

THE TAPPET CLATTER

PUGET SOUND REGION
CHEVROLET
Our 42nd year!
VCCA-NOVA

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

March 2009

Volume 42 Number 3

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Seattle Tour #4

Exploring Shoreline

(Fourth of a series of tours of the Seattle Metropolitan Area.)

By Jim Farris

The Fourth Seattle Tour is now in the books. Despite potential inclement weather, twenty-five members arrived at the Fred Meyer parking lot for the Tour, and many drove their Vintage Chevrolets. Even Jim Martoza, fresh from New York, came accompanied by his three dogs.

Many of the people arriving in modern vehicles rode in vintage cars with extra space. There were so many vehicles in the string, spreading it out for such a long way, some temporarily felt left behind, but soon found their way back to the group.



On the way to the Tour, Jim Farris left his gas cap in West Seattle at the station where he had gotten gas. (He picked it up again on his way home).

Jim Lewis was on his way when rear-ended on Aurora and didn't make it to the starting point. If he had made it, that would have been 39 percent of our members participating. That's fantastic!!



(Continued on page 5)

March 2009 Meeting

The meeting will feature our annual Fundraiser Auction.

Meet at Tillicum Middle School, 16020 SE 16th St., Bellevue, WA, Monday, March 23, 2009, 7:30 PM - 9:30 PM. (See page 3 for the full meeting announcement.)

Al Howe is signed up to bring the break-time refreshments.



1967 - Puget Sound Region VCCA - 2009



*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 1984 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 . WA. 7:30PM to 9:30PM**. 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 "Tappet Clatter." You can find the PS-VCCA website on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>*

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	(and other members who supply copy)	

Editor's Note

Some subjects that can be the basis of wonderful articles to share are: First-Car, remember-when, restorations, Chevrolets and your families, history, trivia, little-known facts, and many others. Either current or vintage old-car stories and snapshots are also welcome. We reserve the right to edit material as necessary for space available and clarity.

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. The monthly deadline is about the 5th of the month.

Glenn Landguth, gklandguth@msn.com

Director's Corner

"From The Drivers Seat"



By Al Howe

It was good seeing so many members turn out for the general meeting Monday. We also had four guests visiting our meeting. North Cascade Region Director, Gary Rodgers and his wife Jeanne were two of our guests. Gary presented our region with the trophy cup for most number of cars attending the 2008 Northwest Meet at Ocean Shores. Our two regions tied so we each get to hold the trophy cup for six months. We shared many interests and I look forward seeing them again as we have tours with their region. Our joint tour in April is in its final planning stages and should be one not to miss.

Our other two guests were Rod Schein's cousin, Judy Cloutier, and her husband Jerry from Montana. They were visiting friends in the area and were invited to attend our meeting by Rod and Evie. They were looking for some advice on what to do to their 56 Chevy so Judy could reach the pedals. The seat would not go forward enough. They got lots of advice and also some leg pulling, as if that would help! They were great sports and it seemed like they were just part of the group.

Everyone enjoyed having our guests and I would like to thank them for attending. This seems like a good time to mention that the club and activities are open to anyone who wants to come to a meeting or a tour. We welcome guests with open arms; as a matter of fact it is nice to meet new friendly people and none are friendlier than Chevy people.

Thanks to Bob Helgeson, Jim Farris, and Matt Dickinson we had our first tour of the year Sunday, March 1st. The rain held out until later in the afternoon and then it dumped on us but we had a good tour anyway with a big turn out. I provided the entertainment for the day with a short in the wiring leading to the brake lights. I thought maybe it was a fuse and didn't have a new one so tried to hot wire and that didn't help any, so removed the hot wire and started moving wires around looking for a loose connection. Instead I found a short that really got hot, melting a couple wires. The car is ok thanks to someone for disconnecting the battery allowing me to separate the wires. I finished the tour and made it home by pulling the light switch out whenever I used the brakes. I did not find any fuse protecting the light switch and related wires; you know I will fix that.

Don't forget that March is our annual auction month, so bring some stuff you don't need anymore along with some money so we can all trade for something new.

March Meeting Notice, Puget Sound Region VCCA

Tillicum Middle School, 16020 SE 16th St., Bellevue, WA

Monday, March 23, 2009

7:30 PM—9:30 PM

Program: Club Auction/Fundraiser

Join us March 23rd for some fun and fundraising at Tillicum Middle School. We will be auctioning off donated items to help defray club operating expenses and keep our dues low. Bring some items to donate and your wallet, then be prepared to take home a 1940 bumper, a pink elephant, or some other priceless item for good use or your collection.

As a special incentive, the Board has approved auctioning some valuable (priceless) items from the Club Store.

See you there!!!!

CLUB STORE

Bill Damm, proprietor of The Club Store, will have the display of items for sale at the next meeting.

April Garage Nite—by Dick Olson

The April 8th garage nite will be at Bill Barker's in Issaquah at 7 PM. See mailed Tappet Clatter for directions.



March 2009 Tappet Clatter

Puget Sound Region VCCA General Meeting Minutes

February 23, 2009



Call to Order: The meeting was called to order at Tillicum Middle School at 7:30 By Director Al Howe.



Gary and Jeanne Rogers



Jerry and Judy Cloutier



Gary presents trophy to Al



Welcome: Gary and Jeanne Rogers, from the North Cascades Region, brought the Participation Trophy from last year's Northwest Meet for our safekeeping until August. We tied for greatest percentage of members participating at the meet at Ocean Shores.

Judy and Jerry Cloutier visited us from Montana. Judy has a '56 Belair 4-door hardtop.

There were 34 members and 4 guests attended this meeting.

Needs and Leads: Clipboard was sent around. Glenn told us to call or email him if we want an ad to continue. This is a change from current policy. *(Editors note: Glenn had been unaware of the previous policy. The previous policy of publishing ads in three issues of the Tappet Clatter, as space permits, will continue. See notice on Classifieds, page 11.)*

Secretary: Minutes accepted as printed in Tappet Clatter.

Treasurer: Sallie reported that all bills have been paid up to the current newsletter expenses and we have adequate funds to meet our current needs.

2009 Officers: Dave Haddock was installed as the new Assistant Director by unanimous vote of members attending this meeting.

Membership, Historian & Tappet Clatter: Nothing to report.

Glove Box: Items are still needed, especially information on Trailer maintenance and experiences towing, though it was discussed at the meeting.

Judy Cloutier wanted information on reaching the pedals on her Belair. Short legs and not a very adjustable seat. Many suggestions were given, mostly blocking the pedals.

Tours: Sunday, March 1, 2009 is the Fourth Seattle Tour leaving from Fred Meyers at 185th and Aurora at noon. Two shopkeepers will be opening their stores just for us so Bob Helgeson encouraged a large showing from the club. The April 11th joint tour with the North Cascades Region was also mentioned.

Monroe Swap Meet: Ana encouraged more members to volunteer as this is our Club's main fund raiser and we have about a third fewer volunteers which means a third less money for the club. She said you could call or email her this week if you can help the club.

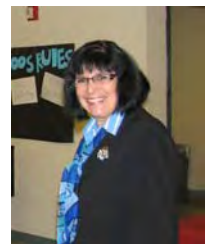
Refreshments: Thanks to Dave & Diane Haddock for the wonderful cookies and cake.



Program: George Kowats brought us up to date on our 2010 Northwest Meet planned for Silverdale August 12 - 15, headquartered at the Silverdale Beach Hotel. The Logo has been chosen and the motto is "Chevys on the Waterfront".

Meeting adjourned around 9:10

Respectfully submitted by Don Comstock



(Continued from page 1)

The drive took us from our starting point at 185th and Aurora in Shoreline back to 175th where we stopped on a historical portion of the North Trunk Road. This brick road paralleled the Seattle-Everett Interurban Electric Railroad's western edge from 155th to just north of 185th. The trolley line right-of-way is now the Interurban Trail, and that portion of the trail can be seen from Aurora, which is west of it.



Historical Note: The Interurban line was constructed in 1906, and the brick North Trunk Road followed in 1914. Ronald Station was situated slightly north of 175th between the tracks and the road.

Before the survey crews laid plans for the brick road, Judge Ronald, for whom the Interurban Station was named, excavated an east-traveling curve in the road bed along the eastern edge of his property. This was to insure that the new two-lane affair would not cut right through the middle of his land. In 1923 the road became part of The Pacific Coast Highway and eventually U.S.99, stretching from Mexico to Canada.



Interurban car at the Ronald Station, 1939
(Photo courtesy of the Shoreline Historical Museum, Digital Collection, photo number 1411, used by permission)

The construction of the Seattle-Everett Interurban line and the brick-surfaced North Trunk Road made travel to and from what is now Shoreline easier. This facilitated suburban development. People could live on a large lot in a semi-rural area raising much of their own food and still be able to catch the train to Seattle for work or school.

(Thanks to Jim Farris for this history and to Vicki Stiles of the Shoreline Historical Museum for clarification of the location of Ronald Station, the reason for the curve in the road, and the current location of the trolley line right-of-way.)

The tour then went on to Richmond Beach Park, where Al Howe provided some excitement with smoke billowing from inside his car.

Al was trying to fix a supposed fuse problem with the brake lights by using a piece of wire, and discovered a short circuit instead. Don Comstock quickly disconnected Al's battery to save the wiring and prevent a potential fire hazard.



A member had a fire extinguisher handy, just in case. Then it was on to Edmonds City Park for another short stop.



(Continued on page 6)

(Continued from page 5)

Our travels then took us along the waterfront and through wooded areas to the Cycle Barn. There we were treated to coffee, donuts, muffins, and a short talk by Jim Boltz the owner.



This was where the rain began to pour and fell on us with no mercy.

Donna Onat's '54 decided to balk and would not start. After a couple of attempts with a battery assist, Lee Folsom discovered there was no gas coming to the carburetor even though the tank had just been filled. Jim Boltz went into his business and got some gas. Pouring it in made the engine start and purr. Donna was on her way.

Then it was on to Jerry Drager's Drager's Classics to see what vehicles he had for sale and to check out the memorabilia. Here Lee Folsom had a stroke of luck. He noticed a hood ornament similar to a NOS item in his possession. It was on a Nash Metropolitan. He's been trying to find out just what it was for some time. Jim Seiber took a close-up picture and it was measured using a paper towel. (When Lee arrived back home his item turned out to be exactly the same length).



The day was concluded with pizza at Spiro's. All that remained was the drive home. Al reported that he made it all the way home with no brake lights. Donna arrived home without further incident. Jim Farris, with inoperable windshield wipers, had an interesting drive to West Seattle, where he found his gas cap on top of the gas pump exactly where it had been left earlier.

Those attending were Dan Johnson, son Jordan and a friend in his '78 Camaro; Dennis and Gerri Johnson in their '40; Don and Sallie Comstock in their '66 Chevelle; Jim Farris with Lee Folsom in a '41; Bob and Florence Helgeson in their '64 Corvette; Rod McCarthy in his '52; Dick and Fran Olson in their '50 Convertible; Dave White and Pete Evanson in a '37; Rod and Evie Schein in their '40; Matt Dickinson with Judy, Tiffany and Jerry Cloutier; Dave and Betty Roberts in their '52 Pickup accompanied by friends Pat and John Anderson; Tom and Sharon Lauderback in their '56; Al Howe and Kathy in a '55; Donna Onat in her '54; Bill and Sis Barker in a '04 Corvette; Jim Martoza in his '05 Avalanche; Jim and Sue Seiber with grandson Steve in a '03 Trailblazer; Don and Lynn Boltz; Dick Jones and Grandson Alex; Dave and Diane Haddock; Bill Damm; Bob and MG Stamnes; Gene and Maureen Sovar; and Jim Lewis with his '30 Coupe that did not make it due to an accident on Aurora.

Thanks go to Bob and Florence Helgeson for laying out the route and providing muffins at the Cycle Barn. Don Boltz made the arrangements for our visits at his brother's business, the Cycle Barn, and at Drager's Classics.

Future Club Meetings & Auto Events Calendar

From Activities Coordinator Matt Dickinson

<u>Dates</u>	<u>Activity</u>	<u>Activity Organizer</u>
April 11	Joint Tour with North Cascade VCCA	Matt Dickinson
May 3	HCCA Breakfast & Tour	Jim Farris
May 17	Ballard Parade	Rod Schein
May 15/16/17	Monroe Swap Meet	Ana Haley
May 30	Joint Tour with Mt. Rainier VCCA (Allen, atemp57@yahoo.com)	Matt Dickinson/Roger Orness
June 6	Al Howe's Tour	Tentative
June 21	GM Picnic/Mt. Rainier Graham, WA	Tour to be planned
June 22	Strawberry Picnic	Club Meeting
June 27	Greenwood Classic Car Show	Dave White/Matt Dickinson
July 4	Folsom's Picnic/Pot Luck	Lee & Carol Folsom
July 18	Jubilee Farm-Carnation Vintage Tractor Show & Ken Madsen's Classic Car Display, including a Tour	Matt Dickinson
July 22	Greenwood Seafair Parade	Rod Schein
August 1	Tour to Jerry Greenfield's/Jerry Yoder's	Dick Olson/Don Boltz
August 13 -16	NW VCCA Meet, Vancouver, WA	Columbia River VCCA
August 24	XXX Drive-In, Issaquah	Club Meeting
September 12	John Strampher's potluck picnic	John Strampher
Sept/Oct ???	Ellensburg/Yakima Weekend Tour	Jim Farris/Dick Olson
October 10 or 17	Maple Valley Tour or Boeving Everett	Matt Dickinson-Tentative
November early	November Tour	Matt Dickinson-Tentative
December early	Christmas Party	George Kowats

Snowbirds in Arizona

By George and Anita Warren

We first came here in 1998 from Renton. We rented a park model (399 sq. ft.) in a RV park. The greater Phoenix area offers numerous places of interest. The Indian history in the area from 1100 to 1400 AD is fascinating. In 1999 we moved to a new development in east Mesa. Our new house was completed in March 2000. We enjoy hiking in the nearby Superstition Mountains with the hiking club or by ourselves.

Our community holds a car show every spring, followed by a sock hop. Many local car collectors come out just for this event. I take my 1962 Impala.

A local car club put on a poker-run. We started in Apache Junction, an adjoining town, stopped in Florence, established in 1866, passed a small side-of-the-road memorial to Tom Mix, stopped at Biosphere 2, near the town of Oracle, then visited many small historic mining towns, ending in the town of Superior. Several movies were filmed here such as "How the West was Won" and "The Gauntlet". We culminated the day at an ice cream shop before returning to the starting point. My cards were a bust, but the tour was enjoyable.

April Celebrations

ANNIVERSARIES

4/7 Evie and Rod Schein

BIRTHDAYS

4/15 Marti Miller

4/16 Florence Helgeson

4/19 Ron Kohl

Puget Sound News Bits

By Jim Farris

Jim Martoza is back in town and will be here until March 19. He was on the Seattle Tour March 1 with his three dogs.

Bill Barker went to the Corvette High-Performance Swap Meet in mid February and came home with another Corvette. This one is a silver 2004 low-mileage vehicle and was a fantastic buy. He drove it on the Seattle tour accompanied by Sis. Can you spot it in the pictures accompanying the article?

Bill Barker & Jim Martoza attended the national Board meeting in Atlanta the first weekend of March. This, on top of some good news/ bad news for **Bill**. Good-He received his first retirement check from the Military, Bad- He accidentally made two house payments in February. There was a computer glitch.

George Kowats reports the dog show at the motel the same days as our NW Meet in 2010 will not be a problem. There will be sufficient separation between the two events. Maybe this could be a positive thing for those who appreciate different canine breeds.

Lee Folsom was not at the February membership meeting. This was unusual for him and some were concerned. Turns out His brother in Portland is terminally ill and **Carol** is assisting her sister-in-law cope with the situation. She has taken a couple trips there on the train and was gone that night. Lee just forgot the meeting.

Gary and Joanne Barquist had another article in the March G & D. Our Region has been well represented in the national magazine the past year.

Donna Onat's '54 did not want to start at one point on the Seattle/Shoreline tour. Fortunately that happened at The Cycle Barn and there was assistance from the owner **Jim Boltz** and **Lee Folsom**. At first we all suspected a low battery but diagnosis identified a lack of gas reaching the carburetor. Again **Jim Boltz** came to the rescue by pouring some fuel into the carb. It then started immediately. Something was evidently blocking the fuel line and cleared when it started.

Jim Farris left his gas cap at the gas station when fueling March 1. This was not discovered until arriving at the meeting location. All those arriving were asked if they had a spare in their trunk, but to no avail. The tour was made with numerous individuals telling him along the way that the cap was missing, even people driving up alongside and frantically pointing. The Roberts provided a rag when the rain came. Luckily he found it a few hours later right where it had been left at the gas station.

Al Howe scared a lot of us while trying to repair a brake-light problem. Smoke billowed from inside his '55. Immediately fire extinguishers appeared but were not necessary. Ask **Al** if he's corrected his wiring problem.

Matt Dickinson is to be congratulated. His first major event brought out a large part of the club.

Jim & Roberta Martoza have purchased a new house in Matawan, New Jersey. They now have two houses and hope the one here sells soon.

Martoza House Hunting in New York

By Jim Martoza

Roberta and I left on Sunday, February 8th, for New York City. Roberta was ready to start her job in New York's Manhattan area and I was going to search for our future home. Our cat made the journey with us too, and she did fine on the plane. I must confess she was allowed to pop her head out of the carrier a few times during the flight. Roberta and the cat had one-way tickets to NY. We arrived at the temporary apartment housing around 6 PM.

I reviewed homes on Tuesday and Thursday. Surprisingly, after evaluating nineteen homes and over 100 photos, Roberta, Adam and I agreed on the top two style choices, the Colonial or the Cape Cod style. On the following Monday, Roberta joined me to look at more homes. We definitely liked homes in Summit, NJ; however, many homes had only one-car garages, and the two-car garages were mostly small. On Thursday afternoon it was on the train again back to Summit. The transportation in New York is efficient and easy.

Friday, we took the train back to Matawan, NJ, and Sunday put us back on the train to Summit, NJ.

After looking at forty-one homes, we have at last started the process to buy a home in New Jersey. It has four bedrooms with three bathrooms on a 1/3-acre lot and has a two-car garage.

How can I fit four cars into a two-car garage? I have a few ideas, now how high is that ceiling?



March 2009 Tappet Clatter

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.

Contact the Glove Box Coordinator, Bob Stamnes, email rstamnes@yahoo.com with your information.

Powder Coating

By Bill Damm

Bill Barker wanted to powder coat some of the parts for his 1931 Phaeton, so he purchased the required equipment kit and materials from "Eastwood" (supplier).

The powder is flammable and hazardous to breathe so proper ventilation is essential. Bill constructed a plywood spray booth approximately 3' x 3' x 3' with venting ducted outside using an external motor exhaust fan (keeping the sparks away from any powder). He installed some florescent lights in the booth and attached the "Hot Coat" power supply to the outside of the booth. (The "Hot Coat" power supply provides the 10,000 volt charge required to statically attract the powder to the part being coated). A regulated compressed-air supply was also nearby to run the powder spray gun.

The powder coating process begins with placing the metal part in the booth and hooking the negative lead from the "Hot Coat" power supply to it. Sometimes clipping the negative lead to a small bare wire which is attached to the part works well too. In the case of coating very small parts, like nuts and bolts, they can be daisy-chained together with bare wire and suspended on a wire bracket.

Next, the hopper of the powder gun is filled with the powder of the desired color (It comes in 8 oz. cans for hobbyists, with many colors to choose from).

Then the gun is hooked to the compressed air, which is set for about 10 PSI. The gun is also hooked to the positive lead of the power supply. With the vent fan running, the power supply remote button is pressed to activate the 10,000 volt charge between the part and gun. Short pulls on the trigger of the powder gun will dispense small clouds of powder to the part. The static charge causes the powder to "stick" lightly to the part. Like painting, it takes a little practice to know when enough powder has been applied.

The next step is to very carefully move the part from the booth, to an oven, without jarring the part, which might cause the powder to dislodge from the part. Bill used a small metal tray, with the part sitting on some silicon insulators screwed down to the tray to keep the part from moving.

Then the part was transferred to the oven by only gripping the tray and not touching the part. Bill found that a small toaster oven worked fine for baking the small parts. The oven needs to be near an exhaust fan too since the fumes produced by baking the powder are toxic.

With the oven set for 300 degrees F. and a timer set for 10 minutes, the powder melted to a shine. Here again, trial and error is required to judge the proper baking time. If it bakes too long it will turn pockmarked and dull. Heavier metal will take longer than thin parts, so constantly watching the process, and removing the part when the proper melt is achieved, seems to work best. Now, without touching the part, the HOT tray can be removed from the oven using pliers. If the coating on a part happens to be too thin you can apply another coat on top of it. Bill found that pre-heating the part before re-coating it works best. Clear coat powder is also available, but the finished parts usually look so shiny as-is, that a final clear coat isn't required.

Bill's next thing to experiment with will be to find out how well powder covers parts when "All Metal" or "JB Weld" is used to fill rust pits or imperfections.

When Bill was first experimenting with the powder coat process, I asked him if he could coat the bezel to the "in tank" gas gauge on my 29. Not being sure of which paint would be impervious to fuel, I felt the only sure option was powder coat (I hope).

Bill tried several times but the pitted part just would not coat evenly. Months later, Bill was experimenting and found that pre-heating the parts before coating them made a big difference.

I brought the bezel back, he pre-heated it, re-coated it, and baked it for only 6 minutes (thin metal) and VOLA!!!, a beautiful finish. (Thanks Bill.) Bill took videos of the process for possible showing at some future general club meeting.

(See page 10 for pictures.)

May 3 HCCA Breakfast and Tour

Again this year our club will participate in the Annual SeaTac HCCA (Horseless Carriage Club of America) Breakfast Tour. For fifty years now this event has been an activity for the old-car hobby in the Northwest. Many old-car clubs participate providing an opportunity for our members to see numerous different makes on the tour.

The Breakfast is at 9:30 am at the Puyallup Elks Lodge, 314 - 27th St NE, Puyallup, WA. The cost is \$13.00 for adults and \$7 for children.

Following breakfast Gerald Greenfield, one of our members, will lead a tour that departs at 10:45 am. It will take us through the eastern part of Pierce and southwestern part of King Counties, ending with refreshments at the collection of Tom Crook on Highway 99 just south of Midway.

For our members who would like to tour together to the Elks Club we will meet at the Kmart Parking lot in Kent just off the Willis Street Exit of Highway 167. We'll leave that location at 8:30 am.

For more information contact **Jim Farris** at farrismej@aol.com

April 11th (or 12th) Tour Planned

Gas up your Chevs and come to the joint tour with our friends in the North Cascade VCCA. It's scheduled for April 11th and if we get rained out, we'll try April 12th.

We'll leave the Woodinville Park 'n Ride located at 140th Ave NE and NE 179th Street at 10:00AM. We'll travel scenic back-roads to Wallace Falls near Gold Bar.

There will be two options for the return route, either back-roads via Monroe to Woodinville, or at Monroe we'll go north with the North Cascade group to Lake Roesiger and Lake Stevens then to Woodinville.

Please contact Matt Dickinson for more information by email at mbd97@aol.com or phone.

Powder Coating, continued from page 9



Plywood spray booth is lighted and vented to the outside.



The powder gun takes 10 psi air. The positive lead goes to the gun.



The negative lead apply 10,000 volts to the part to attract the powder.



A toaster oven melts the powder to a glaze. Bake at 300 degrees F. until done!

Bill Damm's SAFETY CORNER Nap the Zap

If you've driven a long way,
And really feel the zap,
It's safer to pull over,
And take a quick nap.

Look for a rest stop,
That's what they are for,
There you can sleep,
Before you drive more.

March Pop-Quiz

Why did windshield wipers on old Chevrolets often slow down when the car was going up a hill?

- A. More rain hits the windshield when it is tilted upward.
- B. The downward force of the wipers on the windshield causes more drag on the blades.
- C. The wiper motor was out of breath.

Answer in April Tappet Clatter

TAPPET CLATTER *Classifieds*

Advertisements 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 advertisement becomes obsolete. gklandguth@msn.com

FOR SALE

Chain hoist, \$40. Dick Olson 425 222-5798

1928 Chev Coupe, \$12,500, Dick Jones, (425) 392-0642

1934 Chev. 1 1/2 ton truck for sale very good condition. must see. \$17,000, contact Bill Johnson 425-255-6325

1934? Utility Trailer built from '34? Chev Front Axel, wire 16 in. wheels, 5 lug, located in Kirkland. Best offer, call Joan Ramsey, (425) 889-9625, Ramsey1953@gmail.com.



1955 Bel Air 2 door H.T sport coupe. A recent custom restore, with 55,000 miles on the 350 engine. The car has been in the same Eastern Washington family since 1956. The car has new custom running gear, paint and upholstery. It looks mostly stock. The price is \$25,000. Call Jim Seiber for more information, 425 765-8195 or email seiber-photo@comcast.net for a picture.

1955 to 1959 Chevrolet truck front and rear bumpers. David White, 206-999-8138, David-white@comcast.net

1969 C-20 Pickup - In the same family since almost new. Original 350 rebuilt with matching transmission. Less than 3000 miles. New paint and seat. The vehicle has been maintained by a club member for 37 years. It is complete and ready to drive anywhere. \$15,000 OBO. Dolly 206-937-1773



1971 Chev Impala Convertible, 350 Eng, 8984 Miles since rebuild, Asking \$19,500 OBO, Sadie, (253) 841-3996

Trailer 24 ft., enclosed, like new. Built-in cabinets, insulated, lighted. About \$20,000 new. Asking \$13,000. Contact Don Boltz, (360) 893-5305, DONNYS32@AOL.com

WANTED

1926 Rim Bolts, 2 7/8 in. x 20TPI, Bob Starnes, (206)-365-1482

1929 Peddle Floor Grommet, Bill Damm, 425-746-5721

1930 Special Sedan - Grill (Radiator shell) Emblem (used or after-market), Clutch under-pan (don't know if this is sheet metal or cast). Dave Cavagnaro, djcav@ptd.net

1936 Low Cab Pickup Truck Parts. Need 1935/36 Chev/GM fenders for the front and running boards. Also need the front lower splash apron and lower grill piece. Could use lots more like a hood, radiator shell and grill, radiator, light mounts and pods, etc. Jack Arnold, Phone 1-250-741-4655, nbstrods@shaw.ca. I am located on Vancouver Island, Nanaimo, B.C. Canada.

1955 Belair two-door hardtop, David White, (206) 999-8138

High School Robotics Competition

If you like robotic mechanical & electrical equipment, come to Key Arena on March 27th and March 28th, Friday & Saturday, to witness a great robotics competition between teams from Washington State high schools.

Competition rounds are three minutes long and very entertaining with 120-pound robots on a very slippery surface. You can also visit the Pit area to see repair and preparation activities. Competition is from 9:00 am to 4:00 pm both days. Admission is free.

More Information: Call Rod Schein.

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March tour at Drager's Classics

