

# THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

June 2003

Volume 36, Issue 6

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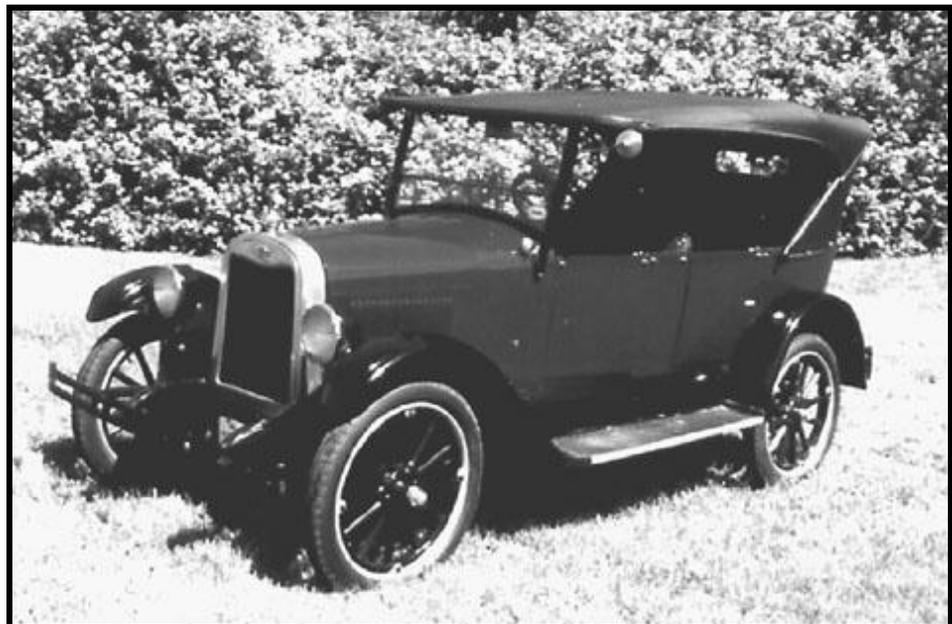
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### Special points of interest:

- *Which members are in the Flashback to a 1979 G & D? See page 2*
- *May meeting photos on pages 3, 8, & 10*
- *Portland Swap Meet 2004 on page 4*
- *Meet new members Stan & Gail Wissmar see page 8*

## JUNE SPOTLIGHT

Our 1925 Chevrolet Touring means Family and Fun



Way back in 1957, before I was even born, there stood a tiny house in Anacortes surrounded by a herd of old cars in assorted states of repair (and disrepair). Most of this bunch looked interesting, but when it came time to go for a run they could be a bit finicky, but what do you expect from brand 'X' and others

My dad, Ron Kohl, saw an ad in the local paper for a 1925 Chevrolet Touring and decided a Chevrolet would fit in with the group. At the time car parts were more abundant than dollar bills so he had to sell a Model T to a friend for \$75 and add a little bit so he had the \$125 for the Chevrolet.

*continued on page 5*

## June Program

June's program: June dessert meeting at Marymoor Park. See pages 4 and 7.  
Tours: Metal Fabrication Shop in Centralia, details on page 6.



## Puget Sound Region VCCA

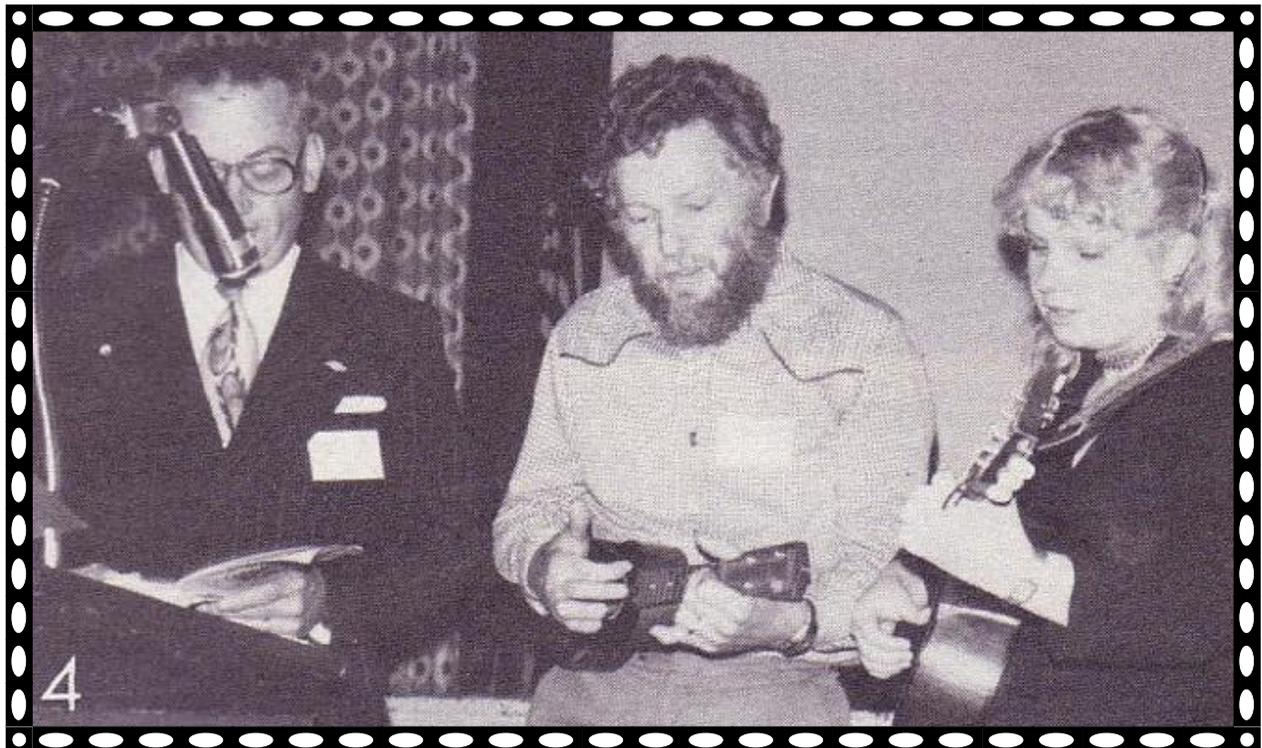


The Puget Sound Region of the Vintage Chevrolet Club of America (PS-VCCA) is dedicated to the preservation, restoration, fun and enjoyment of vintage Chevrolets cars and trucks. Members are not required to own a Chevrolet. PS-VCCA chapter membership is open to all Chevrolet enthusiasts who are members 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 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://www.barkerville.net/vccachev>

### 2003 Officers of the Puget Sound Region

<b><u>Director</u></b>	<b><u>Asst. Director</u></b>	<b><u>Activities</u></b>	<b><u>Historian</u></b>	<b><u>Club Store</u></b>
Rod Schein <a href="mailto:areshine@juno.com">areshine@juno.com</a>	Steve Grissom <a href="mailto:Steveg4@aol.com">Steveg4@aol.com</a>	OPEN	Ana Maria Haley <a href="mailto:anama97@aol.com">anama97@aol.com</a>	Gail & Jim Darby <a href="mailto:jdarb@att.net">jdarb@att.net</a>
<b><u>Secretary</u></b>	<b><u>Treasurer</u></b>	<b><u>Editor</u></b>	<b><u>Membership</u></b>	
Don Comstock <a href="mailto:corvairguy@att.net">corvairguy@att.net</a>	Sallie Comstock	Jim Martoza <a href="mailto:chevyjim@cablespeed.com">chevyjim@cablespeed.com</a>	John Strampher <a href="mailto:chevyjohn@foxinternet.com">chevyjohn@foxinternet.com</a>	

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



# Rod's Relay



What a great meeting we had last month at Bill and Sis Barker's with thirty three members attending. I enjoyed the special atmosphere of Bill's new garage (what an auto shop palace) and the fiery presentation by Ana Maria Haley on E-Bay. Ana, you have the gift of exuberance, directing the show, and making a buck. It was great to welcome our new members Stan & Gail Wissmar (who drove their beautiful '66 Fleetside pickup) and to meet Caldwell Stiller who owns a '53 pickup. Also, what a treat to see all of your cars and trucks reflecting the Barker countryside in the evening twilight.

A correction I need to make from what we said at the meeting is that there will be an activity this month thanks to Dave Roberts. Please see the announcement on page 6.

On Memorial Day weekend, Evie and I visited our friends, Greg and Judy Matzen, south of Olympia. They are the new owners of John Strampher's '63 Impala Sport Coupe. We had a wonderful classy ride in the countryside and then stretched the '63's legs on a section of freeway. Greg is meticulous with the car and greatly appreciates the care John gave the '63 over the years.

This year's school year at the college ends this week for me and I look forward to some time to work on the Chevy, (barring the rise of household emergencies). I also look forward to the NW Meet at Emerald Downs in mid August. I long to have my car at one of those meets, but in the meantime Evie and I will enjoy seeing all of your cars and hearing about your car adventures as we walk along auto history row.

In the Relay with you, Rod

*Photo provided by Ana Maria Haley*



4. Chev' car-tune sing-along is led by Jim Farris, Lee Folsom and daughter, Becky.

## CLUB STORE & RAFFLE

The 3-ton jack finally got a new home. It went to Jim Martoza....and a good home it has now. A special thanks to Dave Haddock. He certainly helped with the ticket sales for this raffle. He and Jim bought tickets every month and their support is greatly appreciated.

The regular raffle had 3 winners. Tommy Frankhouser won a spark tester, Jim Martoza won an extension cord, and Will Borhauer won a mixture of soda pop.

The managers of the club store will be handling the details for the strawberry shortcake feed. We will be doing this event at Marymoor Park in Redmond. We will try to set up in the same general area as we usually do. Every effort will be made to have plenty of strawberries for our group, but last year strawberries were late and the Marysville site for selling the berries moved up further north. The club store managers may mix things up a bit this year and may have other desserts available besides the strawberry shortcake... all dependent on the local strawberry supply.

Those coming to the Strawberry feed may want to bring lawn chairs or blankets, and something to drink if you like. The club store managers will provide the dessert(s), utensils, and plenty of whipped cream. Arrive at the park anytime you wish. We will begin serving up the strawberries between 7:15 and 7:30. Be sure to come with a big appetite for something sweet and refreshing.

The club store will be open for business via phone or e-mail until we resume regular hours in September. We still have some CD catalogs from the Filling Station as well as other merchandise for sale. Let us know if we can be of service to you.

*Gail & Jim Darby*

## 2004 Portland Swap Meet Update

The dates are April 2nd, 3rd & 4th

**The Swap Meet will be held at the Portland EXPO Center**

Stall applications will be sent out the first week of December 2003  
*[For those of you who Pre-registered for 2004 stalls, most everything will remain the same and you will be getting another mailing in the Fall.]*

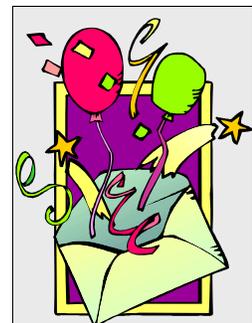
### JULY Celebrations

#### **BIRTHDAYS!**

BETTY ROBERTS 19th  
JOHN STRAMPHER 5th  
DENNIS DYNES 8th  
JIM DARBY 21st

#### **ANNIVERSARIES!**

MIKE & KATHY CURRIE 1st  
BILL & GRACE WEGENER 14th  
JIM & MARY ELLEN FARRIS 23rd  
JOHN & MARILYN CAMPBELL 31st



*continued from cover page*

The original owner purchased the car in Detroit and drove it across the country to visit his brother in Sedro Wooley. When it came time to return home there was a big snow storm blocking the way, so he left the car with his brother. It remained with the brother until 1956 when he traded it in on a 1941 Plymouth. The '25 sat outside for a year until my dad saw the ad.

At first glance the little Chevy wasn't a thing of beauty, but my dad could see her potential right away. The body was in good shape but needed paint. The top was pretty ragged and the side curtains were there, but sad. The upholstery needed to be redone, but it looked like just the kind of challenge dad needed.

Once the car had a new home, dad spent the next 3 years going over the car. He traded an acquaintance the use of an electric spray gun for a paint job. The same man made a new top using the tattered old one as a pattern. When it came time for upholstery my dad signed up for a class at Skagit Valley Community College to learn how and did it himself.

During this time there was going to be another addition to the family other than cars. My then 2 year old sister Karen found out she was getting a little sister. So the '25 has been a family member longer than I have.

The Chevrolet soon became a favorite because it was almost always ready to not only start, but to continue running reliably. Little by little more of the brand 'X's left the herd for not being as well behaved. In the changing car family, a 1913 Buick appeared and remained a garage mate for the Chevy for many years. The Buick was in very rough shape, but over the years developed into a beautiful car. It's bright red paint and white wheels were accented by brass lamps, horn and radiator.

With the Buick, my parents joined the Horseless Carriage Club, which requires the ownership of a pre-'15 car. Because of its reliability, the little Chevy often galloped along with these oldsters.

In 1963 my mother saw an ad in Hemming's for a new club forming for vintage Chevrolet owners. She talked my dad into joining, and he still holds his original member #49.

We also belonged to a local Skagit Valley car club that really enjoyed getting their old cars out on the road. We participated in many tours and parades, and somewhere along the road in the mid-60's a hole developed in the '25's engine block. On further inspection it was found that the block had been welded together once before. Dad happened to know a guy (of course) that had a '28 Chev engine waiting for a new home, so to this day the car has a '28 engine under the hood. I always liked the sound of the 4-cylinder coughing to life because it always meant some sort of fun was in store, even if it was just started to shift cars around in the garage or carport.

My years growing up were formed around the old cars, car events and the always favorite 'swap meets'. Not knowing what to expect, my mother dressed my sister and I in dresses for our first swap meet. We attended many more over the years, but never again quite so formally.

I loved all of our old cars as they came and went. The ones that stayed the longest were the Chevy and Buick, which had a twin 'parts' car that looked pretty good by itself, and a '48 Lincoln that I learned to drive in. A few of the other cars included a '37 Chrysler Air Flow and a '56 Pontiac Safari that towed the '25 Chevy on a trailer.

In 1976 when I was a junior in High School, dad was transferred to Seattle. This meant a reduction in the fleet was needed as there would not be enough room for all of the cars. The 2-'13 Buicks found new homes (one to a neighbor of the Johnson's in Poulsbo), and both Lincolns (the '48 had acquired a '47 mate) went their separate ways, but the little Chevy remained with the family in the move to the big city.

Somehow during this change in cars and address I convinced my dad that now that I was 16, I would be needing a car of my own. Much to his horror I was thinking of a F\*\*\* Model A Sport Coupe. He managed to get me thinking about a '28 Chev. coupe, but by then I had decided a '55 or '56 Chevy would be a better choice. To my dismay he appeared one day with a sad looking 2-tone green 4-door sedan, which was a far cry from the red and white 2-door I had pictured. I told him it looked like an old mans car, which it turns out it had belonged to an old farmer in Snohomish. Thus I had my first car, which Tom and I still have today.

The '25 didn't see the road too often while my parents lived in Seattle. Traffic was much worse than the quiet back roads around Anacortes. But dad always kept it ready to go, and we would go for a spin around the block when my sister or I would visit with our husbands. Dad had also acquired a '31 & a '32 Chev that he spent these years restoring and took up a lot of his time and interest.

When my dad retired and my parents were looking to move again, the subject of not having enough room for the '25 came up. Dad mentioned selling it one day. I was shocked! This would be like putting my sister or I on the auction block. The car was family!

It was 1995 and Tom and I had moved to Snohomish (the '56 felt right at home) and we just happened to have a garage stall available. After some quick negotiations, the '25 took a ride to the country on the back of a flatbed truck. Country life suits this car well, with quiet back roads to travel once again.

Our first major outing with the car was to trailer it to Rapid City for the 1996 Anniversary Meet. It was great to see so many other 4 cylinder Chevys, with our car lined up with 4 other '25 tourings. The tours in the Black Hills were long, steep and hot and the '25 boiled over several times, but given a chance to cool off it kept on going.

We had similar boiling problems at the meet at Hood River, this time discoloring the paint on the hood. We decided that after almost 40 years it was time for a little refurbishing. Starting in the fall of 1998, we partially dismantled the car and had the paint and upholstery re-done. The paint was done by a shop in Snohomish that was willing to take a few pieces at a time and paint them when it fit into their schedule. Upholstery was done by Trimcraft, a shop 2 miles from our home that has done many older cars and street rods.

The radiator was off the car, so off to a shop it went to have a cracked tank soldered and to be cleaned out, increasing the flow by about 30%. This seems to have taken care of the overheating problems, although we have not been in 100 degree weather with it since. The gas tank got a pesky leak repaired also. The car got new wiring, king bolts, an original set of headlights, running boards and a front floor mat. The rear floor mat is still the original. We had put new tires on before going to South Dakota, which we think were the third set of tires it has had.

With the car back together again, we were on the road for the 1999 Northwest Meet that our region hosted on Whidbey Island. We traveled many of the same roads that the '25 had seen years before, re-living many good childhood memories with an old friend.

This car is still doing what it was always meant to be, a car for family fun and not a show car collecting dust. We hope to continue touring it for many more years to come.

**Sharon and Tom Lauderback**

# Club Touring & Activities Information for 2003

Thanks you to Dick Olson and Jim Seiber for coordinating the Tour to the MOHAI on Sunday May 18th. Ready for to start the tour at the Dairy Bell was Ron and Janie Kohl (72 Blazer), Jim Martoza, Adam Birge (Jim's stepson), Matt Gunderson (Adam's friend), Dave and Betty Roberts (41 Chev), Dick and Fran Olson (50 Convertible), Donna Onat (54 2 door sedan), John Strampher and his mom, Edna Webster (55 4 door sedan). Later, we were joined by Sharon and Tom Lauderback (25 Touring), who were waiting along the way to Woodinville.



**JUNE TOUR!!!**  
 Dave Roberts has setup a visit to a Metal Fabrication shop in Centralia on Sunday, June 22nd. We will witness the use of an English wheel to make car parts. Those who prefer shopping can stop at the Centralia Outlet Mall or the Arbor Antiques & Collectibles Mall (off of I-5 exit 82) along the way. In order to be there by 1 PM, we will leave the Bellevue Dairy Bell (corner of NE 8th and 112 Ave NE at 10 AM. We will make a second stop in Renton at the Wal-Mart parking lot around 10:30 AM (under the sign). A potluck will be at the Robert's place at Scott Lake afterwards.

**JULY CELEBRATION**  
 Stay tuned for our July activity. More than likely we will be visiting the Folsoms' in Woodinville to celebrate the club's 36th birthday on Sunday, July 27th. More information next month.



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Here is a recent picture of Don and Lynn Boltz's 32 sitting in their just finished garage. Love that Bow-Tie

## June 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					

## July 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		

## August 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						

## September 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				

## 2003 Club Meetings & Auto Events Calendar

<b>June</b>	<b>20-22</b>	Lynden, Washington 10th Annual Can-Am Nationals Car Show, , 360-398-1327
	<b>23</b>	<b>June regular club meeting we will meet at Marymoor Park in Redmond for our annual early summer dessert feed and social. See page 4 and 7 for more details.</b>
	<b>28</b>	11th Annual Greenwood Classic Car and Rod Show. Greenwood Ave N from 70th St to 87th St. Seattle
<b>July</b>	<b>11-13</b>	33rd Annual Spokane Swap Meet, Spokane, Washington, 509-994-4924
	<b>13</b>	31st Annual Arlington Car Show Picnic in the Park, Arlington, Washington, 425-337-3882
	<b>18-20</b>	Goodguys 16th Pacific Northwest Nationals, Puyallup, Washington
	<b>26</b>	12 Anniversary, Classic & Hot Rod Car Show on Alki, Seattle, Washington, 206-763-3319
	<b>27</b>	AQUAFEST 2003, Lake Stevens, Washington 8AM
<b>August</b>	<b>2</b>	<b>Lake City Summer Festival, Lake City, Washington, 10 a.m. to 7 p.m.</b>
	<b>3-8</b>	<b>Hot August Nights, Reno Nevada,</b> for more info call 775-356-1956 or go to our website <a href="http://www.hotaugustnights.net">www.hotaugustnights.net</a>
	<b>9</b>	<b>8th Annual Antique Truck Show, Shelton Washington, 360-426-5468</b>
	<b>14-17</b>	<b>NW MEET IN AUBURN, WA.</b>

### 1925 Chevrolet History

After making do with a little changed model in 1924, Chevrolet had a much improved offering ready this season. Still on a 103-inch wheelbase, Series K carried an amply modified version of the familiar 171-cid engine developing 26 horsepower. A single dry plate clutch replaced the obsolete cone clutch, and semi-elliptic rear springs took the place of the former quarter-elliptic units. Chevrolet axles had always been notoriously weak, and customers knew it. So a new semi-floating rear axle with one-piece "banjo" casing was installed, borrowed from the abandoned Copper-Cooled model. New 11 inch brakes still operated only on the rear wheels. Finished with Duco paint that replaced old-fashioned enamel in different colors depending on model, Roadsters (above and bottom) were painted dark blue, as were touring and coach. Sedans came in Aqua-Marine Blue, while all coupes were Sage Green

Series K bodies were a little roomier. Five body styles went on sale: roadster, touring, coupe, coach, and sedan. A touring car cost \$525, Chevrolet versus a mere \$290 for a Ford Model T. To counter that difference, Chevrolet promoted the idea that its cars really were Superior, well worth the extra dollars. Touring cars and roadsters wore wood-spoke wheels. Coupes and sedans got steel-disc wheels with 29x4.40 balloon tires, for a lower look. With the introduction of the Superior, sales rose nearly 70 percent. Chevrolet now sat firmly in the number two spot, as Hudson grabbed third place in sales.

*Ana Maria Haley*

*EDITOR NOTE: Way back in 1969, the VCCA declared a 1925 Series K Touring the best restoration of the Year. It was then (and may still be) owned by Earl Stanton of Baxter, Springs, Kansas.*

### June Meeting details

For our June regular club meeting we will meet at Marymoor Park in Redmond for our annual early summer dessert feed and social. Meet at our regular meeting sight at Tillicum Middle School, (school will be closed for the summer). Between 7:00 and 7:15 PM someone will lead the group to the park. Or if you prefer go directly to the park and meet us there around 7:00 PM for a treat. This is always a popular event with homemade dessert so please come join in. This is a good time of year to get the old car out for a little drive. There will be not meeting in July, so come join us this month! This is also an opportunity to thank Jim and Gail Darby who have worked at making the June meeting a special event for many years – Thanks!

**MORE DETAILS LISTED IN THE CLUB STORE ON PAGE 4.**

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*Photo provided by Ana Maria Haley*

### **NEW MEMBERS STAN and GAIL WISSMAR**

Here is a little bit about my history and my Chevrolet past: I was born and raised in the University District of Seattle and my Father was transferred to Portland, Oregon in 1950. My interest in cars began in about 48' when Hot Rod Magazine and Motor Trend came out plus it was a great magazine to slip the nudist magazine "Sunshine & Health" inside to hide reading it from the owner of the drug Store!

My Father worked for UniRoyal for 30 years and his first new car was a 1947 Chevrolet Aero Sedan. He had to wait months for it from Westlake Chevrolet, I remember it was Seafoam Green and had those plastic wheel rings that substituted for white sidewalls that were very hard to get even if you did work for UniRoyal.

I graduated from Beaverton High School in Oregon in 1953 and my hormones were raging plus I was a car nut and I bought a 1947 Chevrolet Aero Sedan the summer I got out of High School. In High School I worked on the Newspaper and developed an interest in journalism. Through a neighbor I got a job at the Oregonian in the Advertising Department and fell in love with the business. In January of 1955 my friends and I felt Uncle Sam breathing down our necks so we decided to join the Air Force which we did and reported for our 4 year tour in February of that year. My tour of duty was 14 weeks of basic in CA., then a year in Mississippi and then the rest of my time at Blytheville AFB, Arkansas.

I was married in 1957 and brought her home after discharge to Bellevue where my parents had moved back to. I applied at the Seattle Times Co and started there

in February of 1959 and retired in November of 1993. I spent all of my time in the Advertising Department as a Retail Salesman. I also stayed in the Air Force Reserve after being discharged. I was re-called to active duty January 25th, 1968 when the "Pueblo Incident" happened for two years. I was sent to a Mobile Communications outfit in Oklahoma and soon found my way to Nam. While in Nam I received the very famous "Dear John" that a military man occasionally gets and found myself in a divorce in 1969. I received custody of my 2 children which was a minor miracle in those times. I remarried a sweet Icelandic girl in 1970, she had one boy and "we" had another child which totaled 4 children in a 985 sq. foot house in Lake Hills.

We made a half dozen trips to Iceland in the years that we were married and I can truthfully say that I am one of the few "Yankees" that have attended two Custom and Hot Rod Shows in Reykjavik. They are a car crazy bunch (especially American cars) and there are many older models there including a beautiful 1947 Hudson Taxi.

I could write a short book entitled "The Cars of Iceland", they talk always about the old cars preserved and still serving in Havana but they don't hold a candle to the ones in Iceland including the Russian Cars & 4-Wheel Drive vehicles that have to be re-manufactured the day after they are delivered because the workmanship is so shoddy.

*To be continued*

## General Membership Meeting Minutes

May 19, 2003

**Call to Order** Meeting called to order at 7:35 by director Rod Schein at Bill's Garage, home of Bill Barker. Thanks to Bill for building us such a fine meeting place. One new member with us tonight, Stan Wissmar. Stan has a '66 pickup

**General Business:** The treasury is doing fine, it's up by \$23. The floor jack gets raffled off tonight. Next month we will have our general meeting at Marymoor Park if it is still open and have some sort of dessert, strawberries if possible, but something for sure.

**Tours & Club Activities:** Twelve people toured to Seattle to the Museum of History & Industry. The tour then traveled to Redmond to the Wineries where the grounds and activities were well consumed. The last stop was Woodinville for Pizza.

**Glove Box:** Jim Seiber reported back that the problem with his tail lights was indeed a grounding problem. Donna Onat bought a hood bird on Ebay and wanted to have it rechromed. The cost seemed a bit much so club members suggested she buy a reproduction hood bird for \$62.00 from the National Chevy Association. John Strampher made the suggestion.

**Other information:** Jim Darby still has a number of Filling Station Catalogs on CD for those who can use them. Donna Onat has applications for the Motorama and handed out several to club members. If you would like more information about the Motorama check on the web at <http://www.bellevue50fest.com/motorama/index.html>

**Meeting Program:** The feature this evening was a wonderful comprehensive presentation on selling parts on Ebay led by Ana Haley. She went through the whole process of getting a part ready, taking pictures, making choices on the listing on Ebay and listed a Ford heater. We also looked at items that Lee Folsom and Ana had sold.

Respectfully submitted,  
Don Comstock

### **Motorama Auto Show** *provide by Donna Onat*

On Saturday, August 23, a unique event will be occurring in Bellevue's Downtown Park. More than 120 vintage cars will be parked on the lawns as the city continues celebrating 50 years of its incorporation, and invites the public to honor the role of the auto in creating suburbia. Some of the classic cars will be displayed side-by-side with their 2003 counterparts. Owners of both domestic and import cars dating from 1953 forward are invited to apply by June 30. For the forms or more information, contact Donna Onat (425-643-0762), or go online at [www.bellevue50fest.com/motorama](http://www.bellevue50fest.com/motorama) You may also enjoy being a volunteer; the event runs from 10-5 p.m.

Worthy sponsors (Merrill Lynch, PacCar, Rabanco) are teaming up to support what will be a festive community event. A live DJ will be spinning all our favorite tunes of Elvis, the Beatles, and lots more, while commenting on the events and lifestyles of the times. Kidd Valley will be cooking burgers; the public will vote on awards for their favorite cars; the sun will be shining, and it will be a real trip down memory lane! It's all free-of-charge both to the public and to the exhibitors. Be sure the August 23rd Motorama Auto Show is on your calendar, and bring friends . . . it will be a swell party!

## From the Glove Box



At our May meeting there was some follow up on Glove Box questions discussed in the May Tappet Clatter. Regarding Paint - To test a suggested location, Jim Farris took his 78 El Camino to Maaco in Burien for an estimate - - (a location suggested at the April meeting). A quote of \$800 was given for a paint job that matched the original color of the vehicle. This included some body work and striping the hood. Adding a new windshield brought it to \$1000.

A new question surfaced about a good chrome location. Donna Onat wanted to know where she could have a hood bird rechromed. A discussion followed surrounding the advisability of rechroming versus buying a new replacement bird. The consensus was that purchasing a new one is much less expensive than having an original redone. The new ones are pretty nice.

This column is designed to identify solutions as well as answer questions. For those of you interested in split manifolds, I noted in the June 12, 2003 issue of Old Cars that a company named Langdon's Stovebolt offers split headers for Chevy 194, 230, 250, and 292 six Cyl Chevrolet engines. [www.stoveboltengineco.com](http://www.stoveboltengineco.com)

You can e-mail your questions or solutions to Jim Farris at [farrismej@aol.com](mailto:farrismej@aol.com) Thanks for all of your contributions.

**Jim Farris**

*Custodian of the Glove box*

Remember Jim Seiber's a question about his 1970 truck's dim tail lights. The entire question was printed in the April Tappet Clatter. A number of potential ideas were listed in the May issue. He sent in this email of what he found.

*Thanks for the glove box suggested solutions to my 1970 Chevrolet pickup tail light problem. The solution was thankfully simple. I unbolted the bulb housing from the body and attached a ground wire from it to the bumper. Instantly all lights were working normally! I cleaned, sanded and brushed some contact mounts for the housing to the body, reassembled the unit, and all lights seem to work fine. It is interesting to note that the bulb housing on this truck is mounted with two 3/8" screws, that are supplied with a rubber coated washer. I'm not sure how the ground contact is expected to occur except through painted surfaces. Once a bit of rust and dirt accumulates, even this contact is lost. Thanks to VCCA members for the sound advice!*

*Photo provided by Ana Maria Haley*



## TAPPET CLATTER Classifieds

### FOR SALE

**12 volt "guide" headlamps 55-57 Chev.** They are used but work— great original part. \$2.50 ea. Jim Seiber (425) 392-7865 or [jseiber@att.net](mailto:jseiber@att.net)

**'65 Corvair Convertible**, mostly restored, white w/ turquoise interior, Don Comstock, (253) 963-0420 or [corvaireguy@att.net](mailto:corvaireguy@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

**'60 Chevy Apache C10 1/2 Ton Short bed Fleetside Pickup.** 78,000 org. miles. 235 6 cyl. W/ 3 speed on the column. Much restoration work including new Turquoise and Ivory paint, new Oak flooring in the bed. A very nice looking and driving truck. \$6,750. For more information call Elizabeth at 206-721-1940.

**1960's Vintage Snap-On Engine analyzer** scope, timing light, manual, in great condition; \$250 **Car moving Casters (4 dollies)** fit under each tire, easy to roll vehicle into storage space. Jim Seiber (425) 392-7865 [jseiber@att.net](mailto:jseiber@att.net)

**1950 Styleline Deluxe** 4 door sedan 216 6 cyl., 3-speed trans., licensed & driveable, \$1500. 1949 Styleline Deluxe 4 door sedan parts car, \$100, includes delivery Sandy 253-851-0271

**'54 pick up bed, fenders, etc.** being converted to a flat-bed. Negotiate Caldwell Spiller, 206 356-3271

**Heidt's front cross-member** for '36-'39 straight axle cars, to convert to Mustang II IFS, \$350 George Kowats, 253-852-8178

**'37-'38 misc. car parts** Tom Johnson 253-852-2464  
**62 Corvair Spyder**, metal appears good, but the upholstery is bad, mostly there, \$500. **64 Corvair convertible**, good top & body, everything appears to be there, \$1100. Both cars came out of California & Spyder still wears California . plates. **56 Hudson Hornet**, new engine & good body. It appears to be all there, but the trim will have to be reinstalled, \$2500. One 35 inch miniature donkey, gray gelding, 7 yrs old, all there, runs well, named Eeyore, \$250. Brothers Stage Stop, Steve or Toma Dalesky, 541-576-2755 or [bropogo@aol.com](mailto:bropogo@aol.com)

**'32 Chevy**, 7 leaf rear springs \$40 pair, Don Boltz, (206)242-4636 or [DONNYS32@AOL.COM](mailto:DONNYS32@AOL.COM)

**'81 Malibu Classic Wagon**, one elderly lady owner. 62,000 pampered miles, Walt Blair, (206)242-6745 or [blairhall33@excite.com](mailto:blairhall33@excite.com)

1948 CHEV panel truck Restoration started, engine out, fenders off, repaired. Hood, rear doors off. Good glass, bumpers, wheels, and tires. Washington State title. Audrey Robbins 425-827-8439

### WANTED

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

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

**R.H chrome mirror**, rear deflector, dash gauge package for **1981 Malibu Wagon.** Walt Blair (206)242-6745 or [blairhall33@excite.com](mailto:blairhall33@excite.com)

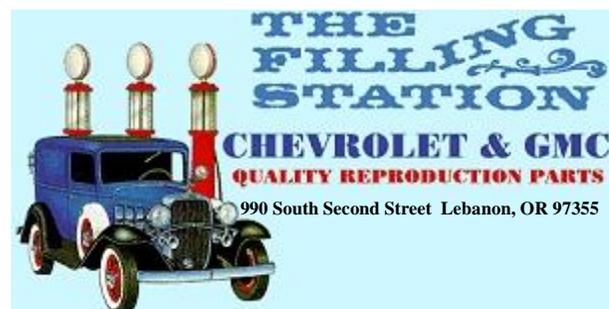
**'66 Chev C10 1/2 ton Fleetside** rear step bumper, tailgate, trim pieces, hubcaps, John Strampher (206) 246-1199

**'57 Chev 210 2 door wagon driver's side door & hinges**, 55-57 2 door sedan & wagon will work. Dave Jaross, 253-630-1033.

**'56 Chev, step bumper**, Dave Roberts, (425) 822-6831



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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**Sharon (on left) and Karen ready to roll in 1961**



**Ron in 1962**

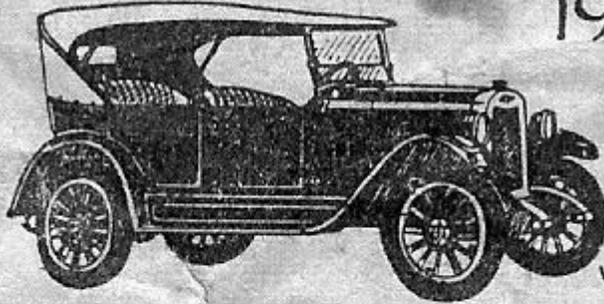


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**June 2003 issue:**

- ⇒ *Looking back at in a vintage G & D on page 2*
- ⇒ *June dessert meeting information on pages 4 and 7*
- ⇒ *This month's tour to Centralia info on page 6*

