

# The GAS GAUGE

Official newsletter of Ye Olde Car Club  
Club



This little cutie is a 1935 Plymouth owned by Bob and Alice Rupp of Kennewick. I understand this car was Bob's Squad car when he was with the sheriffs dept.



AUG 2001

Volume 1, Issue 1

## WE ARE THE BEST!

### THE 4TH OF JULY PARADES WERE A GREAT SUCCESS

In spite of the heat we had a great turn-out. At last count we had 17 cars show up for the Pasco parade.



Richard Kuch's 37 Packard. Bud William's 50 Jeepster, and Wayne William's 55 Studebaker

Among them were a couple of cars that we had not seen for quite a while and we were very pleased to



Lee & Loretta Jackson's 28 model A

have them join us. By name, those seldom seen were **Lee and Loretta Jackson** with their beautiful 1929 Model A Roadster. Also in attendance were **Dan and Dani Flanagan** with their 1928 model A (AR) two door

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## Points to Ponder

If a man is alone in the forest  
And he speaks,  
Is he *still* wrong?



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## MISC CLUB INFORMATION

- The July monthly meeting was held on Thur the 26th . It was a potluck and a great success with 27 people showing up. Minutes of the meeting are available from Dennis Jackson @547-0916
- Word has been received that Russ Morfield is in serious condition. He needs to have his mitro valve repaired.
- Our club shares Karla Jackson's sorrow in the passing of her mother on July 17th

## MONTHLY ACTIVITY

Fred Fraser is trying to put together a trip to Elbe, Washington on the 21st of July. The reason for the trip would be to ride the Excursion Train through scenic Mount Rainier. The cost for the Train ride is Adults (if we had any) \$11.50 Seniors \$10.50 and Children (under 12) \$8.50. Fred has made some calls for overnight accommodations.

Hotel Packwood 1-360-494-5431

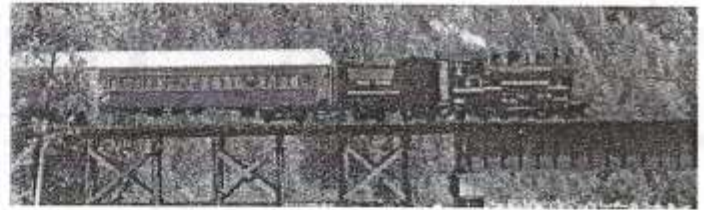
Crest Trail Lodge 1-800-477-5339

Nisqually Lodge 1-888-674-3554

Cowlitz River Lodge 1-888-305-2185

If You are interested **PLEASE CALL FRED @**  
946-9850 for more details

### Excursion Trains



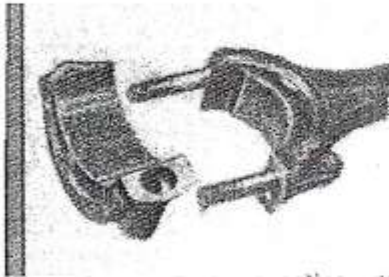
Porter 2-8-2 #5 is shown crossing the Nisqually River trestle.  
All Photos this page Copyright 2000 Ron Tessier

Steam train excursions through the foothills of Mt. Rainier.

*Experience the Golden Age of Steam as you chug across spectacular bridges and clichey-clack through lush tall forests. Whistle at Mt. Rainier and let of steam by Mineral Lake. Enjoy the one and one half hour trip from Elbe to Mineral Lake. Fourteen miles of Old Time Fun for all and pleasant memories for many. Every train is pulled by a vintage steam locomotive with tourist and open cars.*

- **The trip to Elbe**, that Fred Fraser is trying to put together, has been postponed to Sept. This gives you a lot of time to prepare for the trip, so lets have a good showing. If you have not taken a trip on a steam train you should, and if you have you know how much fun they can be. So, two good reasons to go.
- **The Benton– Franklin County Fair Parade** will be the 18th of August. Directly after the parade, Jack and Peggy Yale will be hosting a bar-b-que at their home in Kennewick. Since there is food involved, I expect a great turnout. It would be nice if those who are going to attend would let Jack know so that he might have an idea how much to cook. We will gather at the Amistad Elementary School on 4th street in Kennewick. To be judged we need to be there by 9:30am. Who knows we may pull a hat trick (it's a hockey term meaning we scored three goals) by winning first place in this parade as well.
- We still have the months of Oct and Nov open. Anybody with an idea of something we might do as a club should call Gayle Noga @ 943-0836.
- Our August meeting will be on Thur the 30th at Nine to Nine Auto in Pasco.
- We as a club will be participating in the **Labor Day parade in Prosser**. Details will be discussed at the bar-b-que at Jack's after the Benton– Franklin Co. Fair Parade. Please try to join us at the parade in Prosser.

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No special skill is required to hone journals to a smooth, round finish to give lasting bearing performance. All crankpins can be trued with journalizers on

any make car or truck without removing crankshaft, cylinderhead, knee action, axle, steering, oil lines, counterweights or engine supports. Simply remove oil pan and spark plugs, install Journalizer in place of engine bearing and the starter motor does the work. Tool is supplied with coarse and fine replaceable inserts for rough cutting and polishing. Journalizer will true No. 1 journal on ALL engines. Five sizes service passenger cars and most trucks, excepting Ford V 8



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31 East 18th Street Paterson, New Jersey  
West Coast outlet: 62 610 Place, Land Beach 3, Calif.

We used to fix more things than we do now. Wouldn't mind having one of these crank truing set-ups now.



- 1st Jack & Della Barger
- 5th Ron & Nancy Sponseller
- 6th Ward & Denise Moberg
- 8th Dale & Kaye Henson
- 8th Fred & Mary Fraser
- 9th Larry & Flo Andrews
- 17th Robert & Sheri Gordon
- 20th Ed Edwards
- 25th Jim & Carol Stafford
- 29th Dwight & Loretta Underwood



- 1st Elaine Kutrowski
- 1st Ray Benson
- 2nd Lisa Gordon
- 5th Dola Benson
- 7th Bob Harmon
- 7th Della Barger
- 9th Jack Barger
- 10th Dennis McGrath
- 18th Carolyn Shreve
- 22nd Gayle Noga
- 23rd Edris Shegrud
- 25th Rick Vance
- 26th Delores Benson
- 26th Tyler Welch

If any of this information is incorrect please let me know @ 547-0916 Or it will not be changed.

sedan. .

I wasn't the only one that thought we looked good, the judges also thought we did, evidence the 1st Place award.

To the best of my knowledge we did not have any fatalities in the Pasco Parade.

Now the Kennewick Parade is a different story, at least a far as fatalities are concerned. Ed (no luck but bad luck) Edwards drove in with his brand new model A in time to bring it to the Kennewick parade. By the way did any one guess that the car on the back page of last months issue was Ed's new car? The rest of the story, as Paul Harvey would say , is to follow, but first the Kennewick Parade and show and shine. I must admit the Tri City Area Chamber of Commerce did a great job of putting on the River of fire Festival of which the parade was a part. They also displayed excellent taste when they awarded us the 1st place trophy.

We had a pretty good turn out for the show and shine and parade. I wonder if it had any thing to do with the fact food was supplied by our most gracious First Lady (Delores McClary). And a Grand Job she did.



**FIRST PLACE**

And now the rest of the story ..... Ed Edwards, a man dedicated to his club, in an effort to support his club drove day and night from Kansas just so he could come to the Kennewick Parade. Either that or he wanted to show off the new Model "T" he just bought. Well any way he did make it on time for the parade. However he didn't complete it. First, his Radiator boiled over, then he had a flat tire. No fear, he was well prepared (like a boy scout). He had water and tools to fix his flat in the trunk. However, he couldn't open the trunk. I'm sure he would like to tell you about it, so ask him the next time you see him, or you could call him @ 967-9361



1st pic, Dennis & Karla Jacksons 31 DeSoto , Jack & Martha Varnada's 28 Ply. 2nd pic, Jim & Jan Mokler's 50 Ply, Bob and Delores McCrary's 55 Olds and Bob's ladies. 3rd pic, Scott and Gayle Noga's 48 Packard, Jim & Ginger Vetrano's 51 Cad, Bob & Alice Rupp's 35 Ply, Lee & Loretta Jackson's 28 Chev, and Dan & Dani Flanagan's 28 Ford

## Calendar of events for the month of Aug

- **Every Wen morn breakfast** at Denney's on 395 and Kennewick Ave. Time 8am. No admission. (ha-ha)
- **Benton—Franklin Co. Fair Parade** on the 18th. Meet at the Amistad school parking lot at 8:30 or so for judging.
- **Bar-b-que** at Jack and Peggy's home after the parade on the 18th.
- **Monthly meeting** at Nine-to-Nine Auto in Pasco Thur the 30th at 6:30 pm. Formal dress not required.
- **Any time of the month**, any thing you think we might have fun doing.



## Readers Corner

These articles are submitted by readers



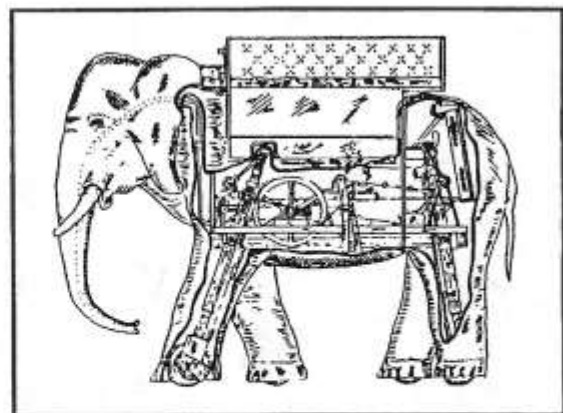
### MODEL "T" ELEPHANT ???

In the years immediately following WWII, Europe was badly beaten and bombed out. Morale and optimism were virtually nonexistent. Enter mid-century visionary and successful English inventor Frank Stuart. Stuart was intent on developing a way to boost the European economy as well as brighten the spirits of the general populous. The fruit of his labor is this mechanical Robot Walking Elephant Car. Powered by a four cylinder Ford engine tucked neatly inside the body cavity, the elephant literally skates along at speeds of up to 20 mph. Stuart made three of them in 1947. One is permanently housed in a museum in Australia, one was well used for decades by the Hudson Department store in Detroit (it was later sold to a private museum in Chicago where it resides today) and one was kept by the inven-

tor. It is the latter pictured here and it comes to us from his family who cared for it after his demise. In all likelihood, it will be the only one ever to come up for public sale. It has been featured over the years in POPULAR MECHANICS, POPULAR SCIENCE, FORBES and the current (October 1999) issue of ARCHITECTURAL DIGEST MOTORING.

It has graced the presence of numerous parades and festivals over the years, but its crowning achievement came in 1956 when President Eisenhower rode it to the Republican National Convention in front of a hoard of reporters, cameras and well wishers.

Its smile elicits a smile from all who see it and its value lies in its ability to attract attention and goodwill in parades, as an advertising tool or just in appreciation of one man's labor of love. It is truly among the rarest and most unique mechanical collectibles ever sold at auction and it can be found in only one place in the world, Red Baron's Jumbo Sale.



*Inventor Frank Stuart's line drawing, explanation, mechanical journal, past articles and a slue of documentation goes with the lot.*

## More readers corner

The Brigantine *Yankee* was a 96-foot square-rigged ship build in Germany and launched as the *Duhnen* in 1912. She was built of steel, had a



beam of 21 1/2 feet and a gross tonnage of 114 tons, with an estimated displacement of about 200 tons. All ships in the North Sea pilot service were built as working ships for hard winter and summer duty in the stormy North Sea waters. She had internal ballast (about 100 tons of concrete), a long keel, high bulwarks, and all deck openings were located amidships to prevent taking on water in the event of an accidental knockdown. Consequently, she was not only a very comfortable ship, but she was extremely seaworthy, as well.

The *Duhnen* was one of the last schooners built for pilot service before steam took over the trade, and she served as a North Sea pilot schooner through the end of World War II. After the war, she was taken as a war prize by the RAF and lay at Calshot, near Southampton, England, for many months. In 1946, she was spotted by Sterling Hayden, the film star, who contacted his longtime friend and shipmate, Irving Johnson. Irving, or "Skipper", as we know him, eventually bought the *Duhnen* and had her completely refurbished in Brixham, England. As schooners were never designed for long ocean passages in the trades, Skipper had her fitted out as a brigantine. With this rig she carried 7775 square feet of canvas and, although her speed was not remarkable, she could generally log over 200 miles a day.

With a volunteer crew of young men and women (17-26 years old) sharing the costs, the *Yankee* successfully circumnavigated the globe four times between 1947 and 1958, under Ir-

ving Johnson's command. In 1953, I had the opportunity of sailing aboard the *Yankee* as one of her crew on the 6th world voyage (the 3rd voyage of the brigantine). We sailed from Gloucester, MA on the 1st of November, 1953,



Can you guess who our mystery author is?

south passing through the Panama canal to the Galapagos Islands. We hove to for three weeks off Pitcairn Island, and slowly worked our way across the South Pacific. We visited many islands in the Tuamotu archipelago and other island groups in Polynesia and Melanesia, and continued on to the New Hebrides (Vanuatu), the Solomon Islands, and New Guinea. After Indonesia and many other ports in the Orient, we crossed the Indian Ocean and spent nearly a month in East Africa. Leaving Mombasa and Zanzibar, we headed south around the tip of Africa, entered the South Atlantic, and headed home again. We returned to Gloucester on May 1st, 1955, eighteen months to the minute after our departure.

The 6th world voyage is documented with 16 mm movies and 35 mm slides, and I have lots of stories to go along with these. As a deep water sailor who enjoys sharing these experiences with others, I look forward to an exciting evening with all of you and your families.



Our mystery author is our own world traveler and ex Pres. The infamous and talkative John Nelson



Dedicated to  
Having fun with the past



Official newsletter of Ye Olde Car Club

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Dues paid thru Dec-01

We are on the Web  
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