

THE TAPPET CLATTER



Founded 1967

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

December 2021

Volume 54, Number 12

1929 Water Temperature Indicator Repair *by Bill Damm*

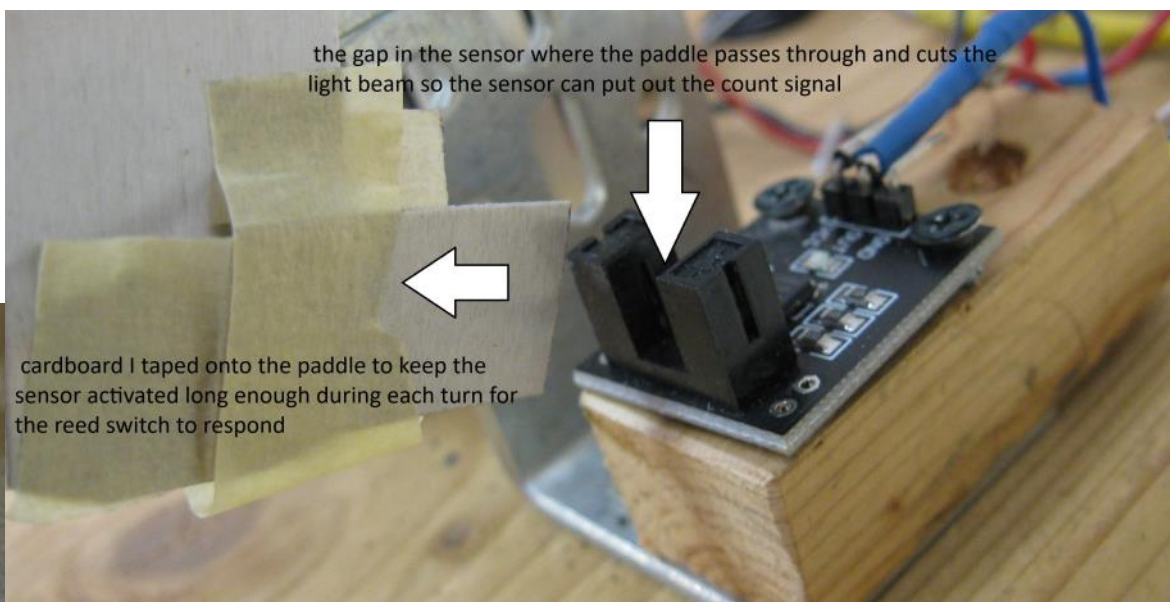
Problem: The water temperature gauge was inoperative on my 1929 Chevy coupe. Troubleshooting concluded an open circuit through the indicator. Searching for a replacement came up with nothing available. That left only one option; fix the one I have. Here is where the fun begins.

Getting to the internals of the indicator means removing it from its housing, which is mounted on the same panel where the light switch is attached. After fighting the battle of hooking up the wires to the light switch during restoration, I wasn't going to do that again. With the light switch/temp gauge panel disconnected from the main instrument panel, the light switch wires were long enough so that I could access the back of the temp indicator housing. After disconnecting the power and sensor wires from the indicator, I bent up the four little tabs at the back of the temp indicator that holds it into its housing and it lifted right out.

Visual inspection didn't discover anything wrong. All the electrical input does is feed voltage to a small coil, that acts like a solenoid, to an arched piece of steel that pivots on the pointers pivot. The pointer is spring-loaded to return the pointer to minimum reading. Six volts across the indicator's terminals should deflect the pointer to its maximum "Too Hot" reading. Anyway, indications are that the break in continuity is somewhere inside the coil. The coil is on a simple little spool that has a rectangular center hole where the steel part of the meter movement passes through. I'm going to unwind the coil to install new magnet wire.

Next, I bought an electronic counter that didn't require any voltage input, just a make and break circuit. I tried to use a reed switch from a burglar alarm system and some magnets to trigger the counter, but that was a disaster too. Then, I bought some "photo electric sensor modules". I mounted one at the base of the tower so that the arm I replaced with a light aluminum paddle would pass through the photo sensor and break the beam, giving a digital low output signal.

(cont. on p. 4)





1967 - Puget Sound Region VCCA - 2021



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 1993 may be registered with the Region.

General meetings are held on the 4th Monday of the month, except the 3rd Monday in May. No meetings are held in January and December. Meetings are currently lunch meetings held at 11:30 am at the XXX Drive-In, 98 NE Gilman Blvd, Issaquah, WA. 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 here on the *World Wide Web*

Press this button

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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

FAREWELL, OH VERSE



Director's Message

"Jim's Junk Yard"



Director's Letter December 2021

The past couple years are now in the rear view mirror. This missive takes time to look back at what we have accomplished during our time as Director of the Puget Sound Region VCCA. What we have accomplished is overcoming the roadblocks put in front of us by the pandemic. We have learned how to be flexible and help others in need. This was accomplished with meetings held over the modern convenience of the internet. We expanded our membership contacts to eastern Washington, Minnesota, California, and allowed participation without needing to fight traffic. "Zoom" seems contradictory to the slow pace we prefer to drive our cars.

I want to thank everyone who has been a part of our Club for their support. Support takes many forms; a simple note of encouragement means a lot. The most obvious is the publication of the Tappet Clatter. Dave Haddock spends many hours putting together the content, often content provided by you the members. I also want to thank the Assistant Director Bill Barker for his ongoing support and additional historical perspective provided. Diane Haddock became our resident Zoom meetings expert assisting members who were having trouble getting connected as well as setting up each Zoom meeting (editor—and Sue Seiber filled in for Diane and took meeting notes). Sallie has kept our money secure and available for us. Every Puget Sound Region officer has contributed greatly to the duties of their office. Many of these folks will continue in their offices for the next year (and more). I am thankful for the support members will give to future officers and club activities. The officers provide an enthusiastic approach to their duties. Donna Onat is a great example of enthusiasm and dedication on how to recruit new members. We will not be able to properly show our appreciation for the contributions each member has provided. The selflessness of our members is a reason our club is great. Our members are willing to share their expertise and assist other members with any number of car issues.



As Tiny Tim once said, "Thank you all, thank you everyone" HAPPY Holidays and a Happy New Year!!

Jim Seiber

National VCCA Meet 2022 Bowling Green, KY

HOTEL RESERVATIONS OPEN SEP 15. HOTEL DISCOUNT CODE - VCCA21

A maximum of two room reservations are allowed when you call or book online.

The VCCA for hotel reservations is CODE VCCA21. This code is required to reserve any rooms with the special VCCA rate of \$135/night.

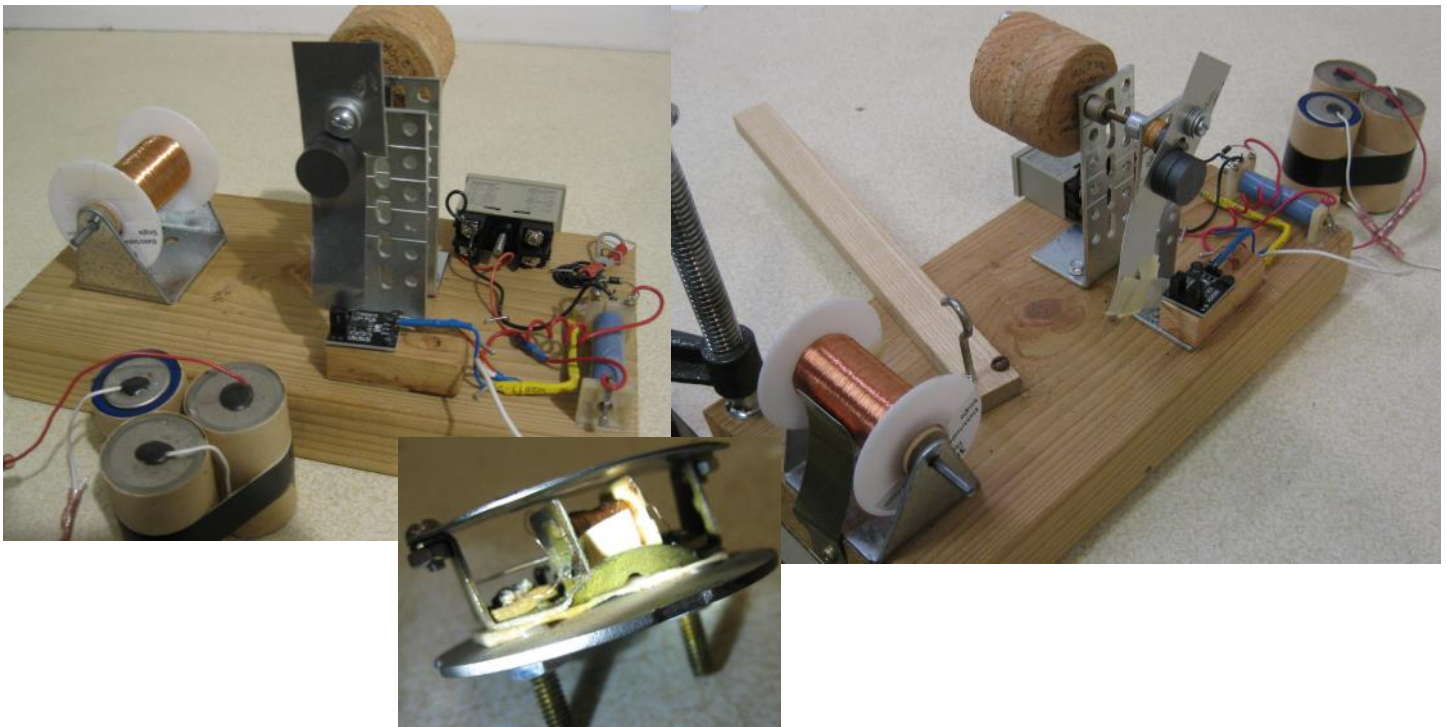
- **The Holiday Inn University Plaza** will serve as the host hotel and is attached to the Convention Center, where most of our indoor activities and banquet will occur. **SOLD OUT**
- **Courtyard by Marriott Bowling Green—270-783-8569.** The Courtyard by Marriott is directly across the street from the host hotel, the Holiday Inn University Plaza. The side street can easily be crossed by foot.
- **Hilton Bowling Green—270-781-6778.** The Hilton Bowling Green is directly across the street from the host hotel, the Holiday Inn University Plaza. The side street can easily be crossed by foot.

ALONG THE ROAD

(1929 Gauge, Cont. from p. 1) This low signal I hooked to a reed switch coil that isolated the powered circuitry from the digital counter's make and break circuitry. Now we're cooking! No stress on the wire as it is being pulled, so time to give it a try. I pulled a bunch of wire off the coil and checked the counter to see how many turns I pulled off; it showed only 4, which should have been about 30. Now what's the matter? I came to the guess that the reed switch could not react fast enough to the speed that the photo sensor was counting. I was pulling too fast.

So now how many turns did that wire I pulled through represent? I carefully pulled off ten turns and measured how long that was. It came out that ten turns equal one foot. I measured the wire I removed and it came to about 28 feet which equals 280 turns. Now I need to add that to the final count. I added a turn handle to the shaft and slowly let out the wire so the reed switch could keep up. In the end it came out to a total of 800 turns about 80 feet of wire.

As you can see in the pictures the "coil winder/turn counter" is all made out of scraps. The three out-of-date batteries still supply the 4.6 volts to run the photo sensor and reed switch. The last addition to this contraption is a wire guide to center the new wire coming off of the supply spool and also guide the wire side to side onto the coil spool for even distribution. I used a piece of scrap wood about a foot long and drilled two holes at the end of it, one for a pivot screw and the other for an open eye hook. I screwed the pivot screw into the contraption base, dead center from the coil spool. Slowly hand turning the shaft for 800 turns did the job. Now just a little tape to keep the wire from unwrapping.



I reinstalled the new coil into the indicator and then the indicator into the instrument panel. A quick test proved the indicator was functional again. All that is left is to road test it on a nice dry day, whenever that might be? For anyone interested in building one of these contraptions, here are a few part numbers and the sources:

Counter: H7EC_BLM electronic counter digital display, totalizer. \$17.49 at Amazon.

Sensor: OKUYONIC photo electric sensor module, \$9.99 pk of 5 Amazon

Reed switch: anything similar to: HASCO 711-5 5V NO 500-ohm cat# RLY-572 \$0.60

Wire: 36 AWG enameled copper 2oz./1597', \$9.03 Remington Industries

Have fun!

IT'S SAD TO

November Club Meeting and a Look-back for 2021 by Bill Barker

The last meeting of the year was held in person at Bill Barker's garage on November 29th. Seventeen folks showed up. There was enough food for twice that many!! In addition, there were many door prizes awarded. Jim Seiber moderated the meeting as the outgoing Director. Unfortunately the incoming Director (Al Howe) and Assistant Director (Rod Schein) were not able to attend. But this did not affect the outcome of the voting results for next year's officers. Donna Onat announced that both Al and Rod were unanimous winners in the election for the 2022 club officers.



The long distance attendance award goes to longtime club member Dan Young who traveled all the way from Kennewick just to attend our meeting. But he said that it was worth it, since he won the brand-new door prize of a chalkboard easel for his granddaughter. (Merry Christmas!!!)

Jim and Bill wanted to sincerely thank all of the folks who supported the club during the past two disruptive years. While the COVID pandemic certainly had an impact upon our events, we still managed to host many tours and all monthly meetings. Most members also learned this year that "Zoom" was something besides an old-time breakfast cereal.

Some of the events that were held in 2021 were: Newport, Oregon NW Tour, Ballard/Puget Sound Spring Tour to Greenwood, Tulips & Daffodils Tour, Snoqualmie Pass tour along "Sunset Highway", Haddock's 4th of July Potluck, Ballard Parade Tour, Vietnam Veterans Memorial Moving Wall Tour, Thunderdome Museum, Mark Shaw's Flash Garage Tour, Comstock's Christmas Brunch Potluck, and a one-car Flash Tour around Lake Washington!

In addition to these was the Four Cylinder Tour at Parks Rapids, Minnesota which was attended by various members of our club.

Finally, there were gatherings of various club gearheads who helped other members get their cars started after diagnosing various problems. Many of them will go unrecognized, but we need to remember that this is the core strength of the club. Without these ongoing backstage efforts, many of the aforementioned tours would have not enjoyed the presence of our many vintage cars. Kudos to all members lending a hand. See you next year "On the road again!!"



Remember These Days!!

There was a time when all of these "Services" were available at the corner service station. Now each of these areas may have a specialty shop to get these areas addressed. With vintage cars, we need to know how to do it all. This sign is rare because this level of service is rare. Working in a gas station in the day, we had to develop a multitude of skills. Today the clerk in a gas station seldom comes out of the "office". The service is selling a bag of chips or a pack of cigarettes. They wouldn't and couldn't open the hood of a car, let alone know what to look for. Miss the good old days, Jim Seiber.

KNOW YOU'RE

**Bill Damm's
SAFETY DITTY**

The holiday season
Brings out the fear
Of parking lot prowlers
Stealing your gear.

You might lock it up,
But they have a way
To get around that,
And ruin your day.

It's safer to buy online.
They'll send what you got,
Stay out of the malls,
Or you might get shot.

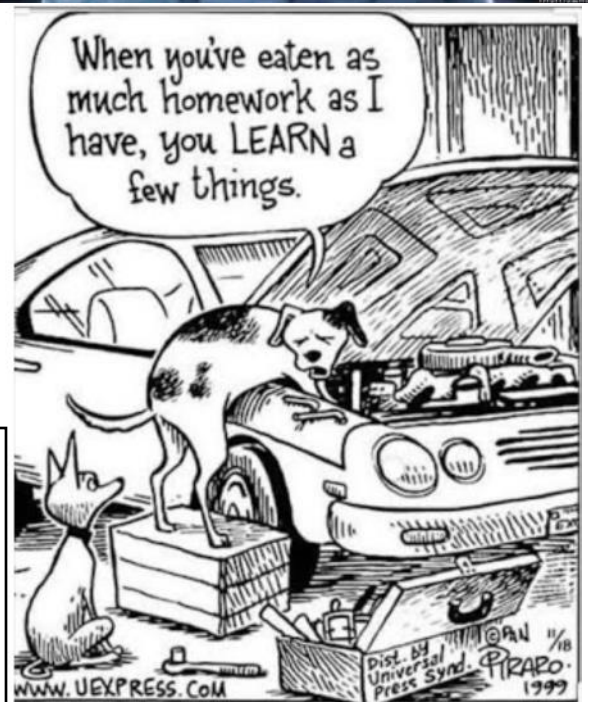
Enjoy the happy holidays!
Wish you all good will!
This message is brought
By your poet, Bill.

Being editor of the TC
Works you like a slave;
Requiring someone special,
That special man was Dave.

You did a real good job.
Now you deserve a break.
You deserve a lot of recognition,
All that you can take.

Now there's no more rush.
No running to get it done.
We all thank you a bunch,
And we hope you had fun!!

(Editor Note: Thank you Bill.
I'm sure Fran will do a great job
and have some fun too!)



JUST FOR FUN!!

Why did the chicken go to the séance??

To get to the other side.

What do you call a parade of rabbits hopping backwards?

A receding hare-line.

What do you call a fake noodle?

An impasta

January Celebrations

ANNIVERSARIES

Gary & Joanne Barquist 18
Myron & Resa Gabelein 23

BIRTHDAYS

Sis Barker 5
Cecil Mullins 6
Gisela Jones 16

Puget Sound Region VCCA November 29, 2021 Meeting Minutes

Meeting at Barker's Garage

Attending: Bill Barker, Jim and Sue Seiber, Ken Scott, Fran Cissell, John and Marilyn Campbell, Dick Olson, Bob Helgeson, Kent Sullivan, Dan Young, Bob and Star Reller, Donna Onat, Don Hatley, Tom Tarrico, and Mike Voris.

Director Jim Seiber opened the meeting at 12:03. Donna Onat reported the results of the mailed-in ballots for 2022 officers which was a unanimous vote for the entire slate of nominated individuals: Director, Al Howe; Assistant Director, Rod Schein; Secretary and Club Store, Don Comstock; Treasurer, Sallie Comstock. Donna reported donations totaling \$65 above and beyond the due's renewal of \$5.00 per member. Thank you to all the members who contributed extra funds to our treasury. The snail mail procedure used for voting and dues for 2022 will result in a current updated roster. Members had several updates from the information in our previous roster. Thank you to Bill and Sis Barker for the assembling and mailing of the ballots. Thank you to Donna and Star for tabulating the results.

Jim said that Rod had requested volunteers to be interviewed about their cars as Rod begins this program content idea. Tom Tarrico volunteered. Contact Rod if you want to volunteer. Discussion ensued about possible locations for meetings and/or January banquet. Don Hatley suggested a return to the Golden Steer restaurant. Further discussion continued on the reluctance of many restaurants to host private parties due to the COVID restrictions imposed by King County. Bill presented a program on Glow Plugs using his recent personal experience as an illustration. Members shared personal stories of restoration and repair experiences. A suggestion to have an upcoming program on vehicle code readers was made. The meeting was adjourned at 1:13PM PST. The door prize drawings were held following the meeting.

Respectfully submitted,

Sue Seiber for Secretary Diane Haddock

Going Full Circle by Matt Dickinson

The October 2020 G&D reminded me of my first car, a 1960 Chevrolet with the same color combination as the one on the cover. Except mine was the Biscayne with the 235 engine and three on the tree. In 1970 while a senior in high school, I bought the car from my oldest brother. He had received it free from a fellow electrical engineering student from India that he had tutored. My brother was always "tight" when it came to money and sold it to me for \$75.

When I was a freshman at WSU the clutch went out during a very snowy winter. I crawled under the car and started taking out four bolts that I thought held the transmission to the bell housing. As I was prying it out, hypoid oil ran out on my favorite jean jacket. I quickly pushed it back together and proceeded to change the clutch disc. Shortly after that, the transmission stuck in second gear. I went to a junk yard near Moscow, Idaho, and picked out the cleanest looking Chev 3-speed tranny for \$15 on a pallet stacked full of them. That evening while everyone else was drinking and partying in the dorm, I was laying in the snow under the '60 replacing the tranny. I distinctly remember thinking to myself while freezing under the car, "after I graduate and have a little money, I'll never be a grease monkey again".

Fast forward to 2001 when we bought our first vintage car, the 1936 Master Deluxe 2-door Town Sedan. It has a very similar drive train as my '60 did, a 6 cylinder with a 3-speed tranny. We've had five Chevy vehicles with the 6 cylinder and 3-speed tranny, and now I thoroughly enjoy being a grease monkey. LOL

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.

All of us are the Glove Box Coordinators this year. Share your information, experience, and tips with others by emailing the editor at tappetclatter@outlook.com.

From John Strampher:

Here's some information about the person who installed the new windshield in my '54 Bel Air. His company is: Jake's Glass, his number is 253-666-2661. Jake's email is: jakemmcclung@gmail.com He's located in Tacoma, but only does mobile installation. He did very good work for me. He's only 33 years old, but really likes to work on the older cars. He told me that he got the windshield for my Bel Air from a company in Tacoma. The tinting of the glass, and dark blue shaded band at the top of the windshield are right on. Jake also does some residential glass installation work too.

From Donna Onat:

I needed to ship a car from Bellevue to Pennsylvania by truck with only a small amount of fuel (approx. 1/4 tank). But the tank was about 3/4 full. I spoke with a neighbor who had some experience with siphoning gas. On his advice, I went to Harbor Freight and purchased a 'multi-use transfer pump ideal for changing oil, siphoning gas, and more " ... (only \$8.00). But in the rain, the neighbor & I couldn't make it work. The car in question is a 2015 Chevy Cruze. So what was the problem?

Speaking with a full-service gas station fella who took over the task, I was told that many newer cars have a built-in anti-siphoning system to thwart fuel theft. Who knew? At the station, they put the car up, unhooked hoses, and drained the gas into tanks. It wasn't cheap, but eventually the gas ended up in my other car. It felt better to do this than driving around just to waste 10 gallons of gas, as some had suggested. This is something we need to know more about.

From Bill Barker:

A little research into modern-day automobile siphoning, revealed that all new cars now have an "anti-rollover valve" installed into the fuel filler pipe on the gas tank. Apparently there was no specific date as to when car manufacturers were required to do this, but it appears that most added this "feature" roughly between 2000 and 2004. These valves also act as a siphon prevention system, which is the reason why nearly all the siphon devices and pumps sold these days are fairly useless. However, there is a way to siphon gas without damaging the vehicle if you have the right tools, and the time. Most gas thieves today simply drill a hole in the gas tank, take what they can, and let the rest run out on the ground. But there is another way that most owners would probably prefer to use.

The anti-rollover valve is a ball or butterfly valve. The opening in it is fairly small and leaves just enough room for gas to flow through the fueling tube into the tank, but not room for a large, straight hose. The reasoning is that if the car flips over (and gas begins to flow the other direction), the ball moves inside the inlet and blocks the gas from escaping (or the butterfly flap closes).

The trick to siphoning gas without damaging the vehicle is to use a small diameter, stiff hose like the 1/4-inch hose that runs to your refrigerator ice maker. Cut the end at a sharp angle and spin, or "corkscrew", the hose as you insert it. It may take you a few tries to accomplish this. Once you get past the valve you can begin. But siphoning gas through this small tube when using gravity is very slow and can take up to eight minutes for a gallon of gas. If you use a hand pump, then you can speed up the transfer. The key word is "patience".

In any case, this is another example of a bygone benefit now lost from the "good 'ol days". :-)

--bb

OUT OF MODE!

Classic Depression-Era Chevrolets Congregate in Baker City

Rolling back time



S. John Collins / Baker City Herald

Vintage Chevrolet owners park to frame a photo at the Oregon Trail Interpretive Center Sunday. These six cars have the same 194 cubic-inch engine with model years ranging from 1930 to 1933. Gary Barquist of Lincoln, Wash., retrieves a camera from his 1930 Chevy.

By Joshua Dillen
jdillen@bakercityherald.com

It's vintage Chevrolet mania in Baker City this week as the town is overrun by classic cars.

A total of 35 Depression-era Chevrolets are touring Baker City and nearby historical sites.

The Vintage Chevrolet Club of America (VCCA) is having its ninth-annual Early Six Cylinder Tour for 1929-36 Chevrolets in Baker City this year.

Some of the cars arrived over the weekend, and all 35 antique automobiles made it to Baker City by Monday.

Jim Farris, who is hosting the tour, said the event gives owners a chance to drive their cars on country roads and see places of historical significance from the same era as their automobiles.

"It's hard to drive these old cars in heavy traffic with a lot of lights," Farris said.

There isn't going to be a car show or a show and shine.

"This is just touring. We don't judge or give awards," Farris said.

For a look at the cars, they can be viewed at the Sunridge Inn until Thursday if they are not touring the



S. John Collins / Baker City Herald

With Virtue Flat in the background, car buffs leave the Interpretive Center and head for another photo stop along Highway 86 between the center and Baker City.

local countryside and historic sites.

The tour has been to Sumpter and McEwen, the Eastern Oregon Museum in Haines. It is traveling to North Powder, Union and then the Oregon Trail Interpretive center via back roads today.

Ryc Rienks, local astronomer and musician, stopped to see enjoy the cars on Tuesday afternoon while their owners were enjoying the Baker Heritage Museum. The

parking lot and Grove Street were lined with shiny and polished classic Chevrolets.

Rienks appreciates the effort made by the car owners.

"I think the thing I find most striking is the amount of care and effort that goes into the restorations of these cars," he said. "You have to admire their persistence and probably their bank account."

See Classics/ Page 6A

CLASSICS

Continued from Page 1A

One car that's in Baker City this week has been in the same family since it was purchased in 1929. Bill Damm from Bellevue, Wash., owns the Chevrolet Coupe that his mother bought new.

Damm's family raised calves and dairy cows. The car hauled plenty of dairy cans and even the occasional calf.

"I lifted (dairy cans) over the spare tire and they dented the bottom of the trunk," Damm said. "The dents are still there — they're part of the history of the car."

Al Howe from Enumclaw, Wash., owns a 1931 Five Window Coupe. He said breakdowns and camaraderie are just part of the tour.

"We drive them during the day and fix them at night," Howe said. "If you want a

conversation, just open your hood."

Before there was ever the thought of an El Camino, Chevrolet produced a Coupe Pickup. Bill Barker of Issaquah, Wash., owns one that was made in 1936.

He bought it from the original owner's grandson and has a binder that contains old pictures of the car, original paint chips, the original accessories list from the dealer, and more.

Barker provided a some insight about those participating in the tour.

"Chevy owners aren't rich, they just never throw anything away," he said.

The VCAA is a nonprofit organization dedicated to the preservation and restoration of all Chevrolets. The club has about 9,000 members in the United States and worldwide. For more info visit vcca.org.



S. John Collins / Baker City Herald

Jim Seiber records the club's activities and arranges opportunities along their tour for photo sessions. He says he usually gathers six cars at a time for each site.

Baker City Herald

September 11, 2013

Serving Baker County since 1870 • bakercityherald.com

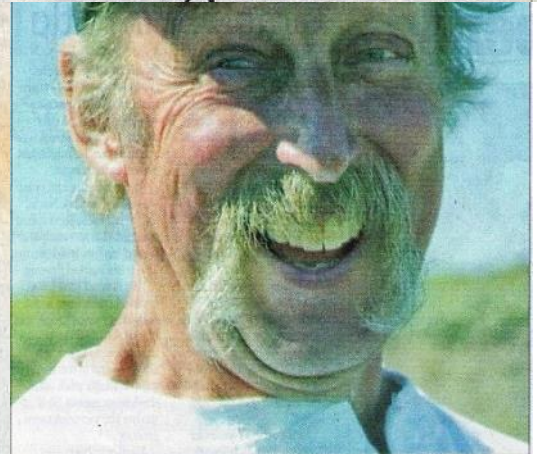
IN THIS EDITION: Local • Business & AgLife • Go! magazine 75¢

BRIEFING

Learn about Baker's home front during World War II. Residents are invited.

Classic Depression-Era Chevrolets Congregate in Baker City

Rolling back time



S. John Collins / Baker City Herald

There is no lack of enthusiasm among vintage Chevy owners. Thomas Hutchinson of Auburn, Calif., marvels at the rainbow of colors, all original, flaunted by the row of cars. He drives a dark blue, 1932 Chevy.

Want to see some spirited discussion on whether to use anti-seize when installing spark plugs? Many "experienced" mechanics say they always use it. Some say you need anti-seize with copper so that they will properly ground. (I still have a small jar of copper coat that a neighbor gave me years ago.) Some say don't use it on chrome-like threads because they are pre-coated, but ok to use on black threads. Most think it is OK for re-installing used plugs. If you do use it, don't get any on the first threads because that may be exposed to the combustion chamber. Anyway, this seems to be a pretty good article on AC and Champion plugs.

<https://ricksfreeautorepairadvice.com/anti-seize-spark-plug-threads/>

Thanks John Campbell for this tip!!

BURMA SHAVE!

**Area 3
Director's
Message**

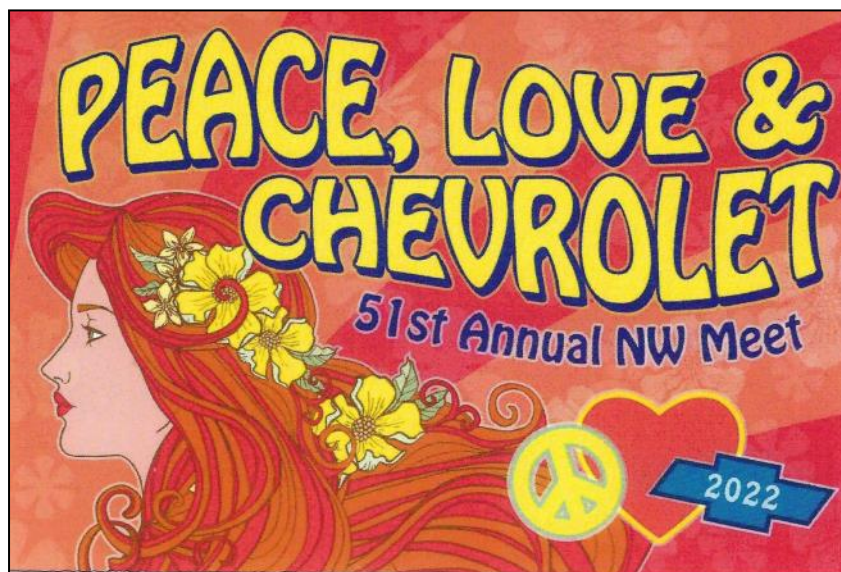


To all VCCA members:

I would like to wish everyone a happy holiday season. Reminds me of the covered bridge tours in Oregon and looking forward to future tours in our Chevy's.

Be safe,
Gary Rogers

**Start your planning
for the 2022 NW Meet
See flyer on the right.**



2022 Northwest Meet
August 25 - 27

North Cascade Region invites all VCCA members to the
Shelton, WA area for the 51st Annual NW Meet:
Tours, Judging, Banquet & More

Accommodations: Rooms & RV Park

Little Creek Casino & Lodge, 91 West State Route 108,
Shelton, WA 98584
Ph: (800) 667-7711

Room & RV Reservation Code: "VCCA 2022"
Room Booking Starts **July 1, 2021** Cut-off Date: 7/17/2022

Registration Info:

Carol Straight
Cell: 425-315-2512
E-mail: carolestraight@gmail.com

Meet Chair:

Helen Meadows
Cell: 425-280-8883
E-mail: helen.meadows2015@outlook.com

Prospectus and Registration forms will be available online April 2022 at:
<http://clubs.hemmings.com/northcascadeVCCA>

The Stolen Car

The proud owner of a magnificent, classic Chevrolet convertible, wrote to say he had restored the car to perfection over the last few years, and sent this...

On a very warm summer afternoon he decided to take his car to town. It needed gas, as the gauge was practically on empty, but he wanted ice cream, so he headed first to his favorite ice cream shop. He had trouble finding a parking space and had to park the car down a side street. He noticed a group of young guys standing around smoking cigarettes and eyeing his car rather covetously. He was a bit uneasy leaving it there, but people often take interest in such an old and well-preserved car, so he went off to enjoy his ice cream.

The line at the ice cream shop was long and it took him quite a while to return to his car. When he did, his worst fears were realized... his car was gone. He called the police and reported the theft and then went back and bought a quart of pistachio ice cream. About ten minutes later the police called him to say they had found the car abandoned near a gas station a few miles out of town.

It was unharmed and he was relieved. It seems just before he called, the police had received a call from a young woman who was an employee at a self-service gas station. She told them that three young men had driven in with this beautiful old convertible. One of them came to the window and prepaid for 20 dollars worth of gas.

Then all three of them walked slowly around the car. Then they all got in the car and quickly drove off, without filling the tank.

The question is, why would anybody steal a car, pay for gas that they never pumped and then abandon the car later and walk away?



They couldn't find where to put the gas! It was a 1956 Chevy with the filler cap behind the left tail light!

Provided by Bob Starnes

**Happy Holidays to
all our members and
readers!!!**



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

1932 Confederate Coach with dual sidemounts & white wall tires is up for sale by former VCCA members, Larry and Carolyn Campbell. This is a restored, running and driving example with maroon body and black fenders. The interior is restored as well. The asking price is in the low \$20's. Contact Carolyn for more details. The car is located in Spanaway (south of Tacoma).

1926 Chevrolet 2 dr., Bloomfield gray (green)/black with orange pinstripe, all new oak frame, ground up restoration 1970-77 then garaged, hasn't been driven or started since 1977, asking \$18,000, contact Ken at lakex@yahoo.com.

1983 Caprice, four door, 305, two-tone brown, good glass, interior, and paint. Only problem is transmission slips. Located in Redmond. **Free to anyone** who can make use of it. I am posting for a friend who is not a club member and have not seen the car. Bill Damm,

1947-55 Chevy Suburban-Pickup-Panel Parts. Assorted parts, large and small. Good variety. Few GMC. Trim- interior/exterior/cab, radios, heaters, lights, stainless, seats, rubber just to name a few examples. Some partials. Email your request to ednoble@whidbeyisland.com. Parts are in storage. Ed Nobel.

1936 STANDARD five-lug artillery wheels with 17-inch tires. Four for \$100. Dick Olson

HELP WANTED

Mechanic Needed. The mechanic that I used to restore my '54 Chevy retired and moved away. I need to find someone to work on my car and I am looking for recommendations. I live on the Sammamish plateau, but I'm willing to drive it to a good mechanic anywhere in the Puget Sound region if they are worth it! Immediate work needed is addressing hard starting, howling brakes, and looking at a few leaks. Arnie Mondloch, arniemonloch@msn.com.

Request for referrals on body restoration work. My 1980 Chevy truck needs to be painted. They can contact my email, markshaw10.4@live.com. Thanks. Mark Shaw.

2022 Activities

January	8	January Meeting at Kent Sullivan's Garage, Kirkland, WA. Email with time and directions to follow.
February	28	Location and time TBD, see note below.
March	28	Location and time TBD, see note below.
August	25-27	2022 Northwest Meet, North Cascade Region, see p. 10



Note: The club has been looking for someplace different for our meetings, so we are looking at something new. More information will be coming as we work out details.

Happy Holidays!!!!!!

