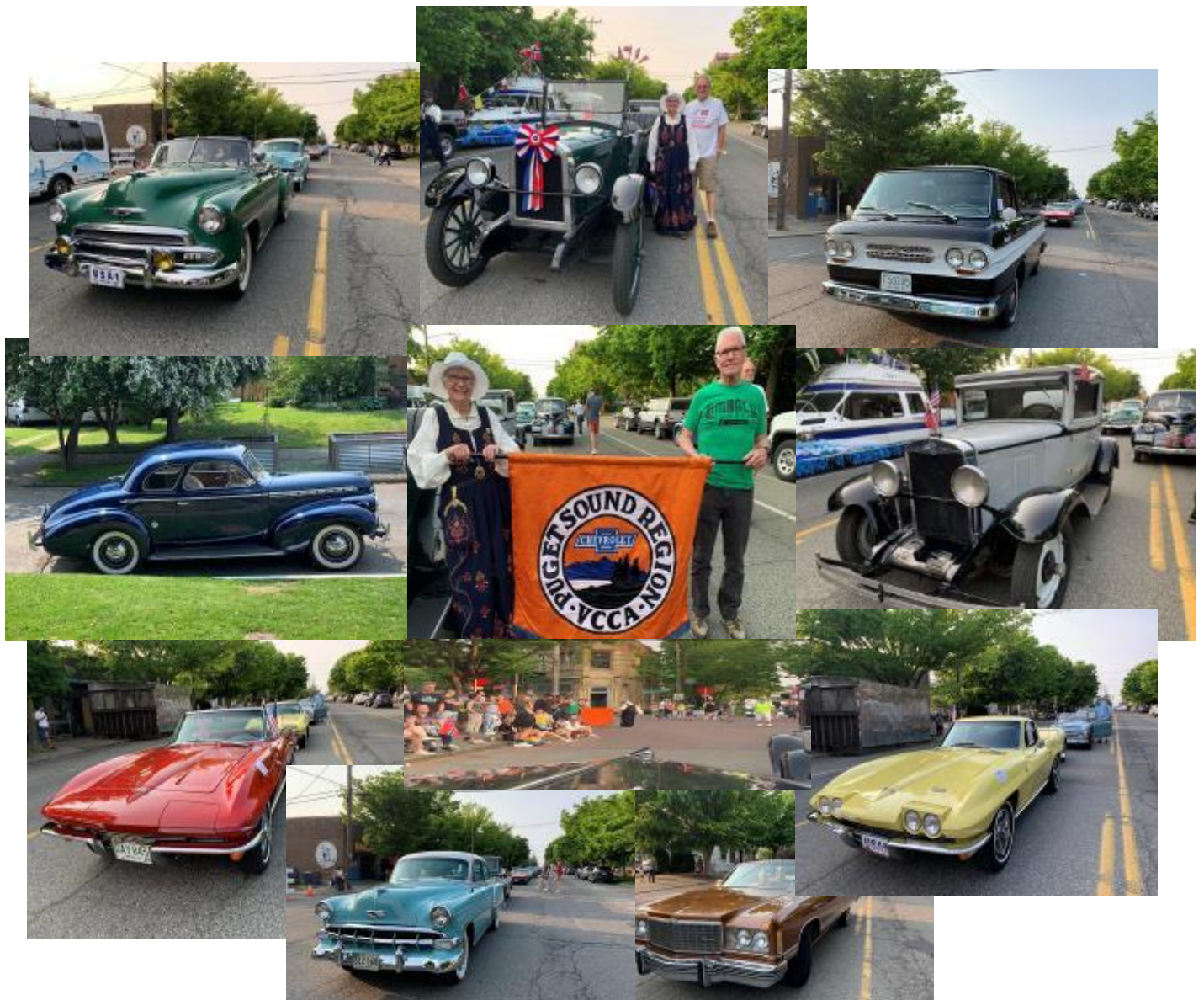


THE TAPPET CLATTER

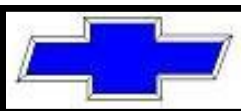
THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

June 2023

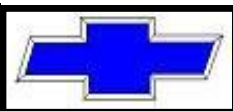
Volume 56, Number 06



OUR MAY 17th ACTIVITY



1967 - Puget Sound Region



The Puget Sound Region of the Vintage Chevrolet Club of America (PSR-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 25 years or older may be registered with the Region.**

Unless otherwise posted, Hybrid "In-person and ZOOM" General Meetings are temporarily held on the 2nd Saturday of the month. The Meeting will begin at 10:30 am from Kent Sullivan's garage or adjacent meeting room located at 6408 125th Ave. NE, Kirkland, WA 98033 (Pending COVID restrictions) until further notice. ZOOM information will be sent via email broadcast to all members prior to the Meeting. General Meetings are not held in January, July, August and December.

You can learn more about our Club by visiting our website where you can see color photos of previous tours, cars for sale, parts for sale, wanted, etc., and there is a link to view our monthly newsletter "Tappet Clatter". You can find the PSR-VCCA website here on the World Wide Web:

[Click Here](#)

2023 Puget Sound Region Officers and Board

<u>Director</u>	Bob Stamnes	rstamnes@yahoo.com
<u>Asst. Director</u>	Rod Schein	areshine@areshine.com
<u>Treasurer</u>	Sallie Comstock	salliecat@centurylink.net
<u>Secretary</u>	MG Stamnes	mgstamnes@yahoo.com
<u>Activities</u>	John Valiton	jrvaliton@gmail.com
<u>Membership</u>	Donna Onat	donnaonat@juno.com
<u>Historian</u>	Vacant	
<u>Club Store</u>	Don Comstock	Chevyguy2@centurylink.net
<u>Webmaster</u>	Ralf Luche	rluche@yahoo.com
<u>Asst. Webmaster</u>	Rod Schein	areshine@areshine.com
<u>Garage Nite</u>	Vacant	

2023 Tappet Clatter Staff

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Publication Information

The **deadline** for receiving articles for Tappet Clatter is the **25th of the previous month**; that is for example, articles for the May publication must be received by April 25th. The Editor team 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; however, prefer all photos sent in JPEG format. Email proposed article and photos to: tappetclatter@outlook.com



PSR-VCCA DIRECTOR'S MESSAGE JUNE 2023



It was very special to hear Betty's and Dave's story about their '41 Chevrolet at our May meeting. Thank You Dave, Betty and Karen. You drew a big crowd. Really nice to see so many in person. It was also nice to see some faces on ZOOM that we had not seen in a while.

Our next meeting will be at the Issaquah XXX on Thursday June 8th at 11:30 AM (lunch time). There will be no meeting in July as we have the NW Meet in Packwood, WA. The post-summer meeting will be held at the XXX on Monday August 28th at 5:00 PM.

May was a busy month with volunteering at Monroe Swap Meet and the Norwegian Independence Day Parade. Special thanks to Don and Sallie for organizing the Monroe Swap Meet volunteer effort, and for picking up the longest and toughest times of volunteering. Thanks to all of you who volunteered. This will provide our funding for the next year. Also thanks to those who made the car show a special time for those at the Ida Culver Retirement Center. We were appreciated. As always, the efforts of Rod and Evie were greatly appreciated. The May 17th parade has been a tradition for more than 14 years.

Now it is time to get our cars out of the garage and ready for the XXX, the June tour, and the NW Meet in Packwood in July. Really looking forward to seeing you behind the wheel.

Bob Stamnes #11563

Director, Puget Sound Region, VCCA

End.

MAY GENERAL MEETING MINUTES

May 13, 2023 General Meeting Minutes

The hybrid meeting was called to order at 10:35 AM by our director, Bob Stamnes, at 10:35 AM. Twenty members were present in person at Kent Sullivan's, and 8 joined on Zoom.

Secretary: The minutes of our April 8 meeting, published in the TC, were approved.

Membership: Donna Onat reported that there were no new members.

Treasurer: Sally Comstock reported sending a thank you card for our tour and a \$100 donation to the Issaquah Fish Hatchery. Don Comstock was reimbursed \$23 for materials he bought for Club use at the Monroe Swap Meet.

Editor: Tom Taricco thanked members for their TC articles, which he is always happy to receive, and in turn, Bob Stamnes and other members thanked Tom for his outstanding work.

Activities: Monroe Swap Meet--Don Comstock was still looking volunteers for Sunday, May 21 from 7:00 AM to 11:00 AM at the Monroe Swap Meet. He distributed embroidered PSR-VCCA baseball caps to those who had volunteered.

June Tour: John Valiton reported the details of the June tour starting at the Red Brick Road in Bothell to Arlington and Fir Island, ending with lunch at the Nutty's Junkyard Grill, a 50's diner with a nostalgic service station theme in Arlington. Members, who were present, voted that the tour should be mid-week. By a show of hands, at least 4 members expressed their interest in attending. The date and timing will be announced in the future.

Ida Culver Car Show and May 17th Parade--Rod Schein shared a video of a previous Ballard Parade and got 2 more members to sign up to participate. The day starts at the Ida Culver Retirement for a car show at 2:45 PM, a tour through Blue Ridge to Rod's house for a pot-luck, and then the parade!

New Business: Kent Sullivan offered NAPA caps and vintage oil cans to those present. Don Comstock has extra '49-'52 parts that he would hate to send to scrap metal. Please contact Kent if interested.

Member Updates: Don Comstock informed the group of the recent passing of Ana Haley Bergsvik, who had been an enthusiastic and active member of PSR-VCCA for many years. Bill Barker updated us that Dick Olsen recently had his second back/sciatica surgery, which appears to be successful and has relieved him of pain. Kent Sullivan had installed the electric fuel pump for members to see.

The meeting was adjourned at 11:45.

Respectfully submitted,

MG Stamnes, Secretary

End.



AREA 3 DIRECTOR'S REPORT - JUNE 2023



Very much looking forward to the NW Meet in Packwood. A number of members have worked very hard to put together a good Meet program. I'm looking forward to seeing you all! At the last NW Meet, some of us from the Columbia River region caravanned up to the Meet. Maybe members from the Willamette Valley region would like to join us once the caravan is organized.

One of the Area 3 Regions' activities is membership outreach. I'd like to know how all the Regions are approaching the issue of keeping our membership stable and active as new members join us. As I mentioned earlier, I'm now on the national VCCA committee on marketing and hope to share ideas I find out there.

Happy touring!

Ed Gallagher #44216

Area 3 Director

End.

MAY'S PROGRAM

As recorded in our Secretary's May Minutes:

Meeting called to order by our Director.

Rod Schein, Assistant Director, interviewed Dave, Betty, and Karen Roberts. They shared photos of a 1950's boom truck as one of Dave's favorites that the Club had not seen before and then shared the photos and the wonderful stories of their 1941, 5-passenger coupe. The '41 was the car that they used on their first date, and by the second date Dave had placed a photo of Betty in the steering wheel knob. They drove the car on their honeymoon along the Oregon coast and into Mexico in 1954 through dust and rainstorms. The members chuckled when Betty recounted that one morning when Dave went to the garage, he unexpectedly found a naked lady sleeping there. He went to get Betty who brought the lady some clothes. The lady put on the clothes, but soon shed them in the '41 and walked away, which led to several police cars and gawkers into the neighborhood. While the '41 has been sold, Karen carries on the family tradition with a '65 Impala SS convertible, once owned by her parents. Thank you so much for sharing your stories with us, Betty, Dave, and Karen! We loved seeing and talking with you. (Side note: I am sure the Roberts' presence led to our increased meeting attendance.)

End.

UPCOMING MEETINGS & EVENTS

Q2 2023 Meetings, Activities & Misc. Schedule

June	8	Lunch Meeting at XXX, 11:30 AM
	18	Fenders on First Street - Issaquah
	24	Greenwood Car Show - Greenwood
July	—	No Meeting—Summer Break
	18-20	Northwest Meet—Packwood
August	28	Dinner Meeting at XXX, 5:00 PM



Northwest Meet - Packwood, WA

July 18 - 20 , 2023

End.



MONROE SWAP MEET HAS COME AND GONE

Both the Ford Early v-8 Club and myself truly appreciate and offer a huge **"THANK YOU"** to the club members who gave a few hours of their time so the swap meet could be successful. Our club will receive \$15 per hour worked for a total of \$1000.

The Friday morning shift began with instructions, stickers, and a "Code of Conduct" handout. **MIKE VORIS, JERRY YODER AND SALLIE AND DON COMSTOCK** headed out to the vendor staging area at 9:00 AM to check credentials, give fliers, and window stickers for express entry. At noon, Sallie and Jerry opened the gate and waved vendors through. Mike and Don were still checking credentials on the last two rows. Incoming traffic was steady until around 3:00 PM. **BOB AND MG STAMNES** arrived just before 3:00 PM to take over checking credentials, handing out fliers and attaching stickers until the gates closed at 7:00 PM.

Saturday vendors were allowed in from 6:00 AM to 8:00 AM. **BILL BARKER AND BOB HELGESON** looked especially sharp and official wearing their red polos and blue ball caps with PSVCCA logos. Vendors with stickers were waved in, those without had to be checked and stickered. Shortly after 8:00 AM the gate was closed as the swap meet opened to the public. **KEN SCOTT AND FRAN CISELL** took charge of the gate at 9:00 AM and worked until 1:00 PM visiting and answering questions. **JOHN AND DOT ZIEGLER** took over at 1:00 PM and did the same until closing at 5:00 PM. Most questions involved where to find the exit and when can we leave because the shoppers all but disappeared by 3:00 PM.

Sunday morning Don and Sallie had a shift from 7:00 AM to 11:00 AM greeting vendors as they passed through the gate until about 9:30 AM when they were told to close it. Not many shoppers could be seen in the aisles. **DAVE AND DIANE HADDOCK** arrived for the final shift at 11:00 AM until 2:00 PM when the meet officially ended. This job has been challenging at times but a lot of fun. Someone else can have this opportunity next year.

Event Coordinator,

Don Comstock #5882

(253) 863-0420 or chevyguy2@centurylink.net

End.

JUNE MEETING ANNOUNCEMENT

XXX Drive-in Location Meeting

Thursday, June 8, 2023 at 11:30 AM
Social time 11:00 AM to 11:30 AM
Meeting call to order 11:30 AM

As XXX does not have facilities for a ZOOM type Meeting, this will be an in-person Meeting only; NO ZOOM.

End.

Open discussions at the June 8, 2023 lunch meeting led by our

JUNE PROGRAM

Director Bob Stamnes.



End.

UPCOMING JUNE ACTIVITY

Skagit Wildlife Tour June 21st, 2023



The PSR-VCCA June 2023 tour will take us North to the Skagit Wildlife Area, Leque Island Unit, located in Stanwood, WA. The tour will be about 4 hours and approximately 60 miles.

We will meet in the parking lot of Bothell's Red Brick Road Park before 10:00 AM. Come early and walk on part of the original road connecting Bothell with Seattle. The address is, 16815 96th Ave NE.

At 10:00 AM sharp, we leave the park to drive Hwy 522, then Hwy 9 north to Arlington, WA. This is about a 1 hour drive and 35 miles, to Nutty's Junkyard Grill, for early lunch at 11:00 AM. Address is 6717 204th Street NE. Nutty's menu is similar to XXX Rootbeer. There are 2 picnic tables outside for "brown-baggers".



About noon, we depart Nutty's to drive west on Hwy 530 towards Stanwood, WA via Pioneer Road and Norman Road. This will take us through the small town of Silvana, WA and the farmlands of the Stillaquamish Valley. At Norman Road and Marine Drive, we will stop for a photo shoot of our group's cars. Then, we will take Marine Drive north towards Stanwood, WA. Between Stanwood and Camano Island, on Hwy 532, is Eide Road and our destination at the wildlife area. Our drive has taken about 1 hour and 25 miles with an ETA of 1:00 PM.

The location has a new paved parking lot with a wheelchair size porta-potty, and an interpretive history with maps of the Stillaquamish Flats. There is a 1/4 mile dike with a maintained gravel walkway and benches to sit and view birds and landscape. The site requires a Washington State Discovery Pass which can be purchased on site on a smart phone (\$13), or you can purchase on their website before the tour. Be sure to bring your binoculars to view the eagles, blue herons, and yellow-legged sandpipers.

Leave anytime, and return home via Pioneer Road to Interstate 5 or Hwy 530 to Hwy 9.

For more details, contact John Valiton at jrvaliton@gmail.com or call/text (206) 643-7193.

End.



End.

UPCOMING JULY EVENT



52nd Area 3 Meet **“Pack Up for Packwood”** **July 18-20, 2023**

Welcome fellow car club members. This year's Meet is being sponsored by the Area 3 Region. Members from the 5 Northwest clubs have come together to plan and organize this unique Meet to include several outstanding scenic tours suggested by the Forest Service.

Here's what you need to know.

Because of the short planning time and budget restraints this event will be unique to all. Some events such as the ladies' luncheon & judging, will not happen. Instead, you will be treated with the use of Packwood's Community Hall (for the entire Meet). If so desired or on a rainy day, we will get to use the hall for any of our needs: playing games, working on puzzles or sitting and visiting. Bring your knitting, a good book or projects along to keep you company.

The planning committee has also arranged for an evening game and even a talent show. (Get your talent practiced and ready to entertain your friends.)

Did someone say home cooked meals? You bet! Meals will be in the Community Hall and are planned to include breakfast for all, lunch (that you will pack after breakfast) and dinner. Dinner ideas are: a potato bar, pizza, and a catered Mexican Entrée. You will have no extra meal expenses outside of the registration fee. There will be a simpler fare on Friday morning and perhaps some leftovers. The cleanup crew will be starting their work at 9 so we are clear of the hall by noon. Many hands make light work. Call Mike Rice to volunteer.

Meet tours will be self-guided with detailed instructions. Mobile phone coverage is nil so going in small groups, or at least pairs, is highly encouraged. Departure time about 9 am.

There will be plenty of parking for hauler and trailers.

Come to Packwood for a great chance to renew and expand our Chevrolet Club friendship in the relaxed atmosphere Packwood provides.

Continues...

52nd NW-VCCA Meet
Packwood, Washington
July 18-20, 2023
Pack Up for Packwood

G & D Label

Copy/Print, Fill in, Enclose Check and Return by Mail

Reg #: _____ Region: _____ VCCA #: _____

Name #1: _____ Last #1: _____

Name #2: _____ Last #2: _____

Guest #1: _____ Guest #2: _____

Address: _____ City?State/ZIP: _____

Home Phone: _____ Cell#1: _____ Cell#2: _____

Email #1: _____ Email #2: _____

Car #1: _____ Car #2: _____

Total Cost:

\$75 Per Person X #: _____ = _____

Includes Breakfast: WED & THU
Lunch: WED & THU
Dinner: TUE, WED & THU

Please bring your Name Tag and Water Bottle, Coffee Mug & Past Event T-Shirts (Sorry, no new T-Shirts this year).

If you prefer to avoid paper plates, please bring your own plate to care for on your own.

Mail to:

Nancy Rice - WVR VCCA Registrar
1989 NW Birch St.
McMinnville, OR 97128

Make Checks payable to:
PSR-VCCA

ASAP

Accommodations on your own

Contact Lodges & Parks directly - Mention VCCA for Discount

Cowlitz River Lodge: (360) 494-4444 Crest Trail Lodge: (360) 494-4944

Camping: Hall Camping; No Sewer. For details Contact Ken Scott: (253) 531-5266

Packwood RV: (360) 494-5145 Cascade Peaks: (509) 823-5884

End.

MEMBER ARTICLE



1972



2023



2023

Continues...

Finding Our Early 50's Convertible

**By Jill Anderson
and Matt Dickinson #40018**

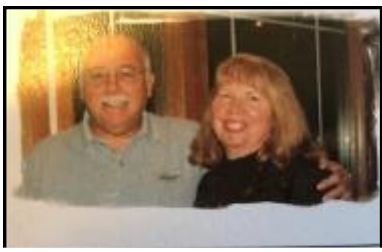
About 18 years ago we attended our first PSR-VCCA event with our '36 Chev Master Deluxe Sedan after being recruited by Rod Schein at the Greenwood Auto Show early that summer. It was held at the XXX Drive Inn; my wife remarked later that our '36 was like the new girl at the dance because of all the attention she received from the VCCA members. We saw two very nice '50 convertibles owned by Dick Olson and Dick Jones. We really liked the styling and since then have been on the hunt for an early 50's convertible.

Fast forward to about 4 years ago, we had retired and moved to Michigan, my wife's home state. I saw a posting on Facebook from Bruce Pearce in Canada, a friend we have been on VCCA events with. He had acquired a '53 convertible and was planning on selling his '50 convertible to make room for the '53. I contacted him saying we were definitely interested, but due to Covid and some other issues we didn't get the deal done until January this year.

Between snowstorms, I hauled my trailer about 5 hours to Bruce's home in Bolton, Ontario, and loaded up the '50. The return trip took about 3 hours longer due to the ordeal I went through in the US customs office at the Port Huron border crossing. I could write another article on what not to say and do when bringing a foreign car into the US. In the end, I got the necessary paperwork to transfer the title and license the car in Michigan.

The deal worked out great; Bruce wanted to keep the engine out of the '50 because it's the original engine out of his '51 which has been in his family since new. I found a '62 235 engine and had a local antique car shop that has done work on my '37 do the engine swap. They did some other upgrades to make the '50 a good highway cruiser along with the radial tires I put on it. I've kept it as original as possible in respect for Bruce and his Dad who restored the car in the 70's and 80's.

The previous page contains pictures of when Bruce's Dad found the car in 1972 and recent ones I took.



**Hello from
Muskegon, MI**



End.

JUNE CELEBRATIONS

Birthdays

Rod ScheinJune 2

Kent Sullivan June 5

Gerri Johnson . . . June 20

Glenn Landguth . June 27

Sheri Johnson. . . June 27

Anniversaries

Bill & Sis Barker (50)June 6

Tom & Sandy Taricco (55) . . . June 29

This may be the last Celebrations page in the Tappet Clatter as we have not received updated Anniversary and Birthday lists as requested in the February 2023 edition. If you possess such a list, please send to tappetclatter@outlook.com ASAP.

End.

FROM THE GLOVEBOX



From the Glovebox 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 Glovebox Coordinators this year. Share your information, experience, and tips with others by emailing the editor at: tappetclatter@outlook.com.

King Pin Replacement

By Stephen Kassis
The Filling Station

King pins on Chevrolet cars and trucks are of two different designs. The early design requires pressing bushings into the spindle and using a reamer to fit the pin to the bushings. The later design is called a floating bushing type. In this design, the bushings do not require pressing for installation and they do not require reaming for fit. The bushing is precision fit for the pin at the factory and the bushings should just push into place in the spindle. Installation of the two different types is similar but the free floating type is much quicker and easier to install. For purposes of this article, the focus will be on the press fit/ream type bushings as the rest of the installation will be the same on both types. Consult the shop manual for your car or truck to determine the type of bushings in your vehicle.

Jack up the front of the vehicle and place it on good quality, four point jack stands. Remove hubcaps, wheels and tires. Remove the hub dust cover, cotter pin and spindle nut. Pull the hub & brake drum off while keeping the outer bearing from falling out of the hub. This is a good time to inspect the condition of the wheel bearings and repack them with fresh grease.

With the hub removed, slide the inner bearing dust shield and inner race off of the spindle. This will expose the brake backing plate. This plate must be removed but anything connecting the backing plate to the chassis must be removed first. This would include brake housings and cables on mechanical brake systems or brake hoses on hydraulic systems. When removing hydraulic brake hoses press a rubber plug into the opening on the wheel cylinder. Also cover the end of the brake hose with a plastic bag and seal with a rubber band. These steps will prevent contamination.

There will be four main mounting bolts that hold the backing plate to the spindle. Remove these, taking note that some applications will have two different size and/or different length bolts. With the bolts removed, the backing plate will slide off of the axle, exposing the spindle, axle and king pin. Check the brake shoes for wear and wheel cylinders for leakage. Replace if necessary. Clean the backing plate and set aside for installation later.

Continues...

Remove the dust cap (soft plug) on top of the spindle by striking it with a chisel on the edge. Once the dust cap is removed, unbolt and remove the tapered lock pin that is bolted horizontally into the axle housing. With this pin removed, drive the king pin down and out of the axle and spindle. The spindle is now free of the axle. Remove and discard the bearing but retain any undamaged shims for possible use later. Note the location of the bearings and shims as they are disassembled. Clean the axle and spindle of dirt and grease.

With the spindle cleaned, inspect the bearing surfaces for signs of damage. The damage will be on the bottom edge of the spindle surface which is holding the weight of the vehicle. If a bearing race has spun, it can damage the spindle causing loose bearing fit and also causing misalignment. This in turn can cause irregular wear on tires or steering to "wander". If your spindles have this kind of damage, you can try to find suitable replacements. Another option would be to have the spindle industrial chromed and turned back to standard. Industrial chroming is a very hard surface that can be used to save an otherwise difficult to find part.

Open the new king pin set and check the components. There should be two king pins, four bushings, two bearings, shim packet, two lock pins with lock washers and nuts. Some installations require other special parts, but this list should be the minimum in the kit. If you buy a kit at a swap meet or on line, be sure that you are getting a complete kit.

Early Axles with Press Fit Bushings



The bushings must be removed by driving them out of the spindle. This is best done in a vise with a bushing driver. Drive out the old bushings and drive in the new. CAUTION: When driving in the new bushings, pay special attention to see if there is a grease hole in the bushings. If so, this hole must line up with the grease fittings in the spindle to allow proper grease flow to the bushings. With the new bushings in place, they must now be reamed. The proper reamer must be used to keep the alignment straight and get the proper fit of the spindle to the pin.

Continues...

Once the pin fit has been checked, clean any foreign material from the bushings and lubricate the bushings with wheel bearing grease. Pack grease into the new bearings provided in the king pin kit. Check the fit of the new king pin in the axle. The new king pin should fit snugly in the end of the axle. If there is too much play in the end of the axle, it would be best to find another axle. Though oversize king pin sets were available years ago, these are somewhat hard to find. Even if found, the boring of the old axle must be made at precisely the correct angle and bore size. This process would have to be done at a qualified machine shop. Replacing a worn out axle will probably be easier and cheaper.



Install the spindle with the bearing at the bottom. Use new shims in the king pin set to take up any slack between the bearing, axle and the spindle. If there are not enough shims provided, clean and use some of the original shims that were saved on disassembly. There should be no looseness between the bearing, axle and spindle but the spindle should turn freely on the axle.

Slide the new king pin into the top of the spindle bore, taking note of the flat spot on the side. The flat area on the king pin must align with the hole for the horizontally installed tapered locking pin. Push the king pin down until the hole for the locking pin is open. Install the tapered locking pin into the horizontal hole. Install lock washer and nut and tighten down until the pin is seated securely in the axle. On early models, there is also a wheel stop that is held in place by this pin. Be sure to install the stops when installing the lock pins.

Install the dust caps (soft plugs) in the top and bottom of each king pin. Hit the rounded surface with a couple of good blows to lock the plug in place. Pump a little grease into the fittings to insure good lubrication of the bushings and pins.

Check for free spindle operation from front to back. If everything is installed properly, there should be no up and down movement in the spindle and the front to back movement should be smooth. If your installation passes these checks, continue to install the backing plates, dust seals, hubs & drums, wheels & tires in reverse order explained above.

End.

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.**

WANTED

Passenger side Visor Bracket for **1936 Chevy**. Please contact Tom Taricco at (425) 503-1360 or tom@taricco.net.

1947-1954 Chevrolet Truck (3/4 ton) parts. Engine in good condition or rebuild, seat frame and other miscellaneous parts. rluche@yahoo.com

FOR SALE

1962 Impala Sport Coupe, 327 w/300hp, auto, ps, ac, digital dash, good condition. Asking 26k. Contact Dave Haddock, chevydave@gmail.com



I have a **red 1973 Corvette** that I am selling for a friend. It has new paint, new exhaust system, new radiator, tires are good, 350 ci with a 4-speed transmission, new battery... runs great... looks sharp. I have pictures I can email to you. Asking \$16,000. Please contact John Ziegler at (206) 949-5497 or email me at jtziggy@q.com

FREE transmission for a 1930, 1931, 1949 and 1957. Contact: Dick Olson at (425) 222-5798 or email rolson82@comcast.net

51-52 hardtop **tinted 2-piece windshield**. Asking \$50 or OBO. Contact Duane Rice at (425) 226-8434

Multiple Parts: Used **Fitz visor** —asking \$200; two stainless Tudor NOS rear **fender gravel guards** (left & right) - asking \$300; 1950 Chev **grill piece** with letters NOS—asking \$150. Contact Greg Nowak VCCA #58936 at (206) 914-9347

HELP WANTED

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.

FUNNIES & BLASTS FROM THE PAST



100 years ago everyone owned a horse and only the rich had cars. Today everyone owns a car and only the rich own horses.

The stables have turned!

CLUB STORE NEWS



The Club Store features Puget Sound Region and National branded products. We have in stock Club decals, jacket patches, lapel pins, and hats. We also have a few National name badges, lapel pins, large decals, and license plate frames. All members will receive a free 2-inch decal to go on the inside window of their vintage Chevrolet. I will be giving them out at meetings and tours that I am able to attend.

Club Store **Specials for June**

This month we are featuring all things from National. We have a small number of pins, decals, and license frames all on sale this month most below cost. They have the old National logo. Supplies are limited. First come, first served. When they are sold out likely can not be reordered:

<u>Item</u>	<u>Price</u>
50 th Anniversary Pin featuring 2100 years of Chevrolet	\$3
VCCA Lanyards	\$2
VCCA Decals 2 1/4 X 1 1/2	\$.50
VCCA Lapel Pins	\$3
VCCA Name Badges	\$3
VCCA License Plate Frames	\$7
Large Trailer Decals (w/bonus defective decal while they last)	\$15
VCCA Year pins; 1yr, 5yr, 10yr, 15yr, 20yr, 2 yr, 30yr	\$2

Your Storekeeper,

Don Comstock #5882

(253) 863-0420 or chevyguy2@centurylink.net

End.

AT-A-GLANCE REFERENCES

GM Heritage Archive

The GM Heritage Archive has trained researchers available to assist with your research, whether the endeavor is of an enthusiast, academic or commercial nature. Request should be sent via email to gmhc@gm.com. The email should outline your information or visual media need and the intended use. For commercial endeavors, fees may apply.

Web: <https://www.gm.com> > heritage > archive

Vintage Chevrolet Club of America - VCCA (National)

Roger James #06854 - President
Email: rogemaryj@usfamily.net
Web: <https://www.vcca.org>

Vintage Chevrolet Club of America - VCCA (Area 3 Clubs)

Ed Gallagher #44216 - Director Area 3
Email: merryeddy@gmail.com
Web: <http://www.vccacolumbiariverregion.org/>

Puget Sound Region

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Mt. Rainer Region

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North Cascade Region

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Columbia River Region

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Willamette Valley Region

Elyse Kassis #14861 - Director
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Gas stations with gas without ethanol

Web: <http://www.pure-gas.org/>

