

THE TAPPET CLATTER



THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

September 2005

Volume 38, Issue 9

CONTENTS

DEPARTMENTS

<i>2005 Club Officers & Club information</i>	2
<i>Bob & Jerry's Relay</i>	3
<i>Club Store & Raffle</i>	4
<i>Club Meeting & Auto Event Calendar</i>	6
<i>2005 Club Touring & Activities</i>	7
<i>Meeting Minutes</i>	9
<i>From The Glove Box</i>	10
<i>Tappet Clatter Classifieds</i>	11

Special points of interest:

- *Board Meeting on p. 7*
- *Membership Renewal Form on p. 8*

SEPTEMBER SPOTLIGHT

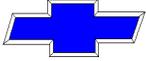
My 1940 Chevrolet: A Laboratory for Learning By Rod Schein

In the spring of 1962, during my freshman year at the U/W, a long-time friend of our family, Ida Rupert, was in the market for a new car as the clutch had gone out on her 1940 Chevrolet Special Deluxe Business Coupe. My dad mentioned this to me and I decided that it would be a good car to work on and learn on, especially since I would need a car to go to the U/W the next year. My brother and I had been carpooling in his 1940 Ford Business Coupe and he was graduating in June. My dad had always had Chevy's and so I knew I would have someone to help me and the thought of having my own car was wonderful. My brother's Ford was hard to work on with its complicated V8, hard to work in spaces, and the need for a special tool at every turn. For \$50 the Chevy was purchased and towed to our backyard. Then the learning began. (continued on p. 5)



September Program

BBQ at the Darbys Home, any time after 6:00 PM, see page 7



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

Directors

Jerry Brownell

ljsbrownell@Juno.com

Bob Helgeson

helgy@gte.net

Asst. Directors

Jim Martoza

chevyjim@cablespeed.com

Lee Folsom

Carolee51@verizon.net

Secretary

Jim Farris

farrismej@aol.com

Historians

Will Borhauer

wborhauer@msn.com

John Strampher

chevyjohn@foxinternet.com

Don Boltz

donnys32@aol.com

Activities Coordinators

Don Comstock

d.comstock@att.net

Ana Maria & George Haley

anama97@comcast.net

Editor

Dave Haddock

chevguy@att.net

Treasurer

Sallie Comstock

d.comstock@att.net

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



Today I just want to share some of my thoughts with you about several subjects that I have been thinking about a lot lately.

For our exercise program, Mary and I regularly hike Mt. Peak, which is just a little south of the town of Enumclaw. This morning as I was on my hike, my thoughts kept taking me to the devastation caused by the hurricane Katrina. This disaster is too much to try to comprehend. Our oldest son Jerald, his wife Teri, grandchildren Jacob, Sydney and newborn Ryan Davis live in Naples, Florida. Naples is on the west end of "Alligator Alley" and Fort Lauderdale is on the east end of that toll expressway, which we call a free-way. "Alligator Alley" stretches straight west for about 75 miles to Naples in southern Florida and was the proposed path of Katrina. However, it veered south and the center of the storm missed where our kids live by about 50 miles. I have friends, Ethel and Tom Copeland, who live in Clinton, Mississippi, about 15 miles southeast of Jackson, the Capital where a medical center was set up to treat the evacuees. I had tried for three days to contact Tom, and found that he had been at the hospital with Ethel, who has been ill for some time. Tom reported that their area was without power for a number of days, and although the hospital had emergency power it was not enough for air conditioning.

If your family or friends have family in the hurricane affected area I can only imagine the anguish being experienced as people wait to hear.

And now my thoughts go 180 degrees in the other direction as I think about the activities of the car club, the Bellingham Northwest Meet, car tours, showing vintage cars in local towns like Auburn and Federal Way, the August meeting at the XXX Root Beer Drive-In, and more events to come. The Bellingham NW VCCA Meet was a first for both Mary and I, so everything was new to us and the learning curve was very steep. One of the highlights for Mary was the Ladies Luncheon and Fashion Show at the "Lynden Pioneer Museum," and for me it was trying my hand on one of the car judging teams. I was also honored to drive Sandy Bruyn's '62 Chevrolet convertible to Lynden for her, and then on to the tractor pull and car judging. We will never forget all of the beautiful scenery on the tours to Mt. Baker and on Chuckanut Drive.

Steve Grissom, Ana Maria Haley, and Jim Martoza are to be congratulated for such a superb job of organizing and leading a great Planning Team that orchestrated a magnificent NW VCCA Meet. I heard Steve say at one of the Executive Board Meetings that he wanted this to be the "Best Northwest Meet Ever," and I believe that it met his expectations.

As we approach the fall season of the year it is time to start thinking about nominations for next years' Executive Board of Director positions. The Bylaws state that a Nominating Committee begins accepting nominations in September, and that a slate of candidates is presented to the membership at the general meeting in October. I would ask that you begin thinking about how you could best contribute to the functioning and leadership of the Puget Sound VCCA for 2006. It is almost here already! If you have suggestions for yourself or other members for any of the Executive Board positions, please forward the names to the Nominating Committee. Should you be submitting the name of someone else for a position, be sure to first get that persons approval. At present the committee includes Rod Schein (chairman), Jim Farris and me.

I have been so impressed this year with the functioning and leadership skills that your current Executive Board have demonstrated. They have a caring nature; provide a personal touch, and a visionary perspective so important to an organization such as ours. I trust that as you consider how you may personally contribute your talents to the organization and leadership that we will continue to experience the successes that have been the heritage of the Puget Sound Vintage Chevrolet Club.

In The Relay With You, Jerry

CLUB STORE & RAFFLE

The store will be open again at the September meeting and throughout the fall, winter, and spring months.

Dave & Betty Roberts

October Celebrations

BIRTHDAYS!

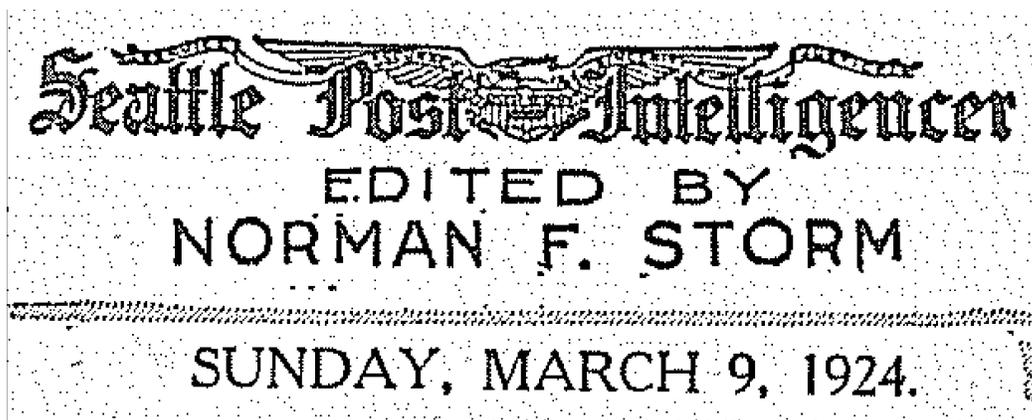
10/7 Roberta Martoza
10/10 Lila Jacobs
10/10 Larry Dykes
10/14 Carol Folsom
10/21 Nancy Current
10/25 Mike Currie
10/27 George Haley
10/29 Jerry Brownell
10/30 Sharon Lauderback
10/31 John Hartog

ANNIVERSARIES!

10/12 Richard & Audrey Clyde
10/28 George & Ana Maria Haley

Want to Sit Back with that Cup of Joe and read the Sunday Paper???

Club member Bill Damm has provided me with an original copy of the Seattle PI Automotive Section from March 9, 1924. I have scanned this ten page Sunday section and will be reprinting articles and ads in this and upcoming Newsletters. I think you will find it to be a fascinating look back at Seattle and all things automotive. Thanks Bill. (the editor).



A Laboratory for Learning (cont. from p. 1)

I learned that transmissions are heavy to take out lying on your back and that an old spline can be used to line up the clutch plate. Vacuum shift linkage is tedious and don't buy the cheapest clutch hardware because you'll be going through the whole process again soon. It's hard to pick a color for a car (I believe I still have a gallon of dull green lacquer paint), and most of the paint goes into the air when you spray in your back yard. When someone doesn't stop and hits you in the trunk, don't just have their insurance pay for the body damage but also have them pay for the broken wood seat frame. Don't try to clean off the fog on your rear window while driving as you may drift into the parked cars on your left (on a one-way street) and then you'll make many trips to wrecking yards to find a door and rear fender. (I saved the damaged door these past 40 years and it turned out to be the better door for the restoration)



When I graduated in 1965, my driving distances increased as I did a summer internship on the Hanford Project in eastern Washington before I started grad school in the fall. I had the 216 engine rebuilt so that when I begin my engineering job in 1967 at the N Reactor, I could make the trips between Seattle and Richland, WA. At this time I could start putting more money into the car and in 1969 I had it painted its light metallic blue color which it remained until recently. I also had some main parts re-chromed. While working on the car, I was very careful to keep it as original as possible while making it more roadworthy. I enjoyed the uniqueness of the car in an era when my technical co-workers were buying a variety of the late 60's sports cars. I could beat the best of them through the Ellensburg Canyon Road because I knew how to pass in between the Canyon's sharp curves having grown up driving the mountain roads in Western Washington.

In Richland the learning continued. Some lessons were almost lethal as I learned first hand that gasoline fumes are heavier than air and can be ignited by a propane torch when working on my own creation of a heater core using small refrigerator coils. Fortunately, the small explosion only singed my eyebrows and I kept my head well enough to close the door to the basement so the resulting fire burned itself out by the time the fire department arrived. Since the damage to my rental was contained and my life had been spared, I inscribed on the homemade case of the heater the words: "To God be the Glory" as a tribute of His provision in this near miss and as a reminder to take time to be safe. Before I had the car repainted in 1969, I learned that the tail end of my '40 could pass me faster than a bullet when traveling uphill on snow covered ice. And the resulting bounce off the guard rail can not only damage the left front fender, but also bend the steering linkage and take a hunk out of the steering worm gear. And, be sure to check your toe-in when your roommate tows you back home from Ellensburg at 50 mph so you don't wear and blow out your front tire!

When my job ended in Richland in 1970 and I began seeking a career that more closely fit my person, I decided to purchase a 1940 Chev two door sedan and tow it back to Seattle for a parts car. This began another adventure as I decided to rebuild the head before the towing trip and worked late into the night. Not having a torque wrench and being tired, I learned that when the head bolts are not torqued tight enough that water can mix with the oil, reducing lubrication to the crankshaft thrust bearing with the resulting shaft movement quickly wearing out the timing gear. The car came to a halt twelve miles outside of Richland on my return trip from delivering the parts car to our property near Anacortes. Since I was contemplating driving the car longer distances, I decided to save the 216 engine and have a 235 engine installed in its place. I picked up a 1957 engine core at a home for \$20 and had it rebuilt. After I joined our PSVCCA, I learned that I could have saved myself some trouble with the water pump, fan belt, generator pulley, and harmonic balancer by buying an earlier 235. Recently I solved this by using Dave Folsom's water pump conversion plate, a 1941 pump with a 1941 harmonic balancer along with my original fan and generator pulley. (continued on p. 9)

2005 Club Meetings & Auto Events Calendar

SEP	<u>22</u>	Board Meeting at Comstock's home (see p. 7)
	24-25	Chehalis, WA. Harvest Swap Meet, 360 273-6961
	24	Govt. Camp, OR. Off to Mt. Hood Cruise In, 503 272-3301
	<u>26</u>	General Meeting (this will be our Fall BBQ at the Darbys, see p. 7)
OCT	1	Vancouver, WA. All Auto Swap Meet, 800 659-3440
	1	Union Gap, WA. Vintiques Un-Run, www.vintiques.com
	8-9	Monroe, WA. 37th Annual Monroe Swap Meet, 360 366-0188
	15-16	Portland, OR. NW Car Collectors Show & Swap Meet, 503 694-6922
	<u>23</u>	Joint Activity with Mt. Rainier Region, details next month
	<u>24</u>	General Meeting @ Tillicum Middle School
NOV	5-6	Bremerton, WA. 37th Annual Auto Swap Meet, 360 638-2404
	19	Portland, OR. Showdown in the West, 503 254-8041
	19	Albany, OR. Albany Indoor Swap Meet, 541 926-3972
	<u>28</u>	General Meeting @ Tillicum Middle School
	26	Hillsboro, OR. All Auto Swap Meet, 800-659-3440
DEC	4	Issaquah, WA. XXX Jingle Bell Cruise for Toys, 425 392-1266
	<u>TBD</u>	Annual Holiday Party, Date/location to be determined

Don, George, & Ana's 2005 Events

October 23, 2005 Joint activity with the Mount Rainier Region, Picnic, Pumpkin carving, and games. Don will be the contact for this event.

November 13 or 20, 2005. Boeing Museum of Flight tour.

December 2005 Annual Christmas Party date, time and location to be determined by the host, yet to be determined. Volunteers needed.

Dick Olson's Garage Nite

The Oct. 12th garage nite will be at Jim Darbys in Bellevue at 7:30 pm. Call for directions. Check out progress on Jims 39 coupe. . See you there!

Club Touring & Activities Information for 2005

SEPTEMBER MEETING- Our Fall BBQ

On behalf of the club, Bob Helgeson has accepted an invitation from the Darbys to hold the September general meeting at their place again and have a BBQ potluck meal. The club will provide the BBQ chicken and Polish sausage, baked beans, sweet corn, potato salad, and cold beverages. Club members wanting to participate can bring side dishes or desserts. Coffee, paper plates and plastic ware will be furnished. Since it is getting dark already by 7:30 Gail thinks that we should be ready to eat by 6:45 or 7:00 PM. We will plan to eat outside as long as the weather permits. If it rains, we will huddle together indoors and be cozy. Steve Grissom has agreed to BBQ the chicken for us.

See you there!

Did you know this??? From the March 9, 1924 Seattle P-I....

*Nine-Tenths World
Autos U. S. Made*
Approximately 90 per cent of all
automobiles now registered in the
world have been made in the
United States

Board Meeting September 22nd

The next Board Meeting is scheduled for 7 PM on September 22nd and will be hosted by Sallie and Don Comstock. Some of the items that will be discussed include the Nominating Committee, Holiday Party, January Banquet, Awards and Budget. I am sure that there will be much to discuss and decide. This meeting is open to all interested members.

September 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	

October 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					

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

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



PUGET SOUND REGION OF THE
VINTAGE CHEVROLET CLUB OF AMERICA
2006 MEMBERSHIP RENEWAL FORM

NAME: _____ SPOUSE: _____

ADDRESS: _____

CITY: _____ STATE _____ ZIP CODE: _____

TELEPHONE: (____) _____ V.C.C.A. MEMBERSHIP NO: _____

CELL PHONE: (____) _____ E-MAIL ADDRESS: _____

LIST ONLY VINTAGE CHEVROLETS OWNED 1911-1981

NOTE: ALL REGIONAL MEMBERS MUST BE NATIONAL V.C.C.A. MEMBERS

CONDITION 1 = EXCELLENT

2 = ABOVE AVERAGE

3 = AVERAGE

4 = FAIR

5 = POOR OR PARTS CAR

CAN USE IN: M = MOVIES

P = PARADES

S = SHOWS

T = TOURS

(BLANK) = NO THANKS

YEAR	MODEL/BODY STYLE	CONDITION	CAN USE IN

MAIL MEMBERSHIP FORM TO:

DONNA ONAT
BELLEVUE, WA
FOR INFO: email donnaonat@juno.com

Annual Membership Fee Is \$30.00 Per Year.

Membership is from October to September.

PLEASE MAKE CHECK PAYABLE TO:

"PUGET SOUND REGION OF V.C.C.A."

(OPTIONAL): NO CHANGE _____

Birthdays: _____

Anniversary: _____

NOTE: ALL REGIONAL MEMBERS MUST BE NATIONAL V.C.C.A. MEMBERS

Puget Sound Region VCCA General Membership Meeting Minutes

Our August meeting at the XXX Drive-In in Issaquah was well attended. There are no minutes for this meeting.

A Laboratory for Learning (cont. from p. 5)

In 1973, it was time for a cylinder re-bore and new wiring in the engine compartment. I completed this on the Tuesday before Evie and I were married on the following Saturday! I drove the car to school, had my students wax out all of the oxidation and drove it on our honeymoon pulling my sailboat. What I learned later was that the words “normalize the engine” in my 1958 shop manual mean to warm it up completely and then readjust the hydraulic lifters. So, in the late 70’s, I needed a complete head rebuild. Also, shortly after this, I decided to do a brake reline and replace the brake hoses. This marked the end of an era of my driving the ’40 on a regular basis as my responsibilities as a husband, father, and home owner of a 1928 house overshadowed maintaining a forty year old car. So in 1981, the business coupe was parked and blocked up in our basement garage.



In 1998, Andrew, our eighteen year old son, asked me, “Dad, what are you going to do with that old car in the garage?” I replied that I wanted to restore it some day to which he replied, “Let’s get started”. I think in his mind he thought it was around a six month project and I was thinking it would take a year or two. So, one of the most overriding lessons of all in this laboratory for learning is that a restoration takes more time and effort than one can ever imagine!

What a special day it was on August 3rd this summer, when Evie and I, escorted by Dave and Betty Roberts and Lee and Carol Folsom, drove our ’40 Chev for the first time in twenty four years to our VCCA NW Meet in Bellingham. And the most important lesson is that our restoration happened because many of you encouraged and helped us. In addition to the Robert’s and Folsom’s, I want to say a big thank you to Bob Helgeson, Jim Farris, Don Comstock, and my neighbor Bill Bagley and his shop partner Jerry Nonis for all of their help. And, a special thank you to each of you who worked on my car at the July Garage Nite. With out our club, my car would still be parked in the garage.

From the Glove Box



CHECK YOUR CAR HISTORY IQ!!

QUESTIONS

1. First US car maker to mass-produce cars with standardized parts:
2. This model of car had no options, not even the color. "You can have any color, as long as it is black!" said the company owner.
3. "Come along with me, _____, In my merry Oldsmobile."
4. In 1903, two automobile executives raced their own cars; Ransom E. Olds in his "Pirate" and Alexander Winton in his "Bullet." That race was held on this beach:
5. In 1908, William C. Durant offered to sell stock in a new venture called General Motors; then used the cash and stock to buy 4 existing automakers. The brand name of those first four GM cars:
6. A car was named for this French adventurer who in 1701, founded the city of Detroit:
7. The fifth car company to be acquired by General Motors (1911) was named for this Swiss-born race car driver:
8. Charles Kettering's invention was one of the most important advancements the auto industry has ever known. It first appeared on Cadillacs in 1912. Cars equipped with his invention sold like crazy. His company: Dayton Engineering Laboratories Co. What was his invention?
9. Following a dispute with stockholders, Ransom E. Olds quit Oldsmobile even before it was bought by General Motors. He then built cars and trucks under this brand name:
10. What do the initials A.C. stand for in A.C. Spark Plug, ?
11. This man was a chief engineer for General Motors. He quit, bought the Maxwell automobile works, and changed the car name to his own:
12. The German automaker Daimler named a car for the daughter of one of his employees. The girl's name?
13. Adolf Hitler supervised the engineering of this "peoples' car" and personally approved the blueprints before it went into production:
14. The designer of the above car would later use much of the engine and chassis parts to build a sports car which would bear his name:
15. Which American company designed the Jeep, and who built the Jeep? The answer surprised me, and it may surprise you, too.
16. What is the origin of the name Jeep?
17. This small, inexpensive car was named for the chairman of Kaiser Motors:
18. These brothers sold their company to Chrysler in 1928:
19. Ford named a line of cars for the son of Henry Ford I. The son's name?
20. This South Bend, Indiana company began as a wagon builder in 1852, and built cars and trucks from 1901 until 1966.

Answers will be in next month's issue.

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

TAPPET CLATTER *Classifieds*

FOR SALE

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

'60s to '70s 1/2 or 3/4 ton pickup sideracks, homemade but works to extend load, Jim Seiber, (425) 392-7865

'38 Chev Coupe, Master Deluxe, \$11,500, Bill Barker (425) 643-0698

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

'36 Chev 4 Dr/stock, Open to offers, call Don Boltz (206) 242-4636 or email Donnys32@aol.com

'52 Chev, Powerglide transmission, call Dick Jones (425) 736-8798 or email Dick10051@comcast.net

'50 Chev 2 Dr/hdtp, No engine or transmission, call Don Boltz (206) 242-4636 or email Donnys32@aol.com

'57 Chev 6 cyl. Engine, complete, call Don Boltz (206) 242-4636 or email Donnys32@aol.com

'48 Sedan Delivery, I hope to find someone in the club that would appreciate a great daily driver. The car appraised in Jan 98 for \$12,000 by Walt Blair and I am asking \$13,500. Dick Selin (206) 547-9697 or (206) 369-7843

'36 Chev Parts, wheels, radiator and shroud, hood, John Aryes 425 870-4086

'36 Chev 2-dr front seat, \$100; **'53 235 60,000 orig. mi.**, \$350; **'31 Chev truck 4-spd**, 2 for \$75; **Chev 350 Turbo 350**, \$525; **Misc. 53/54 Chev parts**; Contact Mike Smith (253) 640-0337 or (253) 476-0741

'41 Chev parts, 4 600X16 WW tires not very good shape but free, great if you need for your project car, transmission \$30, rear springs \$20, front hub \$10, clutch and pressure plate \$5, Steve Grissom 425-228-3670, email Steveg4@aol.com could bring to next meeting.

'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

'50 Chev Bel Air 2 door Hard Top, First year for the Chev Hard Top, New 216 motor and new paint, Needs to be finished, all the parts are there. Ken Nelson, phone (253) 833 3580), Asking \$4500.



'50 Chev Bel Air 2 door Hard Top, First year for the Chev Hard Top, New 216 motor and new paint, Needs to be finished, all the parts are there. Ken Nelson, phone (253) 833 3580), Asking \$4500.

FOR SALE

'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 Steveg4@aol.com if you want to see more photos.



WANTED

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

Trailer Hitch, 1 7/8 in. for 2 in. receiver, Jim Seiber (425) 392-7865, jseiber@att.net

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

September 2005 issue:

- ⇒ Board Meeting on p. 7
- ⇒ Membership Renewal Form on p. 8

**April 2005 Garage
Nite at Dick Olson's**

