

# THE TAPPET CLATTER



## THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

September 2010

Volume 43 Number 9

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### 2010 Northwest Meet

### We Did It Again With Panache

By Jim Farris

This year the Puget Sound Region once again hosted the Northwest VCCA Chevrolet Meet. This is the seventh time since 1979 our members have risen to the occasion when called upon to organize, manage, and carry out this annual event. Interestingly George and Phyllis Kowats, the chair for the first one in 1979, volunteered 31 years later to handle that chore once again. They were assisted by able regional members, whose efforts made the event live up to our historically high standards. Our Region is noted for unusual meets.



Meeting headquarters was The Silverdale Beach Resort, immediately adjacent to waters of Puget Sound. The setting was picturesque with all the vintage vehicles parked on a grass field adjacent to the facility. Being so close to water did result in heavy early morning dew on each car, but towels and loving care erased that nuisance.

Meet registration was open on Wednesday in the fabulously popular hospitality room, which was organized and run by Ana Maria Haley. The ample space provided for this hub of activity with drinks, games and door prizes made it a busy place and was welcomed by all during the four days. This was the 39<sup>th</sup> time Northwest Vintage Chevrolets and their owners have gathered to play.



Historically the first meets were Friday evening through Sunday affairs, largely due to the fact most of our members were younger and found it difficult come other than on the weekends. In 1979 our region added a day of touring and eating. That seemed to catch on.

Years later, a pre-event tour for older vehicles was tacked on to the Wednesday before

(Continued on page 4)

### September 27 Membership Meeting at Tillicum Middle School in Bellevue

Jim Farris will be showing pictures from the 2010 Four-Cylinder Tour at Glacier Park and talking about the early car tours he has organized over the past 17 years. The locations and the old Chevys are both historical and picturesque. Don't miss this meeting as we get ready for the Fall. Note: Don Hatley is signed up to bring treats.



## 1967 - Puget Sound Region VCCA - 2010



*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 1985 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/>*

### 2010 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](mailto:gklandguth@msn.com)

## *Director's Corner*

*"From The Drivers Seat"*



By Al Howe  
Puget Sound Region Director

The Northwest Meet is over and done. I am not going to go into a lot of detail about the Meet but we did get a lot of positive comments and were not without a minor hiccup or two.

The tours were well-planned and executed covering a wide range of beautiful scenery. The meals were also well-planned and tasty.

The hospitality room got a lot of praise for all the things of the area displayed and how well it was managed.

We had the perfect size lot for parking and the layout was done so everyone had plenty of room for their vintage Chevy and security for the cars at night.

The ladies would not allow me to attend the ladies' lunch but I understand they had a wonderful time with models and everything. The judging went off as planned giving smiles to some and disappointment to others.

I would like to give thanks to all who had a hand in making this a successful fun-filled event. What a team! I am not going to name everyone who assisted George and Phyllis Kowats in making this all happen but a lot of hard work was involved and it is appreciated.

The Puget Sound Region did receive a trophy for having the most cars at the Meet. Humm! Seems like we should have been able to come up with more than that.

We had a perfect day for our yearly meeting and dinner at the XXX in Issaquah. We had 25 members present; many brought family and friends. It is always nice to see so many at our events. Being we are now on the XXX's calendar there were some non-members there also. We enjoyed meeting new Chevy-lovers. Four people showed some interest in joining our club.

The owner of the XXX, Jose Enciso, overwhelmed us with door prizes again this year. He enjoys spending time visiting with us and looking at the cars. Next year we have to remember to park up on the hill so people can see the cars better. He gave us a bad time for parking what he called "out in the back, out of sight".

I have been extremely busy trying to get this summers and next summers work done before the rain starts, so I can go to Flint, Michigan next year. Hope you all are doing the same.

*Nothing sucks more than the moment during an argument when you realize you're wrong.*

### September Meeting Notice, Puget Sound Region VCCA

The meeting will be 7:30 PM - 9:30 PM, September 27, at the Tillicum Middle School, 16020 SE 16th St., Bellevue.

Program - 2010 Four-Cylinder Tour

Jim Farris will be showing pictures from the 2010 Four-Cylinder Tour at Glacier Park and talking about the early car tours he has organized over the past 17 years. The locations and the old Chevys are both historical and picturesque. Don't miss this meeting as we get ready for the Fall season and resume monthly meetings at Tillicum.

Don Hatley is signed up to bring treats.

### 2011 Membership Renewals

The time has arrived to renew our Region memberships; our year runs from October through September.

A link to an easy online form with instructions and payment options was sent via email to each member that has email.

The membership renewals are coming in steadily. We have already received over half of them. Thanks to all who have completed their online form. Checks for dues are coming in as well. It does make a big difference in the ease of producing the new Roster.

Thanks from Donna Onat, Dick Jones, and Jim Martoza.



*NW Meet (Continued from page 1)*

the Meet. The purpose for this was to assure that some early vintage Chevrolets would be at the NW Meet. This also seemed to have caught on with over a third of the cars at the Meet participating.

This year it was called The Viking II Tour. That seemed appropriate because we were in Viking land. This pre-tour, laid out by Dan Johnson, covered 78 miles of the lower Kitsap peninsula. The importance and immensity of the Bremerton Naval Shipyard was evident as we drove around the facility. Mothballed aircraft carriers dwarfed our vehicles as they breezed by. Water usually was in sight wherever we drove.

An interesting stop was made at Manchester State Park, a 100-year-old military installation, now a public facility. It was the south anchor point for the submarine nets protecting the Bremerton Naval Ship Yard during WWII. Pictures were taken at a beach location followed by a lunch and the return trip to Silverdale. This put the group in view of the Shipyard once again followed by a stop at Illahee State Park featuring a steep descent to the beach in low gear and then a climb back out.

Thursday's activities began with judging. Head Judge Bill Barker and his crew spent the morning meticulously scrutinizing cars in all the National Judging categories and the Personalized Class, unique to our area.

A few weeks earlier Bill had broken his ankle and was on crutches, which made the chore arduous, but with the assistance of Bob Helgeson and the judging crew the activity seemed seamless.

The ladies enjoyed a luncheon featuring an excellent 60's Fashion Show provided by Goodwill. There was a nice prize for every lady. The event was held in the Resort's ballroom during the judging. Many of those in attendance were dressed in 60's attire.

That afternoon was spent at Dennis and Gerri Johnson's home across the bay from Poulsbo. This picturesque setting is the home of an older vintage Chevrolet collection described by one member as "The pride of the Northwest". Those in attendance spent time looking over the cars, sitting on the front lawn watching the activity in the bay while keeping an eye open for the return of the eagle nesting in a an adjacent tall tree. Pictures of all the Meet cars were taken at this location too.



A Bar-B-Que dinner that evening at Kitsap Memorial Park on Hood Canal completed the day. Some people ate in the old 1930's log building constructed by the CCC. Others chose the outside on the bluff overlooking the water.



Here a mild friendly encounter broke out between young and old. The weapons were the 100 plastic squirt guns provided by Bill Barker. Participants had so much fun that this activity kept reoccurring throughout the Meet.

*(Continued on page 5)*



*NW Meet (Continued from page 4)*



Friday featured a tour along Hood Canal. A breeze blowing off the cool water of the Canal mitigated the hot day. Again much of the route was along water providing a pleasant drive. The event featured a lunch at Potlatch State Park on the Canal. Members of the Johnson family directing traffic supplemented the directions for the tour at some turns. A comment was overheard, "There must be no more turns; we've run out of Johnsons."



Saturday was the tour of Bainbridge Island followed by the Ferry ride to Seattle. Approaching the city the downtown skyline seemingly emerges from the water and is a sight unique to the northwest. Those riding across the Sound enjoyed lunch at waterfront locations such as Ivar's, shopped, and then returned to where their cars were parked on Bainbridge Island.

That evening the Meet culminated with the banquet. Each person had their own unique placemat featuring their car, along with period articles and pictures. Judging awards were presented. The Best Six-Cylinder went to Ardie Overby's '37 Demonstrator Coupe. The Best Four-Cylinder went to Mike Nelson for his



*(Continued on page 6)*



*NW Meet (Continued from page 5)*

newly restored '23 Roadster, and the Best Eight to Jerry Yoder and his '66 Nova. Jim Seiber was presented the GM of Canada trophy for his '40 Convertible.



Many thanks go to all those Puget Sound Region members who helped make this possible. Numerous members put in countless hours assisting George and Phyllis Kowats who headed up the team. Separate individual chair people included: Ana Maria Haley who handled the Hospitality Room, Ladies Event, and Banquet. Dan Johnson did tours, Bill Barker did judging, Don and Sallie Comstock T-shirts, prospectus and treasurer, Diane Haddock registration, Steve Grissom food, George Haley parking, and Jim Seiber and Bob Helgeson photography.

A special thanks to John Zeigler who drove his son Jake's '74 Pickup and trailer at the end of each tour. He helped individuals on each day and had one anxious moment of his own on Friday when vapor lock made the truck balk.

Each of these individuals in charge of special segments had countless other Puget Sound Members assisting them. Their combined efforts made the event a success.

### From the 39th Northwest Meet Chairpersons

From all the comments I heard, we put on another good N.W. Meet. As Chairs of this Meet we would like to express our thanks to all who helped on this Meet. The Committee people worked so hard and were so efficient and organized, we didn't have hardly a thing to do before and during the Meet. And as usual, our members JUMPED in during the Meet and did what needed to be done.

Again OUR THANKS to all, and CONGRATULATIONS on a successful Meet.

Your Thankful Chairpersons,  
George and Phyllis Kowats

### October Celebrations

#### ANNIVERSARIES

George and Ana Maria Haley 10/28

#### BIRTHDAYS

Jerry Brownell 10/29  
Roberta Martoza 10/7  
Lila Jacobs 10/10

#### BIRTHDAYS (Continue)

Carol Folsom 10/14  
Gene Melang 10/19  
Mike Currie 10/25  
Francie Mullins 10/26  
George Haley 10/27  
Sharon Lauderback 10/30  
John Hartog 10/31

## Future Club Events Calendar

From Activities Coordinator Matt Dickinson

<u>Dates</u>	<u>Activity</u>	<u>Activity Organizer</u>
Sept. 13/14/15/16/17, 2010	6 Cylinder Tour at Carson City, NV	Jim Farris
Sept. 23, 2010	Board Meeting, at the Fairwood Library	Al Howe
Sept. 25, 2010	Lee Johnson Chevrolet Vintage Car Show (Rescheduled)	Matt Dickinson
Sept. 27, 2010	Membership meeting	Al Howe
Oct. 2 & 3, 2010	Weekend Tour to Winthrop, WA	Jim Farris/Dick Olson
Oct. 13, 2010	Garage Nite at Tony Zimmerman's	Dick Olson
October 25, 2010	Membership Meeting	Al Howe
November 22, 2010	Membership Meeting	Al Howe
Early December, 2010	Christmas Party	

### Garage Nite - by Dick Olson

The Oct. 13th Garage Nite will be at our friend Tony Zimmerman's in Kirkland. at 7 PM. Tony is into Corvettes, Buicks, and a Mitchel. Check your mailed copy of the Tappet Clatter for Tony's phone number and directions.

### Lee Johnson Chevrolet Vintage Car Show - Saturday, September 25 (New Date)

Celebrating their 77th-Year Anniversary

*Due to the fact that there was a high probability of rain on Sunday, August 22, Matt rescheduled the Lee Johnson Dealership's Vintage Chev Car Show to Saturday, September 25th. Matt said that he is "Sorry for the late change, but I think we're all tired of having it rain on our events. Hopefully Sept 25th will be dry!"*

As part of Lee Johnson Chevrolet's 77<sup>th</sup> anniversary during 2010, they are hosting a vintage Chev car show at their dealership on August 22<sup>nd</sup>. Our club, along with the Mt. Rainier and North Cascade Regions, is invited. Just like for the show they hosted two years ago, Lee Johnson will supply lunch, trophies, dash plaques, door prizes, and there is no registration fee. But please let Matt Dickinson, 206-795-3790 or mbd97@aol.com, know as soon as possible if you plan on bringing a car to the show so that Lee Johnson can plan for the amount of space and food needed.

The show is from 11:00 AM to 3:00 PM with the dealership open at 10:00 AM for cars to start arriving. Lee Johnson Chevrolet is located on NE 85<sup>th</sup> Street in Kirkland next to the east side of the I-405 freeway at exit #18. So bring your Chevs out, meet our friends from the neighboring Regions, and above all help promote our passion for vintage Chevs to the surrounding area.

### Overnight Tour to Winthrop, October 2-3, 2010

Again this year we are going on an overnight tour. It's October 2nd and this year we will go to Winthrop, WA, where we will stay overnight at The Winthrop Inn, returning on Sunday the 3<sup>rd</sup> over the North Cascade Highway.

There will be stops along the way.

If you are planning to attend this Tour make your reservation at The Winthrop Inn by calling 1 800 444 1972. Mention you will be with the Vintage Chevrolet Group. We have 10 rooms reserved under Jim Farris' name.

The Tour starts at 9:00 AM Saturday morning, October 2nd, at the North Bend Factory Outlet Mall. Off of I-90 take exit 31. Go under the freeway toward North Bend. The mall will be on your left.

For more information contact either Dick Olson at 425-222-5798 or Jim Farris at 206-937-5636. They both also can be reached by their email addresses listed in the roster.

### PSR-VCCA Board Meeting

September 23<sup>rd</sup> at 7 PM at the Fairwood Library, 17009 140<sup>th</sup> Ave SE, Renton WA

Puget Sound Region VCCA officers and committee chairs are asked to attend. Other members are cordially welcome. Al Howe, Director, PSR-VCCA



## PSR-VCCA at the “Triple X” Root Beer Drive-In

By Glenn Landguth

It was a beautiful evening on August 23, 2010. The kind of evening that you remember taking your best girl out to have a snack at the local drive-in. When you got there, the rest of the gang was there too. Everyone knew everyone else, the talk was friendly, the hamburgers thick and juicy, the ice cream was hard, and your girl was soft. (Feel free to make adjustments to the story if you were the girl.) Either your dad had let you borrow the family car for the evening, or perhaps you were fortunate enough to have your own car. Whatever you were driving, it represented a kind of freedom that every young person craves.

Once a year our club goes back to the times we all remember. That is what the Triple-X means to us. Except that for the most part now we all drive Chevrolets. And for some of us, our cars are older than we are. (I know, speak for yourself!)



One of my favorite things to see at the Triple-X is the 1958 Tour of Stars bus. It's not a Chevy (it is a Kenworth), but it makes up for the lack of pedigree with the memories it conjures up from the names of the performers painted on the outside.

This year we were on the Triple-X schedule, so we met some people who were not members of our club. It is surprising how quickly bonds are formed when people have a common interest. I hope some of our new friends decide to join the club.

Jose Enciso, an owner of the Triple-X, welcomed us and provided raffle prizes, Al Howe, with assistance from Kathy, distributed the prizes. (I think that Jose may still be looking for appropriate outside visors for the bus. See ad on page 11.)



Cathy Johnson shared that she would be participating in the Susan G. Komen 3-Day for the Cure™ in September and encouraged anyone who shares her concerns to donate to the cause. She said that this year her goal is to both finish the event and to raise a certain dollar amount.

*(Continued on page 10)*



## 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.

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## Is Tilt-A-Hitch Useful For Loading Stock Cars Onto Trailers

By Bob Stamnes

A Tilt-A-Hitch is multi-position hinged trailer hitch. Used with a trailer jack, it hinges to allow a trailer to be tilted at different angles while remaining attached to the towing vehicle without tilting the towing vehicle. The Tilt-A-Hitch is locked into the desired position by the insertion a locking pin. At least one of the two locking pins must be in place at all times. Removing one of the pins allows the hitch to pivot about the remaining installed pin.

This trailer hitch replaces the existing trailer hitch that inserts into the receiver on the tow vehicle. It comes without the hitch pin and without the ball.

Removing one Tilt-A-Hitch pin allows the trailer jack to lift and lower the trailer tongue to get the desired trailer tilt for loading the trailer. The desired position is then secured by reinserting the pin into aligned locking holes on the Tilt-A-Hitch.

In this manner the tongue of the trailer is lifted while still attached to the tow vehicle. By raising the tongue of the trailer, the rear of the trailer is lowered for easier loading with a more uniform slope between the trailer and the ramps.

This product was originally produced for loading hot rods that have very little ground clearance, hence requiring an even uniform slope during loading and unloading.

I thought it would work for our stock cars as well and purchased the device.

The conclusions reached when demonstrated at a garage night were: 1) proper use of this device requires a fair amount of manipulation between the trailer jack and the positioning of the locking pins; 2) some lowering of the rear of the trailer can be accomplished by just jacking up the tongue of the trailer (and rear of the tow vehicle) or driving the tow vehicle up on blocks or ramps; 3) the device did not fit my hitch receiver as my receiver was mounted under my bumper and forward of the rear bumper such that the locking pin holes would not line up properly; 4) the loading of stock cars does not generally require the extent of trailer slope this device was designed to provide and; 5) the cost exceeds the benefit for typical stock cars.

My cost was about \$130 plus about \$35 shipping (this is a substantial piece of steel). The company was good about taking back the Tilt-A-Hitch when we determined it would not work on my tow vehicle, but I still suffered the cost of shipping it both ways.

I can see where the cost of this device and the time and effort it takes to accomplish what this device is meant to do would be warranted if the ramps and trailer must be at the same slope to load the car. I would advise anyone planning to order this device to measure the location of the receiver on their tow vehicle first to ensure this device will fit.

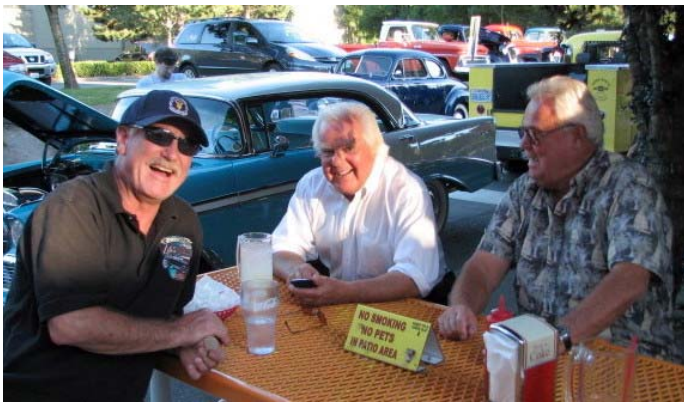
The company states that the warranty is invalid if any changes are made to the Tilt-A Hitch.

Questions on the Tilt-A Hitch can be answered at Tilt-A-Hitch, Inc., 4112 Washington Pike, P.O. Box 27366, Knoxville, TN. 37927, Ph: (618) 616-1790 - Email: [Smithmgmt@aol.com](mailto:Smithmgmt@aol.com). Or visit their web site at <http://www.tiltahitch.com>.



*Triple-X (Continued from page 8)*

From the smiles, everyone seemed to be pleased with their raffle prizes, food, and everything. It was a wonderful evening.



## Bill Damm's SAFETY CORNER

Here is a message,  
That's way too long to rhyme.  
Heed these words of caution,  
And things will be just fine.

The Discovery Channel showed some surveillance camera video of fires occurring during vehicle fueling at gas stations, static electricity being the cause. A controlled demonstration followed showing how a spark jumping from a person's hand as they are reaching for the fueling nozzle during fueling can, (if fuel vapor/air concentration is just right), ignite a serious fire. They mentioned there is about a 10 times more likely chance of this happening if the person slides in and out of their car, (building up a static charge), during fueling and then reaches for the nozzle without first grounding themselves to the car. Their suggestions are, "be sure to discharge yourself before reaching for the nozzle, and if there is a fire, **DO NOT REMOVE THE NOZZLE FROM THE CAR**, or an even greater fire could follow."

Another dangerous fueling operation is filling gas cans while they are still in the vehicle. If the cans are insulated from the car's body, (like sitting on plastic truck bed liners, interior plastic, or upholstery), a static charge builds from the flowing gasoline, possibly causing a spark between the can and nozzle. Their suggestion – "place the cans on the ground to refuel them." The cans might be a little heavy to lift back into the vehicle, but to be safer from fire it is worth the extra effort.

So there you have it,  
Now you're aware,  
Next times you fuel up,  
Please take care.



## 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](mailto:gklandguth@msn.com)

### FOR SALE

**1941 Sport Town Sedan.** The car is mostly original and runs well. It was last used on the Yakima overnight and the Seattle Tours. It has 69,000 miles and is a great touring car. It came from Spokane. I've owned it since 1979. Asking \$10,000. Jim Farris 206-937-5636 email [farrismej@aol.com](mailto:farrismej@aol.com)

**1950 Chevrolet Styleline Deluxe.** Dad's V6 4-door Sedan. Very good original condition. Has been in storage since his death. Ran great when it went into the garage. Excellent upholstery. Whitewall tires. Set of old-time cork snow tires. Good body. Original green paint. No rust. 73,295 original miles. Asking \$9,400. [Lovan100@aol.com](mailto:Lovan100@aol.com)

**1950 Chev Coupe parts** for sale from low mileage original car with less than 50K miles. Car driven recently and runs fine. Parts include original 216 engine and 3 speed trans, front suspension, rear end, driveline, with other parts to follow. I'd prefer to sell as a package. All reasonable offers considered. Contact John Campbell at [57soup@comcast.net](mailto:57soup@comcast.net) or 206 246-4709.

**1957 Chev half ton pickup** 283 V8 three speed with overdrive. \$7000. This truck has been in storage in my garage for the past 19 years. Dick Olson, 425-222-5798.

**1962 Impala Sport Sedan,** a mostly rust free California car, excellent driver, has new tires, new upholstery, \$5000. Jim Seiber, 425-765-8195

**1968 Chevrolet Impala,** 2 door hardtop, white/blue, that my mother had purchased new. The vehicle has less than 50,000 original miles. It has the smaller V8 engine. It has all original

equipment. It has been parked in garages ever since it was purchased by my parents in Southern California. We are looking for someone who will give us a reasonable offer, and who will give this vehicle the love and care that it should have. Thomas Fancher, [thomasf@nwi.net](mailto:thomasf@nwi.net), 509-764-4411



**1986 Corvette,** red, for sale in the house next door. \$4,000. It is in very good condition. Original paint, the panel in front of the hood needs to be repainted, the rest of the car appears ready to go and have fun. The young man got it from his grandpa, and he needs money for school. Anyone interested may call me and I'll get them in touch, Mike Rice, 503-472-3075.

### WANTED

**Five (5) Outside Visors** for truck or car, no matter what they are out of. I would like to hang two at the XXX Root Beer Drive-In Restaurant in Issaquah, have one to duplicate (fabricate) for the Buddy Holly bus, and two for a couple of my cars. Jose Enciso, [xxxrootbeerx@aim.com](mailto:xxxrootbeerx@aim.com).

**Small-Block 383-Stroker Motor,** \$2,000 - \$3,000. Dave White, 206-999-8138, [davidwhite@comcast.net](mailto:davidwhite@comcast.net).

**2010 Time to plan** to do the things that I haven't had time to do because I didn't take time to plan.

### About Time

Have you ever thought about time. The longest time is time waiting for something you want to happen. The shortest time is when you don't want it to happen. The only real time is now. So, now you've thought about it. It's about time.

### VCCA "Touring Passport" Data Request

Dave Cavagnaro, VCCA, anticipates having the touring information transferred to the official database in the not too distant future. For him to do this, all he needs is the name, vehicle year and passport number. He can retrieve all the other information from the VCCA database. If everyone with a passport for their vintage Chevy would please send Matt Dickinson ([mdb97@aol.com](mailto:mdb97@aol.com)) the requested information (name, passport number and vehicle year) Matt will make a database for Dave as requested.

### Web Links for Nearby 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/>

**September 2010**



Jim Farris and Grandson in Jim's 1922 490 Roadster