

## CERT training to be offered Upriver in April

DEADWOOD — Upriver Community Emergency Response Team trainings are scheduled for April 9, 16, 24, 30.

The sessions cover two 3-hour modules each meeting, with a 30-minute lunchtime; the trainings are 9:30 a.m. to 3:30 p.m., and Frank Nulty is the instructor.

Those who unable to attend a session, or have to leave early, can make up those modules online at [www.fema.gov/community-emergency-response-teams](http://www.fema.gov/community-emergency-response-teams).

There is also a 3-hour disaster drill scheduled for May 1 at the Mapleton Fire Station.

The first session will be at the Deadwood Community Center; an alternate site is available in Mapleton.

Attendees will choose the most convenient for the majority for session two.

CERT educates individuals about disaster preparedness for hazards that may impact their area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization and disaster medical operations.

Using training learned in the classroom and during exercises, CERT volunteers have the knowledge to help themselves, their family and their neighbors during disasters and emergencies, particularly before first responders are available.

To enroll in the trainings or recruit others, contact Jim Grano at 541-268-9954 or email [jgrano4@yahoo.com](mailto:jgrano4@yahoo.com).

## Firefighters sponsor annual St. Pat's Day Spaghetti feed

The Siuslaw Valley Firefighters' Association is sponsoring its annual St. Patrick's Day Spaghetti Feed on Thursday, March 17, from 4 to 7 p.m.

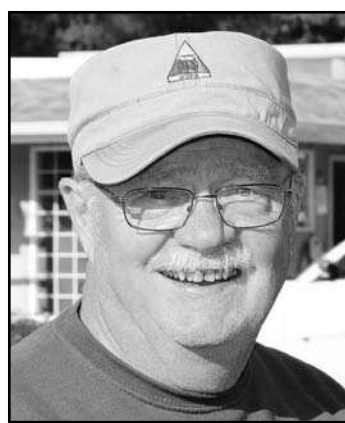
Tickets are \$8 for adults and \$4 for children 12 and under.

There will be unlimited spaghetti, salad and bread, and desserts will be available for an extra cost.

The St. Patrick's Day feed takes place at Siuslaw Valley Fire and Rescue's main station, 2625 Highway 101.

## CAR CHRONICLES —

# Chevy Bel Air



By CAL APPLEBEE  
Special to the Siuslaw News

Out of one of the bone yards of the expansive Hill family would come my next vehicle, a 1954 Chevy Bel Air two-door hardtop. It had no engine or transmission and did have some moderate damage to the trunk lid, but was fairly complete otherwise.

A trade was made for one of my bone yard candidates I had salvaged from the desert, a 1933 Dodge pick-up in similar state of incompleteness. A rebuildable straight-six out of a truck, a 292 I think, was acquired from another neighboring farmer for \$10. It was mated to the transmission and bellhousing from my 1953 four-door, and the summer between my junior and senior years in high school, I was the proud owner and driver of this classy red and white two-door hardtop.

With the addition of used tires, four-finned checker hub

caps (I found similar hubcaps online and they were probably from a 1959 Dodge Lancer and now worth \$80 each!) and a six-volt battery, it was a great ride. I pounded out the dents in the trunk, and in what would be my first experience in rattle-can restorations — which would become not just a pattern but a staple in later life — cleaned up the body damage.

One odd thing about that car was that it had 1953 Chevy tail lights on it, which weren't near as nice as 1954 styled lights. We never did figure out why, but for some reason the engine was really tight. The six-volt system would oftentimes not turn it over sufficiently to start it.

Other times we would jump start it with a 12-volt car, and even that was a struggle.

Eventually, just to be on the safe side, I resorted to always parking it on a slight incline backed in so I could simply coast and pop the clutch; that seemed the most reliable way to get it going again.

This car was really high-end for its time, even with the three-speed on the column. It was in fact the high-end model for Chevrolet that year. I still recall the red cloth and white vinyl interior with alot of chrome trim, particularly overhead on the headliner, and alot of chrome trim spread the width of the dash.

It did have a tendency to wear out tires in the front but I was too broke to take it in for a re-alignment. The tail lights would often lose their ground and not function, but that wasn't just on that particular Chevy; others I would own over the years also shared that characteristic.

Not including trucks or Corvettes, Chevrolet produced 1,147,176 passenger cars in 1954, of which just 6 percent were the Bel Air two-door hardtop. The largest production model of the year was the Bel Air 4-door sedan at 21 percent.

When new the original MSRP of my two-door hardtop was \$2,061, and in calculating an average of four different sources, today the alleged value is now \$30,282.

Not a bad investment if I had kept the car its entire 62 years.

We all have an arch-enemy growing up as kids, and I did as well — and his name was Chuck, in my class at high school. He was the class bully. I was the milk-toast kid that was always polite and mild-mannered, unless pushed over the limit because, after all, I am a red head.

One day while in class waiting for the teacher to show up, for whatever reason Chuck decided to pick on me. In the process, he slammed a book across my head, which caused an instant burst of

anger. In a matter of seconds we were bouncing around the room, desks and kids flying as we slammed against the blackboard with our fists flying.

We were eventually pulled apart but not before one of my teeth punched through my lower lip, spurting a lot of blood. The highlight of that juvenile incident was one of the senior cheerleaders taking me into the girls bathroom to clean me up (before I headed to the principal's office for a paddling which, yeah, we still did that back then.)

Chuck didn't bother me after that. Nor did a few other guys in school. But I think I got the last laugh. When I had to part with my little '54 Chevy Bel Air, I sold it to Chuck but never told him about the problem starting it.

I would spot him in a parking lot under the hood trying to figure things out and I just drove by. I didn't feel too bad about doing that because, after all, I sold it to him for a whopping \$85!

Today that car is probably worth \$8,500 in the same condition, hard starting and all!

I've seen a few other 1953 and 954 Bel Air two-door hardtops over the years in Florence at the Rhody Days Show and Shine, and they sure bring back memories.

Mostly good.  
Safe travels!

## Award-winning shortstory writer to speak at Nye Beach

Evan Morgan Williams will read Saturday, March 19, at 7 p.m., at the Nye Beach Writers Series in the Nye Beach Visual Arts Center.

Williams' collection of stories, "Thorn," won the Chandra Prize at BkMk Press (University of Missouri-Kansas City).

The book has since been long-listed for the Frank O'Connor International Short Story Award. Williams has published more than 40 stories

in magazines such as *Witness*, *Antioch Review*, *Kenyon Review*, and *ZYZZYVA*.

He has an MFA from the University of Montana, and has taught in a public school for more than 20 years. Most recently, he has held a Writers in the Schools residency, an AWP Writer to Writer mentorship, and gave the inaugural reading in Eastern Oregon University's revived *Ars Poetica* Visiting Writer Series.

Williams' stories are works

of realistic fiction, set mainly in the Pacific Northwest, often on the Pacific shore. His stories deal with people making difficult choices, choices that invariably mean tugging or loosening the ties that bind.

You can read more about Williams at [www.evanmorganwilliams.blogspot.com](http://www.evanmorganwilliams.blogspot.com).

Everyone is welcome. An open mic for local writers will follow the presentation.

General admission is \$8; students are admitted free.



COURTESY PHOTO

Evan Morgan Williams

### Florence



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The State Historic Preservation Office is offering grants for work on historic properties and for archaeology projects. The annual grants fund up to \$20,000 in matching funds for preservation projects.

The Preserving Oregon Grants fund preservation of historic buildings listed on the National Register of

Historic Places. Work may include non-maintenance preservation like window repair, roof work, foundation projects and plumbing and electrical needs.

It can also fund significant work contributing toward identifying, preserving and interpreting archaeological sites.

The Diamonds in the

Rough Grants help restore or reconstruct the facades of buildings that have been heavily altered over the years.

These grant return buildings to their historic appearance and potentially qualify them for historic register designation (local or national). Preservation office staff is happy to talk with applicants

about potential grant projects and review applications.

There will be grant workshops on project planning and grant writing. A one-hour webinar will be available today, March 9.

To learn more about the grants and workshops visit [www.oregonheritage.org](http://www.oregonheritage.org) or email Kuri Gill at [Kuri.Gill@oregon.gov](mailto:Kuri.Gill@oregon.gov) or 503-986-0685.

Deadlines for press releases  
are Mondays and Thursdays  
by noon. Email them to:  
[PRESSRELEASES@THESIUSLAWNEWS.COM](mailto:PRESSRELEASES@THESIUSLAWNEWS.COM).

## Public input sought on forest projects

CORVALLIS — The Siuslaw National Forest is soliciting project proposals to be funded under Title II of the Secure Rural Schools and Community Self-

Determination Act. Individuals, nonprofit organizations, local governments and others are encouraged to propose projects that restore watersheds, decommission or maintain roads, control noxious weeds or otherwise improve the condition of the Forest.

Proposed projects need not be implemented on Forest Service lands, but must show a benefit to national forest resources.

Project proposals are due electronically by 5 p.m. Thursday, March 31. Projects will be reviewed and funding recommendations made by the forest's Resource Advisory Committee in June, with funds most likely becoming available to groups by the fall.

Application forms, instructions and submission guide-

lines can be found online at [www.l.usa.gov/IQFsk4y](http://www.l.usa.gov/IQFsk4y).

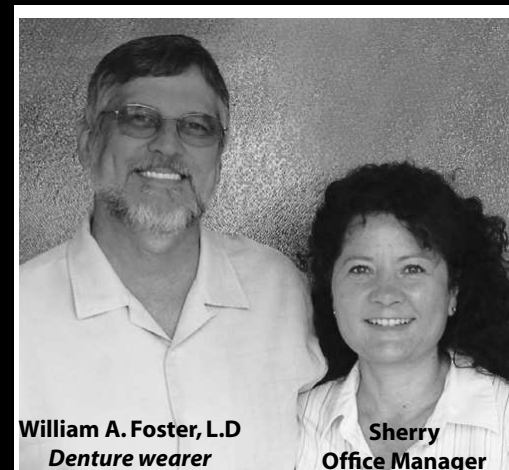
The Siuslaw Resource Advisory Committee (RAC) is a balanced and diverse group of stakeholders representing local communities, industry, recreational interests, environmental groups, elected officials and more.

The Siuslaw National Forest is accepting applications for future RAC members.

"The RAC is a crucial part of the process of funding projects under the Secure Rural Schools Act," said Jerry Ingersoll, Siuslaw Forest Supervisor. "We recruit continuously for energetic and interested people who represent the diversity of our state and community."

"Please let us know if you are interested in serving." More information about the Secure Rural Schools Act can be found at [www.fs.usda.gov/main/pts/home](http://www.fs.usda.gov/main/pts/home).

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