



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

February 2013

Volume 46 Number 2

Items of Interest

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2013 Annual Banquet

By Glenn Landguth

Most people came in through the rear entrance, but we didn't need a secret password, to get in to the Golden Steer Restaurant the evening of January 26. Of course, if there had been a secret password, it would have been "Chevrolet!"

Bob Helgeson showed pictures taken throughout the year, projected onto the screen using the Club's projector. Al had some concern about the fact that he had left the laptop's power cord at home. But the battery held long enough to show the pictures.

Ana Maria Haley set up her recruiting poster and sign-up sheets for the Monroe Swap Meet. The poster had pictures of previous year's volunteers. She got many sign-ups, but there were still some open slots to be filled in at upcoming meetings.

My understanding is that at least two people who planned to come to the banquet had last-minute situations that prevented them from coming. Roger Orness was said to have developed a toothache. And Bill Damm became ill after eating some food that had been left un-refrigerated too long. (Thus the subject of his monthly Safety Corner on page 3).

Don Comstock had planned to give Roger a baton originally handed out by Rod Schein at the 2004 banquet, and subsequently misplaced until now. Don was supposed to give it to Roger when Roger was not at the banquet in 2004. So Roger, don't let Don forget for another nine years!

Dick Jones had the Rosters done in time to distribute at the Banquet. The Roster this year has a slightly different format, hopefully making it easier to find out what cars are owned by who in the Club. The car listings follow the member listings.

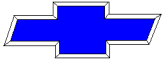
Donna Onat handed out Rosters to members at the banquet. They will also be available at the monthly Club meeting. Remaining Rosters will be mailed to members.

Everyone seemed to be enjoying the evening as various

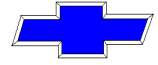


(Continued on page 5)

Reminder: Our February 25 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue. Matt Dickinson is signed up to bring treats. (The meeting announcement is on page 3.)



1967 - Puget Sound Region VCCA - 2013



*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 1988 may be registered with the Region.*

*General meetings are held on the 4th Monday of the month at **Tillicum Middle School, 16020 SE 16th St., Bellevue,.** 7:30 PM to 9:30 PM. No meetings are held in July or December. 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 on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>*

2013 Puget Sound Region Officers and Board

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	(and other members who supply copy)	

Garage Nite - by Dick Olson

There will not be any more Garage Nites until spring.

Editor's Note

The monthly deadline for receiving input is the 5th of the month. We reserve the right to edit material in any way as appropriate for wording, clarity, grammar, punctuation, and space available. We can accept most electronic formats and hardcopy. Photographs can be scanned and returned. We will take reasonable care of copy provided, however we cannot take responsibility for lost or damaged material. Send copy to Glenn Landguth at gklandguth@msn.com

Director's Corner

"From The Drivers Seat"



By Director Al Howe

Now that the banquet is over and we are full of good food and relaxed from hibernating for a month or two, are we ready for some tours?

Do you have all the repairs done on your cars you thought of last fall and said you would do during the winter? Driving those wonderful old cars is a good feeling any time of the year but best in decent weather.

We have some tours coming up soon and I hope we have some good weather to go along with them. I hope to see you all in at least one tour this summer.

Members from Puget Sound Region had several articles in the Generator & Distributor last year and we are starting this year with a wonderful story by Tony Zimmerman. Good job, Tony!

I would also like to say "thank you" to everyone who takes the time and effort to write a story for the national magazine, and the Tappet Clatter as well. We need all the stories we can get. That is what makes reading the magazines so interesting.

We are scheduled to see some slides and hear all about Bob & MG Stamnes' recent wonderful trip at our next meeting. I am not going to say any more about it now. I don't want to misinform you. See you at the next meeting.

The best things in life are free until the government finds out and taxes them.

Bill Damm's SAFETY CORNER

We've always been taught
Food shouldn't be wasted
But food that is spoiled
Can't always be tasted.

So sometimes it's better
To give it a heave
To think it's not spoiled
Would just be naive.

Be on the safe side
If there's ever a doubt
Don't even taste it
Just throw it out.

Bacteria and toxins
Can make us real sick
To get back to normal
Is not always quick.

Membership Meeting February 25

Our February 25 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue.

Matt Dickinson is signed up to bring treats.

The meeting program will be a "Show and Tell" by Bob & MG Stamnes about their wonderful vacation.

Here is a look-ahead for coming month's programs:

March: "The tunnel under Seattle", by Jim Farris's son
(A talk with slides)

May: open

April: Club Auction

June: Gail Darby Memorial Strawberry Social

Wanted - Winter Snow Scenes for G&D Covers

Winter snow scenes for G&D covers are needed! If you're brave enough to get your Chevy out in the snow for a cover shot, we're looking for you! We need cover photos taken this winter for use on next year's December and January covers. If you have a pickup truck and can get a shot with a cut Christmas tree in the back, that's the ultimate December cover.

Photos of Chevys in the snow are scarce and we're hoping some VCCA members will answer the challenge to submit some snow scenes. The G&D needs vertical shots with lots of space on top and the highest resolution. Go for it! Jim Seiber would be happy to help with some ideas about how and where to take some good winter shots.

Monroe Swap Meet Volunteers Needed May 17, 18, and 19.

We have once again been invited to help out at the Monroe Swap Meet which is coming up in May.

This is a great opportunity for us to raise some easy money for the club, and is our main fundraiser for the year. So we have accepted the invitation. Ana Maria Haley has done the legwork. Now we just need people to sign up for open four-hour shifts.

We had some people sign up at the banquet and at the January meeting. But there may be a few more open shifts and a need for some standby back-up people that could fill in at the last minute if someone can't make their.

Volunteers are compensated \$10/hour (donated to the Club) and receive a food voucher for a meal.

Please contact Ana Maria at anama97@q.com if you can help or for more information.

<u>Date</u>	<u>Day</u>	<u>Shift</u>
May 17	Friday	afternoon and evening
May 18	Saturday:	5 AM - 9 AM, 8 AM - 12 PM or 9 AM - 1 PM, and 1 PM - 5 PM
May 19	Sunday	morning and early afternoon

Or ANY DAY and ANY TIME if you are flexible.

First Tour of the Year, Sunday, March 10

Seattle Tour #8 - "To the Mountain Tops"

This tour will be the eighth of these kick-off touring events. Our Region's first tour of 2013 will be on Sunday March 10. It will feature several spectacular views of Seattle from lofty perches, then on to Issaquah for a visit to The Issaquah Museum, and finally a 12:30 PM lunch.

The Tour departs 10:00 AM from the Burger King at the Factoria Mall. That Burger King is on the west side of Factoria Way directly in front of the Target Store.

The Factoria Mall is at the intersection of I-90 and I-405, (South of I-90 and East of I-405). Access from most directions can be complicated.

Eastbound I-90 take the Richards Road exit.

Westbound I-90 take exit 11 and follow perimeter roads west.

Northbound or Southbound on I-405 use the Coal Creek Exit. This is the first one south of I-90.

Jim Farris, 206-937-5636 and Dick Olson, 425-222-5798, have organized this event. Contact either of them for needed information.

Note From Kathy Currie

The picture shows me with "Cuddles", the gift Chevy Club sent me. She arrived after a pretty traumatic time and was just perfect to hug.

Please put my greatest thank you out to the members in general and to Donna Onat in particular. The monkey was the absolutely perfect gift.

Kathy



Banquet (Continued from page 1)

groups of people exchanges stories about their ongoing projects, and events of the day.

One thing that nobody was talking about, or if they did mention it, it was about its absence, was snow. This may not be confirmation of global warming, but it was a sure thing that, at least this year, Kent was warmer than last year. Here are some of the happy people at the Banquet:



(Continued on page 6)

Banquet (Continued from page 5)

After the meal, Al Howe opened the program with a “Thank You” to people who had volunteered to do things for the Club last year. He specifically mentioned people that had worked on the 2014 Northwest Meet, the Tappet Clatter, fundraising projects, the Roster, and the many tours and projects. Al also thanked the people who had served as officers.

Al expressed our thanks to the Golden Steer and to our fine servers who did an outstanding job.

Then Dave Haddock talked about the things that led him to choose the recipient of the Director’s award this year. Dave presented the Director’s Award to Bill Barker for the many things he has done for the Club both Nationally and in our Region.

Finally, Al Howe presented Dave Haddock with a special plaque with a gavel commemorating his completion of two years of service as Director.

Thanks also to everyone who came to the banquet and to the banquet organizers George Kowats and Sallie Comstock.



Club Radio Use and Tips

By Bob Helgeson

Now that we are starting the cruising and tour season we offer the following tips for the use of the club radios. Most of us have them and we all realize what a great tool they are to help make club events and activities more fun and less stressful. We thought that the following would help.

First, hold the radio the right distance from your mouth. There is a natural tendency to hold the radio too close to our mouths because we think it will help others hear us better. Actually, holding the radio too close is the main reason many of us are misunderstood when we speak on the radio. The recommended distance is three inches from the mouth to the radio but that should be treated as a minimum. A distance of four inches makes it much easier to be understood. If in doubt, hold it FURTHER away.

Second, be careful using the transmit button. Sometimes, people start talking before the button is fully depressed and the first part of what they say is lost. The best way to handle this is to press the transmit button, wait a second and then start talking. The same is true when finishing our transmittal. We need to finish what we have to say and then wait a second before releasing the button. If we all follow this procedure we will not have any part of our “pearls of wisdom” missing.

Third, be aware of how loudly we are talking when we transmit. It is natural to speak in a louder voice than normal to make sure we are heard. But the radios that we have are very efficient and loud talking or yelling is just not needed. Always talk in a normal voice. Believe me, if we are not talking loud enough to be heard, someone will tell us!

Fourth, let’s all try to “be tuned in” to effective radio procedures and if we hear someone who is hard to understand, let them know (in a nice way) so that we can all get more proficient to the correct usage. A simple “Please Say Again” is usually sufficient.

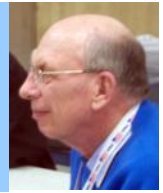
Fifth, use your radio to alert other drivers to such things as bicyclists on the road, potholes, road hazards, police presence, and (most importantly) changes or errors in directions. It is VERY HELPFUL for one of the first cars in line to announce “Turning Left at the signal light now.”

Lastly, use your radio to make your club activities more enjoyable for yourself and others. While the radio’s main purpose is to be used for safety and convenience purposes, feel free to use it for those things which may make the tour or event more enjoyable for others. Such things might be to alert others to certain landmarks, animal life, scenic views, etc. While dominating all radio usage is not a good practice, the radio is a great tool, and when using common sense as your guide, you can have a lot of fun with your radio and your tour group!



Puget Sound Region VCCA General Meeting Minutes

January 28, 2013



Call to Order: The meeting was called to order at Tillicum Middle School at 7:30 PM by Al Howe, starting a new term as Director. There were 25 members and guests in attendance.

Guests: Ian Hardie joined us this evening with an almost completed 1942 Pickup. We also recognized Bob Hilton from Tacoma who hasn't visited in a while.

Secretary: Minutes were accepted as printed in the January Tappet Clatter.

Treasurer: Sallie reported on the banquet costs, expenditures for the Tappet Clatter and current balance.

Membership: Rosters have been given out to all those attending the banquet and this evening's meeting. Thanks was given to Dick Jones for an excellent job creating the roster. Anyone not at the meeting or banquet will receive their roster in the mail.

Activities: Matt Dickinson shared information on the Circle Tour in March organized by Jim Farris and Dick Olson. We will begin at Factoria and "Do" the eastside with a stop at the museum in Issaquah and a meal at a brew pub. Matt also reminded us there are still a couple of slots to be filled for the year.

Columbia River Region is expecting us to visit them for an exciting, fun-filled weekend in mid-November. We need to decide on the method of travel and where to stay overnight.

Tappet Clatter: Glenn has enough material for the February issue but nothing beyond that. Don got the cover for the Christmas Party article Glenn wrote and Al and Glenn got the January Cover for their article.

National News: Bill Barker shared a 2016 meet Fundraiser he has developed, a money jar, to save money for the Meet. He priced it at \$20 but those attending the meeting felt it should sell for a bit less. He is also working on lists for cars owned and can now assign people to regions and geographic areas.

Look for a very well written article in the February G&D written by Tony Zimmerman.

Other Information: Bill Barker has uncovered the correct cream color for '29 - '36 rims in a powder coat and has resolved an oil leak problem with the check valve. For details talk to Bill.

It is time to sign up for a shift at the Monroe Swap Meet. It is a Club fundraiser earning \$10 an hour for the club for a 4-hour shift. Contact Ana Maria Haley to sign up.

Kathy Curry is recovering at home in Poulsbo, doing O.K.

Bill Barker suggested we reduce the dues to \$5 for the next year or so to increase membership. We get to think about it for a month and will discuss this possibility at the February general meeting as well as the next board meeting.

Refreshments: Bob & MG Stamnes furnished tasty treats.

Program: Jim Farris and Al Howe directed those at the meeting in the fine art of planning and executing a tour including selecting a destination and route, creating maps and directions, and planning stops along the way.

Respectfully submitted by Don Comstock



Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Dates	Activity	Activity Organizer
March 10 th	Seattle Circle Tour (Part 8)	Jim Farris/Dick Olson
TBD	Board Meeting	
April 5 th , 6 th , 7 th	Portland Swap Meet	
April 22 nd	Club Auction	
May 5 th	HCCA Breakfast & Tour	Jim Farris
May 17 th	Ballard Parade	Rod Schein
May 17 th /18 th /19 th	Monroe Swap Meet	Ana Haley
Late May to Early June	Tour Suggestion Needed	
June 16 th	GM Picnic in Graham	
June 24 th	Gail Darby Memorial Strawberry Social at Perrigo Park	Club Meeting
June 24 th to 28 th	Four Cylinder Tour – Dillon, Montana	Jim Farris/Tom Meleo
July 4 th	Folsom's Picnic/Pot Luck	Lee & Carol Folsom
Mid July to Early Aug	Tour Suggestion Needed	
TBD	Board Meeting	
August 15 th to 17 th	NW Meet, Federal Way, WA	Mt. Rainier VCCA
August 26 th	XXX Drive-In, Issaquah	Club Meeting
Sept 9 th to 13 th	Early 6 Cylinder Tour - Baker City, OR	Jim Farris/Tom Meleo
?????	Wellington Car Tour	Dave Haddock/Rod Schein
October ????	Weekend Portland Trip	D. Olson/B. Baker
October 12 th	Teaway Hunters Breakfast Tour	Jim Farris
TBD	Board Meeting	
Early December	Christmas Party	

I've listed ranges of dates that we'd like the membership to help come up with tour suggestions. I will help with the paperwork and submit the tour passport miles requests. We still need to set dates for some events.

Matt Dickinson

March Celebrations

<u>ANNIVERSARIES</u>		<u>BIRTHDAYS</u>	
Betty and Dave Roberts	3/6	Jill Anderson	3/1
Gisela and Dick Jones	3/9	Matt Dickinson	3/4
Diane and Dave Haddock	3/17	Dave Haddock	3/14
Florence and Bob Helgeson	3/27	Evie Schein	3/15
Sue and Jim Seiber	3/29	John Zeigler	3/20
		Jerry Yoder	3/21
		Gary Barquist	3/28
		Lynn Boltz	3/30
		Dee Zimmerman	3/31

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.

Call the Glove Box Coordinator, Bob Stamnes, via email rstamnes@yahoo.com with your information. *(Another article on Page 10)*

Drilled Head Bolt For Your 235 Cubic Inch Engine?

(Why is it necessary?)

By Dave Folsom (See Dave Folsom's Blog at www.chev235guy.blogspot.com/)

This article is important if your 235-cu.in. engine is receiving too much or not enough oil to the rockers. This problem is more common now as there is more mix and matching of parts on these cars.

It is also important as pre-1959 engines were commonly replaced by 1959 to 1962 engines when the old engine went bad. It was common then and now to use the pre-1959 rockers on the 1959-1962 engine. This however, requires some modifications or the rockers will receive too much oil. To address this issue, Chevrolet sold a drilled head bolt to deliver the proper amount of oil to the rockers and a plug to block the original path and divert it through the drilled head bolt. The small hole in the drilled head bolt delivers the correct amount of oil to the rockers.

There is a lot of misunderstanding when it comes to using a Drilled Head-Bolt.

A drilled head-bolt is only needed when you are using 1953 to 1958 rockers on a 1959-62 engine.

Up through 1958 there is a 1/16" orifice restricting the oil flow to the rockers. Starting in 1959, they increased this orifice to 11/32" (the same size as the valve stem). In 1959, the overflow tube on the rocker connector was pinched off putting all the oil to the shafts. Also at this time, the groove inside each rocker was offset 1/4" so it did not line up with the oil supply hole in the shaft. This was done to pressurize the shaft. Pre-1959 shafts were not restricted in this way, nor were they pressurized.

If you use the rockers and rocker connector tube made for 1953 to 1958 engines on a 1959 to 1962 engine, you will get too much oil from the rocker bleed holes.

The drilled head-bolt and the plug were designed to cure this problem.

If you lay a head gasket on your block you will see a triangle cutout around the center head bolt on the lifter side. In this triangle you will also see another hole. This is the rocker oil supply hole. Oil came from this hole, through the triangle area, over to the head bolt, up around the head bolt, through a horizontal drilled path drilled in the head, and over to the rocker connector tube.

If you are using 1953 to 1958 rockers on a 1959 to 1962 engine, Chevrolet supplied a plug to be put in the supply hole in the triangle spot you see in the head gasket. This blocked the original oil path. Then the drilled head bolt is used in this bolt hole (the same hole that is in the gasket's triangle area). This bolt is drilled with a 1/16" hole, which provides the correct restriction. The head bolt drilled with a 1/16th inch hole provides the correct restriction and is the new path for the oil, and the same matching restriction that the Pre-1959 rockers were designed for.

Additional information and graphics on the lubrication of 1950s engines can be found at: <http://goo.gl/gopL8> or

<http://1954advance-design.com/Web%20images/1958-60-rocker-oil/1960-rocker-arm-lubrication.html>.



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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.

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(Another article on Page 9)

Polishing Glass

By Al Howe

I recently purchased a used car on a rainy day. The windows had what I thought was road grime on them and I thought that I could just wash the grime off when I got home.

However the grime did not wash off. I tried two or three glass cleaners but it just would not come off.

So I ordered a glass polishing kit from Diamondite. It came with a bottle of clay lubricant, a bottle of glass restorer and glass shield. Instructions are on each bottle and easy to follow.

Four steps required. 1) Clean glass with normal methods to remove all the dirt you can. 2) Use clay with lubricant to remove more foreign material. 3) Apply restorer and polish using a lot of elbow grease or a drill motor using a pad that comes with the kit. 4) Apply glass shield and buff until clear. The windows are now clear of all marks. The cleanest windows in town until driven again in the rain.

I believe the marks were mineral deposits left when someone washed the car with a high level of mineral and did not wipe it dry. The water evaporated and left the mineral marks.

Club Radio Bandwidth Change for 2013

By Bill Barker

The FCC is halving the bandwidth for frequencies in the business class spectrum that includes our VCCA club radios that we use for tours, effective January 2013.

The frequency is not changing, just the “channel spacing”. All radios that we have purchased are easily modified to comply with the new regulations. I’ll provide instructions here, but if you’re uncomfortable doing this; just bring it to a monthly meeting.

Instructions

With the radio turned OFF, hold down BOTH the **PTT** and the small round button just under it - and THEN while pressing them, TURN the radio ON.

The **PTT** is the “push to talk” rubber pad on the side of the radio. There are two small ones just below it. The easiest way to do this is to hold the radio in your left hand, with two fingers on the two switches, and then with your right hand, TURN ON the radio.

Do not release the buttons until you hear the beep. Once you release them, you are now in programming mode and will see a flashing screen.

Press the **PPT** three times to select the bandwidth programming mode. The display will show **BW**, and either “**LO**” or “**HI**” while flashing.

If you see **LO** on the display, then you are done. Just turn the radio off. You don’t have to do anything further.

If you see **HI**, then PRESS the “+” button ONCE to change it to **LO**. Then press the **PTT** until the radio beeps. You are done. Turn the radio off.

Bob Helgeson and I tested this and were able to use radios with both settings to communicate. However, it might change the performance slightly as we lengthen the distance of communication.

TAPPET CLATTER *Classifieds*

Ads will be carried up to three months on a space-available basis, unless withdrawn sooner or an extension is requested. Please notify the Tappet Clatter Editor when your ad is answered or you need an extension. gklandguth@msn.com

FOR SALE

1928 Tire Rack, \$40/offer, Bob Stamnes, rstamnes@yahoo.com.

1933 Pickup Project. Has all new cab wood. Rust free. Asking \$5,900. Dick Olson, 425-222-5798, ROLSON82@comcast.net.

1934 Chev 1 1/2 Ton Truck. Asking \$17,000, Bill Johnson, 425-255-6325, snkshk@comcast.net.

1940 Master 85 Business Coupe. Almost a #2 car. Straight, rust-free. Great paint, upholstery, glass, chrome. Runs good, 235 & 3:55 gears. Also 12 volt. I have everything to go back to stock. Asking \$14,000. Don Comstock, 252-863-0420, d.comstock@att.net.

1947 Chev Stylemaster. This is a really nice car and it runs perfectly. Asking \$16,500. Mike McLaughlin, email is mgmclaughlin007@gmail.com and cell 253-335-6312.



1955, '56, '57 Radiator (Used) for stick-shift V8, \$80, Dick Olson, 425-222-5798, rolson82@comcast.net.

1956 Chevrolet Bel Air Sport Coupe. Original family since new, with 68K miles. Has been garaged and not driven since 1996. It is all complete and original, with 235 six-cylinder, standard 3-speed transmission. Some damage on right front corner at the bumper level. Minor rust in 2 small areas at the rear wheel wells. Really solid and in decent shape overall, with original Matador Red & Dune Beige paint. A great restoration project for someone. Will entertain fair market offers. Contact: Gary at word0982@gmail.com or 206-353-4844.

FOR SALE

1962 Chevrolet Impala Sport Sedan. California car, no rust, under 100,000 miles. Great driver. Asking \$5,995. Jim Seiber, 425-765-8195, sueandjim4069@comcast.net.

1987 El Camino Parts, used, free to a good home:

1 Set Rally Wheel Trim Rims

1 Set Rally Wheel Center Caps

2 Trim Rings for headlights

1 Grille

2 Parking Light Lenses

2 El Camino Script (Chrome Emblems)

If nobody wants them they go to the dump. George Kowats, 253-852-8178.

WANTED

1928 Headlight Rim (door), Jim Farris, 206-937-5636, farrismej@aol.com.

1928 Washington License Plates. Jim Farris, 206-937-5636, farrismej@aol.com.

1928 Windshield Wiper Control (switch), Dick Jones, 425-736-8798, dick10051@comcast.net.

Web Links Of Interest

Capital City Region, VCCA: None

Colombia River Region, VCCA: <http://www.vccacolumbiariverregion.org/>

Mt. Rainier Region, VCCA: None

North Cascade Region, VCCA: <http://clubs.hemmings.com/northcascadevcca>

Puget Sound Region, VCCA: <http://pugetsoundvintagechevrolet.org/>

Willamette Valley Region, VCCA: <http://www.wvrcca.org/>

Dave Folsom Blog, www.chev235guy.blogspot.com/

Gas stations without ethanol, <http://pure-gas.org/index.jsp?stateprov=WA>

January 2013



Dave Haddock presented the Director's Award to Bill Barker. Bill has been very active at the National level in improving services to members. He also coordinated the Columbia River - Puget Sound Exchange Weekend and even hosted one of the stops, hosted Garage Nites, and in many other ways has contributed to the Club.

Al Howe presented the gavel to Dave Haddock in recognition of his service as Director for the last two years.