

THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

January 2003

HAPPY NEW YEAR

Volume 36, Issue 1

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Special points of interest:

- Spotlight cars wanted on page 7
- More Christmas potluck photos see page 4
- 2003 NW Meet info on page 8

JANUARY SPOTLIGHT

Steve Grissom
1964 Impala SS



I bought my Impala in 1994. Someone told me a guy had about 10 cars for sale that had been in his warehouse for 10 years. I had a 1950 convertible at the time and certainly did not need another car but I went and took a look. I have always wanted a 64 SS and he had two of them. One red "restored", one Ermine White, his once daily driver. The white one was a very nice car with 160K miles, (I thought it had 60K at the time). You could have either for \$5K. I wanted the red one but it was spoken for so I offered \$4500 on the white one and later towed it home. It had just been painted before being put in storage and had a 283, power steering, powerglide, and the bucket seats and floor shift.

continued on page 8

January's Program

January's meeting program will be a little different and hopefully fun for all of you. Turn to page 8 for more information.

Annual Awards and New Officers Installation Banquet

Will be at the Yankee Diner in Ballard for Saturday January 25th. See page 6 for details



Puget Sound Region VCCA



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. PS-VCCA chapter membership is open to all Chevrolet enthusiasts who are members of the Vintage Chevrolet Club of America (VCCA). All Chevys from 1911 through 1977 may be registered with the region. General meetings are held on the 4th Monday of the month at Tillicum Middle School in Bellevue (see below). Meetings in September through May are from 7:30PM to 9:30PM. June and August meetings are announced in this publication. No meetings in July or December. You can learn more about the club by visiting the web site. 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 web site on the World Wide Web @ <http://www.barkerville.net/vccachev>

2003 Officers of the Puget Sound Region

<u>Director</u> Rod Schein areshine@juno.com	<u>Asst. Director</u> Steve Grissom Steveg4@aol.com	<u>Membership</u> John Strampher	<u>Historian</u> Ana Maria Haley Anama97@aol.com	<u>Club Store</u> Gail Darby jdarb@att.net
<u>Secretary</u> Don Comstock corvaiguy@att.net	<u>Treasurer</u> Sallie Comstock	<u>Editor</u> Jim Martoza chevyjim@cablespeed.com	<u>Activities</u> OPEN	

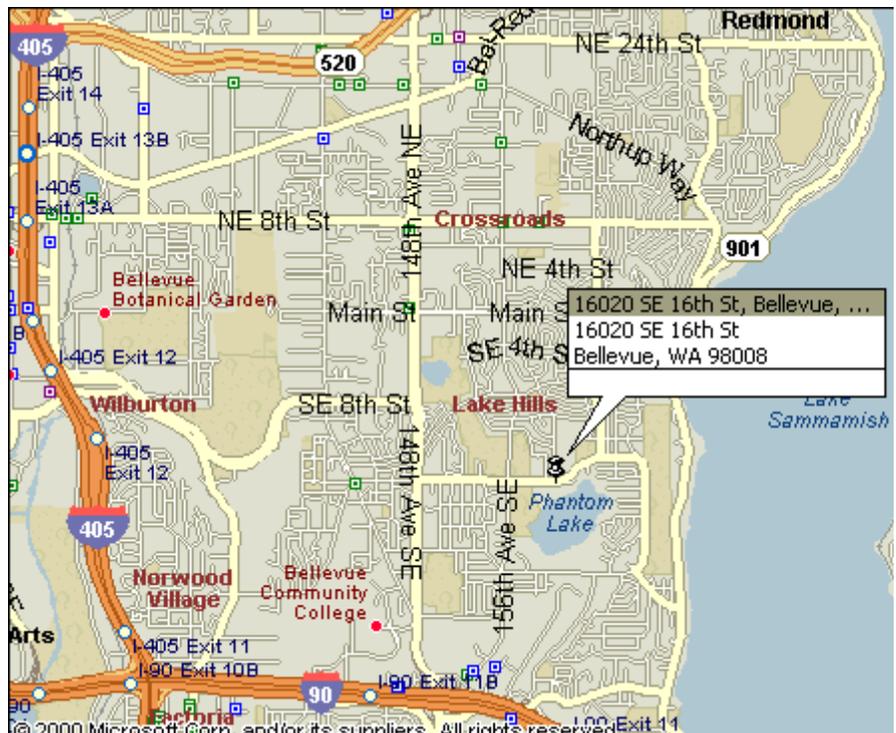
Eastbound on I-90:

Take Exit 11B (148th Ave SE)
Head north on 148th Ave SE
Take a right (heading east) onto SE 16th St. Continue on SE 16th St. for about a mile.
Turn left on 160th Ave SE.
Tillicum Middle School's field will be on your right. Park anywhere at the school. Enter the cafeteria by the north doors.

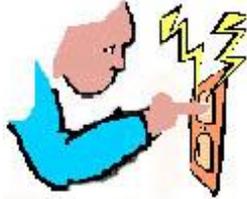
From other directions

Find your way to the corner of 148th Ave SE and SE 16th St. in Bellevue. Head east on SE 16th St. at this intersection. Travel for about a mile. Turn left on 160th Ave SE. Tillicum Middle School's field will be on you right. Park anywhere at the school. Enter the cafeteria by the north doors.

Please submit Tappet Clatter contributions by the 10th of the month. Thanks



Rod's Relay



I hope this new year finds you renewed and looking forward to more of these great sunny, crisp days.

2003! That sounds almost unreal to me. This is the year that my mother would have been 100 years old. I was the youngest of her and dad's two sons and born quite late in her life. My mother, from Seattle, and dad, who lived in Oklahoma, met when she and her mother were visiting her mother's sister near Oklahoma City. This happened in the late 20's. After they were married, they lived in Oklahoma until they could get transferred by the US Postal Service to Seattle. In 1935, dad built a trailer on a 1929 Chev rear axle, springs, and drive line. The blacksmith in Richland, OK, a few miles NW of Oklahoma City and behind the Schein farm, welded up a frame for him on which dad mounted 1929 rear fenders and a wooden box with stake sides and a curved canvas top on a removable wood frame. Mom and Dad loaded the trailer with their possessions and pulled it with their '29 Chev coupe to Seattle. This trailer still lives on in my driveway, the canvas top long gone and replaced with a plywood roof that protects more of the body. The stake sides are in my garage. We call it the "Grapes of Wrath" trailer or simply the "Oklahoma" trailer.

Dad was always a Chev man and replaced the '29 with a '37 2 door sedan, then a '51 4 door, followed by a '61 Impala 4 door hard top (the family prize especially for the two college age sons) and then a 1984 4 door Caprice. Also, my dad and I bought a '54 Belair 4 door in 1964. The '54's hood, steering column, heater, and some front sheet metal live on in Bill Wegener's '54 210 Delux 2 door sedan. The '61's load leveler trailer hitch assembly is in Jim Farris's collection.

What stories of people and their cars will be remembered from 2003?

Some of those stories will center around our club activities and you I invite each of you to be a part of those stories at our upcoming Annual Banquet and at our club activities and meetings I also encourage you to fill out our club survey so you can help shape those stories. This survey can be filled out on the Web by going to <http://barkerville.net/tc/>

The link to the survey page appears on **page 8** of the on-line newsletter.

Just go to page 8 and click on the word "**Survey**" at the end of the title line:

"Puget Sound VCCA Club Meetings Survey"

This will take you to the on-line survey. Just enter the fields and click on the **Send Form** button.

See you in a few days on the 25th,
Rod

Hello,

I have received the results of the VCCA election. The two members elected are Jerry Gray and James W Burns.

Dave Kosche

CLUB STORE & RAFFLE

The club store will be open for business in 2003. Just in case you have not heard or read, the Club Store has new owners, Gail and Jim Darby. They will have VCCA National related goods and Puget Sound Region items too for sale at our meetings. Don't forget about the raffle that is usually held at each meeting. The odds are high you will win prize, especially if your name is Ana, Tommy or Don. Also, it helps the club raise funds too. If you have any item(s) you would like to donate, please bring them to a meeting. Thank you

Photos provided by Tommy Frankhouser



Mary (seated) and Jerry Brownell with Bill (seated backwards in the chair) and Grace Wegener.



L to r, Florence Helgeson, Ana Maria Haley, Bill Barker, George Haley, Don and Lynn Boltz.



John Ziegler carefully inspects this gift as others look on.

February Celebrations

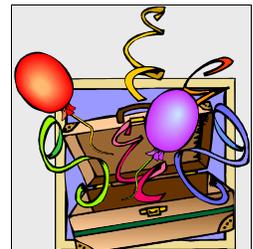
ANNIVERSARIES!

JOAN & DALE KRASSER 14th
GERRI & DENNIS JOHNSON 14th
PHYLLIS & GEORGE KOWATS 22nd

4 TAPPET CLATTER

BIRTHDAYS!

KATHY CURRIE 4th
BILL BARKER 1st
DON BOLTZ 1st
WALLY MARTIN 1st
LEE FOLSOM 14th
RALPH OLSON 28th



Lizzy Part 3

The re-builder explained that the new engine was a later model year than my original engine, and really should have an upgraded carburetor to match. They offered me a really good deal on a 1960 model year carburetor. I took it. The new carburetor had no vacuum port for the distributor and required a hollow carburetor mounting stud to provide a vacuum port. This seemed to change the idle speed, but it ran better, and I accepted the difference as necessary.

Some time later, when I got into the car to leave on a trip, the transmission would not shift into gear. I looked under the car and found that the shift linkage had come loose. A washer was missing, and the cotter pin had bent, allowing the joint to come apart. Fortunately it finally came loose in my driveway where I could reconnect it with little trouble.

By now our daughter had arrived. We traveled the back roads of Northern California with our daughter in a bassinet in the back seat. Later, I managed to fit a baby crib mattress into the back seat for our daughter. We never thought about car seats or seat belts. It is frightening to think about now. But the car never quit running, and we never had an accident.

Many times we had little idea where exactly we were. The farm roads meandered in all directions. These back roads were rarely on our map. I had a magnetic compass mounted on the dash, but it was not reliable. As long as it was daylight we could find our directions, and we would try to head in the general direction of a major highway when we got our fill of back roads. We always seemed to come out somewhere.

We also made many trips from Sacramento to Lafayette, near Oakland and Walnut Creek, to visit an Aunt and Uncle. Even when the engine was not running well, it never quit. We could have been stranded a long way from anywhere if it had failed. Temperatures above 100 degrees F. were common in the Summer. Without air conditioning, we drove with the windows open. The car did not overheat as long as we kept moving. But when we had to slow down to go through town, the temperature gage would start to go to the right. I would shift to neutral at stoplights and rev the engine to keep it cool.

Transmission still shifted hard at the end of moderate acceleration.

Repair at AAMCO for about a hundred dollars. I did not have over \$300 for a rebuilt transmission with full warranty.

With a rebuilt engine and repaired transmission, and troubles behind me, I had the car repainted. I got the super special job, on special, with sanding and a full coat of super primer. I asked them to match the original colors. When I picked up the car, they informed me that they had not only matched the original colors, but had made them even better. Canyon Coral now had a slight tinge of rose. The India Ivory looked about right. The truth is, I really did like the "improved" color better than the original at the time. However, when I painted the car again in 1980, I reverted to the original colors again.

On vacations we drove the '57 back to Kirkland to visit family. One several trips, somewhere in Oregon I think, the transmission started dropping into low, or staying in low gear, for a period of time, then would start to shift properly again. One time I took it to a repair shop in Eugene, but they could find nothing wrong. The problem kept correcting itself, I just kept driving.

As we drove, day by day, month by month, the car became more and more difficult to keep on the road. It seemed to have a mind of its own. I took the car to Sears in Sacramento. They said that the ball joints were about ready to come apart. I had them replaced. But the car still seemed more difficult to steer than when it was newer. I had the alignment check several times, having purchased a lifetime alignment contract at Sears. Each time it was not out of adjustment.

As a sanity check, I adjusted the toe-in to what I thought was a slight toe-out condition. At Sears, they said that it was still ok. I went to another shop, and had the front end aligned again. A couple of shims later they announced that everything was ok now.

I got out of the Air Force in 1968 and brought the family back to Kirkland. On the trip home the car got progressively louder and louder. We had a rider with us. He commented that I had a really loud muffler, and where did I get it? It turned out that the problem wasn't the muffler. The exhaust pipe had a hole in it near the equalizer tube that went between the twin exhaust pipes. We all plugged our ears with tissue. I had the exhaust pipe replaced when we got home.

Home in Kirkland, and on a shopping trip to Bellevue, the transmission dropped out of gear completely for several minutes, as I sat in the car stranded in traffic. Then it started working again until we got a few blocks from home, and it quit again. I coasted to a parking spot on the street. Not knowing quite what to do, but thinking that something must be dirty, I poured some carburetor cleaner into the transmission. It started working again. Not having much confidence in this clever fix, I called around for advice. The Chevrolet dealer suggested that the transmission needed a complete overhaul. As I recall, it was the same dealer that had done the valve job four years earlier. I was either a very forgiving soul, not very alert, or a slow learner. The transmission was rebuilt.

This time it lasted until about 1979, when I had it rebuilt again by an independent repair shop. The now famous repair man wanted to know if I was going to keep the car or not. If I was going to keep the car, he recommended that I replace some parts that I could probably get by without for a while if I was going to sell the car. I opted for the expensive total overhaul. After the top-rated complete job, the transmission leaked fluid. About a quart a week. I took it back and he put some blue stuff around one of the connections, I think it was the cable that goes to the speedometer. It still leaks fluid to this day, but it spends most of its time in my garage, where I keep a pan under it. A branch repair shop (this mechanic now has a chain of repair shops that all give customers their choice of getting a complete overhaul or just what has to be done) says that they can fix the leak if I will bring the car in, but I haven't done it yet. Some day I will probably take it to another shop. I am less likely to make the mistake of going to the same shop that made the mistake to have it fixed again.

Continued on page 10

Club Touring & Activities Information for 2003

Annual Awards and New Officers Installation Banquet

This is a new location. A map is on page 7. Social time will start at 6:30 PM, followed by dinner being served promptly at 7:00 PM. The evening's festivities of entertainment will be provided by Bill Barker and Jim Darby. Please note we must be out of the room by 9:30PM or will be charged extra.

Club Activities for 2003

It was a fun year planning and coordinating the activities. We want to say "Thank you" to everyone who helped volunteer, which is immensely appreciated.

In March Tom and Carolyn Frankhouser opened their home for the dessert potluck after touring Mercer Island. Grace and Bill Wegener provide a tour for April with a tour to her office at Walker & Assc., where they take aerial photos, Kubota Gardens and lunch. In May, Don and Sallie Comstock planned the tune up day, antique shopping and potluck at their place. John Strampher very quickly offered his home and yard for the potluck in August. And last but far from least, Dick and Fran Olson for saying yes to the Christmas potluck and gift exchange.

Also we want to thank all of you brave souls who actually attended the tours. Sometimes that's the scariest part is wondering if anyone will show up.

This job sounds intimidating and time consuming for one person or a team, which it would be without all the volunteers. This may be why nobody wanted to commit to taking on this position for this year. Following is a list of some ideas for possible activities that people could volunteer to take on for a month. Usually the earlier you commit the more time you have to work out the details. Drive the proposed route and make notes on timing so you are ready when that month comes up. If you don't like the idea of leading the actual tour I'm sure you can find someone who would be willing to do that for you.

- February is always good to consider touring to your favorite antique shops.
- March we could tour the Botanical Gardens in Bellevue. Or head to some smaller town such as Port Townsend or LaConner. Or Aquarium?
- April / May tour south to the Puyallup area. There's a couple of large nurseries that direction or antique stores. Any south end garage tours? Point Defiance Park or Gig Harbor beautiful view, assorted little stores and a historical museum or Steilacoom which has a fun old soda fountain and drug store.
- June / July/ August/ September -Lakewold Gardens, club birthday picnic at a park somewhere, a drive up to MT. Baker area, finish the 'Around the Lake' tour, possibly plan a trip to Leavenworth which could be a day trip or with an option of an overnight trip.
- October/November- Pumpkin patch, Corn Maze, an apple cider making place, just a drive to see the fall foliage, a potluck with costumes or pumpkin carving as options.
- December - Christmas potluck / gift exchange

So pick a month to volunteer for. Ask for help if you don't want to plan it by yourself or think that you have part of an idea and want help expanding and planning it. We have an amazing group of people who are very willing to help when asked. Fortunately we are also very lucky to live in such a beautiful area that almost any road you take becomes a scenic tour. Thanks again,

Tom and Sharon Lauderback



January 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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23	24	25	26	27	28	

March 2003

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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April 2003

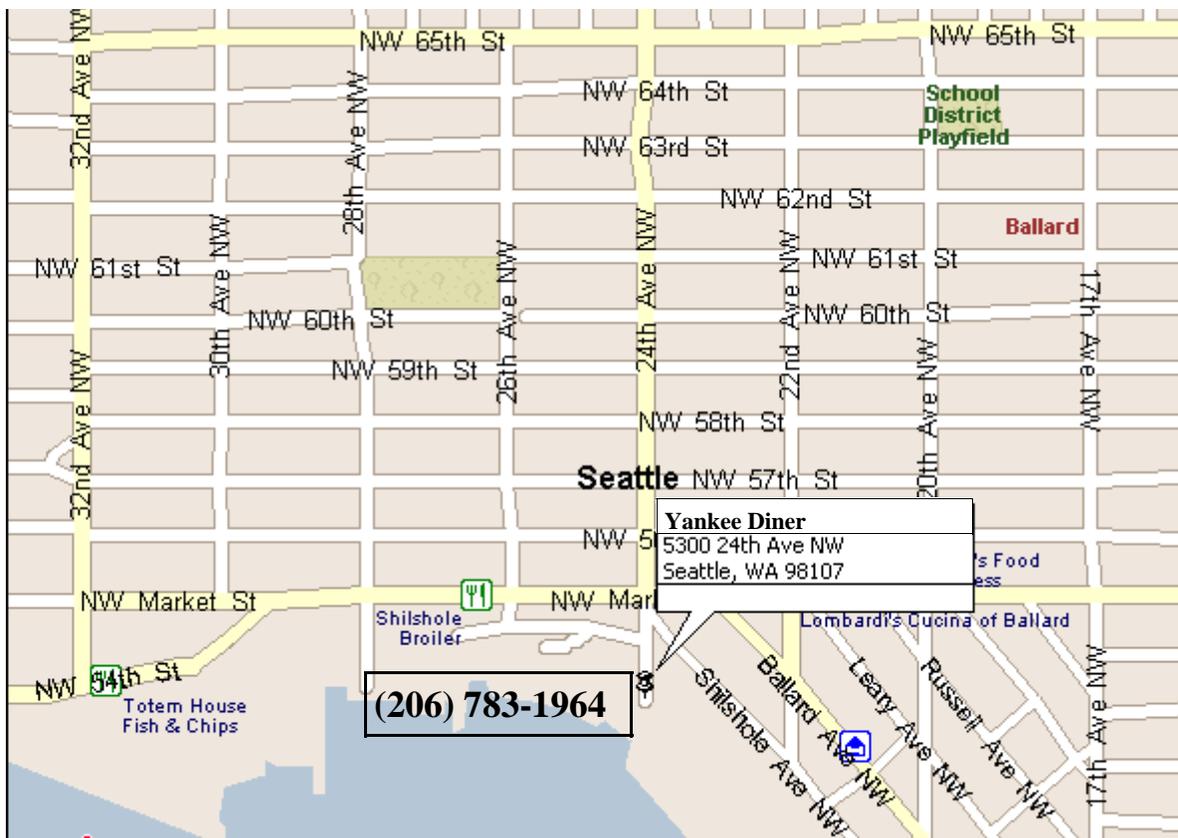
Sun	Mon	Tue	Wed	Thu	Fri	Sat
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Club Meetings & Auto Events Calendar for 2003

JAN	27	General Meeting: @Tillicum @7:30 PM. Map & directions on page 2.
FEB	8-9	8-9, Puyallup, WA, 29th Corvette & High Performance Meet @ Western Washington Fairgrounds. Info: 360-786-8844
	14-16	Portland, OR, 5th Portland Rod & Custom Show @ Portland Metropolitan Expo Center. Info: 877-236-0632 or 503-236-0632
	15-16	Puyallup, WA, 37th Early Bird Swap Meet @ Fairgrounds, Sat 8am-5pm; Sun 9am-3pm, admission \$5. Info: 253-863-6211
	24	General Meeting: @Tillicum @7:30 PM. Map & directions on page 2.
March	7-9	Seattle, WA, 4th Seattle Roadster Show @ Seattle Stadium Exhibition Center. Info: 877-236-0632 or 503-236-0632
	15-16	Puyallup, WA, Almost Spring Swap Meet @ Western Washington Fairgrounds. Info: 425-228-176
APRIL	4-6	39th Annual "Always in April" 2003 Portland Swap Meet Friday & Saturday 7am - 6pm Sunday 8am - 1pm Thursday (vendor set-up only) 8am - 8pm <u>General Admission:</u> Friday & Saturday \$7.00 per day Sunday \$4.00

Wanted!

Member's cars to be "Spotlighted" in the monthly Tappet Clatter and on display at that months meeting. See example on the cover page. We are particularly looking for a vehicle for the Month of February and March, (knowing these are months it may be raining that evening). Please contact Steve Grissom at 425-228-3670 or SteveG4@aol.com.



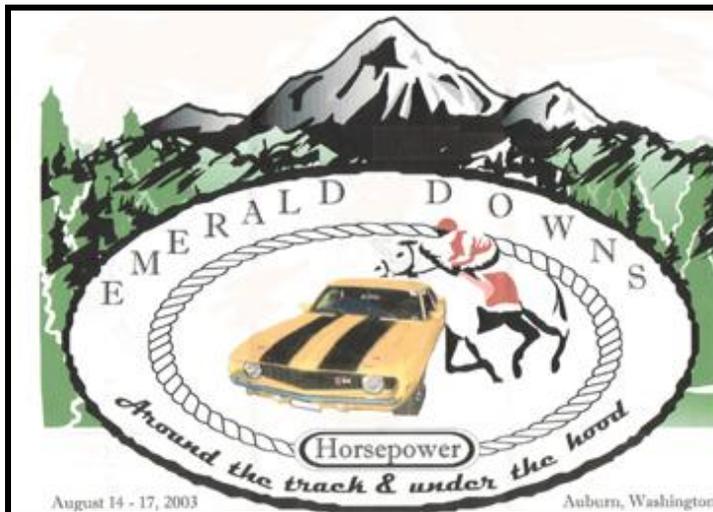
January Spotlight continued from front page

Once home I changed the oil hooked up jumper cables and promptly found the engine was completely sized. I was busy building a new garage so I filled the engine (literally to the top) with a combination of penetrating oil and transmission fluid – covered the car and left it sit. About a year later I did some work on it – and got it broken lose and started. Wow you should have seen the smoke.

I detailed the car in and out, replaced some of the trim pieces, had the bumpers re-chromed. I also added skirts, dual exhausts and antennas, power brakes, rear radio speaker and blue dot taillights, (all 50 and 60 cars need these).

I drive it roughly 1000 miles a year and never had a problem. It is a road car and as you would expect it glides down the road like a big Ol' bird.

(This car will be on display at the January Meeting)



NW Meet August 14-17, 2003

33rd V.C.C.A. Northwest Meet in Auburn, Washington "Around the track and under the hood" Sponsored by the Mount Rainier Region. Participating with the five other clubs that form the Northwest District. Judging of Vintage Chevrolets and getting together with old and new friends are the highlights of this weekend. For Meet information, contact Betsy Williams at 360-825-3481 or John Bronow at 253-759-0628. Best to contact prior to July 2003. E-mail to NW2003MEET@HOTMAIL.COM. The meet hotel is the Value Inn, Auburn, Wa. 1-253-735-9600 or 1-800-443-7777 central reservations. <http://www.valuinn.com/auburn.htm> is the hotel website The planned ladies luncheon with emphasis on era clothing is an exciting new event just for the ladies and their invited guests.

Who Am I ?



January's Program continued from front page

As you arrive and for the program portion of the meeting there will be a number of pictures laid out for you to look at and guess the year of the Chevrolet in the picture. There will be score sheets, take one, wonder around and fill it in as you chat with everyone. This will be more of a social meeting. At the end of the meeting we will score your test sheets and there will be prizes for those that know their "Chevy Lore". Please come and join in and have some fun with it. (All the pictures may not be as easy as the example shown above!)

Puget Sound VCCA Club Meetings – survey:

1. What was the most interesting meeting you remember attending?

2. What is the most fun meeting you remember attending?

3. What suggestion or idea would you have for a meeting or to improve current meeting format?

4. Do you like meetings to have a “How to time” where someone shows you how to do something? _____. If so what suggestions would you have on an idea for a “How to”? _____

5. Put a 1 to 5 next to suggestions below with; 1 no interest, 3 not a bad idea, and 5 GREAT Idea!!

_____ Hold a meeting at a Pizza place.

_____ Do a short tour on a meeting night.

_____ Do a meeting in a park and BBQ Hot Dogs and salad/dessert potluck.

_____ Leave things as they are.

6. Other comments:

Please give your comments to Steve Grissom by returning the survey to him at the January meeting, e-mail answers to Steveg4@aol.com, or mail survey to him.

NOTE: If you do not want to cut your newsletter just right down your numbered answers on another sheet of paper. Also, this form will be available at the banquet and at the January meeting. You can take this survey on-line too. Contact Jim Martoza and he will send you the link to the survey form.

From the Glove Box



In the glove box is a question from Rod Schein's brother, Ed, asking about storing his 40 F#@% in their new home's unheated attached garage in Woodinville.

Here are some basics for storage. Change the oil and filter, Check your cooling system and heater hoses. As far as the gas tank goes, experts seem to be divided. Half say to fill the gas tank and the other half says to drain the gas tank and run the engine until it stops. I tend to go with the filling the gas tank crowd. I like to start my car up at least twice a month and if the weather permits, take the car for a short spin. If you are not planning to visit your car during the winter, be sure to add a good fuel stabilizer. Again, two options for tires. You can store your car on jack stands under the suspension or over-inflate the tires slightly. Five to 15 pounds should be enough. I found recommendations to close windows tightly and to leave them slightly open. I keep mine open a half and inch or so to eliminate condensation and keep the car aired out.

So, if any of you have a question or a solution to a problem you are encountering, please send them my email address at chevyjim@cablespeed.com

Thanks for all of your contributions.

Jim Martoza
Temporary Custodian of the Glove box

Lizzy 57 Continued from page 5

Over the next years, I tried to keep the car running with as little expense as possible. I rebuilt the power steering, power steering pump, and carburetor. One night, as I got ready to drive home from the Boeing plant in Everett, the driver's side windshield wiper mechanism broke. I slid into the middle of the front seat so that I could see through the passenger's side window and drove home, using my left foot for the gas and brake. I guess that is a little how they feel in England, except for being on the other side of the street of course.

The next day I needed to drive the carpool to work. Not having time to repair the wiper, I rigged string and pulleys so that the passenger side wiper blade would operate the driver's side blade. I was hoping that I wouldn't need it. My passengers had quite a time commenting on my contraption, and postulating on whether it would work or not.

Just as I got to the turn off from I-5 to head for the Boeing plant in Everett, we encountered a sudden downpour. The spray from the car in front blinded my windshield. On with the washer and wipers. The wipers rattled and jerked under the abnormal pulling from the strings and the rattling of the pulleys as they tightened and slackened with every stroke. But the windshield cleared in time to avoid tragedy. Everyone remarked in surprised elation at how well the contraption really did work.

Needless to say I bought a replacement mechanism, complete with cables, and a spare too. I did not want to be caught in that situation again. As it turned out, I used the spare a few years later. I now have two units to be rebuilt someday. The last time I checked, the parts were no longer available from Trico.

In 1980, I retired the car to the VCCA events, including the 4th of July Parade in Bothell. Prior to the first parade, I tried to fix the car up a little. I spent the week before the parade removing the front fenders and repairing pinhole rust spots. I stayed up all night before the parade brush painting a coat of acrylic to cover repairs. As it turned out, it rained the morning of the parade, and the paint didn't show brush marks too much with raindrops beading on it. Some day I will have the car professionally painted again.

TO BE CONTINUED

TAPPET CLATTER Classifieds

FOR SALE

'63 Impala Sport Coupe. Unrestored, original with 35,000 miles. 250 H.P. 327 V8, Powerglide, PS, PB, and 6-Way Power Seat. Also has original AM radio with rear seat speaker, Soft-Ray tinted glass, Day/Night inside mirror & padded dash. Original Ermine White exterior, with nice original black interior. They are only original once. This car runs and drives very well, and I have made many mechanical upgrades during the past 5 1/2 years that I have owned this car. I am asking \$14,500. John Strampher, 206-246-1199. **Photo below.**

'41 Chevrolet parts, left fender NOS, Back window & chrome, front window chrome trim, side rear window trim, doors (complete) trunk lid & hinges and many other. Sam Rosemtreter (425) 146-6749

12 volt "guide" headlamps 55-57 Chev. They are used but work— great original part. \$2.50 ea. Jim Seiber jseiber@att.net

'60 Bel Air 2 dr. hardtop, 75% restored Darrell Winston, (206) 423-3366, or dee57dub@aol.com

(4) 6.70-15 New bias-ply wide white wall tires, Sam Winston, (206) 325-6409

'65 Corvair Convertible, mostly restored, white w/ turquoise interior, Don Comstock, (253) 963-0420 or corvairguy@att.net

'36 Sedan Master parts, 4 wheels, hood panel, radiator support, John Ayres, H (425) 334-1872, W (425) 338-1404, Cell (425) 470-4086

Bulb Bin Fund Raiser

Looking for a way to organize your car parts, tools, or produce etc... in your garage or basement? We have a large supply of heavy duty, black plastic bulb bins, that stack and have built in handles on the ends. They are approximately 8" high, 23-1/2" long and 15-1/2" wide. We had a sample at the Oct. meeting and will bring more at our Nov. meeting. We will sell these for \$1.00 each and the money will go to the club. If interested you can contact Tom Lauderback or see him at the next meeting.

1950 Chev 4 Dr sedan, Styleline Deluxe, powerglide 69K on odometer, in storage \$2000 Ken Large 425 836-4578

WANTED

1932 Any Chevrolet Parts Don Boltz (206) 242-4636 or E-mail Donnys32@aol.com

1954 2-door Sedan Green Seat covers. Bill (206)930-5504 E-mail carnutyes@msn.com

1940 Rear Bumper Center bracket, which is chrome & folds down. Don Boltz 206-242-4636 or E-mail Donnys32@aol.com

55-57 Bel Air HT. Prefer a 1956, will pay cash. Paul Dillard 253-631-5451

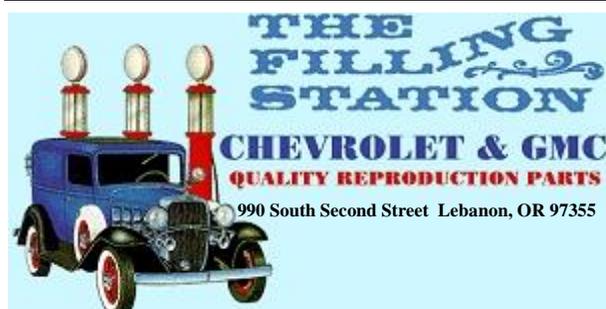
R.H chrome mirror, rear deflector, dash gauge package— all for **1981 Malibu Wagon.** Walt Blair (206)242-6745 or blairhall33@aol.com

'68 License tabs (for a car) John Strampher (206) 246-1199

'66 Chev C10 1/2 ton Fleetside parts like hubcaps, trim, rear bumpers & brochures, etc John Strampher (206) 246-1199



1936-1950 Passenger and 1/2 Ton Brake Shoe Cores. Also, 9 inch '38 to '53 clutch discs. Bring to any meeting. We will forward them to



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