

(My First, First Car from p. 8) on the trailer to stomp down the loose hay as my Dad pitched it on. One year when I was about 13, my Dad figured it would be easier if I could just drive from hay pile to hay pile (sometimes only about 50 feet) while he just pitched the hay onto the trailer, saving him having to get in and out of the car every 50 feet. I was still a little too short to reach the pedals properly and getting the right combination of throttle while engaging the clutch without killing the engine took awhile to learn. Low gear is all we used in the field so that kept it simple. When the trailer was full Dad would ride with me back to the barn where he would take over to back the trailer up to the barn door.

Sometimes when the trailer was unloaded and we were heading back to the field for another load I would have the chance to put in second gear for a little while. Big Time!!! By the next hay season I had grown enough that working the clutch and gas pedals made driving easier. Now my Dad gave me the challenge to back the loaded trailer up to the barn door. That took a while since it was hard to see where the trailer really was because all it looked like was a big stack of hay with wheels under it, some where. Eventually I got the hang of it. That experience has helped for when I need to back up trailers today.

We had some customers who bought milk and brown eggs from us that lived a few miles away on Yarrow Point. While making those delivers my Dad would let me drive, usually at night. Wow! What a thrill, smooth pavement, and I got to shift into hi gear. Then one night my Dad asked me to make the delivery by myself. I was only 14 or 15 and no license. I thought for sure the cops were going to catch me, throw me in jail, and impound the Model A. Well, it went OK, no cops, almost no traffic, quite a contrast to what is out there today.

When I was 15, I took drivers training in Bellevue High School. The school had a brand new 1957 Chevy and a 1957 Ford for the training cars. The Chevy was an automatic while the Ford was a stick shift. The Chevy was easy to drive while the stick shift gave some of the students a challenge to start with. We would sometimes hear tires squealing in the parking lot in front of the school until the students got used to using the clutch. I turned 16 while taking the class so I got my drivers license as soon as I completed driver training.

I used the Model A for my main transportation, and a few times got to use my Mom's '29 Chevy, but it was too expensive to insure both cars for teen age drivers, so the "Model A" had to do. We used the "A" as our farm truck too; we would take out the back seat and stack boxes of fruit there for delivery to the wholesale houses in Seattle on Western Avenue. I only had to make that trip a few times. Also a couple of times, when my Dad butchered a veal, I would deliver it to the cold storage lockers in Bellevue. We would wrap the meat in clean white sheets and tie both halves to the left front fender between the hood and the spare tire.

For the picture of the "Model A" and me, I just dressed up as a gangster and posed. It must have been around Halloween. I used the 'Model A' to search the car lots for a car of my own. I didn't have to look far; I found what I could afford right in Bellevue.

## FOR SALE

**1928 Chev coupe** complete parts car. \$2000 Dick Olson 425 222-5798

chain hoist, \$40. Dick Olson 425 222-5798

**1957 Pushbutton Radio**, and speaker. Original and in perfect condition \$150. Don Boltz, (360.) 893-5305 *donnys32@aol.com*

**1978 Scottsdale PU** 3/4 Ton with canopy and tandun axle car hauler low mileage, as new mechanically. \$4500 obo Walt Blair (206).292-6745. *Waltscollectorcarappraisals@gmail.com*

**1954 Chev** automatic transmission, 2 speed power-glide. It is a good running transmission. The car that it was in was modified to a manual transmission. The owner is Chuck Adler. Please contact him on cell phone 253-405-0520, and make an offer.

**1928 Ford** 2 Dr, Hot Rod \$18500; **1955 Ford Crown Victoria** \$12000; **1955 Ford Victoria HT** project \$4,500; **1953 Chev PU V8** \$4500; **1949 Jeep 4x4** new motor \$4500; **1962 lambretta Scooter** \$2500 ;

**1934 Ford Truck** \$2000; **1944 Dodge COE** on Chev Chassis \$2500; **1958 GMC** 1 ton Chassis and cab \$ \$1200; **1972 Chev PU 4x4** project \$1000; **440 Holmes** Wrecker bed \$800; **1948-52 Dodge COE Cab** \$500; **1967 Chev PU** Project \$500. These were submitted by Jerry Brownell for Jeep Entwistle, 509-584-5417

**Large Car Trunk** \$75. Bill Barker (425) 643-O698 *bill@barkerville.net*

**1938 Grill** Gene Sovar (206) 3262-2491 *esovar@msn.com*

## WANTED

**1962-67 327 Chevrolet Engine Core**, Dave Roberts, (425) 822.-6831

**1937 Grill**, Gene Sovar 206.362,2491, *esovar@msn.com*

**Chevrolet Rim-** one 6-hole 15" with hub cap clips - Jon 253-841-4137 or 253-380-5086