

THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

February 2021

Volume 54, Number 2

A New Tool For My Trailer

By Bill Barker

For a long time, I have dreamed about having an easier way to back my car trailer under my carport. I used to have a small manual two-wheel dolly that I used once or twice. But in reality, it was only good for a very small, empty and light-weight trailer that you could muscle into place; not even marginally acceptable for a 20-foot car trailer. There's got to be a better way to maneuver a large trailer into a confined space without using a pickup truck that is nimbly-challenged.

Over the past twenty years I have examined different motors and wheel combinations trying to figure out a way to "automate" a dolly-like device. My vision was a one, or two-wheeled dolly with a motor that would slowly move a trailer in the direction that I was aiming the dolly. Also, I assumed that it would run on the 12-volt battery that I already had installed in my trailer. But each time that I pursued this "dream", I ended up with the same confusion as to what strength of motor I would need and what gear ratio would be needed to drive the wheel. After I used my trailer both times this year, I left it parked in the open area on my driveway. That way it was convenient to hook it up on short notice. Backing it under the carport was just short of being painful. But for winter storage I ALWAYS keep it under cover in the carport.

In early November I figured that I was done for the year, so I began the arduous process of backing my trailer into the tight confines of my carport. Since my driveway is curved in front of my carport, it is always a challenge to maneuver my pickup truck at the proper angle in order to get the trailer backed under the carport. It needs to be straightened evenly without getting the truck all crossed-up off the edge of the pavement. Since I cannot see the very end of the trailer using my truck mirrors, this necessitates me getting out of my truck numerous times (10?) in order to align it properly as I back up under the carport (and to prevent it from plowing into a pillar). On this day, I managed to get it in place and unhooked in just over an hour; not my best time, but not the worst either.

One week later I got a late-night phone call from my number two daughter asking if I could pick up some carpeting in my pickup truck for her. "Sure" I said. "No problem". She then told me that there were about 6 or 8 rolls. No problem with my 1-ton pickup. "How long are they?" I asked. She said about 12 to 14 feet. Ouch.



[\(Cont. on p. 5\)](#)



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

2021 Puget Sound Region Officers and Board

<u>Director</u>	Jim Seiber	seiberphoto@comcast.net
<u>Asst. Director</u>	Bill Barker	bill@barkerville.net
<u>Treasurer</u>	Sallie Comstock	salliecat@centurylink.net
<u>Secretary</u>	Diane Haddock	dianehaddock@gmail.com
<u>Activities</u>	Al Howe	chevyal@comcast.net
<u>Membership</u>	Donna Onat	donnaonat@juno.com
<u>Historian</u>	Vacant	
<u>Club Store</u>	Bill Damm	billdamm@msn.com
<u>Webmaster</u>	Ralf Luche	rluche@yahoo.com
<u>Asst. Webmaster</u>	Rod Schein	areshine@areshine.com
<u>Garage Nite</u>	Vacant	

2021 Tappet Clatter Staff

<u>Editors</u>	Dave & Diane Haddock	tappetclatter@outlook.com
<u>Assistant Editor</u>	Donna Onat	donnaonat@juno.com
<u>Checkers</u>	Marilyn Campbell	57soup@comcast.net
	George Reich	gbreich@gmail.com
	Al Howe	chevyal@comcast.net
<u>Photographers</u>	Jim Seiber	sueandjim4069@comcast.net
	Dave Haddock	chevydave@gmail.com
	Evie Schein	areshine@areshine.com
<u>Glove Box</u>	Vacant	
<u>Safety Ditty</u>	Bill Damm	billdamm@msn.com

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

DIM YOUR LIGHTS



Director's Message

"Jim's Junk Yard"



Director's Message February 2021

Be a careful, patient driver. I take great pride in owning cars that will get me from my start to my destination and then return safely. That wasn't always the case in my early automotive experience. I couldn't always afford a car that was trouble free. I drove places knowing that I might have to fix something along the way. So, I carried a spare tire, 2 gallons of water, an extra battery, jumper cables and a tow rope. AAA was not an option then; there was no cell phone to call a friend to ask for help. But I lived in a small town and a dead car in the road was quickly pushed to the shoulder and a ride home offered.

Fast forward to now, I have AAA+ and cell phone. I don't carry any spare parts. I still have a dead battery once in awhile. But I feel safe and confident I will get to my destination in my 1940 or my 2017 Chevrolet. It takes no great courage to drive a reasonable distance.

I keep in mind those members who use their vintage Chevrolet for long distance driving. I admire the courage and confidence they show when jumping in a 60-year old vehicle to go for a long drive. When cars sit they can lose some fluids, brakes can seize, gas can get water contamination, and even corrosion. Starting a car that has been sitting all winter is a good time to check all the functions of all the systems needed to keep the car going and return. Do short test runs; ask a fellow Club member to follow along, a mini tour, in case there is a problem you have help nearby. But keep in mind that AAA is still a good investment as your safety net.

Jim Seiber, Director

Zoom Meetings



The Meeting Minutes from the January Zoom Meeting are provided on page 4. The next Zoom Meeting is on **Thursday, February 25th** at 11 AM. Invitations and instructions will be emailed to all members and are provided on p. 4. Mark your calendars!!

Very Sad News

Club Member, Judy Landguth, died suddenly and unexpectedly Monday morning, January 18 at home. Her quiet humor will be missed. She always asked about the well-being of others. Judy has been a long-term member of the Puget Sound Region. Glenn and Judy participated in most Club activities for many years.

No memorial is planned at the present time. The family is considering an open house when the pandemic gets under control.



Puget Sound Region VCCA Zoom Meeting Monday, January 25, 2021

Attending via Zoom: Jim and Sue Seiber, Bill Damm, Diane and Dave Haddock, Bob Reller, Ken Scott and Fran Cissell, Don Hatley, Mike Voris, Duane Rice, Bob Helegeson, Al and Kathy Howe, Bill Barker, Jim Darby, George Warren, Dan Young, Bob and MG Starnes, and George Reich.

Director Jim Seiber opened the meeting at 11:31. The purpose of the meeting was to touch bases with Puget Sound Region members and to encourage members to reach out to each other with requests for assistance and questions with their Chevy restoration projects or simply to say hello/how are you doing since the COVID-19 restrictions have made in-person meetings impossible.

Don Hatley and Bill Damm have been coordinating the Club Store transition from Don's leadership to Bill's. Don reports the Club Store currently has \$1468.62 in inventory. Some of the inventory is surplus, outdated merchandise, for example, old dash plaques. Don completed the inventory on 1-11-2021 and will send the list of surplus items to Dave Haddock for publication in the Tappet Clatter. People interested in any of the items on the list should contact Bill Damm. Ken Scott shared his custom-made face mask. He will submit contact information for the creator of these original design, custom face masks to the Tappet Clatter for anyone interested (see related article on p. 9).

Don Comstock has an article on Chevy station wagons in the current issue of the G & D. Great article, Don! Ken Scott encouraged everyone to consider writing an article for the G & D. Dave Haddock mentioned Donna Onat's talented services of editing for anyone wanting to submit an article for the national magazine.

Bill Barker reported that Dennis and Gerri Johnson had stopped by his home recently with updates on the National Four Cylinder Tour to be held in Minnesota in late June. Gerri says there are currently 37 registrations for this tour. Bill says Gerri stated emphatically there are no plans to cancel this tour which was postponed from last year due to the virus. The tour dates are the same as the Northwest Meet in Newport, Oregon. Bill also reported information regarding the Portland Swap Meet. A final decision will be made by the committee Monday, February 1st. The fairgrounds are currently closed until March 15th. It was Bill's impression that the decision will likely be to cancel the swap meet. (Editor's Note: The Portland Swap Meet has been postponed until 2022) The Monroe Swap Meet usually held in May is another decision pending. Currently, the Monroe Fairgrounds are being used as a COVID-19 testing site.

Al Howe asked members to email him with any activities being planned so he can add them to the activities section in the Tappet Clatter. (Minutes continued on p. 7)

Puget Sound VCCA - February Zoom Meeting-- DATE CHANGED! Feb. 25, 2021 11:00 AM

On Your Computer - go to this website:

<https://us02web.zoom.us/j/86429900428?pwd=b3hkNGcwNUIYSFE5YUxXK3h4dVRXdz09>

Meeting ID: 864 2990 0428

Passcode: 874506

On your cell phone- tap the red line (address) below:

+13462487799,,86429900428#,,, *874506#

On your landline - call this number, then enter the codes provided in green:

+1 253 215 8782 US (Tacoma)

Meeting ID: 864 2990 0428 #

Personal ID: #

Passcode: 874506#

BEHIND A CAR

A New Tool For My Trailer, Cont. from p. 1

So now with phone in my ear at 10 pm I went out to my garage and measured my truck bed with the tailgate down. Eight- and one-half feet. So the carpet will hang over by about 5 1/2 feet. Probably not a good situation. Then my daughter casually mentioned, "Is there any way that you could haul it in your trailer?" (The one that I had JUST put away for the winter under my carport!! Dang. "Of course," I replied. "When do you want to do this?". She responded, "Tomorrow at 9 am in Kirkland."

So being a good Dad I adjusted my calendar for this new task. After I got back home later that afternoon with a trailer load of carpet, I was in my driveway AGAIN trying to back my trailer into its narrow winter location under the carport. But that is when I said "Enough!" and went inside to do some internet research. After some unsuccessful searches, I finally found the correct terminology - "dolly". There were some really cool ones that you could ride on and they would move trailers, including ones as large as an 18-wheeler. Costs were \$25k-\$40K. Oops – way out of my league. Then I found some that were powerful "walk behinds" but highly listed at around \$4,000. Getting better but still too pricey for my once or twice a year use.



Finally, I hit the jackpot. A small, lightweight model using a single 8-inch solid rubber wheel driven by a 12v motor. And it was in the \$225 to \$395 price range. Wow. Somebody had already done the engineering work of sizing the motor (350w) and figuring out the gear drive (326:1) for me. So, I began to dig down deep into this product by reading hundreds of responses from previous buyers. The ratings ranged from zero to five. And as I followed various links to different sellers and manufacturers, I found a surprising network of virtually identical devices being sold under different names by different companies - at different prices!!

So, I finally bit the bullet and ordered one thinking that this amount of money was not going to bankrupt me if it fizzled out.

The package arrived two weeks later (just before Thanksgiving). Overall, it took me a little over an hour to attach the device to the trailer and hook it up to a car battery. Then the moment of truth.



I pressed the rocker switch and slowly began to move the trailer into the proper location under my carport. I was able to stop the movement and easily peer along the edge of the trailer to gauge my distance from the carport posts. I needed to make a slight course correction once by moving the trailer forward a couple of feet. After that, all movement was in reverse and the trailer rolled back right where I wanted it. All told, it took about 10 minutes. Clearly the fastest that I have ever backed my trailer into the carport.

Some of my observations are that the movement is slow (about 20 feet per minute). But overall, this is a good thing. It allows you to maintain control so that the rig does not get away from you. It does not take much of a slope for a large trailer to begin to "free wheel" on its own. (Firsthand experience.) Supporting a safety feature, the motor and drive wheel go into a "brake function" when the rocker switch is in the neutral position. But I would not advise using this tool on a driveway with any kind of slope over 5 degrees or so. Also, some of the posted comments said that it did not work very well on a grassy area. The tread on the wheel is too smooth to provide much grip.

The method of attachment is fairly ingenious and seemed to work okay. But I wouldn't want to overload it much beyond its design. For reference, the max load (trailer) is rated at 5,000 pounds. The force that was developed when I initially installed the wheel too high caused the entire assembly to tilt slightly before I shut the motor off. A couple of cranks on the adjustment quickly fixed this. My lesson-learned was to keep the lower assembly and motor as close as possible to the mounting location on the trailer frame. This is easily done by using the height-adjustable crank which effectively reduces the leverage against the mounting bracket.



As you can see in the photos on page 5, I placed my 12-volt car battery on the trailer tongue and attached the motor leads to it. This was quick and efficient. All in all, I was very happy with this dolly design and how it worked - and pleased with how much it cost. In the future, I might shift some weight inside my trailer to balance it some more before I move it again. My current tongue weight is about 800 pounds and I think half that amount would work better while still providing enough downward force on the tire for traction, while lessening the torque on the mounting bracket. (Since then, I have also read the manual (!) and saw that the jockey wheel load is rated for 599 lbs.) Other than that, I have not thought of any other changes or modifications that I would want. But give me time after I have used it some more. And of course, for some folks, if they could purchase just the mounting bracket (or make one), then a single dolly could easily be used for moving multiple trailers if you knew someone who owned one.



Now this would be a cool tool to borrow from your buddy!!

Zoom Meeting Minutes, cont. from p. 4

Ken Scott offered his '27 heavy pieces to Bob Stamnes which led to an offer to list those parts on the Four Cylinder Group email. Bill Damm reminded people of his '29 parts which are available. George Reich reported he had a great experience with Dyno Batteries. They had the exact six-volt battery he needed which was a perfect fit for his car.

Meeting adjourned 12:19 PM PST. Minutes respectfully submitted by Sue Seiber.



LET FOLKS KNOW

Bill Damm's SAFETY DITTY

I don't need to tell you,
You already know.
The slicker the road,
The slower you go.

If you're going too fast
And there's water in your lane,
With well worn tires
There's a chance to hydroplane.

When you lose control on water
Be it liquid, ice, or snow,
Where you'll end up
There's no way to know.

Skidding down the road sideways
Is not how you want to go.
And you're wishing you were home
Watching a show.

You're sliding down the road
And wondering if
The seat belt will hold,
If you slide off a cliff.

Make sure your tires
Have lots of tread
So you'll be ready
For what's up ahead.

And to stay safe
Just please slow down.
Then you won't have to worry
About your shorts turning brown!

Portland Swap Meet News-CANCELED

The next Portland Swap Meet will begin April 1, 2022. The 2021 Swap Meet has been cancelled due to COVID concerns. Bill Barker has been asked to update their website to reflect this change.

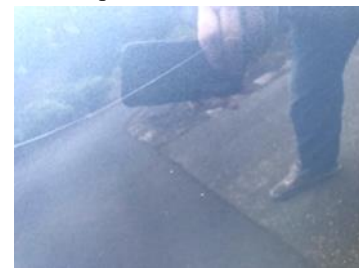
Paint Scratch Tips by Jim Seiber

I came across a possible solution to a nagging problem; scratches in the paint on the corners of our two daily drivers. Sue and I both have underestimated the distance to a concrete post or a rock wall behind us in a dark, narrow parking lot. The scratches are noticeable in the paint and some on the plastic bumper. My trial solution was a mail order product called Nano Sparkle Magic Cloth. The NanoMagic Cloth is a scratch remover cloth for car scratches, stains, dirt, and other blemishes. According to the manufacturer, it is made with nanotechnology and infused with mineral oil and metal powder, helping to create the best cleaning medium.

3M offers all kinds of products for automotive and household use. Their scratch remover is guaranteed to work when applied to a microfiber cloth and then your car. It's combined with a polish so you'll have a shiny surface to gaze upon when you're finished.

Maguire offers G17216 called Ultimate Compound. This compound can eliminate paint defects, oxidation, water spots, and other kinds of blemishes that might appear on your car. It's one of the few professional-grade products that are available at a reasonable price.

My final analysis revealed very little outcome for the work of the Nano Magic Cloth. While it did take out the "key" scratch on the side of the car, it showed no change in the deeper scratches. Maybe the 3M scratch remover or the Maguiars will work for you. However, I suggest a can of rubbing compound and a buffer pad as the first step.



Attention Puget Sound VCCA Members (Please Help)

We need to update our roster to reflect our current membership. Please check to see that the roster shows your current information. Phone number, email address, cars owned/sold information needs to be up to date. While our report to National VCCA needs to show our members are also members of the National VCCA, we have an associate category that does not require National membership. Please let us know if you are not a current dues paying member of National VCCA. We have put a hold on collecting Puget Sound Region dues for this year, but would like to keep our information up to date. Please call or email Donna Onat (donnaonat@juno.com), if you have any changes. Thank you.

March Celebrations

ANNIVERSARIES

Betty & Dave Roberts	6
Gisela & Dick Jones	9
Diane & Dave Haddock	17
Florence & Bob Helgeson	27
Sue & Jim Seiber	29
Kathy & Al Howe	30

BIRTHDAYS

Jill Anderson	1
Matt Dickinson	4
Dave Haddock	14
Evie Schien	15
John Ziegler	20
Jerry Yoder	21
Gary Barquist	28
Lynn Boltz & Jake Ziegler	30

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.

Are the Days of Petroleum-Powered Vehicles Numbered???

Battery Storage Supply and Demand

Last month the United States welcomed Joe Biden to the White House. The new administration promises to bring significant changes to energy policy in the United States and a new set of challenges. I want to highlight one that I have been watching closely that will create a significant hurdle — the electrification of US automobiles. As part of President Biden's Plan for a Clean Energy Revolution and Environmental Justice, the new administration is targeting a goal of 100 percent zero-carbon, zero-emission vehicles. The plan lists tools the administration will use to achieve that goal, including federal buybacks, more stringent regulations, and subsidies to buy electric transportation and build more charging stations.

It makes sense that anyone looking to reduce the United States' carbon footprint would target vehicles. They are one of the biggest sources of carbon pollution. According to the US Environmental Policy Agency (EPA), in 2018, light-duty vehicles like passenger cars accounted for about 17 percent of all greenhouse gas emissions, and medium and heavy-duty trucks were to blame for another 6 percent. But the biggest problem isn't lowering the price of electric vehicles (EV). The problem is how we're going to make enough batteries to power them all. To give you some sense of the supply-side challenges for EVs, there were 284.5 million cars registered in the United States in 2019. Of that 284.5 million, just over 1 million of those were electric.

Now assume you want to replace the remaining 283.5 million cars with a standard Tesla Model 3—the cheapest model Tesla sells. Doing so would require manufacturing 17 terawatt-hours (TWh) worth of batteries. In 2019, worldwide battery production totaled just 180 gigawatt-hours. That's 0.01 percent of the 17TWh necessary to electrify the US fleet. In other words, it would take 95 years at that rate to make enough batteries to convert every American car from gas to electric. And that is assuming every lithium-ion battery produced in the world is used to replace a gas-powered vehicle in the US. I'm not saying that it is impossible to electrify the US auto fleet quickly—more and better manufacturing capacity is coming online every year. But at what cost? Targeting 100% electrification of American vehicles makes for fantastic headlines. However, meeting these ambitious goals sensibly will require carefully considering real limitations and the best ways to overcome them.

Best,
Brian Isom, Research Manager
Center for Growth and Opportunity
Utah State University

Editor's Note: This was an email I received recently from the author listed above. I'll leave it to one of the engineers in our group to check his math. I don't know that it is correct, but I am not surprised that battery supply would be an issue. The one million electric vehicles that he mentioned above probably does not include our hybrid vehicles that charge a battery with petroleum to provide additional power and increase effective gas mileage. Maybe hybrids will be the sweet spot or be around for many more years until battery production can keep up with the need for batteries for all-electric vehicles. With this in mind, can GM really be all electric by 2035??? Apparently they think so.

HOW BRIGHT YOU ARE!

50th NW Mini-Meet

The Willamette Valley Region invites all VCCA members to enjoy the Coast at Newport, Oregon for the 50th Annual NW Meet. Driving tours, Oregon Coast Aquarium (hors d'oeuvres will be served in the evening), Marine Science Center, Glass Blowing, Two Lighthouses, Newport Waterfront, Banquet.

Accommodations

- Official meet hotel is the Best Western Agate Beach Inn
3019 N. Coast Highway, Newport, Oregon 97365
Call directly: (541) 265-9411 mention WVR-VCCA for our room rates
\$133.00 + tax for rooms facing the hillside, \$153.00 + tax for Ocean View rooms
- Alternate Hotel: Hallmark Resort 2.5 miles distant
744 SW Elizabeth St., Newport, Oregon 97365 (855) 391-2484
Rates: \$134.00 - \$179.00 + tax
Both hotels have pet friendly rooms.

Camping: Oregon State Parks 1-800-452-5687 stateparks.oregon.gov
reservations open 9 months ahead, they fill quickly.

Beverly Beach State Park: 0.8 miles north, South Beach State Park: 4.6 miles south

Meet Chairs: Gary and Brenda Burch: (541) 979-4415 - (541) 979-7039 gbburch@comcast.net

Registrar: Nancy Rice: (503) 472-3075 nancyrice2@comcast.net

Deadline for meet and hotel registrations: May 16, 2021

Prospectus and forms available February 2021 from the events calendar of the VCCA.org website or by contacting the registrar.



Personalized Face Masks



My ex-wife is sewing face masks for a person in Gig Harbor who also sews and gives them away. At this time she has given away 14,000. She is always looking for nursing homes or other organizations to donate to. To support the giveaway, she sews special personalized orders that have photo reproductions of your choice across them.

Fran and I got two of them. They are double-layer cloth and fit very well. If any VCCA members are interested in a personalized mask, here is the contact for you.

Syl is her name. email: nwmaskbrigade@gmail.com

The picture shows front of mask and bottom shows back of mask. You can call me if you have questions. Ken.

Cost \$20 each

Thanks. Ken Scott

Burma Shave!

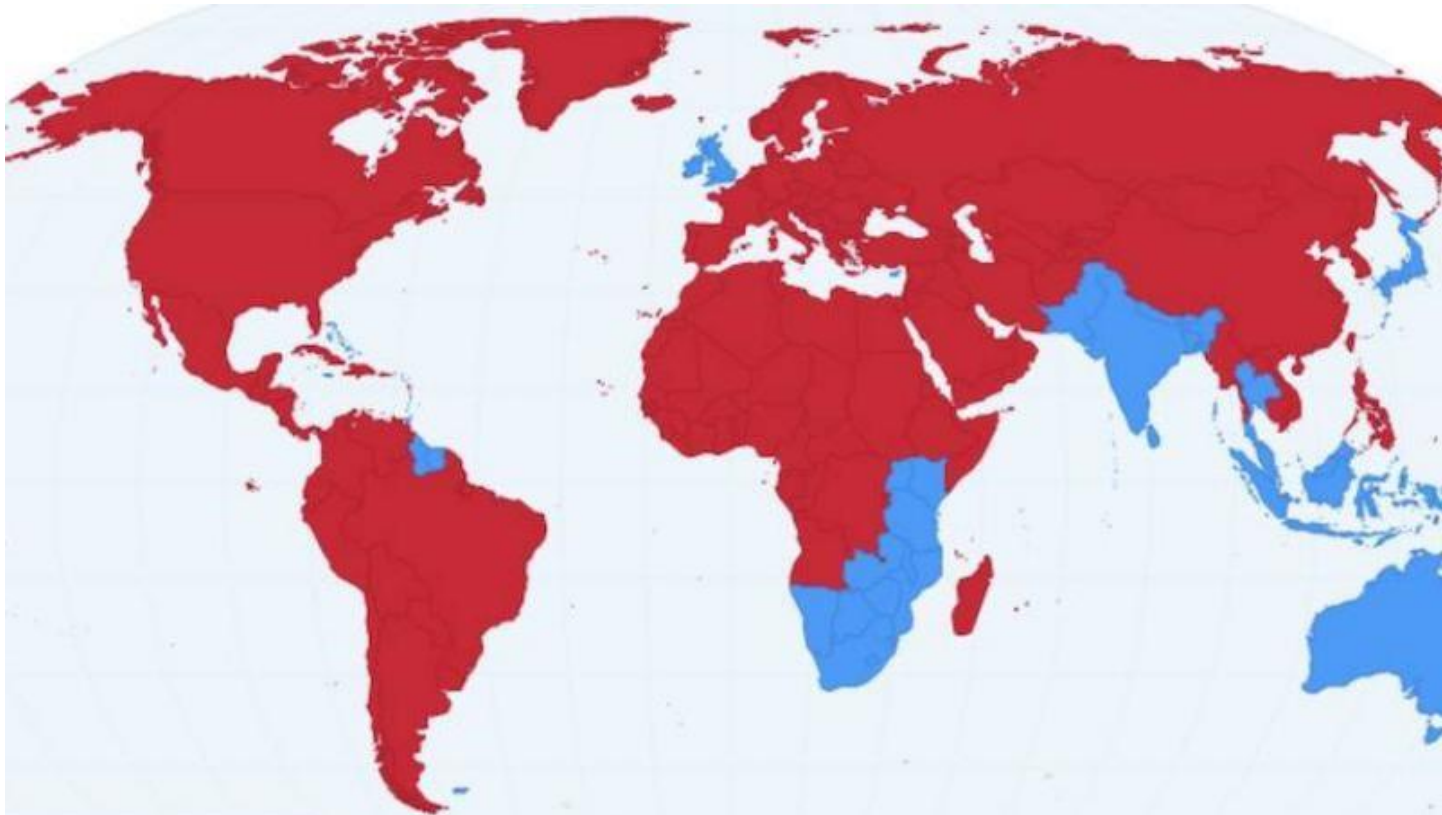
Area 3 Director Message:

Pikes Peak or Bust?

Greetings everyone, I hope all is well with you and your family. During this Covid-19 isolation period I decided to further explore the VCCA website where I rediscovered the link to the Vintage Chevrolet Heritage Association website. The website has several vintage movies (videos) on Chevrolet manufacturing and on other topics such as a timed car race filmed in 1955 climbing Pikes Peak in a disguised 1956 Chevrolet. A few years ago Jeanne and I attended the Midwest Meet in Colorado Springs, CO. One of the event tours was going up Pikes Peak, no problem in Jeanne's '72 Chevelle. But I was truly amazed at the four/six cylinder era cars that completed the climb to the top. Not only was the air thin but it was very cold for the people in open air cars. This picture, taken at the top of Pikes Peak, is Dan and Kaydene O'Day's 1928 AB Roadster that made it up and back with no problems.



Be Safe,
Gary Rogers,
Area 3 Director



Why does it seem like every movie that we watch which is filmed outside the United States features left-side driving? In reality, the majority of countries in the world actually drive on the right side of the road. (RED is right hand-drive, and BLUE is left-hand drive countries.)

Poem of Life and Cars, by Chris Rowland

Let me offer this analogy,
Without any apology

That life is like driving a car,
One far removed, from a fancy Jaguar

The one with a stick shift,
Those, which we try to resist

For it can intimidate and control,
As in life when you are told

You don't mesh,
More lessons needed to refresh

Shifting from first to second,
Mastering a clutch depression

A car emotes power and range,
But it's useless if you can't make a shift change

Life too offers opportunities and reward,
But they are not guaranteed or assured

Unless you are engaged,
Which, for the car a clutch was made

So then the clutch,
In us

Is motivation and drive,
And how smooth we want our ride

For to go from gear to gear,
You must fully commit that's clear

Otherwise in life we grind our way,
Starting and stopping on roads unpaved

So imagine today "your" car is parked,
Down a hill for an easier start

Release your brakes,
Allow momentum to take

Engage "your" clutch,
For life is under your touch

Contributed by Bob Stamnes with permission from the
author, a friend of his.

Just For Fun

The doctor told me that he'd have me on my feet in no time. It worked. To pay his bill I had to sell my car.

A man in his beat-up old car drove up to a toll booth. The toll collector said, "Two dollars." The owner said, "Sold!"

Erma Bombeck said "Never loan your car to someone that you have given birth to."

When the new activities director for the rec center walked in, all us retirees quickly took notice. She was 20-something, statuesque, and gorgeous. My buddy whispered, "She makes me wish I was 30 years older." "Don't you mean 30 years younger?" I asked. "No. If I were 30 years younger, I'd still never have a chance with a woman like that. If I were 30 years older, it wouldn't bother me so much."

As the hostess at the casino buffet showed me to my table, I asked her to keep an eye out for my husband, who would be joining me momentarily. I started to describe him: "He has gray hair, wears glasses, has a pot-belly ..." She stopped me there. "Honey," she said, "today is senior day. They all look like that."

After trick-or-treating, a teen takes a shortcut home through the cemetery. Halfway across, he's startled by a tapping noise coming from the misty shadows. Trembling with fear, he spots an old man with a hammer and chisel, chipping away at a headstone. "I thought you were a ghost," says the relieved teen. "What are you doing working so late?" "Oh, those idiots," grumbles the old man. "They misspelled my name!"



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

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.

1940 Chevrolet Coupe maroon; 1923 CAD Sedan, power steering and overdrive; 1934 PAC Coupe w/ rumble seat; 1936 Ford Business Coupe; 1932 Chevrolet Five Passenger Coupe; 1930 Model A Roadster; 1930 Model A Vicky. All cars restored, repainted, rechromed, and rebuilt engines. Paul Pearman

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

1930 Chevy sport roadster. New restoration. **PRICE REDUCED!!** \$18K Dick Olson 425-222-5798

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.

HELP WANTED

Mechanic Needed. Having trouble getting my '54 3100 Chevy truck running with my limited expertise. Ran when garaged 5 years ago. Would like to find a Chevy mechanic willing to come to my house so I don't have to tow it. **Also need leads on any good chrome-plating outfits** in the Northwest. Thanks. Chris Hoey, cthoey@outlook.com.

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, arniemondloch@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.

Time to finish the '27 Chevy coupe that I have had apart for 59 years is closing in on me. My immediate need is someone to do the panel replacement (welding) on the body panels. Any leads would be greatly appreciated. rstamnes@yahoo.com. Thanks. Bob Stamnes

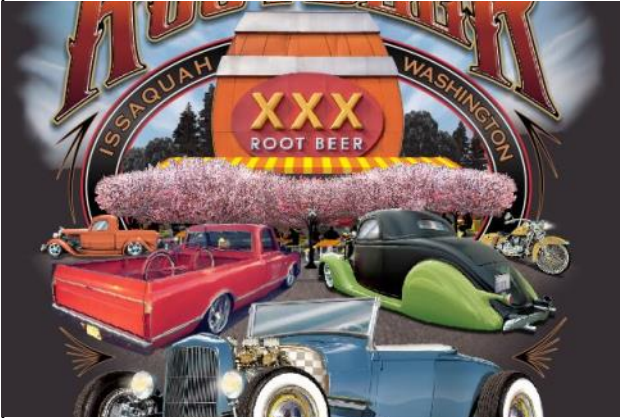
WANTED

Car Wanted. Pierre is looking for a 1952 to 54 Chevrolet two-door post, in good condition, Jim Seiber.

1947 - 1954 Chevy Truck engine. Looking for restored or unrestored complete with carburetor and intake manifold. Thanks, Ralf Luche (rluche@yahoo.com)

2021 Activities

February	25	PS-VCCA General Meeting, Online Zoom Mtg, 11 AM, Details on p. 4
March	22	PS-VCCA General Meeting, Online Zoom Mtg, 11 AM, Details to come
April	9-11	Portland Swap Meet, Cancelled, see p. 6
April	26	PS-VCCA General Meeting, Online Zoom Mtg, 11 AM, Details to come
June	17-19	NW Mini-Meet, Newport, Oregon (see p. 9 for more info)
June	20-24	Annual Four Cylinder Tour, Park Rapids, Minnesota



Note: All club general meetings at the XXX Drive-In for the foreseeable future are subject to cancellation due to the COVID 19 Pandemic. Please check this publication or call a club officer if you have questions.

XXX Drive-In Meetings normally begin at 11:30 AM; social time starts at 11 AM. Food/drink purchase optional. Address: 98 Gilman Blvd, Issaquah, Washington.