

GAS GAUGE

January 2012

Monthly Newsletter of Ye Olde Car Club

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Happy New Year

Twass Ye Olde Car Club's Christmas Party

A real good time was had by all who came to the annual Christmas party held at Tony Roma's Restaurant in Kennewick Dec. 13. The event was attended by everyone who counted, and at last count there were 50 merrymakers. The gift exchange was a semi-secret affair, with a few folks preferring to keep what they had under wraps. The event brought lots of laughs, a lot of full stomachs and a grand surprise for Bob Rupp who had to confess to being 97 because a cake told it all. Bill Houchin and Pat Linse announced their engagement and Jack Yale introduced his newly wedded daughter and son-in-law, Theresa and Tim Benton of Sedro-Woolley. Official business had club officers for 2011 retained, per their wishes, for 2012. No one was disappointed, or would admit it.

Pay up or be cited by our local sheriff

Not that anyone wants to avoid paying their taxes, er dues. But now's the time to fork over your jingle to our treasurer, Bob Gough. Good news is, the tariff hasn't gone up. It's still \$15 per, with no added charge for your significant car or driving companion. Please forward your contribution as soon as possible. The sheriff, Dennis Jackson, is making a list and checking it twice, if you know what I mean.

Nuts & Bolts

Got a stubborn slotted head bolt and nut that won't give? Instead of trying to unscrew the wretched thing, just tighten it up. Chances are it will bust, and then you can toss the offending bits into the recycle bin.

Here's a tip straight from the 1918 edition of Dyke's Motor Manual, page 205: Add a scant teaspoon of flake graphite to one quart of your favorite blend of motor oil. Stir until mixed, then pour the contents into Ye Olde crankcase. "(It) will improve compression, decrease the amount of oil required, fill up scores in the cylinder walls, prevent valves and rings sticking and thereby cure smoky exhaust. It will not carbonize." But do this only on splash oil systems, not pressurized systems. Pretty neat trick, eh?

Hot idea: An electric pencil point soldering iron applied to a brass jet in a pot metal carburetor can help free up the part before trying to unscrew it.

Way Back When?

Courtesy of Martha Shreve

(Taken from the Feb. 19, 1950, edition of the Tri-City Herald) The following chronological history of Kennewick is the only known record of its kind in existence today. It was compiled by Mrs. R.E. Reed, wife of pioneer publisher Ralph E. Reed, and daughter of Mr. Sercombe, who erected the first house in Beach's addition in 1902. With painstaking care through the years, Mrs. Reed, a member of second class to graduate from Washington School in 1909, has set down this record. The Tri-City Herald is indebted to Mrs. Reed for permission to reproduce here what some day must be the source of any history written of Kennewick.

By Mrs. R. E. Reed

While the origin of the name of Kennewick is clouded with surmises, it generally is believed to be from the Indian and mean "winter paradise" or "a grassy place." However, several stories have come down through the past half century, any one of which might be true. Among these is the one credited to C. A. Lum, early resident of the city, published in the April 24, 1902, edition of the Columbia Courier.

"In early days, according to Mr. Lum, "the river bottoms here yielded large quantities of wild hay which was cut

by employees of the Hudson's Bay Company and boated down the river to company posts.

CALLED KENNEWICK

"Passing explorers would ask the Indians the name of the place. The reply would be 'Kennewick,' which was as near as the Siwash could come to Chenowythe,' the name of a prominent member of Hudsons' Bay Company.

"And this is the origin of the name of this prospective city."

Another story is that in 1883, H.S. Hudson, a civil engineer for the Northern Pacific Railroad company, named the place "Kennewack," which through carelessness in spelling became Kennewick.

Still another story handed down to us by early settlers was that the town once was called "Tehe." There must be some truth in this as we have records of letters sent to Tehe, Wash.

According to government records this country was first surveyed in 1864, but it was not until 1883 that anything was done to mark a place for Kennewick.

The first townsite was laid out on the land now owned by Mr. Duffy. This was a real railroad town with all necessary buildings including a six-stall roundhouse. The town was built during the construction of the bridge across the Columbia River and the extension of the railroad through to the coast.

(To Be Continued)

January Birthdays

1st	Ed Edwards	10th	Wayne Williams
2nd	Martha Varnado	13th	Duane Rabe
6th	Jack Varnado	14th	Terry Shegrud
	Ron Smith	17th	Marilyn LaFortune
	Dave Johnson	22nd	Mary Fraser
9th	Marlene Kuck		

Anniversaries

23rd	Bob & Delores McClary
28th	Bob & Ruth Ilten

Prez sez

By Jim Ayers

First, let me say it's been a very active year with 39 events attended by our club members.

As of this week we have 12 new or returning members for the year, and 42 paid up members for 2012. Your officers for 2012 are the same as last year, except for Martha Shreve finishing her tour on the board of directors. Dave Donaldson was elected as her replacement.

The officers are Jim Ayers as president; Ron Smith as vice president; Bob Gough as treasurer; Mary Fraser as secretary; and board members Dennis Jackson, Dick Johanson, Phil Prather and Dave Donaldson.

Event List

1/26 Richland 7 p.m., Pizza party at Round Table on Leslie Blvd. 7 p.m.

2/17 Kennewick 7 p.m., Jim and Ginger Vetrano will be hosting their famous Chocolate Extravaganza.

New members & more old cars

This past year was a great one for adding new members to the Ye Olde Car Club roster, which now has 75 members for 2012.

The newbies, in order of when they signed on, are:

February

Richard and Judy Brow - - - - -

March

Gary Boehnke 1956 Ford F-100 pickup

May

Mike Underwood (rejoined) 1960 Austin Healy,
1967 Ford Mustang

June

Gordon Keys - - - - -

July

Robert Hill - - - - -

August

Sam & Irene Hansen 1949 Dodge police car
Dave & Debbi Hannah 1953 GMC pickup
Dave Donaldson 1938, 1949, 1954 Chevs
Pat Linse
Manuel & Rinda Martinez 1950s Volkswagen

September

Marty & Nancy Jackson 1928 Durant, 1977 MG

December

Ron & Pam McClary 1953 Packard coupe

In the Rearview Mirror



The picture shown above was not ??? first car. No, that would be a 1931 Model A cabriolet, purchased in Berkeley in 1964 for \$300. It had a flathead Merc "V8" and a synchro Ford box. No sooner did ??? get the car into the garage than he discovered every leaf but one in the front spring was broken from trying to support the oversized engine. ??? hastily yanked out the V8 and installed a stock A engine, tranny and new spring. The Model A was a daily driver during college days at California's Chico State, and that's where ??? paid \$525 to become the third owner of an unrestored 1929 Studebaker Commander 8 4-door sedan. It would cruise like a battleship on the freeway at 65 mph atop artillery wood spoke wheels, but stopping the 3,000-

...pound locomotive was an all-day affair. The cabriolet eventually was sold for \$1,000 to pay off a student loan that helped buy the Stude. But ??? soon “found” a well-rusted 1931 widebed Ford pickup for \$125. Taking it down to bare frame, ??? chose not to restore but to reassemble the truck to “as-found” condition by making it road worthy and no more. The Stude found a new owner willing to put up the requisite \$1,500 but the “barn fresh” pickup is still in the family. Who is this member? Yep, it is your new editor-in-chief, John Trumbo. And just below you will see a picture of my earlier days a-scrounging for parts. The year is about 1976 and the well-battered skeleton of a 1930 “A” coupe is at the bottom of the canyon near Dunsmuir, Calif., where the Sacramento River ran through it. (car).



...Want to suggest for Rearview mirror? Call editor ASAP.