

THE TAPPET CLATTER



Founded 1967

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

October 2016

Volume 49 Number 10

Mahogany and Merlot Tour September 30 –October 2

Words by Kathy Currie and Photos by Dave Haddock and Mike Currie



lake. From the windows and decks of each room the lake glittered and the race course was clearly visible. We all enjoyed a tasty chicken dinner provided by the Comstocks on the patio outside their room accompanied by plenty of wine, salad and dessert on Friday night.

Saturday dawned sunny and warm. While some took the short walk down to town and race headquarters, others set



themselves up to watch from the resort dock or their rooms. Everyone eventually wandered to the race

grounds where they could see the hydros and the vintage pleasure boats up close.

(CONTINUED ON PAGE 6)

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On September 29th the Comstocks, the Haddocks, and the Curries met up in North Bend to tour to Lake Chelan for the Mahogany and Merlot event. They were met at the lake by the Scheins and the Stamness. The weather was perfect, mid 70's with bright sun and blue sky. Blewett Pass greeted all with red, yellow and gold leaves on the trees; Fall just beginning to show its colors.

Everyone stayed at the delightful Darnell's





1967 - Puget Sound Region VCCA - 2016



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 1991 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/>

2016 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

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 Driver's Seat"



We had our first meeting at Ringdall Middle School (our temporary Tillicum location) last night and had a good turnout. Several members were away attending the 6 Cylinder Tour, but for the members who attended, most seem to have not had any trouble finding the new school. We had two of our tour signs out to help people know where the last two turns were and plan on having them posted again for next month's meeting.

Donna reported that not quite half of us have already started our dues process for 2017. You should have received an email asking for verification of your current information. If you haven't already done so, please take a minute and fill it out, and then either send Donna a check or bring it with you to the next meeting.

We started nomination process for next year's officers, and several of our current officers have indicated that if asked would serve again, but there are going to be some openings. So please give some thought to what office you might be interested in holding to help your club out. The club will only stay active if everyone helps out as they can. So again, all of our offices are available if someone would like to be considered, but there are definite opening in the Activities (it's currently open) and the Director's job (term limits makes me a lame duck). So we'll continue the nominations process next month and have our election in November.

By the time of our next meeting, The Monroe Swap Meet, the Hershey Swap Meet, the Mahogany and Merlot overnight trip will all be over, and we still have a couple of upcoming events to finish out the year. Our Christmas party will be in December and our Annual Banquet is mid-January. Anybody wanting to be involved in either activity, please let me know.

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 the refining of the Chevrolet engine

From 1937-1940 all Chevrolet passenger cars and trucks used the 216 engine.

From 1941-1949 all passenger cars and light trucks used the 216 engine. Larger trucks used a 235 engine which was not full-pressure lubricated, had a full side cover, and looks nearly identical to the 216 engine.



From 1950-1952 all passenger cars with three speed transmissions and light trucks used the 216 engine. Passenger cars with the Powerglide transmission used a redesigned 235 engine. This engine was the first to use hydraulic valve lifters. The pushrod side cover did not extend up over the side of the head, but rather it stopped at the line between the block and the head. Like all other engines made through 1952, this was not a full-pressure lubricated engine, still using dippers on the rods. The larger trucks of this time frame also used this redesigned 235 with the exception of mechanical lifters instead of hydraulics.

In 1953 light trucks and the Sedan Delivery used the 216 engine. Large trucks and passenger cars with 3 speed transmissions used a 235 engine similar to the 1950-1952 Powerglide engine except that it did not have hydraulic lifters. 1953 passenger cars with Powerglide transmissions had a “breakthrough” engine. This 235 engine can be considered as the first of the modern era. The important features of this engine were:

- Full-pressure lubrication
- Hydraulic valve lifters
- Insert rod and main bearings
- Aluminum pistons

From 1954-1962 all 6 cylinder passenger cars with automatic transmissions continued to use engines similar to the 1953 Powerglide engine with rather minor variations along the way. Light trucks and passenger cars with 3 speed transmissions used a similar engine except it did not use hydraulic valve lifters.

Through 1962, all full-size Chevrolet 6 cylinder passenger cars and light trucks used the 235 engine. The last use of the 235 was in 4-wheel drive trucks in 1963.

Another engine was also introduced in 1954 this was the 261 engine for large trucks. In appearance, it was very similar to the 235 engine but attained greater cubic inch displacement by means of a larger piston diameter.

Written January, 1989

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

It's back again
To the wind and rain,
With shorter days
And nothing to gain.

Rainy nights
Make driving a bear
With on-coming lights
And roads' shiny glare.

The wetter the road
It's harder to see.
One only hopes to be driving
Were one ought to be.

For the gloomy days
And darker nights,
For driving safety
Check all the lights.

Keep that Chevy clean
From dirt and sand.
In winter weather
Drive a different brand.

Membership News:

From Donna Onat

Friends,

Since the online renewal form was sent out, more than 50% of you have responded in the first 3 1/2 weeks. In case you have been out of town or preoccupied fixing up your Chevy, please look for it in your email of Sept. 19, from Jim Martoza.

I am receiving more checks daily, and nearly 60% of members are renewed with dues at the time of this writing. Have you done both? My address is in the roster. Make your check out to PS-VCCA. Thank you for your ongoing participation!

Mahogany and Merlot Tour

(Continued from Page 1)

Then the excitement began: the engines started up, the rooster tails flew, and memories of races 60 years long past came looming up. The sound of the old hydros



turns out to be one of those memories, although long forgotten, immediately remembered. There was much talk of “remember Bill Muncie”, or “which boat was your favorite” or “every summer I had playing cards on my bike spokes so I could pretend to be a hydro driver.” One of the highlights of the hydro runs was watching PS-VCCA member, Matt Dickinson, ride along



on the unlimited Oh Boy, Oberto! - checking one item off his bucket list

Everyone had a special memory to share—even between strangers. There were small, inboard-powered hydros, smaller enclosed cockpit boats, as well as the vintage Unlimited Thunder Boats.



Saturday’s dinner was lasagna with garlic bread, salad, dessert and of course, lots of wine. Rod got the after dinner entertainment going with a game he called “My Father Went to China and He Brought Home...” He had everyone rocking, cuckooing and other equal-



ly crazy things. The laughter made the perfect ending to an already perfect day.

The Curries and Haddocks liked it so well they registered for next year. The Curries plan to hit the wineries on Sunday as it is also “crushing weekend”. It is always the first full weekend of October, so why not get it on your calendar for next year and join them. You’ll be glad you did.



November Celebrations

ANNIVERSARIES

Dave and Marti Miller 8
 Don and Lynn Boltz 23
 Judy and Jerry Cloutier 30

BIRTHDAYS

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

2016-17 Activities

October	24	PS-VCCA Club Meeting-Ringdall Middle School
November	28	PS-VCCA Club Meeting-Ringdall Middle School
December	TBD	Christmas Party
	TBD	Christmas Trains Party—Rod & Evie Schein
January	TBD	January Banquet— Location to be Determined
	23	
February	27	PS-VCCA Club Meeting-Ringdall Middle School
March	27	PS-VCCA Club Meeting-Ringdall Middle School
April	24	PS-VCCA Club Meeting-Ringdall Middle School
May	22	PS-VCCA Club Meeting-Ringdall Middle School
June	26	PS-VCCA Club Meeting-Ringdall Middle School

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.) Follow SE 60th and Ringdall will be on your right.

PS-VCCA 2016 Meeting Treats

October:	Bob & MG Stamnes
November:	George & Barbara Reich

Puget Sound Region VCCA General Meeting Minutes

September 26, 2016

Call to Order: The meeting was called to order at Tillicum Ringdall Middle School at 7:30 by Director Jim Darby. Our new temporary home was easy enough to find but the cafeteria had no chairs, just lunch tables. 22 members and Dave and Linda Gowan attended this first meeting in our new home.

Welcome: Jim shared "Thank You Notes" he received over the summer from the Willamette Region for our gift for the Northwest Meet and Thanks from the National for the wonderful Raffle Basket we sent to the Tahoe Meet.

Minutes: Minutes from the June meeting were approved as written in the Tappet Clatter.

Treasury: Sallie Comstock shared declining balance in the treasury and detailed income and expenses over the summer. The main expenses have been the printing and mailing costs for the Tappet Clatter and money gifted for the tour plaques and raffle basket for the Tahoe Meet and several other payouts for club activities over the summer. Since October is the renewal month all is well.

Membership: Donna Onat was pleased to announce that we have 76 members, of which 30 have paid their renewals as of this meeting. If you mail your check make it out to Puget Sound Region VCCA and send it to Donna, not Sallie.

National News: Bill Barker gave out rewards to those who helped out at Tahoe and gave a special prize to everyone who attended the meeting. He finished the bookkeeping for the Tahoe meet and the National Club finished a bit in the black because actual costs for many parts of the Meet were negotiated at a better price than originally planned.

Jim Seiber presented Bill with a fancy pair of Chevrolet suspenders because of a potentially embarrassing moment for Bill at the Tahoe Meet banquet.

Feature Articles in the TC: Jim Darby presented color copies of the Tappet Clatter and covers to individuals who helped create the feature article in the June Tappet Clatter to Jim Seiber and Dave Haddock for their fine work on the 4th of July Picnic.

Glove Box: Ideas and articles are always welcome. Jim Darby stood in for Bob by asking what to do with used solvent from your parts cleaner. His answer was to get a metal basket from a turkey boiler at a second hand store and fit it to a 5 gallon plastic bucket. Use the filtered used solvent as a prewash to get the ugly stuff off your parts before washing in the new solvent in the clean parts washer. What do you do with the gunk and really bad solvent?

Activities: Jim Darby gave thanks to all those who participated in events over the summer, particularly the combined picnic and Memorial Strawberry Shortcake event. It seemed to draw more members than each event held on separate dates did. The National Meet had 53 Puget Sound members attending.

Don and Sallie Comstock will be hosting a potluck to show off their new garage addition on October 22nd. Arrive after 1P.M., eat around 3P.M. Details in a future email.

Club Officers: All jobs are available for nominations. Several current officers have agreed to continue if nobody steps up for their job. (Secretary - Don Comstock, Treasurer - Sallie Comstock, Membership - Donna Onat, Club Store - Bill Damm, Historian - Dave Haddock and Editor - Mike Currie) We need a Director, Assistant Director, Activities Coordinator, and Web Master.

Break: Glenn and Judy Landguth brought delicious cookies, apple slices and chocolates.

Program: This evening's program was a collection of shots from the Tahoe Meet taken by Jim Seiber and John Campbell. Jim Seiber narrated.

Respectfully submitted by Don Comstock

From the Glove Box



From the Glove Box is devoted to sharing technical information, technical problems and solutions to problems related to the restoration and preservation of vintage Chevrolets. Please share your knowledge, experiences and recommendations with your fellow members.

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

I just received information on another friend who had too light of tongue weight on his trailer, which caused the trailer to start swaying side-to-side, resulting in the trailer jack-knifing, blocking several lanes of traffic and destroying the trailer.

Please evaluate your trailer and tow rig to make certain they are safe. Here is a great site on trailer safety: <http://www.stovebolt.com/techtips/trailer/index.html> Do it now, so you will be ready for the next touring season. This site discusses safety with respect to your tow rig, your trailer, tie downs and much more. It discusses the need to have 10-15 % of the trailer weight for tongue weight, use of chains to tie vehicle to trailer, and importance of wheelbase on your tow rig. It is worth your look.

Tires are also a big issue. I am certain you have heard all the stories I have heard. Traveling to Lake Tahoe, I had a tire go flat, and it turned out the tire had a leak but was also separating. I was lucky that it went flat while parked overnight and not on the road, but it makes you think about what would have happened if it had happened while on the road, maybe in a tight spot. I discovered several things while investigating what tire to purchase. Most trailer tires are made in China and most (maybe all but one) are rated for maximum of 65 mph. If you exceed this, you are increasing your chances of having a tire separate. Low tire pressure can also cause separation. In my case it was probably running too fast or hitting a chuck hole. The tire installer in CA where I purchased a replacement tire for my trailer said people bring them many separated tires, so it is not that unusual. He did say that many are due to hitting holes in the road. An inspection of your tires may be a good idea.

This tire shop and a friend who is into drag racing, both suggested a tire with more plies. The more plies, the stronger. I went to a 10 ply tire.

Here is some information from the Carlisle Tire web site: "In the past, most trailer tires were rated at 62 or **65 mph**. Today, some of our tires are "rated" (speed symbols) at 87 mph (N), some at 75 mph (L), some at **65 mph** (J: ST tires) and some at **62 mph** (J: non-metric tires). Please remember that speed ratings are test speeds and not recommended driving speeds." I would deduct from this that most ST trailer tires are 65mph rated.

It also surprised me that tires rated as 6 ply do not necessarily have 6 plies, but have some lesser number of plies that have equivalent strength to 6 ply. See following from FAQ at Carlisle site:

"What does 8 ply tire mean?

This letter indicates the load carrying capacity of the **tire** in terms of its construction. A "C" indicates the **tire** has a 6-**ply** load carrying capacity. The **tire** is not actually built with 6 **plies**, but contains one or two **plies** of equivalent strength. A "D" is an **8-ply** rating, and an "E" is a 10-**ply** rating."

If you are like me, I have a list of things I need to address after the trailering season, but I often lose the list or forget some of the items on my list by the next trailering season. This is a great time to get things in shape for the next trailering season before you forget. Bob Stamnes

Something Goes Right

By Jim Lewis

This has been a long trail; the path sometimes lost, sometimes found, several times.

Maybe 5 years ago I began thinking about replacing my 4.11 ring & pinion with a "Larry Jackson" 3.5 set. I thought and waited etc...\$900, then \$1000. I called Larry. "never more" quoth Larry. Now what? I inquired through our own PS-VCCA region Tappet and Clatter"; no help, I chatted the Chevy Board, and finally I put in a "wanted" notice in our fine "G & D". I got two responses: Texas and Alabama. I spent \$525 plus 1/2 the shipping; total, \$540. Gears and gaskets arrived soon after, new and perfect, never installed. Installed now.

What a grand difference! My '30 coupe glides along so easily now. The extreme low end torque has been tamed and the higher gear ratio allows me to move along at 50 mph without strain; less apt to be rear-ended on the faster roads too. Oh happy day!

PS-VCCA September Meeting

Photos by Glenn Landguth



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 206-799-3656



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. \$10,500 or best offer. Phil Christensen 509-636-2163



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, 253-941-5674 or 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 at rstamnes@yahoo.com



10/16

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 call Josh Forgues at 206 794-7075

FREE

Great winter reading material available at a club member price, FREE! Here is a complete collection of G&D's from 1987 to present. They have been pre-tagged for four-cylinder Chevrolet articles by Bob Stamnes. These issues are laden with great shop tips and restoration assistance. Read through this historical archive and discover interesting Chevrolet facts. I called on one of the ads, and the guy was happy to hear from a fellow club member 20 years after the publication date! From the Bob Stamnes collections. Contact, Jim Seiber, 425 765 8195 and make arrangements for pickup.

SUCKER

David Gowan - Area 3 VCCA Director



Yeah, I probably was a ‘sucker’. Who wouldn’t kowtow to a lovely little lady who owned a nice little ’56 Bel Air and whose father who was a master mechanic?

Anyway, I got her to say ‘yes’ to my entreaties and we’ve been married 56 years.

The sucker part is “Why did we sell that low mile (17,000) ’56 and buy a ’61 Rambler ?”

We all ask the same question when we think back on cars we’ve owned. Why? Why? Why?

Then again we get carried away and buy a car that we really didn’t want or need.

It’s a disease? “Sucker”, it’s just in the blood!