

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

December 2011

Volume 44 Number 12

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Christmas Potluck

Forty-Two Members Travel to A Gingerbread House.

By Don Comstock

The annual Christmas Party Potluck and Gift Exchange was held, once more, at the Comstock's house in sunny Bonney Lake. Once again granddaughter Sarah had added lots of "gingerbread" and "bling" to the inside decor. Sallie sure has a lot of cat-inspired Christmas decorations. The main tree contained one mouse (Don Boltz called it a dog), and probably 500 cats.



A secondary tree in the solarium was covered with automotive inspired ornaments, also one of Sallie's collections.



With all flat surfaces decorated with other seasonal items I had a challenge finding places to seat everyone for dinner.

We did set tables to handle 40 guests, with the remaining four sitting on chairs with TV trays. The whole house was used, with tables in the great room, dining room, solarium and library.



Santa arrived with a pair of gingerbread helpers in Don's completed 1940 Master 85 Business Coupe. This car was shown in last December's TC on page 4 with fenders and wheels removed as well as the seat. The paint for the fenders and wheels was a close match but is a shade off what it should be. The seat has been rebuilt with new, not original pattern or color, material in an appropriate gray pinstripe that matches the headliner and door panels.

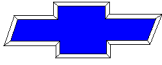
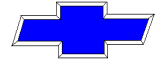


This car was originally restored as a resto-rod so total

(Continued on page 4)

January 21 Annual Banquet, Announcement and Registration Form

Please see page 6 for the Annual Banquet announcement and registration form.

**1967 - Puget Sound Region VCCA - 2011**

*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 1986 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, 7:30PM 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

<u>Director</u>	Dave Haddock	chevydave@gmail.com
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(and other members who supply copy)

April 26-29, 2012 All-California Tour Invitation from The San Diego Region

We want to invite the members of your region to join us in this fun event. (See ad on page 3.)

We've always enjoyed getting together with all the folks of the other regions at the All-Cal's we've attended, so we hope you all plan to attend so we can say hello to some old friends and maybe make some new ones. Have a very Happy Holiday, Jean & Kirk Culver, stonyhillca@cox.net, 619-593-1047

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

Well, as the year winds down I want to take the time to thank everyone who has contributed their time and energy to make this club the success that it is. From bringing refreshments to meetings, to planning tours, to working on fund raising, to hosting the Holiday Party, it all is important for us as a group.

I especially want to thank the officers who have served us throughout 2011 and most of these same folks who have agreed to serve again in 2012.

The primary change for 2012 is that Al Howe will be supporting me as Assistant Director and Jim Farris will be stepping back to his role as "primary cheerleader" for the Puget Sound Region and "West Coast 4 cylinder tour planning specialist".

Now that Jim has completed his year as Assistant Director, he has held every officer's position in our Region. Congratulations Jim!!! And thanks for all that you do!!!!

With our 50-year VCCA Anniversary celebration and the 100th Anniversary of Chevrolet, 2011 has been a great year for Chevrolet and for Chevrolet fans like us.

Merry Christmas and Happy Holidays to all. Enjoy this special time of the year with friends and family and let's get back at it in 2012 and have a little more fun with our Chevys.

I hope to see you all at the January Banquet.

New Member Welcome From Donna Onat, Membership

We welcome a new member, Tony Zimmerman, who hosted a Garage Nite for us in August. He attended the October meeting as a guest, and joined right up. Tony has a '66 Corvette convertible. (*phone #s removed*) See mailed or emailed copy of the Tappet Clatter.



The San Diego Region Presents The 2012 All-California Chevy Tour April 26, 27, 28, and 29 at the Mission Valley Resort Hotel 875 Hotel Circle South, San Diego, CA 92108

The package cost of \$125 per person will include tours of Old Town Historic State Park, the Automotive Museum in Balboa Park, the USS Midway Museum, lunch at the infamous Corvette Diner, an event T-shirt, and, of course, the Saturday night banquet.

The Mission Valley Resort Hotel has graciously given us the special price of \$90 per night (plus TOT) from April 23 through May 2 in the event anyone wishes to extend their stay. During the All-Cal, a Breakfast Special will also be included.

FOR HOTEL RESERVATIONS, CALL 1-800-362-7871 OR 1-619-298-8281

And don't forget to mention the "All-Cal Meet" for special pricing

FOR REGISTRATION FORMS OR ADDITIONAL INFORMATION, PLEASE CONTACT:

Kirk & Jean Culver (619) 593-1047
1986 La Cresta Rd., El Cajon, CA 92021
e-mail: stonyhillca@cox.net

DEADLINE FOR REGISTRATION IS MARCH 26, 2012

Christmas Potluck (Continued from page 1)

authenticity wasn't important. I kept with that theme when I chose the material for the seat. Santa got pretty cold sitting all evening in the car with the door open, but he did stay dry.

While many of the guys ventured to the nearby shop building to check on the cold shop, the ladies stayed in the warm house catching up on events in each others lives and becoming acquainted with new members. Some of the ladies haven't been together since last year. The men also spent most of the time in the shop catching up on their doings. Don did have a small heater set up in the main bay but it was still quite cold.



I'm sure everyone was glad to get back to the warm house for dinner. It didn't take long after the salads, side dishes and ham were set out to empty the serving dishes and fill all the tables. With everyone spread out among several rooms it didn't seem crowded at all. The mostly empty dishes were cleared and replaced with desserts ranging from pies to cakes and cookies. Again a line formed and the desserts disappeared. There seemed to be a perfect balance of side dishes and desserts to go around.



Sallie then distributed playing cards while Don Comstock and Jim Seiber folded the tables in the great room to make a space for everyone to gather for the gift exchange. Others gathered chairs from the other rooms and arranged themselves in a circle around the room. Happy talk prevailed until the exchange began.

Rules were explained and the draw of cards began. Sallie Comstock was the first lady to choose a gift and the last one to be able to make a trade. George Haley was the first gentleman.

As each gift was unwrapped and shown to everyone "oohs" and "ahs" along with comments echoed throughout the room. There seemed to be lots of men choosing gifts and only a few trades. The ladies were getting impatient but that was just the luck of the draw. Soon enough the ladies caught up. I personally was impressed with those individuals who had gifts stolen. It seemed that the new gifts they chose were at least as nifty as the ones they lost.



Shortly after the exchange ended people were ready to brave the cold night air and head for home. It was after 8:00 PM and some people needed to get up early to prepare for work.

As the last cars drove out the driveway Sallie and I both said that this year was the "Best Christmas party ever", as we have said in previous years. The weather was cold but dry and everyone seemed to have had a wonderful day. Sallie and I turned to closing up the '40, shutting off the lights, putting away the tables and chairs, and relaxing with a cup of decaf laced with eggnog.

"Merry Christmas to all.", from Don and Sallie Comstock.

The First Gathering of the 4-Cylinder Group (To meet in-person, and to see Ken Scott's recently acquired parts collection)

By Bob Stammes

I bumped into Ken Scott while working the Spring Monroe Swap Meet and he talked about a recent purchase he had made of trailers full of 4-cylinder car parts. I immediately thought of the 4-Cylinder Email Group. Ken had a need to identify parts and sell parts and, I knew the 4-Cylinder Email Group had a need for parts to finish the various projects. This was a slam-dunk!

After Ken got the parts home, I visited him to check the batch of parts out. It was everything Ken said it was, and then some. I mentioned the 4 Cylinder Email Group to Ken and he immediately suggested a gathering and said he would provide the hot dogs. So I bunched up a few parts that I had been unable to find for my '26 touring and left.

Ken and I continued to discuss the idea and it rapidly came together for October 2. It would be a low-key gathering of ten or so people with hamburgers, potato salad and chips. Ken and I would provide everything. Ken also suggested we invite the Puget Sound Region. I immediately received emails from 4-Cylinder Email Group members as far away as New York State and Sand Point, Idaho, saying they wish they were closer so they could join us. The numbers climbed and we ended up with 30 people, which was a great surprise for Ken and me. This definitely demonstrated the interest of the 4-Cylinder Email Group, as they were the majority of the attendees. This was the first in-person gathering of the 4-Cylinder Email Group.

This group was set up initially to exchange information on the 4-cylinder cars. This was especially important for those in the process of putting cars together. It was great to personally meet many of these folks who had provided me great information and guidance in the past. Many people also found parts they had been looking for. Jim Farris said, "I've rarely seen such a treasure cache of so many Four-Cylinder parts before." Jim said he felt like "A kid in a candy store", and there were a lot of other kids. You just couldn't pull yourself away from the goodies.

We had members from three Regions of VCCA at the meeting: Kevin Humann, North Cascade Region; Robert Reller, Ken Scott, Mike Scott, Gale Munsey, and Dave Williams from the Mount Rainier Region; Woody (Criag Woody Wood) and Kyoko, John Strampher, Don and Sallie Comstock, Bill Damm, Bob Stammes, John Anderson, Dave Roberts, Jim Farris, Lee Folsom, Dave Folsom, Al Howe, Cathy Kahrs, George Haley, Tom and Sharon Lauderback, Rod Mc Carthy, Roger Orness, John and Dot Ziegler, Elbert Butcher of the Puget Sound Region and Terry Beedle, a past PSR member. Not many went home without something.



This was also the first time that Puget Sound Region had been to Ken's place. Ken really knows how to entertain. He demonstrated how to make a lead hammer and a license plate dustpan. Yes, I had to ask what a lead hammer was and Ken was gracious enough to tell us. I think I may have been the only person in the dark on this one. Ken also had about 7 of his car bays and his showroom with great tables and cooking facilities open for our pleasure. Parts were available to paw through on the upper and lower floors of one bay, and in a trailer. This was a special treat to get your hands on so many different parts. Many times did I hear, "What does this go to?" or "What year is this for?", or, "Is this Chevrolet?" It was like a giant Easter egg hunt.

Ken's son, Mike, had everything organized with a printed list of the parts and a letter and number system to tell us where to find a particular part. Mike and Ken were also great help answering questions about what they had. Great job Mike and Ken!

When it got close to hamburger time, I asked Ken if we should get things started. Ken just replied, "One of the ladies is taking care of things". Well, I thought I better check on this. So I asked several ladies if they were in charge and I only received a shrug of their shoulders. Then I ran into Kathy Kahrs in the kitchen. "Do you know who is organizing the food", and I got a reply, "Oh Yes! Everything is sliced up and we were wondering when to start the hamburgers". Kathy, and Al Howe, had things under control. Kathy spent the next hour frying hamburgers. Thanks Kathy.

I was recently surprised that a PSR member had not heard of the 4-Cylinder Email Group, so I want everyone to know that they are very welcome to join this group. Just give me (*phone # removed*) email rstammes@yahoo.com. The only organization to this group is a list of emails that I keep track of so members can use it to send questions/answers and comments. Restoring my 1926 Chevrolet Touring provided the incentive to start this group. It has been very helpful.

It was very special of Ken to share his place and the experience with all of us.

Annual Banquet

Golden Steer Steak & Rib House
23826 104th Ave SE, Kent, WA
Saturday, January 21, 2012

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 6:00 PM, followed by dinner being served at 7:00 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 \$12.00 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.

Top Sirloin, 8 oz.	\$17.00
Baked Halibut	\$21.00
Chicken Parmigiana	\$17.00

Vegetarian or vegan meal options are also available. Contact George Kowats (*phone # removed*) to make arrangements.

January 21, 2012, Annual PS-VCCA Banquet Registration Form

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

	Top Sirloin	Halibut	Chicken Parmigiana
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____
Name: _____	_____	_____	_____
Phone:_(____)_____	E-mail: _____		

Total Amount Enclosed: _____

Registration forms must be returned to Sallie by January 12, 2012. Make checks payable to PS-VCCA.

Mail this form with payment to: Sallie Comstock
 See roster or mailed/emailed Tappet Clatter for address
 (phone # removed) Email: d.comstock@att.net

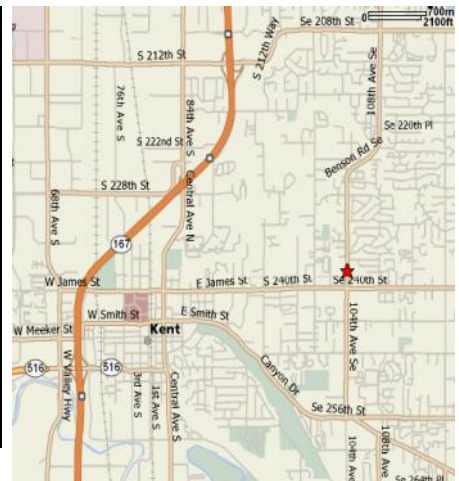
Directions to Golden Steer:

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.





Puget Sound Region VCCA General Meeting Minutes

November 28, 2011



Call to Order: The meeting was called to order at Tillicum Middle School at 7:30 PM By Director Dave Haddock. We were all very happy to see him back. Dave talked briefly about his injuries and recovery after falling from a ladder while pruning an apple tree 8 weeks ago.

Welcome: There were 32 members present and guest present. We had one guest, Jake Hovda, son of Ken Hovda. We also had a few folks that we don't see often enough including Elbert Butcher, George Reich and Josh Forgues.



Membership: Donna Onat updated us on our membership. We now have 79 member families which is up from last year. We lost four previous members: Janie Kohl, Conrad Green, Jeff Svennungsen, and Steve Grissom a longtime and active member.



Secretary: Minutes were accepted as written.

Treasurer: Sallie reported the treasury was about the same as last month. She announced that the club will be offsetting the cost of the January banquet a few dollars and paying for the dessert. Steak will be \$17, Halibut \$21 and Chicken is \$17. The order form and information will be in the December TC (see page 6).



National News: Bill Barker is again wearing a cast on the leg he injured last year. This should be a permanent fix. You also should have received your G & D 50th Anniversary Magazine. Some copies were shared at the meeting. They look great.



Beginning next month we will be able to see the upcoming G & D online on the first of each month. Finally "International Month" will be moved from March to May because of a late request to international members for articles.



Glove Box: Bob Stamnes commented on last month's painting article and asked for fresh ideas for the Glove Box and encouraged members to submit articles.

Historian: Bob Helgeson asked for members to send him pictures from events this year to be included in the 2011 year-end presentation.



Tours: Matt Dickinson has filled the calendar for next year with the exception of late April. He requested that someone plan a tour for that time. Next year's NW Meet will be held in Wenatchee August 23-25th. The annual Ballard parade will also include a component that cars should have children riding along in the vintage cars, as this is a great parade with lots of children along the route.



Rod Schein invited the members to visit the model train exhibit at his church in North Seattle.

Nominations: Dave Haddock reported that most all club officers have agreed to stay on for another year. Al Howe will move into the Assistant Director position. Nominations were closed and the slate of officers was unanimously elected.

Refreshments: Bill Barker brought several varieties of homemade cookies, fudge and nutty sweet baked bacon.



Program: Jim Seiber showed his pictures taken during this summer's Six-Cylinder tour across the width of California. The presentation with appropriate music was spectacular (according to your secretary).

Meeting adjourned: At 9:10 PM.

Respectfully submitted by Don Comstock



Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Dates	Activity	Activity Organizer
January 21	Annual Banquet	George Kowats/Sallie Comstock
March 11	Seattle Circle Tour (Part 7)	Jim Farris
TBD	Board Meeting	
April 13/14/15	Portland Swap Meet	
April 21 or 28	Tour ?	OPEN
May 6	HCCA Breakfast & Tour	Jim Farris
May 17	Ballard Parade	Rod Schein
May 11/12/13	Monroe Swap Meet	Ana Haley
May 26	Tour	Al Howe/Roger Orness
June 17	GM Picnic at Graham	
June 23	Greenwood Auto Show	
June 25	Strawberry Social at Perrigo Park	Club Meeting
June 25-29	Four Cylinder Tour at Kanab UT	Jim Farris/Tom Meleo
July 4	Folsom's Picnic/Pot Luck	Lee & Carol Folsom
July & Aug ?	Tour ?	OPEN
TBD	Board Meeting	
August 23 to 25	NW Meet at Wenatchee, WA	North Cascade VCCA
August 27	XXX Drive-In at Issaquah	Club Meeting
Sept 10 to 14	Early Six-Cylinder Tour	Jim Farris/Tom Meleo
September 22 or 29	Wellington Tour	Dave Haddock/Rod Schein
October 13-14	Weekend Tour	Dick Olson /Jim Farris
TBD	Board Meeting	
Early December	Christmas Potluck	

Note: There are two open slots for tours that we need someone to come up with a tour routing. Usually we like to make at least one stop during a tour for doing some sightseeing and/or lunch. We need ideas and help for these open tour spots.

Thanks,

Matt Dickinson

January Celebrations

ANNIVERSARIES

Glenn and Judy Landguth	1/11
Gary and Joanne Barquist	1/18
Myron and Resa Gabelein	1/23

BIRTHDAYS

Sis Barker	1/5
George Kowats	1/6
Gisela Jones	1/16
Cecil Mullins	1/11
Betty Yoder	1/15

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 Starnes, (ph # removed) or via email rstarnes@yahoo.com with your information.

Vapor Lock

Compiled by Bob Starnes

What is vapor lock? From Wikipedia: Vapor lock occurs when the fuel prematurely changes state from liquid to gas while still in the fuel delivery system. This disrupts the operation of the fuel pump, causing loss of feed pressure to the carburetor or fuel injection system, resulting in transient loss of power or complete stalling. Restarting the engine from this state may be difficult.

What contributes to vapor lock? The fuel can vaporize due to being heated by the engine, by air on a hot day, or due to a lower boiling point at high altitude. In regions where higher volatility fuels are used during the winter to improve the starting of the engine, the use of "winter" fuels during the summer can cause vapor lock to occur more readily.

Vapor lock was far more common in older gasoline fuel systems incorporating a low-pressure mechanical fuel pump driven by the engine, located in the engine compartment and feeding a carburetor. Such pumps were typically located higher than the fuel tank, were directly heated by the engine. The pumps fed fuel directly to the float bowl inside the carburetor. Fuel was drawn under negative pressure from the feed line from the tank, increasing the risk of a vapor lock developing between the tank and pump. A vapor lock being drawn into the fuel pump could disrupt the fuel pressure long enough for the float chamber in the carburetor to partially or completely drain, causing fuel starvation in the engine. Even temporary disruption of fuel supply into the float chamber is not ideal; most carburetors are designed to run at a fixed level of fuel in the float bowl and reducing the level will reduce the fuel to air mixture delivered to the engine.

Carburetor units may not effectively deal with fuel vapor being delivered to the float chamber. Most designs incorporate a pressure balance duct linking the top of the float bowl with either the intake to the carburetor or the outside air. Even if the pump can handle vapor locks effectively, fuel vapor entering the float bowl has to be vented. If this is done via the intake system, the mixture is, in-effect, enriched, creating a mixture control and pollution issue. If it is done by venting to the outside, the result is direct hydrocarbon pollution and an effective loss of fuel efficiency and possibly a fuel odor problem. For this reason, some fuel delivery systems allow fuel vapor to be returned to the fuel tank to be condensed back to the liquid phase, or using an active carbon filled canister where fuel vapor is absorbed. This is usually implemented by removing fuel vapor from the fuel line near the engine rather than from the float bowl. Such a system may also divert excess fuel pressure from the pump back to the tank.

Most modern engines are equipped with fuel injection systems, and have an electric submersed fuel pump in the fuel tank. Moving the fuel pump to the interior of the tank helps prevent vapor lock, since the entire fuel delivery system forward of the fuel pump is under positive pressure and the fuel pump runs cooler than if it is located in the engine compartment. This is the primary reason that vapor lock is rare in modern fuel systems. For the same reason, some carbureted engines are retrofitted with an electric fuel pump near the fuel tank.

A vapor lock is more likely to develop when the vehicle is in traffic because the under-hood temperature tends to rise. Vapor lock can also develop when the engine is stopped when hot and the vehicle is parked for a short period. The fuel in the line near the engine does not move and can thus heat up sufficiently to cause a vapor lock. The problem is more likely to occur in hot weather and/or high altitude.

Gravity feed fuel systems are not immune to vapor lock. Much of the foregoing applies equally to a gravity feed system; if vapor forms in the fuel line, its lower density reduces the pressure developed by the weight of the fuel. This pressure is what normally moves fuel from the tank to the carburetor, so fuel supply will be disrupted until the vapor is removed, either by the remaining fuel pressure forcing it into the float bowl and out the vent or by allowing the vapor to cool and re-condense.

Vapor lock has been the cause of forced landings of aircraft. That is why aviation fuel is manufactured to far lower vapor pressure than automotive gasoline (petrol). In addition, aircraft are far more susceptible because of their ability to change altitude and associated ambient pressure rapidly. Liquids boil at lower temperatures when in lower pressure environ-

(Continued on page 10)

Vapor Lock (Continued from page 9)

ments.

Summary of factors affecting vapor lock:

- Altitude of operation. Fuel vaporizes more readily at lower pressures found at higher elevations.
- Air Temperature. Warmer fuel vaporizes more readily.
- Vacuum in the fuel line. Vacuum enhances vaporization.
- Lack of a fuel return line. A return line between carburetor and fuel tank keeps fuel cooler in the line and moves vapor back to the fuel tank rather than to the carburetor.
- Elevation of the fuel pump to the fuel tank outlet. Fuel pumps higher than the fuel tank can add to the problem.
- Location of the fuel pump, i.e. fuel pumps in the fuel tank stay cooler, fuel pumps installed close to the fuel tank pressurize the fuel system, fuel pumps away from the engine compartment are not affected by engine heat.
- Location of the fuel line, i.e. near the exhaust pipe or exhaust manifold can transfer heat to fuel line. Some manifold are mated to the intake, which is can be good in cold weather but may be a problem in hot weather.
- Slow traffic. This allows heat to build up under the hood and around the fuel lines and carburetor.
- The particular car's characteristics, i.e. location of fuel lines, exhaust manifold, carburetor, fuel tank relative to carburetor, etc. are very important.

How to prevent or recover from vapor lock:

- Wait for the engine to cool. Pack cold wet towels around fuel lines. Start engine normally. Remove towels.
- Place numerous clothespins along the fuel line. The theory here is to create turbulence that will then cool the fuel line, and to provide more surface area to dissipate heat. Maybe metal gaiter clips would do a better job of transferring heat.
- If there is no fuel in the carburetor, hold pedal to the floor until the bowl fills and the engine starts, then let the pedal up. One person said it took him 5 to 7 seconds for the engine to start. This may also help to clear fuel if the engine is flooded.
- Since the characteristics of a flooded carburetor and a fuel system with vapor lock are similar (in that both prevent starting) it is important to determine which condition you have by checking for fuel in the carburetor bowl. If none is there, it is likely you either have vapor lock or are out of gas.
- Install an electric fuel pump at the fuel tank outlet to put the entire fuel system under positive pressure.
- Relocate the fuel source (gas tank) to be higher than the fuel pump.
- Install a fuel return line from the engine (carburetor) to the fuel tank. This acts as a pressure relief valve for fuel pressure at the carburetor but more importantly circulates the fuel through the tank keeping the fuel cooler and sending any vapor back to the tank rather than to carburetor.
- In hot weather, avoid fuels designed for easier winter starts. These fuels are designed to volatize more readily.
- Switch to aviation fuels. They are designed to reduce vaporization.
- For cars with gravity-feed fuel systems, the solutions to vapor lock would be similar to the above.

**Bill Damm's
SAFETY CORNER**

When we're working
In the house or shop
Our concern for safety
Should never stop.

Using safety glasses
Is always wise
To keep debris
Out of our eyes.

A good stout ladder
Is worth the price
For safety sake
That's better than nice.

A fire extinguisher
Should always be handy
Could be made as a gift
For Christmas, that's dandy.

Here's hoping the holidays
Are filled with good cheer
And that we'll all stay safe
Throughout the next year.

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

1941 Special Deluxe Sport Sedan. Runs well, 69,000 miles. \$9,000, Jim Farris, 206-937-5636

1957 Chevy Bel Air Hardtop: Restored to original. If interested, please contact Draggers Classic Cars, Seattle, WA.

1965 1/2 Ton Pickup. \$2,750. Bill Johnson, 425-255-6325.

1983 Camaro "T" top, V8, excellent condition, low miles. SALE or TRADE. \$4,750. Dick Olson 425-222-5798.

Tires 4-ply blackwall tires, Sears Allstate, 4 tires, used, sizes: 4.75/5.00/5.25/5.50 X 19". These are in good condition with good tread. I removed these from our '30 sedan when I installed wire wheels on the car. \$100.00 or offer. Phone Gary at 509-636-2133.

FOR SALE

Utility Trailer Homemade. Made from 1929 Chev rear end, axels, wheels, fenders, etc. Free to someone who can use the parts. Rod Schein, 206-783-8956, areshine@areshine.com.

WANTED

1934 - 1936 Engine: Or good crankshaft for a 1934 to 1936 engine. Dennis Johnson, 360-697-6298.

1941 Chev Master Deluxe Hood, L Side or whole, good condition. Josh Forgues, 206-794-7075, JFORGUES1941@GMAIL.COM.

1960s Carburetor, 4 bbl for mid 1960s 283 c.i. (spreadbore) Holley or Rochester. Ken Hovda, 509-863-3450.

October 19 Garage Nite at Kent Sullivan's

Thanks to everyone who attended the Garage Night event at my place on October 19. I got to know several people and their cars better and everyone seemed to have plenty to talk about. My shop is available for any member who has work to do. It's heated and has a lift. Contact me if interested, Kent Sullivan, kentsu@corvairkid.com.



Web Links for Area 3 VCCA Regions

Capital City Region, VCCA: None

Colombia River Region, VCCA: <http://www.vccacolumbiariverregion.org/>

Mt. Rainier Region, VCCA: <http://www.mtrainiercarclub.com>

North Cascade Region, VCCA: <http://clubs.hemmings.com/frameset.cfm?club=northcascadevcca>

Puget Sound Region, VCCA: <http://pugetsoundvintagechevrolet.org/>

Willamette Valley Region, VCCA: <http://www.wvrcca.org/>

December 2011



Gift exchange at the Christmas potluck