



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

September 2012

Volume 45 Number 9

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41st VCCA NW Meet

By Al Howe

The weather could not have been more co-operative in Wenatchee. It was a little breezy once in awhile and sometimes people were looking for sweaters or jackets. But what a blessing from the 100 degree plus temperatures the week before.



Wednesday was devoted to registration and the hospitality room, a great place to get acquainted and relax after (for some) the long drive to Wenatchee.

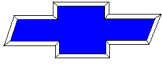
Thursday there was a wonderful luncheon for the women.



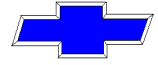
Following the luncheon there was a choice of three tours, each featuring a different destination in Cashmere, and two optional self-directed tours.

(Continued on page 5)

Meeting Reminder: Our September 24 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue. Bill Johnson is signed up to bring treats. (The meeting announcement is on page 3.)



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, . 7:30 PM 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)

2013 Membership Renewals

It's that time again! Be prepared for renewing your membership in September so we'll have a full crew on board by October 1, 2012. Our year runs from October through September.

A link to an easy online form with instructions and payment options will be sent via email to each member who has email. Please watch for it and respond in a timely manner. Members without email will be contacted separately.

Thanks from Dave Haddock, Donna Onat, Dick Jones, and Jim Martoza.

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, gklandguth@msn.com*

Director's Corner

"The Sunday Driver"



By Director Dave Haddock

At the Northwest Meet in Wenatchee, some of you probably heard the news about the Columbia River Region wanting to do a special Northwest Meet in 2015 to coincide with their 50th Anniversary. There was only one small problem with this great idea - Puget Sound Region was scheduled for 2015!

So, Columbia River Region asked if we would be willing to trade and take on their spot in 2014 instead of our scheduled spot in 2015. After some head scratching and trying to see if there was a way to do a bigger swap so that we, Puget Sound Region, could also celebrate our 50th Anniversary in 2017 as the NW Meet host, we decided that it would put too much burden on some of the other clubs and gave up.

So the question came back to a one-time, one-year swap between our region and Columbia River Region. I talked it over with several other members who all seemed to think the trade was a great idea. That is the current plan.

My apologies for not getting this information out to the group sooner so that more members could have been involved. At this point the gears are all moving forward with this modification, but I suppose some sort of vote should be taken at the September meeting to formally adopt the change.

The best news on this front, besides being able to help out our Portland area friends, is that Al Howe took this thing by horns and has volunteered to Chair our 2014 NW Meet Committee.

It is also my understanding that he will be backed up by our last NW Meet Chairs, George & Phyllis Kowats. He even has a potential location in mind and has planned a trip to scope it out with other members who may assist with the tour planning. Since we only have 2 years to get this planned and set up, all of this is great news to me.

As always we will be looking for additional volunteers for various tasks that need to be planned and I ask for your support. It will be a big job but one that I know our Region can handle. Please contact Al or me if you have any questions or would like to help out!!

Garage Nite - by Dick Olson

There will not be a Garage Nite in Sept. due to everyone's busy schedule, including the early-six tour to Logan Utah.

Condolences

We send our sincere condolences to George Kowats for the sudden loss of his younger sister, Mary Theresa (Kowats) Dodson, on August 24, 2012.

Membership Meeting September 24

Our September 24 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue. Bill Johnson is signed up to bring treats. The September meeting is going to be an important meeting for several reasons:

Bill Barker will update us on the Columbia River overnight tour.

We also need to discuss where our next NW Meet location is going to be. (Also see the discussion in the Director's Corner, above.)

We have elections of Club officers coming up. This is your chance to be more involved.

If time permits, it would be nice if someone wanted to show/talk about tours or events of the summer that would be of interest to members.

Al Howe

Wellington Tour, Part 1

September 22, 2012

(Exploring the Railroad History of Stevens Pass)

On September 22, 2012, we are invited to Skykomish and on to Wellington (near the Stevens Pass Ski Area) to learn more about the Great Northern Railroad and the history of railroading on Stevens Pass.

Our guide will be Bob Kelly of the Skykomish Historical Society who will present a slide show in Skykomish and then accompany us to Wellington where we will hike the area. He will show us historical photographs of this unprecedented disaster, and he will be available to answer our questions. The hikes are short on flat grades but at high elevation and possibly during cooler weather so dress accordingly.

The road to Wellington is a gravel road, so for Part 1 of this event we will not use our vintage and classic cars.

(Note: We plan to return to the area next year for the Wellington Tour, Part 2, in our classic Chevys, for a tour of the back roads of Stevens Pass. Stay tuned.)

For this Wellington Tour, Part 1, we will gather at the Woodinville Park and Ride (17800 140th Ave. N.E., Woodinville) in our modern cars on September 22, 2012, and be prepared to depart there at 9 AM for Skykomish. We will be departing Skykomish around noon for the Wellington site, so we are recommending that participants bring sack lunches for this event. If the weather cooperates, we can enjoy our lunches at the trailhead parking lot at Wellington with beautiful views of the northern Cascades along the west slope of Stevens Pass. If you are not inclined to pack a sack lunch, there are gas stations with convenience stores around Skykomish but your menu will be extremely limited.

Carpooling would be appropriate and enjoyable for Part 1 and will save us a few dollars. There is a \$5 per vehicle charge for trailhead passes at Wellington. Rod & Evie Schein, Bob & MG Stamnes, and Dave & Diane Haddock have scouted the areas and are available for any questions.

This promises to be an educational (and fun) series of tours and will offer amazing insight into building railroads and traveling across the Cascades at the turn of the last century.

Web Links for Area 3 VCCA Regions

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/>

Bill Damm's SAFETY CORNER

Safety glasses
Are not required.
But to protect your eyes
They're highly desired.

When drilling or grinding,
Even cooking or frying,
There's danger to your eyes
From stuff that's flying.

You value your sight,
It's plain to see,
To read these words
Or watch TV.

So take just a moment
For something so dear,
To protect your eyes
When the need is clear.

October Celebrations

ANNIVERSARIES

George and Ana Maria Haley 10/28

BIRTHDAYS

Roberta Martoza 10/7
Carol Folsom 10/14
Gene Melang 10/19

BIRTHDAYS (Continued)

Mike Currie 10/25
Francie Mullins 10/26
George Haley 10/27
Jerry Brownell 10/29
Sharon Lauderback 10/30
John Hartog 10/31

41st NW Meet (Continued from page 1)

The tours were short, and there were some interesting things to see and do. We could go to just one destination or go to as many as we wanted in any order we wanted, so we were not all together all of the time. This kept us from over whelming parking lots, roads and business.

Tour #1 was to Apple Annie's Antique Mall in Cashmere. This is a large upscale antique mall filled with quality vintage and antique items for sale.

Tour #2 was to Pioneer Village and Museum in Cashmere. Twenty original pioneer buildings have been brought in from the local area to recreate the pioneer life. It is a wonderful little walking tour.

Tour #3 was to the Aplets & Cotlets Candy Factory in Cashmere. What can be more pleasing to a sweet tooth than to see where those little candied pieces of apple, apricot, and other fruits and berries come from. These are delicacies that are shipped all over the world. And we can get them practically in our own backyard.

Optional tour #1 was a drive directly to Leavenworth for a day of shopping and exploring.

Optional tour #2 was a tour to Ohme Gardens. On a portion of land purchased in 1929, Herman and Ruth Ohme gradually endowed a rocky bluff with plants and pools of water. The gardens stayed in the family until 1991 when they were purchased by Washington State Parks and Recreation. Today the gardens are owned by Chelan County. The gardens offer a picturesque setting for photography, weddings, and concerts.



There were two options for the return to Wenatchee from Cashmere or Leavenworth. Option A was a fast, direct, 20 minute route. Option B was the scenic 30 minute route. For the extra 10 minutes invested, option B was a clear winner.

Later there was a trunk swap meet. Then the day ended with root beer floats and music.

Friday was a day for judging and the showing/display of cars. Box lunches were served at the show field.



There was a short tour in the afternoon. The day ended with a barbecue and special activities, and a trunk swap meet to close out the day.

Saturday began with a buffet break-

(Continued on page 6)

41st NW Meet (Continued from page 5)

fast, followed by a long tour to the Lake Wenatchee area (with box lunches).



The Banquet and awards presentation was in the evening. The food was delicious at both the BBQ and the banquet.



All-in-all I think everyone had a good time and enjoyed the Meet, especially visiting with friends that we only see on these regional events.

Puget Sound Region was well represented and won the Participation Award again this year. (Weeks before the Meet we had not been able to find this trophy from last year. We checked with everyone we could think of and no one had it. Well, it just showed up at the banquet!) I accepted it for our region. I will have it engraved and keep it for safe keeping until someone has a better idea. (I brought the trophy to the Triple-X Drive-In to show to club members. See page 7.)



Don Boltz won the Hard Luck Award the hard way. Don and Lynn were in line to leave the hotel parking lot on Saturday when a 1982 Corvette ran into the driver's door of their 2005 SSR Chevy. Fortunately, no one was injured and Don and Lynn were able to finish the tour with the damaged car. (See page 11 for an update.)



Another vintage Chevy chose to go into a ditch rather than run into Jerry and Betty Yoder in their 1969 SS El Camino. Again, no one was injured, but the vintage Chevy had to go home on a trailer. No "Hard Luck" prize for second place.

Don and Sallie Comstock won The Coolest Sunday Driver Award with their 1951 Deluxe Station Wagon. Bill and Ann Damm earned Senior Oval with their 1929 three-window coupe. Dennis and Gerri Johnson won First Junior, Best of Show and Peoples Choice with their 1934 Cabriolet. Jerry and Betty Yoder won Senior Oval and best of show with their 1969 SS El Camino. George and Ana Haley won 2nd Oval with their 1938 Business Coupe. Rod and Evie Schein won 2nd Oval in Drivers Participation. John and Marilyn Campbell won 1st Place in Personalized.

North Cascade Region put on a great Meet, the hotel and convention center proved to be outstanding facilities. The food was good and there were lots of smiles all around. They put in a lot of hard work and I would like to extend big thank you from all of the Puget Sound Region people who came to the Meet.

August 27 Meeting at the Triple X Root Beer Drive-In

By Glenn Landguth

My wife Judy and I arrived at the Triple-X a little early, so I was surprised to find that many other Club members and guests were already there. My oldest granddaughter was with us, and she quickly set to examining the menu.

Meanwhile I took a quick walk through the inside table area to see if there was anything new worthy of my attention. On the back wall I thought I recognized a familiar face. I walked up to the front counter and there I found the man in the picture, Bud Worley from the Classic Chevy Club. He confirmed that it was he and Karen (a



Marilyn look-alike) in the picture. He thought that the picture was taken about 2004.

Dave White entertained us with some trivia questions. The questions all related to Chevrolet history. It reminded me of some of the trivia contests that we used to have at the annual banquet.

After finishing a hamburger and fries, my wife Judy asked for what is probably her favorite milkshake, blackberry. None other than the Triple-X owner and fellow club member, Jose Enciso, was at the counter as I picked up the milkshake.

Al Howe showed everyone the Participation Award that the Club won at the NW Meet.

Glenn Landguth was presented a color copy of the August Tappet Clatter for writing the feature article.

Each person was given a ticket for the door prize drawing. Jose provided the door prizes. Diane Haddock selected people to draw tickets and Dave Haddock, using the megaphone, announced the winning numbers. There were 16 winners. Pictures of winners are on the page 8.

Many friends and family members were at the meeting. Especially children and grandchildren. The riding toy was popular. So was the ice cream.



(Continued on page 8)

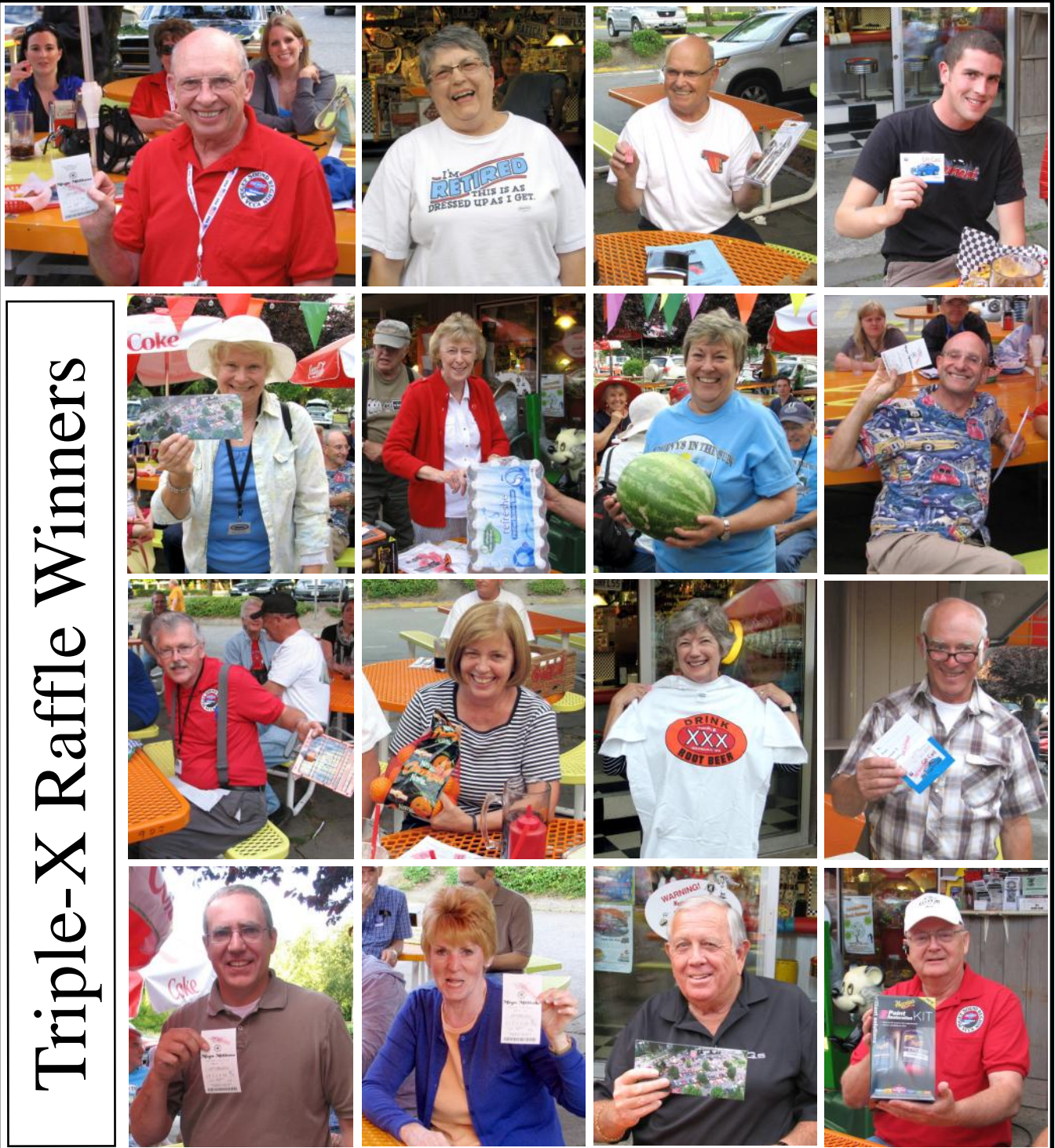
Triple-X (Continued from Page 7)

There did not seem to be as many vintage Chevrolets as usual, but considering that many people had just come back from the NW Meet in Wenatchee, I thought that it was an outstanding turnout. And everyone had a great time.

Thanks to Jose for providing a great venue and wonderful prizes for the raffle. And thanks to everyone who came.



Triple-X Raffle Winners



Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Dates	Activity	Activity Organizer
TBD	Board Meeting	
September 22	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	

Garage Nite at Dave Folsom's

August 8th was another informative Garage Nite at Dave Folsom's garage. The item attracting attention was, what else, an engine. There is always something new to learn about old engines to keep them running. Thanks, Dave.



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 at rstamnes@yahoo.com with your information.

Installing An Engine Head on a 1926 Chevy Touring

By Dave Folsom and Bob Stamnes

There are many things to consider when installing an engine head. Here are some of the things we considered when installing the engine head on Bob Stamnes' 1926 Chevy Touring. (See the August Glove Box for a related article.)

We inspected the head and the block very closely and found approximately 2 inches of rust flake in the water jacket of the engine block. This rust was removed with a combination of magnets, wires, vacuuming and pressure washing with the water pump off. Pressure washing worked the best.

The cylinders were then checked for wear and scoring of the cylinder walls. The cylinders passed inspection. The cylinders had been over bored by 0.030 inches, but this was not a concern.

We had the head magnafluxed to ensure there were no cracks.

A visual inspection of the head revealed valves set deeper into the head than desired. This was the result of repeated valve grinding. The result was less gap for exhaust to escape and less gap for the air/fuel mixture to enter when the valves are open, affecting the performance of the engine. This was a concern. So we had the head resurfaced, which brought the valves out of the pocket, exposing more of the valves and increasing the gap for exhaust gases to escape and for air fuel-air mixture to enter the cylinder.

Then we debated whether to use mild steel or stainless steel valves. The use of stainless steel valves prevents the valves from welding to the valve seats when the engine gets very hot and zinc additives are not used. Dissimilar metals do not weld. So we decided to use stainless steel valves.

Valve guides were checked by rattling the valves while in the head. The valve guides were very worn, so we had new valve guides installed.

Dave Folsom has experienced sticking valves when stainless valves are used if the guides are honed as done normally, so we addressed this concern by honing out the valve guides a little more than normal. Dissimilar metals expand to different degrees when heated. This and the fact that 4 cylinder engines have no pressurized oiling system for the top of the engine, dictate the need for more valve stem clearance.

We sanded the surface of the block to remove any bumps that might prevent the gasket from doing its job. A couple of guide bolts were screwed into the block to guide the placement of the gasket and the head, and the gasket and head were placed in position. Since the previous head had some leakage past the head gasket, we used a copper spray on both sides of the head gasket to reduce this potential.

We used the original head bolts but found this was not good. We tightened the head bolts to 60 foot pounds, and then decided they could be tightened more, so we took them to 75 foot pounds. However, we found we could not get the torque on one head bolt to 75 foot pounds. This surprised us, so we removed that head bolt and laid it next to another head bolt to compare the threads. We found that the head bolt had stretched and was stretching as we tried to torque it to 75 foot pounds. We replaced this head bolt with one that was not stretched. I will now purchase all new head bolts, probably #5 or better, to ensure the head is held as tight as it should be to the block.

The next step was the installation of the rocker arms and push rods. The surfaces of the rocker arms that hit the valves were inspected for wear. If these surfaces are concave, setting the gap with a feeler gauge will result in a larger than desired gap. These surfaces passed inspections. The rocker arms were then adjusted, the manifolds were mounted, and we were off and running again.

Dennis Dynes Update

Dennis continues to battle a serious illness with some limited success. He appreciates everyone's concern. He has decided to keep and work on completing the restoration of his 1947 Chevrolet Stylemaster, with help from some friends.

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 Chev 5-window Sports Coupe, with rumble seat, stock, previously restored, needs some paint work done. Comes with extra parts including: engine block, head, clutch, transmission, headlight assembly, 2 boxes of miscellaneous and electrical parts. Asking \$10,000. Phil Christensen, 509-636-2163, or philip082@centurytel.net.



1936 Chev 4-Door Standard Sedan. Very straight, all original, solid rust-free car. Needs restoration, have all the stock parts. Maple Valley area. Pic's available. Asking \$5500 obo. David Sanders, 425-413-8102.

1940 Chevrolet Special Deluxe Custom Coupe, overhauled 350 V-8, Edelbrock carb, TH350 A/T, 10 bolt 3.08 Posi-traction, rear air shocks, new custom alloy wheels and tires, rack & pinion front suspension, front disc brakes, PS, PB, 1973 Impala tilt column, "Dakota" digital electronic dash, AM-FM stereo w/CD, "Flying Lady" hood ornament, new chrome bumpers & guards, new custom original tan interior. \$25,000 OBO, Chuck Holmes, 253-275-7306.



1947 Chev Stylemaster. This is a really nice car and it runs perfectly. Asking \$16,500. Mike McLaughlin, email is mgmclaughlin007@gmail.com and cell 253-335-6312.



FOR SALE

1958 Chev Biscayne, 283 cu.-in.. Changed carb from 2bl to 4bl, (original manifold available), 3sp, column shift. Some mechanical and body restoration completed. New universal joints and center carrier bearing, wheel cylinders and brakes. Glove box replaced. Speedometer assembly rebuilt. Replaced turn signal assembly. New sending unit in gas tank. Previous owner replaced carpet, headliner, seat covers and door panels. Fixed rust problem in trunk. Minor rust behind left rear wheel. Paint is fair, should be redone. Runs and drives well, could use additional restoration. Asking \$4,000 but will take offers. Phil Christensen, 509-636-2163, or philip082@centurytel.net.



1979 Camaro Cascade, with all options including A/C. It is #8 of 90 of these models made. \$1,400, Jerry Van DeWalle 503-662-3701.

Engine Stand, \$25, George Kowats, 253-852-8178.

Transmission Jack, \$25, George Kowats, 253-852-8178.

Floor Creeper (The Bone), \$10, George Kowats, 253-852-8178.

Come-Along, Two available, \$10.00 each, George Kowats, 253-852-8178.

WANTED

None

Update on Don Boltz' Car

Don Boltz' 2005 SSR Chevy was damaged when a 1982 Corvette ran into it while at the NW Meet.

At this point Don is dealing with the insurance company on the claim. The person who hit Don's car lives in Spokane, Washington and is a member of the Model T Club there. The driver of the 1982 Corvette claimed that his brakes had failed.

Don believes that the driver was accustomed to driving with three pedals, like the Model Ts have. Don is sure that the driver got confused and hit the wrong pedal, thus resulting in the collision.

The door was the only thing that was damaged on Don's car, and it will be replaced. The bigger problem is that the custom paint cannot be matched, and the SSR will have to be completely repainted back to the original yellow, which is called "slingshot yellow" by Chevrolet. The graphics will then have to be redone. The insurance claim for everything is around \$33,000.

Don is waiting to see what happens with the claim. Bottom line is, Don was the one who was not at fault, and if the claim is turned down, then Don will not settle with the insurance company and may have to take legal action.

September 2012



Glenn & Judy's granddaughter is about to enjoy a hamburger and root beer at the Triple-X meeting.