

THE GAS GAUGE

YE OLDE CAR CLUB OF THE TRI-CITIES, WASHINGTON
P.O. BOX 462, RICHLAND, WASHINGTON 99352

MAY 1977

PRESIDENT: Jim Gilbert
VICE PRESIDENT and TOUR CHAIRMAN: Mike Martin
SECRETARY-TREASURER: Audrey Simmelink
BOARD of DIRECTORS: Craig Kelsey, Dale Westermeyer,
Buzz O'Connor and Jack Yale

PRESIDENT'S MESSAGE

It doesn't seem possible, but the ROUND TUIT II TOUR is almost here; now is the time to get your loose ends sewn up if you are working on the tour preparations. We have sent out lots of fliers and registration forms to other Northwest clubs, and are expecting a good turnout. Don't forget to register if you haven't already.

As I write this, the Columbia Center show is underway. We have the largest turnout ever--50 cars, 39 of which are from our club, including about 10 which have not been shown before. Thanks to everyone who helped make the show a success by either entering cars and/or helping set things up (the Center was very pleased with the smoothness of the move-in).

Remember that we have a camping trip to Camp Wooten the 21st and 22nd of May--the first overnight outing of the year. Finally, thanks to the Yales for their hospitality after the April meeting.

See you at Wooten!



Jim Gilbert

THE CLUB IS ASKING EACH MEMBER to bring a bottle of wine AND an hors d'oeuvre to the Round Tuit II Tour hospitality suite on Friday, June 3rd. Please call Carol Duchene, 586-4032, and tell her what you plan to bring.

THE TOUR BAGS ARE ABOUT READY to be stuffed (as soon as a few more stitches are in place). If you have something to contribute to the bags please call Carolyn Martin, 586-4438, or Dixie Gilbert, 946-0554, as soon as possible. Your items don't have to be ready yet, but we want to know about them.

The Jacksons hosted a tour meeting last month to finalize some of the plans for the Round Tuit II Tour. Our Sunday brunch will be at the Thunderbird-Hanford House. The tour route follows the Old Inland Empire Highway to Prosser where we will have lunch and we will return via the Horse Haven Hills, Weber and Badger Canyons to Richland.

**REGISTER
NOW**

FOR THE

ROUND TUIT II TOUR
ROUND TUIT II TOUR
ROUND TUIT II TOUR
ROUND TUIT II TOUR
ROUND TUIT II TOUR

The Gas Gauge is published monthly by Ye Olde Car Club of the Tri-Cities, Wash. Publication date is the 10th of the month. Send inquiries or submissions to P.O. Box 462, or 1909 Poplar, Richland, Wash. 99352. Telephone 946-0554. Your articles and ads are welcomed. DEADLINE is the 5th of the month. Editor: Dixie Gilbert

About 50 people have signed up for the Lewiston Camp Wooten-Camp In. The Lewiston Crankers are hosting the outing and members from Walla Walla and Spokane clubs as well as Ye Olde Car Clubbers will be there. Our May tour hosts are Peggy and Jack Yale. They have made arrangements with the Lewiston Club.

The April meeting was held at Howard Amon Park in Richland on the 24th. The show at the Center was discussed as was the purchase of insurance and the prospects of incorporation. After the business meeting an impromptu tour around Kennewick, which ended at the Yales was enjoyed by everyone present.

CALENDAR OF EVENTS

MAY

- 10-15 COLUMBIA CENTER ANTIQUE CAR SHOW
- 13-14 Olympia Swap Meet--Olympia
- 21-22 Ford Swap Meet--Seattle Center (Check on this one--may have been canceled)
- 22 Roseburg Swap Meet--Douglas County Fairgrounds
- 21-23 Vintage Car Club of Canada Chilliwack Tour--Chilliwack, B.C.
- 21-22 2nd ANNUAL MUSHROOM HUNT at the 2nd ANNUAL CAMP WOOTEN CAMP-IN Call Peggy or Jack Yale, 586-4933 ASAP for details and reservations. We will meet at the Kennewick State Patrol Office at 9am on May 21 and tour to Camp Wooten from there.

JUNE

- 3-5 YE OLDE CAR CLUB'S ROUND TUIT II TOUR. REGISTER NOW!
- 5 5th Annual Seattle All Ford Picnic at Lake Sammish State Park in Issaquah.
- 4-5 Kaiser Frazer Northwest Spring Meet--Selah State Park, Selah
- 5 Centralia-Chehalis Sunday Drivers' Tour
- 23-25 Reno Swap Meet
- 26 All GM Picnic--Lake Sammish
- 6/27-7/1 "T" Time in the Rockies, National MTFCA

JULY

- 1-4 International Antique Car Tour and Meet--Edmonton, Alberta
- 1-4 Spokane MTFCA Christmas in July Tour**See attached flier
- 9-10 Spokane Swap Meet--Spokane Fairgrounds
- 10 Fords of the Fifties Picnic--Champoeg Park
- 15-17 Sea-Tac HCCA Red Carpet Tour
- 16 SW Washington Swap Meet--Vancouver**See attached flier
- 15-17 Cowlitz County Three Day Tour--Longview
- 23-24 Bremerton Swap Meet
- 24 Concourse de Elegance, Village Green, Cottage Grove, Ore.
- 25-28 National HCCA Tour, Dillon, Colo.
- 27-30 Pacific N.W. Regional Model A Tour, Inn of the 7th Mt.
- 30 10th Annual Tacoma Model T Tour
- 30-31 Antique Powerland, Brooks, Ore.
- 31 Concours, Forest Grove, Oregon

AUGUST

- 5-7 Portland HCCA Annual Tour-Oakridge area
- 6 Tacoma Area All Dodge Tour and Picnic
- 6-7 Antique Powerland--Brooks, Ore.
- 13 Olympia Tour
- 13-14 AARC Birchbay Meet--Bellingham
- 19-20 Northwest Chevrolet Meet--Tacoma
- 20-21 Longview Unique Tin Swap Meet, Fairgrounds
- 28 Eugene Swap Meet

H A P P Y T O U R I N G

FRANKLINS and the WESTERMEYERS

The following is an article given to me by Nancy and Dale Westermeyer. It appeared in the November Running Board, a monthly publication of the Sioux Falls (S.D.) Regional Group of the HCCA . . .

FRANKLIN: Light Weight; Quality; Air Cooling, and easy Riding

By A.H. Unger (Via the Sept. Issue of The Duster)

From 1902 to 1934, the remarkable Franklin was manufactured in Syracuse, N.Y. by the H.H. Franklin Company with three major principles always in mind:

1. Scientific light weight in a quality car
2. Air cooling
3. Easy riding through use of:
 - A. Wood frame
 - B. Full elliptic springs
 - C. Reduce unprungweight (the weight below the springs)
 - D. No heavy cross frame members

Built upon these principles, the Franklin achieved a steady and loving group of owners, many of whom refused to consider purchase of any other brand of automobile. Market penetration was never high, with no more than 0.19% of the market from 1922 onwards. Peak production year was 1929, when 14,432 cars were produced. Total Franklin production from 1902 to the end in 1934 was a bit under 155,000.

Biggest problem that Franklin faced was the acceptance of a slightly off-beat idea: air-cooling. No matter what sort of promotions the company put on, no matter how many times it was shown that the Franklin car could climb hills in summer that no water-cooled car could make, no matter how many cross-country or cross-desert trips were made and publicized, no matter how many aviators were pressed into service as advertising "gimmicks", no matter how many demonstration rides were given, the general public still thought of the Franklin as different. The last straw came when the dealers finally persuaded the Franklin company bigwigs in 1925 to replace the famous "horse-collar" front end with a false radiator shell, just so that the Franklin would look like every other car on the road. It didn't help.

The depression and the increasing encroachment by the banks to whom Mr. Franklin was beholden eventually killed the company, just when two new models were going through their growing pains. These were a supercharged six and a V12. Most of the chances of success for the latter were killed when the banks ruled out the old light weight wood frame and insisted on a heavier steel frame, with increased weight all around. The V12 never had a chance.

Other achievements listed by Tom Hubbard for the Franklin included ".....the introduction of America's first 4 cylinder engine in 1902, float feed carburetor in 1902, the first 6 cylinder engine in 1905, Hotchkiss Drive--1906, automatic spark advance in 1907, pressure circulating oiling systems in 1912, the first V-type windshield for stock cars in 1916, the introduction of the 2-door sedan body style in 1916, and the pioneering of aluminum pistons, duralumin connecting rods, and case hardened crank shafts."

Other authors have noted and questioned the impact of such a low-volume car on the American motoring public. They conclude that it was because Franklin was "different" that it was talked about so much. There were other early air-cooled cars, but only Franklin survived for any length of time. Even the latter-day Corvair was short lived by comparison: only VW persists, and it has now violated all its principles by producing air and water-cooled cars. Franklin never made a car cooled by water.

Franklins were distinctive, right from the start. The first few had a cross-engine; then came the barrel-front. With the early series in

FRANKLINS cont. page 3

the teen years, Franklin switched to the "Shovel-nose" which most of us old fogies associate with the Renault taxis which so romantically saved Paris in the Battle of the Marne. In the early twenties came the "Horse-Collar" which many of the old-timers remember. Then, in 1925, the "falsies" that gave the lie to the air-cooled machinery underneath. It also destroyed the distinctive appearance upon which Franklin owners relied.

But, through it all, Franklin cars ran when and where no other motor-cars would. It ran in the water-eating desert. It ran in the sub-zero north. It ran up the hills when stronger cars died. It ran . . . and ran . . . and ran. It was neither fast nor economical. It was undeniably well made and seemed to last forever. With the old wood frames and full elliptic springs, it went over bumps and chuckholes like no other car then on the market. It was always a big car, even when the company attempted to make small ones. It seemed that you could not run one into the ground no matter how hard you tried.

Beauty is in the eye of the beholder, but the custom Franklins held their own with any other car of their time. There were special bodies aplenty for those willing to pay. Merrimac was a favorite body builder, with Ray Dietrich, deCausse and many others contributing to body styling. You could get almost whatever you wanted attached to that light and reliable Franklin frame. Pay enough and you too, could match the Joneses' Packard, Pierce-Arrow or Peerless.

Towards the end of its corporate life, the Franklin Co., like many other, tried to market a lower-priced model til the big-car market perked up. They developed a hybrid called the Olympic, with Reo body and frame, but Franklin running gear. It was a fairly successful blend, at least as far as performance goes. However, it was too little, too late and ended as a blot on Franklin's reputation--the only Franklin not a classic.

When the end came for the Franklin cars, the engine still lived. Two Franklin men, Doman and Marks, took over the motor rights and manufacturing facilities and kept making motors right up into mid-1975, believe it or not. These were used on a couple of experimental cars (see Harrah's Airmobile) and a number of planes, including some helicopters. The patents were held by Air-Cooled Engines, Domark, Republic Aviation, Tucker Corp. and Franklin Engine Co. They still exist, in the hands of a Polish Company which manufactures radial aircraft engines. You may have noticed a familiar name in the last paragraph and even perked up your ear a bit; Tucker. Yes, the Tucker automobile was powered by a Franklin engine! Up above, I said that Franklin never made a water-cooled engine; they did, I found out. There were 25 or less made for the prototype Tuckers, but air-cooling was to supplant the water system and did on some of the 50 cars made. The shenanigans of the Tucker are too involved to go into; suffice it to say here that, had Tucker succeeded, the air-cooled Franklin would still be with us.

The Franklin automobile was a success, just as many human beings are. We are born relatively useless, grow up through hard times, learn by trial and error, reach maturity and try to conquer the world, but do completely make it. We live within our limitations, then gradually fade away and die. There is a struggle towards the end, but it happens no matter what. If we have been worth our salt something is left behind--a pleasant memory that is respected for many years. "He lived a good life and helped many people. I remember him well and fondly." So with people and so with Franklin. A fine car, worth remembering.

After twisting Nancy's arm she sent the following:

RECEIPE: FOR AN OLD CAR NUT

Turn calendar dial to 1965. Quickly put together two friends-(charter members of Ye Olde Car Club) add one father wanting to unload a "piece
continued page 5

CAR NUT RECEIPE continued from page 4

of junk".

Set aside: 1 Franklin Engine, 1 wooden 1922 frame (with horse-collar hood) and a partial aluminum body.

Mix above ingredients well. Drop one unsuspecting Dale Westermeyer into the middle stirring continuously. Wait overnight.

Advance timer to 1974. Blend large basketful of parts, one Renault hood, 1913 set of elliptical springs then dip all in mint green. Pound three years, let stand.

Increase heat to 1976. Select carefully one West Virginia model H, pat very fine barrel front, trim with brass, and cherry coloring. Simmer forever.

Guaranteed Result: 1 car a-holic with an air-cooled neurosis.

The above is another point of view--mine (Nancy's) on husband Dale's love affair with his three Franklins. The romance began when the unrestored 1922 became part of the family. There was no back seat--only a cut off pick-up in which we enjoyed playing 'The Clampett Family' of forgotten TV fame. Encouragement from antique car fanciers like Jerry Durham, Cork Simmelink and Bob Graves, as well as a subscription to Hemmings Motor News helped start the restoration of the air-cooled uglies. Crumpled fenders, sagging running boards and streaks of rust gave way to paint, polish and pleasure.

Thank you, Dale and Nancy, for some enjoyable reading. If you have something you would like to see in the Gas Gauge call 946-0554 or write P.O. Box 462, Richland, 99352. I noticed several posters and info sheets on display in front of cars at the Center show; lets get some of them in the paper. . .

Laughing Gas

COURTESY Jack Yale



"You empty the kids, while I fill the tank."

THE MARKET PLACE

FOR SALE	WANTED
1935 CHRYSLER C-1 Airflow 4dr. Sedan. New paint, 80,000 miles \$7,000, R.A. Zornes, E. 4020 32nd Ave., Spokane PH534-0303 Hassie	1938 CHEV hood ornament--any accessories. Nick Cline PH328-4195 Hassie
1940 DeSOTO 4dr, complete, needs repairs. See Gary Galbreath, Rosalia, Wash. Works at Longhorn Cafe Hassie	Wire wheels for '55 MG-TF Call Jeannette Hietala PH928-5537 or 924-5363 Hassie
1949 PLYMOUTH 2dr. Fastback. Good mechanical cond. Needs paint. \$500 PH924-1577 Hassie	1936 FORD parts: horns, bumper guards. Need trunk rack for my roadster. Has V8 emblem on rack Dick Grosch 422 N Raymond Rd. PH926-3151 Hassie
Dupler Auto signal 6 volt NOS in box. Clamps to windshield. \$17.50 Bill Honeycutt Hassie	1933 PLYMOUTH front bumper and radiator & back spare tire carrier for coupe with rumble seat Berges Hart PH928-1569 Hassie
1949 PLYMOUTH 4dr parts car. Towable \$50 PH 924-1577 Hassie	Parts for 1933-35 DODGE PU or sedan deliveries Keith PH926-6269 Hassie
Model T trailer \$350, Rodger Hein, Rt.3, Davenport, Wash. PH796-2807 Hassie	1918 BUICK Roadster parts for brakes. Don or Jim Sandberg 829-9617 Portland Gas Leak
1936 PLYMOUTH R.S. Coupe Restorable \$300 PH263-5400 Hassie	1924 NASH Model 697 Touring 6 cylinder, disc wheels 25" (Budd or Michelin 6 hole), Hub caps, rear bumper, trunk, and literature. Ron Jones 638-5949 Portland Gas Leak
1948 CHRYSLER 4dr not running, but all there, good glass \$100 or trade PH263-7166 Hassie	1929 BUICK door handle for right front door, also gas gauge Al Alley 666-1752 Portland Gas Leak
1932 PLYMOUTH 4dr 4 cyl. square rear window, restorable or good parts car. \$350 or trade PH664-5875 Hassie	Left front fender 17-25 T. Wes Lantz LO4-1739 Tacoma Tin Lizzie
1934 CHEVROLET pu \$300 or best offer or trade PH773-9826 Hassie	1917 FORD frame; '27 engine. Jim Read LA3-4666 Tacoma Tin Lizzie
NOS "U" joint "T" with Ford script 19?? Hans Svinth 7822 S. Tac. Ave. GRr-3729 Tacoma Tin Lizzie	Leads on a good '33 PLYMOUTH windshield--coupe, or someone who can reproduce one. Craig Luton LE7-5509 Tacoma Tin Lizzie
'31 A Sport Coupe, Jim Schoffstoll 253-5721 Portland Gas Leak	<p style="text-align: center;">FOR SALE</p>
'13 OVERLAND Model 69 Touring, complete restoration, in excellent cond. Dan Tabert 639-3702 Portland Gas Leak	'50 Chev \$300 Ralph Brandon 525-7088 Walla Walla WA-HAC
1913 BUICK model 25 Touring, good solid car, Don Short, 445 W. 6th Junction City, Oregon 97448 998-3021 Piston Ping/Gas Leak	'41 FORD PU, no dents, overhauled motor \$1000 & '36 FORD extra parts. Tom Cummings 476-3446 Box 1286, Orofino, Idaho Walla Walla WA-HAC
1902 HOLSMAN AUTO BUGGY Bill Becker, 289-8468 Exhaust Valve/Portland Gas Leak	'58 BORGWARD 2dr \$4000, complete restoration, Gordon Calder 529-7807 Walla Walla WA-HAC
Mobile Home wheels & tires. Cheap 244-6055 Portland Gas Leak	For sale: 2 rear '29 FORD fenders. For trade: 1 model "T" 19?? headlight. Nick Plucker Walla Walla WA-HAC

3rd Annual S.W. Washington

SWAP MEET

Saturday, July 16, 1977

**Clark County Fairgrounds
(10 Miles North of Vancouver, Washington)
Exit at 179th Street & I-5**

All Spaces 10'x10'	\$10⁰⁰
Outside Spaces Available.....	\$10⁰⁰
All Car Spaces (For Sale)	\$10⁰⁰

Free and Ample Parking

Food & refreshments available on grounds
Convenient to Motels & Restaurants

Vendors may set up after 5 p.m., Friday, July 15, 1977

For Reservations & Information Contact:

**Gordon Luce
1415 N.W. 131st. St.
Portland, Oregon 97229
(503) 644-6047**

**—or— Dave Ashby
10013 N.E. 7th St.
Vancouver, Washington 98664
(206) 256-5214**

CHRISTMAS IN JULY TOUR RESERVATION

JULY 1-2-3-4

Inland Empire Chapter
Model T Ford Club
3111 E. 32nd
Spokane, Wash., 99203

Owner or Driver Name _____
 Address _____ City _____ State _____ Zip _____
 Year and Make of Car _____
 Insurance Carrier _____ Signature of Owner _____

Name of passengers as desired on ID Badges:

.....

Tour Price: (Lodging Not Included)

Car and Driver	\$40.00	Saturday morning breakfast, Noon Lunch, Saturday & Sunday 2 Banquets-Saturday & Sunday Nights
Each Adult	\$35.00	
Child (under 16)	\$10.00	
If attending Banquets		
Additional		Plus added extras
Saturday	\$ 5.00	
Sunday	\$ 7.50	

Please Complete
and return:

Number of Adults _____ \$ _____
 Number of Children _____ \$ _____
 Number of Children
attending Saturday
banquet _____ \$ _____
 Number of Children
attending Sunday
banquet _____ \$ _____ \$ _____
 Total Amount \$ _____
 Amount Paid \$ _____
 Balance Due \$ _____



Sheraton-Spokane Hotel

North 322 Spokane Falls Court
Spokane, Washington 99201 • (509) 455-9600

I am affiliated with _____

KING OR DOUBLE QUEENS 1 PERSON <input type="checkbox"/> \$21 2 PERSONS <input type="checkbox"/> \$26	1 ROOM EXECUTIVE SUITES 1 PERSON <input type="checkbox"/> \$28 2 PERSONS <input type="checkbox"/> \$33	PARLOR SUITES 1 PERSON <input type="checkbox"/> \$45 2 PERSONS <input type="checkbox"/> \$45	STATESMAN SUITES <input type="checkbox"/> \$75 - 1 Bedroom <input type="checkbox"/> \$100 - 2 Bedrooms
---	---	---	---

Family Plan - Children 17 & Under FREE - when sharing an adult's room
 Each additional person: \$8.00 extra - Rollaway Beds: \$5.00 per unit

Above Rate subject to change without notice.
P.M.

Arrival Date _____ Hour _____ A.M. Departure _____
 Name _____ Firm _____
 Address _____ City _____ State _____ Zip _____

ALL RESERVATIONS HELD UNTIL 6 P.M. I am arriving after 6 P.M. Hold my room on a
 guaranteed payment basis. CREDIT CARD _____ NUMBER _____

YE OLDE CAR CLUB

OF THE TRI-CITIES

INVITES YOU TO THE

ROUND



II

TOUR

JUNE 3, 4, & 5, 1977

Driver's Name _____

Address _____

City _____ State _____ Zip _____

Year and make of car _____

Insurance Carrier _____

Signature of owner _____

Names of passengers _____

Car and Driver	\$24.00
Each Adult	20.00
Child (under 12)	6.00

Additional for Child--Banquet	10.25
----------------------------------	-------

Number of Adults _____ \$

Number of Children _____ \$

Number of children
attending Saturday
Banquet _____ \$

Total Amount \$ _____

Amount Paid \$ _____

Balance Due \$ _____

Please complete and return to: Mrs. Audrey Simmelink
2106 W. Grand Ronde
Kennewick, Wash.
Ph. 783-6681