

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

March 2022

Volume 55, Number 3



PHOTO BY SAL-
LIE
COMSTOCK

JUST FOR FUN **By Ken and Fran**

For the past few years, we have been having gatherings with car people at our house. Christmas parties, Halloween parties, workshops, and any other reason we could think of for get-togethers just for fun. On Feb 13 2022 we put together a Valentines day poker run tour. This tour included meeting for a pancake breakfast at 10:00 am then taking a tour to various local parks. About a 25 mile tour. After meeting back at our house, we decided who the winning poker hands were. Everyone had a great time getting their cars out and we finished in time for all to go home and watch the super bowl. People attending were: Ken Scott, Fran Cissell, Jerry Yoder, Karen Purvis, Don and Sally Comstock, Staranne and Bob Reller, John Strampher and Rome, Jim and Loree Picket, Keith Francis and Sandy. We have called ourselves the Happy Timers. Most all attending are VCCA members and or Vintage car collectors. We have no officers, no by-laws and no politics. Having about 4 or 5 gatherings a year we have as many as 35 people show up. Pancake recipe 4 cups Krusteaz pancake mix, 3 eggs 1/3 cup vegetable oil, water to mix. Pour into jellyroll pan or cookie sheet with sides sprayed with Pam, Bake 400 degrees for 20 min. 8-10 servings. Top with berries, nuts, whipped cream , fruit or maple syrups.



1967 - Puget Sound Region VCCA - 2022



The Puget Sound Region of the Vintage Chevrolet Club of America (PS-VCCA) is dedicated to the preservation, restoration, fun and enjoyment of Chevrolet cars, trucks and GMC's. Members are not required to own a Chevrolet. Regional membership is open to all Chevrolet and GMC enthusiasts who are members of the Vintage Chevrolet Club of America (VCCA).

General meetings are temporarily held on the 2nd Saturday of the month. No meetings are held in January and December.

In person meetings will be held at 10:00 am at Kent Sullivan's 6408 125th Ave. NE

Kirkland, WA 98033 (Pending COVID restrictions). Zoom meetings will resume.

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

2022 Puget Sound Region Officers and Board

<u>Director</u>	Al Howe	chevyal@comcast.net
<u>Asst. Director</u>	Rod Schein	areshine@areshine.com
<u>Treasurer</u>	Sallie Comstock	chevyguy@centurylink.net
<u>Secretary</u>	Don Comstock	chevyguy2@centurylink.net
<u>Past Director</u>	Jim Seiber	seiberphoto@comcast.net

2022 Tappet Clatter Staff

2022 Elected Support Positions

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<u>Glove Box</u>	All Members	
<u>Safety Ditty</u>	Bill Damm	billdamm@msn.com

Publication Information

The deadline for receiving articles for the Tappet Clatter is normally by the 25th 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

DON'T PASS CARS



Director's Message

"From the Crankshaft"
AI HOWE



March 2022 Director's Message

Our February hybrid meeting went with only a minor problem that we were able to work around and have a successful meeting. After the meeting Kent and his son were able to identify the problem. Seems we need a different mic than what we used. Kent has identified the proper one at only a cost of \$40. We were able to make this hybrid meeting work at no cost to the club by using a combination of club and private equipment.

A hybrid meeting is not, nor ever will be, the best of conditions for a meeting, but under the circumstances it seems the best for now. We all hope that we will be able to resume regular meetings soon. The question then will be "where will the meetings be held?". I hope you keep "meeting location" in mind as you go about your business; maybe when you see a possibility, a light will come on and you make a mental note.

Our next meeting is March 12th in Kent's garage. This will also be a hybrid meeting. If the weather is decent, I hope we see more vintage cars. We all like to admire a vintage Chevrolet.

I don't feel old. I don't feel anything until noon, then it's time for a nap. Bob Hope

ANOTHER KEN SCOTT CHALLENGE

Name VCCA member-**Michael Rice** Car owned -1954 Chevrolet When did you get it? -1969

History of car. Miles/rebuild/repaint/previous owner etc.- Short history.-It came with my first wife. She had it as her college car. All worn out and dented. First thing was to take it to the post hobby shop and put rings and bearings in it. I worked on the dents and then took it to a shop for paint. The weather was damp so moisture got into the primer and now it has lots of bubbles. It has had several engine replacements over the years. The original transmission is still in it after 240,000 miles, longevity to which I owe to Lubriplate 90 oil which was recommended by my high school friend. Just once I put new bearings in it. I am now working on converting to 55 Chevrolet drive train with overdrive. It has been a very serviceable and reliable car. During its working years we went camping, took boy and girl scouts on trips and our students to various activities back in the days when teachers could take their students places.

Has this car ever attended any VCCA Meets? -Yes, lots of them, can't say for sure how many but probably more than 30. By Mike Rice VCCA member since 1980 Willamette Valley Region Oregon



ON CURVE OR HILL

1948 Chevrolet Fleet line Fastback

“Hey, is your engine running”, Terry questioned, fifteen minutes after he leaned on the front fender. Terry was not the first person to question the quiet vibration free 216 motor in the 48 Chevy Fleet line Aero sedan. The group of young teenage drivers huddled to talk cars and girls on warm weekend nights in the small Montana town. The two-tone green 1948 Aero sedan was my first car and it would earn the reputation as the most reliable and most affectionate car I would own.

In April 1958, Mother drove me to take the driver’s test on my fifteenth birthday. The previous two years, I had learned to drive the country roads outside town in my parents’ 1955 Ford station wagon. Even though only fifteen, my unrestricted driver’s license allowed the same privileges as older drivers. On a few occasions, I drove my dad’s log truck from the loading landing down to the highway where an older driver drove the truck into the mill. By age sixteen, I had a job with “McMilian’s grocery” store, the only one in town, where one of my tasks was to deliver groceries in a 1958 Chevy pickup to individual houses in town or drive twenty five miles round trip to the Associated Grocery warehouse in Bozeman for supplies.

Three months after getting my license, dad spoke one Friday night, “got a lead on a car”. He continued, “Tomorrow let’s drive over to Livingston”.

Dad had a friend, Harold, through work and projects. Harold actually lived in Livingston Montana forty-five miles and an hour east of us. Harold’s wife, Sally, was a madam of one of the “houses of ill repute” in Livingston. Sally bought the 1948 Chevrolet Aerosedan brand new but she parked the car four years earlier and bought another new car. With a \$50 lighter wallet, some minor work on the 216 fuel lines, we drove the Chevrolet home.

Chevrolet sold 211,861 Fleetline Aerosedans in 1948. The 216 in line 6 called, “Blue Flame” is a splash oil engine developing ninety horsepower at 3,300 rpm. My Aerosedan had cloth seats, a metal burl wood grain dash, a choke cable and hand throttle cable, which I sometimes used. The exterior of the car had a satin green paint bottom to roof drip line and darker live oak green top. The 48 Fleetline was finished along the fenders with three levels of polished molding, a wide side-to-side front chromed grill and wide chromed bumpers with attached guards.

Like my school buddies hypnotized with hot rodding or modifying cars, I decided I could afford a new exterior paint job. I sanded the body for a level surface, primed the car and then painted the bottom to drip line an Oldsmobile metallic rose color. On the top above the drip channel, I painted it pure white. I painted the original rims the rose color, put a red pin stripe around the edge of the rim and then installed baby moon hubcaps. The car looked like a teenage car on the outside for sure, but was all-original on the inside.

Like most first time teenage drivers, I hot rodded a little and accepted drag races, although the heavy car with ninety horse was no match for the V8’s coming out. I drove through running rivers and did Brodies and doughnuts when there was ice on the driving surface. Still I drove the 48 Chevy for three years. After three years, it was the same reliable, good driving, car I first bought.

One evening Dad said, “Uncle Ted is wondering if you want to trade cars”. My uncle Ted had a 1954 Dodge sedan with a Hemi Red-Ram V8. He tore the engine down to overhaul it but he did not have time to rebuild the motor. Uncle Ted was desperate and needed reliable transportation quick, so I decided to swap my 48 Aerosedan. Uncle Ted had all new parts to put the Hemi Red-Ram back together and in a couple of weeks my dad and I had the Dodge back running on the roads.

Still of all the cars I have owned in my life, it would be fun to have the original 1948 Fleetline Aerosedan back, for sentimental emotions of course but much more. The Chevy was so quiet as it moved down the road, given it was only sixty or sixty-five mph on the old two-lane roads. There were no engine sounds, no wind noise and very little tire sound. The ride was as soft as a baby buggy, on broken pavement or dirt road as well. “Only one is number One”, Chevrolet.

By Bob Reller Puget Sound VCCA



IF THE COPS DON'T GET YOU

Another Ken Scott 50 Year Challenge

FIFTY YEARS OF CHEVY II

(16 years to 66 years old)

By Wayne and Wendy Weber

(Canadian VCCA member since 1978)

Our story started back on October 4, 1971 when I turned 16 years old and got my driver's license. So now I need a car, my father always being a GM owner helped me find that first car. That is when I got my 1963 Chevy II 2-dr post 100 series with a 194 6 cylinder motor. When my dad and I went to buy the car I paid \$100.00. It was running rough and once we got around the corner dad had me pull over, we opened the hood and dad pulled all the spark plug wires off the plugs and put them in the right firing order; it ran real nice after that. The seller had said he had done a tune up before selling it.

Now that I have my own car, I just need a girlfriend. Enter Wendy, we worked on this car together putting Nova bucket seats in to replace the broken split bench seat. My dad helped me paint her a metallic green, a set of Chrome reverse wheels and baby moons and a 8 track player. We kept that car for about 2 years, then I strayed from GM and bought 1971 Barracuda (I'm now in need for a go fast car) the police soon helped me change that decision.

Fast forward to 1990 I have had many vintage Chevrolets in the past 17 years. 1948 Chevrolet coupe, 1933 Chevrolet 2-dr. sedan, 1956 Chevrolet 2-dr sedan, 1948 Chevrolet convertible just to mention a few. In 1990 I had the 1948 Chevrolet convertible at an all GM picnic, a guy wanted the car and after some serious talk I sold it to him, and I took the family to Disneyland in California. Back home I needed a car or Project. I saw an ad for a 1963 Chevy Nova SS convertible that was in the restoration stage, we went, we saw, we bought. It was definitely a restoration project completely apart but excellent body, new top in the box and some NOS parts. Now the fun begins going to swap meets in Canada and Washington and Oregon. Found a NOS front fender in Portland, another really excellent front fender in Vancouver BC. I continued improving parts along the way. The car is all back together and ready for paint as it was a car of many colours, I had a guy spray it in what was supposed to be the correct colour, Ember Red (it was more a darker red). It would do for a number of years and a few Northwest Meets. We drove the car to the Northwest Meet in Bend Oregon and limped home on 5 cylinders.

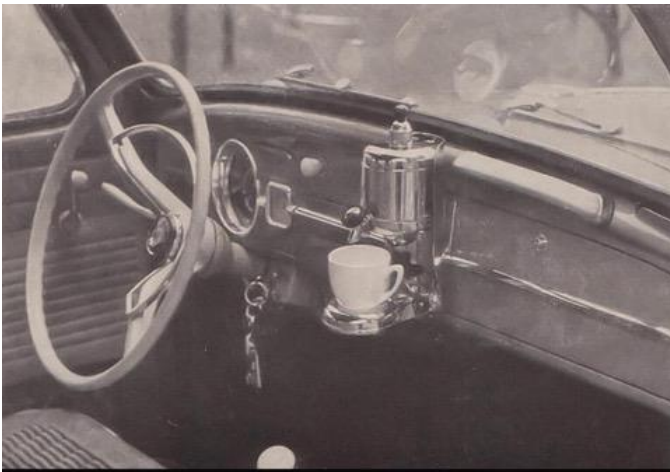
Once we got home, a decision was made to do a full restoration. First the motor and trans came out, both to be rebuilt. Then V.C.C.A. members and close friends Steve Anderson and Brad Abbott came over and started stripping parts off and sanding the whole car down to bare metal. These great guys both being retired, worked in my shop while I was still working for a living and to pay for this restoration. A little body work and alignment of body pieces, the car went to Brads Shop (garage) for primer and paint. Next I ordered and installed all new SS trim, all new window rubber and wind lacing, trunk rubber, new bumpers and all kinds of new parts. It looks beautiful runs great and gets a lot of positive comments . I'm glad we took the time to do it right.

I turned 66 years old in October 2021 Wendy and I have been retired for almost 7 years and enjoy driving the Nova SS to cruise nights in Victoria and attending all the Northwest Meets. Most of the time topless. PS My oldest son Dan has almost finished a full restoration on his 1963 Chevy Nova SS 2-dr hardtop.

Wayne and Wendy Weber in Victoria BC Canada



MORTICIANS WILL



In 1959, a coffee maker was an optional extra in Volkswagen cars.

PICTURE COURTESY: OPENCULTURE

@VINTAGEFACTS



BUILD OR BUY

When we choose to have a collectable car you have a decision to make. Do I get a fixer upper or do I get one already done? Most people say it is cheaper to buy one ready to drive. This may be true but for some people it is not the destination but the journey. Some of us like to do the work. Yes, it may cost more, yes it is time consuming, but there is a great satisfaction for some of us to say 'I did it'. Here are things some do not consider. 1) you know what the quality of the build is when done. You may not always know what you have purchased until you have it. It still could need some repairs or worse when you discovered poor previous work. 2) You can spend the money a little at a time. 3) as a hobby what better way to spend with your children or spouse than a few hours of bonding. My own son helped me restore a 62 Nova. By 15 he restored a 63 Nova and since has built his own airplane and has been formation flying and having a ball. I am on my last full build because of my age but with 5 builds (all still running and in my garage) under my belt, it has been a great ride. My family has had many car events in these cars and I do not think it would be the same if we said "I bought them".

Ken Scott

Tunnel Days of Skykomish

I am in the process of planning our Tunnel Days of Skykomish Classic Car show, to be held Saturday June 18th. I was hoping you wouldn't mind getting the word out, and putting it on the calendar for the North Cascade and Puget Sound VCCA?

The event is **Saturday June 18th, 2022**. We will be having a parade that starts at 11:00am we welcome all of our car show attendees to be in the parade. The car show itself is held from 12pm to 3:00pm

We are still in the early stages of planning, but we will be awarding trophies/prizes for "**Best In Show**" and "**People's Choice**" (more categories maybe added as planning continues). There is no official registration or fee this year, but because our space is limited we do ask for a ballpark figure of the number of cars that wish to attend.

Tunnel Days of Skykomish is a festival to celebrate the opening of the 8-mile tunnel through Stevens Pass in 1929. It is held in historic railroad town Skykomish, WA.

There will be live music during the car show, as well as a number of other events happening all over town. The morning starts with a Pancake Breakfast, Fun Run, Parade, BBQ Competition put on by Smokey's BBQ. There will also be a Railroad Swap Meet, PTO BBQ at the Depot, Free Train Rides. This is a very family friendly community event, and has been well attended in the past.

**Burma
Shave!**

MARCH PROGRAM



Our March 12th Program will feature John Valiton's 1953 Chevy Wagon 150 Handyman. We hope you can join us at 9:30am Saturday in Kent Sullivan's Shop or on-line via Zoom. See you there. Rod Schein

HAPPY TIMES PIZZA, GAMES AND PASSPORT TOUR

We are offering an opportunity for you to get a passport for your Chevy. All years are eligible for a passport. All you have to do is drive your car to our place and we will give you the form to fill out and take a picture of your car. Upon completion send it to the passport commission and they will send you the passport.

What is needed:

Copy of current G&D mailing label information. (you provide)

We will do the rest

We will also be having a Pizza and game day.

Date: March 26th

Time: 11:00 AM

Place Ken and Fran's place

It is very important that you **RSVP** if you are coming. We need to know how many Pizzas to have. Bring your own drink, water provided. **PLAN TO HAVE FUN!!**

MONROE SWAP MEET

MONROE SWAP MEET 2022

Members voted to participate in the spring swap meet in Monroe May 20, 21 & 22. Our Club responsibility will continue monitoring the Vendor Gate throughout the meet. This will be a minimum of 62 person hours earning the club about \$750. Friday workers get a lunch or dinner, Saturday and Sunday workers may not be fed. Everyone will get a parking pass and possibly some token gift. At this time we have volunteers for about half of the 4 hour shifts. Friday shifts are from 11 to 3 and 3 to 7, Saturday 5 to 9, 9 to 1 and 1 to 5, Sunday 7 to 11 and 11 to 2.

The Vendor Gate duties are to greet vendors as they enter the gate and check to be sure they are displaying their mirror tag with phone number visible. Attach a dot to the driver's side headlight for future entries. Send them on their way if they know where to go. If not you may need to show them how to get to their space on a layout map. Vendors who need to register or have other problems need to park off to the side before entering and walk to the meet office in the 600 building to resolve their issues. Our job is to help vendors have a positive experience but not to grant entry to those vendors or others who fail to comply with the rules set by the Ford Club. We will follow all COVID rules that apply at the time of the meet. Ford Club officials and experienced region members will also be available to assist you whenever needed. This is to be a fun experience for you.

Don Comstock is our club liaison with the Ford Early V-8 club. Give him a call or email if you are able to volunteer for this event. His email is chevyguy2@centurylink.net. Please don't wait to the last minute to volunteer, I'd like to have the schedule completed by the end of April.

**SEND ARTICLES TO
PUGET SOUND
REGION
TAPPET CLATTER
EDITOR**

tappetclatter@outlook.com

ANNIVERSARY

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

MARCH

BIRTHDAY

Jill Anderson 1st
Fran Cissell 1st
Matt Dickenson 4th
David Haddock 14th
Evie Schein 15th
John Zeigler 20th
Jerry Yoder 21st
Gary Barquest 28th
Lynn Boltz 30th
Jake Zeigler 30th

CHECK OUT THE PUGET SOUND WEB SITE

PSRVCCA.WEEBLEY.COM

Lowercase or uppercase makes no difference



Madame Chevy

It was 21 years ago, and I was visiting my real estate client on the day of closing, with a thank-you gift. Previously, I had admired the 2-tone green '54 Chevy in his garage. So imagine my surprise to find it parked out at the curb, with a For Sale sign. Jack explained that the car was not running; 5 years earlier, his son had driven it to high school and found the battery dead in the afternoon. He had a friend attempt to jump-start the Chevy with a modern car. The kids didn't know that a 6-volt system doesn't take kindly to a jump with a 12-volt modern car. So, moving to San Juan Island with a vintage non-running car didn't make much sense. He had advertised, and a fellow had come by earlier and put out a lowball offer for the car. My client knew that he would only part it out, and he was happy to sense my interest.

There were no keys, no gas cap, the tires were bald, and the rear window was broken out. The seats, headliner & door upholstery were all trashed. Jack proposed to sell me the car for what the other fella had offered, if I would promise to see that it had a good future. I was so excited! I wrote out the check for \$250. and called a tow truck.

When I told my partner, Larry, what I had done, he seemed intrigued with the challenge. The first issue was to find a rear window, since the car sat in my driveway. That done, the question raised by the former owner was "Why no spark?" Larry replaced the battery, solenoid, fuel filter, plugs & wires, & coil. There was no fuel coming through – turns out the gas line from the tank was totally clogged. After getting it cleared, he opened up the fuel pump to find it dry & full of oxidation – it looked like snow. I got keys made & opened up the trunk for the first time. One tire kept going flat; we kept pumping it up. After two trips to Sears for free battery charging, I bought a charger. All the Napa stores got listed in my phone directory under N. I got a shop manual. Every weekend more progress was made. It was a happy day when finally she started and kept running! I was looking out the window, cheering and jumping up and down. The cheers were short-lived, however. The starter motor seized and kept running, even with the key off, and before the battery cables could be disconnected to take out the power, the starter housing cracked. So I found a rebuilt starter and Larry installed that too.

Her maiden voyage out of the driveway was in 2002, after 6 months. She backed out onto the street, motored up the hill for a block, turned around & came back. There was champagne and much rejoicing! Six months of frustration & methodical, sequential trial & error work finally produced a vintage car that would run again! We were so excited! The elated test pilot reported that she steered rather like a boat (not surprising with 4 bald tires, and no two the same). We subsequently learned that turn signals, gas gauge, radio, speedometer, defroster, and dash lights were all not working. There was a severe wobble in the accelerator pedal. I proudly bought a license and set up insurance.

There is lots more to the story, but I can report that Jack never did cash my check. By Donna Onat

Bill Damm's Safety Ditty

Coming out of winter
Going into spring
Watching the change
Is a beautiful thing

A grassy pasture
Is really neat
Turning pretty green
For the cows to eat

A little breeze
Is always found
Mixing spring fragrances
From all around

Parks are also
A place to go
To watch the birds
And the flowers grow

But even in Spring
Things can go wrong
Here is an example
It won't take long

A man parks in the park
And thinks of what he'll do
Decides to walk a trail
There were only two

He slammed the car door shut
And the silence was broken
Cussing and swearing
Were the only words spoken

He got his fingers
Slammed in the door
Not all five
Just only four

What the story is trying to say
To stay safe and alert
Because at any time
One can get hurt



Sunday, April 24, 2022
10am-3pm
Central Washington AG Museum
Union Gap, WA

All cars, trucks, motorcycles
and more are welcome to enter.

Pre-Registration: \$20 by April 10, 2022
Day of Event: \$30

Register Now - The first 200 registrations
receive a goodie bag and dash plaque

**Demonstrations & Museum
Activities, Door Prizes, Trophies, 50/50
Drawing, Drawing for theme baskets**

Book your room at a Union Gap hotel!

Best Western Plus Ahtanum Inn:
509-248-9700

Holiday Inn Express & Suites:
509-902-8000

Quality Inn: 509-248-9700

Super 8 by Wyndham: 509-248-8880



*Rare 1978 Cadillac on
display! Only 350 made!*



For more information call 509.457.8735 or email info@centralwaagmuseum.org

Sunday, April 24, 2022 at the Central Washington Agricultural Museum.

Pre-registration form deadline is APRIL 10, 2022. PRE-REGISTRATION \$20 PER CAR; DAY OF SHOW \$30.

First Name _____ Last Name _____

Mailing Address _____

City _____ State _____ ZIP _____

Phone Number _____ E-mail _____

Vehicle _____ Year _____ Club Affiliation _____

Will you be staying in a motel _____

Please make checks payable to: CWAM

Mail to: CWAM • Attention: Carol Blomgren • 4508 Main St. • Union Gap, WA 98903-2138

For more info: email info@centralwaagmuseum.org • www.centralwaagmuseum.org • 509-457-8735

From the Glove Box

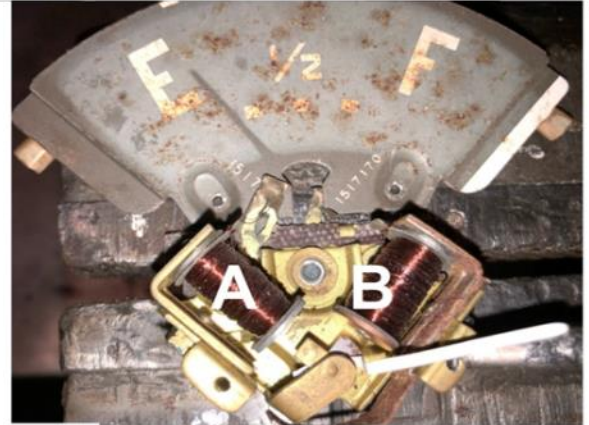


From the Glove Box is devoted to sharing technical information, technical problems and solutions to problems related to the restoration and preservation of vintage Chevrolets. Please share your knowledge, experiences and recommendations with your fellow members.

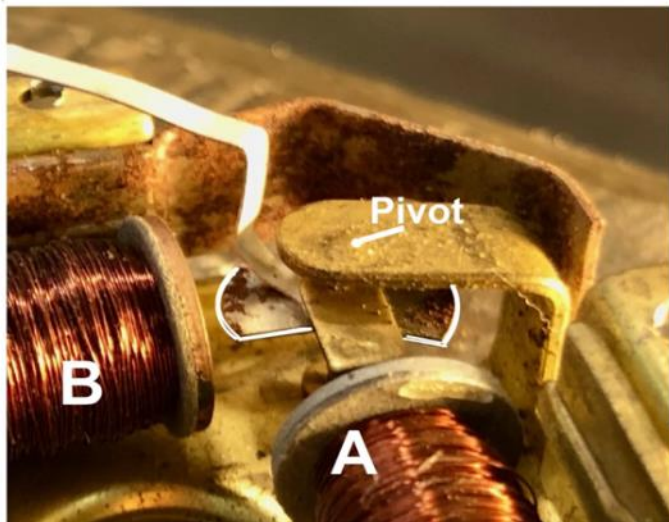
All of us are the Glove Box Coordinators . Share your information, experience, and tips with others by emailing the editor at -tappetclatter@outlook.com



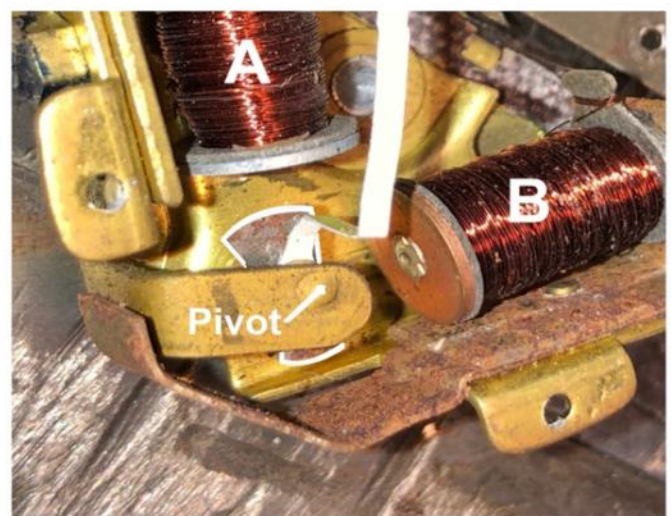
Assembled Gas Gauge



Gauge Face Removed from Magnet Coils



**Needle in Full Position
Iron "Butterfly" attracted by
Coil B**



**Needle in Empty Position
Iron "Butterfly" attracted by
Coil A**

Photos & Gauge furnished by Dave Folsom, Thanks Dave for taking the gauge apart!

The Iron "Butterfly" (outlined in white) is connected to the Gas Gauge Indicator Needle. The two coils have iron cores which become magnetized when current flows through the coils. The greater the current, the stronger the magnet. The B magnet pulls the needle toward Full and the A magnet pulls the needle toward Empty. As the gas tank empties, the B magnet weakens and the A magnet becomes stronger. This is caused by the current in B becoming less and current in A becoming stronger.

The calculations showing this change in currents can be found on the PSVCCA website under Presentations. The variable that changes as the gas tank empties is the sender resistance, going from 30 ohms to 0 ohms.

The gas gauge pictured is from a 1949 to 1953 Chevrolet Truck. By Rod Schein

Area 3 Director's Message

Greetings everyone,

A little over three years ago Jeanne and I took a trip that was on our bucket list to Australia and New Zealand. We booked a cruise from Sydney, Australia to New Zealand and visited several ports in New Zealand but one port stands out with more memories, Napier, NZ. Napier was leveled in 1931 by a catastrophic 7.9 earthquake that killed 258 and injured thousands. What's amazing, the town was rebuilt in two years back to "Art Deco" architecture and have since maintained that style. Because of the town reflecting the 1930s, vintage cars are very popular and even some of the buses look the part. After visiting the town and returning to the ship, we were greeted by a mini car show of local vintage cars and a group of musicians playing and singing songs appropriate for the times. Not a good picture from our state room but maybe you can identify the cars?

Be safe,

Gary Rogers-Area 3



PUGET SOUND MEETING MINUTES

February 12, 2022 GENERAL MEETING MINUTES

Called to order at 10:10 by director Al Howe via Zoom. There were 10 members attending live at Ken Sullivan's Shop/Garage and approximately 9 members attending vial Zoom. Note of interest, Al and Kathy Howe contracted the Omicron variant as did Kathy's daughter, her twins and probably her baby. All are doing fine having minor symptoms.

Treasurer's Report: Sallie Comstock reported no expenses and one decal sold for \$26 with \$6.25 deducted for shipping.

Secretary: Minutes from last meeting were approved as published in the Tappet Clatter.

Membership: Donna Onat is working on getting a new member signed up and is coordinating with Dick Jones and Al Howe to create and post an updated club roster. It will not include a list of cars owned by region members. Anyone interested in including an updated list is encouraged to take on that task by contacting Al.

New Business: Don Comstock made a motion for the club continuing it's participation with the Ford V-8 club's Monroe Swap Meet May 20-22. Motion was passed and several members volunteered to help.

Our upcoming Northwest Meet responsibility was brought up for discussion. We don't know if 2024 or 2025 is going to be our year. Most felt Ellensburg was still a good location but the date should be researched for May or September when it is cooler. Children in school didn't seem to be an issue now that we've all gotten older. Al will work out the date with our Area 3 director, Gary Rogers.

Program: Rod Schein began the program with a show and tell on how gas gauges work to show the readings sent from the sender, covered last month. He then moved on to interview Tom Taricco with a 1936 Standard Coupe he bought for \$50 in 1961 at the age of 15. The car has traveled back and forth across the US with him over the years. He has done a complete frame on restoration over the time. It had one nagging problem. The radiator would boil over a couple of minutes following a drive. The water pump was pretty bad so it was changed and the radiator was boiled out but the problem continued. His mechanic then thought about a blown head gasket. After pulling the head the diagnosis was confirmed. The head was milled and gone through installing hardened seats for modern fuel. Problem solved. The last issue is a sloppy but very difficult to turn steering. The steering box was completely restored. Bill Barker is going to help Tom with this last problem. Tom wants to be able to drive his coupe this spring or summer to meets and tours.

Meeting Adjourned at 11:30 Respectfully submitted; Don Comstock, Secretary

Have you made your Reservations yet??

May 1-5, 2022 | Porterville, CALIFORNIA

30th Annual National Four Cylinder Tour.

Four cylinders will be on the road again, in and around Porterville CA, celebrating 30 years of this annual Club Tour. As always it will be limited to 1928 and earlier Chevrolets and GMCs with four-cylinder engines. This Tour includes a visit to VCCA member Tom Meleo's, who initiated these highly successful Club events in 1992. In addition, daily trips will take participants to Sequoia National Park and other locations in the area. The event is limited to 50 vehicles. Any VCCA member with a running 1928 or earlier Chevrolet or GMC is invited.

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.

LITTLE CREEK CASINO • RESORT
Accommodations:
Little Creek Casino & Lodge
RV Park & Rooms
91 West State Route 108
Shelton, Washington 98584

51ST Annual Northwest Meet
Shelton, Washington
August 25 - 27, 2022
Hosted by the
North Cascade Region

PEACE, LOVE & CHEVROLET
51st Annual NW Meet
2022

Activities & Events

- Tours
- Barbecue
- Special Event
- Ladies Luncheon
- VCCA Class Judging & Certification
- Personalized Judging
- Banquet

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

Meeting Reservations:
Rooms and RV Space
Call Hotel:
Toll Free # 1-800-667-7711
Local # 1-360-427-7711
Room & RV Reservation Code
"NCRVCCA2022"

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

Prospectus and Registration Available Online April @ www.ncrvcca.weebly.com

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**

FOR SALE

1932 Confederate Coach with dual side mounts & 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). Home 253-847-6557 and cell is 253-281-2465.

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.

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. 360-221-4749. Parts are in storage, or leave a message in several places so I will look and get back to you. Ed Noble.

1936 STANDARD five-lug artillery wheels with 17-inch tires. Four for \$100. Dick Olson 425-222-5798

1970's Complete Allen Diagnostic machine with operating manual, \$200.00.
Baby Moons 2 sets of 4, \$40.00 a set. Call Ken Scott for more details 253-531-5266

PARTS NEEDED

1947-1954 Chevrolet Truck (3600) parts. Engine in good condition or rebuild, seat frame and other miscellaneous parts. Contact rluche@yahoo.com if you have access to parts from this era.

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, arnie-mondloch@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.

TAPPET CLATTER *Classifieds*

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2022/2023 Activities

- March 12 PS-VCCA Meeting 9:30 am zoom and in person
- March 26 Pizza Party @ Ken and Fran's (see page 7 for details)
- April 9 PS-VCCA Meeting 9:30 am zoom and in person
- April 24 Old Steel Car Show (see page 9 for details)
- May 1-5 Four Cylinder Tour Porterville CA
- May 20-22 Monroe Swap Meet (see page 7 for details)
- June 18 Tunnel Days of Skykomish (see page 6 for details)
- July/Aug31-5 60th Anniversary Meet, Bowling Green KY
- August 25-27 2022 Northwest Meet, North Cascade Region

Note: All club general meetings at Kent Sullivan's 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.