



Gas Gauge



June 2009

Monthly newsletter of Ye Olde Car Club



President	Martha Shreeve	982-7530
Vice Pres	Phil Prather	374-4100
Treasurer	Ed Edwards	967-9361
Secretary	Jim Vetrano	733-4248
Editor	Dennis Jackson	547-0916
Web Master	Scott Noga	

Swap meet

This was one of our best swap meets so far. The weather did not slow anybody down. Even the venders felt this was one of their better meets. In fact like Martha says we picked up a couple new members at this meet. This is probably why we had such a good meet, These two lovely ladies were greeting every one. In addition to the ladies collecting here we had a young lady soliciting at the front gate. (soliciting donations not what you were thinking.) She did a really great job too. We took



in a lot more than we ever expected. Every body did a great job helping with the setup, running the meet and cleanup. Thanks for helping to make the meet the success it was. See you next year.

Some candid shots at the swap meet



Prez Sez

Wow! We got through another Swap Meet and it was a big success. Even with the rain, the vendors were happy and we collected a record amount in donations. This club is fantastic. We had so many volunteers that all of the jobs got done with no big problems. Thanks to everyone who helped. Special thanks to Ed Edwards for his organizing skills, Phil Prather and Jim Ayers for laying out the field, Terry Shegrud for the black top, Pete Jackson and crew for the building. The dinner was delicious thanks to Bob and Dolores McClary. Laura Beaver sat at the gate in the rain with her umbrella to encourage people to fill the donation box and they did! There were so many others who were there and working hard, so if you are not named here, please know that you all have our thanks and appreciation.

Not only did we make money at this year's swap meet but we also obtained at least 5 new members. This is a great way for people to get to know about our club. I have also heard from people who have enjoyed reading the blog and found it to be very informative. We also discovered a couple of areas we need to improve and will be working on smoothing those things out for next year.

It's time to take our cars to a whole variety of events to show them off. Take a minute to check the calendar for the times and dates. Get a car ready and we will see you there.

In The Cemetery

On the 24 of May we went to the Sunset Memorial Gardens to help dedicate their new Mausoleum. Pete and Grace Jackson in their model A, Martha Shreve with her Packard convertible and Jack Yale with three of his cars. Jack drove his Auburn convt, I drove his 35 Packard convt. and



Jim Vetrano drove Jack's model A, and John Trumbo drove his auburn boat tail, I said John drove Jack's boat tail but that is a story in it's self. As you can see he did not drive it home. I don't know how it is possible but, I know John is at fault and he broke it. Actually he blew a radiator hose



as you can see from the picture. We Had some entertainment as well ,bag pipers and they weren't half bad in particular the girls on the drums, they



had quite a routine. They fed us hot dogs and Pepsi. We also had some battery or starter trouble with the model



A. However with all that help it will be fixed in no time. Oh, John Nelson was there also with his screen side. Sorry to leave you to the last, but don't you always leave the best to last?



What's Happening

June 1st	Car show at Pasco senior center 10am to 11am Bar-b-que to follow. Let ed Edwards know you are comming so they know how many to feed.
June 6th	A old time organ music festival in Col Park 9am- 5pm featuring organ grinders and plenty of displays . Martha is bring her colliope.
June 13th	Hugh car show in Joseph Or. Pot luck to follow our club is paying for the meat and denny Kehl's club is supptying everything else.
June 27th	Pioneer Days in Sacagewea (sp) Park Check with Fred Fraser for details.
July 4th	Pasco Parade Be there at 9am. lunch after parade at Frank and Lindell Smith's home 720 S. Olympia in kennewick
July 27th	Parade in Joseph Or. sponsered by Denny Kehl's club
Aug 14th	Manor at Canyon Lakes 12 noon til ??? Lunch willl be served.
Aug15th	Benton Co. Fair Parade Lunch after parade at Bob and Delores McClary's.

Thoughts to ponder

marriages are made in heaven. But so again are thunder and
lightning.

Tact is the ability to stay in the middle and not get caught there.

June Birthdays

4th	Eli Kaczynski	14th	Linda Kehl
5th	Jane Armstrong	20th	Ruth Ilten
9th	Earnie Oeder	26th	Bob McClary
11th	Pete Jackson	26th	Russ Duffield
14th	James Stafford		

Anniversaries

6th	Joe & Jolene Kuhns
7th	Roy & Sharon Holmes
10th	Scott & Sandy Klipper
10th	John & Mary Ellen Nelson
12th	Richard & Marlene Kuch
20th	Gill & Odeta Linden
21st	Dale & Kathy Petty
26th	Frank & Lindell Smith
27th	Russ & Helen Duffield

Simply Amazing

The most incredible automobile record ever achieved belongs to Charles Creighton and James Hargis who, in 1930 drove a Ford model "A" from New York to Los Angeles without stoping the engine once. The two men then promptly drove back to New York City, completing the 7,180 mile round trip in forty two days. Oh, one more thing: on both coast to coast journeys, the car was driven exclusively in reverse!



1933 1/2 Prosperity Cab

“The Cab of the Future!” “A New Deal in Service!”

That’s what the original advertising claimed when the all-new Prosperity Cab was announced in mid-1933. The Prosperity Cab Co. was located at 1775 Broadway, New York City and was affiliated with the Allied Cab Manufacturing Company.

During the 1920s and 1930s, several odd brands of taxis were manufactured in the United States. Checker was one of the best-known cab specialists, as was Yellow (which for a few years was a General Motors subsidiary). De Soto (a Chrysler product) probably built the largest volume of taxis between 1935 and the end of the 1940s.

Many odd taxi brands popped up here and there before that time, such as Luxor, Paramount, Parmelec, Moller, and many more. Most were rather

strange looking, but the weirdest was this Prosperity Cab. Its mishmash styling gave it the appearance of some Frankenstein monster made from the pieces of many different kinds of cars.

At least it had headroom. The interior of the cab was fifty inches from floor to roof, though it would have been even more spacious had the body extended down to the running board level. The streamlined tail had a pronounced slope, and the backlight (rear window) was mounted in a strange, dormer-like extension!

The Prosperity Cab had two electric clocks: one for the driver, one for the passengers. Spare tires were carried in style in a wheel-well on each front fender. A luggage rack was placed at the rear. The three-blade leaf bumpers were anachronistic for 1933.

YE OLDE CAR CLUB

P.O. BOX 6873
KENNEWICK, WA 99336-0601

Website: www.yoccc.org
Blog: www.yeoldcarclub.blogspot.com

062S0006966651

\$0.440
US POSTAGE
FIRST-CLASS
FROM 99301
MAY 28 2009
scannet.com

Jim AYRES
7901 W CLEARWATER Ave Unit 144
KENNEWICK WA 99336-8513