

THE TAPPET CLATTER

THE PUGET SOUND REGION VINTAGE CHEVROLET CLUB OF AMERICA

June 2021

Volume 54, Number 6

I-90 Over Snoqualmie Pass- The History of the “Sunset Highway”

Courtesy of King County Historic and Scenic Corridors Project

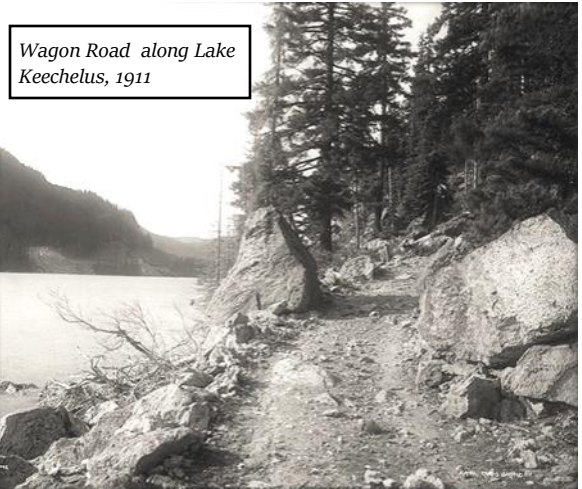
The earliest push for a wagon road over Snoqualmie Pass originated locally, as the U.S. government was focused on promoting overland migration through the Columbia River Gorge. In 1855, Seattle surveyors, including prominent settlers Dexter Horton and Charles Boren, first tried to locate a way through the mountains east of the village of Seattle. They explored two routes, one of which followed the South Fork of the Snoqualmie River up from Rattlesnake Prairie, dropping over the 3,022-ft. Snoqualmie Pass, and down to Lake Keechelus. In 1865, after the native-settler conflicts had subsided, another survey was completed and enough money raised locally to build 25 miles of road from Ranger’s Prairie (the future site of North Bend) toward the Pass. This rough wagon road was completed from Seattle to Ellensburg in 1867.



Snoqualmie Pass Wagon Road, ca. 1900. Courtesy of the Eastside Heritage Museum

The Snoqualmie Wagon Road altered the economy of the region by providing a direct route for trade and settlers to Puget Sound, putting Seattle on a competitive basis with Portland. Cattle drives from the rangelands of Washington and Oregon territories to Seattle began in 1869. Although maintenance of the road was challenging, cattle drovers and miners continued to rely upon it for east-west travel. In 1883, the road was taken over by the Seattle and Walla Walla Trail and Wagon Road Co., which made investments of money and labor in its improvement.

(cont. on p. 5)





1967 - Puget Sound Region VCCA - 2021



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 1993 may be registered with the Region.

General meetings are held on the 4th Monday of the month, except the 3rd Monday in May. No meetings are held in January and December. Meetings are currently lunch meetings held at 11:30 am at the XXX Drive-In, 98 NE Gilman Blvd, Issaquah, WA. 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, "The Tappet Clatter."

You can find the PS-VCCA website here on the *World Wide Web*

Press this button

2021 Puget Sound Region Officers and Board

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<u>Garage Nite</u>	Vacant	

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Publication Information

The deadline for receiving articles for the Tappet Clatter is normally by the **5th** of the month. The Editor reserves the right to edit material in any way as appropriate for wording, clarity, grammar, punctuation and available space. We can accept most electronic formats and hardcopy.

Email copy to tappetclatter@outlook.com

MANY A FOREST



Director's Message

"Jim's Junk Yard"



Director's Message June 2021

Thanks to those of you who were able to attend the May Club meeting at the Triple X. Several times during the pre-meeting "social time" I heard comments about the age of those in attendance. Ron Henry thought he may have been a member longer than anyone there. Dick Olson pointed out the gray hair in the bunch which left a portion of the group happy to have hair. The 16 members in attendance were glad to have the camaraderie of talking with those at the table. This was our first face-to-face meeting in over a year. When the meeting was over, no one left the room, taking advantage of the face time with members. We missed members who were in self-quarantine; also missed were the members who in the past have been able to join via a Zoom connection. We tried the Zoom at an earlier meeting but the background noise at the Triple X made hearing nearly impossible. Okay, this was a senior group but not an elderly collection. The participation reflected the wisdom of the ages.



We do need the participation of younger members, fresh ideas, and a willingness to participate to keep the old car running and driving on the road. That's what we do with our restorations, keep the club working together. We may offer future Zoom meetings to involve more members. There will also be a great opportunity to mingle with members at the gathering on the 4th of July at the home of Diane and Dave Haddock. Come share a hot-off-the-BBQ hot dog or hamburger. I've even heard rumors of 50s/60s decorations and music.

I will soon be on my way to photograph the Four Cylinder Tour in Minnesota. I am looking forward to this special gathering of Chevys. Watch for future reports on the adventure in Minnesota.



USED TO STAND

Puget Sound Region VCCA General Meeting Monday, May 26, 2021

Attending in-person at Triple X Restaurant were 16 members.

Director Jim Seiber opened the meeting at 11:20 with an invitation to select a book from the raffle prize table, a welcome to members, and thanks to Bill and Jose who worked together to get arrangements complete for a return to in-person meetings.

Treasurer's Report: Sallie reported there is a comfortable balance in the bank.

Activities Report: Al Howe and Dick Jones reported on the Ballard/Seattle Tour hosted by Rod and Evie Schein (in their traditional Norwegian garb) in honor of Norwegian Constitution Day. The tour around their Ballard neighborhood followed the regular, but canceled, parade route through Ballard, then traveled to Golden Gardens, the Blue Ridge area, and did a double drive through of the Ida Culver senior residence parking lot delighting the residents there. Bob Stamnes led a portion of the tour to Edmonds-Woodway Parkway. It was a fun tour with lovely weather. (see article and photos on p. 12)

Update on Tour in Newport Oregon: Jim reported that there are 40 registrations for the Willamette Valley Region VCCA Tour in June. Willamette has added a strawberry shortcake event to the planned activities at the hotel. John and Marilyn Campbell, John and Dot Zeigler, and Don and Sallie Comstock are planning to attend.

Announcements: Haddocks have extended an invitation to the Club for a picnic at their home on the 4th of July at "noonish". They have 2 Costco vinyl garages in addition to the carport for covered areas to socialize and eat. Members provide their own beverages, chairs, etc. Haddocks will provide hot dogs, hamburgers, and store-bought sides. This would be an appropriate socially distanced outdoor activity. Discussion followed with some members indicating they were ready to attend and some saying it was too soon to determine attendance. (see page 10 for more information)

Ron Henry won the raffle choosing the microwave soup mug and runner up Don Comstock selected the message board.

Jose thanked Puget Sound Region VCCA for their continued support of the Triple X. He was most appreciative of the assistance to keep his struggling business alive when all restaurants were required to close.

Sallie mentioned the upcoming Indy 500 and displayed her race day pace car owner attire. Bill added that the Pace Car this year was a Corvette convertible.

We enjoyed Bill Barker's videos of some unique and hilarious face masks.

Meeting adjourned 12:21.

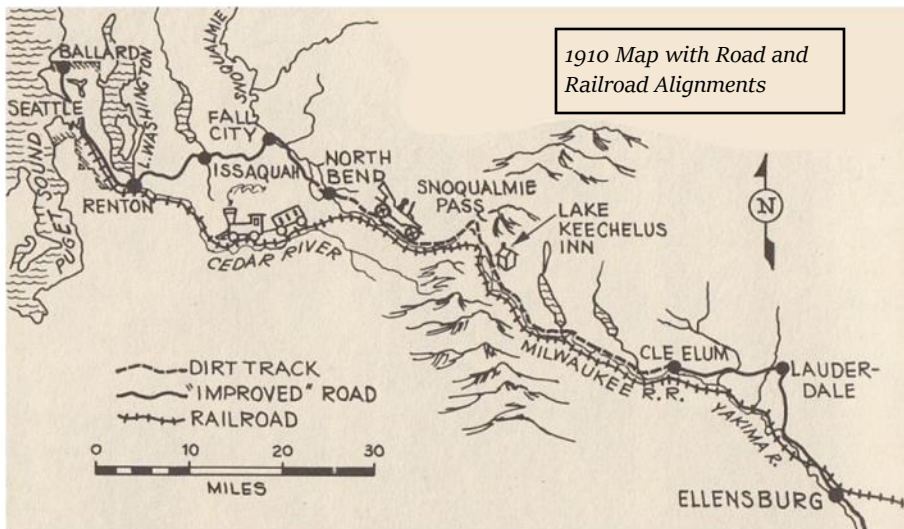
Respectfully submitted,
Sue Seiber, substitute for Secretary Diane Haddock



WHERE A

History of the Sunset Highway, cont. from p. 1

This company operated it as a toll road, and it appears as such on an 1893 Ames & Adams map of King County. In 1887, completion of the Northern Pacific Railroad's Cascades line to its terminus in Tacoma captured most of this overland freight. The wagon road fell into serious disrepair, and ultimately reverted to the jurisdiction of King County. In 1899, David Denny contracted with the county to make repairs. He laid corduroy/log roads where necessary, built bridges, blasted rock, and improved alignments.



Over the course of that summer he counted 1148 horses and 94 wagons and carriages carrying settlers crossing Snoqualmie Pass. Just six years later, in 1905, the first automobiles would cross the Pass on the old wagon road, signaling the dawn of a new era. No major upgrades would take place for nearly another decade. The Chicago, Milwaukee and St. Paul Railroad, completed over Snoqualmie Pass in early 1909, absorbed most commercial and passenger traffic. It was not until after the summer of 1909, when the Alaska-Yukon-Pacific Exposition's transcontinental auto race over Snoqualmie Pass generated

widespread publicity that focus shifted to improving this road for the motorcar.

In the push for improvements to Washington's highways, the Good Roads Association joined the efforts of local auto clubs in 1912. They proposed three trunk highways be built within the state. One road would be named the "Sunset Highway," to run west from the Idaho line, over Snoqualmie Pass and down into Fall City. From there, it would continue south around Lake Washington and into Seattle. In March 1914, the State Highway Board accepted bids for clearing, grading, draining and bridging about 23.4 miles of the Sunset Highway between North Bend and Cle Elum. At its dedication in 1915, Governor Lister hailed the Sunset Highway as the "first passable route between east and west sides of the mountains." The Sunset Highway replaced some of the old wagon road's most treacherous grades with a series of switchbacks. Forest Road 58, with its hairpin turns, is part of this original 1915 alignment (Segment No. 1); this abandoned stretch was then turned over to King County and finally to the Forest Service. (Cont. on p. 7)



Horses towing two Buicks along Sunset Highway, 1916. Photo Courtesy of Snoqualmie Historical Museum



LIGHTED MATCH

**Bill Damm's
SAFETY DITTY**

Club meetings are best
With members face to face.
It's Zoom to the rescue
When a meeting can't take place.

Zoom has it benefits,
Including members afar,
And nearby members too
That might have a busted car!

In winter when it snows
It's safer to stay at home.
Computer meet by Zoom
Or do it via phone.

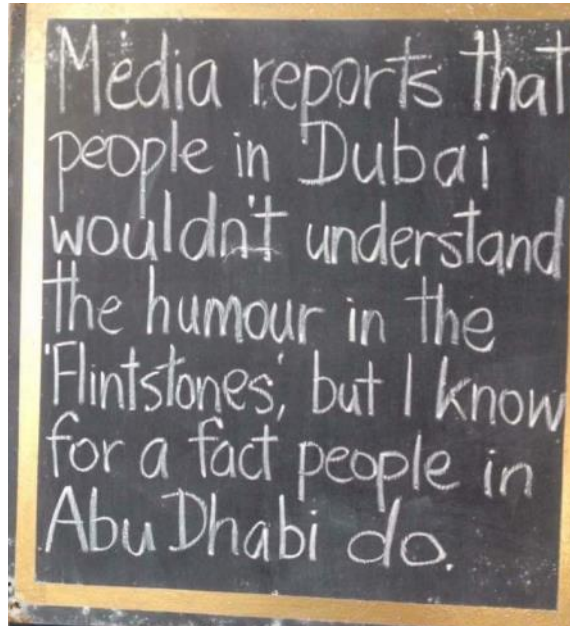
A hybrid meeting
Would really be ideal.
The best of both ways,
Using Zoom, and for real!

Some of our members are trying
To see just what it takes
To get Zoom to work for us,
While (maybe) enjoying Jose's shakes.

If by our next meeting
The Zoom is working too,
We'll know that they're done
And experimenting is through.

Here is hoping they can do it;
It'll make the meetings fun.
Not to hear from just a few of us
But to hear from every one!

JUST FOR FUN-



From George Kowats:
I got a really cute dog

and decided to call him Three-miles. It sounds great to say I walk Three-miles, twice a day.

Two lawyers went into a restaurant and ordered drinks. Then they took sandwiches out of their briefcases and started eating. "Hey, you can't eat your own sandwiches here!" the waiter exclaimed. So the lawyers traded sandwiches.

The main function of the little toe on your foot is to make sure that all the furniture in the house is in place.

He said to me. What have you been doing with all the grocery money I gave you? I said to him. Turn sideways and look in the mirror!!!

Two old geezers talking. First one says "anything new". Second one says, "yep. got new hearing aids last month". "How's that working out for you?" says the first guy. Response. "I've had to change my will three times so far."

If it weren't for marriage, men would go thru life thinking they had no faults at all.

July Celebrations

ANNIVERSARIES

Mike & Kathy Currie	1
Ralf & Michele Luche	11
John & Marilyn Campbell	17
Arnie & Katie Mondloch	20

BIRTHDAYS

Al Howe	2
John Strampher	5
Linda Wheeler	15
Julie Solon	18
Betty Roberts	19
Genie Folsom	19
Jim Darby	21
Bob Stamnes	26

History of the Sunset Highway, cont. from p. 5

The Sunset Highway ran north of the Snoqualmie River, in the path of today's I-90 freeway, completely bypassing the old wagon road south of the river (Tinkham Road, Segment No. 2). The final stretch of the Sunset Highway just east of North Bend again crossed to the south bank of the river along the original wagon road alignment, past present-day Ollalie State Park (Segment No. 3). From there, it crossed back over the river, climbed northwest over Grouse Ridge, and dropped down into North Bend. For about 13 years, the much-touted Sunset Highway remained



a graded gravel road. Automobile enthusiasts popularized the route, despite the constant maintenance it required. Services and recreation opportunities are marked on maps of the era, including early-day strip maps of the Automobile Clubs of Seattle and Western Washington. As early as 1917, the Summit Inn at Snoqualmie Pass, and a camp known as Bide-A-Wee (and later Camp Mason) were open for business. In the mid-1920s, Denny Creek Campground, Snoqualmie Falls Lodge, and Maloney's Grove in North Bend, appear on these maps. The Sunset Highway was also included and marked as part of the nationally publicized Yellowstone Trail route from Chicago and Seattle to Yellowstone National Park.

Beginning in 1923 and continuing into the 1930s, major improvements to the Sunset Highway were accomplished with federal dollars made available under the Federal Highway Act of 1921. These improvements, initiated as Federal Aid Project #142, included hard-surface paving and some important new alignments. The upper switchbacks of 1914-15 were permanently bypassed at this time. The road remained open throughout the winter for the first time in 1931. By 1934, the paving of all sections of highway from Seattle to the Pass, was complete. During this time frame, the Sunset Highway received official designations as State Road No. 2, Primary State Route No. 2, and U.S. Highway 10 – but the Sunset Highway name persisted and is still alive in place names from Renton to Spokane.

Editor's Note: Next month we plan to cover the story, from 1914, of the first woman to drive the pass in an automobile.

From the Glove Box



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.

All of us are the Glove Box Coordinators this year. Share your information, experience, and tips with others by emailing the editor at tappetclatter@outlook.com.

Why You May Need To Add Zinc to Your Motor Oil

Courtesy Speedway Motors <https://www.speedwaymotors.com/the-toolbox/author/speedway-tech-team/2>

Starting in the early 2000's, automotive enthusiasts began seeing an increase in camshaft and lifter failures, particularly with flat-tappet cams. Issues with flat camshaft lobes became commonplace. Enthusiasts began scratching their heads trying to figure out why these failures happened. Valve spring pressures were checked, lifters were matched to the cam, everything was put together correctly, and brand-name oil was used - but there was still a failure. Significantly reduced levels of ZDDP (Zinc dialkyldithiophosphate) in mainstream oil may have been to blame.

Looking back, we know the things that changed parts-store oil forever:

1. Addition of sensitive emissions equipment like O2 sensors and catalytic converters
2. Better fuel economy via more efficient engines (roller valve trains, georotor oil pumps, thinner piston rings, etc.)
3. Introduction of ethanol in gasoline (first E10, now E15)
4. Increased levels of detergents, extending oil change intervals

Modern parts-store oil is engineered with all of these things in mind. Obviously, your Eisenhower-era cam-in-block engine has a different set of engineering challenges. It needs different oil.

Oil composition has changed greatly over the years and while a certain brand/type of oil may have worked great in the past, the reduction of ZDDP could now spell disaster for your engine. ZDDP levels have gradually decreased since the 1990s in ALL mainstream oils, including diesel oils. In fact, the API's new "SP" oil specification, released in 2020, is the first to not have been tested on an OHV pushrod or flat tappet engine.

For certification, API oils are tested on engines with a maximum 215 lbs. (open) valve spring pressure. Typical performance engines are equipped with valve springs over 280 lbs. (open) pressure. If you have an engine with a flat tappet cam, you need to be sure that the oil you use has enough ZDDP in it to create that layer of protection between the cam and lifters.



GOT OUT OF HAND!

June 17-19, 2021 Newport, OREGON
50th Annual Northwest Mini-Meet
CHANGED

Willamette Valley Region will hold a **Touring Meet with three VCCA Passport Sanctioned event tours**. Route instructions will be available from the events calendar of the VCCA.org website or by contacting your area director.

Events will meet all COVID 19 Oregon State Requirements. You will tour on your own or in a small group. No tour booklet will be printed, no banquet or other large gatherings.

Meet Hotel: Best Western Agate Beach Inn 3019 N. Coast Highway, Newport, Oregon 97365. Call directly: 1-541-265-9411 mention WVR-VCCA for possible room rates: Alternate Hotel, 2.5 miles distant: Hallmark Resort 744 SW Elizabeth St., Newport, Oregon 97365 1-855-391-2484 (all ocean views). Both hotels have pet friendly rooms. Camping: Oregon State Parks 1-800-452-5687 www.stateparks.oregon.gov Reservations open 9 months ahead, they fill quickly. Beverly Beach State Park: 0.8 miles North, South Beach State Park: 4.6 miles South.

Deadline for hotel registrations: May 16, 2021. For tour questions: Mike Rice 1-503-472-3075 m.c.rice@comcast.net

Registration Form see Page 11.



Area 3 Director's Message:

Greetings Area 3 VCCA members. Many thanks to the Willamette Valley Region for the hard work in planning the Northwest Meet in Newport, OR June 17-19. We are looking forward to seeing everyone after this long period of riding through the pandemic. On the subject of VCCA meets, the Big Sky Region will have their meet this year after postponing last year's meet because of the pandemic. The meet is a touring meet and will be headquartered in Ennis, MT July 29 to Aug 1 (see G&D events for more information). Three years ago, Jeanne and I attended the Big Sky meet in Hamilton, MT and had a great time meeting our Montana VCCA neighbors. The tours took us to locations and sites that were very informing and interesting. One of the locations we visited was the Big Hole National Battlefield, Nez Perce National Historical Park located south/southeast of Missoula, MT. Jeanne and I are registering to attend the Big Sky Meet this year in Ennis, MT and are looking forward to seeing more of Montana in the area southeast of Butte, MT, close to West Yellowstone in the Madison River Valley.

One of the pictures below (right) is from the Big Sky Meet of 2018. The other picture of three Boston Terriers in a bed of a pickup truck was shared on a social media site. The person that posted the picture said not to worry, the dogs were put in the bed of the truck only for the photo, no truck movement took place. Jeanne and I have two Boston Terriers, just need a third Boston and an old Chevy truck!!

Gary Rogers



Burma Shave!



Fourth of July Celebration!!!



This year the Haddock Family will again host the 4th of July Celebration at their Lake Forest Park home. All members and their families are invited. Please arrive at or after Noon. We will have a 50s/60s Diner theme so wear your bobby sox and roll up your jeans/t-shirts if you want to be cool!! Garage and yard tours will be available for those who are interested.

This year we will not have a potluck; the club will supply hamburgers, hotdogs and the fixings, plates, and an assortment of store-purchased salads and sides. Please do not bring potluck dishes this year. *The PSR-VCCA Board decided to provide side-dishes and to limit home-made food. Please bring chairs, eating utensils, and beverages for yourself.*

We will have someone directing cars. Parking will be in our yard, asphalt area, or the street. If necessary, you can park in the school parking lot (and call Diane for a shuttle to the house.

Watch for an email with updated details!!!

We look forward to seeing you!!

50th NW VCCA Mini-Tour Registration Form

50th NW VCCA Mini-Tour Newport, Oregon June 16-19, 2021 *Chevys at the Coast*

Attach G & D Label Here

Due to Covid-19 our meet has been modified to only a driving tour event. This means that specific tours are planned for each day that will qualify for sanctioned miles for your passport. Don't forget to have your passport available. There is not a scheduled time to depart for the tours, you're on your own for your daily schedule. Maps and detailed instructions will be available on the VCCA website or e-mailed to each of you. Please print them out prior to your departure for the event. Meals will be on your own from Newport's many establishments. There is seating available to 25% or more in most of the establishments. Please wear a mask as directed by CDC. There are no scheduled gathering events (like a banquet on Saturday).

Reg # _____ Region _____ VCCA # _____
TBA _____

Name #1 _____ Last #1 _____

Name #2 _____ Last #2 _____

Guest #1 _____ Guest #2 _____

Address _____ City ST Zip _____

Phone _____ Cell _____ Cell #2 _____

E-Mail _____ E-mail #2 _____

Car #1 _____ Car #2 _____

Hauler parking needed? _____ If yes please provide the
following: _____ License Plate # & State _____

Will you attend?

Wednesday Night Strawberry Shortcake
Provided by Hotel on the Patio

Circle one Y N How many? _____

Event Expenses

Reg. Fee \$10.00

After May 16 _____
Late Fee \$10 _____

Total Received _____

Don't forget: VCCA Name Tag
Parks Pass for State & Federal
Passport Water bottle
Mask Lawn Chairs
Rain Coats Handmade Crafts for sale
Trunk Junk Sale (Personal bias)

Mail to

Nancy Rice--WVR-VCCA Registrar
1989 NW Birch St
McMinnville, OR 97128

Make Checks payable to
WVR-VCCA

May 17th Tour

By Rod Schein

Our lineup was: Bob & M.G. '26, Al '27, Jim '30, Rod & Evie '40, Don '50, Dick & Gisela modern (the '50 wouldn't start!)



Our tradition in the Club is to gather at our home with our vintage Chevys, have a smorgasbord, and enter the Ballard Parade celebrating the Norwegian Constitution Day on the 17th of May. COVID changed that event, so that last year and this year, Evie and I decided to invite people to tour with us in our neighborhood, the usual parade route in Ballard, along the Puget Sound to Golden Gardens and through Blue Ridge to Ida Culver Retirement Center and north on a scenic route to Edmonds waterfront. This year we drove to Bob and M.G. Stamnes' house to show our cars to their neighbors and have Bob lead us to the Ida Culver retirement center. At Ida Culver many of the residents were sitting outside at the main entrance and one of them asked Al Howe if he had a rumble seat which he answered by getting out and showing it to them. We circled Ida Culver twice and unfortunately lost Don Wil-

liams and Dick & Gisela Jones on a very busy Greenwood Ave. I had failed to review our plan for touring Ida Culver, circling twice and it was complicated by Dick's radio failing to work. When they didn't show up for the second rotation and waiting for them to catch up, I made the wrong assumption that Don had left the tour. That's on me. We all know about assumptions!!

After leaving Ida Culver we were rejoined by Jim Lewis whose car had stalled at the Stamnes'. We were now a tour group of '26, '27, '30, and '40. Later we heard that Don and Dick were trying to find us, but never succeeded. My apologies to them. Lesson relearned, I needed to have spent more time making instructions for the tour more clear.

The tour north was very scenic as Bob & M.G. led us at a fast clip in their perky '26. It is the route that Bob & M.G. have used to train for long distance bicycle trips with many curves and hills. We arrived at the Edmonds waterfront and were able to drive Sunset Avenue along the beach. Then, reversed the route back to our house in Ballard. Bob & Jim helped Al get his car back into his trailer which

he had driven all the way from his home! Thanks Al for making this big effort so we and people along the route could enjoy your '27!

Go to https://youtu.be/zX_CSSienc to see a video and photos of us at Ida Culver taken by their staff.



TAPPET CLATTER *Classifieds*

Ads will be posted for a minimum of three months (longer on a space-available basis). **Please notify the Tappet Clatter Editor at tappetclatter@outlook.com when your listing no longer needs to be published.**

FOR SALE

1926 Chevrolet 2 dr., Bloomfield gray (green)/black with orange pinstripe, all new oak frame, ground up restoration 1970-77 then garaged, hasn't been driven or started since 1977, asking \$18,000, contact Ken at lakex@yahoo.com.

1983 Caprice, four door, 305, two-tone brown, good glass, interior, and paint. Only problem is transmission slips. Located in Redmond. **Free to anyone** who can make use of it. I am posting for a friend who is not a club member and have not seen the car. Bill Damm.

1940 Chevrolet Coupe maroon; 1923 CAD **Sedan**, power steering and overdrive; 1934 PAC **Coupe** w/ rumble seat; 1936 **Ford Business Coupe**; 1932 **Chevrolet Five Passenger Coupe**; 1930 **Model A Roadster**; 1930 **Model A Vicky**. All cars restored, repainted, rechromed, and rebuilt engines. Paul Pearman.

1936 STANDARD five-lug artillery wheels with 17 inch tires. Four for \$100. Dick Olson.

1947-55 Chevy Suburban-Pickup-Panel Parts. Assorted parts, large and small. Good variety. Few GMC. Trim- interior/exterior/cab, radios, heaters, lights, stainless, seats, rubber just to name a few examples. Some partials. Email your request to ednoble@whidbeyisland.com. Parts are in storage. Ed Nobel.

HELP WANTED

Mechanic Needed. Having trouble getting my '54 3100 Chevy truck running with my limited expertise. Ran when garaged 5 years ago. Would like to find a Chevy mechanic willing to come to my house so I don't have to tow it. **Also need leads on any good chrome-plating outfits** in the Northwest. Thanks. Chris Hoey, cthoey@outlook.com.

Mechanic Needed. The mechanic that I used to restore my '54 Chevy retired and moved away. I need to find someone to work on my car and I am looking for recommendations. I live on the Sammamish plateau, but I'm willing to drive it to a good mechanic anywhere in the Puget Sound region if they are worth it! Immediate work needed is addressing hard starting, howling brakes, and looking at a few leaks. Arnie Mondloch, arniemondloch@msn.com.

Request for referrals on body restoration work. My 1980 Chevy truck needs to be painted. They can contact my email, markshaw10.4@live.com. Thanks. Mark Shaw.

2021 Activities

June	17-19	NW Mini-Meet, Newport, Oregon (see pp. 9 & 11 for more info)
June	20-24	Annual Four Cylinder Tour, Park Rapids, Minnesota
June	28	PS-VCCA General Meeting, No-Host Gathering at the XXX
July	4	July 4th BBQ Event, NOT CANCELLED, see p. 10 for details
July	26	PS-VCCA General Meeting, No-Host Gathering at the XXX
August	7	Veterans of the Road old car picnic, Chehalis, WA, Don Comstock
August	5-8	Vietnam Veterans Memorial Wall, Enumclaw, Al Howe
September	13-16	Early Six-Cylinder Tour, Shady Grove, Oregon (see p. 11, May TC)

Note: All club general meetings at the XXX Drive-In for the foreseeable future are subject to cancellation due to the COVID 19 Pandemic. Please check this publication or call a club officer if you have questions.



XXX Drive-In Meetings normally begin at 11:30 AM; social time starts at 11 AM. Food/drink purchase optional.
Address: 98 Gilman Blvd, Issaquah, Washington.