

# THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

May 2021

Volume 54, Number 5

## Potty Training A Hydraulic Brake Cylinder Part Two, Continued from the April Newsletter

Oct 1937 Chevrolet Service Bulletin P 70

"Since the introduction of Hydraulic Brakes on Chevrolet cars and trucks, and with the expressed thought of increasing safety and performance, attention has been called numerous times to the inadvisability of honing or using honed master and wheel brake cylinders.... When comparing honed cylinders with regular production cylinders of the same piston size, it was found that the rubber cups in the honed wheel cylinders wore out in a short time, causing fluid seepage from the assembly, resulting in brake failure. This was generally caused by microscopic roughness of the bore due to honing.... Replacement of the rubber cups in a honed wheel cylinder or master cylinder is not the remedy for fluid seepage... the parts should be replaced with new parts."

After reading this Service Bulletin, I looked at my front wheel cylinders with a bright light and I saw that the two bolts holding them were clean and shiny - evidence that those brake cylinders HAD been previously replaced. Hooray. But then when I examined the rear wheel cylinders closer, it was clear that the two bolts holding them on were heavily caked with dirt and grease. I estimated about 40 years worth. My mistake. They had NOT been replaced as I thought. So off to the Filling Station for two brand new rear cylinders.



(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

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### Publication Information

The deadline for receiving articles for the Tappet Clatter is normally by the **5th** of the month. The Editor reserves the right to edit material in any way as appropriate for wording, clarity, grammar, punctuation and available space. We can accept most electronic formats and hardcopy.

Email copy to [tappetclatter@outlook.com](mailto:tappetclatter@outlook.com)

**FAMOUS LAST WORDS**



# Director's Message

## "Jim's Junk Yard"



### Director's Message May 2021

There was a time in my early driving experience when cars had good telemetry. In other words, I had gauges I could look at to assure me of systems operating as they were supposed to work. In later years, cars had simplified the monitoring to a couple of glowing lights. Perhaps for 'Oil' or 'Hot' engine. We shade tree mechanics simply called them 'idiot lights'. The general feeling was the lights were not trustworthy, often ignored, and too late to be helpful. A piece of black electrical tape over the trouble signal seemed to solve the problem until the engine operation caused alarm. Today's cars have a whole bank of visual codes to tell us there is some function that needs attention. If the lighted icon is blinking it is saying, "Hey idiot, get this checked out". My 2017 Traverse had such a light, clearly the outline of an engine, also known as the C/S light.

Before the cautioning light appeared, the car was running normally. "This little glow can't be that important", I'm thinking. It didn't go out or start to blink. In a 30-minute visit, the dealer tech, Sophie, "*checked codes found excessive purge leaking indicating replace purge solenoid valve and bracket*" The best part of the code was, "*Warranty covered*" I wonder how many of us could find the purge solenoid? The canister **purge solenoid** — also referred to as an EVAP canister valve — is responsible for "purging" the EVAP system by acting as the switch that allows the vapor into the engine. When the **purge solenoid** fails, it will cause problems for the EVAP system which will affect the vehicle's emissions output levels. Okay, there it is, you certainly don't want to cause problems with your EVAP system!!!



It is time for a response to "Sound Your Horn". You may have seen that invitation on the service bay doors at your local auto shop. The implication is a toot of the horn and the doors will open to let you in. In my experience, the doors seldom pop open. If they do there is another car ahead of me in the service bay. Sounding the horn didn't advance my appointment at all. I bring it up now to ask for your trumpet blast about your recent car experience. The Tappet Clatter service has available parking space for you to share your car story, your service story, or your driving story. It does not require a detailed research article but just a brief sharing of your thoughts. The Tappet Clatter has the Puget Sound Region history recorded here. In the future, we can look back at the experiences over past years. The door is open. The Tapper Clatter is your invitation to blast away with news.



### Zoom Meetings

The Meeting Minutes from the April Zoom Meeting are provided on page 4. The General Meeting on **Monday, May 24th** may be an **outside meeting at the Triple X (weather permitting)** or could be another **Zoom Meeting** at 11 AM. Invitations and instructions will be emailed to all members. Mark your calendars!!

**OF LIGHTS THAT SHINE**

## Puget Sound Region VCCA Zoom Meeting Monday, April 26, 2021

Attending virtually: Diane and Dave Haddock, Jim and Sue Seiber, Dick Olson, Ken Scott and Fran Cissell, Don and Sallie Comstock, Evie and Rod Schein, Bob Reller, Bill Barker, Jim Darby, Al Howe, George Warren, John Campbell, Don Hatley, Bill Damm, Gary Barquest, Bob Helegeson, Gary Rogers, Dick Jones.  
Director Jim Seiber opened the meeting at 11:00.

**Treasurer's Report:** Sallie reported there is a reasonable balance in the bank and we have had zero expenses.

**Committee Reports: Activities-**Al was the only Puget Sound participant in the Skagit Valley tulip tour with the North Cascades Region. He reported the traffic was doable but slow, most of the tulips were a couple of weeks away from peak glory, and the tour was enjoyable. He described a tour activity being planned to Enumclaw in August when the Vietnam War Memorial traveling mini-memorial will be in town for 4 days. A possible optional activity would be the Thunderdome Museum which houses a display of vehicles, mostly hot rods. John Campbell noted the museum has a pretty nice collection of hot rods and motorcycles.

Rod and Evie Schein are planning the traditional Norwegian Constitution Day event May 17<sup>th</sup> at 1:00 in spite of the cancellation of the actual parade. They will tour around their Ballard neighborhood, follow the regular parade route, travel to Golden Gardens, the Blue Ridge area, and tour through the Ida Culver senior residence parking lot for remote viewing by the residents there (flags and horns encouraged by the residents). From the Blue Ridge area, Bob Starnes will lead a portion of the tour over his bike training route north to Edmonds-Woodway Parkway. There will be some limited truck and trailer parking available in the Schein's neighborhood as their friendly neighbors give up their street parking. Rod says be sure you have eaten lunch or take it in the car with you. This will be a 'stay-in-your-car' tour. Speed limits have been lowered in Seattle so 25-30 MPH. Bring your walkie-talkie radio if you have one.

**Tappet Clatter:** Please consider contributing something to the Tappet Clatter. Short articles, stories, memories, resources, web sites, etc. are all welcome. Thanks to Gerry Greenfield for the Tacoma Chevrolet link (see page 7). It's a fun and informative site about the first day for the 1949 Chevrolet at the dealership.

**Update on Tour in Newport Oregon:** Area 3 Director, Gary Rogers, reported that the Northwest Tour has scheduled a no-charge strawberry shortcake event on Wednesday night for those attending the Tour. Also, there will be a trunk swap meet at the Tour so be sure to take your items for sale. Ken Scott encouraged members to attend. He said there are many interesting sights along the tour routes, plenty of great restaurants, and many are renowned for their fresh seafood. Tour routes include many local back roads in addition to Highway 101. John and Marilyn Campbell, John and Dot Zeigler, Don and Sallie Comstock have all indicated they are planning to attend. If you are planning to attend and interested in traveling together, contact John Campbell.

**Discussion and Announcements:** Gary Rogers says nothing new to report at the national level since, with pandemic restrictions on travel, there have been no National Board meetings. Gary Barquist reports nice weather but the wild fire season has already begun in eastern WA with a burn ban now in place about 6 weeks earlier than usual. He mentioned that the NAPA stores in his area have an events calendar that is free and lists dates and information about many different car events. Rod Schein said he is exploring a tour route for summer that follows old roads in the Snoqualmie Pass/Denny Creek area. Dave Haddock said he got two V-8 engines from a Club contact. Don Comstock said he sold 2 cars quickly recently on Craig's List that he was unable to sell last March so he figures the lack of swap meets and other opportunities to purchase cars/parts over the past year has created a seller's market. Got something to sell? Now might be the time! A member in the Columbia River Region has her late husband's 1993 Camaro and parts for sale. John Campbell said that informal car events are beginning to popup in Burien on Saturdays from 1-3, in Maple Valley on Sundays in the afternoon and in Covington also on Sunday afternoons. Jim announced plans for holding the May meeting in-person *outdoors* at the XXX in Issaquah. The XXX backroom will hold approximately 20 members given the current configuration and COVID restrictions on indoor dining. Meeting adjourned 11:55.

Respectfully submitted,  
Sue Seiber, substitute for Secretary Diane Haddock  
Meeting adjourned 11:55 AM PST

**'IF HE WON'T**

### (Potty Training, cont. from p. 1)

Once I installed the two new rear cylinders, I needed to bleed the brakes and remove any air that was introduced when the fluid leaked out during my replacement. Bleeding them was supposed to be an easy one-man job since I installed new-fangled SPEED BLEEDERS. These allow one-way flow of fluid and air (out only) when you step on the pedal, but then they close when you release the pedal. Essentially a super-duper small check valve is built inside of them. So I was able to pump the brake pedal AND (magically) have the bleeder valve automatically open and close by itself when it was 14 feet away from me. Pretty smart for a shade-tree mechanic, huh?



But after I installed the highly regarded "Speed Bleeders" on each of the four wheel cylinders, I had slightly mixed results. I read on the Corvette Forum that these were the best invention since the blow-up doll. ?? The design is quite simple - with the check valve inside them that only allows one-way flow. Of course this is supposed to allow fluid AND air to go OUT when you step on the pedal, but not allow any air to be sucked back IN when you release the pedal. The benefit is that you don't have to retighten the bleeder valve after each release of fluid/air, thereby allowing for a one-man operation. Just connect your drain hose to the nipple and open the bleeder about 1/2 to one full turn. Then step on the brake pedal as often as you need in order to bleed all air (or dirty/old fluid out of the cylinder and line.) Retighten and you're done. Supposedly.

In my case I tried a different technique and used a MityVac on the nipple, thinking that it would suck the fluid and air out - eliminating the necessity for me to climb up a ladder (with the car on the lift) and having to climb inside in order to press on the brake pedal. But it appears that the check value requires a very high pressure in order to release the fluid. In my experience I could only get two of the four bleeders to flow using the MityVac. In each case I still had to go up the ladder, climb in the car and press the brakes 3 or 4 times in order to get fluid and air to bleed out. I think that installing the Speed Bleeders is still a good idea, but next time I'll just plan to bleed it without the MityVac and just press the brake pedal enough times to let the bleeders do their one-way job. Conclusion: Pressure was mightier than vacuum.



In conclusion I should also mention that since the original leak that started this entire effort was very small, it seemed to drip straight down inside the wheel hub and DIDN'T get on the brake shoes. IF it had, then THAT would have greatly expanded this little repair job - and would have caused me to have to flex the 'ol credit card some more. So I made out pretty good. And I thought that I was stepping UP in technology when I moved away from my mechanical brake system on my '31 Chev to the modern hydraulic system on the '36. Just goes to show you that sometimes new technology arrives with unexpected baggage - just like a visiting mother-in-law.



Here is a photo of the tools that I ended up using. Just cleaning them all up afterwards and replacing them in the proper tool drawer is a task unto itself. But you already know that.

(cont. on p. 6)

**DIM HIS**

**Bill Damm's  
SAFETY DITTY**

A little more sunshine  
Is shining every day,  
That means the summer solstice  
Is a few more days away.

Love those longer days.  
Too bad they go so fast.  
It sure would be nice  
If they would last and last.

Still need to check on weather  
If rain might make the scene,  
But that's OK, we need it  
To keep things nice and green.

Most days will be dry  
So take along a chair.  
Go park somewhere  
And enjoy the fresh air.

Perfect days for going  
Out to shows and tours.  
Hope everyone got COVID shots;  
Have you got yours?

For the safety of us all  
We all need to wear a mask  
While admiring all the cars;  
It's not too much to ask.

Let's hope that this year  
There are no new surprises.  
Things return to normal  
And no new virus rises!

**(Potty Training, cont. from p. 5)**

**SOME TIPS FOR NEXT TIME:**

- 1) Don't ever let the master cylinder go dry. On the '36 it only took about 5 or 6 presses of the brake pedal to force out ALL of the fluid and empty the master cylinder. Therefore you need to constantly refill it. If you let it go dry even once, then you need to start the entire process all over again.
- 2) Yes, it took almost the entire 32 ounces of the jug in order to flush and bleed the entire system. Don't be stingy with the fluid. Pump a couple of extra times at each cylinder to make sure that all of the old/bad fluid is out.
- 3) Use a spray can of Brake Cleaner for your inevitable messes. It is the **ONLY GOOD WAY** to wipe down your brake shoes and surrounding area. It evaporates very quickly so it is the only liquid that you should use on your shoes.
- 4) Keep the wheel cylinder end-caps wrapped with a zip-tie until the very end when you have it installed in place with both shoes pressing against it. Otherwise the caps and internal plunger, rubber and spring will expand and separate. Guaranteed.
- 5) Lastly, don't trust your memory on what repairs you performed 10 years ago on your car. Chances are good that you tried to save some money using the repair kit method, and now it's time to pay the piper and fully replace the wheel cylinders.

And if you ignore these maintenance recommendations and really mess up, then you'll also end up needing to replace or repair the master cylinder. Cha-ching. That's the sound of your old Chevy reaching into your wallet. At least it's not as bad as the time that I paid cash for a Ford at a used car lot only to find later that the reverse gear was broken. There was no going back.

**June Celebrations**

**ANNIVERSARIES**

Sis & Bill Barker 6  
Mary & Jerry Brownell 10

**BIRTHDAYS**

Rod Schein 2  
Kent Sullivan 5  
Gerri Johnson 20  
Glenn Landguth 27  
Sheri Johnson 27

## JUST FOR FUN-

I went to the local Kleptomaniacs Anonymous meeting last night. All the seats were taken.

A wonderful thing happened to me the other day. A man knocked on the door, and I asked "Who is it?". He replied, "A bill collector." So I handed him a stack from my desk.

A man went to his doctor and said, "Help me, doctor. I think my eyesight is getting worse." The doctor asked the man to look out the window. "Tell me what you see," he said, pointing. "I see the sun," the man replied. The doctor turned to him and asked, "Just how much farther do you want to see?"

At a job interview, the manager told me he was looking for somebody responsible. "I'm your guy" I responded. "Whenever there was a problem at my last job, they always said I was responsible."

I've often been asked "What do you old folks do now that you're retired?" Well, I'm fortunate that I really enjoyed chemical engineering in college and one of the things that I enjoy most is converting beer, wine and vodka into urine. I do it every day and I really enjoy it."

Someone broke into my house and stole my limbo stick. How low can you go?

## GREAT SITE

*A great source of photos*

[Theoldmotor.com](http://Theoldmotor.com)

Thanks Gerry Greenfield!



## May 17th Tour

Let's get our cars out of their garages and give them some fresh spring air flowing into open windows. We will launch our tour at Rod & Evie's, 3214 at 1pm and drive along the Sound and possibly around a retirement center or two in Greenwood. From there, we are open to suggestions for other places to drive. Give us a call.

Rod & Evie



**I WON'T**

## 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](mailto:tappetclatter@outlook.com).

## Corvette Burns to the Ground



Here is a photo of a guy's Corvette after it caught fire in his garage in Florida recently. He was performing a simple compression test on the engine when he heard a loud bang and smoke began to billow out from under the engine compartment. He managed to shove two other cars out of the way so that he could push his Vette out to the driveway where it rolled down to the street. This likely saved his house from burning down, but obviously it did nothing for the Vette.

He had just finished spending \$20k

on upgrades to his C4. Now the car is a TOTAL loss. Since this happened, there has been some speculation as to whether an inexpensive fire extinguisher located conveniently in his garage might have prevented the majority, or all, of the destruction. Lesson learned?

Reminder: Father's Day is June 20th -

and you can never have a fire extinguisher TOO CLOSE to you.



Bill Barker



**DIM MINE'!**



**June 17-19, 2021 Newport, OREGON**  
**50th Annual Northwest Mini-Meet**  
**CHANGED**

Willamette Valley Region will hold a **Touring Meet with three VCCA Passport Sanctioned event tours**. Route instructions will be available from the events calendar of the VCCA.org website or by contacting your area director.

Events will meet all COVID 19 Oregon State Requirements. You will tour on your own or in a small group. No tour booklet will be printed, no banquet or other large gatherings.

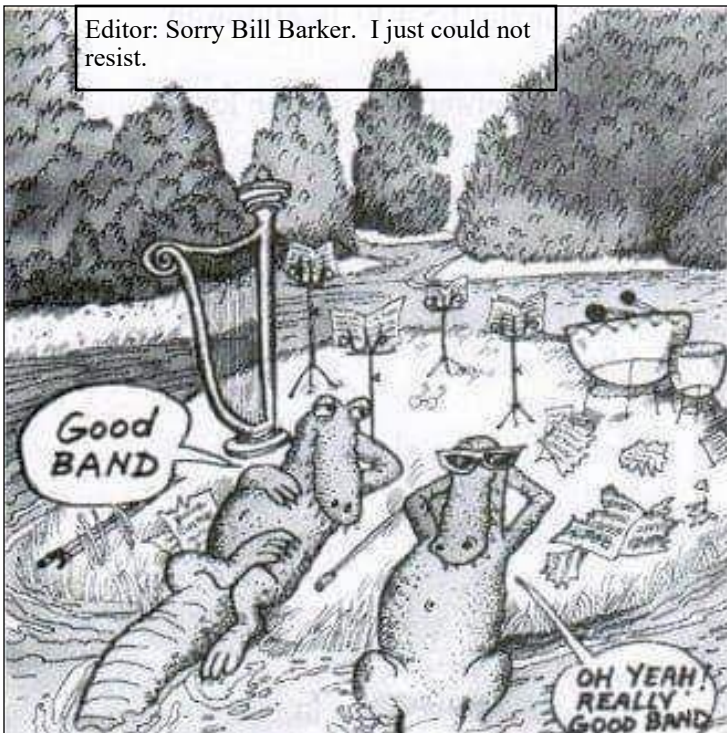
Meet Hotel: Best Western Agate Beach Inn 3019 N. Coast Highway, Newport, Oregon 97365. Call directly: 1-541-265-9411 mention WVR-VCCA for possible room rates: Alternate Hotel, 2.5 miles distant: Hallmark Resort 744 SW Elizabeth St., Newport, Oregon 97365 1-855-391-2484 (all ocean views). Both hotels have pet friendly rooms. Camping: Oregon State Parks 1-800-452-5687 [www.stateparks.oregon.gov](http://www.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.

Deadline for hotel registrations: May 16, 2021. For tour questions: Mike Rice 1-503-472-3075  
[m.c.rice@comcast.net](mailto:m.c.rice@comcast.net)

Registration Form see Page 10.



Editor: Sorry Bill Barker. I just could not resist.



**So a duck walks into a store.**

**He orders some chapstick and the clerk asks, "will that be cash or check?"**

**The duck responds with, "just put it on my bill."**



**Burma Shave!**

# 50th NW VCCA Mini-Tour Registration Form

## 50th NW VCCA Mini-Tour Newport, Oregon June 16-19, 2021 *Chevys at the Coast*

Attach G & D Label Here

Due to Covid-19 our meet has been modified to only a driving tour event. This means that specific tours are planned for each day that will qualify for sanctioned miles for your passport. Don't forget to have your passport available. There is not a scheduled time to depart for the tours, you're on your own for your daily schedule. Maps and detailed instructions will be available on the VCCA website or e-mailed to each of you. Please print them out prior to your departure for the event. Meals will be on your own from Newport's many establishments. There is seating available to 25% or more in most of the establishments. Please wear a mask as directed by CDC. There are no scheduled gathering events (like a banquet on Saturday).

Reg # \_\_\_\_\_ Region \_\_\_\_\_ VCCA # \_\_\_\_\_  
TBA \_\_\_\_\_

Name #1 \_\_\_\_\_ Last #1 \_\_\_\_\_

Name #2 \_\_\_\_\_ Last #2 \_\_\_\_\_

Guest #1 \_\_\_\_\_ Guest #2 \_\_\_\_\_

Address \_\_\_\_\_ City ST Zip \_\_\_\_\_

Phone \_\_\_\_\_ Cell \_\_\_\_\_ Cell #2 \_\_\_\_\_

E-Mail \_\_\_\_\_ E-mail #2 \_\_\_\_\_

Car #1 \_\_\_\_\_ Car #2 \_\_\_\_\_

Hauler parking needed? \_\_\_\_\_

If yes please provide the following: \_\_\_\_\_  
License Plate # & State \_\_\_\_\_

### Will you attend?

Wednesday Night Strawberry Shortcake  
Provided by Hotel on the Patio

Circle one Y N How many? \_\_\_\_\_

### Event Expenses

Reg. Fee \$10.00

After May 16  
Late Fee \$10 \_\_\_\_\_

Total Received \_\_\_\_\_

Don't forget: VCCA Name Tag  
Parks Pass for State & Federal  
Passport Water bottle  
Mask Lawn Chairs  
Rain Coats Handmade Crafts for sale  
Trunk Junk Sale (Personal bias)

### Mail to

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

Make Checks payable to  
WVR-VCCA

### Area 3 Director's Message:

Last week with the good weather Jeanne and I drove on three tours. One tour had been planned for awhile while the other two tours were spur of the moment. The planned tour was to honor a fellow old car enthusiast by cruising by his memorial service at the cemetery. It was really nice to get out and shake down the old cars after this last year and to see our friends and VCCA members on the road. Speaking of on the road, the Touring Meet being hosted by the Willamette Valley Region is coming up this June in Newport, OR. They have three sanctioned tours planned so bring your Touring Passport and collect some miles towards

## Tiptoe thru the Tulips & Daffodils Cruise

The weather was right, and the tulips and daffodils were showing their colors; it had to be now. I contacted North Cascade Region for a joint tour. They were in favor; a date was set. April 15th was the day of fun with a vintage Chevrolet. I sent out an email to our members; oops, I thought I sent out an email. Once I discovered that I had failed to broadcast it I sent out a last-minute notice. Seems everyone had other commitments. So, Kathy and I were the only Puget Sound members on the tour; we drove our '55 Bel Air. The freeway was crowded but moving. We joined North Cascade Region at Smokey Point Rest Area; from there, we drove side roads. North Cascade Region



participants were: Gene & Claudia Rodgers driving their 55 'Del Ray, Gary & Jeanne Rodgers driving their '72 Chevelle, Dave & Blanche Kosche driving their 1948 Fleetmaster Convertible and John Morris driving his 1993 Caprice station wagon. This was a driving tour, no stopping allowed. Except we had one small breakdown. A vacuum line came off the carburetor of the '55 Del Ray so the transmission would not shift out of low gear. Didn't take long to make repairs and we were on our way again. Also, we did make one stop for a photo shoot. Lots of fields were being prepared for planting and being planted but there were also

fields in full bloom as well. They were vibrant with color and being all at the same stage of maturing made it even better. Seeing a field full of beautiful flowers all the same, seems more like a painting than the real thing. We were sorry we did not have more time to enjoy them, but we did want to start the long drive home before the traffic made the trip miserable. We made the drive up and back without any problem with our '55 Chevy. I will have to say they have improved the comfort in more modern cars. As you get older that comes to mind more often.

Al & Kathy Howe

## REGISTRATION FORM VCCA Pacific Early Six Cylinder Tour, Shady Grove, OR September 13<sup>th</sup> – September 16<sup>th</sup>, 2021

<b>Names:</b>			
			<b>VCCA #</b>
<b>Address:</b>			
<b>City:</b>		<b>State</b>	<b>Zip</b>
<b>Cell Ph#:</b>		<b>Home Ph#:</b>	
<b>E-mail:</b>			
<b>Early 6 CYL (Pre 1929-1936) Chevrolet</b>		Year	Body Style
Number of people	X \$125		
Children 11 & Under	X \$60		

**Grand Total**            \$

Send this completed form now via email to Gerri Johnson at [djchevrus@aol.com](mailto:djchevrus@aol.com), DO NOT SEND PAYMENT NOW! We will notify everyone when we are certain this event will take place.

## 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](mailto:tappetclatter@outlook.com) when your listing no longer needs to be published.**

### FOR SALE

**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](mailto:lakex@yahoo.com).

**2005 Chevrolet Malibu MAXX** For Sale priced to sell, Contact Jim Seiber if interested.

**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. 5040 Boston Harbor Rd NE, Olympia.

**1936 STANDARD** five-lug artillery wheels with 17 inch tires. Four for \$100. Dick Olson 42

**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](mailto: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](mailto: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](mailto: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](mailto:markshaw10.4@live.com). Thanks. Mark Shaw.

## 2021 Activities

May	24	<b>PS-VCCA General Meeting, Outside Triple X or Zoom Meeting, 11 AM, Details to come in email notice</b>
June	17-19	<b>NW Mini-Meet, Newport, Oregon (see pp. 9 &amp; 10 for more info)</b>
June	20-24	<b>Annual Four Cylinder Tour, Park Rapids, Minnesota, Pending</b>
June	28	<b>PS-VCCA General Meeting, Details to come</b>
July	4	<b>July 4th BBQ and Strawberry Shortcake Event, Cancelled</b>
July	26	<b>PS-VCCA General Meeting, Details to come</b>
August	7	<b>Veterans of the Road old car picnic, Chehalis, WA, Don Comstock</b>
August	5-8	<b>Vietnam Veterans Memorial Wall, Enumclaw, Al Howe</b>
September	13-16	<b>Early Six-Cylinder Tour, Shady Grove, Oregon (see p. 11)</b>



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.