

FEBRUARY

2004

**1912 LION '40'**  
 MODEL K TOURING CAR  
 4 CYL. 40 H.P.

BUILT 1910 TO 1912 BY  
 LION MOTOR CAR CO.,  
 106 FULTON ST.,  
 ADRIAN, MICHIGAN.  
 ON JUNE 2, 1912, THE FACTORY  
 BURNED, ALONG WITH OVER  
 150 NEW LION CARS. NOT  
 LONG AFTERWARD, WHAT WAS  
 LEFT OF THE COMPANY WAS  
 AUCTIONED OFF FOR ONLY  
**\$7000.**



ORIG. PRICE ABOUT \$1600.



WITH SELF-STARTER

NOW VALUED AT \$2400.  
 \$17,000.  
 (DEPENDING ON CAR'S CONDITION.)

116" WHEELBASE

117  
1-19

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### 1912 Lion Model K

“Measure the Lion ‘40’ by the golden rule of goodness,” proclaimed an ad in the January 1912 *Cosmopolitan*.

That ad listed the many features of the new Lion. The self-starter was a strong selling point. The Lion still used the old-fashioned gas headlights, with an acetylene storage tank visible on the right-hand running board (as illustrated).

The Lion is so rare that you’ve probably never heard of it unless you’re an ardent student of antique car history! The company was founded in September 1909. The 1910 series was the Model A. For 1911, there was a Model A, B, C, and D. For 1912, the Model K touring (illustrated) or the Model L roadster was available.

When the Lion factory burned in June of 1912, it was a blow from

which the company could not recover. Some items were rescued from the blazing factory, but the most valuable thing inside was a prototype of a new lower-priced 1913 model-to-be. Frantic workers were unable to save that 1913 pilot model, on which the Lion Motor Car Company had based its future hopes.

Lion was just one of several early makes of cars forced out of the market after a factory fire. To make matters worse, a considerably after-the-fact lawsuit was brought by the builders of a “gyroscopic” vertical automobile engine, which the Lion Co. had promised to order in quantity but never did. The \$46,000 judgment was in favor of the plaintiff, against Fred Postal and Henry Bowen, co-founders of the defunct Lion Co.

# GAS GAUGE

Official newsletter of  
Ye Olde Car Club of the Tri-Cities Inc

Ye Olde Car Club of Tri-cities Inc  
P.O. Box 6873  
Kennewick, Wa 99336-0601



We are on the web  
WWW.YOCC.COM

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# GAS GAUGE

Official Newsletter of Ve Olds Car Club



Now is this any way to care for a classic car??

Gas Gauge

February 2004

## CLUB OFFICERS

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## January's Meeting & Hobby night

What a great meeting! We had 24 members show up and every one brought some examples of their hobby. Here is Dale Petty and his miniature engines. Poor Vern he looks soooo confused. That engine in the foreground runs with out fuel except the

temperature differential between the top and bottom of the cylinder. If you like ducks, Annie Tchemitcheff is the lady to see.



Here John Nelson is showing Bob McClary the detail work on one of his antique bicycle lights. We had some of our quilters show up with their quilts. Here Kathie Petty is



explaining the art of quilting to Delores McClary Below, Karla Jackson is explaining the concept of Altered Book to

Alice Rupp, don't ask me what it means I'm just there to show off some of my wood working talents.



Martha and Vern brought some items that a daughter of a refugee family that they sponsored made for them. This family lived with



them for a year. They are traditional items from Laos. Martha is wearing an apron made for her and Vern is wearing a Purse ????? Gayle and Scott brought the spinning wheel that

they use to spin the wool that they shear from Llamas that they raise.



We had some others that showed up just for the fun of it. Willie Gould, Eldon Reiman, Bob & Alice Rupp, (Bob brought a couple model police cars), Cindy & Mike Underwood Cindy brought a quilt that she is making and selling at an auction with the proceeds going to the Ronald McDonald House. (sorry I didn't get a picture of the quilt). Now we get to the part I like--- the food. We ordered pizza from a coupon and got 6 pizzas for the price of 3. Some of the members brought finger foods.

I wasn't all fun, we did discuss some business. John Nelson called for a round of applause for our Out-going Pres (Martha). We also discussed several ways we might make it easier for the editor to buy supplies including stamps for the newsletter. We nearly filled out our event schedule for next year. Great meeting!

Thank you all for coming and for your input & cooperation.





## The Only Car I Ever Loved

*That beautiful '57 "Merc" gave him problems aplenty, but he'd love to have her back.*

*By Milt Rhodes, St. Petersburg, Florida*

deal. My new acquisition was really great for my ego. Somehow life looked better from the driver's seat of the "Big M".

Before, no one ever noticed when I drove up in my '54 Buick. Now it was fun to hear the sighs of admiration from the younger set when I stopped for gas.

My new Mercury sported the first dual headlight system and a pushbutton automatic transmission (an innovation I never really got accustomed to). There was also a novel speedometer that had a green background up to 50 mph, then turned red at higher speeds.

Dual exhausts were "hot stuff" in the '50s, and my Merc had them. They had no practical value, but they sure sounded good.

### Ragtop Woes

As I racked up miles on my job as a salesman, I began to discover things I hadn't noticed when I fell in love with the car back in the showroom.

Periods of driving with the top down, for example, shortened when I found out the mostly black seat covers grew hot as a griddle under the sun. My hair, thick in those days, blew into tangled knots in the wind.

Even driving with the top up became a problem. The top shrank so much that rain blew into the car above the closed windows. And the white top was a bad choice in the dirty industrial region of southwestern Pennsylvania where I lived. Eventually I had it replaced with a black one.

At first, I was impressed when I saw "Lincoln" on the tops of the valve covers and other engine components. I was less impressed when I found out how much Lincoln engine parts cost to replace.

Still, I gave the car daily attention and kept it looking good for the first 2 years. But then the problems began... literally from the ground up.

The Mercury's tires were the largest on any passenger car. But the car was so heavy the tire tread was usually ground off between 15,000 and 20,000 miles.

### Dashboard No Delight

I'll never forget the thrill of owning my first (and last) convertible.

It was 1957, and at age 32, I'd figured "ragtops" were strictly for the younger set not mature businessmen like me.

But that was before I visited the Mercury showroom and saw that "Moonmist Yellow" convertible gleaming under the spotlights. It was love at first sight. This was no ordinary car.

The salesman knew his craft, and a test drive with the top down clinched the

That fancy green and red speedometer, along with the rest of the dashboard assembly, was replaced three times with parts from the junkyard. As I was without an odometer much of the time, I'm not sure when the transmission went. I'd guess it was at about 70,000 miles.

A new problem appeared after about 18 months, rust. That car must have been primed with muriatic acid!

All that fancy metalwork provided plenty of places for water to enter, but none to leave. The "eyelids" over the headlights were the worst. I replaced them three times!

After I got my new black top, I admired its workmanship.

Now, if I only had a new car to put underneath, I

thought to myself. But with a little paint and some other cosmetic work, I had the old girl looking a lot better.



Another girl the brunette I married was the beginning of the end for me and the Merc. Soon a baby boy was riding in his little seat between us.

Yes, my great convertible adventure was over it was time to buy a dull family sedan with no personality.

Over the years, I've owned a number of "ordinary" cars that I've dutifully maintained. But none have ever taken the place of that big Moonmist Yellow" convertible. I'd take her back in a minute.

This article was reproduced from the December 1996 Reminisce magazine. The article was written by Milt Rhodes of St Petersburg FL.



# GUESS WHO

Most of us weren't born yet when this picture was taken, but maybe your Grand parents might be able to help you identify this bicyclist. He now lives in Richland and is very active in several old car clubs, and quite the "arty" fellow.



guy he always was. The reason he is riding the bike is because his antique car wasn't running then either.

Speaking of bicyclists here is a couple you can probably recognize. She hasn't changed at all but he has changed quite a bit. He is just a "little" heavier, A "little" grayer, but still the fun loving

## A NEW CELEBRITY



Graves Auto Service at 15 N. Auburn received the Hudson automobile franchise in 1948. Shown in front of a new Hudson are, from left, Wayne McGuffin, salesman; Alfred Amon, Kennewick mayor; a Hudson representative; Bill Graves, owner; O.C. "Dutch" Lincoln, police chief; and Paul Pickett, salesman. Kennewick Chamber and Kennewick Man of the Year for 1962.

## The Graves Family

For 50 years in Kennewick, the name Graves meant automobiles. J. Ward Graves, his wife Sarah, and children arrived in 1922 from Wallowa, Ore. Ward began work for E. C. Smith in the Ford garage for nine years, and then later worked with A.A. Anderson in the Chevy garage on the northeast corner of Kennewick Avenue and Cascade Street.

After World War II, in which sons Jim, Bob, and Gene fought, Ward built the garage at 15 N. Auburn, where he sold Willys jeeps from 1946 to 1948 and then Hudsons and later Dodges. All five of the Graves boys worked in the dealership at one time Bill, Jim, Harry, Bob and Gene. They built their new garage at 124 W Kennewick Ave. in 1962, selling out in 1976.

But the Graves name in Kennewick meant more than just cars. Bill served on the City Council and Planning Commission, Gene was a firefighter and fire chief, and Bob was Kennewick Man of the Year for 1959 and worked for the Kennewick School District and is still active on the Benton PUD and Energy Northwest boards. The family helped found the Nazarene Church in Kennewick. Matriarch Sarah died at age 104 in 1997.

# UP COMMING EVENTS

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**Feb 13th** Monthly meeting and Valentines Dinner. To be held at the Spagetti Est in midtown Plaza on 4th St in Kennewick. Dinner will start at **6:00 PM.** We will need a head count, so please call Martha @ 582-7530

**Mar 13, 14** Freeze Your Fanny Tour. The Three Rivers Model "T" club is touring to the beautiful Hotel Condon, a magnificent three story structure built in the 1920's and restored to the elegance of yesteryear. Please call Bill Sheller @ 1-541-922-4747 for details. Hurry , because the deadline for hotel reservations is Jan 31 2004.

## FOR SALE

Jan Mokler is selling Jim's 1950 Plymouth Special Deluxe. Proceeds will be donated to Kennewick General Hospital in Jim's name. Serious buyers only . This is an original car. Asking price is \$11,000 OBO.

**DUES ARE DUE \$10.00**



### February Birthdays

- 1st Gary Stredwick
- 1st Judy Oeader
- 2nd Robert Gordon
- 3rd Ludmilla Kramer
- 4th Dixie Gilbert
- 6th Sally Rutherford
- 14th Jim Vetrano
- 15th Dave Bergum
- 19th Grace Jackson
- 27th Larry Boyce
- 28th Theora Williams

### February Anniversaries

- 10th Willie & Rachael Gould
- 10th Ken & Myrtle Nesbitt
- 14th Jim & Ginger Vetrano