

JUNE 2003

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official newsletter of Ye Olde Car Club



Another new car in the club. This one is a local 2 owner 41 Dodge with 26,000 original miles on it. It was stolen by Dennis & Karla Jackson

TOUR TO PETTY'S GARAGE

We did not have a very good turn out for this trip. I think it was because there were too many things going on that weekend. The ones that did go (John Nelson, Eldon Reiman, and Mike & Cindy Underwood) say we missed a great tour.



A couple of Dale's miniture running models

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THOUGHTS TO PONDER

*The door to the human heart
can only be opened from the
inside*



GUESS WHO



The picture is not too clear, but what is clear is that the driver is interested in speed. Even now he can be found tinkering with a speedster.

Of course, every one guessed that last month's celeb was none other than "Father" Eldon Reiman.



cont' from pg 1



Dale Petty is showing off one of his Aeromotor 8 cycle engine. This model of a 1900 to 1920 engine was machined out of cast iron. These rather unusual engines were designed to be mounted inside of a wind mill tower, and were used to pump water when the wind would not cooperate.



On the right, Dale is demonstrating a spectacularly restored 1915-1916 "Galloway" tractor with Eldon Reiman looking on. This tractor is one of only nine in existence world wide and it runs like a brand new machine.



Eldon, Dale, and Dale's friend demonstrate a beautiful six horse power International Harvester engine used to pump water and supply power for many jobs around the farm. The engine was built in 1915.



WOW !

Cont' on pg 4

cont' from pg 3



On the left is a picture of a late 19th to early 20th century 6 inch Rider Ericson "Sterling-cycle" hot air engine

It's not just sitting there it is running very quietly as it did a century ago.



Kathie Petty is also an outstanding quilter. While her husband tinkers in his machine shop, Kathie tends to her sewing machine. She and her friends supplemented the "guy stuff" with a superb quilt show, where they displayed many splendid works of art around the yard.



Thanks Pettys for all your effort. I am apologize for the small turn out, however it appears we, who didn't go, missed a lot. Thanks again

One man's bold adventure launches car culture

One hundred years ago, on May 23, 1903, an eccentric doctor from Vermont named Horatio Nelson Jackson set off from San Francisco in a 20-horsepower Winton touring car, hoping to become the first person to cross the United States in the newfangled "horseless carriage."

The first American transcontinental road trip had begun and with it dawned an era that would transform the nation.

At the time, there were only 150 miles of paved roads in the entire United States, all within city limits. There were no gas stations (although general stores in some towns sold gasoline for farm equipment) and no road maps as we know them today. Most Americans doubted that the automobile had much of a future except as a rich man's toy for driving around town. Jackson's improbable journey would prove them wrong.

Like hundreds of millions of road trips that would follow, Jackson's began on a whim, with little planning. Finding himself caught in a debate at San Francisco's exclusive University Club over the new machine's reliability, Jackson impulsively wagered \$50 that he could drive a car all the way to New York City and do it in less than three months.

A mere four days later he was on the road, accompanied by Sewall K. Crocker, a young mechanic he had quickly hired as a driver.

Their open-seated, two-cylinder Winton (with the horsepower of a modern lawn tractor) was capable of speeds of as much as 30 mph under ideal road conditions. But most days they were lucky to average more than 15 mph. Dirt paths became quagmires after every rain; mountain roads were strewn with rocks that had to be pushed out of the way by hand; small streams without bridges had to be forded; and sometimes they bounced over railroad trestles to cross major rivers.

Nearly every day brought some mechanical problem: broken springs, worn wheel bearings, faulty batteries, two busted crankshafts and lots of punctured tires. If Crocker couldn't fix it himself, they would recruit a local blacksmith for help and often had to wait for days in small towns while spare parts were shipped by railroad and even stagecoach. Once they had to walk 26 miles for gasoline. Another time, a cowboy tied his lariat to the car and towed them to the nearest ranch house.

And without good maps or road signs, they were constantly getting lost. In Northern California, a young woman deliberately sent them miles down a dead-end trail simply so her family could get their first glimpse at what one smalltown newspaper called "one of the wonders of the century." In western Wyoming, they went 36 hours without food as they wandered across broken ground near the Green River.

Throughout it all, Jackson's indomitable spirit and sheer enthusiasm were as indispensable as the fuel for his car. He was having the time of his life, experiencing the adventures of the open road and reveling in the great sensation his journey was creating, particularly in those towns that had never before seen an automobile. Schools let out and people lined the streets to watch him pass. Ranch wives traded homecooked meals for short rides on what some cowboys dubbed the "golikehell machine."

Adding to the excitement was a young dog named Bud, purchased early in the trip, who rode in front wearing goggles, just like Jackson, to keep the swirling dust from his eyes. (Bud, one newspaper gushed, is "so ugly that he is handsome.")

While still in the West, Jackson learned that his trip had turned into something of a race. First the Packard company and then the Oldsmobile company dispatched their own highly organized and corporate-sponsored expeditions from San Francisco in hopes of passing him and gaining the publicity of being first across the nation.

However, 63 1/2 days after leaving California, on July 26, 1903, Horatio Nelson Jackson arrived triumphantly in New York City and claimed the honor for himself.

"The journey has shown the possibilities of the automobile," one newspaper editorialized, predicting that when good roads were built, "such journeys as that made by Dr. Jackson will be far from extraordinary."

Two weeks later, he was back home in Burlington, Vt. and promptly arrested and fined for exceeding the city's 6 mph speed limit. The automobile era was officially under way.

By Ken Burn: and Dayton Duncan
Special to the Los Angeles Times



This is a story that I should have published a couple of months ago, but I lost it on my desk. Sorry Earnie!



As some of you know, we went to Tuscon to a unique Little Car show. We left my dad's house, in Oregon, on Mon the 31st of March. It rained and the wind blew until we got to Bakersfield, Ca. We spent the night at Mojave. It snowed on the hill behind us and was colder than heck the next day. This is the desert?? We were planning on going to Needle's Ca and promptly

made a wrong turn and ended up in Victorville Ca. Nothing like taking the long way. Finally got on hwy 10 and found our way to Tuscon, wind and dust, no rain. Met a lot of nice people (car people are all nice) saw a lot of neat little cars. This is a regional meet for these people. It was their 23rd. We got as far as Reno on the way home and someone broke into our Metro and stole our suitcase full of dirty clothes and the trophy we won for traveling the longest way. Hope they enjoy it as much as we enjoyed getting it. Back home in Calif and it is raining again.



don't know what this



i
s

This is a Meshersmidt



This is an Isetta

I think this a Bantam?



An of course a whole mess of these little things

WHAT I AM NOT FAMOUS FOR



This is a story by and about Terry Shegrud. In 1954 Ford Motor Co. inquired as to what we the people wanted in a new car and what should we call it. The people I talked to wanted a VW sized American car. The people McNamara (head of Ford Motor Co at that time) talked to wanted an Oldsmobile sized car. So they built an Edsel. In 1956 I was in the USAF stationed in

England. It was unavailing day for the Edsel (our base was to be the first to see it). My friends and I, who wanted a VW sized car, decided we would not go the the unavailing. So we got into my MGTD and left. Along side the road, just a mile off base, was the new 1957 Edsel with a flat tire. After we helped changed the tire, I realized that I was now the first person to change a flat tire on the first Edsel. Maybe some day I will be famous for that, but I don't think so.



In Sympathy



Our sympathy goes out to Martha Shreve and her brother Frank Smith who's mother passed away this month.

THINGS TO COME

July 4th Pasco parade Check with Bud Williams for more details as to time and location

July 4th Open house at the Shreve's at 11 am. lunch will be catered. Cost is \$7 per person Several other clubs have been invited.

July 11-13th 33rd annual Early Ford V-8 Auto & collectable swap meet

Aug 8-9th Cruise the Gorge 2003 in the Dalles Or. To be held at Sonoses Park

Aug 16th Benton - Franklin County Fair Parade. Then meeting at Jack Yale's house for a chicken dinner.

Aug 23rd Hillsboro Or Auto Swap meet To be held at the Washington Co. Fair plex



Joe Kuhns won this fabulous award for showing his car at the Methodist Church.



Way to go Joe!

JULY BIRTHDAYS

- 2nd Kay Young
- 7th Carolyn Shreve
- 11th Jeff Schroeder
- 23rd Judy Todd
- 31st Tom Morgan

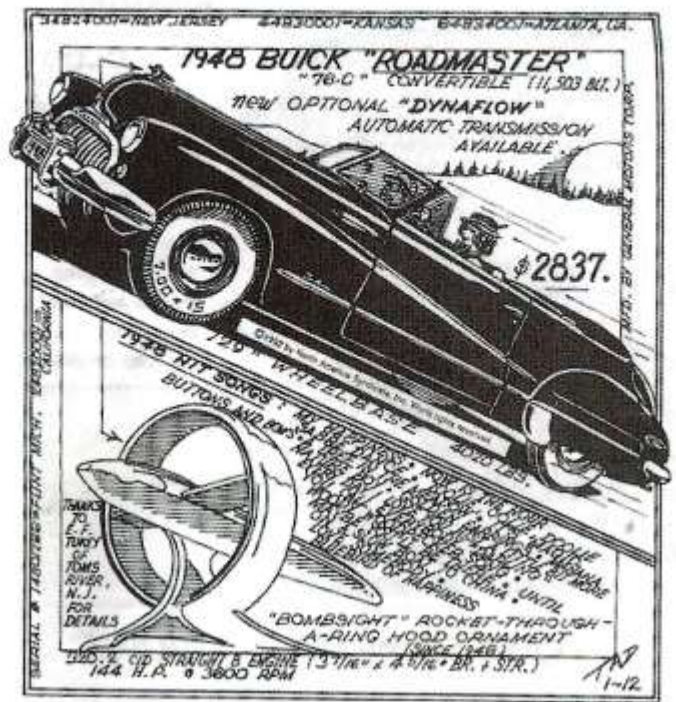


JULY ANNIVERSARIES

- 5th Lee & Loretta Jackson
- 21st Paul & Ludmila Kramer
- 24th Jim & Mary anne Yount



JULY 2003



1948 Buick "Roadmaster"

The big, wide, cushy Buick convertibles of the early postwar years have always been much admired, and good specimens are now approaching a value of \$40,000! Buick's big news for 1948 was the new optional-on-Roadmaster "Dynaflow Drive" liquid-turbine automatic transmission. It made Buick fully acceptable to anyone who didn't like to shift gears or didn't know how. With Dynaflow, Roadmaster horsepower was upped from 144 to 150. Dynaflow-equipped Roadmasters were labeled as such on the rear deck ornament.

All four wheels rode softly on big "Quadruflex" coil springs. The suspension was "newly shielded against vibration" for 1948. "Vibra-Shielding" made tiring tremor build-up a thing of the past. General Motors was great for unique adjectives and catchy names

for features in the '40s and '50s. The '48 Buick had "Taper-Thru Styling," "Road-Rite Balance," "Sound-Sorber Top Lining," "Flex-Fit Oil Rings," Straight-8 "Hi-Poised Fireball Power," "Safety-Ride Rims," and more! Buick's broad, heavy hood opened sideways, at the right, instead of at the front as on most other cars.

Buick's Dynaflow, according to *Popular Science* (Feb. 1948) was the first torque converter transmission on the road, replacing the usual three-forward gear speeds with "an infinite number of (Fluid) gear ratios." Chevrolet got a similar type transmission ("Powerglide") as a 1950 option, but Dynaflow and Powerglide transmissions were changed within a few years, after numerous complaints of slippage and wasted power.



Official newsletter of Ye Olde Car Club

Dedicated to
Having fun with the past

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Dues paid thru 12/1/2003

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