



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

May 2011 **Volume 44 Number 5**

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No longer called "The Clunker"

By Jim & Roberta Martoza

This is a story about our two-tone Horizon Blue (body) and India Ivory (top) 1954 Chevrolet 210 (2 door sedan). My mom's sister and my godmother, Florence (Flo) was the original owner. She acquired it new for \$1984.55 on May 24, 1954. She purchased it right from the lot of Bob Coyle Chevrolet in Santa Clara, CA. I remember when this dealer was on 1st Street in San Jose, CA. and the name was Coyle-Billings Chevrolet. Now the dealer is named Billings Chevrolet and is located in Milpitas, CA.



She apparently did not mind that it was equipped with a three-speed manual transmission and no power steering. Factory options were two-tone paint (\$12.95), EZ Eye glass (\$29.60), and heater (\$47.00). She financed \$1500 and her monthly car payment was only \$41.60 for 3 years. (My payments for our 2005 Avalanche were many times that.) Flo sold the car to my dad in 1964, when she replaced it with a '64 Buick LeSabre.

My dad used the car as daily work transportation and on weekends the Chevy hauled stuff, mostly newspapers to the local recycler. As it started to deteriorate my

(Continued on page 6)

May 23 Membership Meeting will be at Tillicum Middle School in Bellevue

The meeting starts at 7:30 PM. The program for the May meeting will cover adding overdrive transmissions to your classic car. Dave and Diane Haddock are scheduled to bring treats.



1967 - Puget Sound Region VCCA - 2011



*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 1986 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 "The Tappet Clatter."*

*You can find the PS-VCCA website on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>*

2011 Puget Sound Region Officers and Board

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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

"The Sunday Driver"



By Dave Haddock
Puget Sound Region Director

As I write this article in early May we have just experienced the coldest April on record. But despite the cooler weather we have had some fun tours already and the weather sure cooperated for the HCCA Breakfast and Tour last Sunday.

We had a great day, a great tour, and many wonderful old cars. The weather was so nice that several of the drivers were brave enough to tour with their convertible tops down!! I am hoping that we enjoy some similar weather this month for the Ballard Parade and the Monroe Swap Meet!!

And, of course, with the improving spring weather we all know that a big summer is right around the corner. And what a summer it will be for Chevy people celebrating 100 years of Chevrolets and 50 years of the VCCA!! We should all have made our Flint reservations and or Northwest Mini-meet reservations by now. If you haven't done yours you'd better stop reading this and get it done. Time is wasting!!

If you are a social network person and have a Facebook account you may want to take a look at a Facebook page that our club president, Don Williams has started. It is called "100 Years of Chevy" and he has pictures of his cars and others are adding pictures of their cars.

Automotive News is also helping to celebrate 100 Years and has a special web page for that purpose. Go to <http://chevy100.autonews.com/adlibrary/> and you'll find an ad library where a lot of the famous Chevy TV ads are available to view. They are also putting together a special issue of their magazine and you can pre-order a copy.

And, as Bill Barker mentioned at our last meeting, Chevys in general and the 100th Chevy Anniversary are also getting a lot of attention around the world. It just may be that a big part of our club growth in the next 50 years will come from outside the USA. I noticed a recent Chevy Gallery posted by the Vancouver Sun at <http://www.vancouversun.com/news/traffic-cameras/Gallery+years+Chevrolet/4132742/story.html?tab=PHOT>.

And folks in India are ahead of us in celebrating Chevy's 100th Anniversary. They held a special rally in New Delhi last October. Check out these beautiful old Chevys across the world from us. <http://www.theautomotiveindia.com/forums/nostalgic-era/2644-chevrolet-celebrates-100-years-vintage-car-rally-india.html>

So, get ready. Warmer weather and many fun activities are around the corner. Mentally, I'm ready for both. I'm just not sure which is more important to me right now, warm (or even hot) weather (yes, yes, yes!!) or wonderful car events!!

Welcome New Members

Donna Onat reports that we are happy to introduce two more new members.

Ken Hovda has come to us through Rod Schein; Ken took over Rod's college teaching position and visited our meeting last October. Ken has a '55 GMC panel truck.. He & wife Bev live in Bothell. He joined us at the April meeting. (Rod, how did you manage to hand off your position to another Chevy enthusiast?)

Gary Williams also visited our April meeting with his brother, who is already a national VCCA member. Gary has a '64 GMC truck that he got from his dad. He lives in Ferndale, and brother lives in Seattle. You may have already received an email with more detailed information to print and put into your Roster, thanks to Dick Jones & Jim Martoza.

Garage Nite - by Dick Olson

June 8th Garage Nite will be at our friend Denny Akers' in Bothell at 7 PM. Denny has also invited another group of car guys so we get to meet new people.

See the mailed copy of the Tappet Clatter for contact information and directions.

May 23, 2011 Membership Meeting - Puget Sound Region VCCA

The meeting will be at Tillicum Middle School in Bellevue. The meeting starts at 7:30 PM.

The May meeting program will be presented by Jim Farris, George Haley, and Dave Haddock, and will cover adding overdrive transmissions to your classic car.

Dave and Diane Haddock are scheduled to bring treats.

Order New Club Shirts Before May 24

We are offering a new Club shirt and orders are now being taken. Twenty-seven have already been ordered as of this writing. They are a polo type with a front pocket and have the Club logo on the side opposite the pocket.

New shirts are needed for increased recognition at the 50th Anniversary Meet in Flint. Some Club members will be working at the registration desk and we want the rest of the Country to know that we in the Northwest are participating.

The color red was chosen because it stands out and shows up best in color pictures. Use of the new shirts at the Meet will be fleeting but they are not meet specific; they are designed for use at all Club outings, tours, picnics, meetings, swap meets, etc.

The shirts come in sizes Small, Medium, Large, X-Large, XX-Large, and larger sizes. Jim Farris and Gerri Johnson are working together on the project. If you are going to Flint you need one of these shirts. If you are not you also need one to show your colors as a member of our great region when we are out and about in our beloved corner of the world.

The more we order the lower the cost per item. The cost for this twenty-seven shirts will be about \$16.00 apiece. The order will be placed on May 24, 2011.

Let us know if you would like one or two of these new red shirts. We need the order and size you wish. Payment can be made on delivery. Call or email Jim Farris with your order; his email is farrismej@aol.com

50th Anniversary VCCA Meet Decals

Puget Sound Region is marketing large decals with the VCCA emblem. The peel-off decals are 15" x 24" with the VCCA decal in blue on a white background. They are perfect for putting on a towing van or on the wall. Please see the advertisement in the February G&D on page 43.

June Celebrations

ANNIVERSARIES

Bill and Sis Barker	6/6
Jerry and Mary Brownell	6/10

BIRTHDAYS

Rod Schein	6/2
Kent Sullivan	6/5

BIRTHDAYS (Continued)

Gerri Johnson	6/20
David White	6/25
Glenn Landguth	6/27
Lynn Anderson	6/27
Sheri Johnson	6/27



Puget Sound Region VCCA General Meeting Minutes

April 25, 2011



Call to Order: The meeting was called to order at Tillicum Middle School at 7:33 PM by Director Dave Haddock.

Welcome: There were 31 members present with 5 guests. We welcomed brothers Don & Gary Williams (Don is already a VCCA member), and arriving later, Ken Hovda.



Bill Ward and Jim Preston from Auto Angels made a presentation promoting their car show on June 18th at the First Presbyterian Church in Bellevue. They do car repairs for the needy. Their goal for the show is 125 cars. Dave Roberts has shown there in previous years.



Secretary: Minutes accepted as printed in Tappet Clatter.

Treasurer: Sallie Comstock gave a detailed report of our income and expenses for March 2011. She went on to promote the raffle tickets from the National that we are selling and gave the status of the National decals we are selling. Jim Farris reported on the progress of the special T-shirts being made for our region's members to wear at the National Meet and on other occasions.



National News: Bill Barker just returned from the National Board Meeting with news about the National Meet, National awards, the G&D, and the next Anniversary Meet. There are 532 families registered, with fees discounted or waived for the Sloan Museum, Heritage Museum and the Crossroads tour. Anyone owning a car that is 100 years old will get a special award so hold on to your old Chevy.



Electronic versions of the G&D will be going out to members overseas and the big news is that as of July the G&D will look different because it will have new editors. There will also be 12 issues this year rather than combining the November/December issues as in the past. Bill says the sample he saw was very well done. A private company will be making DVDs for the National Meet.

Finally, the next Anniversary Meet will be out West someplace. Bill was sworn to secrecy .

Glove Box: Bob Stamnes asked us to keep the questions and research ideas coming.



Tours: May 1 is the Breakfast Tour starting in Puyallup and ending at the LeMay Museum headquarters in Fife.

Rod reminded us of the Ballard Parade on Tuesday, May 17th. Be in line between 5 PM and 5:30 PM on 24th from 62nd to 65th or meet a Rod's home and tour from there. He needs to know by May 8th who will be participating. The bribe is the great time you will have and the special treats at the Schein's after the parade.



George Haley distributed information packets to people who have volunteered for the Monroe Swap Meet.

Refreshments: The cookies were brought by Dick Jones.



Meeting Adjourned: Around 8:05 PM so we could get to the auction in a timely manner.

Program: Al Howe, with Don Comstock as helper, auctioned several tables of donated items including everything from fan belts to chocolates. The auction made about \$400 for the Club. (See page 12 for another picture.)



Respectfully submitted by Don Comstock



No Longer "The Clunker" (Continued from page 1)

mom gave the '54 a nickname; it was "The Clunker". My brother called it the five-four, I called it the '54.

I remember getting stuck when a friend and I took the car out to visit at the home of some CB (Citizen Band) radio acquaintances. I had to call my brother to help me out when the car would not start when we went to leave. My parents were gone and I knew where the keys were and I could drive it. What I did not know that it could be difficult to start. Thank goodness my brother was home. He came over and was able to start the Clunker. He drove it back to our house and I drove his 1966 GMC Pick-Up. Looking back at it now, I realize that my dad knew how to the finesse the '54 to get it running. It never failed him.

Growing up I really enjoyed cars and to learn more, I read numerous car magazines (dated 1965-1972) that I purchased at a neighbor's garage sale. Boy, I sure wish I had those magazines now. Cars were "my hobby". I attended local car races with my cousin. I was strongly interested in cars much before I was able to drive, legally. Actually, the first time I shifted the three-on-the-tree in the '54, I was a mere 12 years old.

The car aged and my dad did not want it anymore. I told him, "I want that car." He said, "No you don't want that car. It needs too much work to fix it up."

I prevailed and purchased it from my dad for what he called "mad money" in 1979 after I finished high school. Purchasing the Chevy and having an old car fulfilled my desire for a car pastime.

My brother and I tinkered with it for several months. Then, in early 1980, I started to repair certain things. One thing led to another. I removed the head because several cylinders had very low compression and discovered burned valves. There was a ridge at the top of each cylinder; so out came the 235-cubic-inch straight six for a complete rebuild.

Over the next five or so years, the car's driveline (all mechanical components) were repaired or replaced. During this time, I collected many other parts to restore the car to original condition. The parts were hard to find and at times my monthly phone bill was higher than the cost of some of the parts. My mother would just hand me the phone bill each month to mark my long-distance call charges, so I could reimburse her.



It was fun and rewarding whenever I received a package of parts. I put everything in boxes. Each box was numbered and an inventory list was generated for each numbered box. This helped me track the parts that I already had and what parts I still wanted to find. As the years passed, I continued to collect parts and pay mom for my long-distance calls for Chevrolet parts.

My purchasing did eventually decrease as I had gathered quite an assortment of components. I dreamed of getting the car painted so I could install all the parts that were eagerly waiting in my numbered boxes. Maybe the parts weren't ready, but I sure was ready. But, how much would it cost for body work, paint, chrome and stainless steel repair and polishing?

Discouraged, I took the car to a swap meet in Pleasanton, CA in May of 1986 in an attempt to sell the car with all of parts that I had gathered over the years. The sign on the car read, "\$2900 OBO." All the accumulated parts alone were worth more than that; one item was a complete new Hampton Coach interior. I had a couple of guys look at the car. I told them to "make an offer", but no one obliged to my plea. Now, looking back, I was lucky no one made an offer for the car that day. Later, at home that evening, my roommate encouraged me to restore the car, since it had been in the family since it was new.

Not until the next year, in June of 1987, did I start to get very serious and wanted the car painted, so I could put all the other parts on the car. I gathered three estimates for paint and bodywork and made a decision. The plan was to have the car complete in three to four months. Most things went smoothly, but of course, there needs to be a challenge or two to make it exciting and worthwhile. Don't they perform frame-off restorations in a week these days? But wait, that is on that TV show called "Overhauled."

The bumper and other grill pieces were being chromed when I received a telephone call. The shop said that the passenger-side parking-light housing could not be re-chromed because it was rusted through. Back then, they had just come out with a reproduction of the housings. The problem was that the quality of the parts was poor and the other issue was that the

(Continued on page 8)

Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Date	Event	Person Responsible
June 18	Auto Angels Car Show, 10 AM - 3 PM, 1717 Bellevue Way NE, Bellevue, WA	www.AutoAngels.org
June 19	GM Picnic in Graham, WA	
June 25	Greenwood Auto Show	Matt Dickinson
June 27	Gail Darby Memorial Strawberry Social at Perrigo Park, Redmond, WA	Club Meeting
July 4	Folsom's Picnic/Pot Luck	Lee & Carol Folsom
July 17-23	VCCA 50th Anniversary, Flint, Michigan	
July 23	Lee Johnson Dealership Car Show	Dave Haddock
August 18-20	NW Mini Meet, Silverton, OR	Willamette Valley VCCA
August 22	XXX Drive-In, Issaquah, WA	Club Meeting
August 28	GEAA Tour & Picnic, Orting, WA	Ana Maria Haley
September, date to be confirmed	Potluck Barbeque at the Haddock's, including a Tour to their home	Dave & Diane Haddock Matt Dickinson
Sept 12-16	Early 6 Cylinder Tour, Tulare, CA	Jim Farris/Tom Meleo
October 15	Weekend Tour	Jim Farris/Dick Olson
TBD	Board Meeting	Dave Haddock
Early December	Christmas Party	Don & Sallie Comstock

Bill Damm's SAFETY CORNER

Every once in a while
And from time to time
I run short on subjects
And words that rhyme.

Therefore this poem
Will be short and brief
Please stay safe
To avoid the grief.

License Plate Restoration Service

Gary Barquist reports that, "I used a guy in Idaho to restore our 1950 license plates and he did a great job. It cost us \$90.00 for both plates including postage." He was originally recommended by Bill Damm. Gary read about him in an email that Jim Martoza sent out a couple of months ago.

His name is Dan Smith and can be contacted at dansmith7222@yahoo.com. He seems to offer one of the best deals on restoring license plates.

Pictures from April 13 Garage Nite at Bill Barker's



Ballard Parade Link Correction

Tuesday, May 17th, 2011

For those who are participating in the Ballard Parade at the invitation of Rod and Evie Schein, the link provided in the April Tappet Clatter was in error.

The correct web link for this year's parade is: http://17thofmay.org/uploads/Parade_Application_2011.pdf.

See the April Tappet Clatter for other details.

No Longer "The Clunker" (Continued from page 6)

chrome of the repro part would probably not match the other chrome parts on the car even if they re-chromed the repro part. After lots of searching, I was finally able to locate an original part back in Indiana. I was worried. What if this part does the same thing? Well, it arrived and looked good and was redone to match the other chrome pieces. Fortunately, I owned a truck to take all of the parts to and from the body shop.

Another obstacle during the restoration was the repair of the passenger door. What was going on with the right side of this car? The damage happened when my mother backed out of her curved driveway and hit the Chevy between the fender and the door. The fender was repaired, but the door was creased in a way that repair was not possible. The search began; it took around five doors from other cars until an acceptable replacement could be found.

The guy I hired to do the paint and bodywork suggested that his buddy, a "painter" should spray the car. I had no problem with that until after it was all done when a shop ladder fell and hit the top of the car. Now the top needed to be repaired and repainted. The guy that did the bodywork ended up fixing the roof and painting it. Luckily, it came out just fine.



Six months from the start of this process the paint was finished, taking about double the original estimated time for completion. The lacquer paint needed to sit for about a month before it could be rubbed out. So, I drove the car to the upholstery shop sitting on a five-gallon plastic bucket. There all interior components were installed, such as the headliner, seats, rear carpet, front floor mat, kick panels, door panels, arm rests, sun visors and the package tray. Did I miss any other parts? We had extra headliner material so I asked the upholsterer to cover the glove box. Within no time, it was back to the body shop.

Now it was time to rub out the finish and install the painted interior trim pieces as well as all of the stainless and chrome pieces. The original time of three to four months to paint the car had long passed, now passing the seven-month mark. Besides all of the parts mentioned, I had ordered all new side-glass and weatherstripping too.



I had the steering wheel repaired and re-painted. The body shop guy did not like it and I agreed because the paint colors did not match. He redid the steering wheel with the correct Horizon blue and Biscayne blue. I love the Biscayne blue; it is a dark blue metallic. I had also re-painted the wheels, actually my cousin did them. Then I took them to a pin striper (actually tape) to add the black line around the wheel that passes through the valve stem. Well, the body shop guy did not approve of this either and it was off with the pin stripping tape and he made a jig so he could spin and paint the wheels. Both the steering wheel and the wheels came out fantastic. He even painted in Biscayne blue the center section of the hubcaps around the bowtie area. I had ordered Firestone tires in the size of 6.70 x 15, with the correct 2-11/16th inch wide white-walls, and they were mounted on the wheels.

Now, everything was back on the car. Finally, in May of 1988, the project (hobby) was complete for the most part. The project that began back in 1979 had taken nine years. So, on a nice clear sunny day, I drove the finished car to show to my Aunt Flo. My grandmother was there too and she tried to convince Flo to take the car for a spin and try it out. However, Flo refused to drive the car. Sadly, my aunt passed away at 90 years old in September of 2004.

However, Flo's car is not the "Clunker" any longer; she is called Flo's '54. The New Jersey license plate now reads, FLOZ54.



I now need a new project. I hope that the new project won't take nine years. Nevertheless, I am sure we will have a great time along the way and encounter a challenge or two.

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.

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

A Close Call

By Bill Damm

During our Region's Seattle Tour this March, the left axle on my '29 coupe broke. Fortunately AAA got me back to my shop without further trauma.

Then I remembered that when my Mom owned the car she was plagued with a broken axle from time to time too. If I was to seek out another used replacement axle I would be just asking for another possible broken axle down the road. Not being sure of the condition of the right axle, and for piece of mind, I decided to order two new stronger Chrome Moly "Billy Possum" axles through the Filling Station, replacing both axles.

Upon receiving the new axles I went about replacing the broken axle by removing the wheel, brake drum, and broken axle stub. I was able to lasso the broken end still inside the rear end and remove it per the suggestions recommended in the 1929 Chevrolet service news. Swapping the wheel bearing from the broken axle to the new one and reinstalling the whole assembly was a piece of cake.

On inspection of the broken point on the axle I saw that over half of the fracture area was rusty, with only about 40% of fresh break showing. Bill Barker showed me one of his broken axles that had a similar flaw at about the same location. Conferring with a member of the Columbia River Region, who also owns a '29, he reported knowing of axle breaks with similar flaws.

If I had known what to look for during the restoration, I could have checked for flaws by magnetic particle inspection, or dye-penetrant inspection of the axle. Somehow that good 40% of the axle got through all the tours during the NW Meets at Vancouver and Silverdale.

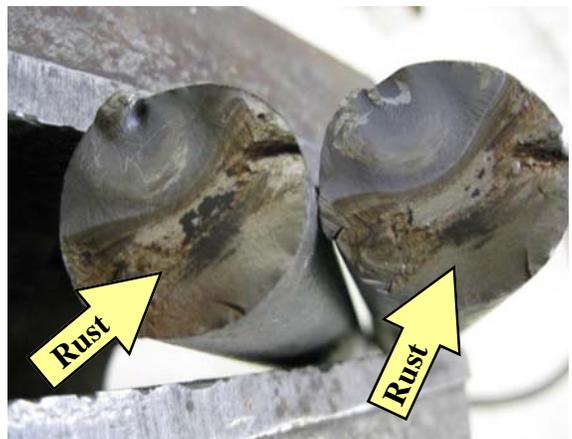
Next I started to replace the right-side axle, which had not yet given any indication that it was broken. With the brake drum removed and wheel-bearing retainer removed the axle should have come out with just a slight pull from a slide hammer.

Even with some serious strokes with the slide hammer it wasn't coming out very fast. Thinking it was possibly the wheel bearing was stuck I kept banging away with the slide hammer until the wheel bearing was free, but the axle was still stuck. With many more strong strokes on the slide hammer the axle finally came out.

Inspecting the splined end I could see why it was so hard to remove. It was displaced and about to fracture in two places in the splined area where the axle was being twisted. It was probably within another tour of breaking at a point that would have made it a greater challenge to remove the broken end of the spline. I would have probably had to remove the whole differential to get at it.

So, guess I was lucky to catch it before it broke, but now I just hope that I haven't damaged any bearing in the differential during the struggle to remove the axle.

An upcoming road test should answer that question.



From Area 3 Director Ken Scott

After the Denver Board meeting I have some information that I need to pass on to all clubs.

Club Webmaster: Our webmaster has set aside web space for all clubs to set up their club web page at no cost to the club. But it will have to be managed by your club. The webmaster will not set it up or manage it for you, but the space is there for your use. If you are interested let me know and I will send you the information to get there.

Newsletter Request: As Area Three director I am responsible for all VCCA members, not just our chartered clubs. I would like to give our non-club affiliated members a chance to see what our clubs are doing by passing on to these members the opportunity to receive our club news letters electronically. I think this may be a way of keeping all VCCA members aware of what is going on locally as well as a chance for our clubs to gain new members.

Tourmasters: If you want your tours to count in your passports, Dave Cavagnaro has asked me to pass on the following request regarding passports:

- 1) Submit a tour request form electronically to me with the email subject line starting out with 10.4. That is so Dave can sort it from other emails non-tour related This can be done before or after the tour. I will save a copy and also send you back a copy with my signature.
- 2) The tour request form **MUST HAVE THE SAME TOUR NAME, DATE, AND MILES. AS WHAT IS WRITTEN ON THE PASSPORT.** Dave Cavagnaro can not give you credit for the tour if this is not done.

VCCA Insurance: All of our clubs are covered with National VCCA insurance through JC Taylor for tours or club events. If you are putting on an event and the venue you are using needs proof of insurance you will need to submit a request for that proof of insurance to MEMBERSHIP SERVICES at 708-455-8222, or memberservices@vvca.org, at least 6 weeks prior to the event, listing the club event, date, time, place, and club submitting the request.

37th Annual (2010) Seattle (Monroe) Swap Meet

By Glenn Landguth

Last year's 37th Annual (2010) Seattle (Monroe) Auto Swap Meet was put on at the Evergreen State Fairgrounds in Monroe, WA, by the Puget Sound Regional Group 18 of the Early Ford V8 Club of America.

While it was billed as an "Auto" swap meet, there were also vintage accessories available for purchase from vendors. From Betty Boop memorabilia to model boats, there was something for everyone.

With this year's 38th Annual Swap Meet coming up on May 14 and 15, people might want to take time to look at all of the booths. There was also a small museum on the grounds, featuring vintage tools, washing machines, and kitchen appliances, etc.

Here are some pictures of vintage things not car related, that I found interesting last year.



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

1949, 1957 Transmissions, three speed. One from a '49 Chev PU long box. One from a '57 Chev PU. \$75 each. Dick Olson 425 222-5798.

1952 Bel Air 2 Dr Hardtop. Black with silver top. Show quality. W/w radial tires, dual exhaust, 235 engine, stick shift. Suspension recently rebuilt front and rear including new springs. \$23,500 obo. 206-650-4884. (Previously owned by Gene Gooding.)

1957 Chevrolet Bel Air Sport Coupe. \$45,000 Firm. Don Boltz, 360-893-5305, Donnys32@aol.com

1962 Corvette. 2 Tops. Completely restored, 327 cu.-in. 340HP, 4-speed, Tan, \$65,000 Firm. Jerry Yoder, 253-307-1910, jerryoder@hotmail.com.

WANTED

1926 Touring, Fuel Tank. Bob Stamnes, rstamnes@yahoo.com.

Tail Light Tail Light with Aluminum Rim, Bob Stamnes, rstamnes@yahoo.com.

FLINT or BUST

 July 17 - 23, 2011 

Flint, Michigan

VINTAGE CHEVROLET CLUB OF AMERICA

Rodents Attack Treasures Stored (RATS), Part 3

By Glenn Landguth

In Part 1 I discussed the problem that rodents pose to us as we try to go about our everyday routine of living and minding our own business. In Part 2 I shared some of the ways people have dealt with the problem. Now in Part 3 I will pass along more ways that people have tried to combat the problem of rodent infestation.

Most commercial exterminators and pest control services use some form of poison feeders with openings that allow rodent entrance and exit. Once ingested, the poisons kill by causing internal hemorrhaging or coagulation of the blood. In the latter case, the critters develop a thirst that makes them seek water. Indoor rodents go outside seeking water. Out of sight is out of mind, and usually people do not have to watch the process or dispose of the remains. Unfortunately, I once had the opportunity to observe the end process and it was not pleasant for either of us. And there is always the chance of unintended victims such as neighborhood pets. So I tend to avoid using poisons in any form.

Gary Barquist recently shared that to discourage mice in Eastern Washington, "I put moth balls on a paper plate or some other container under the cars on the inner side of the tires to keep mice from crawling up the tires to get into the cars. The second thing that I do is use peppermint oil [not peppermint extract]. I use 2 or 3 cotton balls in a small container and put 6 to 8 drops of oil on each cotton ball. I put one container under the hood and one container in the interior of the car. I usually reapply the oil every couple of weeks on the existing cotton balls. I have read that mice are very allergic to this oil and that the oil will keep mice within a 33 cubic foot area away. Peppermint oil is expensive but lasts quite awhile. This does seem to work so far for us and we even do it on a couple of our modern vehicles because they also sit in the garage all winter."

When Jim Seiber saw a mouse jump out of a box of old towels that he kept in a small barn, he put the whole box into a plastic garbage bag for a trip to the dump. Only to find out on the way that there were more mice still in the box.

Outside, I found that rodents seemed to avoid tunneling across heavily traveled paths. So I tried to do a daily walk in the yard with special emphasis on trampling tunnels. It seemed to be working, until I found that new tunnels were appearing in places where I could not walk, like the rockery and under plants and trees.

I have no evidence that rodent flares ignited in tunnels (similar to emergency road flares) have ever been effective.

If all else fails, you might try throwing some food scraps over the neighbor's fence, or adopt a starving cat.

Web Links for Area 3 VCCA Regions

Capital City Region, VCCA: None

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

Mt. Rainier Region, VCCA: <http://www.mtrainiercarclub.com>

North Cascade Region, VCCA: <http://clubs.hemmings.com/frameset.cfm?club=northcascadevcca>

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

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

May 2011



Al Howe and Don Comstock enjoy auctioning a popular item at the April meeting.