

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

July 2006

Volume 39, Issue 7

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JULY SPOTLIGHT

Spotlight on PS-VCCA Anniversary Meet Winners



Above: Don & Lynn Boltz, 1st in Class & Best of Show 6-cylinder ('32 5 Window Coupe)

Below: Bob & Florence Helgeson, 1st in Class (64 Corvette)



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 1981 may be registered with the region. General meetings are held on the 4th Monday of the month at Tillicum Middle School in Bellevue. Meetings in September through May are from 7:30PM to 9:30PM. June and August meetings are announced in this publication. No meetings are held in July or December. You can learn more about the club by visiting the website. 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** @ <http://pugetsoundvintagechevrolet.org/>

2006 Officers of the Puget Sound Region

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Wanted Reward!

We are still seeking "Spotlights" of club member's cars for 2006 Tappet Clatters. Please take the time to write up the history of your car and include two pictures and send them to Dave Haddock. Do it the way that suits you the best, but if you can do as an attachment to an e-mail that helps Dave put it together. See the past ones as examples. Reward? – You will get a professionally-printed, color copy of your edition and help us produce an interesting monthly publication. THANKS.

Strawberry Shortcake Meeting

June 26th was our Annual Strawberry Shortcake meeting. This month it was held at Perrigo Park in Redmond. Special thanks to Jim and Gail Darby and to Don and Sallie Comstock for providing the luscious strawberries and the wonderful cakes. Pictures of the event are on page 11.

Spotlight on PS-VCCA National Meet Winners



Above: Jim & Roberta Martoza, 1st in Class (1954 210 2 Door Sedan)

Below: Jake Jacobs, Historic Preservation of Chevrolet Features Award (1967 Chevelle)



Below: Jim & Sue Seiber, Won the \$4000 First Prize in the fund-raiser raffle



CONGRATULATIONS TO ALL!!!!

Reminder—Northwest MiniMeet Chevs On The Go

The Meet will be a Touring Event starting in McMinnville, OR, then moving to Tillamook, OR, and finally ending up in Astoria, OR. This is the first time the event has moved from city to city and promises to be an interesting moving gathering of Northwest Chevrolets. If you are signed up, a group from our Club will be departing together on Wednesday, August 16th. The gathering time and place for the group will be announced via a broadcast email. If you don't have email, contact Jim Martoza or Dick Olson for more information.

CLUB STORE & RAFFLE

The Club Store is fully stocked and open at the meetings. Donated raffle items are always needed, also remember to wear your name badge at the Meeting for a free raffle ticket. —
Dave & Betty Roberts

August Celebrations

BIRTHDAYS!

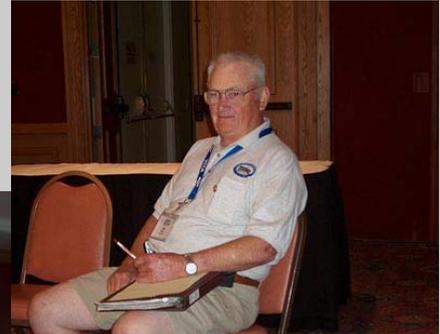
JANICE DYNES	8/4
ROGER ORNESS	8/10
SALLIE COMSTOCK	8/29
TOM LAUDERBACK	8/30

ANNIVERSARIES!

JIM & GAIL DARBY	8/3
WALLY & JUDY MARTIN	8/4
LEE & CAROL FOLSOM	8/18
DENNIS & JANICE DYNES	8/26
JIM & ROBERTA MARTOZA	8/31

Seminars at the Anniversary Meet

Organized by Jim Farris, the turnout was good for 15 seminars held in Grand Junction on Tuesday, July 4th and Friday July 7th. Jim Seiber presented “Photographing Chevys – Learn how to take a great picture of your Chevrolet”. Bill Barker presented “How to use the vccachat.org site for effective communication”. Jim himself hosted an open discussion of Four Cylinder Vehicles. Finally, Jim Martoza taught a course on how to use the newer technology for publishing Club Newsletters.



A DRIVE TO ALMOST GRAND JUNCTION, COLORADO AND BACK

By Roger Orness

Having been a VCCA member during all seven of the previous anniversary meets, I was finally on the road to my first National Meet. I got a late start, missing the club's departure, but caught the group descending Snoqualmie Pass. Weather was in the mid 80s, as we stopped for lunch in Umatilla, Oregon and reached our Baker City motel by mid-afternoon. My '50 runs great, but used a quart of oil. Sure glad I had the carburetor rebuilt and re-jetted for the trip.

The next morning we drove to the Oregon Trail Interpretive Center before continuing to Idaho and after a jammed freeway detour we reached our motel in Jerome. My car is still running great, but another quart of oil was added. The third day was going smooth, as we were welcomed to Utah around nine, but an hour later the first dreaded breakdown occurred. I thought I was out of gas, but no spark prompted changing the condenser, points and coil without any luck starting the car. A couple from 400 miles South stopped by with an empty car trailer and waited two hours, while we tried Dick Olson's spare fuel pump, then George Haley's spare pump. I was pulled to a nearby gas station, filled the tank with 14 gallons (2 shy of full) but still not running. The couple offered to take me the 50 miles to our next motel on their way home. After getting me to the next stop, I thanked them and gave them dinner money, which they reluctantly accepted. From the motel I called the nearby Chevrolet dealer and while I was talking to the guy that would be doing the work, Don Boltz was talking to the service manager. They sent a truck and the Belair spent the night in the garage. Don also located a fuel pump in Salt Lake City and the NAPA guy promised he'd have it in the morning. The Chevy dealer flushed the tank, installed the new fuel pump, added an inline filter near the tank and had it ready by noon 30. Lucky for me about half of our group that had driven up to a local car show stopped by to see how I was doing and we were on the road again. Just 20 miles down the road the car started surging. I pulled off the nearby exit ramp and made it to a gas station, where it died and wouldn't start again. Five and a half hours later, after we hashed together a combination of some old parts and some new parts, we were running again. One more stop to adjust a stuck float and we made it to the designated motel just an hour before midnight.

Day five started out well with some of the group going straight to Grand Junction and some of us going to the Arches National Park near Moab, Utah. After lunch in Moab, we followed the Colorado River up a beautiful, steep-walled canyon and 2 miles before the freeway and 57 miles west of Grand Junction another breakdown. The car was left on the side of the road and before I got checked in at the meet headquarters, Jim Martoza and Bob Helgeson had hatched a plan to retrieve my car in Jim's trailer and Jim Farris' truck. I drove the car onto the trailer and we had it back by 11 PM.

The next day, while I was picking up a carb kit at the swap meet Don located a carburetor in a nearby town and he drove me there to pick it up, but it was just the rebuild kit. The counter man knew a guy who rebuilds them, but he was booked. The girl working there volunteered her husband to rebuild it and we drove to his shop, where he said he would deliver it to the hotel that same day. He had been a top fuel racer and mechanic for Shirley Muldowney. We installed it, got it running and I bought them dinner at the hotel. It seems the float was rubbing on the wall of the fuel bowl and a spring loaded metering rod was stuck. I made several test drives the following day and made it through the field check, but missed the picture for the G&D due to a last minute rescheduling. It pays to read the daily bulletin board. All this way and no picture. Oh well, maybe the car didn't deserve to be in the G&D. The big tour to Grand Mesa was a challenge being more than 2 miles high, but the car made it there and back with some rough running. I changed the fouled plugs back at the hotel and replaced the new (carb to manifold) gasket with the old one, which was properly notched for the vacuum port. Judging day went well with my team only having 4 cars to judge. I signed up for 1925, but got to help judge 1927 and 1928s. I had anticipated comparing all the 1925's, but there were only 2. At the banquet our club was well represented with 25 plus members and we unofficially won the coveted (hooray for us) competition. Dinner was well planned and tasty, but the awards and recognitions went on and on and lasted until 11 PM. Plans were made for the trip home for those that didn't have side trips and for those that didn't need to drive directly back. Lucky for me there were still some that didn't seem to mind accompanying my '50 Belair and me. On the road home we altered the route into Nevada for the first night in Wendover, Utah, then walked a few blocks to Nevada for dinner. The car ran great all day in the 90 plus degrees and it hasn't used any oil since the washers were left off the fuel pump on day three. Second leg to Wells then North to Jackpot, Nevada for lunch. We made the Boise Best Western as scheduled and on the third day visited with part of the Helgeson clan just north of Boise before continuing north toward Lewiston. By mid-afternoon, as we were climbing White Bird Pass, I had to pull over 5 times on the hill, then 2 more times on the level. Each time I poured cold water on the fuel pump, waited 5 minutes and drove another half mile. Two more bouts with vapor lock and I made it into Clarkston. With one travel day left, I bought some aluminum foil and clothes pins and wrapped the fuel line from the pump to the carb to help dissipate the heat from the gas flow.

Day fourteen started out with much positive anticipation, but 20 minutes out of Clarkston and half way up a long hill, another vapor lock.

(Story continued on p. 6)

2006 Club Meetings & Auto Events Calendar

July	29	Seattle, WA. Roosevelt Bull Moose Festival & Car Show, 206-409-3747
Aug	12	Tour to Johnson's in Poulsbo (see page 7)
	17-19	McMinnville, OR. NW Mini-Meet (see page 3)
	20	Tenino, WA. 5th Annual Show and Shine, 360-264-2105
	26	Skykomish, WA. Show and Shine, 360-677-1237
	26	Naches, WA. Cruzn for Wishes, 509-673-3235
	28	XXX Gathering and Boehm's Candy Tour (more info next month)
Sep	8-9	Walla Walla, WA. Wheelin Walla Walla, 509-529-3558
	9	Enumclaw, WA. Cruise into Fall, 360-825-6343
	23	Chehalis, WA. 4th Annual Harvest Swap Meet, 360-273-6961
	25	General Meeting @ Tillicum Middle School
	30	Bellingham, WA. 4th Annual Show N Shine, 360-733-7997
Oct	7-8	Monroe, WA. 38th Annual Monroe Swap Meet
	14	Portland, OR. Main Street USA Car Show, 503-246-6939
	23	General Meeting @ Tillicum Middle School

Activities Summary for 2006

From the Schein's and the Brownell's

August 12 th	Johnson's in Poulsbo (see p. 7)
August 17 th -19 th	NW Mini-Meet, McMinnville, OR.
August 28 th	Boehm's Candy Tour & XXX, Issaquah
September	Available
October	Corn Maze Tour
November	Available
December	Christmas Party
December	Dinner & Christmas Lights Tour

A DRIVE TO *ALMOST* GRAND JUNCTION, (continued from p. 5). When we got to Pomeroy the car died and I was informed that I had only 20 minutes to get it fixed before the stores opened and the wives would be shopping. I got a new fuel filter gasket and fixed the leak, left out the filter and poured in a recommended gas additive, which seemed to help. We continued on the road with longer distances between delays, but stopped 2 more times. After a road construction delay, we made it to Washtucna, where I found another can of additive and 242 miles without another problem I was home. The closer to home I got the better it ran. Total miles were 2775 plus 110 miles more on the trailers. I used 174 gallons of gas for a 16 Miles per gallon average. We made 16 unscheduled stops and spent 12 hours off the road. With all the delays we still made all reserved motels on the scheduled days. Many thanks go out to club members Bill and Sis Barker, Bob and Florence Helgeson, Dave and Betty Roberts, Dick and Fran Olson, Dick and Gisela Jones, Don and Lynn Boltz, George and Anna Haley, Jim Farris and Jim and Roberta Martoza, who helped me get to and from the meet. I wouldn't have made it there and back without their help, suggestions, and their patience. The 45th anniversary meet was one I won't soon be forgetting. (Editor's Note: Roger received an award at the meet for 35+ (39) years as VCCA Member. Congratulations Roger!!)

Club Activities & Information for 2006

Saturday on the Fjord at Poulsbo

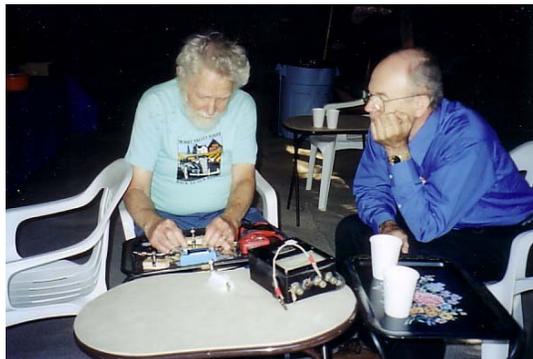
Saturday, August 12, 2006 we are invited to a **Selskap*** at the **Johnson's** homestead overlooking the town of Poulsbo. The Puget Sound Region VCCA and The OVAC Clubs are Hosts for this gathering. Mt. Rainier, as well as the Skagit Valley Region, along with the Model T Club have been invited to join in the party which will begin at 11:00 AM. **Gerri** has a full sized, operable windmill to show us. This unique feature has been added to all the interesting Chevrolets in the compound. The vintage vehicles of the participants will add to the multitude of interesting artifacts to admire. (* Norwegian for Party)

The event will feature a Pot Luck BBQ. The club will provide the ingredients for Hamburgers and Hot Dogs along with Coffee, Tea, and Lemonade. Bring salads, chips, and desserts to share.... and any drinks you may want other than the ones mentioned.

There are three ways to get to the Johnson's which is located in Poulsbo. **1) Catch the Seattle - Bainbridge Ferry; 2) Depart Edmonds-Kingston Ferry; 3) Cross the Tacoma Narrows Bridge.** We'll try to coordinate groups traveling there different ways. If you plan on attending this gathering on August 12 please email **Geri Johnson; djchevrus@aol.com**, or **Jim Farris; farrismej@aol.com**

Fourth at the Folsom's

This year's annual 4th of July gathering at the Folsom's was well attended by members who did not venture to Colorado. Lee and Carol offered a perfect spot for a get together, with Lee at the barbecue providing hot dogs for all. The weather co-operated nicely. As always, the tasty array of pot luck dishes was more than enough to add a few pounds to all who sampled. Highlights of the day included viewing of the great old Chevy's, sharing news from members attending the 'national', and Lee's demo of homemade electronic testing gadgets. Thanks, Carol and Lee, for another great 4th event!



Coming Garage Nites

The garage nite in August will be part of the tour to the Johnson's in Poulsbo on Aug. 12th.

July 2006

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					

August 2006

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		

September 2006

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

October 2006

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				

NOTE: Please submit Tappet Clatter contributions before the 5th of the month. Thanks.

The Performing Art of the American Automobile

An “optional” tour from Grand Junction was a beautiful one-hour drive through the heart of red rock canyon country via the Unaweep/Tabeguache Scenic Byway (Highway 141) to the tiny town of Gateway, Colorado. If you missed this tour, you missed a lot more than the beautiful scenery and the old relicts of this former uranium mining area of western Colorado. Last year, John Hendricks, founder and Chairman of Discovery Communications, built a destination resort in Gateway along the Delores River and below the gigantic “Palisade” butte. The cornerstone of this resort is a 30,000 square feet, southwestern style building that houses his collection of 50+ American cars. His collection, considered to be one of America’s finest examples of “rolling art” to emerge from the post-war era, features American classics like the 1906 Cadillac Model H Coupe, a 1913 Pierce Arrow, a 1936 super-charged Auburn, a 1939 Packard “Hollywood” Darrin, a 1912 Lincoln V-12 Zephyr, and a 1957 Chevrolet Convertible with only 600 original miles.



The “Mona Lisa” of his collection is the recently acquired, one-of-a-kind 1954 Oldsmobile F-88 Dream Car designed by GM’s Harley Earl. The car is displayed on an elevated, revolving platform, much like it would have been originally displayed when unveiled at GM’s 1954 New York City Motorama. Many auto historians consider it to be the archetype of modern car design with a racy fiberglass body, bullet taillights, open top, vertical exhaust outlets, and a wide-mouth grill. However, due to the lukewarm sales of the similar newly-released 1954 Chevrolet Corvette, GM refused to allow the Oldsmobile Division to begin production of this model. At the completion of the Motorama Tours, this F-88 and four other cars of the XP-20 Project were ordered destroyed, as was standard at the time for concept cars that didn’t make it to production.

So, how did a “non-existent” car suddenly appear at the 2005 Barrett Jackson Auction where Hendricks purchased it?? Legend has it that this gold-tone pet project of Harley Earl was either given or sold piece-by-piece to E. L. Cord (Auburn-Cord-Duesenberg owner) in 1955 to be reassembled as the sole-survivor of the XP-20 Project. Since 1955 it has apparently had several owners including Seattle collector Gordon Apker who owned it when Barrett Jackson auctioned it. This story, whether truth or fiction, accounts for the car’s rarity and may have something to do with the price Hendricks had to pay at the auction.

The auction, conducted in January 2005, was personally attended by Hendricks and his wife as well as others with a more personal history with the car. Two XP-20 design team members were present as well as Richard Earl, Harley Earl’s grandson. Accounts of the auction indicate that near pandemonium broke out when the bidding soared past \$2 million. When the gavel finally came down, bidding had surpassed the \$3 million Barrett Jackson record and Hendricks had agreed to pay \$3.24 million for this 50-year old General Motors product.

If you are ever in western Colorado or southeastern Utah, the museum and the rare cars exhibited here are a “must see”. As is evident in the pictures (above & right), the F-88 definitely shares strong bloodlines with the Corvettes of the era. I may be biased, but I swear I can also see some of the ‘55 Chevrolet (especially the low body and open-mouth grill) when I look at the F-88. Seeing this astounding car and some of the other unusual cars in the collection was definitely the highlight of my trip.

By Dave Haddock



Our Journey to Grand Junction — by *Jim and Roberta Martoza*

First order of business was to equip the Avalanche for towing the '54 inside an enclosed trailer for 1,120 miles. More on towing in a later Tappet Clatter issue. Let's try to summarize our two and one half days trip to the VCCA 45th Anniversary Meet.

Other club members left at 7 AM on Wednesday, June 28th. We left at 5:09 AM on Friday, June 30th, just nine minutes behind schedule. Our goal was to meet them in Price, Utah Saturday, June 30th, only 951 miles away. I did make a hotel reservation in Price. I was confident.

First stop, Starbucks in North Bend. Second stop, three hours down the road for breakfast at McDonalds. Third stop was for lunch at another favorite restaurant, Taco Time. We wanted to travel more than 500 miles on day one, stopping beyond Boise, ID. We told the Avalanche he could rest in Twin Falls, ID, around 622 miles from our starting spot, Redmond, WA. We were pleased with the distance we made so far. The Avalanche did great, even with temperatures hitting 97 degrees and Roberta behind the wheel.

Surprisingly, Boise arrived around 4:30 PM. We encountered traffic, but fortunately it was going in the other direction. Now, we decided to adjust our ending location for the day to Burley, ID, about 32 miles farther than Twin Falls, ID. We had no reservations, but were prepared to sleep in the Avalanche if needed. We stopped at the Best Western hotel in Burley, 654 miles from home. They only had smoking rooms, we inspected the room and it was fine for only one night. Please, no fast food for dinner. The Best Western had a restaurant next-door. Great we don't have to drive anywhere! It was like a Denny's, but better than our two previous meals, but not by much. Going to sleep that night, I had no idea that I would visit a true Denny's soon.

Back on the road again, leaving Burley at 8 AM on Saturday. We decided to drive and see what we could find for breakfast. Not much out there, boring country. Finally, around 10 AM, we realized that we were hungry. We came into a small town called Tremonton, Utah. I was in the mood for a superlative breakfast, not this slam, that slam, but all that we found was a Denny's.

After breakfast, we had the goal of Price, Utah in the driveline of the Avalanche. It would be a much shorter day, only around 300 miles from Burley to Price. However, the last hill that we climbed into Price was steep and long. This section was where the Avalanche started to get warm, not hot, but the temperature gauge started to rise. And we climbed and climbed. We came around a considerable bend in the road and I said, "Man! When is this hill going to end?"

Then, we reached a small town called Helper. Helper needed help that day because there was a fire. They only have one fire station and 15 volunteer Fire Fighters. Just a side note, Helper is the center of Utah's coal industry. Price was only about 8 miles farther.

As we turned down the street to the hotel, we saw Dick and Fran Olson going for a ride in their '50 Convertible. Current time was about 3:30 PM. WOW! There were a few members already at the hotel. Ana, George and Mama, Dick, Gisela and Alex, Dick, Fran, Don and Lynn.

We heard that Roger's car was giving him trouble. Remind me to write about the mission we made Sunday night to pick up Roger's car from the middle of the desert. The others finally arrived just past 11 PM.

We joined Dick and Fran for dinner that night. We all decided that an Italian dinner would be satisfying along with a glass of wine. We noticed a little symbol on the flyer at the hotel that the restaurant served alcohol. Fran ordered a glass of red wine, I was ready to second her request, when the waitress responded with, "we only have Bud Light on tap." My Italian sausage sandwich was quite good, but we passed on the beer.

The next day, we decided to drive straight through to Grand Junction. We followed Dick, Gisela and Alex, George, Ana and Mama, and Don and Lynn. We arrive in Grand Junction around 12:30 PM on Sunday. 1,120 miles and 97 gallons of gas later, that calculates out to 11.5 miles per gallon. The '54 enjoyed the ride; Later in the day, she was driven out of the trailer and went through the field check. We made it!

From the Glove Box



Grand Junction Miscellany

by Bill Barker

Question: How were the gas prices on the way to Grand Junction? How many miles were put on the cars and how much did it cost for fuel for the entire trip?

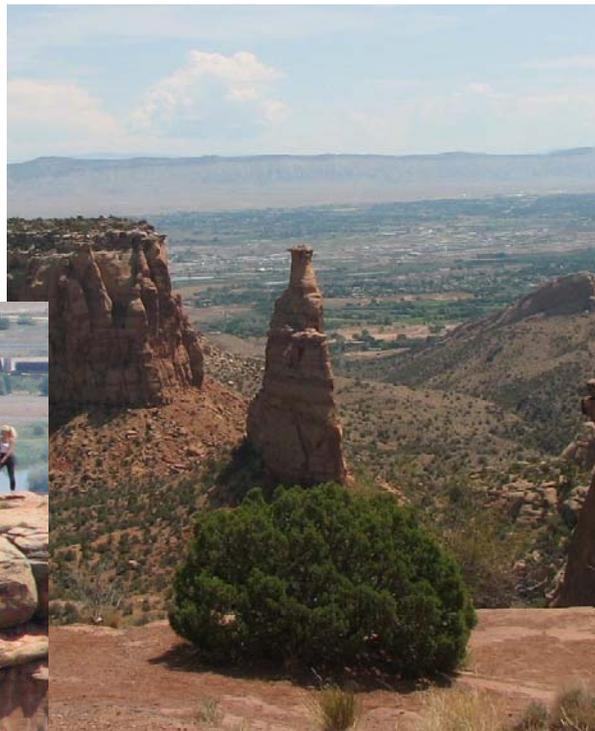
Answer: Olson's 1950 Chev traveled 2811 miles (including tours) and averaged 20.0 miles per gallon. Barker's 2000 Chev pickup, towing a trailer and the 1931 Chev, traveled 2561 miles and averaged 10.1 MPG. Total roundtrip cost for gas was \$825.96. Lowest cost paid for gas was \$2.80 per gallon. Highest was \$3.26. The weather was 98 degrees when we stopped at the Bonneville Salt Flats in Utah. It was 99 degrees when we traveled through the Arches National Park in Moab, Utah. It was 100 degrees when we came home through Boise, Idaho. Roger Orness' 1950 made more pit stops than all previous Indy drivers combined!

Total value of the trip -- **Priceless!!!**

We need more car-related issues to discuss in this feature. It helps our Club members with their cars as well as providing a opportunity for others to learn more about their Chevrolets. Contact Al Howe by phone or e-mail with any questions you feel might be included in the Glove Box. You can email me at deahowe@earthlink.net. Thanks. Al Howe—Custodian of the Glove Box

Fourth of July in Colorado National Monument—by Bob Helgeson

The picture on the right is the Monument in Colorado National Monument Park (just a few miles outside of Grand Junction). On the 4th of July the flag is raised and people pay to climb the Monument.. The picture below is a close up of the people on the Monument. This is the 4th of July. That is all we got. No fire works!!!



TAPPET CLATTER Classifieds

FOR SALE

'52 Bel Air Two Door Hard Top, 3-spd, 216ci, Drive anywhere, Everything works well, Nice interior, chrome headliner cross-trim, new wiring harness, chrome is excellent, radio refurbished. Recently serviced by Dave Folsom. Will forward more pictures upon request, \$12,000 firm. (206) 364-1822 jalex1952@comcast.net

'49 Chevrolet Deluxe, Steering Wheel, Dic Selin 206-547-9697 or rrselin@aol.com.

'64 Chevelle SS, White, 2-dr HT, new paint & engine, Tom Asaif, 360-659-7553

'38 Chev, tranny, FREE!!, Duane Rice, 425-226-8434 or emrice64@hotmail.com.

'39-50 headgaskets new. \$10 ea **'34-5-6** gasket sets \$40 ea. Don Boltz, 206 242-4636, donnys32@aol.com

Engine Stand, used one time, comes apart for storage \$25.

Jim Seiber, 425-392-7865, jseiber@att.net

'40 Chev. 4-dr, Full set of stainless needs a new home, Tom Harris, 503 371-6111

'40 Chev front fenders and hood - excellent shape, reasonable price, Rich Sanders at 253-221-6203 or email at Sanders6203@msn.com.

'33 gas tank \$75, 1934 head \$50, '47-'48 engines \$100, call Don Comstock (253) 863-0420, d.comstock@att.net

'32, 261 Head with valves; **'52**, 216 head with valves. Stan Bender 206-242-6950

'37 Chev., 2 door sedan, black. Original, nice condition, J. Martin Anderson, 253-631-0679

WANTED

Seat for **1958 Chev. Truck**, call Ryan McGinnis 425-888-8232 or cell 425-466-1516

Info, Need info on water pump conversion for a '50 truck (216-235), Roy Mendenhall 360 551-0145

'37 Chev, Need rear seat for 2-dr sedan. Duane Rice, 425-226-8434 or emrice64@hotmail.com.

'68 Impala, Need bumper jack, John Strampher, 253-770-1798 or chevyjohn@foxinternet.com

'51- '54 powerglide rear end, Don Comstock (253) 863-0420, d.comstock@att.net

'63 Impala 2 Dr Hardtop - friend is looking for one to restore. Must be running! Donna Onat 425-643-0762

'47-'52 Chev. Truck Grill Parts, Rich Sanders (253) 221-6203 or email at Sanders6203@msn.com.

Two axle Trailer open or closed, George Kowats 253-852-8178

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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Photos from the Strawberry Shortcake Meeting

