



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

September 2013

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Woody Tour at the 2013 Northwest Meet

By Al Howe

We had about seventeen cars and about twenty-six people participating on the Wednesday Woody tour. I was the leader driving my '31 Chevy.

This is the first time I have had this car on a tour. Kathy had to work so her daughter, Tiffany, rode with me as navigator. She had never been on a Chevy tour before so did not know what to expect. She had a fun day and liked all the old cars.



We left the hotel at 9 AM and headed to Jerry and Betty Yoder's home. Lots of those on this tour had never seen Jerry's collection before and were in for a treat. None were disappointed. Thank you Jerry for allowing us to fantasize a little.

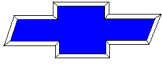
While we were there we helped him move a newly restored pinball machine off the shipping crate to its new home in the showroom. Jerry said no-one could leave until the job was done. Half a dozen of us made short work of that project. After all we were ready to drive those Chevys again.

Driving though Buckley, around some dairy farms, on some bumpy roads and over a one lane bridge crossing the Green River Gorge took us to the Black Diamond Bakery. Here a "make your own sandwich" lunch awaited us. This was a yum-

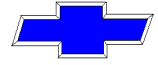


(Continued on page 4)

Reminder: Our September 23 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue. Dave and Diane Haddock are 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

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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 (phone removed)

Director's Corner

"From The Drivers Seat"



By Director Al Howe

Seems kind of early to see leaves starting to turn color but we have had a wonderful summer with all the sunny days. We have had fun tours and activities with family, friends and our vintage Chevrolets, most recently being the Northwest Meet in Federal Way. We still have some tours coming up soon. One being the 6-cylinder tour in Baker Oregon and the Teanaway Hunters Breakfast Tour October 12th. October is usually a pleasant time to be out and about so the Hunters Breakfast should be a nice little drive for our Chevys. Remember you don't have to drive the old Chevy if you would rather not. You can still enjoy the trip in a modern car.

We start our regular monthly meetings September 23rd at the Tillicum Middle School and we have lots of business to cover but nothing we can't handle. It would help a little if we had some ideas from the membership on what you would like us to have as a program at the meetings. We plan on showing the 4-cylinder tour slides at the September meeting. If you have an idea please bring it to the meeting or send me or Dave Haddock an email. We could use all the ideas we can get.

It seems too early to be thinking about Christmas already but plans must be made. John and Dot Ziegler have offered to host our Christmas party this year. They said December 7th and 14th are open. So the question to the membership is which date would be the better for you? I will ask this question at the September meeting but you can send me an email if you like. Thank you, John and Dot.

Jose Enciso was as generous this year as he has been in the past when we met at the XXX Drive-In for our August meeting and dinner. It was a little rainy but stopped long enough for us to have our short meeting and drawing for gifts outside. Thanks to Bill and Sis Barker's grandchildren who helped with the tickets. We had a good turnout including family and friends. It is always nice to see family members take an interest in the old Chevy activities. (See pictures on pages 5 and 6.)

Seems to me that Puget Sound Region has had a lot of articles in the G&D this year. We have two articles in the August issue. One about the 4-cylinder tour by Jim Seiber and Kaydene O'Day, and one by Theresa Farris Deacy titled "Driving on My First Tour". How nice of her to write such an interesting story. Thank you Jim Seiber, Kaydene O'Day and Theresa Deacy.

I have babbled enough, time to get some work done. See you at the September meeting.

Aging: Eventually you will reach a point when you stop lying about your age and start bragging about it.

Garage Nite - by Dick Olson

The Oct. 9th Garage Nite will be at friend Roger Anderson's in the Ballard area. 7 PM phone (removed).

SEE YOUR MAILED or EMAILED TAPPET CLATTER FOR DIRECTIONS and CONTACT INFORMATION.

Thank you Jim Farris for arranging this.

Membership Meeting September 23

Our September 23 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue. The program will be the showing the 4-cylinder tour slides.

Dave and Diane Haddock are signed up to bring treats..

Woody Tour (Continued from page 1)

my lunch with fresh baked bread and whatever you wanted to make a delicious sandwich. It just doesn't get any better. I think everyone ate more than they should have.



After lunch we got a chance to see the old brick oven they still bake bread and pies in. They build a fire inside the oven to heat the bricks, pull the ashes out and put the goodies in to bake using heat stored in the bricks.

Half a block walk took us to the Black Diamond Museum. The Historical Society greeted us with open arms and gave us a short talk about mining history in this area. What a wonderful place to visit. I am not even going to try to describe what is there; you just have to see for yourself.

Heading back to the hotel we drove the very crooked road along the Green River back to Auburn. I believe this road has more bends than the river. It is a beautiful drive but you do have to keep a lookout for bicyclists. They love this road also. Driving through Auburn and up the hill to the hotel we finished the tour with 60 miles for our car passport.

By the time I got home my '31 Chevy had carburetor problems, the generator stopped working and it was overheating but it did get me home. All is under control. I will have it back on the road before the end of this week, August 24th, so I will be ready for the 6-cylinder tour in September.

October 12 Tour – Hunters Breakfast

Once again the October Tour will take us east to Teanaway and the Hunters Breakfast. This is an annual event sponsored by the Teanaway Grange.

They provide a breakfast for Hunters and anyone interested in a good Saturday morning breakfast. The Tour will leave North Bend at 8:00 AM sharp. That's I-90 Exit 31. Come beforehand for a cup of coffee at Starbucks or McDonalds.

The plan is to be at the Teanaway Grange at 10:00 AM for breakfast. Following breakfast we'll spend a bit of time in Cle Elum at the bakery and sausage store. Maybe we'll even find a fruit stand or two.

For additional information contact Jim Farris farrismej@aol.com 206-937-5636 or cell 206-226-2572

At the XXX Drive-In Restaurant, August 26



(Continued on page 6)

XXX Root Beer Drive-In (Continued from page 5)



September 2013 Tappet Clatter
Some Pictures from the NW Meet



(Continued on page 11)

Future Club Events Calendar

From Activities Coordinator Matt Dickinson

TBD	Board Meeting	
Sept 9 th to 13 th	Early 6-Cylinder Tour - Baker City, OR	Jim Farris/Tom Meleo
October 12 th	Teaway Hunters Breakfast Tour	Jim Farris
TBD	Board Meeting	
Early December	Christmas Party	
I will help with the paperwork and submit the tour passport miles requests. Matt Dickinson		

Membership News

By Donna Onat

If you were at the XXX for the August meeting you will remember the introduction of a new member, Don Hanson. Don lives in Kent with his '27 coupe and '29 coupe.

This is the third new member Ana Maria Haley has recruited this summer! Way to go, Ana!

Renewal time is upon us again, and we'll be sending out emails with the on-line form to you who have computers, as in the past. Are you getting used to it by now?

We would like you to verify or update your information, give permission to use your photo, and then mail a check to me or give it to me at the meeting. (Cash money is also acceptable!)

Our year begins, as you may recall, on October 1. Those who do not have computers will be contacted by phone.

Thanks, everyone.

Bill Damm's SAFETY CORNER

On finding a vintage Chevy
That really needs some help
Be it a complete restoration
Or just a brand new belt

The **GOAL** is:
"To get it running"
The **REWARD** is:
"Getting it running"

The **PRIDE** is:
"Keeping it running"
The **FUN** is:
"To take it touring"

The **CHALLENGE** is:
To stay alert
And do it all
Without getting hurt.

October Celebrations

<u>ANNIVERSARIES</u>		<u>BIRTHDAYS (continued)</u>	
George and Ana Maria Haley	10/28	Francie Mullins	10/26
		George Haley	10/27
<u>BIRTHDAYS</u>		Jerry Brownell	10/29
Roberta Martoza	10/7	Sharon Lauderback	10/30
Carol Folsom	10/14	John Hartog	10/31
Mike Currie	10/25		

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 (*phone removed*) with your information.

Coils, Part 1

Compiled by Bob Stamnes

This is the first of several articles on Coils.

Coils have been a problem for the 4-cylinder cars and later cars. There will be a garage night scheduled this year where you are encouraged to bring all the coils you have for the year(s) of your car(s), and share your experiences with coils. The following information is primarily on the older 4-cylinder coils and is extracted from the October 2001, G&D article titled "Remy Coils For The 1918-28 Chev 4's & Twin 4" by Ken Kaufmann.

REMY COIL APPLICATION HISTORY

The first application for the Remy 6-volt ignition coil for Chevrolet was the short lived 1917 Model F which had part #40832. This coil might have been an earlier version of either the Remy 287A or 287B coil. By the time the long stroke FA engine started production a few months later in April, it was equipped with the Remy 287A ignition coil. This coil featured a built-in condenser, a top-mounted resistance unit that was connected in series with the primary windings, and a built-in top hold down bracket that clamped the coil on top of the square Autolite® generator with two long #40833 clamp bolts.

These coils were stamped with the part number 287A sideways, on the outer circumference of the case towards the top, with the name Remy stamped sideways towards the case bottom.

The 1918 and 1919 "Four Ninety" models were built with the Remy 287B ignition coil, which did not have or need a resistance unit. This coil presumably had enough built-in resistance to limit the primary coil windings to about the normal 4-amp current draw.

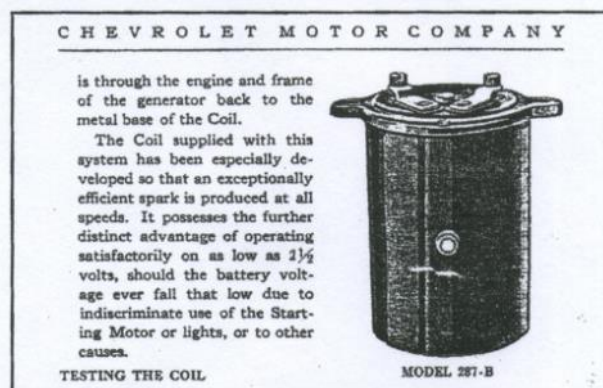
The illustration shown here is from the "Remy Ignition System for Chevrolet Four-Ninety," Instruction Book No 58, August 1918. This book mentions "the Remy Electric Company desires every owner shall have a clear working knowledge of the ignition system which plays so essential a part in the car's performance."

It seems the 287B coil was replaced by the 287A in production on the 1920 "Four Ninety" models that were announced the first of August 1919. The 1920 parts book shows this 287A coil was also a direct replacement for the former 287B coil for the older 1918-19 490's.

Sometime during the 1922 model year, all Chevrolet models switched over in the production to the 284L Remy coil. The main difference that can be observed between the 287A and 284L is the switching from a top-mounting bracket to a bottom bracket design, which possibly gives a better grounding of the case to the top of the generator. In servicing coils for the prior models back

REMY IGNITION COIL APPLICATION CHART

Year Model	Chev #	Remy #	Notes
1917 F	40832	?	
1918-19 FA, D, T	40529	287A	Resistance Unit
1918-19 490	41032	287B	No Resistance Unit
1919-22 FB, T	40529	287A	Top bracket
1920-22 490	40529	287A	
1922-26 All	40529	284L	Base mounted
1918-26 All	811625	284L	Used D-R part #
1927-28 All	820247	284W	Moulded terminal
1918-26 All		284K	Remy Service part
1918-28 All		284Y	D-R Service part
1918-28 All		1843169	D-R Universal coil
1918-28 All		1842806	D-R Univ. cond.

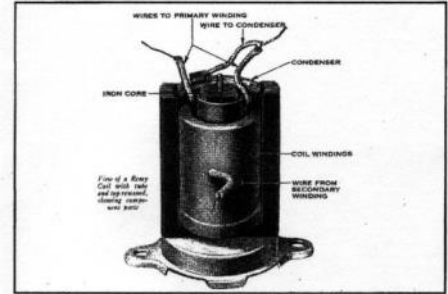
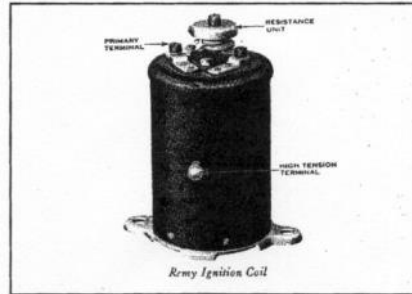


(Continued on page 10)

Coils, Part 1 (Continued from page 9)

through 1918, Chevrolet dealers sold the 284L coil under the same Chevrolet part number 40529 in use since 1918. The Remy 284L coil was continued in production up until the last of the 1926 Superior Series V were built out.

These two illustrations are from the 1919 Remy printed hardcover book titled, "STARTING, LIGHTING, IGNITION-SIMPLIFIED." The 284L style coil is shown with the base-plate mounting. Notice the exposed, side, clip-on, high-tension terminal and the position of the resistance unit in relationship to the primary (batt.) terminal.



Remy internal coil construction can be observed in this cut-away view. The wiring connections are done using multi-stranded wire that shouldn't break under engine vibrations. This construction also makes it easy to slip inside the original case and wire the short 6-volt coil Volkswagen used to 1967.

Starting with the 1927 Capitol AA models, Chevrolet used in production the Remy 284W that featured a moulded high-tension side terminal. Now it was easier and safer to just plug in the high-tension wire to the coil. Chevrolet was now using the Delco-Remy part number 820247 to stock this improved 284W coil for use on the 1927-28 models. The new 284W coil was also used for parts service for the 1918-26 model replacing the former 284L coil that was switched from the Chevrolet #40529 to the Delco-Remy #811695 about the time Delco and Remy were merged together in mid-1926. To adapt the 284W coil with the plug-in terminal to the pre-1927 models, a new plug type high-tension wire #820460 was used to replace the clip-on, exposed, terminal. The 284W coil also is date-stamped on the case side next to the model number with a month and year (for example, 4-28 for April 1928).

THE REMY 284K COIL

It is interesting to note that starting in 1922, Remy started selling though its jobbers organization the 284K coil in a package lot of six coils with the three common types of mounting brackets that could adapt the 284K coil to most applications where the 280-284-285-287 model coils were used. The 1922-29 Remy 284K replacement coil with the Remy #10715 clamp bracket would have the same performance and almost the same appearance as the original Remy 287A coil.



DELCO-REMY 287Y IGNITION COIL

Delco-Remy announced in its January 20, 1930 Service Parts Catalog that the 284K coil and all other coils of the 284 type were superseded by the updated 284Y coil that had incorporated a moulded high-tension terminal. Like the 284K coil, the 284Y coil was also designed for universal mounting and was supplied with the 3 types of brackets. The instruction sheet that was shipped with this coil made a special note that when replacing the 287B coil for the 1918-19 Chev 490's, "which has no resistance unit, remove the resistance unit from Model 284Y and connect the battery lead to the terminal post from which the resistance unit was removed."

DELCO-REMY 1843169 UNIVERSAL 6-VOLT COIL

By 1934, Delco-Remy was no longer supplying the, by now obsolete, 284 type coil, and only serviced the D-R 1843169 Universal coil for all pre-1929 Chevrolet models. Since the former 284L unit had a built-in condenser, D-R also supplied an 1842806 Universal Condenser that was required to be wired from the coil (-) negative terminal with the condenser case bracket attached to a good ground.

Chevrolet supplied the exact same 6-volt D-R Universal 1843169 Coil and 1842806 Condenser in its FOUR CYLINDER MODELS Parts Books up to the last January 2, 1947 edition.

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

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..

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.

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.

Pictures from NW Meet (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/

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

More to come next month.

September 2013



At the XXX Root Beer Drive-In Restaurant