



Volume 41 - Issue 5 - May 2010



**General Meetings**

*1st Tuesday*  
Seattle National Guard  
Armory 7:30  
**2010**

May	4th
June	1st
July	6th
August	3rd
September	7th
October	5th
November	2nd
December	7th

**Board Meetings**

*4th Wednesday*

Apr 28th	Tom/Donna McCutchen
May 26th	Bob/Ruth Porter
Jun 23rd	Cliff/Shelley Winfrey
Jul 28th	Phil/Margaret Howard
Sept 22nd	Mark/Carol Keenholts
Oct 27th	Don/Annette Kelson
Nov 17th	Guy/Pam Generaux
No Board Meetings August & Dec.	

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Volume 41 Issue 5

# COAST TO COAST AND BACK

## MY INTERESTING DRIVE OVER US-2 FROM EVERETT TO HOULTON, MAINE

By Norm Larabee



As some of my fellow V-8'rs may know, I really enjoy driving my old cars, especially over old US Highways, instead of actually working on them and showing them. I did RT-66 in 2004 and have repeated parts of it in several of the years since. I have always wanted to do US-2 which is the same age as RT-66, both of them having been designated as numbered US Highways back in 1925 along with dozens of other previously named highways and trails. US-2 is one of the more interesting highways in our system in that it is and always has been in two segments. The western segment currently goes from Everett to St. Ignace, MI which is just north of the Mackinac Bridge. Back in 1925 it went from Bonners Ferry, ID to Sault Ste. Marie, MI (Washington was still somewhat a wilderness and there were no northern routes over the Cascades in 1925). Sault Ste. Marie, MI is right on the Canadian border and has always been a major port of entry for both countries. The eastern segment of US-2 currently goes from Houlton, ME on the Canadian border to Rouses Point, NY, also on the Canadian border. So today US- 2 runs from Everett to Houlton, ME but one must drive about 600 miles in Canada thru Ontario and

Quebec to connect the two segments of US-2.

Even though I enjoyed my US-2 drive immensely, I was quite disappointed to find that it is totally different from RT-66. There are very few of the old artifacts, gas stations, restaurants, motels, etc. on US-2 that are so plentiful on RT-66. US-2 is just not a tourist attraction and there has been no incentive to keep all the old, interesting artifacts that have made RT-66 so popular with the tourists. US-2 is an easy highway to drive with a great deal of it being 4-lane and straight. It goes right along our northern border with Canada and passes right next to Glacier National Park. The towns along the route in ID, MT, ND, MN, WI, and MI are all great little original all American towns and US-2 generally passes right through the downtown area of most of these towns.

The most fun part of the drive was from Everett to Sault Ste. Marie on good roads with little to no construction. I crossed the border into Ontario from MI late in the afternoon and it was pitch dark by the time I arrived in Sudbury where I had reservations for that night. I spent almost 2 hours driving around Sudbury trying to find my Comfort Inn. I finally stopped at a Best Western and asked them where the Comfort Inn was located. They were very helpful and agreed with me that the signage in Sudbury leaves a lot to the imagination. The next day, I completed my drive through Canada, driving through Ottawa and parts of Montreal before heading south to the border in NY. The signage wasn't any better south of Montreal and I ended up entering the US in VT instead of NY...in brilliant sunshine too.

Coast to Coast - continued on page 5

### 2009 Officers

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*The Puget Sound Regional Group meets on the first Tuesday of each month at 7:30 p.m. In the National Guard Armory, located at 1601 West Armory Way, room 114-A in Seattle.*

*Puget Sounds*

## Dialed into Details

In the April 25th edition of the Skagit Valley Herald an article by Marta Murvosh featured Anacortes resident Mark Clawson of Clawson Classic Instrumentation.

Mark is the restorer and recreator of classic dashboard instruments and instrument panels for boats and automobiles.

Most of his business comes from shipwrights or mechanics who restore classic boats and automobiles. he's worked on instruments from wooden boats -- such as Chris Craft, GarWood and Dodge Watercar -- and old cars made by Cord, Nash, Ford and Chevrolet.

His web site is [www.markclawson.com](http://www.markclawson.com)



## Newsletter Editors

*Ray & Sherry Bunn*

*Puget Sounds* is published by the Early Ford V-8 Club PSRG #18 solely for the enjoyment and use of its members, and to present a forum for the personal stories of the staff and contributors. The Puget Sound Regional Group #18 does not endorse any opinions nor does it warranty information contributed by any individual.

Articles, Comments and Information are greatly solicited and may be sent the Editor, care of:

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19064 Sulfer Springs Road  
Mount Vernon, WA 98274  
E-mail - [psrg18newsletter@msn.com](mailto:psrg18newsletter@msn.com)  
Phone 360-422-7314

We are pleased to share items for publication in other newsletters when credit is given to the source.

Submissions are requested by the 15th and cutoff date is the about the 18th of the month prior to publication. Note: The Early Ford V-8 Club PSRG #18 respects our members and friends confidentiality and privacy. We do not make our mailing list available to other organizations.



## Membership

*Guy Generaux*

#### **New Member;**

Bill Henline  
20217 2nd Ave S  
Des Moines, WA 98198  
206-824-1080  
tudorbill@yahoo.com  
1935 Ford Tudor  
1935 Ford Pick Up

#### **New Email;**

Tim Blanes (Clarys Transmission)  
[clarystrans@gmail.com](mailto:clarystrans@gmail.com)  
Tom Beffa [tldk@aol.com](mailto:tldk@aol.com)

Our club is dedicated to the preservation and restoration of Ford Motor Company products manufactured from 1932 through 1954.

Guests are always welcome and you do not need to own an early V-8 to be a member. However, National Early Ford V-8 Club membership is required.



- 'Twould be
- More fun
- To go by air
- If we could put
- These signs up there
- *Burma-Shave*

- His line was smooth
- But not his chin
- He took her out
- She took him in
- To buy some
- *Burma-Shave*

- The chick
- He wed
- Let out a whoop
- Felt his chin and
- Flew the coop
- *Burma-Shave*

## Leads & Needs



Leads & Needs listings are free for club members. All listings will run for 3 months unless they are renewed or terminated early. Listings will be dated so you will know the expiration date. To list your Leads or Needs you can:

1. Fill out the listing form at the monthly club meeting.
2. E-mail your listing to the newsletter editor at - psrg18newsletter@msn.com
3. Mail your listing to the newsletter editor to:  
Ray and Sherry Bunn  
19064 Sulfer Springs Road  
Mount Vernon, WA 98274

## Leads

### Conversion kit for tube shocks

Fits 1935-1940 Ford or Mercury. Includes shocks, mounts, hardware and directions. New cost was \$225. Sell for \$100.00

Bob Porter - 206-243-2610

drof39@msn.com

7/10

1946 Mercury, 4 door sedan, black, 70,126 miles total, runs good, new brakes and tie rods. \$10,000 firm. Car is clean, original upholstery is in good condition. There is one dent under the left headlight with a bit of damage to the fender but an easy fix.

Call Dick Jauch, 360-387-1580

7/10

## Needs

3:31.1 rear end out of a 51,52 or 53 ford for my 52 Ford Crestline

Roger Creswell 425-327-0260

6/10

1932 Front Motor Mounts

1932 Front Wishbone

1933-1934 Driveshaft & Torque Tube

1938-39 Good Front & Rear Drums that can be surfaced

Robin Ordonez 253-445-9348

6/10

Battery Hold Down System

See photo below

Part # *rural* or possibly *red neck special*

5/10



Submitted by Guy Generaux



## Meeting Information

David White - PSRG VP



Norm Larabee is providing a DVD detailing the construction and features of the Biltmore House, which he has visited twice.

### Biltmore House & Gardens

Completed in 1895, George Vanderbilt's 250-room French chateau is a real life wonder. Frederick Law Olmsted, whose designs include New York's Central Park, took on the monumental task of planning the estate's gardens and grounds.

Building Biltmore was, at the time, one of the largest undertakings in the history of American residential architecture and the results were astounding. Over a six-year period, an entire community of craftsmen worked to build the country's premier home. The estate boasted its own brick factory, woodworking shop, and a three-mile railway spur for transporting materials to the site.

### A New World Chateau

The celebrated architect Richard Morris Hunt modeled the house on three chateaux built in 16th-century France. It would feature 4 acres of floor space, 250 rooms, 34 bedrooms, 43 bathrooms, and 65 fireplaces. The basement alone would house a swimming pool, gymnasium and changing rooms, bowling alley, servants' quarters, kitchens, and more.

David White 206-999-8138

davidwhite@comcast.net

*The Puget Sound Regional Group meets on the first Tuesday of each month at 7:30 p.m. in the National Guard Armory located at 1601 West Armory Way, room 114A in Seattle.*

## PSRG Calendar and NW Events

### May 1st

Tom Crook Open House  
See Page 6

### May 4th

PSRG Meeting  
Biltmore DVD

### May 26th

PSRG Board Meeting

### May 1st

Silvana Annual Car Show  
No Fee's 8:00 am

### May 15-16th

Monroe Swap Meet

### May 30th

Bellingham AARC  
Boulevard Park Car Show

### June 1st

PSRG Meeting  
Trunk Swap Meet

### July

Picnic With Cascade RG  
at XXX

### August 3rd

PSRG Meeting &  
Bill Steil Garage Tour

### September 7th

PSRG Meeting

### September 20th

Kirkland Concours

### October 5th Meeting

Show N'Tell

### November 2nd

PSRG Meeting  
Silent Auction

### November 20th

PSRG Fall Banquet

### December 7th

PSRG Gift Exchange

## Committee Chairs

### Accessories

Norm Larabee 425-776-2602

### Advertising

Guy Generaux 206-323-5709

### Activites Coordinator

Lois Lowman 425-481-2088

### Fall Banquet 2010

Generaux/Keenholtz/Meades

### Ford All Makes Picnic

June 6th 2010 - Bruce Anderson

### Historian

Rick Mann 425-481-0544

### Librarian

Rick Mann 425-481-0544

### Membership/Rosters

Guy Generaux 206-323-5709

### Meeting Raffle

Dick Jauch 360-387-1580

### Refreshments

Carol Scott

### Restoration Tips

Dick Flynn

### PSRG Summer Picnic

Bev/Elmo Lewis

### Sunshine

Dick Jauch 360-387-1580  
richard.jauch@verizon.net

### Swap Meet

Pete Lowman 425-481-2088

### Tours

Gary Duff 206-284-1613

### Tour of The Year

Guy Generaux 206-323-5709

### Welcome

Guy Generaux 206-323-5709



Puget Sound Regional  
Group of the Early  
Ford V-8 Club of  
America  
[www.efv8psrg.org](http://www.efv8psrg.org)

Puget Sounds



## Presidents Message

Bob Heckel

Greetings,

The Questionnaires have been tallied, the Committee compiled their Observations and I've prepared a letter outlining what action has been taken. Some of you picked this packet up at the April General Meeting. Bruce Anderson mailed out a packet to each household who had sent in a Questionnaire, except for those instances where a member of the household picked up a packet at the April Meeting. Thanks, Bruce! Additional packets will be available at the May General Meeting.

If you have any thoughts or comments, we'd like to hear from you. A note or an e-mail might be best. You can direct your comments to any of the Committee Members or me. We'll put this on the agenda for the May General Meeting.

Finally, thanks to the Committee and their spouses---The Anderson's. Herber's and McLeod's!

In the April Newsletter the Editors pointed out that since we do not have a Secretary it is the responsibility of Committee Chairs or individuals organizing an activity to furnish "complete/comprehensive information to the Newsletter Editors on a timely basis." (Words in quotes are mine). The deadline is normally the 15th of the month. If you want an item in the June Newsletter it must be in by May 15th.

We do ourselves a real disservice by not planning and promoting activities well in advance. People don't get the activity listed on their personal calendars and consequently attendance suffers. While these e-mail announcements work, not everyone is on line. We have an excellent Newsletter let's use it! (editors note; over 15% of our membership does not have email)

Thanks to Gerald Greenfield for his very

interesting comments on the Kirkland Concours. The DVD on last year's event was also excellent.

May is Swap Meet month. Yes, we still need help! You can e-mail me or sign up at the May General Meeting. For those of you are new to the Club; this is an excellent opportunity to get to know other Club members. The jobs aren't difficult and in most cases you'll be working with someone. Give it a TRY!

Bob Heckel  
President



## Sunshine

Dick Jauch

There are no sunshine messages this month, everyone seems to be recovering and keeping well and our prayers continue for those who are still ill.

Please remember to call or email me if you have sunshine information

If you know of someone who needs to receive a card please let me know.

Dick Jauch - 360-387-1580 or eMail me at Richard.jauch@verizon.net

## Editors

## This and That

### Important!!!

As the Secretary position is open this year and we have relied on the minutes for many items for the newsletter, we must now rely on the Committee Chairs and/or Event Chairmen to furnish **all** of the timely input of information for your Committee or Event. This includes:

- Pre-event publicity
- Post-event write up including photos.

Many Committee chairs do most of this currently, but this will be a new or expanded requirement for 2010 and possibly beyond.

Driving from VT to Houlton, ME was another experience. I didn't have any trouble with the signage, but it seemed that every single road in the state of Maine was under construction, especially US-2. After waiting at one construction site for a pilot car for 45 minutes, I decided to "bite the bullet" and work my way over to I-95 to escape the construction situations. It worked, and I made it to Houlton, took my picture of the 65 Chevy that I was driving at the port of entry, and headed south.

So, that was the end of my US-2 experience and, basically, I loved that drive. I stayed on Interstates most of the rest of the time I spent on the east coast seeing a lot of good stuff: The WW2 Battleship USS Massachusetts, along with other old ships; Some of the Mansions in Newport, RI; a detailed tour of Annapolis with my cousin who is a full time professor there; The truly great Mariner's Museum in Norfolk, VA; the Biltmore Estate in Asheville, NC (see the notice of our Program for the May General Meeting; The Auburn, Cord, Duesenberg Museum in Auburn, IN (I've been to a lot of car museums all over the US, but the A.C.D. Museum in Indiana is the best one I've ever seen).

My drive home from Auburn was partly on the old Lincoln Highway, which was so designated in 1915 as the first coast to coast transcontinental highway, and is now mostly US-30 thru WY at least. I was able to handle The Lincoln Highway emotionally for just one day and then left it for the Interstates. If there were very few of the old artifacts left on US-2; there were none left in the mid-west portion of US-30. It was just like the rest of the US: shopping malls, modern restaurants; modern motels; stoplights; road construction; traffic jams; etc.

Overall my 3-week odyssey was a great experience and I saw a lot of great stuff that I may never have the opportunity to see again. But next year I'd like to do RT-66, "The Mother Road" again from Santa Monica to Chicago instead of the usual way from Chicago to Santa Monica. The documentation is now available for the Santa Monica to Chicago direction. Not only the maps and driving instructions work for the west to east trip, but the new edition of the great picture book shows the same great pictures of the various artifacts from west to east also.

And, for some who may not know my driving habits; I take these driving trips by myself alone with no other cars in attendance....it "builds character."

**Norm**

## FILLER

Contributed by Dick Jauch

While talking to a carburetor rebuilder at a swap meet recently he said there is a new needle and seat system available that avoids and stops the tiny chemical build-up that causes the needle to not seat and, therefore, leak a small bit.

When the engine is stopped the carburetor continues to accept fuel from the fuel pump as the pressure dissipates, and then as heat in the fuel line expands the fuel. Admittedly it is a very small amount but it does add up. Of course he sells a needle and seat that isn't two parts steel. See him at our meet in May.

**Next;** if you use a coating on your spark plug threads make sure none gets on the porcelain part of the plug. The coatings are metallic and will cause a spark jumping down the side of the plug. Wipe the plug and keep your fingers clean as you install them.

Notice that the hole in some thermostats is larger than others. Use the larger holed ones because if the engine is really working hard and you want the flow to be at maximum the smaller holed thermostats will restrict the flow when it is needed most. Most engines won't boil over until the flow is insufficient through the radiator and the car is not moving sufficiently fast to cool the engine water. When the water is boiling the problems start with restricted flow. A small hole in the thermostat will restrict the flow of the best water pumps making their additional capacity ineffective. The ONLY reason an engine overheats is because the radiator is not adequate to cool it. That means the water must be in it long enough to cool down. High capacity water pumps do no good if the radiator can't dump the heat.

Also remember that using a radiator cleaner in a radiator with plugged tubes is useless. The cleaner must get through the tubes to clean them. Don't forget that 90% of the dirt in the radiator is in the bottom 10% of the core tubes. In the old days rodding out the radiator meant you took the top off and stuck a welding rod down the tube, then blew air through the tubes to get the crud out. The secret is to not let the crud to build up in the first place. Use spring water, it will bounce around in the tubes and help cool the engine. No kidding.

**Dick**

# Don't miss this opportunity to see one of the finest car collections in the area!

PSRG member and collector extraordinaire Tom Crook has invited about half a dozen car clubs (including PSRG) to an Open House event at his storage facility May 1st. Tom has an amazing assemblage of high-point classic cars that includes rare Packards, Cadillacs, Chryslers, with a smattering of Duesenbergs, Auburns and Cords mixed in.

A Ford enthusiast at heart, Tom will also be displaying his fantastic line-up of Early V8s. Among these are several '36 Fords, a '48 woodie wagon, super-low mileage original '34 and '39 Fords, '40 and '50 Mercury convertibles, Ford trucks and much more.

Tom's 40+ vehicle collection is housed in two immense buildings that are stocked with an impressive array of automotive memorabilia such as colorful neon signage, all types of petroleum pieces, rare hood ornaments, grilles, medallions, dealer accessories and other fascinating items. The memorabilia is a remarkable collection alone.

This is a very special opportunity you won't want to miss! No RSVP is necessary. Get out your V8 and join us! The Open House runs Saturday afternoon May 1st from 1:30-4:30. The address is 24620 Pacific Highway South (located by Des Moines, even though it's a Kent address).

PSRG members who wish to gather beforehand for a sandwich and a brew should meet at 12:00 noon at Mick Kelly's Irish Pub in old town Burien (435 SW 152nd St). This is a fun place and on the main drag with easy parking. Following lunch we can tour down as a group. We may also get together for a bite after the tour. Any questions - please call Guy Generaux (206-323-5709) or Gary Duff (206-284-1613).



## AMERICA'S CAR MUSEUM®

Join us on Saturday, May 15, 2010 from 9:30 am - 3:00 pm for our first monthly Coffee CruiseIn Open House to show off our new facility in Fife. Get an update on the progress of the Museum, meet like-minded car enthusiasts and enjoy a tour of the collection and Club Auto lounge.

CruiseIn for the opportunity to:

- Meet car specialists from Bonhams & Butterfields to get your car evaluated and discuss the upcoming auction
- Get free insurance estimates from the experts of Hagerty Collector Car Insurance
- Test out the latest car care products from Griot's Garage
- Meet the owners of Garage Plus and hear about their new facility in Spanaway
- Coffee and snacks will be available
- Plus numerous other activities and surprises!
- No RSVPs are required, just show up!

If you have any questions, feel free to email Sandy Scott at [sandy.scott@lemaymuseum.org](mailto:sandy.scott@lemaymuseum.org).

## PSRG Fall Banquet



### Preliminary Information

November 20th

Retired Washington State Ferry

Skansonia on Lake Union

Puget Sound Regional Group 18



# 38th Annual Early Ford V-8 & All-Makes Car Show/Picnic

Honoring the 70th Anniversary of the 40 Ford

Sunday June 6

2010 9 til 4

Bellevue College

Located on 148th NE

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Don McCarthy

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Information: 425-226-5505 or e-mail: [andersonb8@comcast.net](mailto:andersonb8@comcast.net)

Early Ford V-8 Club - PSRG 18  
 P.O. Box 12613  
 Seattle, WA 98111



## Eye Spy

Not a Ford

1961 Corvair Ramp Side Pickup  
 Limited production model. Only  
 about 250 manufactured.  
 Husband has Alzheimers.  
 Contact June Fusfield in Sedro-  
 Wooley 360-708-6241

## SERVICE BULLETIN

*You checked the oil and  
 water level and the tires  
 looked like they were up  
 to pressure.*

*Did you check the spare  
 tire's air pressure? It can  
 be low but have no visual  
 clues.*

*How about brake fluid?*

**Don't Forget**

*General Meeting April 4th  
 DVD presentation of the fabulous  
 Buimore House in North Carolina*

**Newsletter Deadline  
 is May 15th**

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