

# THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

November 2020

Volume 53, Number 11

## The Last Rampside?

By Kent Sullivan



My quest to find the last-produced Rampside made significant progress with the discovery and acquisition of #111819 in the spring of 1999. This truck was 36th from the end of '64 FC production, and might very well be the last one produced, given how many more Corvans and Greenbriers were produced (851 vs. 6,201 vs. 8,147). I am the fourth known owner of this Rampside. The third known owner was Kevin Britt of Las Vegas, NV, from whom I purchased the rig on 7 April '99. Kevin bought the truck on 23 January '88 from Norm Ammerman of Whittier, CA. Norm had owned the truck since 4 August '77, when he pur-

chased it from Arvin Mutsch of Placentia, CA. In a major case of "it's a small world, after all", Mr. Ammerman, now living in Murfreesboro, TN, contacted me in late 2013 after his brother found my page, ([corvaire.com](http://corvaire.com)) and alerted him about his former Rampside. Norm reminisced: "I had my driver's license at the time I bought it, having got the license on my 16th birthday in Dec '76. Mr. Mutsch worked at a Ford dealer at the time and offered to handle the title and registration for \$75. The purchase price was \$1200. When I bought it, it had a late model turbo engine, a 3.89:1 differential, and a camper shell. It had already been repainted maroon with a white stripe by this time. I drove it for about two of the 11 years that I owned it. An oil seal in the turbo failed. I eventually swapped in a 4-speed powertrain from a '63 convertible that I know was not original, because it had '66 or later heads and a stepped flywheel. During the time I owned it, I tried to maintain it as best I could. I remember lubing the clutch cable with a 50/50 mix of transmission fluid and brake fluid and greasing the rear wheel bearings. I also had it repainted shortly before I sold it. I was surprised to find this truck again after so many years. It sure hurt to sell it back in '77. It was the typical story: I didn't want to sell, but being single, owning three trucks, and needing a car, two of the trucks had to go. I remember it being everything you mention and more. Hope you're still enjoying it."

Unfortunately, Mr. Mutsch didn't tell Norm anything about the history of the truck. Norm suspects that Arvin was not the original owner. The trim code confirms that this Rampside came equipped with the Custom Equipment option (RPO Z60, a.k.a. Deluxe package). Some of the Custom Equipment was still in place at the time of purchase: stainless windshield molding, tailgate reflectors, right sunshade, left front door armrest, and cigarette lighter. The paint code confirms that the truck originally had an extremely-unusual solid Black exterior (no stripe, code 500), the only surviving '64 Rampside known to have this color scheme. The two-toned steering wheel was missing. Kevin said that the original steering wheel was not on the truck when he purchased it. The two-toned paint on the interior of the doors was changed to match the new color scheme but the original fawn color was visible in a few areas. The glovebox door trim plate was missing when I purchased the truck, having been replaced with a Spyder dash. I was able to track one down with some help. The correct original manual-tune AM radio and housing were not installed at the time of purchase but I procured the right pieces after a little searching. I transplanted a correct instrument cluster from a donor rig. The original engine was long gone and Kevin kept the engine he had used in the rig. Linn Richardson provided a correct '64 FC core engine, which I rebuilt in 1999 with the help of several Corvairs Northwest members. The truck came equipped with a 4-speed transmission. The differential was a 3.89:1 ratio, which I exchanged for a 3.55:1 unit from another donor '64 FC. Kevin sent me some photos before I purchased the truck in early 1999. (photos and story continue on page 5)



## 1967 - Puget Sound Region VCCA - 2020



**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**

### 2020 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)

**MANY A FOREST**



# Director's Message

## "Jim's Junk Yard"



Ma and Pa Seiber will be at home for Thanksgiving having a Zoom meeting with family. I'm hoping for at least a turkey sandwich with jellied cranberries for Thanksgiving dinner. I hope you all have a great Thanksgiving, safe and healthy. As far as I know, we have been behaving like safe Chevy owners: drive carefully, obey speed signs, signal any turns (except in Ballard) and check all the fluids. We have a lot to be thankful for, especially when we can spend time with family.

We are not able to spend much time with our Chevy family and friends due to the continued closure of facilities and the continuing restrictions on group size of gatherings. Our banquet celebration will be rescheduled for a future date. The best alternative we have at this time is Zoom meetings. While our cars are sleeping in a nice garage under a warm blanket, keep in mind they still need to be awakened once in a while just to keep them ready to go in the spring.

So what else could we be doing this dark cold and wet winter? I will be cleaning my garage and making a trip to the dump. I have boxes of slides to sort and get to a service that will convert them to a digital file. I am working on downsizing activity. One of my car-related inside projects is to organize and scan ads and car sales images into an accessible digital file. I have books that need to be sorted and tossed. Then again I like color that ads bring.



Thanks to the Club Officers who have agreed to continue in their offices for another year. A special thanks to Don Hatley for his service in the Club Store position. Don has done an outstanding job organizing and itemizing the store offerings. We do need someone to keep our store open for future events.

We will have no dues for 2021 as our funds are adequate to carry us for another year. The membership roster won't be re-printed this year, so please let Donna know, by December 1<sup>st</sup>, of any change in contact information so the roster can be updated via email.

Jim Seiber, Director

"To finish the moment, to find the journey's end in every step of the road, to live the greatest number of good hours, is wisdom." - Ralph Waldo Emerson

### Zoom Meetings



Zoom Meeting minutes from the October 26 virtual meeting begin on page 10. The next Zoom Meeting is on Monday, November 23rd and includes the election of officers for 2021. Current slate includes Director, Jim Seiber; Assistant Director, Bill Barker; Secretary, Diane Haddock; Treasurer, Sallie Comstock; Membership, Donna Onat; Tappet Clatter Editor, Dave Haddock; Activities, Al Howe; Webmaster, Ralf Luche; Assistant Webmaster, Rod Schein; Club Store and Properties, vacant. Nominations from members are open until November 23. Mark your Calendars!!

**USED TO STAND**

# Have You Seen the USA in Your Chevrolet Lately????

## Flash Fall Tour, Part I

We had a great “Flash Fall Tour”. Our itinerary was to drive back roads to Issaquah and join the north-end members at the XXX for lunch. The weather was cooperative and traffic was light allowing all four cars to remain together easily. Accompanying Kathy and me were Don Hatley, Don & Sallie Comstock and Jerry Yoder & Karen Purvis. We did not see as much color as I thought we might, but it was still a beautiful drive. While planning the tour I talked to Don Comstock and he said he had not seen Kangley, the other end of Kent-Kangley Road. So that made an excellent side trip on our way to Issaquah. We passed through Palmer, Kanaskat, Durham and Kangley ending in Selleck without knowing we had been through any of them.



When we came to the end of the road, I saw a lady working in her yard so I asked her if we were in Kangley. She said our cars were just beautiful and then informed Kathy and me that we were in Selleck; we had passed Kangley about two miles back. So now we had seen all those spots on the map and it would only take five seconds to describe them all. We then headed west to Ravensdale where we turned north toward Issaquah. Arriving at the XXX a few minutes before noon, the target time Bill Barker and I were shooting for, we discovered we were the first Puget Sound members there.



I couldn't believe we had wandered around the countryside on roads I had only been on once, so long ago I had completely forgotten about it, and still beat the north-enders. I think they just sleep late a lot in the north. Maybe it's the weather. I tried to call Bill Barker on my smart phone, but I could not get an answer even though he had answered and was yelling into his phone. And they call it a smart phone; I call it something else.

We soon saw Bill's bright yellow Corvette coming. After greetings and chitchat, we ordered and started to eat lunch; then more members arrived and then even more members. I will leave the total count to Bill Barker because he made a head count. Jose did his usual thing with gifts to go along with his “unhealthy” food as he puts it. He really is a nice man. It was good to see and talk to everyone, especially after only having two days' notice.

Thank you for coming. Al Howe

Flash Fall Tour, Part II begins on page 9.

**WHERE A**



Photo by Kevin Britt

### The Last Rampside?, cont. from front page

I purchased the truck from Kevin without an engine. Fortunately, I was able to find a correct-year FC engine and called on the services of master mechanic Dale Stephens to help me rebuild and install it. Here is a photo of the dash area after the radio was installed (May, 2000). The speedometer for 1964 Rampside and Corvans was 80 MPH, as in previous years, but the shift points (2—3—4) were removed. Also, the deluxe (RPO Z60) glovebox door was just like the car except that there was no emblem (or holes for one).



Photo by Kent Sullivan



Photo by Kent Sullivan

The truck provided more than 12 years of faithful service, hauling everything from gravel to refrigerators, and was used by not just me but friends, fellow club members, and neighbors. By 2012, the engine was getting tired and the body was showing a lot of wear and tear, so I contacted Duane Wentlandt about restoring it to near-factory-original condition. This was a big decision, because once completed, I would essentially not own a usable truck any longer. I decided it was worth the trade-off, considering that it is the last-known Rampside produced, and that retiring my faithful truck and "putting it out to pasture" was the most-appropriate way to honor its special status.

In July, 2013, Duane began the restoration at his home shop in Oregon City, OR, about four hours south of me. I decided to "go for it" at last because the 2014 CORSA Convention was in Tacoma, less than an hour from me, sponsored by Corvanatics. I had collected several boxes of parts over the years in preparation for the project. This photo shows the truck loaded and ready to leave my shop on July 7.

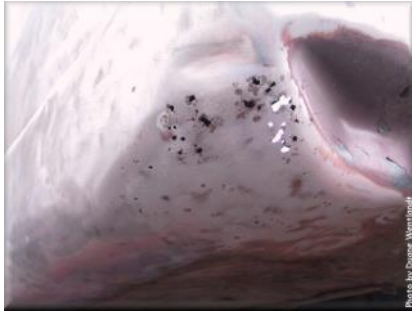


Photo by Duane Wentlandt

The truck had developed a lot of rust problems over the years. My climate is much wetter than the desert southwest, where it previously had lived. Duane got busy and started patching all of the problems. The battery box area was also a mess. Here's a photo of it (left).

By early October, the body had been completely stripped and some areas were already in primer. Duane said he patched or welded over 240 holes. Most of the holes were rust-related but a fair number of them were man-made, to attach who-knows-what. Duane wasn't spending all of his time on the body. He also spent many hours restoring and assembling parts. It proved to be pretty challenging to find five stock rims in good enough condition to use. From the pictures, you can see that the truck had aftermarket aluminum wheels when I bought it, and I had not changed them. Tires were also not super-easy to find. There are not many companies making the correct size with a whitewall that is close to the right width. (cont. on p. 6)



Photo by Duane Wentlandt

## LIGHTED MATCH

## Bill Damm's SAFETY DITTY

**Doggone virus!  
Enough is enough!!!**

I want to pitch this mask  
And do normal stuff.

A lot of old friends  
Don't look the same  
With a mask on their face;  
COVID is to blame.

As long as they wear one,  
There should be no fears,  
As long as it's snug  
And hooked to the ears.

If somebody doesn't wear  
Their mask just right,  
Then when they cough  
The virus takes flight!

And some people that sneeze  
Never cover their nose.  
They just let it fly  
Where ever it goes.

So in lieu of a hankie,  
A mask works real good.  
It filters the air  
And does what it should.

We all want to stay safe  
And do the right thing;  
So when it's all over  
We can give them a fling!

### The Last Rampside?, cont. from p. 5

By early December, Duane had finished some entire subassemblies, like the front suspension. The engine received a complete disassembly and



inspection, with some parts re-placed and others freshened. Thanks to Regan Metcalf for his help and advice.

Duane painted the entire bed

with a black primer so that it wouldn't rust. One of the most-visible departures in the restoration is the use of Raptor textured bed liner instead of plain paint.



Duane did most of the metalwork on the truck. Bill Lefever helped Duane with



the doors. They were among the first items to get painted with Glasurit Jet Black.

Installation of cab interior trim began as soon as the paint was dry. We worked with SMS Auto Fabrics to source the correct '64 Chevy truck custom (aka

"deluxe") seat fabric and with Clark's Corvair Parts to create the correct upholstery, which also features fawn and white vinyl. Clark's has added this pattern to their catalog.

I finally got to see the truck in person on Independence Day 2014. Behind the wheel for the first time in almost a year. It felt good!  
(Continued on p. 7)

## December Celebrations

### ANNIVERSARIES

Philip and Sheila Christensen	4
Don and Sallie Comstock	23

### BIRTHDAYS

Dennis Johnson	2
Dave Miller	9
Judy Landguth	10
Don Comstock	18
Myron Gabelein	25



I was honored to be chosen to transport the Grand Marshals for the 75th annual Derby Days parade in Redmond, Washington, on July 11, 2015.

**The Last Rampside?, cont. from p. 6**

I did not enter the Rampside in the concours at the 2014 CORSA convention in nearby Tacoma, but I did enter it in the car display, where it won best in class on July 25.



Photo by Kent Sullivan



Photo by David Bailey



Photo by Kent Sullivan

2021 Meet  
CANCELLED



**CANCELLED**

**60TH ANNIVERSARY 2021**

**BOWLING GREEN**

**KENTUCKY**

**VCCA**



*July 18 - July 23, 2021*  
Rescheduled for July 30- August 7, 2022

## 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).

## Chev Status from Australia

By Bill Barker

On October 25th I had a phone call with Michael Ferguson in Brisbane, Australia. He and I have corresponded for the last 15 years or so about early 30's Chevrolets. He is also the owner of the only remaining original 1932 Moonlight Speedster. After attending the Tahoe Anniversary Meet in 2016, he and his wife visited us at our home and I was able to show him both of my '31's.

In the phone call, he updated me on a number of topics. The first one was to let me know that he just participated in FOUR different car club meets or tours, four days in a row!!! In the Queensland State, the Covid virus is very well under control. They have had very few infections, and most have been from people who arrived by ship without going through proper testing. Also anyone who travels from New South Wales (eg. Sydney) to Queensland, has to remain in a mandatory 14 day quarantine at a motel location chosen by the government (!) - and the full expense (about \$3,000) is borne completely by the traveler. As a result, Michael said that he hasn't traveled, or participated in a car meet south of the Gold Coast since the first of the year. All of his travels have been to the north or west of Brisbane.

An interesting comment from Michael was that virtually no one at any of the car gatherings wears masks. Since the infection rate is so miniscule, the attitude is quite cavalier. He said that it is constantly in the conversation, but the perceived need for protection is nil.

Another topic was that all business operations of the Holden Company have been completely terminated now. There are no company actions ongoing, and the company officially does not exist any longer. Even Ford stopped all vehicle production there in 2016. So this means that there is no remaining automobile manufacturer left in all of Australia. None. All cars and trucks are now 100% imported. Toyota is the largest imported vehicle by far.

So the good news is that Queensland is the best place to travel to, but you'll need to stay cooped up for two weeks if you visit. But, the vintage Chevrolet auto hobby is still alive and well, and rolling along as normal. Oh, one attraction -- it is now SUMMER down under.



**GOT OUT OF HAND**



## Flash Fall Tour, Part II

*With full bellies, the club members took a group photo "proving" that 99% of all people are wearing masks during these trying times. (Next time we need to remember to put the one-percenter in the back row.)*

*After the lunch break at the XXX, and the drawing for four door prizes graciously provided by Jose, 11 people in 6 cars departed headed north for the 14 mile trip to Carnation. This included Jim and Sue Seiber in their 1940 Chev convertible, Duane & Edith Rice in their 1964 Corvette convertible, Bob & Florence Helgeson in their 1964 Corvette convertible (yes, a second one), George & Anita Warren in their 1968 Impala, Dick & Fran Olson in their 1950 Convertible and Bill Barker in his 1966 Corvette.*



*We traveled along residential streets through the Klahanie neighborhood in the Sammamish Plateau. This led us to the Fall City - Redmond Road, which we crossed over onto the West Snoqualmie River Road. This is a very cool, country road which crosses through multiple farms and fields. It is a perfect speed for vintage cars with lots of sights and turns to keep you looking for what's next. For future reference, there are a couple of Vegetable Stands along the route. Traveling the full length of 7 miles, we finally ended up at the Tolt Hill road. Two quick turns and we were back on Highway 203 headed north. This last turn is located right at the entrance to Remlinger Farms, which might also be a future tour destination.*

*Arriving in the middle of the town of Carnation, we parked on the main street and went inside to Vintage Motors, Speciality Car and Motorcycle Sales. The owner, Jim Giordano, led us through the entire shop explaining all aspects of his rebuild/restoration shop. We talked with his employees who were rewiring a European-make auto and with his mechanic who was welding strengthening bars to the flooring of another car that was replacing a 160 HP engine with a 400-plus HP one. The body and paint were to be refurbished back to original, stock colors. This was definitely going to be a "sleeper". If you don't know what that means, then you've never been beaten off the line by a run-of-the-mill, average-looking jalopy. (Ask me how I know. From my college days, of course.)*

*(Continued on p. 12)*



# 50th NW Mini-Meet

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

## Accommodations

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

**Camping:** Oregon State Parks 1-800-452-5687 [stateparks.oregon.gov](http://stateparks.oregon.gov)  
reservations open 9 months ahead, they fill quickly.

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

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

**Registrar:** Nancy Rice: (503) 472-3075 [nancyrice2@comcast.net](mailto:nancyrice2@comcast.net)

Deadline for meet and hotel registrations: May 16, 2021

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



## Puget Sound Region VCCA Zoom Meeting October 26, 2020

Assistant Director Bill Barker opened the meeting at 11:02.

**Nominations for Officers:** The first agenda item was the proposed slate of club officers for 2021. Rod Schein presented the slate of officers which is a continuation of the 2020 officers: Director, Jim Seiber; Assistant Director, Bill Barker; Secretary, Diane Haddock; Treasurer, Sallie Comstock; Membership, Donna Onat; Tappet Clatter Editor, Dave Haddock; Activities, Al Howe; Webmaster, Ralf Luche; Assistant Webmaster, Rod Schein; Club Store and Properties, vacant. Nominations from members are open until November. If you have a nomination you want to make for an office, please email the nomination to the chair of the Nominating Committee, Rod Schein at [areschein@areschein.com](mailto:areschein@areschein.com) or phone Rod at (206) 765-8956. The Club Store and Properties are highly organized and in great shape thanks to the hard work of Don Hatley who has asked to step down from this position for 2021. It would be valuable to have this position filled for the upcoming year so that members could be able to get items they want even though our face to face meetings are paused due to COVID-19. Many thanks to Rod for his work chairing the Nominating Committee.

**Club Coffee Pot and Accessories:** The Club does not use the 20 cup coffee maker much any longer. The coffee pot, a cart to contain it, and the miscellaneous items that go with it are seeking a new home. Bob Stammes suggested that it be kept for events such as Garage Nites. Dave Haddock volunteered to keep the items at their house. The 2021 Fourth of July picnic might be the first opportunity to use it assuming we can meet in person again by July.

**Activities:** Nothing is planned for the foreseeable future. When the COVID-19 restrictions are lifted, activities will return. Al Howe thanked the members who have created and taken mini-tours to keep our cars on the road. Bill said club activities for December will be 'going dark'; the Christmas Party and banquet are currently canceled.

**November Meeting:** The November meeting of the PS Region VCCA will be a Zoom meeting at 11:00 on Monday, November 23. This is the regular meeting date of the 4<sup>th</sup> Monday of the month.

**2021 Dues:** Treasurer Sallie says there are adequate funds in the club account which will cover expenses for 2021. There was general agreement that no dues will be collected for 2021. It was suggested that this would be a good time to recruit new members since there will be no dues. Bill amended that to say the offer should be limited to the first 100 new members. A new 2021 roster will not be printed but updates to addresses, phone numbers, and email addresses, and vehicles should be sent to Membership Chair, Donna. Updated information will be emailed to all members.

(continued on p. 11)

**Burma Shave!**

### Area 3 Director Message:

Oh how I missed car events this last summer. For those of us who live in the Pacific Northwest our time to enjoy our classic Chevys during the year is rather short so we make the most of that time. Except for a few tours and cruises, our cars were sidelined for much of the summer. Talking to fellow VCCA members in Area 3, methods of getting together for meetings and activities became very difficult because of limitations on size of groups and social distancing. The use of Zoom for meetings and meeting outdoors in an open space has become (I hate to say it) the new norm. Hopefully next summer we can go back to the old norm and get back to driving our cars to events in our beautiful corner of the country.

Talking about events, this coming summer (2021) Willamette Valley Region will be hosting the Northwest Meet on the Oregon coast. Thanks Willamette for your hard work in preparation for the meet. I personally am looking forward to again visiting the gorgeous Oregon coast.

Pictured below are our '64 and '72 at one of the more interesting car shows Jeanne and I attended a few years ago. It was Paine Field Aviation Day where a car was paired with a classic airplane of the same era. Much fun talking to the pilots and owners of these restored or original classic planes.

*Gary Rogers  
Area 3 Director*



### Zoom Meeting Minutes, cont. from p.10

#### New Business and member updates:

Bill said he would be happy to format the master roster to a pdf which could be easily updated and distributed to the membership if it were sent to him. Dick Jones handles the master roster and Al Howe handles the covers.

Dave Haddock asked if there were any plans for traveling to Bowling Green for the Anniversary Meet. Jim said that Gary Rogers might have information from the other area 3 Regions about members driving who might be interested in traveling together. Dave offered to be the point person from our Region for travel plans. There is still the possibility the Anniversary Meet might get cancelled by the National Board.

Rod Schein mentioned a virtual Christmas Train Event on December 13<sup>th</sup> from 11:30-1:00 just before the Seahawk game. Rod has the details for this Zoom holiday activity.

Tappet Clatter: Diane Haddock asked if a blurb about the club elections held at the November meeting will be placed in the Tappet Clatter. Jim said he would send her that. She also asked if anyone knows if there are members who use the library email service to access the Tappet Clatter. If so, please let the editor know so arrangements can be made to get a copy to those folks while the libraries are closed. Since the club is emailing the Tappet Clatter to members, there is no longer any limit on the length of the publication. All submissions are welcomed.

Bill mentioned Gary Barquist's gorgeous red Corvette has been sold. Sorry to hear that news.

Matt Dickinson updated us on his move from Hawaii to Minnesota.

Diane asked if anyone knew of a member in need of assistance for tasks like grocery shopping during the pandemic. Please email Diane if you know a member who could use some help.

Meeting adjourned 11:40 AM PDT

Thanks for their helpfulness and flexibility to accommodate the last minute issues today: Diane Haddock who set up and hosted the Zoom format meeting and Assistant Director Bill Barker who stepped in to run the meeting due to the internet outage at Director Jim Seiber's residence.

## **Flash Fall Tour, Part II, cont. from p. 9**

Jim told us that he's been in the same location for the past 16 years. I remember that our club visited there about 12 or 14 years ago. Back then it was a balanced mix of "museum" and "auto restoration". But now, the aisles were almost completely filled with cars that were in the queue to be modified or restored. We only saw two Chevrolets in the entire inventory, and most of the other cars were non-American vehicles or former race cars. Certainly an eclectic mix. One of the Chevrolets was a 1956 2-door (one owner) which had over 9



coats of paint on it. The initial work done on it consisted of small grind marks which broke thorough the multi-layers and showed up in the form of artistically styled "flames". Truly a unique attempt at detailing. An orange-colored van being restored invoked past memories for one spouse (to be unnamed).

Upon departure we headed south again on 203 and parked along the Snoqualmie River in Fall City. At the local market some people bought vegetables or fruit. The selection was fairly small which was appropriate for this time of year. After a final wave we all drove off headed back to our home base. Since the weather called for rain the next week, and the Covid

Pandemic was still in full swing, this was probably going to be our last tour of the year, and possibly the last one until mid-2021. Until then, we'll all probably be playing the timeless game of "wax-on, wax-off".

Bill Barker

## **November Meeting - ZOOM**

**Topic: Puget Sound VCCA - November Meeting**

**Time: Nov 23, 2020 10:50 AM Pacific Time**

You have three ways to join the meeting. Instructions are below.

### **On your computer, go to this website:**

<https://us02web.zoom.us/j/85012060709?pwd=aXIFMIBFcUdzZFNzMGRHS0EwcGV0dz09>

Meeting ID: 850 1206 0709

Passcode: 188297

### **On your mobile phone:**

Tap the red line below

**+12532158782,,85012060709#,,,,,0#,,188297# US (Tacoma)**

### **On your landline, or cell phone:**

Follow these steps:

1. Call : +1 253 215 8782

2. When asked, enter the meeting identifiers (**shown in green below**):

Meeting ID: **850 1206 0709**

Personal ID **#** (note: you must only enter the # sign for this item)

Passcode: **188297**

I hope to see you at the meeting!

I will sign in at 10:50 AM and Jim Seiber will start the meeting at 11:00 AM

Diane Haddock, Puget Sound Zoomkeeper

## 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

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

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

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

**1930** Chev sport roadster. New restoration. **PRICE REDUCED!!** \$18K Dick Olson

**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 five years ago. Would like to find a Chevy mechanic willing to come to my house so I do not have to tow it to a shop. Any help would be appreciated. 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.

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

### WANTED

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

## 2020/2021 Activities

November	23	<b>PS-VCCA General Meeting, Online Zoom Mtg, Details on p. 12</b>
December	XX	<b>Annual Puget Sound Region Holiday Party, Cancelled due to Covid</b>
December	??	<b>PS-VCCA General Meeting, Online Zoom Mtg, Details to come</b>
January	XX	<b>Annual PS-VCCA Banquet, Cancelled due to Covid</b>
January	??	<b>PS-VCCA General Meeting, Online Zoom Mtg, Details to come</b>
February	22	<b>PS-VCCA General Meeting, Online Zoom Mtg, Details to come</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.