



## THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

March 2013

Volume 46 Number 3

### Items of Interest

Feature Article 1, 10

2013 Club Officers 2

Director's Corner 3

Garage Nite 3

Membership Meeting Notice 3

Tour Radios 4

Cruzin' to Colby 4

Surviving Sandy in NJ 5, 6

Meeting Minutes 7

Events Calendar 8

Glove Box 9

Classified 11

Web Links 11

Safety Corner 11

Celebrations 11

Featured Pictures 12

### The New MOHAI

By Glenn Landguth

When the Club visited the Museum of History and Industry (MOHAI) on March 6, 2011, first stop on the Sixth Seattle Tour, we knew that the museum would soon be moving to a new location at the south end of Lake Union. The new MOHAI opened on schedule last November. The former Naval Reserve Armory underwent a \$90-million renovation in the process of accommodating MOHAI.

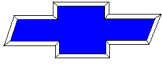
Glenn and Judy Landguth made a quick visit to the museum to see how the new accommodations compare to the old. The building certainly stands out as a monumental landmark. From the outside the building appears massive compared to nearby structures. The effect is accentuated by the surrounding open space and landscaping dominated by what is now a lush green lawn.

This has been accomplished at the expense of parking space for cars. Parking is extremely limited, and visitors are referred to nearby paid parking lots. There is some lim-

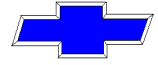


Continued on page 10

Reminder: Our March 25 Club membership meeting will be 7:30 PM at the Tillicum Middle School in Bellevue. Jim Seiber 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)	

### 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, gklandguth@msn.com*

# Director's Corner

## "From The Drivers Seat"



By Director Al Howe

It was good to see members at our February meeting who we have not seen for some time. I think everyone had a chance to visit and renew old friendships.

Bob and M.G. Stamnes gave the group a presentation on their magnificent trip in Europe. Wow! What a trip they had and so much fun. Thank you both for putting on a show-&-tell with pictures and telling us about details you would never read about in brochures. I know everyone enjoyed it. Would you please take another trip so we can have another show-&-tell?

Jim Farris' son, who is involved with the tunnel under Seattle, will give us a presentation about the machine used to dig such a tunnel at the March meeting. This should be very interesting. I hope to see everyone there.

The next subject is not so pleasant. We are in serious need of help in our Region. Glenn Landguth is having problems with his eyes and needs help as Editor. Bob Helgeson is retiring as Historian at the end of this year. Therefore, we need a Historian by year's end. Matt Dickinson is retiring from work and will be moving to Hawaii in a year or so, leaving a need for an Activities Coordinator. The same people have been doing the same jobs repeatedly for years and years. Now we need help and I am asking volunteers to fill these positions. It is urgent that someone steps up and helps with the Editor's job. Glenn will help but it is hard for him to see the computer screen so cannot continue to be Editor for long. I don't know how our Region can survive without the Tappet Clatter.

*Women and cats will do as they please; men & dogs should relax and get used to it.*

## Garage Nite - by Dick Olson

This is the start of our tenth year of Garage Nites!

Our first Garage Nite of the year will be Wednesday, April 10th, in Auburn at Victory Glass. Doug LaVictorie, owner, has agreed to host our group for the evening.

Doug has been in the glass business many years. He grew up in the service station business helping his dad, and is a car/motorcycle guy with a collection of motorcycles, etc. There will be a demonstration of cutting and shaping laminated glass.

Directions: See your mailed or emailed copy for directions and contact information.

## Membership Meeting March 25

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

The meeting program will be a presentation by Jim Farris' son on "The Tunnel Under Seattle".

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

April: Club Auction

June: Gail Darby Memorial Strawberry Social

May: open

Jim Seiber is signed up to bring treats.

Thanks, Dave Haddock

## Recommended Radios Appropriate For Club Tours

By Bob Helgeson

After the articles on the Club's radios in the February Tappet Clatter, I got the following question by email. "I was reading your hints on using the "radios" in the Tappet Clatter. I am considering buying a CB for car events and was wondering what you would suggest." That question has demonstrated the need to clarify the type of radios that the Club is using.

To make it as straightforward as possible and not getting into the technical side, which I know very little about, I hope the following helps.

CB radios (and Talk about type) use **VHF (very high frequency)** frequencies 26.965 MHz to 27.395 MHz. Some of us will remember that the frequency span was broken down into 40 channels.(1thru 40). The frequencies used by CBs, work best with a relatively long aerial and tend to broadcast poorly without it, hence discouraging the use of handheld radios.

The tour radios used by the Club are **UHF frequency radios (ultra-high frequency)**. The frequency range is between 300 MHz and 3000 MHz and works much better for hand held radios. The frequency used by our club is 467.9000 MHz and Interference Frequency 179.9 Hz. Note: These are commercial/professional quality units. The standard model that all the members are using is the Motorola RDU2080d, a 2-watt 8-channel unit. The cost of these radios ranges from \$239.00 to \$290.00 depending on where you buy them. (The CB radios range from \$50 to \$100. and will not work with the Club's radios.)

Yes our radios are expensive, but you are driving a relatively expensive car as a fun toy for enjoyment and a fun option for that car at \$200. plus is not a bad option. (Now if you bought two like some members did they are also great for family trips.)

You may also choose a different brand or model, but be sure that your purchase is UHF, (not VHF). For best performance get a 2-Watts unit. One-watt units are a little weak and more than 2 watts requires an FCC license and are even more expensive. Make sure that your unit can be programmed for the frequency and interference frequency listed above.

ALL PROCEEDS  
TO LOCAL  
CHARITIES

14TH ANNUAL  
**CRUZIN' TO COLBY**  
2013  
PRESENTED BY **UnionBank**  
HOST CLUB  
*Seattle  
Rod-Tiques*

**HOGLUND'S**  
**CONTROLLED CRUISE**  
(1st 400 Pre-Reg. Cars)  
Sun. May 26th 1pm-5:30pm

SOUND STAGE SPONSOR  
**PLAYERS  
CAR CLUB**  
CO-SPONSOR  
PLAYERS SPORTS BAR  
EVERETT, WA

**UnionBank**  
**SHOW'N SHINE**  
Mon. May 27th 8am-4pm (Open to 1st 800 cars)  
ENTERTAINMENT  
**DWAYNE LANE'S**  
FAMILY OF AUTO CENTERS  
www.dwaynelane.com  
**WESTPHAL**  
INSURANCE  
www.westphalinsurance.com  
**THE WRIGHT BROTHERS BAND**  
**DANNY VERNON** ILLUSIONS OF ELVIS

**CORBIN**  
**SUNDAY DANCE**  
(Holiday Inn- \$5.00)  
Sun. May 26th 6pm-10pm

HOST HOTEL  
**Holiday Inn**  
HOTEL  
3155 PINE ST. EVERETT, WA  
425-339-2000

**PRE-REGISTRATION \$20**  
**INCLUDES: CAR SHOW ENTRY, CRUISE (FIRST 400), DANCE (2 ADULTS)**  
**2 DAY EVENT RAIN OR SHINE NO REFUNDS**  
(REGISTRATION AFTER MAY 1, 2013 \$25)  
**FOR MORE INFORMATION PLEASE CALL (425) 710-7406 or (425) 337-9335**  
Deadline for Pre-registration 5/1/13 • Download Cruise to Colby pre-registration at [www.seattlerod-tiques.com](http://www.seattlerod-tiques.com)

To register, go to [http://www.seattlerod-tiques.com/2013forms/Registration\\_2013.pdf](http://www.seattlerod-tiques.com/2013forms/Registration_2013.pdf) or to the short URL <http://goo.gl/DMRqi>, print the form, and follow instructions for completing the form and mailing it.



## Surviving Sandy in New Jersey

By Jim & Roberta Martoza

*Hurricane Sandy wreaked destruction from the Caribbean to the Northeastern United States between October 22, 2012 and October 29, 2012. With top winds of over 100 mph, Sandy was rated as a Category 3 hurricane. There were reportedly 285 people killed as a direct result of Hurricane Sandy. Jim and Roberta Martoza in New Jersey experienced Sandy in its final stages. This is their account of that encounter.*

East Coasters really react to the constant barrage of news reports of doom and gloom. Being somewhat skeptical (perhaps it's due to all the non-events), Jim and Roberta found themselves doing their normal Saturday routine at Costco. Costco was busy, but what Costco isn't on a Saturday morning? While walking around, someone came on the loudspeaker to announce that the water was replenished. We've never seen so many people grab their baskets and run to the back of the store. At that point, we thought that perhaps it might be best to prepare.

We went home and began to button down the house. Outside we put all the potted plants in the garage, tied down the patio furniture and drained our pond. Inside, we began storing ice in bags in our freezer. Packing your freezer keeps the food frozen longer when the electricity goes out. Next we hit the grocery store for nonperishable food. We filled the cars with gas and got cash from the bank. We were ready.

Hurricane Sandy began for us on Monday, October 29, 2012. As the day progressed, the wind gusts kept getting stronger. The sound of the wind going through the ravine behind our house was deafening. The first sign of Sandy was when the electricity went out at about 2 pm. Next around 6 pm, we heard a loud crack as an 85-foot tree next door came down. Branches from the falling tree missed our neighbor's glass sliding patio door by only a few feet, downing the power lines to the ground. The tree had cracked at the base.

Two hours later, two 65-plus-foot tall oak trees completely uprooted and fell from inside our backyard. One tree was about 60-years old and the other was 67-years old.

Roberta had just returned from upstairs and was on the lower landing when the house shook as they both hit the house. The room that she was in on the second level and below it on the first and second levels received damage.

On the second-level floor there were multiple cracks in the sheetrock ceiling area, and water was coming in. It took me a while to find out how to drain it out. I ended up removing a recessed light fixture, and this opened up a path for the water to flow from the ceiling to the floor. I used towels to capture the water, but had a kiddie pool on top of two tall cabinets that were in the room as back-up. The first-floor level appeared to have only exterior roof damage and the inside was not impaired.

When the trees came down they took out the power line that crosses the yard and broke the power pole about 5-feet from the top and also cracked it off at the base. The power lines were lying across the yard under the trees and downed pole. I called the electric company to report the down pole and lines. Additionally, the power lines that ran across the street came down too. I did not realize this until much later in the night when we saw a car go by and STOP! They were announcing on the news (via a portable radio) to stay inside and do not go out, especially drive anywhere. I grabbed a lantern light and ran out front, then realized I should have brought out a beam light (my 3-D cell mag-light). I ran back in and by the time I went outside again to investigate, the driver was turning around, not backing up but turning around. He had tangled the wires with his car. I heard the noise of the wires being stretched. All I could think of was - run! The wind was so loud, I don't think he would have heard me if I had yelled. But I was not going to stay in the street, so I ran to the driveway of the house directly across the street.

Sure enough the wires broke and I heard them hurl across the road. I called electrical company and 911 to report that the lines were down across the road. The 911 operator told me that they would send an officer out shortly to mark the road as closed. The electric company was overwhelmed and their phone system was not handling the volumes of calls. The automated system was telling us that we already had reported down lines. Which was true, but we were trying to report a downed line in the street. It was about two days before a Fire Department worker came by and marked off the street with DO NOT CROSS yellow barricade tape.

As Governor Chris Christie said, "If you think it is stupid then it probably is stupid and don't do it!" He also, added, "If you are dead we can't help you."

*(Continued on page 6)*

*Sandy (Continued from page 5)*

Also, a section of the fence near the house was crushed by the same trees. The spa cover was dented by the weight of a tree lying on it. Two other sections of the fence on the side and back part of the yard were also damaged from other trees behind our house. Branches were snapped like toothpicks by the forceful winds.

I was scared, nervous and worried that more trees would come down. We had flashlights and candles so we could see, but that did not take away the dread and the horror that the sound of winds broadcasted. We attempted to sleep downstairs, but it was difficult to sleep as the winds would not settle down. It is hard to describe the roaring sound when the winds would violently gust. I do recall the considerable panic each time I heard the wind howl and unleash another blast of air.

Thank goodness it was not too cold and the dogs were with us to help keep us warm. Even the cat joined us. The cat and one of the dogs was not bothered by all the wind noise. One dog did not like it and pretty much stayed close to me throughout the night. I tried to doze off, but then again another big gust would come and make it hard to relax and very uncomfortable to sleep.

Our cell service was spotty. I recall replying to an email message sent from Donna Onat asking how we were making out with the storm. I think Roberta actually used the cell phone from our neighbor to contact our insurance company on Tuesday.



There is much more to be told. We were 9 days without power. It was a few days after Sandy that we had 3 or 4 inches of snow! And then there was the aftermath and recovery. It took months to get things repaired and back to normal. We will share more next time.

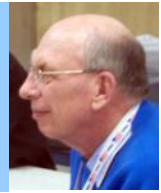
*(To be continued)*

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## Puget Sound Region VCCA General Meeting Minutes

February 25, 2013



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

Welcome: 35 members were in attendance with no guests. We had several members attend that we seldom see at meetings. Al began by asking everyone to introduce themselves and share something about themselves. Most everyone told how long they were members in the VCCA. (At the break, Bob Hilton mentioned that he actually lives in Seattle, not Tacoma as reported in the January minutes.)

Secretary: Minutes accepted as printed in Tappet Clatter.

Treasurer: Sallie reported it was a quiet month. All bills have been paid up to the current newsletter expenses and we have adequate funds to meet our current needs.

Treats: As of last month, no one had signed up to bring treats for May and September. The Comstocks are now taking May and Haddocks are doing September. Matt Dickinson brought the cookies and brownie bites tonight.

Membership: Donna Onat reported all Rosters have been sent to members. She shared a letter received from Judy Cloutier complimenting the Roster and sharing a Montana moment. Cathy Currie continues to improve following her recent operation. The Curries are tiring of the long walk from their boat to land so are selling the boat and buying a home on land.

National News: The National must be looking for fundraising ideas for the 2016 Meet in Nevada. Bill Barker handed out pens with flashlights built into the tops to all those attending the meeting. He also clued us to the fact that no Regions have volunteered yet to take on any of the responsibilities at the Meet, so we can have the pick of the litter, so to speak.

Tours: Sunday, March 10, is the day for the first tour of the year. Jim Farris and Dick Olson will again be leading this tour. It will leave the Factoria Mall on the east side of the mall, under the Target sign next to the Burger King, at 10 AM. We will end up at a brewery for lunch and possibly a beer.

Jerry Yoder is sponsoring a Tune-up Day at Sunset Chevrolet from 9 AM to 4 PM on the same day at the tour. It is a potluck with Jerry providing the hot dogs.

May 5 is the annual Horseless Carriage breakfast and tour, starting in Puyallup and ending at Jerry Yoder's home on Snag Island.

Matt Dickinson let us know that this will be his last year as tour coordinator. He plans to retire in 2014 and move to Hawaii. We will also be looking for a new Historian and a Tappet Clatter Editor next year.

Board Meeting: A Board meeting is planned for March 13 at the Roundtable Pizza Parlor between Bellevue and Redmond at 6:30 PM.

Program: After a short break at 8:00 PM, MG and Bob Stamnes shared pictures and a great narrative of their bicycle, train and barge trip through Europe from Germany, Austria and Italy. You had to be here to truly get the flavor of the experience.

Meeting adjourned around 9:15 PM

Respectfully submitted by Don Comstock



See page 12 for more meeting pictures.





## Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Dates	Activity	Activity Organizer
March 10th	Seattle Circle Tour (Part 8)	Jim Farris
March 13th	Board Meeting	Al Howe
April 5th, 6th, 7th	Portland Swap Meet	
April 22nd	Club Auction	
May 5 <sup>th</sup>	HCCA Breakfast & Tour	Jim Farris
May 17 <sup>th</sup>	Ballard Parade	Rod Schein
May 17 <sup>th</sup> /18 <sup>th</sup> /19 <sup>th</sup>	Monroe Swap Meet	Ana Maria Haley
Late May to Early June	<b>Tour Suggestion Needed</b>	
June 16 <sup>th</sup>	GM Picnic in Graham	
June 24 <sup>th</sup>	Gail Darby Memorial Strawberry Social at Perrigo Park	Club Meeting
June 24 <sup>th</sup> to 28 <sup>th</sup>	Four Cylinder Tour - Dillon, Montana	Jim Farris/Tom Meleo
July 4 <sup>th</sup>	Folsom's Picnic/Potluck	Lee & Carol Folsom
July 27 <sup>th</sup>	Historic Roads of the Cascades	Dave Haddock/Rod Schein
TBD	Board Meeting	
August 15 <sup>th</sup> to 17 <sup>th</sup>	NW Meet, Federal Way, WA	Mt. Rainier VCCA
August 26 <sup>th</sup>	XXX Drive-In, Issaquah	Club Meeting
Sept 9 <sup>th</sup> to 13 <sup>th</sup>	Early 6 Cylinder Tour - Baker City, OR	Jim Farris/Tom Meleo
October 26 <sup>th</sup> (Tentative)	Weekend Portland Trip	D. Olson/B. Barker
October 12 <sup>th</sup>	Teanaway 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

## Area 3 Director's *February* Report to Regions

By David Gowan



Thinking back, it was not just the looks that first drew my attention to cars. It was the sound of engines and gears shifting that piqued my interest. Sure I could tell what kind of car it was by looking but often it was the whine of a transmission or the roar of dual pipes that sent chills up the back of my neck.

The car I first drove was nothing special. It was an old gray '48 Frazer. My friend offered to let me drive at 13 years of age. I can still feel the pull of that six cylinder flathead. Then I smelled the smoke that puffed out the side. I noticed the sound of the flopping push rods and the worn out wheel bearing that would grind as you made a left. Everything joined to give me a thrill I'll never forget.

Now 60 years later I sort of feel that way as I begin to 'drive' in my first year as Area 3 Director. I want to steer between the lines, shift gears for a smooth transition and keep the original shine and patina on this rig. Bear with me and let me know what I can do to keep this 'Chevy' on the road. Remember the 55th anniversary in S. Tahoe in 2016.

Better yet, give your input so it will be the best ever.



## *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](mailto:rstamnes@yahoo.com) with your information.

*(Another article on Page 10)*

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## Fuel-Line Damage Prevention

By Matt Dickinson

Recently I had my '54 pickup parked in the garage when I noticed a stronger than usual gasoline smell. I looked under the truck and saw a drip coming from a very small cut in the fuel line. I concluded that a rock or piece of debris must have been pitched up by one of the front tires and nicked the fuel line. The line was the low-pressure hose intended for use with up to 15% ethanol mix applications, which is used for carbureted engines.

I replaced the line with hose which can handle higher pressure, made for fuel-injection systems. When cutting it, I noticed that the pressure hose has an inner fabric core like a tire and is much stronger than the low-pressure hose. The hose for fuel injection will be more resistant to damage from debris hitting it and is worth the few extra bucks versus the alternative of a gas leak.

Fortunately the truck had been in the garage for just a few hours when I noticed the leak. If gasoline had been dripping for a longer time more gasoline vapor could have accumulated and it could have blown up my garage when ignited by any of several possible ignition sources: light switch, static discharge, automatic garage-door opener, gas hot water heater, gas clothes dryer, or gas furnace with pilot lights.

If you have tube-bending and cutting tools, steel fuel lines are even better.

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## Isolating Driveline Noises

By Bill Damm

At the very end of the final tour of the Wenatchee Meet last summer my 1929 coupe developed a new noise. When coasting to a stop with the clutch depressed and the transmission still in a gear there was a scraping/squeaking noise coming from the transmission area that was synchronized with the wheels turning. If while still coasting with the clutch depressed when the transmission was shifted into neutral the squeak ceased. I did not hear the sounds while accelerating thru the gears.

I suspected the problem might be the transmission input shaft bearing using the following logic:

With clutch pedal depressed, and transmission in gear, while coasting to a stop the input shaft will turn with the wheels (it squeaks).

With the transmission in neutral, the wheels and input shaft are no longer linked, the noise stopped.

If the bushing that the input shaft goes into in the flywheel were defective it would squeak at engine RPM.

If it were the bushing at the other end of the input shaft inside the transmission it would squeak with the transmission in neutral, clutch engaged, and engine running.

The only other element that rotates with the input shaft is the input shaft bearing (the first (front) bearing in the transmission).

Note: If the throw out bearing were defective, with the clutch pedal depressed it would squeak at engine RPM.

Something needed fixing so I pulled the transmission. With the transmission removed and in neutral while rotating the input shaft, I could detect a slight glitch at one point. However once the bearing was removed from the shaft its movement was normal. Suspecting a defective internal ball bearing I replaced the bearing anyway. The bushing in the flywheel where the input shaft slides into appeared to be dry of grease so that was re-lubed. I don't think that was the problem because if that was to cause a squeak, I would expect it would squeak at engine RPM. After reassembly a test run proved the squeak was gone.

While I had the transmission out I decided to install a 1932 to 1936 clutch plate. I was having some difficulties making smooth starts. Dave Folsom suggested installing the later model clutch plate which has springs between the shaft and disk to compensate for some of the grabbing. So far it seems to be working a lot better than the original rigid plate.

*MOHAI (Continued from page 1)*

ited parking available on-site, and handicapped parking at the site (at \$1.50/hour, limit 4 hours), but it is still a long walk to the building for anyone with limited mobility. Using public transportation would be a good idea. Car tours probably not.

Upon entering, one is immediately greeted by five items from companies with strong continuing local presence.

The 1919 Mail Plane hanging from the ceiling is the first commercial airplane made by what is now The Boeing Company.

A restored Ford Model-T Delivery Truck is decked out in 1923 vintage United Parcel Company (UPS) markings. UPS started in Seattle in 1919 when a Seattle messenger service and a competitor merged.

The cosmetically restored Seattle-based hydroplane, the Slo-mo-shun IV is hung from the ceiling, as if being lifted to or from the water for a Gold Cup race. It is more difficult to get up close to the boat than it was at the old location, where it was displayed at floor level. But no doubt it is a more secure location for the boat to be where it cannot be touched.



A 1924 Kenworth truck carries a full load of logs. The truck was built at the original Seattle plant on Pike Street.

And finally, the Lincoln Toe Truck in all of its pink glory reminds us that for many years, we knew that what they said was true, "We're pulling for you, Seattle!"

But quite unexpectedly, while in a section on local television programs for children, out of the blue, there was Dinah Shore singing, what else, "See the USA in your Chevrolet..." And there followed a picture of a Chevrolet on the road.



We had only just gotten started when it was time to leave. There was still the big Seattle fire, early union unrest, the Depression in Seattle, shipbuilding, early settlers, relations with Native Americans, Fluke Manufacturing, The University of Washington, films made in Seattle, Rainier Beer, and so much more.

But we will no doubt be back soon for another look at Seattle and the Puget Sound in days gone by.

## 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

**1936 Chev Coupe**, \$10,500, Bill Johnson, 425-255-6325, snkshk@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.

### FOR SALE

**Tires** 4 Sears Allstate 4 ply tires / size - 4.75/5.00/5.25/5.50 X 19 black walls, \$100. These tires have good tread. I removed these from our 1930 when we installed the wire wheels & new tires. Gary Barquist 509-636-2133 or email ggary017@centurytel.net

### WANTED

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

**1928 Chevrolet Sedan. Front Bumper Center Medallion and Bolt**. It's an oval piece that holds the double-bar bumper together. Jim Farris 206-937-5636 farrismej@aol.com

**1936 Dash Clock**, Bill Barker, 425-643-0698, bill@barkerville.net

## April Celebrations

### ANNIVERSARIES

Evie and Rod Schein

4/7

### BIRTHDAYS

Jerry Cloutier

4/5

Marti Miller

4/15

Florence Helgeson

4/16

Josh Forgues

4/25

## Monroe Swap Meet May 17, 18, and 19.

We have once again been invited to help out at the Monroe Swap Meet.

This is a great opportunity for us to raise some easy money for our Club, and this is our main fundraiser for the year.

Volunteers are compensated \$10/hour (donated to the Club) and receive a food voucher for a meal. Available shift times are listed in the February Tappet Clatter on page 4. Please contact Ana Maria at anama97@q.com if you can help or for more information.

## Bill Damm's SAFETY CORNER

"Cut the grass" in French  
Is pronounced "mow de lawn".  
With spring around the corner  
The grass will soon be growing long.

Time to fetch the mower  
To manicure the yard.  
If the grass is nice and dry  
It shouldn't be that hard.

But if the grass is thick and wet  
It tends to clog the chute.  
Please don't try to break it loose  
With your fingers or your boot.

Some people lose their digits  
By getting in a hurry.  
Take the time to do it safely  
So there shouldn't be a worry.

## 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/](http://www.chev235guy.blogspot.com/)

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



## March 2013



More pictures from  
the February 25  
membership meeting..  
See General Meeting  
Minutes on page 7.