

GAS GAUGE

official newsletter of Ye Olde Car Club

DEC 2002

CLUB

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Lee & Loretta Jackson's 1929 Ford Roadster

APPLE SQUEEZIN AT VERN AND MARTHA SHREVE'S

Well I will tell you, I ain't had as much fun since Aunt Nellie got her you know what caught in the wringer, as I did on Saturday at Vern and Martha's Apple squeezin party. We had quite a turn-out. Let's see there



was Grace and Pete Jackson, Jim & Ginger Vetrano, Joe Kuhns, Fred Fraser, Bob Rupp, Denny and Linda Kehl, Eldon Reiman, Ed Edwards, Russ and Jane Armstrong, Jack and

THOUGHTS TO PONDER

Mothers of teenagers now know why some animals eat their young



Peggy Yale, Bob McClary and three other fellows that I didn't know, Dennis and Karla Jackson, and a family from France that Denny Kehl brought. Oh, and of course Vern and Martha and family.



Denny Kehl made apple butter in this big copper kettle that he bought at an antique store back in

Pennsylvania. He paid a good price for it, but after tasting the apple butter, I would say it was worth it. The thing that amazed me was the equipment that Vern (Rube Goldberg) Shreve had set up to wash, squeeze, grind, and cook the apples. And it all worked, wouldn't pass OSHA, but it got the job done. The one machine that he didn't have was one to cut the apples, but we had Bob Rupp for that. Bob started cutting the minute he got there and Vern had to hog tie him to get him to stop. Of course the Shreves picked way to many apples so they will be doing it again after Thanksgiving with their family. There was plenty of food in addition to apples. We had donuts, sausages (spicy and regular), sauerkraut, and all the fixins, and last but not least Chocolate Cake.





We, or should I say , they ended up with 60 gallons of juice, 65 quarts of apple sauce, and 12 pints of apple butter. Every one took home plenty of juice, sauce, and butter. I for one hope that this becomes a tradition with the club



MISC CLUB INFORMATION

Tri-Cities team wins USTA national Title

A TriCities team won the United States Tennis Association Senior National Championship in San Diego on Sunday. The squad, captained by **Audrey Simmelink**, defeated a team from Knoxville, Tenn., 3-0 to capture the title. Over the weekend the team also defeated teams from Tucson, Ariz., Washington, D.C., Puerto Rico and Desert, Maine. Other team members include Karen Belzer, Ord McConaghhy, Victoria McCurley, Vicki Rynd, Donna Bailey and Adele Contacts.



FOR SALE

**1969 CHEVROLET C-10 PICKUP SHORT WIDE BOX
307 V-8,AT, PS, PB, FACTORY AIR CONDITIONER
ORIGINAL OWNER. BUD WILLIAMS 547-6916**

FOR SALE

**2000- MODEL TERRY 27 ft TRAVEL TRAILER
SUPER SLIDE, MANY UPGRADES, NEW CARPET
BOOK VALUE \$19,000 WILL TAKE LESS
MAKE OFFER WILL CONSIDER TRADE**



**FOR MORE INFORMATION CALL
DENNIS JACKSON @ 547-0916**

DRESSING THE PART

by Jane Armstrong



The Nifty Fifties

Well we're into the era where many of us have personal experience. I was in my teens and a young adult in the 50's so I wore many of the styles we'll be talking about. Some of the distinctive features of 50's clothes, they were fitted, skirts were either quite full or straight. For most of the decade skirts came below the calf and sometimes almost to the ankle. Women and girls still wore hats and gloves to church and other dress up functions and we never thought of going to town without dressing up and I grew up in a small town in the South.

Linda Kehl's mother wore the clothes that are featured this month. They are very elegant and what we would call designer fashions. It was hard to pick out just a few so we will use some of them this month and the remainder next month as I think you will be interested in seeing these outfits. Several are reminiscent of styles I wore so I'm assuming they were mainstream fashion of the day.

1. The first is a navy two piece knit dress. Knit dresses were very popular, I had one. This one is a hand knit original by Nagina of California. Mine came from J. C. Penneys, but I liked it.

2. The next is a gold flocked lace sheer over a heavier weight fabric. It



1

Peggy Hunt original. It is a slim style with a square neck. The trim is representative of trimming used in the 50's.

10. The green and white brocade is a simple style, to show off the elegant fabric. It is by Bullocks Wilshire, L.A. Calif.

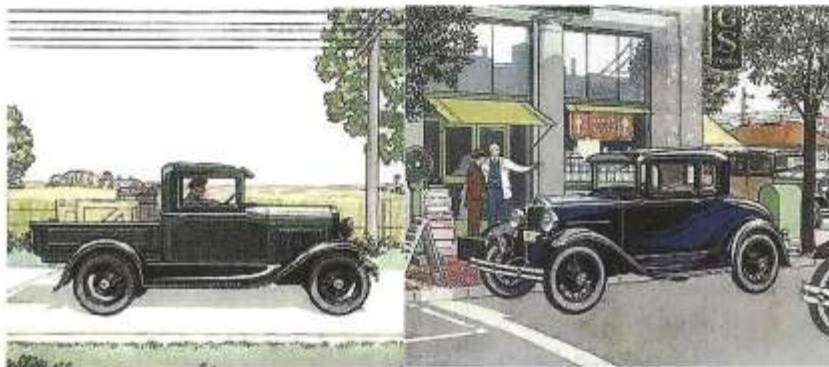


10



9

I appreciate Linda Kehl for sharing the pictures of her mothers dresses. Next month we will continue with the remainder of her mothers dresses.





2

is very glamorous and I'm assuming a party dress. It is by I. Magine of LA Calif
3. The next is a two-tone brown and tan stripe. The pleated skirt is arranged in such a way that the tan is on the top and the dark color is underneath. It was designed by David Barr of Pavion. It has

a 6" hem. I had a similar dress. The fabric was a small pink pattern, the skirt was pleated and the part that folded in was a darker pink.



3

designed by Peggy Hunt. It was worn to the train depot to see Marcha off to college. Today we'd wear blue jeans and a sweatshirt. I had a dress with a square neckline, I loved it.



6

6. The purple dress appears to be satin. It also has a pleated skirt. Pleats were very popular in the 50's. It also was designed by I. Magine of L.A. Calif I included this, even though it is similar to the tan and brown dress because it

has 23 layers of lining and petticoats.



7

7. The rose, green and white print dress is more casual. Near the hem the skirt is pleated horizontally and the edges fringed. The fabric is a burlap looking fabric. It is designed by I. Magine of L.A. Calif, made in France.
8. The green and white check is a good example of a casual dress, probably cotton. It was designed by Bullocks Wilshire of L.A. Calif.
9. The white linen dress is a



4

4. I really like this next dress. I would wear something like this today. It is a royal blue silk with horizontal pleats the full length of the dress. The dress was made from fabric that was pleated. It is by Bullocks Wilshire of L.A. Calif.

worn in the summer. It is white with black dots and trimmed in black. It has a square neckline. This dress was



5



8

CHRISTMAS

DINNER PARTY

Where: Cascade Natural Gas Bldg
When : Fri. Dec 20th 6:30
Entertainment: Seasoned Steppers

Menu: roast beef, chicken breast, potatoes, gravy, roll and butter, dessert

Cost: \$7.50 Per person
 Call Martha 582-7530
 by Dec 2nd or ASAP for tickets and head count

WEST RICHLAND'S VETERAN'S DAY PARADE



Saturday the 9th we were invited to participate in the Veterans Day Parade in West Richland. We ended up having 10 cars show up. Russ & Jane Armstrong with their Packard, Eldon Reiman and his 39 Chrysler, Jack



Yale with his 40 Merc, with the kitchen in the trunk, Denny & Linda Kehl with their 1913 Buick adorned with



The trunk is full of donuts and pop.

a flag that was flown over Iraq last month by Denny's nephew, Earnie &



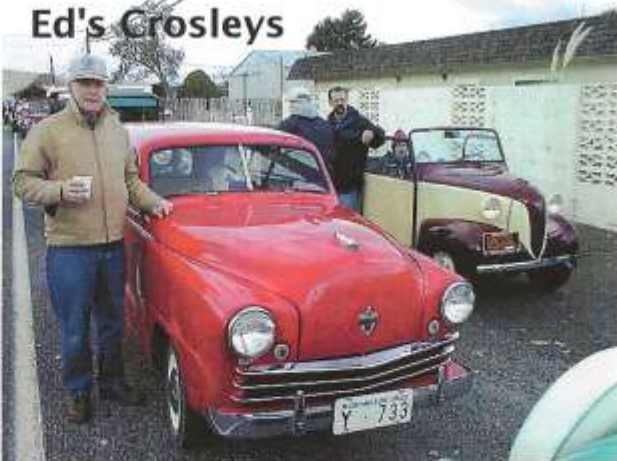
Denny's Buick



Judy Oeder wore their Nash Metro, Dennis & Karla Jackson in their 31 DeSoto, Bob McClary showed up in his 55 Olds, Ed Edwards cheated and brought 3 cars, his two Crosleys (driven by his sons)

and he drove his Mustang, Pete and Grace Jackson had their Model A, but rode with the Model A Club. By the way, it is good to see Ed up and around a gain. He looks pretty good don't you think?

Ed's Crosleys



Earnies Metro

Speaking of Ed, You will remember that he was in an accident in August. He was rear-ended in his Model "T". This left him a little concerned about it happening again. Well I think he got a vehicle now that he won't have to worry about.

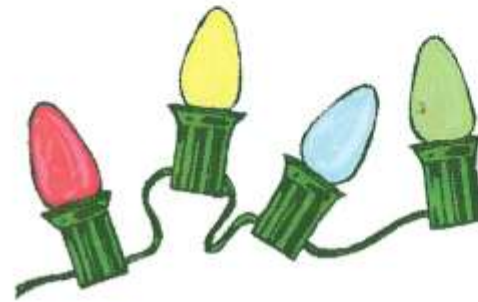


Ed's new vehicle



MORE THINGS TO DO

On Dec the 7th there will be a parade of lighted farm equipment. It is quite an extravaganza.(how is that for \$2 word). The group will leave the flash cube bldg. in Kennewick at 2:30 They will stop for dinner on the way, either at the Blue Goose or The Barn. The parade will start at 6:30. Did I mention that the parade was in Sunnyside? The suggestion was made that we take our modern cars.



We have been asked again to participate in the first night celebration. This requires you to leave your old car on display at the Farmers Exchange Building over night. During the day there will be entertainment, or at least there was last year. I think Vern and martha will be bringing goodies. Call Martha for more details.



FOR SALE

- 1951 Buick special (series 40) Four door sedan
- One owner, bought in Colorado
- Brought to Richland in 1951
- Driven until 1995 owner passed away
- Complete except for hubcaps (may be in trunk)
- Can be seen at horse Haven Mustang
- Asking \$960

Call Harland Lippold @ 627-8264 or Scott Klipper @783-4539

FOR SALE

- 1930 Model "A" Rumble seat coupe.
- Very clean
- Runs perfect
- Needs some help with the paint
- Upholstery excellent condition
- Asking \$10,500
- Call Jack Yale @ 586-4933

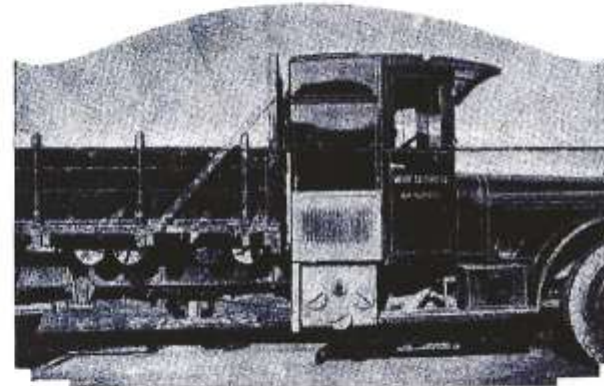


Peoria Auto Parts Company TECHNICAL BULLETIN

compiled by the RADCO PUBLICATIONS for
PEORIA AUTO PARTS CO 817 So. Adams street Peoria Ill.

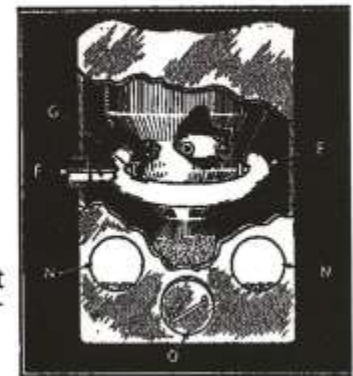
Vol III

May 1930



Runs Five Hours on a Sack of Wood

A demonstration was recently witnessed by our Technical Editor in which a five ton truck loaded with five tons of barley was driven for five hours with nothing more for fuel than ordinary SCRAP wood cut into small blocks about 3" square. The wood was dumped into a can about 2' square and 7' high, mounted beside the driver's seat. A pipe lead off from this can through four condensers directly to the manifold of the motor. The motor was a standard gasoline truck motor in a standard truck chassis. No changes were made in the motor other than that of removing the carburetor and attaching the pipe from the can of wooden blocks to the intake manifold. Speed, power and lugging ability were not affected by the use of the new fuel. It is claimed that a savings of from 60% to 75% can be made by using waste wood over gasoline at 20c per gallon. This new device can be adapted to either truck, tractor, or stationary use; weighs about 330 lb. and costs \$400 f. o. b. San Francisco. The can containing the wooden blocks is known as the Gasogen tank and is made of welded sheet steel. The wood is dumped into the tank through the airtight screw top (A. fig 1). The upper edges of the conical hearth B are welded to the sides of the Gasogen Tank at C and the lower edge extends down to within a short distance of the floor of the furnace as shown at D. In the compartment between the hearth and the tank wall a circular air passage E is located. This air passage is



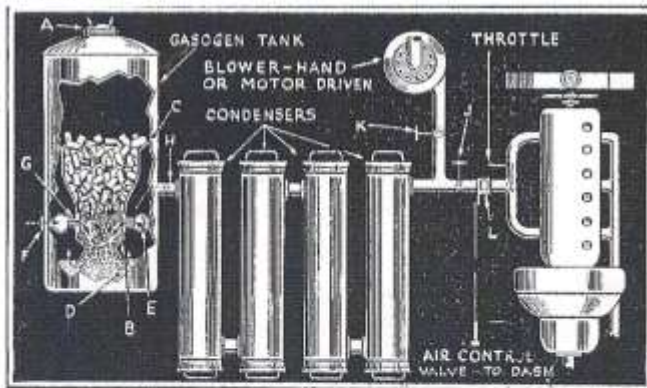


Fig. 1

attached to the outer side of the hearth wall and connected with the atmosphere through the passage F in the wall of the tank. Eight small passages G (fig.2) equally spaced and known as nozzles connect the air passage E with the wood compartment. At a point H in the

wall of the tank, a pipe leads off from the upper portion of the compartment between the hearth and tank wall to the condensers. There are four condensers placed side by side, as shown in, Fig. 1. Each condenser contains a series of baffle plates mounted rigidly in a rack with a hand hold at each end so that when the cap is screwed off the condenser housing and baffle plate assembly can be drawn out as a unit. The baffle plates in the first three condensers nearest the gasogen tank have 7 holes 1 1/2" diameter punched in each plate with the plates spaced 2" apart in the rack. Each plate in the last condenser or the one nearest to the motor has 15 holes 3/4" diameter with the plates spaced 1" apart in the rack.

The plates in all four condensers are arranged with the holes staggered as shown in Fig. 3 so that the gas as it passes through the condensers must travel a winding or irregular course during which process all excess moisture and harmful substances are collected on the baffle plates. The last condenser of the series is connected directly to the manifold of the motor.

For purposes of starting the generation of gas when the gasogen tank is cold, an ordinary hand blower is installed in the system between the manifold of the engine and the last condenser. Two shutoff valves J and K are located in the gas line so that when the blower is in action, by closing valve J and opening valve K, air is drawn through the system and discharged into the atmosphere. When the blower is not in use the valve K is closed and the valve J is opened.

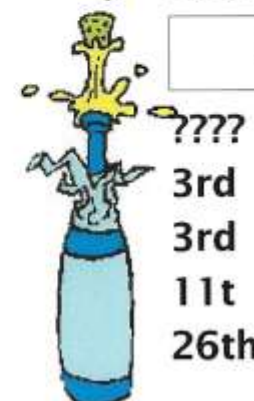
Generation of gas in the gasogen tank is brought about by a process known as the destructive distillation of wood. When a gasogen unit is first installed on a car, the hearth of the gasogen tank is filled, with charcoal up to a point even with the lower edge of the screw cap doors N (Fig. 2). This is accomplished by removing the screw cap A of the gasogen tank (Fig. 1) and screwing off the two caps N (Fig. 2). Screw cap O is for the purpose of removing ashes, which is rarely necessary. After the charcoal bed has been laid in the bottom of the furnace, the space above the hearth is filled with scrap wood cut into small blocks about 2" to 3" square. All kinds of wood, corn cobs, cactus, sugarcane and any other cellulose material cut to the proper size can be used and

DEC BIRTHDAYS



- 1ST David Stands
- 4th Judy Bergum
- 5th Dwight Underwood
- 5th Karla Jackson
- 7th Willie Gould
- 9th Barbara Harrow
- 10th Bob Ilten
- 10th Fred Fraser
- 16th Sherrie Boob
- 18th Dick Fuller
- 19th Lorraine Williams
- 19th Allen Johnson
- 22nd Bruce Stinsman
- 22nd Don Jespersen
- 23rd Scott Klipper
- 23rd Denise Moberg
- 23rd Bob Rupp
- 24th Kay Sundgren
- 30th Larry Andrews

DEC ANNIVERSARIES



- ???? Ray & Delores Benson
- 3rd Jack & Martha Varnado
- 3rd John & Elaine Kutrowski
- 11t Dave & Paula Stands
- 26th Royce & Bernice Martin





1922 Dixie Flyer

Southern-built antique cars are interesting, and they're rare! The Dixie Flyer was built by the Kentucky Wagon Manufacturing Co. (originally Kentucky Wagon Works, founded in 1878). About 10,000 Dixie Flyers were sold between 1916 and 1923. The manufacturer built Urban Electric and Old Hickory trucks, as well.

In 1949, restyled Buicks were graced with portholes along the front sides, and it was considered a new idea. Yet, for the 1922 season, the Dixie Flyer offered this novelty on certain models, even though it failed to set a trend. The only other thing remotely resembling portholes on other old cars in the United States was the bubble-

shaped hood vents on the streamlined '34 and '35 La Salles or on the diminutive '35 and '36 Willys "77s." Plymouths had hood-side "portholes" in 1935, but they were crossed with horizontal chrome strips, and the real vents were concealed under the front fenders.

In 1923, Associated Motor Industries took control of Dixie Flyer, Jackson, and National, with the plan to continue only the National. It is reported that some of the final Dixie Flyers and Jacksons were sold bearing the National nameplate. But, after severe financial difficulties in 1923, National, too, was discontinued (1924).

As for the Kentucky Wagon Manufacturing Co., it continued its wagon making business until 1931.



Dedicated to
Having fun with the past

Official newsletter of Ye Olde Car Club



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www.yoccc.org



