


THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

November 2003

Volume 36, Issue 11

NOVEMBER SPOTLIGHT

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Special points of interest:

- *2005 NW Meet planning on page 3*
- *Wagon story on page 3*
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Dave & Diane Haddock's 1951 Chevrolet Styleline Deluxe Convertible Coupe

This story begins in June 1951 when this 1951 Chevrolet Styleline Deluxe Convertible Coupe, Serial No. 5JK-F 52075, rolled off the assembly line in Kansas City, Missouri. Some lucky buyer paid \$2,030 (base price) for this top of the line, fathom-green Chevy with a tan convertible top and deep-buff leather seats. I wish I knew who that lucky buyer was. What I do know is that in 1960 this "well-used" convertible was traded in on a new car at Dellenbach Chevrolet Company in Fort Lupton, Colorado. *continued on page 8*

November Program

November's meeting program: We will be showing a film of the past North West. We will elect our 2004 Officers; nominations are listed on page 6. Also let's collect some food for Northwest Harvest. Continued on page 7.

Dave and Betty Roberts names appear for the November meeting goodies. Thanks to all who have brought treats for us to enjoy at break-time. Also, thanks to all who have signed up for 2004. All months are filled for the entire year!!



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

<u>Director</u> Rod Schein areshine@juno.com	<u>Asst. Director</u> Steve Grissom Steveg4@aol.com	<u>Activities</u>	<u>Historian</u> Ana Maria Haley anama97@aol.com	<u>Club Store</u> Gail and Jim Darby jdarb@att.net
<u>Secretary</u> Don Comstock corvairguy@att.net	<u>Treasurer</u> Sallie Comstock	<u>Editor</u> Jim Martoza chevyjim@cablespeed.com	<u>Membership</u> John Strampher chevyjohn@foxiinternet.com	

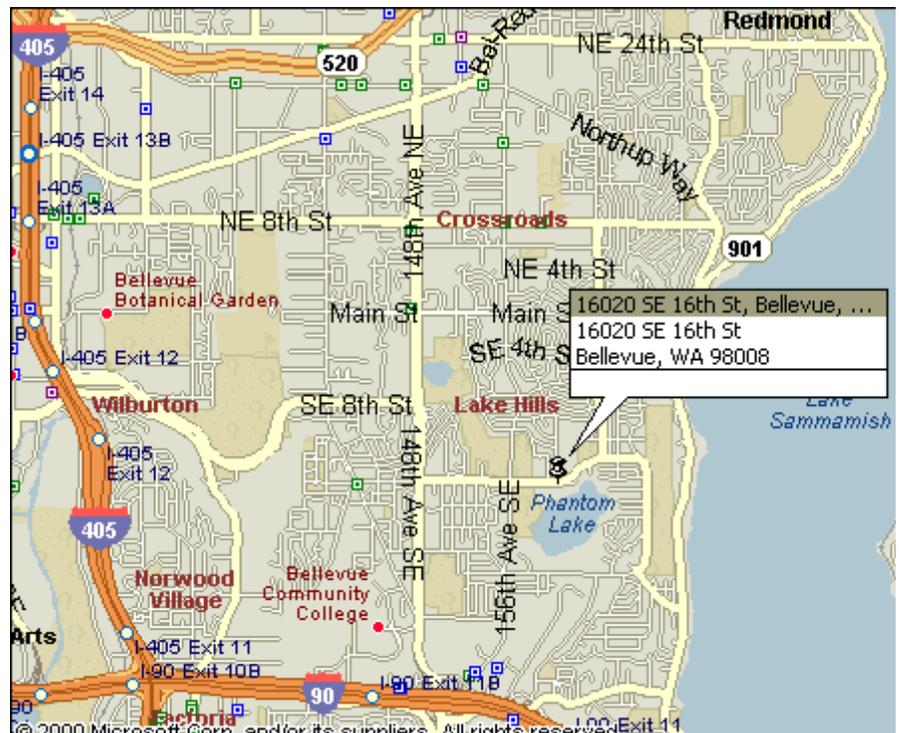
Eastbound on I-90:

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 your 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 was sorting through some family photos the other day and I ran across a couple of trip logs my mom had kept. One was a trip from Seattle to Yukon, Oklahoma in June of 1946 and the other from Seattle to Vegreville, Alberta in July, 1948. Both of these were made in our 1937 Chevrolet, two door sedan.

In 1946 my mom records that we headed out from Seattle, odometer reading 90485, went over Snoqualmie Pass, saw a big black bear killed on the highway just before Easton. We ate lunch at a river east of Easton and discovered a flat tire, the first of many. My brother and I played in the river. I was three years old. The odometer read 92516 when we arrived in Yukon, OK, five days later. Back in Seattle, after being away a month, the odometer read 95920.

As we left for Canada in 1948, the first odometer reading was in Sandpoint, Idaho, at 12353 (that is 112353- it had rolled over once). Past Radium Hot Springs, Marble Canyon, Banff, Lake Louise, Jasper, fifteen miles west of Edson, the timing gear went out, odometer 112980. We were rescued by Mr. & Mrs. C. F. Stelter from Edmonton, Alberta. I have a distinct memory of my dad working on the car in a dingy, oily shop in Edson as the mechanic was busy with other jobs. In Vegreville the odometer was 113187 and back in Seattle it was 114551. I think these trips helped plant a travel bug in me and a love for road driving to see the country, although I can remember many unpleasant feelings from the length and hardness of travel. As I grew older, the trips got easier and of course now they are fond memories.

At this Monday's next general meeting we will be electing our club officers for 2004. I want to give a special thanks to each of you who have stepped up to serve our club. I look forward to each of your contributions. I also am grateful for those of you who are coming forward with activities and those of you who are doing the beginning work for the 2005 NW Meet. It is great to see all of your ideas and work produce quality club events.

In the Relay with you, Rod

2005 NW Meet *Planning Meeting*

November 24th at 6:15 PM (this is an hour and quarter prior to our regular November meeting) we will have a NW Meet Planning meeting. We will meet again at the Jim and Gail Darby's home that is just north of the school, call for directions if needed. If you have any ideas or just want to attend to listen please feel free to come. Last month we agreed to pursue Bellingham or Port Angeles as possible sites for the 2005 meet. Some one has gone off to both to collect data and we hope to make a decision at the November meeting on where the meet will be held. There are lots of roles both large and small you could help us with, please consider joining in or share your suggestions with any Officer.

Gail will have something to eat, so no one will go hungry to the regular meeting. Feel free to come at 6:00PM. Thanks

History of the Station wagon **PART 2**

Compiled by Don Comstock

Until after WWII, station wagons were generally regarded as commercial vehicles like trucks, and production volume was low (station wagons accounted for less than 1% of motor vehicle sales in 1940). However, the post-war boom pushed car production levels, including station wagons which were now being considered part of the passenger car production, to new heights. Station wagons took off in the 1950's - from less than 3% of the US production car volume in 1950, to almost 17% of the market by the end of the decade. As a matter of fact, in 1958, the top-selling body style in the Plymouth line was the station wagon.

Next month we will look more at the 50's.

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CLUB STORE & RAFFLE

The club store will be open as usual and will be doing the raffle as normal. Prizes will be announced at the meeting. Again, those club members wearing their name tags at the meeting will receive a free raffle ticket.

Gail & Jim Darby

MAP NOT AVAILABLE

Call Don and Sallie for directions.

Contact Jim Martoza for directions and a map.

"From the Past"



September 1988 Tappet Clatter. At the XXX Drive In

'41 sedan (DARBY)

Just acquired; first time out!

Rumor has it that this car was just sold. I didn't know this car ran! "

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Provided by Bob Helgeson

December Celebrations

ANNIVERSARIES!

Sallie & Don Comstock 23rd

BIRTHDAYS!

Ana Maria Haley 10th

Judy Landguth 10th

Gail Darby 24th

Dave Miller 9th

Dennis Johnson 2nd

Jake Jacobs 12th

Don Comstock 18th

Myron Gabelein 25th

Annual Awards and New Officers Installation Banquet

Once again, John Strampher has volunteered to arrange the banquet facilities and menu planning. He has reservations at the Yankee Diner in Ballard for Saturday January 24th. Same location as last year. We will be in a private banquet room in the basement. Social time will start at 6:00 PM, followed by dinner being served promptly at 6:30 PM. The evening's festivities of entertainment will be provided by Bill Barker and Jim Darby. We must be out of the room by 10:00 PM or we will be charged extra. Map and direction will be in next months issue.

Meals include a tossed Caesar Salad, Dinner Rolls with Butter, Fresh Garden Vegetables, Chefs Choice of Potatoes or Rice Pilaf, and Coffee, Tea or Decaf. The prices below include tax and tip. They will have a no-host bar available to us for the first hour only. After that adult beverages will be available in the bar.

We have 3 dinner choices:

TOP SIRLION STEAK: Choice Top Sirloin broiled to perfection. \$22.00

STUFFED CHICKEN BREAST: Boneless breast stuffed with and prosciutto, topped with a lemon caper sauce. \$21.00

VEGETARIAN PASTA: Fresh vegetables in a creamy fettuccine sauce \$18.00

Annual Banquet Registration Form

Name _____ Spouse or Guest _____

Address _____ City/State _____

Phone _____ E-mail _____

Write the number of meals wanted in corresponding dinner choice.

Steak _____ Chicken _____ Veggie Pasta _____

Registration forms must be returned to John by January 16, 2004.

Mail them to John Strampher.

His phone number is (206) 246-1199.

Please make checks payable to PS-VCCA.

Enter total amount enclosed _____

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General Membership Meeting Minutes

October 27, 2003

Call to Order Meeting called to order at 7:45 by Director, Rod Schein. No guests were in attendance.

General Business Sallie Comstock reported we have no source of income but we spend \$90 monthly on the newsletter and just paid out a \$300 deposit for the January Banquet facilities, and \$75 for the BBQ at Darby's. The club is O.K. for now because renewals are being processed.

John Strampher reported renewals have been coming in. **Are you going to keep receiving newsletters after the first of the year? Renew now!**

Sallie Comstock inquired whether the club wanted to advertise our existence in Hemmings or listing an event for free. Discussion followed with no clear answer.

A thanks to the Lauderback's for the great treats !

Elections Rod Schein reported on the work of the nominating committee. There will be several shared offices. This promotes a smooth transition as well as a collaborative approach to the job. Those who have come forward to lead our club are:

Director - Jerry Brownell / Rod Schein

Assistant Director - Steve Grissom

Treasurer - Sallie Comstock

Secretary - Tom Lauderback / Sharon Lauderback

Membership - John Strampher / Donna Onat

Club Store - Ana Maria Haley / George Haley

Editor - Dave Haddock / Jim Martoza

Activities -

Historian -

Rod distributed copies of his survey, which aids the officers in matching people to jobs.

Additional nominations and the election will take place at the November General Meeting.

Club Visibility Donna Onat spoke on club visibility and specifically noted a lack of contact sources for PSVCCA. It was mentioned that we are the "Stealth" Chevy club. Jim Darby said we have opportunities to be represented but have been unable to participate because we haven't had a member who is willing to be the contact person for the club. Walt Blair agreed that we have the weakest visibility of any Puget Sound Region club.

Ana Haley brought up handing out flyers at swap meets. Jim Martoza showed us flyers promoting the club that are already printed.

National News Jim Farris is going to the National Board Meeting at the end of February. Currently there are just discussions going on concerning the formal motions before the Board. Jim will ask at the board meeting why the VCCA is not more proactive at promoting its regions.

Web Site Bill Barker announced that we have a server and lots of storage space and an internet address but we need a name point to it. The club had previously agreed to pay for the site. PSVCCA.org isn't descriptive enough. Any suggestions without being too wordy?

Swap Meets The Monroe swap was rainy and the Bremerton swap meet is the first weekend in November.

Glove Box Jim Farris led a comprehensive discussion on determining the condition of shocks on '39 - '41 cars, proper oil for high mileage cars, use of radial tires on older cars, switching to roller bearings, and which unleaded gas is best for older cars. Donna Onat is continuing to have trouble with her intermittent starter.

Meeting was adjourned following the raffle of 2 mugs, penetrating oil and a gift certificate to XXX.

Respectfully submitted,
Don Comstock

Club Touring & Activities Information for 2003

Christmas Potluck and Gift Exchange

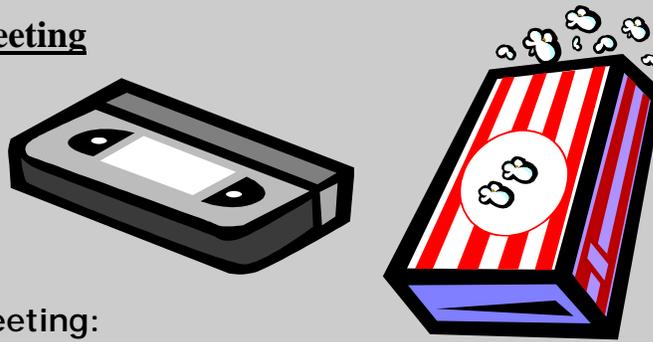
You are all enthusiastically invited to a Christmas Potluck and Gift exchange at Don and Sallie Comstock's on December 7, 2003. Please arrive anytime after 1:00 for a potluck meal around 2:30. The optional gift exchange is always fun. Limit gift amount to around \$10.00 and label whether man, woman or child.

Comstock's will provide the Ham and festive beverages so bring howsoever, salads, side dishes or a fabulous dessert. We look forward to seeing everyone. Map and directions on page 4. *Sallie and Don*



continued from front page

November 24th Meeting



Our November meeting:

This is the time of year to think of those that have less than us. While we all have a big dinner planned for the upcoming holidays there are those that cannot afford much to eat. Please bring any canned or packaged foods you can spare and they will be collected and taken to the NorthWest Harvest distribution center – PLEASE HELP!

And Happy Holidays to you all!

Northwest Harvest Food Drive

Wondering What to Bring?

Northwest Harvest can use any non-perishable food or monetary donations. They do buy rice & beans in bulk, so we encourage you to donate other items. Any checks can be made out to Northwest Harvest.

Thank you!!

General Food Items:	Whole Meals:	Infant and Baby Foods:
Pasta	Spaghetti-O's	Baby Formula
Peanut Butter	Stews	Canned Milk
Canned Fruits & Vegetables	Meat & Gravy	Powdered Milk
Hot & Cold Cereal	Pork & Beans	Jars of Baby Food
Tuna Fish	Soup	Infant Cereal
Spices & Seasonings	Raisins, small boxes	
Salad Oil	Ramen Noodles	

November 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						

December 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			

January 2004

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 2004

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						

2003 Club Meetings & Auto Events Calendar

Nov	22	Vancouver, WA, All Automotive Swap Meet @ Clark County Fairgrounds. Info: 800-659-3440
	22-23	Portland, OR, NW Performance & Custom Car Show @ Portland Expo Center. Info: 503-680-6974
	24	General Meeting: @Tillicum @7:30 PM.
	30	Graffiti Vintage Christmas Bash Puyallup WA (253) 531-6821
Dec	7	Club Christmas gathering at the Comstocks'. Info on pg 7.
Jan	24th	Club Awards and Officer Installation Banquet. Info on page 5.

continued from front page

My Dad saw its potential right away and paid his employer, Dick Dellenbach, \$50 for this “fixer upper”. It has been a family treasure since that time. Unlike the often-heard story about the low-mileage car that was owned by a schoolteacher and was only driven to Church on Sundays, this is a classic Chevrolet story about the well-used Chevy that just kept on going and served a family for many, many years. And today is only being driven on Sundays (well, maybe Sundays and Mondays!!)

Although the car was only nine years old in 1960, it was in poor shape and was going to require a lot of work. Who better to start that work than a veteran certified Chevrolet mechanic, my Dad? He immediately replaced the “worn out” stock “216” engine with a 1954 “235” engine with the “full pressure” oil lubrication system. He also swapped out the Rochester “manual choke” carburetor with a 1954 “automatic choke” Rochester, rebuilt the brakes, replaced the top, replaced the windshield, and made numerous other improvements. During the early years I provided as much help as a devoted seven-or eight-year old son can provide. It was a good way for a boy to learn the difference between a flat head and Philips screwdriver and channel-lock and needle-nose pliers, but there is no doubt that my biggest help at that age was my ability to shag tools.

Once the major work was complete my Dad drove the car to work and we used the car for family picnics as well as occasional camping, fishing, and hunting trips to the Colorado Mountains or nearby lakes. However, this was our second car (we also had a brand-new 1960 Chevrolet Brookwood wagon) so it wasn't heavily used until 1966 when Dad taught my older sister and me to drive the car (I was 13 and she was 15 years old).

My sister “inherited” the car when she turned 16 and used it to drive my younger sister and me to school. She also immediately convinced Mom and Dad to paint the car and chose an awful bright-yellow color. Yellow was supposed to be a “cool” color in the 60s but I thought it was disgusting; it took me another twenty years and two of my own kids to understand why Mom and Dad were so eager to oblige. They must have known when they made that decision, that in our little town of 3,000, they would be getting daily reports on where that bright-yellow convertible had been and what those kids had been doing. And, boy, did they get reports!!

Yes, life was simple in the 60's; but so were those pesky 6-volt car batteries. Unless they were brand new it seemed that they just would never hold their charge in cool weather. I have fond memories of cool and downright cold Colorado mornings with my younger sister and me pushing that car down the street while my older sister “popped the clutch” to start the car. I would jump into the car “huffing and puffing”, but it still beat walking. It was great for us “teenagers” to have that independence from parents that a car can bring.

When my sister graduated from high school my parents bought her a used 1958 Chevrolet Biscayne and I was given the keys to “the 51”. I was happy to have a car but was not happy to have inherited “the yellow bomb”, the nickname given to the car by my older sister's friends. But it was transportation, it was a convertible, and it was mine. What else can I say!! I drove it everywhere and was glad to have it.

I even drove it on my first date, a high school dance after a football game with a girl named Suzie. It was fun to hang out at the local A & W Drive-In with the top down and Drive-In movies and convertibles were a great combination in the 60s. I remember watching movies like Barbarella (1968) and Easy Rider (1969) with the top down and the stars shining above.

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continued from page 8

For my high school graduation in 1971 Mom and Dad bought me a used 1962 Impala 2-door sport coupe (maroon color) and I passed the keys to “the 51” to my younger sister. She also drove it to/from high school until she graduated in 1973. After a year or two of sitting in the driveway, I decided that a 20-year old convertible could be a classic and began some restoration work on the car. My Dad helped me (or I helped my Dad?) overhaul the engine and we began some other needed maintenance and the exterior conversion of “the yellow bomb”. We went to a local junkyard and cannibalized numerous parts (including the entire floorboard) from a 1951 5-passenger coupe and welded the floorboard in place. It was nice to be rid of those “Fred Flintstone and Barney Rubble” sized holes in the floor pan. I also repaired some minor body damage that the car had endured (not too bad considering it had experienced three teenage drivers in six years). I sanded and primed the car and painted it back to its original fathom green.

Well, “the 51” got another long rest between 1979 and 1999 while I was busy raising my own family. I dutifully kept it garaged all those years and used it occasionally for joyrides in the summer. My wife, Diane, was nothing less than a Saint, allowing me to keep it in the garage while her car sat in the driveway!!

Finally, with both my daughters off to college and the car now more than 50-years old, it was time for more restoration work. Last winter we worked on the interior, even rebuilt the seats from the springs up, and put on new seat covers and this summer we repainted it, this time a closer rendition of the original fathom green. We will continue to play with this “family heirloom” and make repairs and upgrades as we enjoy using it in the summer. I plan on driving it back to the old stomping grounds in 2006 to the National VCCA meet in Grand Junction, Colorado.

My daughters, now 20 and 22, have both learned to drive “the 51” and already discuss who will deserve it most when I am ready to pass it down. I have decided that the only solution to this dilemma is to buy another classic Chevy to use for a while and then I will have two cars to pass down!!! Does anyone know of another fifties classic that needs a good home?????



Chevrolet produced only 20,172 convertibles in 1951. This is less than 2% of the total production run of 1,250,803 cars. The base price of the car was \$2,030 before optional equipment, freight, and excise taxes. The standard new car warranty on a 1951 Chevrolet was 90 days or 4,000 miles (whichever came first) and didn't cover the tires or battery!!

Specifications

1951 Styleline Deluxe Convertible Coupe (Model 2134)

Serial No. 5JK-F 52075

Style No. 51-1067TX

Body No. L 13294

Trim No. 206 (Green Leather interior)

Paint No. 445 (Fathom Green exterior)

Built in Kansas City, Missouri in June 1951

Original color Fathom Green with Argent Silver wheel stripes

Tan convertible top, green interior

Original Seats and armrest tops were made of deep buff leather

Door panels, rear quarter panels, etc. of light gray leather fabric (vinyl)

Original dashboard panel painted Fathom Green

Lower instrument panel painted Light Gray

Original engine 216 cu. in.

Current engine 235.5 cu. in.

115 HP @ 3700 rpm (The “Blue Flame-115”-1954)

3-speed manual transmission

Electrical system 6-volt (negative ground)

Tires 7.10-15 bias ply (only the convertible,

others were 6.70-15)

Weight 3615 lbs.



There were two new questions and some left over ones in the Glove Box for discussion at the October meeting.

The first new one was from Jim Darby regarding front shocks for 39-48 Chevrol-
lets. Specifically, how can one tell if the shocks are in good condition? *Discussion on this centered around their ability to hold fluid. If they leak you have a problem and they will probably have to be rebuilt. If there is no leak disconnect the upper pin and move them up and down to determine their working*

condition. Lee Folsom had another way to test their ability to hold fluid. When they are totally disconnected from the car and their fluid drained put them use air pressure under water. If they emit bubbles, they probably leak.

The second from Jim Farris about the benefits of High Mileage oil. *There are a number of oils available that claim to be better for an engine with more than 75,000 miles. They differ from regular oils in that they have some type of sealer additive. After some discussion the group questioned their cost benefit. There are a limited number of seals in our engines requiring this type of oil.*

Left over questions included: Jim Martoza's inquiry about strain on the suspension components when using radials? Which octane gas should we use in our vintage Chevrolets? *The group felt that there was little, if any, additional strain on suspension components when using radial tires on a vintage Chevrolet. Many Chevrolet owners with originally equipped bias ply tires are using radials with no apparent ill effect on the rims or suspension system. It should be noted however that in judging the use of radials is a mandatory point deduction of 8 points per tire if original equipment type tires are available.*

Which gas to use? Higher octane may be required for higher compression engines. Regular 87 octane is fine to use in standard sixes and small block V/8's. When the compression ratio approaches 10 to 1 you may need a higher octane.

How can you tell when a Catalytic converter needs replacement? Catalytic converters can go bad in two ways. They either burn out completely, failing to do their job of reducing emissions, but not effecting the general performance of the engine or they can plug up from burned debris inside the converter. In the latter case their is noticeable lack of engine performance. The back up from the converter plugs the exhaust system so badly the engine has a hard time running. John Strampher told of a check he had done on a converter. Small holes were drilled in the exhaust pipe before and after the converter. The input and output flow was measured at these two places. Dick Olson also suggested that if you could hear material rattling around inside the converter it was on its way to being plugged. Rusted material is flaking off inside. A test for this is to give it a small kick. If it rattles you may have a problem.

We did have three new questions come in. One from Jim Darby, "Is it OK to use bolts in the place of rivets when putting a frame piece together? If not, where do you get the rivets?"

The second question comes from new member Mary Sandstrom, (who owns a 54 Bel Air) who wonders who are some good insurers for collectible cars, so she can get some competing quotes.

The third from Donna Onat. When I got my car the tires were bald (didn't matter much until we got her running & got the steering fixed.) I found out that the original tire size was 15", and the car had been set up with 14" - tires & wheels. Found out that the hubcaps aren't right, either (of course). So, rather than go to the extra expense of changing back to original sizes at that time, I just bought new 14" radial tires. Everyone passes me on the freeway when I'm going 70, so I wonder if the wrong tire size affects the speedometer... and also perhaps the odometer?

Keep the questions coming. We all learn from these discussions. You can e-mail your questions or solutions to Jim Farris at farrismej@aol.com Thanks for all of your contributions.

Jim Farris
Custodian of the Glove box

TAPPET CLATTER *Classifieds*

FOR SALE

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
'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

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

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

'65 Chevelle 396 engine, Pat @425-373-1688

'66 Chevelle Convertible, 6 cyl. auto. tilt wheel (the only option). It has some rust in the trunk and the fender wells and the top is just "OK". Power top however, I have never used the power top feature. 69k miles, original owner just never drove it. Will run with a new battery but, needs a tune up.

JIMTEE@aol.com



Set of 8 lug Chev wheels w/good 16.5 tires, \$75

Jim Farris (206) 937-5636 or farrismej@aol.com

1987 Pontiac Trans AM GTA configuration, T-tops, excellent mechanics & driver \$2750 OBO

Walt Blair (206) 249-6745 or blairhall33@excite.com

'59 Convertible, 80K miles, Bruce Nickelson (425) 771-8475

'54 Bel Air 30K miles @ AIM Automotive 10th & HWY 99 Lynnwood

WANTED

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

1940 Chevrolet Fender Guard for Right Front or Left Rear. These are sometimes called Bumper Tips. One only or complete set of four. Part number 985656 Group 7.827 Dennis Johnson 360-697-1165 or djchevrus@aol.com

1937 or 1938 Chev truck cab, any condition. Dick Olson 425 222-5798 or rolson82@comcast.net
Windshield wiper transmission for 54 210 w/ PG Donna Onat (425) 643-0762 or donnaonat@juno.com

(5) 1957 Chevrolet 14" wheels, Don Boltz (206) 242-4636 or DONNYS32@AOL.COM

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



THE FILLING STATION
CHEVROLET & GMC
QUALITY REPRODUCTION PARTS
990 South Second Street Lebanon, OR 97355
TO ORDER: (800) 841-6622
INFORMATION: (541) 258-2114
FAX: (541) 258-6968 or www.fillingstation.com

Wanted Reward!

We are seeking "Spotlights" of club members cars for 2004 Tappet Clatters. Please take the time to write up the history of your car and include two pictures and send them to Jim Martoza. Do it the way that suits you the best, but if you can do as an attachment to an e-mail that helps Jim put it together. See the past ones in 2003 as examples. Reward? – You will have a copy for many many years and help us produce an interesting monthly publication. Also, there is a rumor going around regarding special issues to spotlight car owners. THANKS

TAPPET CLATTER 11

November 2003 issue:

- ⇒ *Club Annual Banquet Registration and information on page 5.*
- ⇒ *December holiday time potluck. See details on page 7.*
- ⇒ *Answers and more questions in the Glove Box on page 11*

