



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

November 2011

Volume 44 Number 11

### Contents:

<i>Feature Article</i>	1
<i>2011 Club Officers</i>	2
<i>2012 Nominations</i>	2
<i>Membership</i>	2
<i>Director's Corner</i>	3
<i>Christmas Potluck</i>	4
<i>Meeting Notice</i>	4
<i>Jordan Johnson</i>	6
<i>4-Cylinder Group</i>	6
<i>Safety Corner</i>	6
<i>Meeting Minutes</i>	7
<i>Celebrations</i>	8
<i>Events Calendar</i>	8
<i>Glove Box</i>	9
<i>Web Links</i>	11
<i>Classified</i>	11
<i>Featured Picture</i>	12

### "Paradise Lost"

By Jim Farris

The 2011 Overnight Tour was off to a great start early Saturday morning October 15<sup>th</sup> as we left the assembly point in North Bend. Thirteen VCCA cars joined by two HCCA vehicles made their way to the Snoqualmie summit, then into Cle Elum where Gary and Joanne Barquist joined us in their Corvette.

Our first destination was The Hunter's Breakfast at the Teanaway Grange Hall. Arriving we were greeted by Rod and Evie Schein's blue '40 perched on the hill beside the flag pole.

The Hunters' Breakfast is an annual fall event at the Grange, where a sumptuous breakfast is served to all who wish to attend. One does not go away hungry. An unending supply of eggs, bacon, ham, and pancakes are served with the regular syrups, homemade jams and a killer apple butter. Local musicians complement the harvest setting.



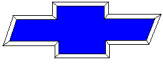
The second leg of the journey included a relaxing drive on old U.S. 10 along the Yakima River. Traffic was light through this picturesque valley. Before reaching Ellensburg our route diverted to the old road through Thorp, surrounding farmlands, eventually leading us into town



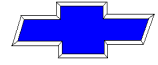
(Continued on page 5)

### November 28 Membership Meeting

The membership meeting will be at the Tillicum Middle School in Bellevue, starting at 7:30 PM. Agenda items include elections, 2012 activities review, and a DVD of the recent 6-Cylinder Tour. Bill Barker is signed up to bring treats.



## 1967 - Puget Sound Region VCCA - 2011



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 1986 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, . 7:30PM to 9:30 PM**. 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, "The Tappet Clatter."

You can find the PS-VCCA website on the **World Wide Web** at <http://pugetsoundvintagechevrolet.org/>

### 2011 Puget Sound Region Officers and Board

<u>DIRECTOR</u>	Dave Haddock	chevydave@gmail.com
<u>ASST. DIRECTOR</u>	Jim Farris	farrismej@aol.com
<u>TREASURER</u>	Sallie Comstock	d.comstock@att.net
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<u>GLOVE BOX</u>	Bob Stamnes	rstamnes@yahoo.com
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	Dave Haddock	chevydave@gmail.com
<u>Staff</u>	Bob Stamnes	rstamnes@yahoo.com
	(and other members who supply copy)	

### 2012 Nominations

(see bylaws ARTICLE III – OFFICERS)

The nominations for elected officers are as follows:

- A. Regional Director: Dave Haddock
- B. Assistant Director: Al Howe
- C. Secretary - recording, corresponding: Don Comstock
- D. Treasurer: Sallie Comstock

Other nominations for elected support position are:

- E. Membership Secretary: Donna Onat
- F. Activities Coordinator: Matt Dickinson
- G. Newsletter Editor: Glenn Landguth
- H. Historian: Bob Helgeson
- I. Club Store & Property Manager: OPEN
- J. Webmaster: OPEN
- K. Refreshment Facilitator: OPEN

Additional nominations and elections will be on the agenda for the November membership meeting.

### Editor's Note

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*

# **Director's Corner**

## **"The Sunday Driver"**



By Director Dave Haddock

Well, November marks the official 100<sup>th</sup> anniversary of Chevrolet. The incorporation papers that began Chevrolet were recorded in Detroit on November 3, 1911. One hundred years in the business of developing, selling, and servicing automobiles is a huge milestone and many highly respected brands faltered during this period.

In the November 3, 2011 edition, the Seattle Post-Intelligencer (PI) ran an article written by an Associated Press auto writer, that discusses the history of the brand. To find the article, go to (<http://www.seattlepi.com/news/article/Like-a-Rock-Chevy-celebrates-100th-anniversary-2249031.php>). The author attributes much of the Chevy success to bringing innovation to Americans at an affordable price. I think many of you will find it to be an interesting read.

Here are a few tidbits from the article that I found interesting:

- In 1927, Chevy overtook Ford as the country's most popular brand, selling more than 1 million cars that year.
- Through a combination of innovation and affordability, Chevy was the top U.S. brand for 52 of the next 83 years.
- In 1950, Chevy became the first low-priced brand with an automatic transmission.
- In 1955, legendary GM design head Harley Earl created a car known for its beauty and speed. The Bel Air had chrome accents and was powered by a small, V-8 engine.
- Through Earl, Chevy gave cars personalities, and made style as important as mechanics. The Bel Air was among the first car models that could be customized. Two-tone paint, four-barrel carburetors and AM radios with rear speakers were all available.
- The Bel Air hit the marketplace in the flush years after World War II, just as American culture was becoming more car-centric.
- Chevy sold 1.49 million or more of the cars from 1955 through 1957, the period that many consider GM's finest.
- As the cars caught on, Chevy's advertising did, too. The "Dinah Shore Chevy Show" made its television debut in 1956, featuring Shore singing "See the USA in your Chevrolet" at the end of every one-hour show.
- With the 1960s came another Chevy sales boom, led by the Corvette Sting Ray, the Impala family car and the muscular Camaro. The Sting Ray, the second generation of the Corvette, came with hidden headlights and jet-like looks.
- The "American car" from the mid-thirties to the end of the 1960's was Chevrolet.
- Selling more than 204 million cars and trucks, Chevys are mentioned in more than 700 American songs.
- No other automotive brand has come close to the adoration that Chevy won from customers, especially in the 1950s and '60s.

The article goes on to discuss Chevy's long "cold streak" that commenced in the 1970s. It discusses a long period of reliability issues with cars like the compact Vega that did not compete well with products from Toyota and Honda that were winning awards for high-quality and reliability.

The article ends on a high note describing a new leaner GM emerging from bankruptcy and led by Chevrolet's compact Cruze, the crossover SUV Equinox and the electric Volt.

A big question remains. Can Chevy, or any car maker for that matter, ever again inspire the trust and adoration from its customers that was held by the Chevy brand especially during the 1950's and 1960's? While Chevy in 2011 seems to be on the rebound, today it faces global competition. Can the innovations and gas mileage in the Volt and Cruze capture the minds and imaginations of automobile buyers like the small block V8 did in 1955? Only time will tell.

*P.S. - I wanted to let everyone know that I am making a slow but sure recovery from my attempt at human-powered flight! I am still very tired at times and in lots of pain. I have 8 ribs that need to mend and at times movement of any kind can hurt, even walking and sitting. However, I have had a few visitors and that works out well as long as they are short visits. With some luck and a pain killer or two, I intend to be at the November meeting. Meanwhile, I want to wish everyone a very happy Thanksgiving Day.*

*Finally, I just want to say "thanks" to everyone for all of your well wishes, cards, calls, and flowers. This is a great organization and the support I have received from everyone is incredible!!*

## Christmas Potluck Sunday, December 4th

Don & Sallie Comstock's Retreat  
(Address and phone number removed)

(Look for what car Santa is driving this year!)

Can it be that time of year? Yes, it is! Please gather at Don & Sallie Comstock's for the Puget Sound Region Christmas potluck on December 4th. The club is providing the meat dish, punch, coffee and eating essentials (plates, cups, napkins, and silverware). Please bring a side dish or dessert to share.

For several years now, Santa has parked a different car near the Comstock's front door. Who knows what Santa will be driving this year? (A good bet would be that it will be a Chevy.)

Of course, the entertainment portion of the afternoon is the gift exchange. Instructions are pretty simple; Bring a wrapped, gender-identified gift in the \$10.00 to \$15.00 range. Creativity is encouraged. The rest of the instructions for the gift-exchange game will be explained at the potluck.

Arrive after 2:00 PM for plenty of chat time and brief tour of Don's garage. We will eat at about 4:00 PM, and the gift exchange will follow at about 5:00 PM. This is a good way to kick off your holidays.

### Driving Directions to the Comstock's

See your mailed/mailed  
copy of the Tappet Clatter for  
directions.

### November 28 Membership Meeting

This month's membership meeting will be November 28 at the Tillicum Middle School in Bellevue. The meeting starts at 7:30 PM.

Agenda items include elections, 2012 activities review, and Jim Seiber's DVD of the recent 6-Cylinder Tour.

Also, there will be a special item included in the Club Store's special item for the raffle. There will be one of the G&D cover posters included, courtesy of Jim Martoza. The poster was originally planned to be raffled at the October meeting.

Bill Barker is signed up to bring treats.



*Paradise Lost, (Continued from page 1)*

and our destination, the Dick and Jane House. A bizarre eclectic collection of modern art adorning every flat spot, fence, pole, nick, and cranny, tickle the senses making some wonder what it looked like inside.



The day's drive went south on the Canyon Road beside the river, through Selah, Yakima, and on to Zillah for a visit to Piety Flats Winery, mostly for ice cream, and then the Jones Fruit Stand.



*(Continued on page 8)*



## Third-Generation Member Graduates from Air Force Training

By Jim Farris

Jordan Johnson, a third generation member of the Region, just graduated with honors from Air Force basic training at Lackland AFB in Texas. His parents, Dan and Sheri Johnson, as well as grandparents Dennis and Gerri Johnson, were there for the ceremony.

Jordan's interest in his folks' and grandparents' old cars began as soon as he could stand.



He has been an active participant in the old-car hobby since birth, always riding in the back seat of his parents' '26 Touring when young, and learning to drive it as soon as his feet could reach all the pedals.

Jordan is now in jet engine mechanics school at Sheppard AFB, training with tankers. In February he will be assigned to Mc Dill AFB, Florida, maintaining equipment a bit faster and more complicated than the early Chevrolets of his youth.

Members of the Region wish you well Airman Jordan Johnson in your new adventure and thank you for your service to the Country.



### 4-Cylinder Email Group

The 4-Cylinder Email Group is a bunch of people who are for various reasons interested in early 4-cylinder cars. Most are currently working on their 4-cylinder cars and need parts and share advice. They recently met in-person for the first time at a BBQ and potluck at Ken Scott's house. More on this group will be in an upcoming article in the December TC.

In the meantime, anyone interested in finding out more about the group or joining can contact Bob Stamnes via email at [rstamnes@yahoo.com](mailto:rstamnes@yahoo.com).

### Bill Damm's SAFETY CORNER

When on wet streets  
With big trucks too  
You pass them  
Or they pass you.

There's quite a spray  
Of oil and dirt.  
It's time for the washer,  
Give your windows a squirt.

Hope that you checked  
Before you left home  
That the washer was full  
Of fluid, not foam.

The cleaner your windows,  
The better you'll see.  
That makes the road safer  
For you, and for me.



## Puget Sound Region VCCA General Meeting Minutes

October 24, 2011



**Call to Order:** The meeting was called to order at Tillicum Middle School at 7:33 PM by Assistant Director Jim Farris.

**Welcome:** Twenty-three members were present at the meeting including new member Albert Butcher who has a 1926 and guest Tony Zimmerman who hosted the garage night two months ago. Among many interesting cars Tony owns is a 1966 Corvette he bought new.



**Treasurer:** Sallie reported the treasury is looking flush as membership dues have just been paid. The balance goes down each month from here as the newsletter and other expenses take a bite out of the balance.



**Activities:** Dick Olson reported on the tour to Yakima. Sixteen Cars from 1938 to 2003 made the tour, (including three 2003 Corvettes). The Sunday trip home was altered because the road to Paradise was closed, so we headed for Sunrise but it was also closed, so it was on to Buckley for lunch and home.

Sallie invited everyone to come to the Comstock's for the Christmas Potluck on December 4th.

**Nominations:** Jim Farris opened nominations again with only one change. They are as follows: Director: Dave Haddock, Assistant Director: Bob Stamnes (has since declined and Al Howe has agreed to be nominated), Secretary: Don Comstock, Treasurer: Sallie Comstock, Editor: Glenn Landguth, Activities Coordinator: Matt Dickinson (and others to plan and execute individual tours), Historian: Bob Helgeson, Membership: Donna Onat. The Webmaster and Glove Box are not elected positions (actually Webmaster is, see update on page 2) and nothing was mentioned about the club store. (See page 2 for an updated list of elected positions and current nominees.)

**National News:** Bill Barker introduced the MVP Program (Member Value Program), which is an agreement from companies to give VCCA members discounts from their sites. See the upcoming G&D.



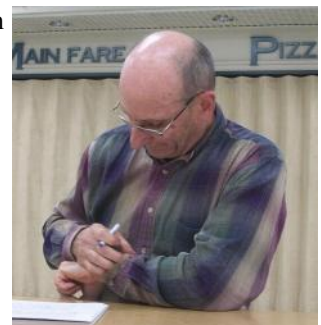
Leftover sales items from the club store at the Flint Meet are still available from the club site; also see the upcoming G&D.

**Show & Tell:** Bill Barker shared a tale of lost lights on his trailer coming back from California. He had lots of trouble finding and then fixing them. He shared a couple of tips in the form of a light box that showed what his lights should be doing when plugged into his tow vehicle.



**Refreshments:** Al Howe brought delicious goodies and Donna Onat shared some great home-made cranberry bark.

**Program:** Jim Farris focused in on the recent California tour during which there were several breakdowns and asked, "What do you do when the car quits?" This led to a discussion on what to do to diagnose and then fix the problem.



Meeting adjourned at about 9:30 PM.

Respectfully submitted by  
Don Comstock



## Future Club Events Calendar

From Activities Coordinator Matt Dickinson

Date	Event	Person Responsible
TBD	Board Meeting	Dave Haddock
December 4	Christmas Party	Don & Sallie Comstock

### December Celebrations

#### ANNIVERSARIES

Sallie and Don Comstock 12/23

#### BIRTHDAYS

Dennis Johnson 12/2  
Dave Miller 12/9

#### BIRTHDAYS (Continued)

Judy Landguth 12/10  
Ana Maria Haley 12/10  
Bill Johnson 12/12  
Don Comstock 12/18  
Myron Gabelein 12/25

*Paradise Lost (Continued from page 5)*



That ambitious leg was cut short as we made our way back to Yakima, the Valley Museum, Motel and Dinner.



*(Continued on page 11)*



## *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.

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

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## What Is Painting A Car All About?

(Labor, cost, end product, etc.?)

By Bob Stamnes

I decided to paint my '26 Touring without really knowing what I was getting into. People told me to plan on \$8000. My thought was "How can this be if I put a lot of my labor into it?" Well, I am now into it \$1000 worth of supplies, plus a whole lot of labor.

I didn't have the guts to start this until a member offered to help me. So, knowing nothing about the process, I followed this person's advice. Would I do this again? Probably, because it got me off the dime and started my education of the processes associated with painting a car. Would I do things differently next time? Probably, because everyone has their own idea of how it should be done. I have found that painting a car requires many decisions on how to do it. Each decision can, but will not necessarily, affect the end product. These decisions can affect your chances of having a great end product. I now understand that no matter how much effort you put into painting a car, you can always make it better.

I have been fortunate to have people like Don Comstock, Dick Olson, Bob Helgeson, Bill Damm, and people at WESCO to answer my questions. I have found that everyone has his own opinion of how this should be done.

Here is what I have learned.

This is a multi-step process, starting with surface prep and ending with rubbing out the new paint. Each step, and there are many of them, can make a difference on the cost, amount of labor, and quality of the finished product.

Knowing all the steps allows you to decide, what the best approach is at each step of the way to reduce labor and improve the quality of the end product, i.e. should I start by hand sanding, sand blasting, paint removal, or chemical dipping? This will depend upon the condition of the car, if body pieces have hidden cavities, and how much time you want to spend. Hand sanding takes much more time than sand blasting. Dipping costs more, is faster than hand sanding, but creates problems if the acid gets into small crevices. Paint remover may be faster, but is also messy.

Identifying and welding up cracks and tears is essential before sealing and priming. I had not thought of this obvious step.

Filling the dents is a great place to spend some time. If adequate time is not spent here, the end product will show it. This is a real art, but there are also methods for determining what the end product will look like. People say the quality of the final product does not necessarily depend upon the condition of the car when you start. Block sanding the areas where body putty has been used will flatten the surface and reveal imperfections. This involves the use of a hard surface to back up the sand paper. The use of a flexible foam pad does not qualify for this because it tends to follow the waves rather than take them off. Block sanding is essential for a great end product. Applying a thin marker coat of a different color over the buildable sander highlights imperfections when sanded. Wet sanding with 600-grit sandpaper is another approach to identify imperfections. This leaves a sheen on the surface that shows the imperfections.

Leaving a known imperfection with the hope it will be covered by a build-up of sandable primer and paint can be a costly assumption and/or result in a less than perfect product.

Thinning the self-etching sealer and applying two coats was suggested. This appears to make it lay flatter while still sealing the surface. This is an option presented in the directions.

Still not decided is when to apply the self-etching sealer. Some say to apply it directly to the bare metal then apply it again after you have finished with the body filler. Others say applying it to the bare metal is not necessary. The whole idea here is to seal out moisture. I suggest that with the investment in supplies for this project, the small additional cost of applying the sealer to the bare metal is minor.

*(Continued on page 10)*

*Painting A Car (Continued from page 9)*

After applying the sealer, you must recoat with sandable primer or paint within 72 hours, preferably within 24 hours or you have to sand/scuff the sealer so the next coat will stick.

Once the paint has been applied (and I used single stage paint) you are instructed to wait 24 hours before wet sanding, or buffing. The instructions do not tell you that if you wait too long, the paint becomes very hard and very difficult to work. I waited about 5 days and found it very tough to work. This was a surprise to me and a surprise to Dick, whose experience was with clear-coat/base-coat. In checking with Bill Damm and WESCO, they both said it is much easier to work if you work the finish within the first 72 hours. Another lesson learned.

I did not have trouble sanding through the paint on panel edges but I was told this was a great hazard, requiring you to repaint the panel. Bill Damm suggested applying a 1/8 inch wide strip of masking tape on the panel edges until you begin your final buffing of the surfaces.

Pulling the edge of a curved razor blade across a paint run is an effective way to remove these runs. Go easy and slow. A little at a time is strongly recommended.

Don Comstock applies a couple coats of final color, then sands it down with 600 grit wet paper the next day. He fixes any problems, then he does a repaint with 2 or 3 coats. This makes for less work when wet sanding with 1200/1500/2000 and buffing with coarse, medium, and fine compounds.

After 5 days, I started finishing the painted surfaces by wet sanding with 2000 grit. This had no impact. I tried buffing this with medium compound and found very little impact. I did scratch a door using the 2000 grit wet paper and found it very difficult to get the scratch out with 2000 grit paper.

Bill Damm suggests going back to a coarser grit paper, like 1000 to 1200, or 1400 to 1600, then working up to the finer paper (2000 grit). Other suggestions to reduce the chances of deep scratches are to use more water, maybe a spray bottle to apply the water, rinse your sandpaper frequently, brush off the sandpaper to eliminate any buildup of grit, and use a block (not a flexible foam pad where you can concentrate pressure).

There is a technique to this, but I did not have it down. I left this step to when I have more time to perfect my technique.

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## Model Trains and Christmas Cheer, December 17th

Rod Schein wants to pass on this invitation to a model train and Christmas cheer event at his church.

We are invited to a model train open house on Saturday December 17<sup>th</sup> in the multipurpose room at University Presbyterian Church (UPC) from 10 AM until 2 PM. Rod noted that some of our members came last year and really enjoyed it.

Bring your children, grandchildren, family, and friends to enjoy a room full of different train layouts, Christmas decorations, warm cinnamon rolls, and special music.

UPC is located at 4540 15th Avenue Northeast, Seattle, WA 98105.

From I-5 Take the NE 45<sup>th</sup> exit, go east to 15<sup>th</sup> Ave NE, turn left and go north to NE 47<sup>th</sup>. The church is on the right. The open house is in Larson Hall on the east side of the church.

If you have questions, call Rod & Evie Schein at (phone number removed).

(Rod will have his six-layer "Christmas Train Tree" at the exhibit.)





## 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

**1927 Chev Capitol For Sale** - \$10,500 (Will take offers). Two-door sedan, original condition, solid, no rust, good glass, new tires, been garaged, rare find in this condition, runs. Located in Stanwood, WA. Contact Gary at 360-629-4218 or [gary.marlene@hotmail.com](mailto:gary.marlene@hotmail.com).

**1941 Special Deluxe Sport Sedan**. Runs well, 69,000 miles. \$9,000, Jim Farris, 206-937-5636

**1957 Chevy Bel Air Hardtop**: Restored to original. If interested, please contact Draggers Classic Cars, Seattle, WA.

**1965 1/2 Ton Pickup**. \$2,750. Bill Johnson, 425-255-6325.

**1983 Camaro "T" top**, V8, excellent condition, low miles. SALE or TRADE. \$4,750. Dick Olson 425-222-5798.

### WANTED

**1934 - 1936 Engine**: Or good crankshaft for a 1934 to 1936 engine. Dennis Johnson, 360-697-6298.

### History of Washington State License Plates

Bob Stamnes passed this on. A history of Washington State license plates by the Washington State Department of Licensing may be found at <http://www.dol.wa.gov/vehicleregistration/HistoryofLicensePlates.pdf>.

The history covers the years from 1905 (the year the Division of Motor Vehicles was created by the Legislature) to present.

### Web Links for Area 3 VCCA Regions

Capital City Region, VCCA: None

Colombia River Region, VCCA: <http://www.vccacolumbiariverregion.org/>

Mt. Rainier Region, VCCA: <http://www.mtrainiercarclub.com>

North Cascade Region, VCCA: <http://clubs.hemmings.com/frameset.cfm?club=northcascadevcca>

Puget Sound Region, VCCA: <http://pugetsoundvintagechevrolet.org/>

Willamette Valley Region, VCCA: <http://www.wvrcca.org/>

### *Paradise Lost (Continued from page 8)*

Sunday morning after breakfast our group headed to Mt. Rainier via Highway 12. What a gorgeous ride that was! Light early Sunday morning traffic allowed most to absorb the crisp appealing fall scenery as we passed Rimrock Lake and crested White Pass. Descending to the intersection with Highway 123, we were greeted by a large orange sign telling us the Paradise road was closed. This is where the radios proved their worth as routes were immediately altered to make Sunrise the destination. Reaching that entry location, we found that it too was closed. The title of this piece was suggested at this point. Why didn't we know this ahead of time? Somehow we missed the announcement.

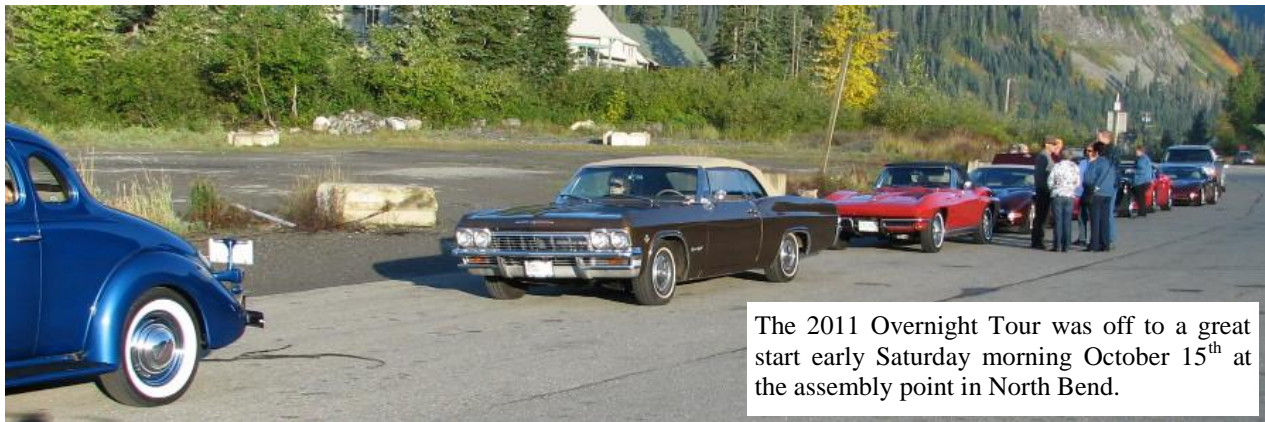


The day ended at Wally's Drive Inn in Buckley for a bite to eat. The journey of 356 miles was recorded and Passports stamped.. Each made their own way home after enjoying a couple pleasant fall days together.

Participants included: Fran and Dick Olson, '83 Camaro; Evie and Rod Schein, '40 Coupe; Rod McCarthy, '52 ; Kathy Kahrs and Al Howe, '55; Sis and Bill Barker, '66 Corvette; Ana and George Haley, '38 Coupe; Betty and Dave Roberts, '65 Convertible; Sallie and Don Comstock, '03 Corvette Coupe; Joanne and Gary Barquist, '03 Corvette Convertible; Lynn and Don Boltz, SSR; Jim Farris and Daughter Theresa Deacy, '03 Corvette; Sue and Jim Seiber; MG and Bob Stamnes, Roger Orness, and Rosalee and guests Gene Lander in their Pontiac Solstice Convertible.

The Region will have an overnight tour again in October of 2012 on the second weekend. Who knows, if we head east for the sun once again, we may enjoy one more of those breakfasts at the Teanaway Grange. Join the group! These adventures can be fun and enjoyable!

## November 2011



The 2011 Overnight Tour was off to a great start early Saturday morning October 15<sup>th</sup> at the assembly point in North Bend.