



Sept 2008

## Monthly newsletter of Ye Olde Car Club

Nice car Mr. Jim



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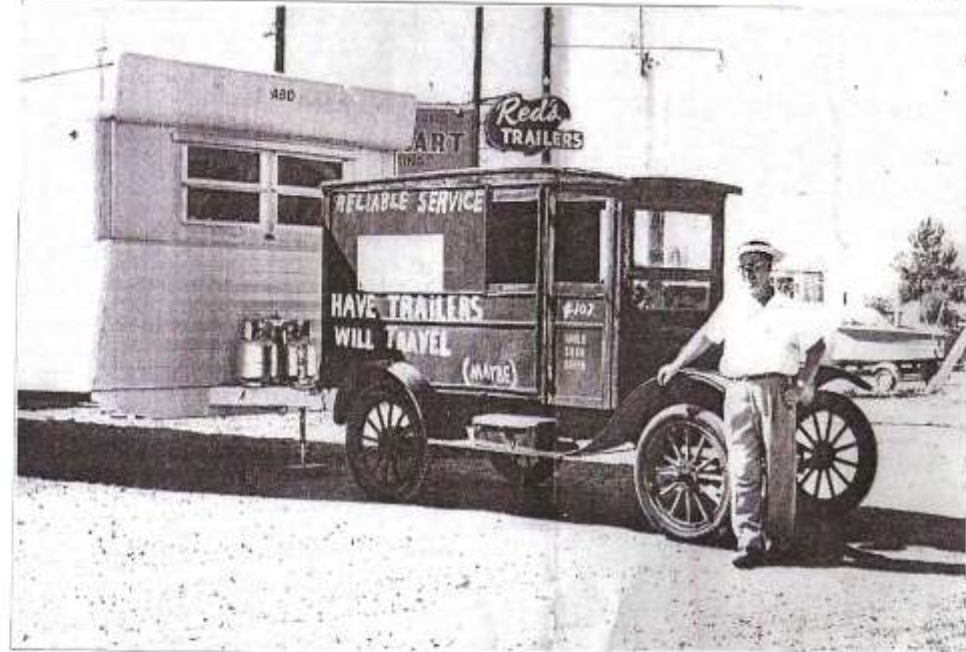
### Who are we and what do we do?

We are a bunch of guys who love cars and want to help each other out when we encounter a problem. Take for instance

these two guys trying to figure out how to put a body clip into a peice of stainless side molding. They studied and fitted and tried to force it for quite a while. they finally decided that they had no clue and went out for lunch.



The truth of the matter is that the gentleman sitting with Jack is Scott Klipper, a long time member who moved to Poulsbo, Wa,nd he dropped in for a visit. The part about going out for lunch is true, and he even bought, that's why we invited him to come back any time he wanted.



For those of you that think Red isn't that old, Here is a clue, he was in his fifties when this pic was taken and the truck was new.

### What's happening

Sept 1, 8:30 AM Prosser States Day Parade

Sept 18, 10 AM Senior Picnic at the Richland Senior Center, Howard Amon Park

Oct 12, 12:30 pm Meet at Audrey's 3101 W Canal Kennewick to go to the nut picking fest. Bring bag to pick walnuts. Lunch will be served. All donations will go to the Don't Quit Program at CBC. For more details call

Audrey @ 783-6681 or Sharee Rhodes @ 545-6325

### Thoughts to Ponder

An old-timer is a person who's had a lot of interesting experiences, some of them true.

## The Benton Franklin County Parade

The parade and picnic afterwards at the McClarys was a great success. The turnout was one of the best ever.



Here is the line up. Bob Ilten, Ed Edwards, Bob McClary, Martha Shreve, Cindy Underwood, Roy Holmes, Joe Kuhns, Russ Armstrong, Audrey Simmelink, Bob McClary's son brought Bob's old Dodge, and Martha's grandson brought her Dodge truck. Did I forget any one?



Yes, It seems as though I forgot Dave Underwood. So, Heerreesss David.

We did have a potential problem, someone in the crowd yelled out "look a woman driver" when Martha drove by in her

1925 Hupmobile. She responded with "Yes and I Own it". Well then to make matters worse someone yelled "Who's older you or the car". I don't think I should put in print what Martha's answer to that was.

Here is an interesting picture showing Russ Armstrong's best side, I just can't for the life of me figure out what the heck he is doing



Speaking of interesting, there is an interesting story behind this fellow and this car. The rest of the story will be in next month's GAS GAUGE.

## CAR FOR SALE

A member of the Yakima Horseless Carriage Club has a car for sale. A beautiful Autumn Brown 1937 Ford sedan original from bottom up. Always garaged. Asking \$25,000. Illness forces sale. Call Jerry (Alma) Carlton, Yakima, Wa.

509-452-3082

### White Water Rafting by Martha Shreve

Your president doesn't just play with cares, she also goes white water rafting. My daughter, 3 grandkids and friends said that they were going to Maupin, Oregon to raft down the Deschutes River. It sounded like fun to me so I told them I wanted to go along. Some of them thought I was crazy and tried to talk me out of going. But, bright and early on Sunday, August 17th, we took off for Oregon with a group of people from Karen's work. It was a BLAST! The first rapids you go through and the cold water drenches you is a shock but such fun. We stopped for lunch at noon and then back on the river to go through more rapids. In the afternoon, we beached close to the mouth of the White River and walked up stream to a natural waterfall. Chutting down the waterfall looked like fun, so I decided to try it. My grandsons helped me crawl up over the rocks to the waterfall and I went for a RIDE! Not sure how much water I swallowed but I got to the bottom. There stood everyone (about 100 plus people) clapping and cheering. The guide seemed to think I might have been the oldest person to do the chute. However, when it came to floating the rapids without a boat in the Deschutes I emphatically declared, "I know my limits!" It was a great day with my family and I would do it again when my memory isn't quite so vivid!

It was another warm day when we took our cars to Canyon Lakes. There were 12 or 13 cars for the residents to admire. We were served baked chicken, corn on the cob, coleslaw, cake and ice cream. There was fresh squeezed lemonade. The food is always delicious and the residents are always glad to have us come and share our cars with them. It brings back fond memories for many of them.

Martha Shreve was given a pink Cadillac with a flower arrangement in it as a thank you. This is one of the special events we look forward to each year.

## September Birthdays

1st	Jack Yale	17th	Martie Meyers
1st	Jan Mokler	21st	Penny Newgard
2nd	Mike Underwood	26th	Jeff Newgard
9th	Michael Boob	27th	Sheri Gordon
13th	Ginger Vetrano		

## Anniversaries

11th	Russ and Jane Armstrong
20th	Denny and Linda Kehl

## Prez Sez

We had a great August with lots of cars showing up for the Canyon Lakes Picnic and the Benton Franklin Fair Parade.

It is always lots of fun to go to Canyon Lakes. The people are so appreciative and the food is great. We have been asked to return next year. So, be sure to watch for the date next summer.

The day following was the parade. We had 16 cars participating. It was a great showing with a variety of makes and years. The picnic at the McClary's was a great success. We had about 55 people enjoy the tasty fried chicken with all the fixin's. Thank you to everyone who brought salads and desserts.

Thanks to everyone who brought their cars to share at both of these events.

If you know of an activity that you think would be fun, please call me at 582-7530 and let me know.



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 PARKVIEW



### 1934 Pontiac

Car performance was improving rapidly during the early 1930s. As that decade had begun, a typical new Pontiac 6 would barely exceed 60 to 65 m.p.h. top speed, even going downhill. Yet, by 1934, many six-cylinder cars were reaching 75 to 80 m.p.h., and more. New Pontiacs (straight-8s only in '33 and '34) were capable of at least 77 to 85 m.p.h. or more, depending on the body type and number of passengers.

What was featured on the 1934 Pontiac 8? The new model was larger, heavier, faster, more powerful, and easier-riding. Yet, increased compression (6.2 to 1), through a redesigned cylinder head, gave a ten percent boost in fuel economy. "Knee Action" independently sprung front wheels and fatter 6.00 x 17 tires helped smooth out the road. A few years later, cars with independently

sprung front wheels would lose considerable resale appeal because they required more frequent alignment.

The 1934 Pontiac hood had grown seven inches longer, covering more of the cowl. Painted headlight shells, pleasingly bullet-shaped, were five inches longer than before. And, the wheelbase had grown 2 1/4 inches. "Touring" sedans (two-door or four-door) had the advantage of a built-in trunk but a rather high, small trunk door.

Bendix mechanical brakes, with enclosed "steeldraulic-type" cables, were much improved for 1934. The accelerator pedal actuated the starter (puzzling some potential car thieves who weren't up on the latest developments), and the distributor could be manually set at different positions to best accommodate the octane rating of the gasoline used.