THE GAS GAUGE

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SURPRISE! This is the first issue of what we hope will become a monthly newsletter for Ye Olde Car Club. We hope it can serve as an announcement for our activities, carry a few car advertisements, and run interesting articles on car restoring and car activities. We will need the help of all you cranks, nuts, and wheels out there for MATERIAL if we want this to be a success, so send your ideas to your new editor, Jim Vetrano, 2623 Harris Avenue, Richland, -- or call in items at 943-3611.

ANNOUNCEMENTS

Our next meeting will be December 11 at 8:00 p.m. at the Rivershore Inn (small banquet room) in Richland. We will try to minimize the business and put the accent on fun. An interesting and educational movie on old cars is promised. Please try to come--and bring a friend.

This issue of the Gas Gauge is getting a distribution beyond our current membership in the hopes of interesting former members and friends in our activities again. Let's see some of you at the December 11 meeting!

Dues are due! Dues are the sole support of our mailings and other club activities for the year, and we need them now. We would like to put out a new membership roster in our January 4th mailer, so to be sure your name is included, please send $5 to our new treasurer, Dave Ashby, 1611 W. Brown, Pasco, Washington.

Just heard that our good supplier, Goodyear Rubber Company, has merged with IBM. They intend to put out a computer that makes snap decisions. (Nancy G. will be programming it.)

The printing of the Gas Gauge is made possible through the combined efforts of Bob Henrich and CBC. Bob found an unused and broken duplicating machine at CBC, and after some discussions made arrangements to borrow it for an indefinite period. He fixed it up so that it runs as smoothly as his "T", and we are now in the printing business.

FEATURES

Thanks (?) to Bob Graves for the following feature:

"Gladstone Hurd only received a footnote in the archives of early automotive history, yet he was the first to use sheet metal on previously all-wooden bodies.

In his heyday, the "Bangor Bungler" was known all over the state of Maine. His vehicle, the Mainmobile, like the rest of his inventions, was created entirely by trial and error. But, for all the good that might be said of this early means of motorized transportation, Gladstone Hurd's wasn't quite as fast as a slow walker. The fact that the Mainmobile would only go four miles an hour was attributed to its square design and Gladstone's ungainly 362 pounds.

All this changed one slightly overcast day in 1871 when, in desperation, Hurd decided to streamline his vehicle. To do this, he took a giant step forward and slapped a long, narrow metal fin to each side, then further cut wind resistance by sloping the front end downward. As Gladstone busied himself, large crowds gathered to watch his clumsy movements.

At last he was ready for the run. Would it work? Would this new application of sheet metal overcome his enormous weight, thus enabling the Mainmobile to break its own speed record?

The rest is history. So effectively were weight and wind resistance problems resolved that Hurd and his Mainmobile became airborne almost immediately. The sonic boom that followed Gladstone's flight around the globe was fondly referred to as...the first Hurd shot 'round the world."

TECHNICAL TIPS

The following article comes from Continental Comments, but we think it would apply to most electric car clocks (what about it, Houston?).

1/2

"When LC electric clocks run very slowly, or do not run at all, they can usually be restored to operation as follows:

1. Remove the clock from the dashboard.

2. Disassemble the clock from its case, carefully, and note the connections, etc., so you put it back together the same way. A little ground strap on the back is most important. DO NOT TAKE OFF THE HANDS OR FACE, or anything off the clock works itself.

3. Suspend the clock, face down, in Kerosene, dipping it in depth just so the mechanical portion is in kerosene. Leave it overnight.

4. Then shake off excess kerosene, the next day.

5. There is a tiny pair of electric contacts on the pulse winder--you'll spot them easy. Gently separate and put a strip of very fine crocus cloth or 400 sandpaper between the points, and <u>gently</u> clean them, letting the points spring tension do the job. Do not overdo--just shine them.

6. Pour acetone (get in any drug store) over the electrical end, to clean this section. Don't soak, just pour over. Ditto on the mechanical end.

7. Oil with watchmakers oil - or your wife's sewing machine oil, or 3 in 1.

8. Retape the power wire if it needs it.

9. Move the winding lever to wind the clock, manually. It will start to run. Let it run down, shake off any excess oil. Try it on 6-volts (Remember, positive ground), and it will wind up itself and start running.

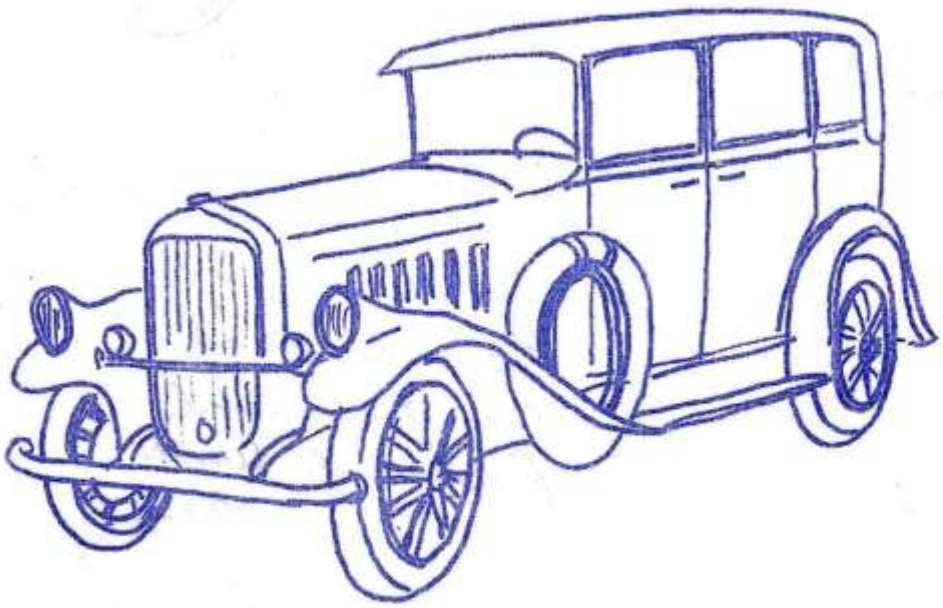
10. Check your fuse, and make sure you have power to the clock itself.

11. Re-assemble in case, put back in dash. Adjust gain rate by screw in back. Start in the middle position first.

In the past six months I have returned 4 LC clocks to operation by this method. TOM LERCH (Md.)"

CLASSIFIED

Heard of two 1928 Pierce Arrow Sedans (Model 81)--one a bit chopped up but restorable, and the other pretty nice, for around $1200-$1300 the pair. Contact Harold Petrie, 5616 S. E. 56th Avenue, Portland, Oregon, 97206, if serious, or see Jim Vetrano for more of the story.



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