



## THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA NEWSLETTER

August 2009

Volume 42 Number 8

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### 1977 Nova Concours Facelift

By Dave Haddock

This spring at the joint tour with the North Cascade Region I had driven my newest project and was preparing to fall in line when Lee Folsom walked by and asked "What is this car, Dave. A Monte Carlo?" At this point I decided that I needed to write a story about it for the Tappet Clatter.



Lee was close, but it is not a Monte Carlo, but a low-production Fourth Generation Nova, called a Concours. While the name implies a lot more than this car is or probably ever was, it is still a Nova (I had always liked the size and the great Nova body lines of the late 60's and 70's) and is a small part of the overall Chevrolet story.

As most of you remember, the OPEC Oil Embargo of 1973 had hit the U.S. hard in the mid-seventies. Gasoline had been rationed for a time, we often waited in long lines to fill up, and the price of gasoline had doubled from about \$0.35 in 1972 to about \$0.75 in 1977. In addition to this challenge, U.S. automakers had been hit with a blow from within (an EPA mandate to severely reduce automotive emissions), and increasing competition in the small car market from Japanese and European auto manufacturers.

Americans purchasing new cars had responded by shifting their purchases to smaller,

*(Continued on page 4)*

### August 24 Club Meeting is at the XXX Root Beer Drive-In, in Issaquah

This months membership meeting is at the XXX Root Beer Drive-In in Issaquah. Triple X is a family style restaurant that caters to car clubs. Good food, old music, and memorabilia abound. Bring the family and arrive about 6 PM.



## 1967 - Puget Sound Region VCCA - 2009



*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. Regional membership is open to all Chevrolet enthusiasts who are members of the **Vintage Chevrolet Club of America (VCCA)**. All Chevrolets from 1912 through 1984 may be registered with the region. General meetings are held on the 4th Monday of the month at **Tillicum Middle School, 16020 SE 16th St., Bellevue . WA. 7:30PM to 9:30PM**. No meetings are held in July or December. You can learn more about the club by visiting the website where 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** at <http://pugetsoundvintagechevrolet.org/>*

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### Editor's Note

Some subjects that can be the basis of wonderful articles to share are: first-car, remember-when, restorations, Chevrolets and your families, history, trivia, little-known facts, and many others. Either current or vintage old-car stories and snapshots are also welcome. We reserve the right to edit material as necessary for space available and clarity.

We can accept most electronic formats and hardcopy. Photographs can be scanned and returned. We will take reasonable care of copy provided, however we cannot take responsibility for lost or damaged material. The monthly deadline is about the 5th of the month.

Glenn Landguth, [gklandguth@msn.com](mailto:gklandguth@msn.com)

## *Director's Corner*

*"From The Drivers Seat"*



By Al Howe  
Puget Sound Region Director

Wow! The days have been so very hot this week. I do some outside work in the mornings and spend the afternoons in the house with the air conditioner running. There are always lots of to-dos on the inside to-do list that need attention but I am not making much of a dent in the list.

I have to water the hanging baskets two or three times a day or they start to dry up, but that's OK, I can handle it. I am not complaining about the heat because I remember last year when we had only two or three weeks of summer and that wasn't very hot.

We had a beautiful day for the Jubilee Farm Tour. As a matter of fact I think we have had good weather for most of our tours this year. I hope we continue that trend for the rest of the tours coming up.

I believe the next tour is the Northwest Meet in Vancouver. I hope to see everyone there; should be some nice drives along the river and surrounding area. This year we get to enjoy the labors of love from another district; next year it is our turn.

Plans for next year's meet are well underway and on schedule but we will need help from all members in the coming months. I know we will have lots of volunteers for all the little jobs that need attention.

I took the 55 Chevy for a little test drive today and it just kept turning towards the Baskin Robbins so I ended up with a big wonderful milkshake. Love that car; it knows just what I need. Hum, maybe I should take a test drive tomorrow also, after all it is going to be hot and we should keep the cars running. Right?

The next meeting if that's what you want to call it will be at the XXX in Issaquah on August 24<sup>th</sup>. Hope to see everyone there for a big fat hamburger or what ever else you wish to have. The XXX claims, "Nothing you eat or drink here is good for you". Yummy.

### **Help Wanted for 2010 Northwest Meet**

Volunteers are still needed for the 2010 Northwest Meet. Several committees have positions available. Call now and avoid the "DRAFT"! Respond to George Kowats, 253-852-8178, zanygeophyl@msn.com

### **Fall Foliage and Winery Tour**

The "Fall Foliage and Winery Tour " is scheduled for Oct. 3rd. This will be an overnighter in Yakima.

We will leave the factory stores in North Bend at 9:00 am and proceed to Cle Elum. From there we will travel secondary roads to Ellensburg with lunch at the Red Horse Drive In. Then we will go south thru the canyon to Yakima and Zillah where we will tour the Rattlesnake Hills winery area.

We will return to overnight at the Clarion Motel in Yakima. Sunday we will return via Chinook Pass to Enumclaw.

We have blocked out ten rooms at a \$89.00 rate. Make motel reservations on your own at 1-800-896-7966, and mention the VCCA.

Please contact Jim Farris or Dick Olson if you plan to attend.

### **September Garage Nite—by Dick Olson**

"Garage Nite" will be at Dave Folsom's in Snohomish, on Sept 9th at 7 pm. See page 3 of the mailed TC for direction and contact information. Dave is planning several technical demonstrations.

1977 Nova Concours Facelift (Continued from page 1)

more fuel-efficient cars at a time when Detroit had been building their largest cars ever. What this country needed was a high-quality, low-cost, low-emissions, high-mileage, American-made subcompact. What we got from Chevrolet was the Chevette.

Chevrolet introduced the rear-wheel drive Chevette in September 1975 to supplement the Vega as their primary entry-level subcompact cars. But Chevette sales faltered and by mid-1976 Chevette production was slashed by almost one half. In addition, Vega sales had already been on the skid and it was cancelled after the 1977 model run. While it can be argued that the quality of these early Chevrolet subcompacts had a big effect on their sales, the writing was on the wall. Many Americans car buyers were already forgetting the lessons of the 1973 energy crisis and wanting the larger car look and feel.

Enter the compact Chevrolet Nova and Chevrolet Nova Concours. If you had owned, ridden in, or driven a Chevette or a Vega, the regular 1976 or 1977 Nova seemed like a huge upgrade. It was a well known, higher-quality compact car with a successful history going back to 1962. If you had owned, ridden in, or driven full-size Chevrolets and wanted the feel, quality, and/or prestige of a larger car but with better gas mileage, Chevrolet had an upgraded version of the Nova for you, the 1976 or 1977 Nova Concours.

Concours was the most luxurious compact car Chevrolet had ever offered. Rosewood vinyl decorated the upper door panels, instrument panel, and steering wheel. Basic Concours models had an upright mounted “C” hood ornament, bumper guards, bright metal trim moldings, black bumper impact strips, front disc brakes, a special sound deadening package, acoustical headliner, steel-belted radial tires, and full, specially designed Concours wheel covers. The Concours was also the first Chevrolet coupe with a fold-down front center armrest. Accessories included air conditioning, cruise control, reclining bucket seats, power windows, power door locks, intermittent windshield wipers, an adjustable steering column, remote control mirrors, and even a fuel economy gauge. Almost everything you would expect to find in a car today except CUP HOLDERS!!!



The Chevrolet marketing department was so enamored with the car that they created a separate eight-page sales brochure for the 1977 Concours to set it apart from the low-rent Novas. It used adjectives like distinctive, continental, luxurious, international, and elegant and nowhere could the word “Nova” be found. It calls the Concours “International in style, American in function” with a “very special blending of classic style and good sense”. To hit their marketing target they add that the Concours is “not too small, not too big, not too expensive”. And they finish with the words “It looks right. It feels right”. Getting back to Lee’s question, it is no wonder that he couldn’t identify the car. As with the marketing brochure, the word “Nova” is totally absent from both the interior and exterior badging on the car. Everywhere it simply uses the classic “C” emblem or uses the words “Chevrolet Concours” or “Concours”.

I had always liked Novas and they did “look right” to me. In early 2006 I started looking at Novas on Craigslist and went to look at a few from time to time during the year. I didn’t necessarily want the “muscle car” versions and avoided the ones with headers, wild cams, and wide chrome wheels that had probably been driven by at least two generations of teenage boys. Many of the others were family four-door versions with the 250 in-line six cylinder engine still purring like a kitten. While many of these were still in great shape they didn’t seem to fit either. Then in early 2007 I saw the ad. ***“1977 Nova Concours. All stock and original with 126k miles. 305 V8 engine and automatic trans. Power steering, power disc brakes, rally wheels and an original 8-track that still works.”*** The rest is history. The worst part is that I had just sold my 8-track tape collection a year earlier at a Garage Sale!!

It turned out to be a two-owner car. The guy I bought it from had bought it at a Church auction in Darrington. It had been donated to the Church by the original owner who had donated it when he could no longer drive and went into a nursing home. It was pretty dirty in and out, needed tires and brakes, and the paint was faded in places, but was otherwise in pretty good shape. It was idling a little rough, so on the advice of Dave Folsom, I replaced the EGR valve and that smoothed it right out. I’ve also repaired a tear in the front seat driver’s side upholstery. But the upholstery is all original and still looks quite good after 30 years. I also did a minor facelift with a low-cost Maaco paint job in the original “Orange Poly” color and replaced some chrome trim along the sides of the vinyl top.

It’s also a fairly rare car. I’ve found out that of the 365,264 Novas manufactured by Chevrolet in 1977, only 73,355 were the Concours version. In addition, of these 73,355 Concours, only 5,481 were two-door hatchbacks like mine.

So that’s the story. It is very quiet, is fun to drive, and I like how it looks, feels, and handles. And yes, the 8-track does still work!! I’ve found some of my favorite 8-track tapes from the late 60s and early 70s that still work at antique stores and have bought them. I probably paid at least a dollar for each one of them but it’s a small price to pay for nostalgia. Now I can cruise I-5 comfortably at 70 mph and listen to some great old tunes on the 8 track, all the while in a car with distinctive looks and personality. What more could I ask for?? Well, maybe just those missing cup holders!!



August 2009 Tappet Clatter

## Martoza Update

By Jim Martoza

The BMW and two of the Chevrolets (Corvette and '54 210) made the trip safely from Redmond, WA to Matawan, NJ. These two were loaded into an empty enclosed car hauler for their journey back east (via I-90, about 2,883 miles).

The Avalanche and the BMW went in an open carrier. Below you can see the Corvette parked above the '54.



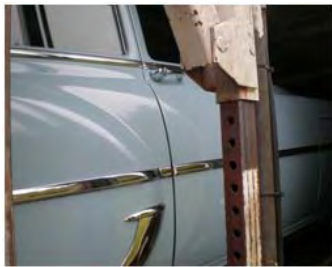
Only one thing arrived broken - a cement gargoyle's wing was broken. I glued it back on.

The Avalanche arrived with a cracked windshield, the top and the OnStar antenna base was scratched (it looks like something hit the top of the w/s moldings), the driver's door was dented and scratched (down to bare metal) and the emergency brake was not working.



We are settled in and all unpacked.

I started to decorate the garage. Ana might recognize something on the wall she made for the 2008 NW Meet in Ocean Shores (See photo below).



We found a large frog (Liz) in the koi pond. When I drained the pond and we cleaned it, Liz did not take off. She was looking at me as the pump was running on the bottom of the pond and Indy looked on. Liz did not leave until Daisy came by. It is strange, but Indy must have an aura about him that makes other animals feel comfortable.

The dogs are doing fine. We have been taking walks at night with all of them and Sarah (oldest) is doing quite well. We saw three bunnies on our walk last night. We have deer, squirrels, ground hogs, chipmunks and all kinds of birds.

Nike (cat) has maintained her ground and seems to get along better with Daisy. She has also wandered out to the garage (See photo to right).



Roberta takes a Matawan Station train to Newark Penn station, and then transfers to the Port Authority Trans-Hudson Corporation (PATH). PATH was established in 1962 as a subsidiary of The Port Authority of New York and New Jersey to serve as the primary transit link between Manhattan and neighboring New Jersey urban communities and suburban railroads.





## Tour to Jubilee Farm's Vintage Tractor Show & Ken Madsen's Classic Car Display—July 18

It was a perfect day for a drive along the shady backroads from Marymoor Park to Fall City and Jubilee Farm.

The tractor show and old cars are always interesting. There were also hay rides, live music during lunch, a vintage bi-plane flyover, plowing and discing (cultivating using discs) demonstrations, raffles, and a silent auction of tools and antiques. Our cars were parked such that people at the show could view them.



Photos by Matt Dickinson

## Future Club Events Calendar

From Activities Coordinator Matt Dickinson

<u>Dates</u>	<u>Activity</u>	<u>Activity Organizer</u>
August 13-16	NW VCCA Meet, Vancouver, WA	Columbia River VCCA
August 24	XXX Drive-In, Issaquah	Club Meeting
September 5	Mt. Rainier Region Joint Tour to Gig Harbor to show cars at an Assisted Living Center	Tour details not available yet from the Mt. Rainier Region.
September 12	John Strampher's potluck picnic	John Strampher
September 9	Garage Nite at Dave Folsom's	Dick Olson
October 3-4	Ellensburg/Yakima Weekend Tour	Jim Farris/Dick Olson
October 17	Silverdale Beach Hotel Tour & 2010 NW Meet Committee Meeting (Vashon Island Tour is again postponed. It was originally planned for June 13)	Matt Dickinson/George Kowats Matt Dickinson
October 20	Board meeting at Fairwood Library, Renton	
November early	November Tour	Matt Dickinson-Tentative
December early	Christmas Party	
January, 2010	Annual Banquet at the Golden Steer	George Kowats

### October 20 - Board Meeting

On October 20, 2009, at 7 PM, there will be a Board meeting at the Fairwood Library in Renton. All members are welcome to attend!

### Vashon Island Tour Again Postponed

#### Tour from Kingston ferry landing to the Silverdale Beach Hotel October 17

The Vashon Island tour, originally scheduled for June 13, then postponed to October 17, is now further postponed to next year, maybe in the Spring prior to the tourist season. Look for more information later.

A tour from the Kingston ferry landing to the Silverdale Beach Hotel is now scheduled for the Oct. 17 date. We will have separate checks for our lunches at the Silverdale Beach Hotel, after which George Kowats will have a 2010 NW Meet committee meeting.

Matt Dickinson will be sending tour directions later.

### Bill Damm's SAFETY CORNER

According to the AAA "I drive safely" course, the recommendation now, for the newer cars equipped with air bags, is to drive with hands on the steering wheel at the 8 and 4 o'clock positions. This should reduce the chance of getting hit in the face with your own hands if the air bag deploys.

### September Celebrations

#### ANNIVERSARIES

Tom & Sharon Lauderback	9/2
Ron & Janie Kohl	9/2
Jake & Lila Jacobs	9/9
John & Dot Zeigler	9/20

#### BIRTHDAYS

Dave Roberts	9/5
Diane Haddock	9/6
Dick Jones	9/15
Carolyn Frankhouser	9/19
Phyllis Kowats	9/24



## Garage Nite at Bill Damm's

Bill's recently completed 1929 Chevy was the featured attraction at Garage Nite.

An item that received much discussion was the set of new hubcaps that Bill had purchased. They were cast and beautifully polished, but they would not screw onto the hub. After careful observation, checking the thread pitch, thread depth, and so on, and after much discussion of various theories as to why they did not fit, it was finally determined by comparison to the original hubcaps that the thread diameter on the new hubcaps was too small.



Then Bill moved the car to a position from which he could demonstrate the proper way to align the headlights.



Sighting from a point on the rear window forward past the radiator cap, a point was established on the wall. Measuring left and right from the center point established target points for the left and right headlights.

Bill then started the car and let it run as we watched with anticipation. No smoke. No steam. No sputter. Great job Bill. No kidding!



### Wanted for the NW Meet!

For the awards voted on by the participants, like Best of Show, Ladies Choice etc. for the NW Meet, we would like to use hood ornaments or other attractive Chevrolet parts and mount them on a nice board with the meet dash plaque and an engraved tab for each award. To do this we need your help by contributing Chevrolet parts we can use. Ideal examples might be pre-1950 hood ornaments (newer ones are just too large). Later year '53 - to '67 fender ornaments would be perfect. V8 emblems from below the tail lights of '55-'56, hood or trunk emblems, script pieces, and horn buttons would work well.

A few pits are ok. It does not have to be perfect, but does need to be attractive. Should be 5" - 12" or so. We really need at least one very old piece to put on the trophy for Favorite Pre-1935.

Pieces go to Steve Grissom at [Steve4@aol.com](mailto:Steve4@aol.com). Please help.







**From the Glove Box** is devoted to sharing technical information, technical problems and solutions to problems related to the restoration and preservation of vintage Chevrolets. Please share your knowledge, experiences and recommendations with your fellow members.

Call the Glove Box Coordinator, Bob Stamnes, at email [rstamnes@yahoo.com](mailto:rstamnes@yahoo.com) with your information.

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### Three-Point Seat Belt for 1929 Chevy Coupe

By Bill Damm

#### Why I Wanted To Install Three-Point Seat Belts

The thought of impacting the steering wheel or dashboard, even in a low speed accident, didn't set well with me. In an accident, seat lap belts keep you in the seat, but they don't restrain the upper body and head, which may still impact the dashboard or windshield. A three-point seat belt restraint, which includes both a lap belt and a shoulder strap, has been shown to provide improved restraint over just a lap belt.

*Editor's Note: The upper body restraint provided by the addition of a shoulder belt can also help prevent separation of the lumbar vertebrae and the sometimes associated paralysis.*

As I was nearing completion in the restoration of my Mother's 1929 Chevy Coupe I decided to incorporate three-point seat belts in addition to the usual safety measures of installing safety glass and turn signals.

I did not think that the wood frame on my Chevy would be strong enough to support a shoulder strap during an impact without some structural improvement. The following is a description of how I strengthened the shoulder belt attachment point.

I am not an engineer, and I have no calculations as to how crash forces would act on my installation. So I am not suggesting that anyone else use my design. But I did want to share what I have done for the benefit of anyone wanting to consider one possible way to add the improved safety of a three-point seat belt restraint to a vintage car that has wood structure in the cab.

According to WA State safety statistics, a properly designed and installed lap belt improves your survival rate by 50%, and the addition of a shoulder belt improves it by another 25%. In less severe accidents it spares people from a multitude of minor injuries, which still makes the installation worthwhile.

Maybe some retired engineer out there somewhere would like to calculate the value of this installation and give some advice for improvement.

#### The Installation of Two Three-Point Retractable Seat Belt Sets with Inertia Reels (See pictures on page 10)

The short center straps with the latches bolt to the 3rd frame cross member, which just happens to be in the perfect location. The inertial reels, and belt end, are bolted to an "L" bracket. The "L" bracket is then bolted to the wood main sill just forward of the latch pillar reinforcement bracket.

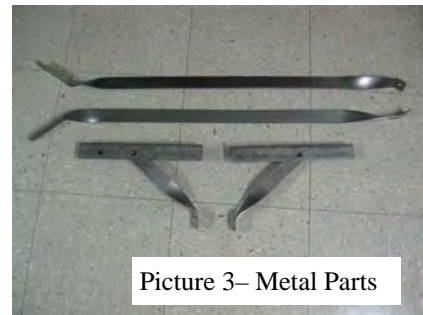
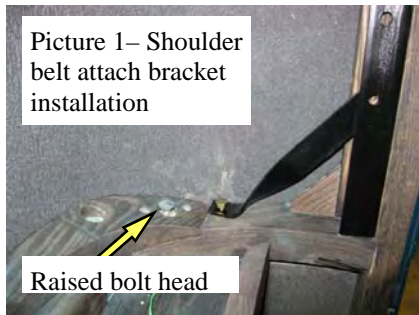
The shoulder harness attachment point is where I decided that I needed to provide reinforcement. At the shoulder harness attachment point, I used about 11 inches of 1 1/2-inch x 1/8-inch angle steel stock, trimmed to fit, and bolted to the back side of the body lock pillar assembly using 1-inch lag bolts. Then for a bracing structure to react a forward crash load I used some 1 1/4-inch x 1/8-inch metal strap stock cut and shaped and welded to the angle bracket from the shoulder harness attachment point, and the other end is angled back and is bolted through the wooden belt rail assembly.

Inside the trunk I bolted a carry-through support structure of 3-foot by 1 1/4-inch by 1/8-inch thick metal strap stock to an existing belt rail assembly carriage bolt (located about 3 inches aft and inboard of where the upper brace structure from the harness attachment point bolts to the belt rail). From there I shaped the strap to clear the fender well and structure back to two 1/4-inch carriage bolt ends that hold the bracket that holds all the wood pieces that meet in the aft corner of the trunk.

This I hope is satisfactory to essentially tie the shoulder harness attachment point back to the main sill kick-up and rear frame body attachment point. In an impact I think that the shoulder strap will break my bones before breaking the bolt and wood. If nothing else, at least it should slow my body before it hits anything.

The pictures on the next page show the metal reinforcing members and how they attach to the car.

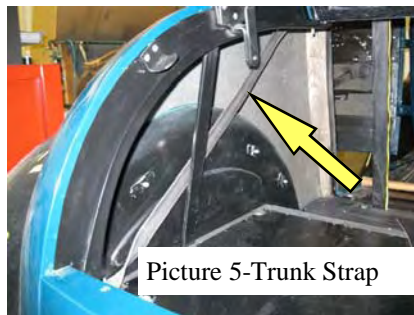
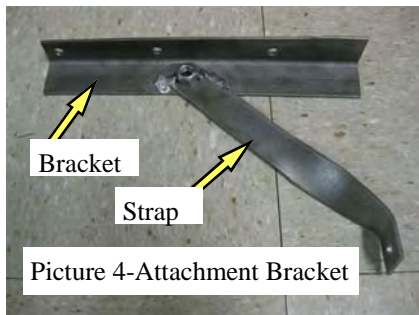
*Three-Point Seat Belt for 1929 Chevy Coupe( Continued from page 9)*



*Picture 1: This photo shows the shoulder belt attachment bracket installation. The vertical bracket is attached to the wooden body lock pillar assembly. A metal strap goes from the belt attachment bolt down to, and bolted to, the wooden belt rail. This picture shows the aft carriage bolt raised up a bit, because the forward end of the metal strap in the trunk attaches to the other (nut) end of the bolt. And with tight tolerances, the bolt has to be slightly retracted slightly to be able to hook up the metal strap in the trunk below. A possible concern is that there is only wood between the strap shown and the raised bolt which connects to the trunk strap.*

*Picture 2: This picture shows the forward attachment point for the metal strap in the trunk. It attaches to a carriage bolt that holds the wooden belt rail and deck frame side rail together. The top of the bolt was shown raised up a little in the previous picture. This bolt is about 3 inches from the forward bolt holding the attachment bracket strap to the belt rail. There is only the wooden belt rail and deck frame side rail linking the forward metal strap to the trunk metal strap.*

*Picture 3: This photo shows the metal parts for the left and right shoulder belt attachment reinforcement.*



*Picture 4: Passenger-side shoulder belt attachment bracket, with the metal strap and belt attachment bolt welded to it.*

*Picture 5: Metal strap installed in the trunk.*

*Picture 6: Aft attachment of the metal trunk strap.*



*Picture 7: Test for location and fit of the passenger side shoulder belt installation reinforcement bracket.*

*Picture 8: Completed seat belt installation.*

Please address comments or suggestions regarding this article to Bill Damm at [bill-damm@msn.com](mailto:bill-damm@msn.com).

## TAPPET CLATTER *Classifieds*

Ads will be carried up to three months on a space-available basis, unless withdrawn sooner or an extension is requested. Please notify the Tappet Clatter editor when your ad is answered or you need an extension. [gklandguth@msn.com](mailto:gklandguth@msn.com)

### FOR SALE

**1925** Chevy Touring Classic. I am looking for a buyer for my father's 1925 Chevy Touring Classic. It's a wonderful driver vehicle, always kept in a garage. He has had it for nearly 35 years. We are asking \$18,500 and will deliver. Keith J. Andrade, [Keith.Andrade@Comcast.net](mailto:Keith.Andrade@Comcast.net)



**1930** Chevrolet 4DR Special Sedan. 95% complete New old original. New honeycomb radiator, solid wheels, 12 extra wire wheels (optional), Extra engine, 2 trannies, 2 rear ends, front end, steering column, and misc. extras. Selling due to health. \$21,500 OBO. Jake Jacobs, (206) 243-7327.



**1938** Chevy Coupe Original Car Parts, including: generators, starters, engine block, head and valve cover, radio and tubes, transmission, rear end differential, and many other parts. I don't need many and want to give away free to others who might be able to use them. Ed Kelley, 425.996.8407 (cell), [ebkelle@attglobal.net](mailto:ebkelle@attglobal.net).

**Engine** 230? or 250? CID (it's the same block so I'm not sure just which displacement it is), complete from valve cover to oil pan, water pump to flex plate, looking for a new home. Jim Darby, 425-746-1750.

**Tires** Three used bias-ply 600-16 tires with good tread. Free. Rod Schein, 206-783-8956.

### WANTED

**1926** Chevrolet Touring Top Rear Window Frame. The inside dimensions are 5 1/2 inches by 17 1/4 inches. The outside dimensions are 7 5/8 inch by 19 3/8 inches. Other years may work. Bob Stamnes 206-365-1482, [rstamnes@yahoo.com](mailto:rstamnes@yahoo.com)

**1926** Chevrolet Fuel Tank. This is a rectangular shape with one opening for the fuel inlet. There is not a second hole for a gauge. Bob Stamnes 206-365-1482, [rstamnes@yahoo.com](mailto:rstamnes@yahoo.com)

**1930 to 1934** Sedan or **1935** Standard. Prefer a decent driver # 2 to # 3 condition. Gary Barquist, 509-636-2133, [ggary017@centurytel.net](mailto:ggary017@centurytel.net)

**1931** Front Fenders. Bill Barker, (425) 643-0698, [bill@barkerville.net](mailto:bill@barkerville.net).

**1955/'56** Chevy Two-Door Hardtop, Any condition, David White, (206) 999-8138

**Hood Ornaments.** Chevrolet Hood Ornaments to be used for trophies for the NW Meet. Steve Grissom, (425) 228-3670, [SteveG4@aol.com](mailto:SteveG4@aol.com)

Notice: John Strampher has a new email address. It is [chevyjohn1955@comcast.net](mailto:chevyjohn1955@comcast.net).

### Help Wanted for 2010 Northwest Meet

Volunteers are still needed for the 2010 Northwest Meet. Several committees have positions available. Call now and avoid the "DRAFT"! Respond to George Kowats, 253-852-8178, [zanygeophyl@msn.com](mailto:zanygeophyl@msn.com)



## August 2009 Issue

Touring to Jubilee Farm, Bob and M.G. Stamnes in their 1926 Superior V Touring, July 18, 2009.



Photo by Matt Dickinson