

GAS GAUGE

July 2013

Monthly Newsletter of Ye Olde Car Club
Tri-Cities, Washington



'You call this a parade?'

BEAUTIFUL weather, not too hot, made a perfect day for the 4th of July Parade in Pasco. But it was a slow start, as evidenced by Jim Ayers who took a seat in the shade next to his Corvette while waiting (for 3 hours) for the parade to begin.

Ye Olde Car Club had 25 cars at the event, which was followed by a wonderful lunch at Jim Sterling's home atop a hill overlooking the entire Tri-Cities and the Columbia River. The Sterlings served hamburgers, BBQ chicken, Italian sausage, water melon and pop-sicles for more than 100 guests. Was it worth the wait, Jim?



YOCCers just hanging out before the start of the parade include Bill Houchin and a bunch of girls, young and "older."



Pasco on Parade



*Couldn't ask
for a better
day, or
better cars*



**Terry Shegrud's
Packard, bot-
tom, proceeds
down Sylvester,
while Randy
Bunch's 1928
Model A Ford
tudor and Dick
Johanson's
pretty T-bird
shine in the sun
on July 4th in
Pasco's Parade.**



Delectables at Sterling's



Who is that sleeping
beauty in the shade
next to Jack Yale's
oh so sweet
Chrysler roadster?
Could it be Jack
himself? Sure is....



Fender chatter

*By John Trumbo
Gas Gauge editor*

Ye Olde Car Club members are getting around quite a bit these days. Invitations from retirement homes to bring ourselves and our cars are coming fast and furious. That's quite a compliment for our group. We can all take a bow, especially those of you who faithfully attend those invites.

The current issue of *SENIOR TIMES* has a nice feature story about Ye Olde Car Club members making the rounds to the retirement homes. There is also a write-up in the Times about the Ted Small estate auction held in Lowden in June.



\$200,000 for this 1986 Golden Gate!

The article, which I admit to writing for the publication, reveals the "back story" about why a Walla Walla farmer was willing to spend \$200,000 to purchase a one-of-a-kind 1896 Golden Gate 7 hp single-cylinder engine made in San Francisco.

The buyer, John Merry, has quite a few rare farm engines, including what he claims is the first one built by Stover, and a very scare Brown engine. He graciously agreed to let our club take a tour to his farm to see the entire collection. As a special treat, he will fire up a 37.5 horsepower Fairbanks Morse engine for our entertainment. A tour date has not yet been set.

POSTSCRIPT: Please contact me at yocclub@gmail.com if you want to receive the Gas Gauge by email, or if you want to suggest a topic or idea for an article. You also should feel free to let me know if there are any mistakes so I can make a correction.

Way Back When

(Taken from Leona Jackson's scrapbook of Ye Olde Car Club)



Restoring old cars is fun for the family

By Bob Graves
Tri-City Herald, March 10, 1967

Not too many years ago this writer held the same attitude as many of you readers. I simply could not understand why anyone would want to take a pile of old rusty metal and worn out parts, spend hundreds of hours and dollars, write scads of letters, drive hundreds of miles looking for pieces, all in the process of restoring an automobile that had long since outlived its usefulness, besides being outdated.

Having restored two of the aforementioned cars I feel qualified to write about the restoration of antique cars and the people who are antique car enthusiasts.

The range of values for antique automobiles will range from \$50 for an unrestored Model 'A' Ford to \$50,000 for a Silver Ghost

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Rolls-Royce (1910 era).

If the original acquisition cost of an old car is reasonable, in relation to the cost of restoration, the restoration of most any old car can be a good investment. Hundreds of people are buying old cars purely for speculation. They know that the longer they keep them, the more valuable they are. This is especially true if the car was built before the Twenties.

Old cars are recognized in different classifications. If they were built before 1900 they are in the experimental class. From 1900 to 1915 they are the antique class. From 1915 to 1941 they are in the vintage class. And certain limited production cars (and-or in the high price range) are in the classic classification.

There are many reasons for the scarcity of old cars, but the most prominent factor is World War II with all the drives for scrap metal.

Certain models are scarce simply because there were only a few built, even though there has been over 1,000 separate car manufacturers since the first four-wheeled automobile was built in the 1800's.

Restoring an old car can be, and usually is, a great challenge. Parts and pieces to restore any old car are just as scarce as the cars. Fortunately there are still junk piles, wrecking yards, old barns and warehouses where parts may be found. The problem is looking in the right junk pile, or wherever, to find the needed piece.

People who restore cars come from all walks of life. And surprising enough, few are millionaires or mechanics, although either manifestation is of great help.

Any given individual antique car buff would have his own reasons for being an enthusiast.

It may be for the challenge involved. It may be because his parents once owned a car just like the one he is restoring. It may be for the satisfaction of seeing a great piece of machinery come to life once again to look like it just came off the dealers show room floor. It may be for the pleasure he and his family will enjoy when touring with his fellow old car club members. It may be that he simply needs a hobby, and a great hobby it is. Or it may be that of nostalgia. But whatever the reason, there is much satisfaction in restoring a car.

Old car tours are quite fashionable, even to the extreme of trans-continental tours.

Some people call us "old car nuts" Well maybe we are. But you can and do have a lot of clean, family fun.

At 35 mph you can capture five times the scenery at 70 mph.

A family can almost rediscover any country it has traveled before.

As for my family, if we want to enjoy a scenic trip, we climb into the 1916 Dodge touring.

Birthdays & Anniversaries

JULY

2nd Judith Todd
5th John Trumbo
7th Ken Shreve

10th Rinda Martinez
22nd Dick Johanson

&&&&&&

1st Don & Debbie Buckles
5th Lee & Loretta Jackson

Activities for July

LADIES LUNCHEON at the Emerald of Siam restaurant, 1314 Jadwin Ave., Richland, **July 11** at 12:30 p.m. Call Mary Fraser to RSVP at 946--9850.

ICE CREAM SOCIAL at the Royal Columbia, 5615 W. Umatilla Ave., Kennewick, at 6 p.m. **July 11.**

FORD V-8 SWAP MEET AT THE Spokane Fair & EXPO Center in Spokane on **July 12-14.**

SHOW & SHINE sponsored by the Retreads Car Club at TRAC, 6600 Burden Blvd., Pasco, from 2 p.m. to 6 p.m. **July 20.**

LUNCHEON at the Guardian Angel, 245 Van Giesen Street, Richland, from 11 a.m. to 2 p.m. **July 25.**

BREAKFAST every Wednesday at Sterling's restaurant, Queensgate Ave., Richland at 7 a.m.

Nuts & Bolts . . .

REMOVING A STUBBORN cylinder head can be done with an engine hoist and liberal amounts of a 50/50 mix of acetone and ATF around the head studs. Just attach a short chain to a spark plug hole and begin to lift the engine. It doesn't take much -- 60 pounds or so. Let it hang overnight and keep applying the AFT mix. Don't pry, but a few strategic blows from a soft-head hammer will help. I made my spark plug hole lift hook by drilling a hole through an oil pan plug that had same threads as my spark plugs. Repositioning the lift point to fore and aft spark plug holes helps, too. Worked great.

Have a shop tip to share? Share the wealth by sending it to the editor by email to yocclub@gmail.com. Thanks

Prez sez



*By Dave Hannah
President*

Since our last newsletter, four new members joined us, they are: Cory and Rachael Hannah from Kennewick, Joe and Julie Gaines from Richland, Floyd and Judy Packard from Kennewick, and Roy and Sharon Scioli from Kennewick. Welcome to the club and hope you become an active member. This makes 18 new members since January and 111 total, or 193 with spouses.

At the June 14th Richland Gardens luncheon we had 12 vehicles. The residents enjoyed viewing, taking pictures and talking with our club. Not to mention they brought out to us our choice of hamburgers or chili dogs, with potato salad, fruit and ice cream.

At the Parkview Estates luncheon on June 21st we had 13 members and 10 vehicles. It was a bit wet and a little cool, but the meal they provided was top notch. Because it was rainy, a few of the residents were able to look at the vehicles. Megan, the activity director, asked if we could bring our cars and trucks to an ice cream social sometime in September or October.

There were six vehicles attending Cool Desert Nights from our club. A few more members came to view all the cars. A couple of our club members went to Lowden to observe the Ted Small Auction Collection that same weekend.

On June 29th was a very pleasant garage and ladies tour! With a large turnout of 44 members and guests at various sections of the tours, as well as excellent facilities to visit, I would say it was a great success. We started at Robbin Johanson's garage for donuts and beverages, and finished at Martha Shreve's for a great luncheon and a peaceful time under the shade trees to discuss the day's event. A special thanks to Robbin Johanson, Dick Johanson, Jack Yale, Bill Houchin and Martha Shreve for opening your garages to us, and to Mary Fraser and Debbi Hannah for providing an alternate tour for the ladies. Thanks to all.

The 25th annual Fourth of July parade in Pasco was another great success as well. With 25 vehicles and 40 members and guests, we had a real fun time waiting for it to start. Only five cars had to drop out of the parade, but no real problem other than overheating. After the parade Jim Sterling and family provided us with a beautiful view of the city and picnic. If there's one thing I know about our club, it is we love food and sharing time with one another.

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We had 17 members and 12 cars attending the July 5th visit to Chenoweth House Assisted Living Center, 1108 W. 5th Ave., in Kennewick. Thanks to their cooks who prepared a wonderful luncheon.

Those who drove included Larry & Sue Campbell, 1967 Chrysler Newport; Clarence Kummer, 1955 Chevrolet 2-door Belair; Dick Johanson, 1954 Kaiser Manhattan; Bob Gough, 1954 Chevrolet pickup; Cory Hannah, 1953 GMC longbed pickup; Robbin & Carolyn Johanson, 1949 Chevrolet 2-door Fleetline; Roger Gress, 1946 Ford 2-door custom coupe; Bill Houchin & Pat Linse, 1946 Mercury coupe; Phil and Dolly Prather, 1942 Ford business coupe; Jim Ayers, 1941 Packard 110 convertible; Jim & Ginger Vetrano, 1931 Studebaker Commander; and Dave Hannah, 1928 Model A Ford leatherback sedan.

When Old Cars Were New

By John Nelson, Trivia Correspondent

OUT OF PLINY OLDS' WALNUT STREET BLACKSMITH SHOP

Oldsmobile is the oldest manufacturer of passenger cars in the United States, and among the oldest in the world. yet the many contributions of Ransom B. i Olds to the automobile industry are often overshadowed by more colorful personalities or financial wizards like Ford, Durant and Chrysler.

Olds was the first to explore all three types of automobiles: steam. electric and gasoline, all before the turn of the century. It was also Olds who pioneered the techniques for mass producing automobiles. The Olds Motor Works was the first company organized specifically to manufacture automobiles on a quantity basis and this concept served as a model for Ford.

In 1887, Ranny built his first steam-powered horseless carriage in his father's Walnut Street blacksmith shop. By 1893 he was devoting his efforts to development of a gasoline internal-combustion engine. In 1895 he and a friend, Frank Clark, whose father operated a small carriage works, drew considerable attention when they drove their first gasoline-powered horseless carriage out of Pliny's shop.

On August 21, 1897, a group of local businessmen incorporated the Olds Motor Vehicle Company with Olds as principal stockholder.

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Their enthusiasm was well founded, and in their first year their new corporation had built four automobiles. Olds felt that Lansing was too narrow a sphere for his early activities but Detroit could offer greater possibilities. So, in 1898 with the help of financiers like Edward Sparrow of Lansing and Samuel Latta Smith of Detroit, the Olds Motor Works was organized in Detroit.



The Lansing plant was retained to produce stationary engines.

In 1891 the Oldsmobile Curved Dash Runabout was developed and produced on the assembly line at Detroit.

Unfortunately, only 425 of them had been built when the Detroit plant was gutted by fire, and the whole operation had to be moved back to Lansing.

This setback was temporary and by the end of 1904 the Lansing plant had produced another 12,000 curved dash automobiles, making the Olds Motor Works of Lansing, Michigan, the most successful and most influential American automobile concern of the first few years of the century.

The Oldsmobile Company introduced nickel plating to the industry in 1907, and chromium plating in 1925.

In 1939 Oldsmobile also became the first manufacturer to offer a fully automatic transmission, the Hydra-Matic Drive, available on a volume basis.

Pliny Old's Walnut Street Blacksmith Shop may be only a memory today, but the Oldsmobile plant now stands on the very property where it once stood.

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In the rearview mirror...



Everyone in Ye Olde Car Club knows, respects and loves her

This Lady Drives a Packard

Ye Olde Car Club has many longtime members, but when it comes to personality, likability and charm, this month's **Guess Who???** is in a class all by herself.

Our **???** has been club president not once or twice, but thrice, *and* she puts on a grand luncheon for her YOCC friends.

??? may drive a Packard, but that is just one of several choice old cars in her stable.

Thanks to her husband, who was another one-of-a-kind gentleman, **???** can choose to drive a 1941 Dodge pickup, a 1934 Auburn sedan, a 1925 Model TT truck, a 1931 Chrysler sedan,

two Packards or one of several fine Hupmobiles.

??? joined YOCC in 1992 after Cork Simmelink extracted \$10 from her husband without saying what it was for.

A lesser known fact is she is the sister of YOCC member Frank Smith of Kennewick.

??? fondly remembers when she and her husband took a 1,000-mile tour in their 1926 Hupmobile roadster in Washington that looped from Mount St. Helens up the peninsula and across the Cascades.

Who is our **???** Give a hi and a hug to Martha Shreve, wife of Vernal Shreve who died in 2008

..Want to suggest for Rearview mirror? Email yocclub@gmail.com