



# Gas Gauge



February 2009

## Monthly newsletter of Ye Olde Car Club



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## Upcoming Events

### CHOCOLATE EXTRAVAGANZA

The Vetrano's invite all to the 6th annual chocolate extravaganza. This year it will be held on

**Friday, February 13th at 7pm .**

Our address is 4512 W. Yellowstone Ave., Kennewick. Bring your favorite chocolate dish to share (or an alternate if you can not eat chocolate). We will furnish beverages, and Ginger promises to have an interesting game or two with prizes for the lucky winners. Paper plates and foil will be furnished for you to make up a take home plate of your favorite samplings.

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**March the 6th** Three Rivers convention Ctr is hosting an auction to support the Neurological research Library. They would like to have 5 or 6 cars of the 30's and 40's vintage to display, one inside the building and the rest outside. Please bring drip pan for under your car and please no tire dressing on the tires.

Swap meet on May 2nd. We need help with Setup and any other help you can offer. Please contact Phil Prather @ 347-4100

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In the late 1930's this one-of-a-kind Helicron was placed in a barn and forgotten. More than six decades later this odd lost little gem was rediscovered, rebuilt, and reintroduced to the world. Although the

manufacturer is unknown, it's believed that this car was built in France 1932. Following the first World War it was not uncommon for recently displaced airplane engineers to look towards the automobile industry for employment. As in this example, a few entrepreneurs developed propeller-powered cars with the notion that propeller power was an efficient means of moving a vehicle. On this car, when the wooden propeller is spinning at full speed and efficiently, this little 1,000-pound boat-tailed skiff can hit freeway speeds exceeding 75 mph. This is the one and only Helicron in existence, owned by Lane Motor Museum in Nashville, TN.

## Thoughts to Ponder

Growing old is like being increasingly penalized for a crime you haven't committed  
The fact that you can profit from your mistakes does not mean the more mistakes, the more profit

## More history from Jim Vetrano.

### EARLY DAYS TOUR AND FIELD EVENTS

In the early 60's one of the main activities of local car clubs was to put on annual tours and field meets. The usually spanned 2 or 3 days and included judging, touring, various competitive field events and a banquet. They were scheduled through consultation with other clubs in the State. One of the earliest topics of discussion in the newly formed YOCC was to put on a club tour scheduled around the County Fair in August. In a meeting held on May 14, 1963 a tour committee was appointed:

Jim Stafford, Chairman

Bob Graves

Gil Linden

Chuck Moore

Jerry Durham

They formulated an event for August 23,24, and 25th and sent out a notice to all other car clubs in the State. The program was to include registration at the Black Angus on Friday, Field Events on Kennewick Ave. on Sat. morning, Lunch Sat. noon in Kewaydin Park, and a parade at 2 PM. The evening program included Happy Hour (drinks on the house) followed by a banquet where trophies were awarded. Sunday morning was a Cowboy breakfast at the Fairgrounds followed by a tour on the Old Inland Empire Highway through Benton City and Prosser. All of this for \$12. Those guys knew how to party!

The tour was a grand success with 30 cars registered, (14 from Tri Cities, 7 from Walla Walla, 4 from Portland, 4 from Yakima, 1 from Spokane). They carried 59 adults and 10 kids. The oldest car on the tour was a 1913 Ford and the newest was a 1936 Buick. Other marques registered were

## Prez sez

With the beginning of the new year, we are looking forward to another year of activities. These don't just happen but take planning. If you hear of some place or something you think would be fun to do, please call either Phil Prather or Martha Shreve and let us know. We can either help in the planning or find someone who can help.

We had a good turn out for the Pizza Party and people seemed to enjoy just visiting with each other.

Remember to mark your calendar for the Chocolate Extravaganza at Ginger and Jim Vetrano's.

**Name tags:** The club has so many new members we are checking into getting name tags. Does anyone know of a group or individual who does this at a reasonable price? If so, please call one of the officers and let them know.

**Jackets:** Are you interested in getting a car club jacket? We have a source where we can order them. The cost per jacket is \$12.98 plus shipping and handling. The club already has a lot of the emblems that go on the back. So there would be no cost for them. If you are interested in getting a jacket, please call Martha at 582-7530 so we can get them ordered.

### Coyote Ridge

Thirteen people met at Burger King at King City and went to the new prison facility at Connell. Carpooling was great.

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This was an open house for the public so there were no prisoners in the part we toured. They will start populating the prison pads in early February. It is a medium security prison for adult males. The grounds cover 60 acres inside the prison with 50 acres outside. There is only one small grassy area and the rest of the grounds are covered in pea gravel.

We walked and stood for about 2 hours to cover the different buildings that make up the facility. One interesting thing we learned is that each inmate must have the equivalency of a high school diploma before they are released. There are classrooms, a library, a law library, and a computer lab for the inmates to use.

Inmates do the cooking, laundry and cleaning. This helps to keep the cost of running the prison down.

We found it an OK place to visit but none of us wanted to

### What's been happening

Wednesday the 14th we moved our Wednesday breakfast to Granny's. We weren't to impressed and they weren't to impressed with us either, so we will continue having out breakfast at the Hut in Pasco.

Thursday the 22nd a group of 14 of our club members took a tour of the new prison in Connell. everyone was very impressed. The tour guides were very informative. One downside was the amount of walking required. I wasn't able to go so no pictures. If anyone who went on the tour and took some pictures would like to write a short article and include picture. I will include it in next month's publication.

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## February Birthdays

- 1st Judy Oeder
- 14th Jim Vetrano
- 15th Dave Bergum
- 19th Grace Jackson
- 29 Theora Williams

## Anniversaries

- 10th Willie & Rachel Gould
- 14th Jim & Ginger Vetrano

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Friday the 23rd 6PM we had a pizza dinner meeting, great turnout, even had a couple strangers from the past, Lenore Jackson and her daughter Mary Ricard, Tim Hubler who is going to look into a tour of



the "B" reactor at hanford, and long time members John and Elaine Kutrowski. We discussed some ideas about future trips we could take, another trip to Republic with Bob Rupp, trip to Moses Lake to the car museum, a day trip to Walla Walla to a

unique restaurant and garage tour with Fred Fraser and several others are also in the works. If you can think of any thing let Martha, Phil, or myself know.

New roster is being put together, please contact Dennis @ 547-0916 or email [olddodge@charter.net](mailto:olddodge@charter.net) with any information that has changed (phone#, cell#, Address, cars owned)

February 2009



**1930 Pontiac Sport Coupe**

Throughout its entire speed range there is an alluring new smoothness in the New Series Pontiac Big Six. A leisurely 'thirty' or brisk 'sixty'—either reveals a delightfully uniform absence of roughness and vibration. The basis of this increased smoothness is exceptionally fine engineering. The short, heavy crankshaft of Pontiac's 60-h.p. engine is dynamically balanced and fully counter-weighted. It has a 'Harmonic Balancer' which prevents torsional vibration. The crankcase is much more rigid. And, Pontiac's power plant is now completely insulated from the frame by new-type rubber mountings." So declared an April 1930 advertisement by General Motors' Pontiac division.

Other Pontiac features for 1930: improved Lovejoy Hydraulic Shock Absorbers, new roller-bearing steering mechanism, improved non-squeak mechanical brakes, slightly sloped

windshield to reduce glare, emergency brake that acted upon all four wheels, and more. Standard upholstery was of velvety mohair.

To protect the engine, a "gear-drive safety feature" immediately shut off the ignition if oil pressure should fail, preventing a driver from operating a "dry" engine and thus wrecking it.

The illustrated Sport Coupe also had a rumble seat for two extra passengers. Wire wheels were deluxe equipment; many '30 Pontiacs continued with the wood-spoked type.

The 1930 Pontiacs have been rare for many, many years. Though smooth-running and reasonably dependable, they had a wooden body framework, which was vulnerable to dry rot if not cared for properly. Therefore, a large number of these cars were scrapped during the late '30s or early '40s, when they were still in running condition.

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