

October 2003

Official Newsletter of Ye Olde Car Club



See, there are still nice cars out there to buy. This is a swell 55 Dodge that followed Eldon Reiman home one day and he decided to keep it

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FUN AT THE MANOR

We did it again. We went to the Manor at Canyon Lake and free-loaded. We were served cookies and root beer floats by a very pretty and experienced waitress. But even pretty girls



couldn't keep Eldon awake. He must have been thinking of a youth wasted, or trying to remember what to do if he caught one of the pretty girls. We had 4 cars show up to take the residents for rides. Quite a few of very interested

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Thoughts to Ponder

Going to church doesn't make you a Christian, any more than going to a garage makes you an automobile.



in the cars, but not all of them were willing to go for a ride. Maybe it was because they saw Eldon back and run into my car. Vern and Martha brought their 37 Packard and stirred up some interest.



Eldon was there with his demolition tank(Chrysler). Jim Vetrano chauffeured some in style in his Caddy. I was there in what was left of my Dodge after someone, whose name I won't reveal, played crash cars with it.

Eldon was there with his demolition tank(Chrysler). Jim Vetrano chauffeured some in style in his Caddy.



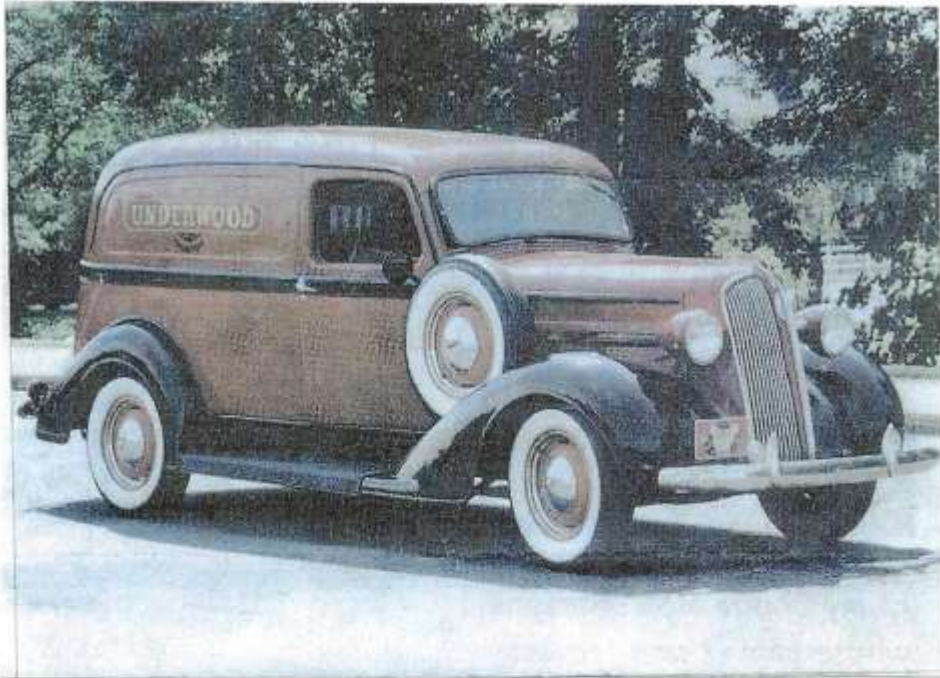
We had another great time. I do, however, believe that one of our club members is in trouble. One of the residents was over heard telling someone that he was going to call someone named Roy Holmes to find



out why he wasn't bringing his car to give people rides.

Eldon's Chrysler seems to have come out of the mishap unscathed.





Do you remember this picture?

Now here is the rest of the story.

"So what kind of shape is this 1937 Plymouth commercial car in?" Mike Kearney asked the man at the Allentown, Pa., end of the telephone line in March 1999.

Kearney, at the Virginia end of the connection, was surprised to learn of the car's pedigree. Hearing the owner say that the Plymouth had won this national award and that national award soon caught his attention. What else could his response be except, "I'll take it!" Kearney drove his Ford Explorer through pouring rain to Philadelphia, where he rented a UHaul trailer that he towed to Allentown.

As the handsome maroon bodied Plymouth with black fenders was loaded on the trailer, the owner matter of factly told Kearney, "This car's always been garaged, and nobody's ever stepped on the running boards." With that admonition ringing in his ears, Kearney drove home with rain pelting the 1937 Plymouth on the trailer.

With no room in his garage that night for the Plymouth, Kearney left his recent acquisition outside in the driveway. After all, what could happen? The next morning Kearney awoke to find the weather gods had

dumped snow on the area and the Plymouth.

The horizontal surfaces had become white, which contrasted nicely with the maroon and black, but that wasn't the picture he wanted to see. After the snow melted and the contents of the garage were rearranged, the Plymouth was properly bathed, dried and tucked away.

Researching the vehicle, Kearney discovered it is officially listed as a PT50 commercial sedan. Between the presealed beam headlights, each with a bulbous "Riteway Headlamp" lens, is the slender, vertical grille. On either side of the center bar are 11 thin stainless steel trim strips. Behind the grille, crowned with the chrome Mayflower ship hood ornament, is the trustworthy 201 cubic inch, flathead, six cylinder engine capable of producing 82 horsepower. The typical quantity of five quarts of oil keeps the engine lubricated, while 3 7/8 gallons of coolant keep the temperature under control.

The engine hood opens from either side for access to the engine. "It has great power," Kearney reports. The right front fender is notched to house the single sidemounted spare tire, which makes working on the right side of the engine slightly awkward.

Matching the stainless vertical strips on the grille are four stainless horizontal strips along each side of the hood, providing heat control ventilation.

Although the amount of glass is limited on this particular vehicle, it is safety glass. This is a standard feature on the 1937 Plymouths, and a feature best appreciated if one ever passes through a window during an accident.

Kearney illustrates the "air conditioning" by turning a dashboard crank that pushes open the windshield at the bottom since the windshield wipers were hung from the top. In the case of this commercial vehicle, only the driver had a wiper and that was vacuum operated.

Even though the owner's manual didn't prohibit smoking by the driver or passenger, such a restriction might have been in order. The gasoline tank is under the driver's seat. In order to fill the tank, the seat must be tilted forward to expose the gas cap. Such an arrangement for refueling probably encouraged neatness.

The entire Plymouth is built upon a "Double Drop Frame," which is supported on a 112inch wheelbase by four 6.00x16inch tires. Sitting behind the three spoke steering wheel in the gray interior, Kearney has a clear view of the 80mph speedometer. He also must make do with

"The right mirror is slightly useful," Kearney offers. To help counter the effects of driving blind, the previous owner installed a set of turn signal lights for which this new owner is grateful. "You have to have them in modern day traffic," he affirms.

At the rear of the commercial vehicle is a door hinged on the left. A thoughtful touch on the manufacturer's part is the crank to roll the window down; an important flowthrough feature in pre air-conditioned days.

On the outside of the rear door, toward the left, is the single taillight, along with the tag light to illuminate the license plate above the light.

Whenever Kearney takes his Plymouth out for a bit of exercise, he enjoys working the hand brake sprouting from the floor, as well as the floor mounted gearshift lever.

Most of his trips are spent searching antique and second hand shops for old Underwood typewriters.

He doesn't have a clue what to do with them; however, since the Plymouth came with "Underwood Typewriters" painted on the side, he thinks it's only proper and fitting to have a few appropriate typewriters in the back.

This article was copied from a newspaper written by Vern Parker, Who writes for Motor matters News service

I like this story better than any thing the Underwood brothers and I could have come up with.

Come set a spell and we can make up some stories for the newsletter!



MORE PICTURES FROM THE MANOR



One of the residents was real proud of the 1960,s vintage Cushman golf cart that he converted to a lawn tractor.



I thought this picture of Eldon asleep was worth showing again.



OTHER OCTOBER EVENTS

On Saturday the 25th Vern and Martha had a Sauerkraut making party at their place. They had quite a fun time. They went through 55 heads of cabbage and made 75 gallons of kraut. Some of their helpers were, Eric & Annie Tchemitcheff, Frank & Lindell Smith, Denny & Linda Kehl, John Nelson, Bob Rupp, Russ & Jane Armstrong, and Jack & Peggy stopped by long enough for Jack to eat a donut.

On the Wednesday the 29th John Nelson gave the second half of his talk on his sailing trip on the Brigantine Yankee. We all had dinner at Roy's Country Smorgy before his talk. That no-one fell asleep after their big meal attests to the fact the his talk was very interesting.

Also on the 29 Vern and Martha, were in the home coming parade in Kennewick. The club was asked to bring open cars the carry dignitaries. Sorry I don't have any pictures of either event, I was out of town for the first one and did not attend the home coming parade. Red Rutherford was there with his 75 Caddie convert, Dave Underwood had his 28 Chev, Jack Yale in his Model "A", Russ had his "T" touring, Martha drove her red Packard, Audrey Simmelink in her Yellow Packard, and Vern drove his old Dodge pickup.



Guess Who



No this is not your October center fold! And no, even though he may look like it, he is not into drugs, that came later.

We need more pictures for this section, since every one seems to enjoy it so much.



UP COMING EVENTS

Nov 8th The Veterans day parade in West Richland. There will be a celebration in Flat Top Park the highlight of which will be the Moving Wall which is a scaled down version of the wall in Washington D.C. Parade is at 9:30.

Nov 22nd The Shreves are having their annual Apple Squeezing get together at their home. Fun starts at 12 noon.

Dec 6th Our Christmas Party will be held at the Elks in Kennewick. Bob McClary has tickets for the dinner. The tickets must be pre-purchased in order to have an idea how many people are coming and what the meal choices will be. The Meal will cost \$20 per person, But the club is paying half so the tickets only cost \$10 per person.

Dec 6th Our monthly meeting will also be held at the dinner. We will be electing officers for next year and discussing any other club business that comes up.

Any suggestions of things the club might enjoy would be greatly appreciated. Please contact Dennis at 547-0916



November Birthdays

- 2nd Rich Gilbert
- 2nd Roy Holmes
- 6th John Dawson
- 8th Greg Linden
- 9th Chuck Sundgren
- 19th Bob Ilten
- 23rd Carmen Graves
- 24th Joe Kuhns
- 25th Cindy Underwood
- 27th Kathie Petty
- 28th Jolene Kuhns
- 31st Frank smith

November Anniversaries

- 2nd Bob & Carmen Graves
- 22nd Don & Marti Meyer
- 24th Jerry & Mary Mokler
- 27th Jim & Dixie Gilbert



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Official newsletter of Ye Olde Car Club

Dedicated to
Having fun with the past

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Dues paid thru 12/1/2003

AL JOLSON'S 1933 CADILLAC V16
"ALL WEATHER PHAETON" 482-C SERIES

AL JOLSON (1886-1950)
LEGENDARY POP SINGER
AND STAR OF BROADWAY,
HOLLYWOOD, RECORDINGS
AND RADIO. HIS 1927
MOVIE "THE JAZZ SINGER"
(PART-TALKING) WAS THE
FIRST FILM MUSICAL !!

THIS 6100-lb.
ALL-WEATHER
PHAETON WAS
ORIGINALLY
\$8000.
f.s.b.

149" W.B.

16-CYLINDER
OVERHEAD
VALVE ENG.
165 X/P
\$3400.00

MECHANICAL VEC.
BRAKES
4-6-1
GEAR AUTO

ENGINE DETAILS V16

1/17
12-19

V16 CADILLAC AVAILABLE 1930 TO 1940
(V8 and V12 ALSO BUILT IN 1933.)

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1933 Cadillac V-16 (Al Jolson's Car)

Classic automobiles once owned by celebrities are always popular at car auctions and shows. But, from time to time, frauds have been perpetrated by dishonest sellers who claim fictitiously that their car was once owned by some notable personality. Because of this, documented proof of original ownership is always a must should you ever plan to purchase a "celebrity car."

One of the most famous celebrity Cadillacs, other than Elvis Presley's convertibles of the 1950s, was this handsome 1933 16-cylinder convertible sedan known officially as an "All-Weather Phaeton." This car belonged to Al Jolson, once billed as "The World's Greatest Entertainer." Though Jolson passed on in 1950, he's still like Elvis Presley and Bing Crosby—a legendary

performer. His memory remains in movies and on records.

Jolson's '33 Cadillac V-16 was one of only a few. For 1933, Cadillac had announced that it would limit production of its 16-cylinder models to just 400 cars. Because of the Depression, they fell short of that modest mark by nearly two-thirds! Sixteen-cylinder cars were not appropriate for Depression days, yet that's when most of them were built (since they'd been planned in more prosperous times). Some standard-type Cadillacs used Fisher bodies, but the 1933 V-16s came with deluxe Fleetwood bodies and, in a few cases, with custom-built bodies by other specialized coach crafters applied to bare chassis units bought to be completed to buyer's order!

The last 16-cylinder Cadillacs were built in 1940.