:
To avoid the traffic, is the trick.
Take a back street
And hope to beat
But all is futile, don't gain a lick.

Traffic is heavy, and that is why
There's no way around, don't even try
Patience, patience everyone
Is priority number one,
So people will get there, warm, and dry.

Hopefully too, that under the hood
Things keep working, as they should.
Of course, alas
There's plenty of gas?
And the trip is safe, as we hoped it would.

From Al Howe:

This is a list of activities planned for our monthly meetings:

2015

Nov 23rd - Elections and more of the DVD "See America First"

2016

January - Banquet

February -

March -

April - Auction

May -

June - Strawberry Social

July - 4th of July Picnic

Aug - Dinner at the "XXX Drive In"

As you can see we have some open meeting dates. I hope to have some slide shows of summer activities like the 4 cyl and 6 cyl tours but we still need some other ideas.

Some demonstrations like Bob Stamnes and Don Comstock did would be ideal but we could use other activities also.

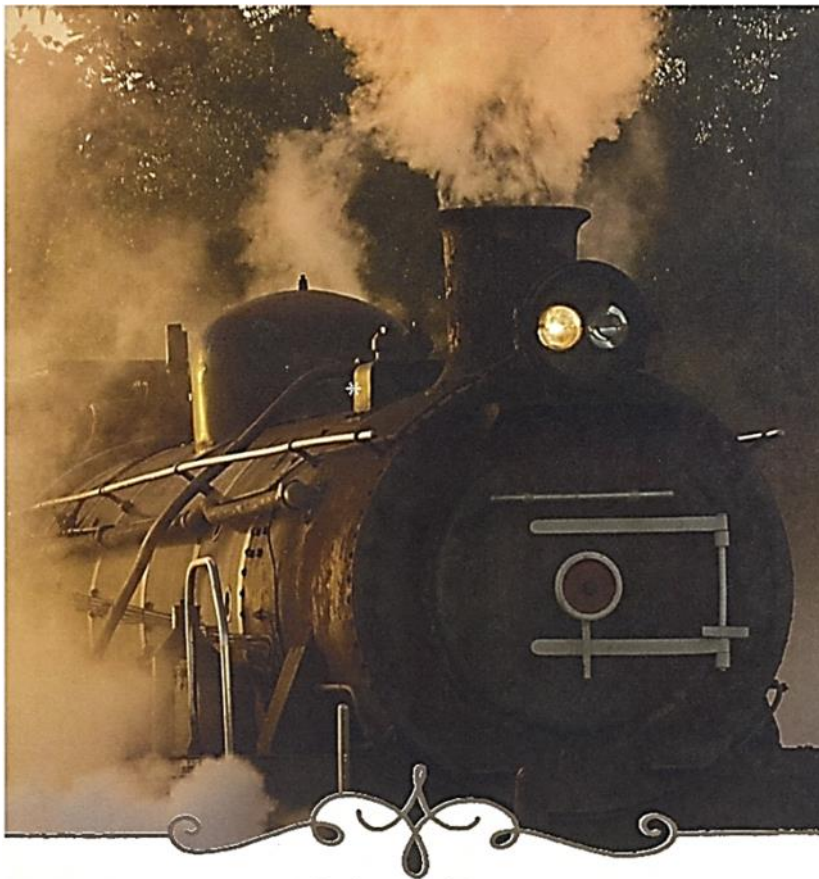
Give me a call or drop me an email and I will see what I can do.

Thanks!

GARAGE NITE in DECEMBER

Dec 30th garage nite will be at Mark Shaw's in Sammamish, 6:30 pm. His phone number is *removed*. Mark has two engines disassembled and is in the rebuilding process and has invited all interested to attend.

Directions removed see your mailed or emailed version of the November Tappet Clatter.



All aboard for a
Neighborhood CHRISTMAS
TRAINS PARTY

SATURDAY, DECEMBER 12th, 10AM until 3PM

@ Rod & Evie Schein's 3214 NW 74th St. 206-783-8956

UPC.ORG/ADVENT

Come anytime, 10AM to 3PM, bring children, and
enjoy trains running in scenic displays.
Call Rod if you have trains to run or display.



December Celebrations

ANNIVERSARIES

Sheila and Philip Christensen 12/4
Sallie and Don Comstock 12/23

BIRTHDAYS

Dennis Johnson 12/2
Dave Miller 12/9
Judy Landguth 12/10
Don Comstock 12/18
Myron Gabelein 12/25

PS-VCCA 2015 Meeting Treats

November-Bill & Sis Barker
December-Christmas Party



Thank You Veterans!



Puget Sound Region VCCA General Meeting Minutes

October 26, 2015

Call to Order: The meeting was called to order at Tillicum Middle School at 7:30 by Director Jim Darby. Twenty-nine members and one guest, our Area 3 director, David Gowan were present.

Minutes: Minutes from the September General Meeting were approved as written in the Tappet Clatter.

Treasury: Sallie Comstock has deposited the checks for renewals and has paid the outstanding bills.

Director's Report: Jim took a few minutes to share the delivery of literature and filmstrips from Ardie Overby collection to the VCCA Library at the AACMA Museum where all the VCCA filmstrips and literature are stored and available for viewing and copying (literature not filmstrips). Jim did the swap meet at Hershey, had a good time, spent a few dollars and saw lots of folks we know from the Columbia River Region.

Membership: Renewals are still coming in at this time. At this point Donna is still trying to tie up some loose ends and she let us know that Carolyn Frankhouser and Jim Lesniak have each decided not to renew for 2016.

National News: David Gowan encouraged all of us to volunteer to help out in some way for the National Meet in Lake Tahoe next summer. You can sign up to be on the list on the web site as well as let Bill Barker know what you can do to help.

Bill Barker let us know that he is planning on giving out license plates for the tour we are organizing for the National Meet. Already two regions have given a total of \$1000 toward the cost which Bill estimates will be \$2000. The members present voted to give the National \$500 toward the cost of the license plates leaving Bill to find the last \$500. Bill also showed us samples of the "Safety Orange" polo and tee shirts for the Meet. We shared our opinions which were positive.

Activities: The Christmas party will be at Ziegler's in Renton on December 5th. Arrive any time after 1 P.M. and the event will follow as it has in previous years. More details in the TC.

Nominations: Nominated officers for next year were announced: Director: Jim Darby, Assistant Director: Al Howe, Secretary: Don Comstock, Treasurer: Sallie Comstock, Editor: Mike Currie may continue as lead editor unverified, Activities Coordinator: as yet unfilled, Historian: Dave Haddock, Membership: Donna Onat, Webmaster: Al Howe and/or Jim Martoza unverified, Glove Box: Bob Stamnes and Club Store: Bill Damm. Nominations were opened with no additions at the meeting.

Glove Box: We had a brief discussion about tubes in clincher tires losing air. General consensus was that a pinched tube let the air out not just air caught between the tube and the rim escaping over time.

Announcements: Jim Darby will present the color Newsletter from October to Carol Folsom and from September to Lauren Ziegler for her pictures from the Northwest Meet on the cover. Jim also wanted us to be reminded to turn in articles and ads to the Tappet Clatter by the 5th of the month.

Break & Refreshments: Bob Stamnes brought delicious pastries from a little bakery in Ballard.

Program: Dave Haddock began a three part series called "Paving The Way" about the development of the Highway system between our National Parks in the West beginning in 1920.

Meeting adjourned at 9:25

Respectfully submitted by Don Comstock



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 at rstamnes@yahoo.com with your information.

Glove Box Article Nov 2015

ANSWER ON “Is my Tube Really Bad??”

I want to thank Walt Blair, Bill Damm, and Jim Farris for responding, as well as those offering feedback in our meeting. Here is what I have heard. I may not have followed recommended protocol for installing new tubes, but I will next time.

Most people seem to believe that air cannot be trapped between the tire and the tube because it will leak out through the valve stem, even on a clincher rim where the now commonly used rubber valve stems fit tight in the rim. I will have to prove this to myself in the future.

Several things came of this:

- The older natural rubber tubes held up better than the butyl tubes being sold today, which tend to have minute holes in them.
- Folds in the tubes cause them to leak/fail later. To avoid folds in the tube, it is best to 1) dust the tube with talcum powder and 2) follow a procedure of filling the tube with air to set the tire, then let the air out and refill it again to the desired pressure. The idea is to let the tube take its natural position in the tire without folds.
- I was cautioned about leaks taking place around the rubber coated steel valve stems. Separation of the rubber from the steel valve stem has been a common problem. This can express itself as a rubber balloon in the valve stem area, sometimes as large as an apple, but it may just be a slow leak between metal and rubber. I checked my valve stems by positioning them at the top of the wheel and held a cup of soapy water up to it and detected no bubbles.
- Another cautionary note was to hold the valve stem in the desired position when you fill the tube with air, or there will be pressure on the valve stem if you do not, which can cause a separation and leak at this point. The original tubes for these cars had steel valve stems, which were loser in the rim, but these tubes are much more expensive.

I have pumped up my tires to 62 psi and I am monitoring them on a regular basis. So far, after 5 days I see no significant drop in pressure. This is quite different from when I first installed the tubes. At that time I saw a significant drop in pressure on some wheels in the first week or so. The verdict may still be out on this one. - **Bob Stamnes**

FRONT END ALIGNMENT ISSUES (Cont. from page 1)

After some debate but mostly sheer puzzlement, I decided to note where the tight spots in the steering wheel were. Further testing revealed that there were about 8 tight spots where the steering was tight, and they were all when you turned the steering wheel to the right. There were no tight spots when you turned the wheel to the left. I turned the steering wheel all the way left, and made a visual check (in turns) on where the tight spots were as the wheel was turned to the right. The following tight spots were noted:

Turns *1 3/4, 2 1/3, * 2 3/4, 3, * 3 1/2, 4, 4 1/8, *4 3/4

Note that those starred are about one revolution apart, as are the non-starred numbers.

This provided more evidence that the problem was probably in the steering box, as the tight spots were a turn apart, but where in the steering box was completely unknown at this point.

Can you explain what was going on? Bring your ideas to the next meeting.

“Remembering Lee Folsom”

Bob Stamnes was talking with Jim Farris who relayed the following experience.

Jim drove his Corvair to the east coast. When he approached the east coast the engine started making a noise. He continued on and returned to Washington by taking it a little easier. As he drove through the tunnel entering Seattle, the engine made a terrible racket. So Jim found a used Corvair that had a low mileage engine and solicited Lee's help to get it home. They hauled it home to Lee's. Lee strung a cable between two trees to pick up the rear of the Corvair so they could drop the engine out. Jim did not need nor want the rest of the car, so it stayed with Lee. Jim said for years, Lee had parts from that Corvair for sale at swap meets. He made use of every usable part he could, not letting anything go to waste.

From Jim Seiber's notes from a time some years ago when the club "roasted" Lee. At the meeting we tried to address and give examples of his many features: a Scientist, a teacher, a collector, an inventor, and so on.

Lee Folsom is a man of many talents:

Lee was recycling years before it became the “in” thing. I don't think there is an item made today that Lee couldn't make usable for some purpose other than the intended. When Lee goes to the super market he buys milk and eggs for the containers.

Lee is a great mechanic, - a man who can tune a Chevy or remove any part from a Chevy, with only a Swiss Army knife and a vise grip plier.

Lee has great eyesight; he can spot a Chevy part in the middle of a pile of Ford parts, and tell you the year and model the part fits.

Lee has naturopathic medicine expertise. If you cut open your hand on a rusty car he recommends treating a open cut with liquid bleach. If you crush your little finger on a trailer hitch just ignore the pain, after all there is a swap meet happening.

Lee is a careful driver; when returning from a swap meet he was afraid to get in an accident because no one would be able to identify what kind of car he was driving...let's see, here's a front fender from a '37; a grill from a '50....

Lee abstains from drinking alcohol. Lee does not drink alcohol but on two occasions I went with him to a bar. On one trip Lee walked in to a bar and asked, “who owns that 1940 Chevrolet bus parked down the street?, Want to sell the grille?” The second time was about 1:30 AM in a little town of Avon Montana. We walked in and Lee asked, “Can we get some gas?” There was a single beautiful gas pump out front; we were many miles from any other option for gas.

Lee is well organized; he always keeps car parts in the kitchen near the phone.

Lee is inventive: The starting pull cord on a lawn mower breaks, most of us would install a new rope starter, Lee figures out how to crank his lawn mower engine with an impact wrench.

Lee is an electrician; he can test anything electrical, usually by wetting his fingers for better conductivity, then a couple of clip leads and a light bulb...does the job.

We are very fortunate to have Lee and his willingness to share his substantial knowledge of many years of Chevrolet.

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

1927 (8?) Chev sedan and parts. \$4,000 or Best Offer. Contact Bob Godfrey, 360-568-7547. 830 Pine Ave, Snohomish WA. Follow this link for pictures: <https://goo.gl/aIayom> 7/15

1932 Chevrolet (modified). Sale or trade. Contact Lance Kesinger for details. 425-823-2263.



9/15

1931 Chevrolet Sports Coupe, older restoration. Original engine and drive train. Hampton Coach interior is in good condition. Runs and drives very well. Comes with a large collection of extra parts. Radiator and water pump were replaced in 2014. \$12,500 Phil Christensen 509-636-2163



1963 Corvair Greenbriar 6-Door Van. Runs and drives and stops! Eastern Washington van. A little rust and a few dents but otherwise very solid. Good tires and lots of spare parts. A bargain at \$2,500! Contact Mike Currie 206-755-0137 8/15



1948 Chevrolet Fleetline Aerosedan, Restored about 15 years ago with only 3,000 miles since. Always garaged, Hampton Coach interior, original rebuilt 216 ci engine, options include Guide foglamps, six lug 15 in. wheels, backup light, and windshield washer. All reasonable offers considered.

Janice Dynes 425-827-9954

7/15



WANTED

1930 Passenger Radiator Gary Barquist 509-636-2133 6/15

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 8/15

2015 Hershey Swap Meet

David Gowan Director, Area # 3

It was late when the three of us got to Baltimore and were picked up by Ed's friend. A bucket list adventure for all three of us: Ed Gallagher, Dave Koetje and me.

We had plenty of time before the Meet on Monday so spent all day Sunday scouting Washington, D.C.

Church at Washington Cathedral (well, we saw the blessing of pets, and heard the choir sing). Monday we participated in the donation of Ardie Overby's collection of films to the VCCA Library. Steve Kassis made the presentation and Bruce DeFord helped. There is a lot of stuff here and most will have to await more room to be accessed. This might be a good time to encourage any who would like to participate by including the library in your final plans by trust or will. What a legacy you can have by making this material available to succeeding generations of Chevrolet owners and restorers.

