



## THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

October 2013

Volume 46 Number 10

### Items of Interest

<i>Feature Article</i>	1
<i>2013 Club Officers</i>	2
<i>Director's Corner</i>	3
<i>Garage Nite</i>	3
<i>Membership Meeting Notice</i>	3
<i>Pictures from NW Meet</i>	4, 6, 7, 11
<i>Safety Corner</i>	6
<i>Celebrations</i>	7
<i>Events Calendar</i>	7
<i>Glove Box</i>	8, 9
<i>Classified</i>	11
<i>Web Links</i>	11
<i>Featured Picture</i>	12

### Puget Sound Members Receive Awards at NW Meet

By Al Howe

Puget Sound Region did real well in the awards department. I don't know about the judging awards, but Puget Sound Region won the Participation award again this year with 35 members attending.

We had seven members in the judging arena and 12 cars being judged. Our Region had four People's Choice winners. The Fabulous '40s award went to Rod Schein's 1940 Special Deluxe Business Coupe.

The Top Notch Nifty Fifties award winner was Lauren Ziegler's 1955 Step Side Half-Ton Truck.

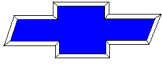
The Coolest '80s People's Choice was awarded for George & Phyllis Kowat's 1987 El Camino.

Jeff Haines' 1952 Deluxe Convertible took the Favorite Topless People's Choice.

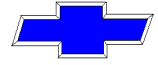
A big "thank you" to all who participated and helped Mount Rainer Region make this a memorable event.



Reminder: Our October 28 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue. George Reich is signed up to bring treats. (The meeting announcement is on page 3.)



## 1967 - Puget Sound Region VCCA - 2013



**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 1988 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/>

### 2013 Puget Sound Region Officers and Board

<u>Director</u>	Al Howe	chevyal@comcast.net
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<u>Historian</u>	Bob Helgeson	helgy@comcast.net
<u>Club Store</u>	Bill Damm	billdamm@msn.com
<u>Webmaster</u>	Jim Martoza	chevy.jim.m@gmail.com
<u>Garage Nite</u>	Dick Olson	rolson82@comcast.net
<u>Refreshment Facilitator</u>	Bob Helgeson	helgy@comcast.net

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	(and other members who supply copy)	

### Editor's Note

The monthly deadline for receiving input is the 5th of the month. We reserve the right to edit material in any way as appropriate for wording, clarity, grammar, punctuation, and space available. 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. Send copy to *Glenn Landguth* at [gklandguth@msn.com](mailto:gklandguth@msn.com)

By Director Al Howe

*Did you ever notice: When you put the 2 words 'the' and 'IRS' together it spells 'Theirs'?*

David Gowan, Area # 3 National Director

Dave is planning a technical demonstration on coils and other ignition subjects.

George Reich is signed up to bring treats..



Pictures from the NW Meet - Ladies Lunch



Pictures from the NW Meet - Banquet



## Annual Banquet

Golden Steer Steak & Rib House  
23826 104th Ave SE, Kent, WA  
Saturday, January 25, 2014

This year George Kowats and Sallie Comstock have teamed up to arrange the banquet facilities and plan the menu. The banquet will be held at the Golden Steer Steak & Rib House in Kent. Social time will start at 5:00 PM, followed by dinner being served at 6:00 PM. Drinks will be available via server from the restaurant bar throughout the evening.

Thanks to the hard work of all club members, our financial position is such that the club can afford to subsidize our dinners to the tune of \$15.00 each. As usual, there will be three dinner choices. All dinners come with bread, baby red potato with a seasoning, Caesar Salad, and the Golden Steer's legendary carrot cake for dessert. Coffee, tea or soft drink is also included. Prices shown reflect the club subsidies. This year there will be hors d'oeuvres available during the social hour.

Top Sirloin, 8 oz.	\$19.00
Pork Chops, 2 ea.	\$19.00
Chicken Dijon, 10 oz.	\$19.00

Vegetarian or vegan meal options are also available. Contact George Kowats at 253-852-8178 to make arrangements.

## January 25, 2014, Annual PS-VCCA Banquet Registration Form

(Place an X under the corresponding dinner choice for each name.)

	Top Sirloin	Pork Chops	Chicken Dijon
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____
Phone: (____) _____	E-mail: _____		

Total Amount Enclosed: \_\_\_\_\_

**Registration forms must be returned to Sallie by January 11, 2014. Make checks payable to PS-VCCA.**

Mail this form with payment to: Sallie Comstock  
*See mailed or emailed Tappet Clatter for address*  
Phone: (removed), Email: d.comstock@att.net

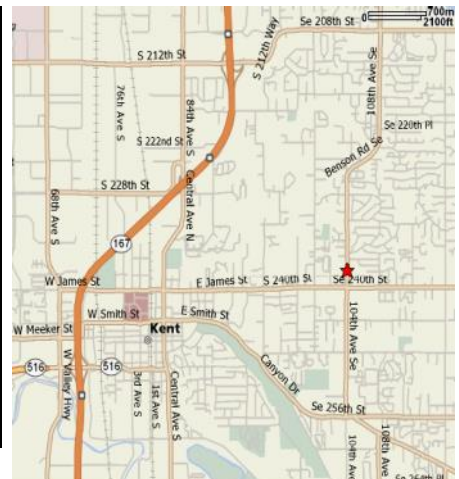
### Directions to Golden Steer:

#### From the North

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

#### From the South

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





## Bill Damm's SAFETY CORNER

### Safely Loading Cars Into Trailers

At the end of a recent early-6 tour in Baker City, OR, I observed the following near-catastrophic incident.

After the tour's final-day banquet, before it got dark, participants rushed to load their cars onto their trailers for their journey home. While watching the mass loading process underway I saw a driverless car shoot backwards out of an enclosed trailer with its owner running after the car.

After going about 75 feet the car's roll was slowing down so that the owner was able to quickly jump into the driver's seat and apply the brakes. I am not sure what lead up to the incident, but obviously somehow the brakes weren't set, it was not in a gear, and the wheels weren't blocked to prevent it from rolling after it was parked in the trailer.

A trailer might look level, but just a slight angle is all that is needed to get a car rolling. Fortunately at that time no one was passing by the rear of the trailer, the owner was not run over, and he didn't trip or fall or get injured while trying to stop the vehicle.

Another stroke of luck was that there were no obstructions in the level open field that the car was rolling out into, except for numerous prairie dog or badger holes. I'm not sure if anyone else observed this incident besides me and the car owner; because everyone was intent on loading and securing their own cars.

This incident is a reminder of the danger drivers, owners, helpers, and observers, are exposed to during trailer loading and unloading operations. To be safe, anytime a vehicle is parked on a trailer with no one in it and it is not tied down to the trailer, it should not be running, should be in gear with the parking brake set, and wheels should be chocked.

As long as at least two precautions are taken to keep the car from rolling off of the trailer (in case one fails) the operation should be safe. So be cautious when around trailers that are being loaded or unloaded, think safety, don't get in a hurry, and have a safe day.

*Pictures from NW Meet - Banquet (Continued from page 4)*



## Future Club Events Calendar

From Activities Coordinator Matt Dickinson

DATE	EVENT	CONTACT
October 12 <sup>th</sup>	Teaway Hunters Breakfast Tour	Jim Farris
October 17, 2:30 PM	Board Meeting at Dave & Diane Haddock's	Al Howe
December 14	Christmas Party at John and Dot Ziegler's	John and Dot Ziegler
January 25, 2014	Annual Banquet, (see info on page 5)	George Kowats & Sallie Comstock

**Note:** There will be no monthly membership meetings at Tillicum Middle School in December, 2013 and January, 2014.

## Membership News

Renewals are well underway, and we have sent out emails with the online form to those people who have computers, as in the past. Many have already responded.

We would like everyone to verify or update the information for the Roster, give us permission to use your photo, and then mail a check to Donna Onat or give it to Donna Onat at a meeting. (Cash money is also acceptable!) Those who do not have computers are being contacted by phone. Thanks, everyone.

## November Celebrations

### ANNIVERSARIES

Al and Lynn Anderson	11/2
Bill and Cathy Johnson	11/7
Dave and Marti Miller	11/8
Don and Lynn Boltz	11/23
Judy and Jerry Cloutier	11/30

### BIRTHDAYS

Tony Zimmerman	11/2
Jeffrey Haines	11/8
John Campbell	11/15
Joanne Barquist	11/15
Dan Johnson	11/16
Judy Martin	11/18
Jim Martoza	11/25

*Pictures from NW Meet - Banquet (Continued from page 6)*



*(Continued on page 11)*

## 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](mailto:rstamnes@yahoo.com) with your information.

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## Mounting An Earlier Water Pump On a 1955-62 Engine Using An Adaptor Plate

By David Folsom

Years ago I was finding it difficult to find enough 1953-54 full pressure 235s, which used the 216 style water pump, to keep up with the demand needed to replace a 216 engine with a full pressure 235.

Seeing how the 1955-62 235 water pump sat 3 inches lower than the 1954 and earlier pump and was much longer, I needed an option. I had seen problems with the modified 1955-62 water pumps so one day I sat down with both style engines and came up with my adapter plate.

When installing a 1955-62 235 engine or a 261 full pressure engine in place of a 1937-54 216 or 235 engine, this adaptor plate allows you to put the early high mount style pump on the later engines.

In the past modifying the 1955-62 water pump was done but required a press to force the hub further back on the shaft, then the hardened shaft required being cut off. Additionally a special pulley and fan was required. After all that, the pump and fan still sat 3 inches lower than the 216/earlier 235 pump, and that could lead to overheating and possible fan hum.

By using my water pump relocation adapter plate with a 1941-54 water pump, the pump is put back in the stock location. If you need to replace the water pump in the future you can buy an over-the-counter pump and install it without modification.

Another advantage of using this relocation adapter plate and the stock pump is the stock lower radiator hose can be used. The modified 1955-62 pump has a larger connection for the lower hose so a special hose is needed.

### INSTALLATION INSTRUCTIONS

Note 1: When installed in a 1939-40 Chev, the fan will be 1/4" forward from a stock pump but will fit fine.

Note2: Installation requires drilling and tapping two holes in the block.

Note 3: I recommend using the harmonic balancer and water pump with the belt width you want from your original engine.

1941-52 Use a Harmonic balancer and water pump for 5/8" belt

1953-54 Use a harmonic balancer\* and water pump for 3/8" belt.

(\*For 3/8" belt an acceptable substitution is to use a 1955-62 truck balancer. This balancer is designed for a 1/2" belt but may be used with a 3/8" belt. This will allow the belt to run deeper in the groove and in effect will reduce the diameter to very near the correct size.)

1937-40 Must use one of the above combinations.

I do not recommend using the 1955-62 PASSENGER harmonic balancer since the pulley has a larger diameter that may turn the pump and fan too fast. (To identify this balancer, pulley is 6 3/4 "OD X 5/8" Outside to outside edge)

### STEPS For Mounting An Earlier Water Pump On a 1955-62 engines

1. Remove the original back plate from pump and discard.

Save original countersunk bolts (A&B) and gasket

2. Lay a straight edge across back of pump. If straightedge hits pump shaft you will need to (a) use the saved

*(Continued on page 9)*

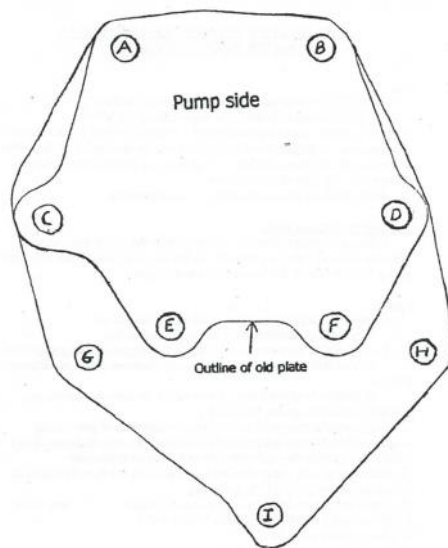


*Mounting Earlier Water Pump (Continued from page 8)*

gasket between pump and adapter plate or, (b) grind end of shaft down for clearance. In this case you can use silicone.

Instead of a gasket, I prefer option (b).

3. Install adapter plate with sealer (or gasket) on back of pump using countersunk bolts at top holes (A&B). Use bolts with nuts on bottom holes (E&F). Install bolts through plate side with nuts on pump side.
4. Bolt adapter with pump attached to engine using the three bolt holes at bottom of adapter (G,H, I). No sealer yet.
5. Using the largest drill bit possible that will fit through the pump holes (C&D), normally 27/64", drill slightly (only 1/16" deep) into front of the engine to act as a pilot for step #7.
6. Remove adapter and pump from engine.
7. Using a 5/16" drill bit, drill two 3/4" deep holes\* at the two marks in front of block made by step #5 and tap holes with 3/8"x 16 tap. (\* You can wrap tape around the drill bit 3/4" from the end to act as a stop guide.)
8. Spread silicone sealer on on pump surface of block and install adapter and pump and tighten. There will be a gap between the plate and the block at the "C & D" bolt positions, which is of no concern. It is important to only torque these two bolts to 25-30 ft.-lbs. Over-tightening these bolts can warp the plate.



**Note:** The pattern shown is not to scale.

A diagram of the conversion plate with a list of supplies needed are presented on David Folsom's blog at [www.chev235guy.blogspot.com/](http://www.chev235guy.blogspot.com/)

**Supplies you will need**

*Note: all bolts needed are coarse thread.*

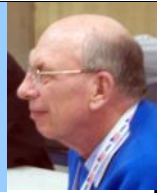
- ☐ (A,B) Original bolts from new water pump
- ☐ (C,D) 3/8" X \*
- ☐ (E,F) 3/8" X 1 1/4" bolts with nuts
- ☐ (G,H,I) 3/8" X 3/4" bolts
- ☐ Optional Silicone Sealer. See step 2 in instructions.
- ☐ 5/16" drill bit
- ☐ 3/8" x 16 tap

\*Because thickness of pump varies with manufacturer, measure thickness of the pump and plate together and use bolts 3/4" longer.



## Puget Sound Region VCCA General Meeting Minutes

September 23, 2013



Call to Order: The meeting was called to order at Tillicum Middle School at 7:35 PM by Director Al Howe.

Welcome: Twenty-seven members were present with no guests but a new member and a seldom seen member were in attendance. Don Hanson is the new member. He has a very nice 1929 coupe and is working on a 1927. Cecil and Francie Mullins were able to attend as well. They are usually in Arizona during the months we have meetings.



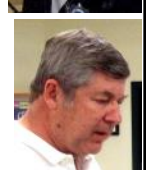
Membership: Donna Onat was pleased to announce that 25% of members have renewed already. She just sent out the broadcast email to renew online. (It was very easy, even for me on dial-up.) We gained 5 new members this year. Those present endorsed having Dick Jones use the format from last year with a separate list of cars by year at the back of the Roster. Making additional copies of the Roster was brought up. Dick Jones will make available a PDF file for those who want to print it themselves. Others use the previous year's copy as a back-up.



Treasurer: Sallie Comstock shared the expenses and income from the past quarter. She set up a sub-account for the upcoming Northwest Meet and earmarked \$1000 from the general funds to go into this sub-account. Al Howe handed Sallie checks from the Columbia River Region and North Cascades Region to supplement our funds. On another note Sallie suggested and it was approved to use \$1000 from the treasury to support our annual banquet in January.



National News: The G&D will need a new Editor in April. Also the national is seeking bids for someone to keep up the Roster and produce mailing labels. In general, Bill Barker says there are lots of changes coming at the National level.



Club Officers: October and November are the months Al and the selection committee find members to take on the jobs of running our club. Glenn Landguth will not be continuing as Editor. If we don't get any volunteers either as individuals or as a team, there will be no Tappet Clatter. Jim Martoza is stepping down from being Webmaster. Al said he might try it if Bill Barker will assist as a safety net and Jim can stay on until his Northwest Meet duties are fulfilled. Dave Haddock has agreed to takeover the Historian job and Rod Schein may help Matt and/or take over as Activities (Tour) Coordinator.

Glove Box: Bob Stamnes wondered out loud if we were tired of reading 4-cylinder articles. If so he needs some help with other topics.

Garage Night: October 9<sup>th</sup> is the upcoming Garage night to be held in Ballard at Roger Anderson's. Jim Farris set up this event but wasn't at the meeting to talk about what we will be seeing or doing.

Break: Bill Barker brought information and notebooks from Rod McCulley who has an extensive array of '20's and '30's parts from a collector who passed away. He is cataloging the parts but hasn't a plan to market them yet. Dave and Diane Haddock brought an assortment of cookies and grapes that was greatly appreciated.

Program: Jim Seiber shared the slide show produced by the kids who went on the 4 cylinder tour this summer. It was very well done showing the cars, people and places along the way accompanied by music. The DVD was produced, printed and handed out at the end of the Meet.

Meeting adjourned: About 9:05 PM.

Respectfully submitted by  
Don Comstock



## 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

**1924** 4-cylinder engine with transmission and clutch, \$100, Bill Barker, 425-643-0698, [bill@barkerville.net](mailto:bill@barkerville.net)

**1926** or earlier engine, transmission, and clutch, Elbert Butcher, 425-778-9278, [eblee454@hotmail.com](mailto:eblee454@hotmail.com).

**1929** Chevrolet Coupe.. This car was purchased from the original owner's wife in the 1970s and was claimed to only had been driven 3000 miles. By the time it was purchased by Rex Cornwell it needed to be totally disassembled and restored. At the time of his death 12 years ago Rex had restored the rolling frame and had the engine rebuilt. Car is supposed to be complete but needs to be restored or used for parts. Asking \$3500 OBO. Christy Cornwell, 253-863-4489 or cell 253-350-6322..

**1931** Sport Coupe. A 995 point car. \$22.5K, Dick Olson, 425 222-5798.

### FOR SALE

**1940** Chevy, L & R front fender with headlight. Very good shape, \$350. Bill Johnson, 425-255-6325, [snkshk@comcast.net](mailto:snkshk@comcast.net).

**1942** Dodge Sedan, 105 hp, 6-cylinder, end run prior to war, fluid drive, engine rebuilt a few years back, repainted with original green color, fair shape, asking \$8000. Located in Lake City, contact Russ Scott at 206-362-1796.

**1954** 235 cu. in. engine. \$150, Dick Olson, 425 222-5798.

**Western Side Post Lift**, 12' tall, Porsche dealer going out of business, give you clear floor, price negotiable. Call Bob Stamnes for more details. Owner is at 206-850-6330.

### WANTED

**1930** Carter Carburetor, Cecil Mullins, 425-301-1292, [ckmullins@comcast.net](mailto:ckmullins@comcast.net).

*Pictures from NW Meet - Banquet (Continued from page 7)*



### Web Links Of Interest

Capital City Region, VCCA: None

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/](http://www.chev235guy.blogspot.com/)

Gas stations without ethanol, <http://pure-gas.org/index.jsp?stateprov=WA>





**October 2013**



At the NW Meet Ladies Lunch