

THE GAS GAUGE

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

NOVEMBER 1977

LAST YEAR'S OFFICERS

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

(SEMI-) NEW OFFICERS

PRESIDENT: Mike Martin
VICE PRESIDENT and TOUR CHAIRMAN: Buzz O'Connor
SECRETARY: Bernice Weihermiller
TREASURER: Marge Johnson
BOARD OF DIRECTORS: Jim Gilbert (1), Dale Westermeyer (1), Craig Kelsey
(2), and Jerry Durham (3)



HAPPY

Thanksgiving

MONTHLY BUSINESS MEETING

THERE will be monthly BUSINESS MEETINGS held on the second MONDAY of each month at 8 o'clock pm in the Frontier Federal Savings and Loan basement, Richland. Frontier Federal is located on Jadwin between Williams and Swift (across from the new Columbia Bank building). Plan to attend. The first meeting will be DECEMBER 12th.

An added attraction at one of the upcoming meetings will be a film featuring Smiling Cork Simmelink, Speedy Jack Yale, Mike (Scoop) Martin and a cast of thousands, as a dedicated group--complete with pre '39 cars--attempted to add authenticity--at least calendar wise--to an amateur production filmed by some Tri-City students. I doubt if any of us will lie awake nights waiting for a call from Tinsel Town, but all of us had fun and I think we may have created a true comedy of errors which will entertain those of you who watch it.

CORRECTIONS

BUZZ O'CONNOR, who was awarded a ring for having the Cord driven the most received the ring when in Auburn, not in Rainbow Falls as reported in the last newsletter.

PAUL DUCHENE'S telephone number is not 783-1188 as listed last month. The correct number is 735-1188. General Telephone has once again demonstrated its unique ability to disburse incorrect telephone numbers. It is just part of the service.

CONGRATULATIONS

CONGRATULATIONS are in order for Terry and Steve DeVore who have a new baby son and to Loaha and Terry Shedgrud who recently adopted a baby daughter.

The Gas Gauge is published monthly by Ye Olde Car Club of the Tri-Cities, Wa. Publication date will be the 15th of the month. Your inquiries, articles, ads or suggestions are welcome. Send to P.O. Box 462, or 1909 Poplar, Richland, Wa. 99352 Tele: 946-0554
 DEADLINE will be the 10th of the month. Editor: Dixie Gilbert

MY APOLOGIES for not getting the paper out sooner this month; Jim's grandmother recently passed away and the last couple of weeks have been rather hectic.

THE CLUB wishes speedy recoveries from surgeries to Jim Stafford and Russ Duffield.


WE HAVE recieved a thank you note from the Pasco Senior High School Homecoming Committee for providing some of the cars used in their parade. One rider, however, lost a pair of knit gloves and requests their return if found in one of the cars. The address for the gloves is: 1711 W. Henry, no telephone number given.

PRESIDENT'S MESSAGE

Well, here it is; the last president's message you have to endure from me, at least for a while. Next month Mike Martin will take over in his inimitable style.

I've enjoyed being president for the past year, and I hope that most of you were happy with the way the club was run. Right now, the By-laws are being revised, and it appears that changes in them will include age restrictions on cars which will qualify you for full membership, as well as a minimum participation level to be considered a full member. Also, the Vice President will automatically succede the President after one year, and Board members will be elected for three year terms. (If you were at the October meeting, you already know all this.)

I would like to thank my fellow officers, the Board of Directors, and all the tour chairmen for their help this past year. Let's all offer our assistance this coming year, because a successful club really takes everyone's participation, not just the efforts of a few people.


 Jim Gilbert

THE NEW OFFICERS INSTALLATION BANQUET was held November 12 at the Pasco Elks. Approximately 30 people attended to wish the new officers a successful and productive year. The actual ceremony was the shortest on record--about 30 seconds.

A BUSINESS MEETING was held on October 27th. Attending were Mike and Carolyn Martin, Donna and Craig Kelsey, Jack and Peggy Yale, Herb and Lois Mettler, Ivan and Olive Jacques, Bernice and Wayne Weihermiller, Bruce Stinsman, Ken and Myrtle Nesbitt, Edna and Wallace Birchill, Carol and Paul Duchene, Jerry Durham, Audrey Simmelink, Dale and Nancy Westermeyer, Buzz O'Connor, Stan Nesbitt, Dave and Marge Johnson, Terry Shedgrud, Jim and Dixie Gilbert and three visitors from Connell.

Several items of business were discussed, including the election of officers: President: Mike Martin, Vice President and Tour Chairman: Buzz O'Connor, Secretary: Bernice Weihermiller, Treasurer: Marge Johnson and Directors: Dale Westermeyer, Craig Kelsey, Jerry Durham and Jim Gilbert.

The By-laws were discussed at length. It was decided that the Vice President shall automatically become the next year's President and that each year only one Board member will be elected to serve a three year term. Age restrictions on cars was a topic of much conversation as was qualifications for full membership. In many instances powers were given to a quorm of members present rather than the the Board of Directors. It was decided that there will be a regularly scheduled monthly business meeting on the second Monday of each month at 8 pm in the Frontier Federal

Continued

BUSINESS MEETING continued

Savings and Loan Building in Richland.

The by-laws as a whole have not been revised and/or accepted as of this writing, however at the next meeting corrections will be finalized. A alternate possibility, suggested by Jerry Durham, is to accept the Horseless Carriage by-laws and affiliate with that organization. Our club is eligible to join the Horseless Carriage group. In addition to their by-laws we could add any amendments so desired. Come to the next meeting and state your pros or cons on this issue--if you don't come and state your opinions and cast your vote you can't complain at the outcome!

As several other clubs have been forced to do, we've voted to raise the club dues this year. Inflation has caught up with us. Dues for 1978 will be \$10.00 per family. Dues are due in January and as of March members who have not paid their dues will be dropped from the membership list.

It was brought up at the meeting that our club merely set a date on the regional calendar at the Summit Meeting for a Swap Meet. We are seeking the cooperation of other car clubs in the area, before any futher steps are taken. The date we have requested is June 3rd and 4th.

STRIPPER
(Metal, that is)

DAVE SHUMAN has recently moved to Spokane and opened AUTO METAL RESTORATION. The address is 1517 Rosewood. Good luck, Dave. PH 487-1216

CALENDAR OF EVENTS

DECEMBER

12 Monthly Business Meeting, 8 pm in the Frontier Federal Savings and Loan building. It is located on Jadwin, between Swift and Williams in Richland. Business meetings will be held the second Monday of each month at Frontier Federal at 8 o'clock pm.

ATTACHED TO THE NEWSLETTER is the regional calendar prepared this year at the Summit Meeting in Chehalis. Detach and keep for reference.

NEWSLETTER DATE CHANGED

THE GAS GAUGE will in the future be published on the 15th of the month so that items discussed at the business meetings may be included in that month's newsletter. The deadline for ads and articles will be the 10th of the month.

THE MARKETPLACE

FOR SALE	FOR SALE
1931 FRANKLIN AIRMAN SEDAN (full CCCA classic). 100% complete, including owner's manual, etc. Partially restored. New 6:50 x 19 tires. \$4500. Price includes another 1931 Franklin for parts, and much advice. Well-known Hassie (Spokane) car and rare opportunity for the discriminating collector. Ed Joy, 1-208-664-4210 The Hassie	1940 BUICK 6 passenger coupe. Erwin Cook, 123 N. Franklin, Wenatchee, Wa. 98801 PH 663-4034 Wenatchee Valley
1951 HUDSON HORNET, runs good \$350. 1-208-682-3097 The Hassie	1928 CHEV coupe rear fender and other misc. parts. Gary Jacobsen, P.O. Box 1005, Wenatchee, Wa. 98801 Wenatchee Valley
1933 FEDERAL TRUCK, partially restored, best offer over \$700. 1-208-772-4400 The Hassie	1927 CHEV 2 dr parts car. Will sell or trade. Dave Gehrke, 1105 7th St. Clarkston, Wash. PH 758-8366 Lewiston Crankers
	7.10 x 15 Wide White Wall Tire. Silver Town, almost new. Ed Lucas, 1510 15th Ave., Lewiston, Id. PH 743-2384 Lewiston Crankers

CAR VALUES continued

value when the history of the Marque is far more fastenating than any off the cuff guess as to the current exchange rate of the car for gold or coin of the realm. The values often quoted, especially in print, really belong in Ripley's Believe it or Not more than they do in the minds of some appearantly "just curious onlooker". The editorial mentioned started with some discussion of the Edsel owner who told a reporter for The Wall St. Journal that he'd not take five thousand dollars for his Edsel. As we all know, it is a rare Edsel indeed that commands that price now let alone at the time that statement was made, which was several years ago. True, the Edsel is a dead make, not likely to return to life, either, and a good one ought to be saved. However, that fact does not make the car in general worth a mint to everyone. It was unfortunate that the fact that the owner had not been offered five grand for the car either, was not also printed, in capitols and red ink!

In the article, was also a mention of the Packard "Request" and the unfortunate foolishness that is going on in its' behalf now. Oh, the car was not mentioned by name but there was no doubt about the car's identity. It is obvious what the aim of the present owners is: to build up the car in the minds of potential buyers to the point where, when it is finally taken out of "hiding", people will tear each other apart to get their greedy hands on it. Too bad the car is not put out where it could do the most good for everyone and just be shown for the rare item it is, rather than be set up as a status symbol for some future "investor" to lavish his funds on. Proper promotional work should net the owners a tidy sum when the car is finally sold at one of those circuses that the Kruses put on here and there every year. It's sad when a truely rare item goes that route rather than be used to promote the hobby for the fun and historical value involved.

I wonder how often though, we unwittingly contribute to the problem? I recall my first trip out with a newly acquired 1925 Star touring car. I had stopped in town with the car and a man approached me about buying it. As that was my first trip in the car I told the man it wasn't for sale for a million bucks. Thank goodness for anyone wanting to buy a Star now, my statement did not set a value on all Stars left in existence. At least if it did, I sure got ripped off when, several years later, I sold the car for substantially less.



Old Cars again took a stab at the ridiculous prices being stuck on "classics" or "near classics" (always wondered what a near classic was), in the October 18, 1977 issue. The editorial is entitled "Dead Whales and Flat Tires". The bottom line was remorse over dealers and individuals *hanging onto cars that "someday will be worth alot of money", while the future fortune sits in weeds and weather and in fact turns into a dead whale with flat tires...Editor
 *Either refusing to sell or setting such a high price on the car that not even Howard Hughes would have been tempted.

 LEGALITIES

CONDENCED FROM Antique Motor News' "Legislative Observer" by Al Newman

A fight is still on in LA between the city and a fellow named Jerry Rona about the number of cars he has on his property. "...the cars are licensed and operable and used occasionally. His right to own and keep these cars on the property for which he pays taxes is the only point we should concern ourselves with. Whether his lawn needs mowing and his house needs paint is beside the point. That is none of our concern." (Seems some of Rona's fellow car enthusiasts didn't think him tidy enough to be representative.) (Keep in mind, too, that recently Oregon, at least around Portland, had legislative setbacks along this line.)

In California the prospect of raising licensing fees for ALL special plates, including Horseless Carriage and Historical Vehicle, is nearing the paper and ink stage.

