

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

November 2005

Volume 38, Issue 11

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NOVEMBER SPOTLIGHT

My 1979 Chevy Silverado

By John Strampher

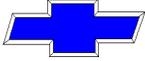
I have always liked the full-size Chevy trucks that were built from 1973 through 1987. In September 1981, my Mother and I bought new 1981 Chevys. Mine was a Chevy Citation 2-door hatchback in maroon, and my mother's Chevy was a Scottsdale C10 ½ ton pickup, in red. I really enjoyed driving my Mother's '81 Scottsdale pickup, and then decided that one day I would own one of these trucks. Her Scottsdale came equipped with the 250 cu. in. in-line 6-cylinder engine, with the 700-R4 transmission, power steering, power brakes, tinted glass, and full gauges, and AM radio. This truck was quite responsive on the road, even though it had the 6-cylinder engine with the automatic. The horsepower was rated at 130, and the engine had a dual take-down type of exhaust manifold, with a 2-barrel carburetor. At that time the price of gasoline was starting to rise, and this truck would get between 15 and 25 miles per gallon, which was very good for a full-size truck. My mother later traded her truck in on a motor home, so she and my step dad Ike, could go traveling. I think she still misses that truck at times.



(cont. on p. 5)

November Program

This month's program will feature Products that Work. Please bring your stories of products that really did work! See page 7. Dave and Betty Roberts are on the sign up list for treats this month.



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 1980 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/>

2005 Officers of the Puget Sound Region

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Club Store

Dave & Betty Roberts

Wanted Reward!

We are still seeking "Spotlights" of club member's cars for 2005/2006 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.

Bob & Jerry's Relay



On October 23rd at the "Harvest Tour Around Washington State Snohomish Corn Maze," Mary and I braved the elements on a rainy Washington day with Sallie & Don Comstock, Diane & Dave Haddock, Ana Maria & George Haley, Sharon & Tom Lauderback and Evie & Rod Schein. It was definitely rain gear and boots weather. There were scores of people (young and old) picking out wheelbarrows full of pumpkins, a farm show of the "Three Little Pigs" and concessions at which to buy food and pastries. I commented to Mary that this farm probably makes a greater profit selling pumpkins and touring people through the corn maze than just regular traditional farming. We got muddy and wet, but all had a great time. I think I got a couple of inches taller as the mud caked up on the bottoms of my boots.

Current events have caused my writing lately to be filled with mixed emotions. Our recently planned trip to Naples, Florida was cancelled due to the latest hurricane. We were to see, for the first time, our newest Grandson, Ryan Davis Brownell. We were advised against the trip on October 19th, the day of our scheduled departure. Our kids made it through the storm with only minor damage, but as we all know from the news, southern Florida took another hard hit from this hurricane.

As the time draws near for our vintage car club to elect leaders for next year I want to compliment our members for their willingness to step forward to gain new experiences and to commit their demonstrated skills and talents as they prepare to lead us into the year 2006. I have been so impressed this year as I have observed our current Board of Directors carefully watch over the best interests of our car club and all the activities that have been so excellently carried out. They have demonstrated leadership by example, which is contagious and much more than something that automatically goes with an official title.

I want to share a tech note that I recently read from the September 1938 issue of Automobile Digest, (cost 25 cents a copy in 1938). It is from a collection passed on to me by Mary's father, Stanley Lickfold. Stanley was known by all his neighbors as a good auto mechanic, and partial to Fords. If it was not a Ford, he just might not work on it. The article is found on page 32, and Titled, Smoothing Out an Overhead Valve Motor by Lawrence Anderson of Los Angeles, California. "Frequently after grinding valves on overhead valve motors, particularly Chevrolets, the motor will idle rough, and some times have a miss when the car is in motion. The rocker arm shaft is quite thin and by drawing up too tightly on the hold-down nuts, the shaft is distorted. This distortion can usually be overcome by loosening the hold-down bolts just a trifle. If this fails to do the trick, the rocker arm can be removed and reamed where the bind occurs. The best method, as always, is to replace the shaft, being careful not to kink it when cinching down the hold-down nuts."

Mary and I are looking forward to the festive activities of Thanksgiving and Christmas with hopes that we will soon see our newest Grandson.

In The Relay With You, Jerry

Dick Olson's Garage Nite

Garage Nites will resume in the Spring. Watch the March Newsletter for something in April 2006.

CLUB STORE & RAFFLE

The store will be open at the meetings throughout the fall, winter, and spring months.

Dave & Betty Roberts

December Celebrations

BIRTHDAYS!

2 Dennis Johnson
9 Dave Miller
10 Judy Landguth
& Ana Haley

12 Jake Jacobs
18 Don Comstock
24 Gail Darby
25 Myron Gabelein

ANNIVERSARIES!

23 Don & Sallie Comstock

MERCER ISLAND BRIDGE MOTORLOGUE

YOU CAN NOW DRIVE TO MERCER ISLAND....A POST-INTELLIGENCER MOTORLOGUE reprinted from the Automotive Section of the Seattle Post-Intelligencer, March 9, 1924 (see pictures on p. 10 and back cover)

From the beginning of history, islands have been bound intimately into the romance of the human race. Islands have supplied the filmy fabric of legends; they have nurtured poets and inspired poetry. And they have provided the more solid materials on which civilizations have been built. Two of the earth's present great powers rest upon islands. There seems to be something about island snugness that engenders in a race the strength of homogeneity. And on a small and beautiful island, like the one in Lake Washington, folks become neighborly. It's a fine place to live.

LAKE WASHINGTON'S PRETTY MERCER ISLAND IS IN REALITY ONE OF SEATTLE'S CITY PARKS

Bridge Now Gives Easy Access to Island, Which Also Has Splendid Ferry Service—Residents Plan Numerous Improvements

By Alvaro C. Shoemaker, March 1924

MERCER ISLAND no longer exists. This statement is not so startling as at first it might seem. The Lake Washington gem did not drop into its surrounding waters as did the Sacred Island of Japan in the recent cataclysm, Paradoxical as it may seem, Mercer Island disappeared by dropping into the world—through the agency of a bridge.

By the authority of geographical definition it is still an island. But repeating the formula, "An island is a body of land entirely surrounded by water," means little as you drive your car over the substantial span which, in all practical essentials, makes Mercer Island an integral part of the mainland. While this bridge may have destroyed, in some measure, the sense of insularity enjoyed by the residents of this jewel of jade rising from the blue setting of Lake Washington, it has resulted in advantages vastly compensatory in other directions. It has linked their system of roads, already developed, including a boulevard nearly fifteen miles long, to Lake Washington Boulevard, a fifty-five-mile concrete drive entirely encircling Lake Washington. (cont. on p. 6)

My 1979 Chevy Silverado (cont. from p. 1)

Now fast forward to 2002, and I started looking for one of the '73 thru '87 Chevy trucks. In early 2002, I ended up with a 1966 Chevy C10 Fleetside pickup, which I had fun with, but was still looking for the newer generation Chevy truck ('73 - '87). In the summer of 2003, I happened to be at Jon Hartog's automotive repair shop (Doyle's Automotive) in West Seattle, and spotted a '79 Silverado Pickup. I mentioned to Jon, that this was the kind of truck I really wanted. He told me that this truck was going to be coming up for sale soon, and that he would let me know when. It was owned by a nice couple, Larry & Judy, who live in West Seattle. About a month later, in August 2003, Jon called me to tell me that the '79 Silverado was for sale. He also told me that if I did not buy this truck, he would, because it was such a good one. He gave me the name and number of the owners. I called and went over the next night to see and drive the truck. I immediately knew that this was the truck for me. When Judy told me she wanted \$1,000 for the truck, I told her I wanted the Silverado, and would be back the next night with the money. Larry and Judy were the Silverado's second owners, which makes me the third owner. They gave me every piece of paper work for the truck from when it was new, including the original bill of sale. Needless to say, I have all the records for maintenance on this truck, from day one!

My '79 Silverado is the C10 "Big 10" heavy half-ton long bed Fleetside 2-wheel drive. This truck has the 350 V8, with Turbo-Hydramatic, power steering, power brakes, tinted glass, intermittent wipers, newer AM/FM/CD player, and the heavy

duty suspension, brakes, cooling system, dual 20-gallon fuel tanks, and 342 to 1 rear end for trailer towing. When I got the truck home, I washed it and went over the outside with "Dri Car Wash" a cleaner/glaze product, which really made the old paint shine. The outside colors are Cordovan Brown and Beige, with a tan interior. This is not a perfect truck, just a nice old original truck, which gives me a lot of pleasure to own and drive. I had Jon Hartog do a few minor repairs and tune-up on this truck after I bought it. It also had aftermarket wheels and large tires on it, which I have replaced with the correct factory white wheels, hubcaps, and new tires of the correct size. This past summer I found a nice used fiberglass canopy for my truck, and have installed that too. There are a few more minor cosmetic things I would like to do to the interior, as time and money permit. I have had several people compliment me on my Silverado, and then ask if I wanted to sell it. I thank them for the compliment, and let them know that it is not for sale. Like all older Chevy's that have been cared for, this truck runs and drives very well! It also has it's own space in one of my two big garages with

my other Chevys. None of my cars ever sit outside in the weather! My thanks to Jon Hartog for telling me about the truck, and to Larry and Judy for selling it to me! A few other good things about this truck are that it qualifies for the JC Taylor Antique Car Insurance, because of its age, and it does not have to go through emissions testing anymore. My '79 Silverado does not get the same gas mileage as my mother's '81 Scottsdale did. My truck gets between 11 and 17 miles per gallon, which is normal for them. Since I only drive this truck about 1,200 miles per year (plus or minus), mileage is not too big a deal for me.



2005 Club Meetings & Auto Events Calendar

NOV	26	Hillsboro, OR. All Auto Swap Meet, 800-659-3440
	28	General Meeting @ Tillicum Middle School
DEC	4	Issaquah, WA. XXX Jingle Bell Cruise for Toys, 425 392-1266
	11	Annual Holiday Party, see p. 7
JAN	21	January Banquet, see p. 8
	23	General Meeting @ Tillicum Middle School
FEB	11/12	Puyallup, WA. 32nd Annual Corvette & High Performance Meet
	27	General Meeting @ Tillicum Middle School
MAR	3-5	Portland, OR. 50th Annual Portland Roadster Show
	27	General Meeting @ Tillicum Middle School

Don, George, & Ana's 2005 Events

December 2005 Annual Christmas Party will be at the Barkers. See p. 7 for information.

Thank you Ana, George, and Don for all the wonderful events this year!!!!!! Like the recent Harvest Tour to the Washington Corn Maze (see pictures below)



(**Mercer Island Bridge**, cont. from p. 6) Seattle, near the center of the west side of this loop, is given a scenic drive unequalled anywhere. And the Mercer Island bridge diverts a portion of the traffic stream into a delightful eddy which flows over the island highways through scenic surroundings, near and distant, that are simply superb.

While Mercer Island is a geographical unit, perhaps the writer will be pardoned by the islanders if, for the moment, he treats it as a part of Seattle. This seems necessary because, too often, islands, when brought into relation to cities, are conceived to be mere parking places for tame ducks and waterfowl, residuums of land left in excavated lagoons set in well-manicured city parks. It is not always easy to “get over” the vastness of Greater Seattle; it is difficult to set out the indescribable grandeur and breadth of the scenic setting.

Lake Washington—which, together with its environs, might with propriety be called Lake Washington Park, Seattle—is a body of water nearly twenty miles long and five or six miles wide. Connected by a ship canal with Puget Sound, it is frequently entered by large vessels of the navy, and ocean-going commercial vessels are always to be seen on its blue surface.

(cont. on p. 7)

Club Touring & Activities Information for 2005

NOVEMBER MEETING-

Bring your Products that Work to share with members at the meeting. They do not need to be automotive related. These are items, which you would recommend to fellow members. These are products that you like to use or which achieve desired results. Perhaps an item that can be used for a certain task or fills an unusual requirement. These are just a few potential examples of the types of Products that Work that you will have the opportunity to talk about with others.

Christmas Party in Issaquah

The Barkers request your attendance at the Puget Sound Region VCCA Annual Christmas Potluck at their house on December 11th. Attendees are encouraged to bring a salad, side dish, or dessert. Your hosts will provide a baked ham and all beverages.

As usual the annual gift exchange/swap will be held with a suggested \$10 value gift. (Bring new items or gifts of appropriate value. No white elephants, please.) Gifts should be labeled "man" or "woman". (Please don't use "either".) This is entirely voluntary and you don't have to participate in order to share in the laughter.

Everyone is welcome to arrive any time after 12 noon. Park as far forward as you can so everyone will fit into the driveway area. Once he figures out what it is, Bill will be offering a surprise tour or workshop around 1:30 pm. We will begin eating promptly at 3 pm. The gift exchange will follow the meal.

Directions to Bill and Sis' house in Issaquah will be handed out at the November club meeting. You can call them any time at home.

(Mercer Island Bridge, cont. from p. 6) Within this lake lies Mercer Island, seven miles long and with an extreme width of two and one half miles. Yet much of this lake and all of the island lie within ten miles of the business center of Seattle, one-half the area of the island being within little more than half that distance. In some cities comparable to Seattle in size, this would almost be considered a "downtown" park

BEAUTIFUL ISLAND

Set in the middle of the United States, Lake Washington and Mercer Island would attract throngs so large that standing room would lie at a premium. The lake, with its mountain setting, would not be the least notable if set along the lakes of Switzerland. The island, set in the Aegean, would inspire poetry for its exaltation and international wars for its possession. Looking at Mercer Island from any point on the surrounding mainland, flanked by the serrated Cascades, sentineled at the south by Mount Rainier, floating on the blue surface of the lake, its tree-plumed slopes painted in delicate shades by soft sunshine, Byron's lines press forward in the mind, (cont. on p.10)

November 2005

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 2005

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 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				

February 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				

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

Annual Awards and New Officers Installation Banquet

This year, George Kowats, John Strampher and Jim Martoza have teamed up to arrange the banquet facilities and menu planning. We have reservations at the Golden Steer located at 23826 104th Ave SE in Kent for Saturday January 21st. Social time will start at 6:00 PM, followed by dinner being served at 7:00 PM. Map and directions will be in next months issue.

Drinks will be available via server from the restaurant bar throughout the evening. The prices below include tax and tip.

We have 3 dinner choices. All meals come with bread, baby red potato with a seasoning, Caesar salad and carrot cake for dessert. Coffee, Tea or Soft Drink is also included.

PRIME RIB: 8 ounce portion \$27.00

CHICKEN DIJON: 8 ounce portion \$24.00

SALMON FILET: 8 ounce portion \$27.00

Vegetarian or vegan meal options contact George Kowats for arrangements.

Annual Banquet Registration Form

Name _____ Spouse or Guest _____

Address _____ City/State _____

Phone _____ E-mail _____

Write the number of meals to be ordered in corresponding dinner choice.

Prime Rib _____ Chicken _____ Salmon _____

Registration forms must be returned to John by January 6, 2006.

Mail them to John Strampher

Please make checks payable to PS-VCCA.

Enter total amount enclosed _____

(October Meeting Minutes, cont. from p. 9) It will be going to Lake Wilderness Elementary School for their use in a Kindergarten. George Eadie shared a way to make parts bins with cardboard boxes; Jim Seiber shared his display of 1940 bumper jacks; and Lee Folsom displayed authorized GM items that were not made by GM. His examples included Stimsonite tail lenses, Lux and Westclock dash clocks, Adell door edge guards and other items. The program for the evening was presented by Jim Martoza who shared some information on Antique Automobile Insurance. He had a pass out sheet for all there.

Adjournment- The meeting was adjourned at 9:22 PM.

---Respectively submitted by Jim Farris, Secretary

Puget Sound Region VCCA General Membership Meeting Minutes
October 24, 2005

Call to Order - The October membership meeting was called to order at Tillicum School by Co-Director Bob Helgeson at 7:32 PM. Three guests were present, Dennis Seguine, who has his father's 26 Coupe, former member Dic Saline, and Dan O'Conner who accompanied Bob Stannis. Ralph and Judy Olson, who have been out of town, were greeted back. Donna Onat, Dave Haddock, and Rod Schein drove their Vintage Chevrolets. George Haley and Jim Darby attended driving other vintage vehicles.

Announcements - Hotel reservations are now being accepted for the VCCA 45th Anniversary Meet to be held in Grand Junction on July 3-7, 2006. Eleven members raised hands in response to the question of how many Puget Sound members were planning to attend this Meet.

Membership - Donna Onat reported our membership now stands at 74. Thirty-one have renewed for 2006. Membership dues for 2006 should be sent to Donna. Carolyn Frankhouser has decided to continue her membership with the group.

Board Minutes - Minutes for the September 22nd Board Meeting, printed in the October Tappet Clatter, were approved with the correction that The Mount Rainier Region be included for their financial support of the event. The Puget Sound Region apologizes for omitting this information from the printed minutes.

Leads and Needs - Clip boards for leads and needs, as well as volunteers for 2006 meeting refreshments were passed around.

Treasurer - Sallie Comstock reported the Club is solvent and in good shape financially. Expected higher Northwest Meet expenses did not materialize.

National News - Bill Barker reported the committee he was working with to develop a national database has completed its job. Their recommendations have been presented to the Board for review and action.

Activities - The last major Swap Meet of the year is scheduled November 5 in Bremerton. A number of members attended the Harvest Tour at the corn maze. The day was rainy and a little muddy but all had a good time working themselves through the maze. The November 13th Tour is to The Museum of Flight. Anna has secured a significantly reduced admission ticket for us. The group will leave the Renton Wal-Mart at 10:30, then go to the McDonald's on 154th and Highway 99 before driving to the Museum. The Christmas Party planned for December 11 will be at the Barkers.

January Banquet - The Yankee Grill and Roaster in Renton has been contacted as a potential location for our January 21, 2005 Banquet. The type of service and menu are still under consideration. Other locations were discussed.

Spotlight Vehicles - Rod Schein was presented a color copy of the September Tappet Clatter which featured his newly almost restored 1940 Coupe. There was a copy of the October issue for Dave Roberts featuring the Roberts 1941 Coupe.

2006 Officers - Rod Schein, Chairman of the nominating committee presented the names of members having agreed to help the club as officers for 2006. They include: Director, Bob Helgeson, Co-Director, Bill Damm; Secretary, Jim Farris; Treasurer, Sallie Comstock; Membership, Donna Onat; Club Store, Dave and Betty Roberts; Tappet Clatter Co-Editor, Dave Haddock; Activities, Rod and Evie Schein & Mary and Jerry Brownell. The committee is still looking for an Assistant Director, Historian and Co-Editor of the Tappet Clatter. The vote for next year's officers will take place at the November meeting.

Refreshments - Dave Haddock and was thanked for the evening's refreshments.

Program - The evening's program was preceded by several displays and announcements: Gisela Jones had an accident at home. A card was signed to be sent home with Dick; Two of the Clubs "A" Frame signs are missing. These signs have served the Club well the past year. They need to be located; Farris has the Club's old Typewriter in his basement and wanted to know what to do with it. He was given permission to dispose of the instrument. (cont. on p. 8)

From the Glove Box



The Glove Box feature will return next month

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 Jim Farris by phone or e-mail with any questions you feel might be included in the Glove Box. You can email me at farrismej@aol.com. Thanks. Jim Farris—Custodian of the Glove Box

(**Mercer Island Bridge**, cont. from p. 7) and one can think of the island as the place “Where burning Sappho loved and sung, Where Delos rose, and Pheoebus sprung!”

Construction of the bridge has opened Mercer Island to the motorist, who heretofore has had to make use of ferries to carry his car there. The road leading to this bridge turns off from Lake Washington Boulevard 9.5 miles north of Renton. A stretch of graveled road a half mile long brings the motorist to the bridge, which leads directly to Mercer Island Boulevard, encircling the island. On a trip two weeks ago this highway was wet in places, but was entirely passable. It is graveled, and work on it has been going on all winter. A few days of dry weather would put it in excellent condition. The distance from Seattle to the bridge, by way of Renton, is twenty miles: by way of Kirkland, around the north end of Lake Washington it would be a little more than thirty miles. An Automobile Club sign on Lake Washington Boulevard clearly indicates the turnoff to the bridge.

3,000 ON ISLAND

Three thousand persons live permanently on the island. This number is augmented in the summer months, as the lake shores provide ideal places for vacationing. Several communities have grown up on the shores of the lake, chief of which, and the Island Post Office, is East Seattle. From this place a rural free delivery route carries mail to all residents of the island. Other communities are Roanoke, McGilvra and Fruitland. Insularity has given the people common interests, and a remarkable spirit of fellowship and neighborliness has grown up.

The Keewaydin Club recently built a clubhouse on the hill above Roanoke, largely by the labor of its members. The Mercer Island Golf Club has about completed organization, and soon will begin construction of a course at the south end of the island. Seattle people will be permitted to join this club, but in all essentials it will be island enterprise, carried out by Mercer Island money.

Island residents are served with water piped from spring sources. Regular transportation is given islanders by ferry and passenger boats plying at short intervals between island docks and a wharf the Seattle shore of Lake Washington at Leschi Park. From the island docks bus service is available to any part of the district.

(Editor’s note: The picture on the right shows the heavily used?? Roanoke Dock before the bridge was built. Motorlogue and pictures courtesy of Bill Damm)



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

'51 Chevrolet Styleline DeLuxe 4 door sedan, 235 ci, powerglide, Original interior, Butterfly wheel, 51,000 original miles, see picture below, \$12,000, Dan Haarstadt, 425-785-4988



'67 Chevelle Malibu, 350 Chevy Crate Engine and Turbo 350 Transmission, Low Miles, Original Interior, Dragstar Wheels, New Tires, CD Player, Subwoofer in Trunk, see pictures below. Ryan 425-753-7072



1988 Chevrolet Caprice Estate Station Wagon, 78000 miles, V-8 with carburetor rebuilt, gets 20 miles per gallon on highway loaded, new tires, very clean inside and out. \$1500.00. Jim Farris 206-937-5636 or cell 206-226-2572

1949 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

'47-'53 Chev. radiator 1/2 ton; '47-'53 grill- no dents; 3-15 in. 6-lug wheels-Blazer type; 3-15x5 3 clip hubcap ridge 6 lug; 2- 15x5 reversed 5 lug; 2-15x5 6 lug ('48 car) 3 clip; 2-15x6 6 lug 5 clip; 6 15x5 6 lug 5 clip; 10 in. flywheel resurfaced w/ new ring gear, pressure & disc. Wally Martin 425-876-3475 (cell)

FOR SALE

'38 Chev Coupe, Master Deluxe, Price reduced!!! \$10,500, Bill Barker (425) 643-0698 or bill@barkerville.net

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

'41 Chevy coupe, Very nice car with perhaps 95K original miles. Well-cared for with radio and fog lights, 1960 235 six, must sell due to

health, \$16K OBO. Also a spare complete engine, rear-end, and an old oil dispensing tank at very reasonable prices call Sam at 425-746-6749 Bellevue. Email Steveveg4@aol.com if you want to see more photos.



WANTED

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

'64 Chevelle horn button. Would consider any 1964 full size horn button as well" Steve Grissom 425 - 228 3670 Steveveg4@aol.com.

Rims for '27 Chev, Bob Starnes, 206-365-1482, rstarnes@yahoo.com

Whole Front End, for '78 El Camino or Malibu Classic, Frank Borlando, 253-931-1358

'51 to '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

'55-56, 1/2 ton, short-bed PU, Prefer 235, V8 Ok, David White, (206) 999-8138, davidcwhite@comcast.net

'47 Chev Master Cylinder, Don Boettiger, (425) 641-6843, donald.boettiger@wa.ngb.army.mil

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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(800) 841-6622	(541) 258-2114
FAX: (541) 258-6968 or	
www.fillingstation.com	

November 2005 issue:

- ⇒ The East Channel Bridge in 1924 (see picture below and article on p. 4)
- ⇒ Annual Banquet Information and Registration form on p. 8
- ⇒ Holiday Party Information on p. 7

