

GAS GAUGE

NOVEMBER 2009

Monthly Newsletter of Ye Olde Car Club

President	Martha Shreve	582-7530
Vice Pres	Phil Prather	374-4100
Treasurer	Ed Edwards	967-9361
Secretary	Jim Vetrano	735-4248
Editor	Dennis Jackson	547-0916
Web Master	Scott Noga	545-5903
Blog Editor	Dennis Jackson	547-0916

Tour to the nut farm

The day began dark with overcast skies, wind out of the northwest, and dust in great abundance. By noon the weather had lightened up a bit and slowly the parking lot at the road 68 Lowe's started to receive club members. By 12:30 pm there were 5 vehicles. We: Bob McClary, Dick Johanson, Phil Prather Mert LaFortune, and Jim Ayers drove to our destination without any trouble. We arrived to the sounds of live music & welcoming voices of enthusiastic promoters thanking us for coming. With empty buckets and gloves we proceeded to the orchard, walking in a somewhat lighter wind. Bob & Phil brought little people who behaved wonderfully. Mert found the biggest nuts in trees opposite the main orchard. After filling



our bucket it was time for music, food, and conversation back at the house. Somores were prepared over a campfire, while hot dogs or sausage with great chili was available on the paddock. Between 2:30 and 3:00 pm members started for home. Next year the weather may be a little better.



Story and pictures submitted by Jim Ayers

We went to the Library

On Sept 1 we were invited to the Mid Columbia Library in Kennewick to promote The Big Read Events. This one in particular was featuring the Maltese Falcon by Dashiell Hammett.



It is one of his Sam Spade detective stories that takes place in the 40's .so our cars fit in very well. Jack brought his 32 Chrysler that Dave and Paula stands (in period costumes) posed in front of. I brought my police crustier ,that's why Dave was dressed as a cop. They put on a really great presentation. The event was catered by O' Callahan's. They had all kinds of cheeses and crackers and fruit and of course cookies. They also had some public speakers, one was the Mayor of Kennewick, sorry I don't re-

member the others, There was also a group playing big band music from that era. Martha brought her 37 Packard. This is not the picture that I took at the library (can't find it) but this is here Packard and I came



in the police cruiser. The display they had set up in the lobby was quite impressive, as you can see from the collage of pictures there was a picture taking cutout of Sam Spade and the typical chalk outline

of the murder victim. My grandson just had to try it out for size.

They also handed out free copies of the Maltese Falcon. This was a very Informative and enjoyable trip.



November Birthdays

2nd	Roy Holmes	24th	Joe Kuhns
8th	Greg Linden	25th	Mike Underwood
9th	Chuck Sundgren	27th	Kathie Petty
10th	Frank Smith	28th	Jolene Kuhns
19th	Bob Ilten		

Anniversaries

22nd	Don and Marti Meyers
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Prez Sez

Another month has gone by so fast it doesn't seem possible!

We had several days when we took cars to show for different promotions in the area. Kennewick Life Care marked their 50th Anniversary with speeches, music, food and a big car show. The Mid Columbia Library received a grant to promote reading and wanted some cars to go along with the book "The Maltese Falcon". Last weekend, we were invited to bring cars to the Richland Cemetery by the CHREST Museum.

A nominating committee has been appointed. If you are asked to serve in as an officer, please give it serious consideration.

The Christmas Party will be December 5th at 6 PM at Tony Roma's in Kennewick next to Costco. We will look forward to seeing all of you there.

Approved List of Full Classic® Cars Built during the 1925* - 1948 Classic Era

- A.C.—All 1925–1940
 Adler—1928–1934 Standard 8
 Alfa Romeo—All
 Alvis—Speed 20, 3-1/2 litre, Speed 25, and 4.3 litre
 Amicar—Application Considered
 Armstrong-Siddeley—1924–1933 Model 30, 1933–1939 Special
 Aston-Martin—All 1927 through 1939
 Auburn—All 8- and 12-cylinder
 Austro-Daimler—All
 Ballot—2LS, 2LT, 2LTS, RH, RH2 & RH3
 Bentley—All from 1919
 Benz—1925–1926, 10/30, 11/40, 16/50, 16/50 Sport
 Blackhawk—All
 B.M.W.—327, 328, 327/8 and 335
 Brewster—All 1934–1936 All Heart Front
 Brough Superior—All 1934–1939
 Bucciali-TAV 8, TAV 30, TAV 12 and Double Huit
 Bugatti—All except Types 52 and 68
 Buick—All 1931–1942 90 Series and Limited
 Cadillac—All 1925 through 1935
 All V-63 from 1923
 All 12 and 16
 1936–1948—63, 65, 67, 70, 72, 75, 80, 85, 90
 1938–1947—60 Special
 1940–1947—62 series
 Chrysler—1926 through 1932 Imperial and Series 80. Includes Series CG, CH, CL
 1932–1939 Custom Imperial Series—CL, CX, CW, C-3, C-11, C-15, C-20, C-24
 1940–1948 Crown Imperial—Includes Series C-27, C-33, C-37, C-40
 Newports and Thunderbolts
 Cord—All
 Cunningham—All V Series from 1916
 Dagmar—6-80
- Daimler—All 8- and 12-cylinder, 6-cylinder, 3-1/2 litre & larger, 1925–34
 Daniels 8—1920–1926 Model D
 Darracq—See Talbot
 Delage—1924–1926 GL and GLS Models, Model D-8
 Delahaye—Series 135, 145, 165, 148
 Delaunay Belleville—6-cylinder
 Doble—All
 Dorris—All
 Duesenberg—All from 1921
 duPont—All
 Eicar 1925–1933, 8-80, 8-81, 8-90, 8-91, 8-92, 120, 130 and 140
 Excelsior—1919–1926 Adex Models, 1925–1932 Albert 1 (Premier Models)
 Farman—All 1925–1931
 Fiat—1923–1927 Model 519, 1928–1931 Model 525, 1938–1940 Model 2800
 Franklin—All models except 1933–34 Olympic
 Georges Irat—1922–1929 2 Litre & 3 Litre, 1930–1934 Lycoming 6- & 8-cylinder
 Graham—1930–1931 Series 137 & 127, 1929–1931
 Graham-Paige—1928–1929 Series 835, 827, 1929–1930 Series 837
 Hispano-Suiza—H6 from 1919, All French models, Spanish models T56, T56B1S, T64
 Horch—All
 Hotchkiss—1929–1940 all 3 & 3-1/2 Litre, AM80, AM80S, 620, 680, 696 Paris-Nice, 696 Grand Sport
 Hudson—1929 Series L
 Humber—1930–1940 Pullan Model
 Hupmobile—1930–1932, Series H and H-225, U and U237
 Invicta—All through 1938
 Isotta Fraschini—All from 1919 except Tipo 8C Monterosa Itala—All
 Jaguar—1946–48 2-1/2 litre, 3-1/2 litre (Mark IV)
 Jensen—All 1936–1939 except 2-1/4 litre
 Jordan—1929–1931 Models G, 90, Great Line 90 and Speed Way Series Z
 Julian—All
 Kissel—1923–28 6-55, 1927 8-75, 1928 8-90 and 8-90 White Eagle, 1929–1930 8-95 White Eagle, 1929–1931 8-126
- Lagonda—All models through 1940 except 1934–1940 Rapier. Two Post-War V-12
 Lanchester—40, 21, 23, 30, 1919–1931
 Lancia—Application Considered
 LaSalle—All 1927 through 1933
 Lincoln—L, from 1920 KA, KB, and K, 1941 168 H and 1942 268 H
 Lincoln Continental—All
 Locomobile—All left hand drive models 48 and all model 90, 1927–29
 Model 8-80, 1929 8-86
 Marmon—All 12- & 16-cylinder, 1925–1926 D-74, 1927 D-75, 1928 75, 1930 Big 8, 1931 88 and Big 8
 Maserati—Application Considered
 Maybach—All
 McFarlan—TV6 and 8
 Mercedes-Benz—All 230 and up, K, S, SS, SSK, SSKL, Grosser and Mannheim
 Mercer—All
 M.G.—1935–1939 SA, 1938–1939 WA
 Minerva—All except 4-cylinder
 Nash—1930 Series 490, 1931 Series 890, 1932 Series 990 & 1090
 1933 Series 1190, 1934 Series 1290, 1940 Sakhnofsky Special Cabriolet
 Packard—All 6-cylinder 226–233, 326–333, 426–433, 526–533
 All 8-cylinder 1923–1934
 All 12-cylinder 1932–1939
 1935 Models 1200 through 1205, 1207 and 1208
 1936 Models 1400 through 1405, 1407 and 1408
 1937 Models 1500 through 1502 and 1506 through 1508
 1938 Models 1603 through 1605, 1607 and 1608
 1939 Models 1703, 1705, 1707, and 1708
 1940 Models 1803, 1804, 1805, 1806, 1807 and 1808
 1941 Models 1903, 1904, 1905, 1906, 1907 and 1908
 1942 Models 2023, 2003, 2004, 2005, 2055, 2006, 2007, and 2008
- 1946–1947 Models 2103, 2106 and 2126
 All Darrin-bodied
 Peerless—1925 Series 57, 1926–1928 Series 69, 1930–1931 Custom 8, 1932 Deluxe Custom 8
 Pierce-Arrow—1921 Series 32, 1922 and up Series 33, all from 1925
 Railton—Application Considered
 Renault—45 HP (40CV) to 1928, 40 hp (41CV) Reinastella, Reinasport, 1929–1934, 8-cylinder Nervahuit, Nervastella, Nervasport (Suprastella)
 Reo—1931–1934, Royale 8-cylinder
 ReVerre—All
 Roamer—All Rochester-Duesenberg 4-cylinder, 1925 6-54E, 1925–1929 8-88, 1929–1931 8-125
 Rohr—Application Considered
 Rolls-Royce—All from 1919
 Ruxton—All
 Squire—All
 S.S. and SS Jaguar—1932 through 1940 S.S. 1, S.S. 90, SS Jaguar and SS Jaguar 100
 Stearns Knight—All
 Stevens Duryea—All
 Steyer—Application Considered
 Studebaker—1928 8-cylinder President and 1929–1933 President except Model 82
 Stutz—All
 Sunbeam—8-cylinder and 3-litre twin cam
 Talbot—(GB) 105 and 110
 Talbot (F), Darracq (GB), Talbot-Lago (F)—8-cylinder 1930–1935, 4 Litre 6-cylinder 1936–1939, 4-1/2 Litre 1946–1948
 Tatra—1927–1948 Models T70, T70A, T80, T77, T77A and T87 with prewar styling
 Triumph—Dolomite 8 and Gloria 6
 Vauxhall—25-70 and 30-98
 Voisin—All
 Willis Sainte Claire—All from 1921
 Willys-Knight—Series 66, 66A, 66B—Custom bodied only—Application Considered

Last name _____ first _____ Spouse _____
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Classic cars owned _____

Please submit with your check for \$15.00 for annual dues

**THE FORM ON THE PREVIOUS PAGE
NEEDS TO BE FILLED OUT AND SENT
TO
DENNIS JACKSON.
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TO UP DATE ROSTER**

What's Happening

- Nov 7th West Richland Veterans Day Parade 8am on Van Geisen. Contact Ed Edwards for details.
- Dec 5th Christmas Dinner Tony Roma's 6pm

Thoughts to Ponder

Did you ever notice when you put together the words The and IRS they spell Theirs?.....

Some people try to turn back their odometer. Not me, I want people to know why I look this way. I've traveled a long way and some of the roads weren't paved.

Aging: Eventually you will reach a point when you stop lying about your age and start bragging about it.

Trip to the Cemetery

This trip was to visit not to stay, However there was one who thought differently. It seem that Russ Armstrong received a call from his doctor while he was there. He was told that his recent blood work was very good, I guess he considered that a Governor's pardon. He didn't have to stay there. On Friday, Oct. 23 the CREST Museum of Rich land sponsored a cemetery visit for schoolchildren. Our club provided antique cars for atmosphere.

The actors and actresses were dressed in period costumes for the era in which the buried folks lived. They represented ordinary working people instead of the well known folks of Richland's early days.

They did an excellent job of telling the audiences of their lives prior to their deaths.

It was a bit sad about the young men, women, and children whose lives were cut short due to various illnesses.

When the stories were told the actors/actresses simply stopped and looked off into space. At this point, the guide for each group who was dressed as the grim reaper continued the stories on about what happened to the departed families after their deaths. I noticed that the earliest grave in the cemetery was of a young boy who was buried in 1906.

It was an interesting presentation for this time of year and made the graves more interesting than just gravestones in a cemetery. Friday was rainy so the actors/actresses were under canopies so they wouldn't get wet. Due to the weather we had a light turnout of cars. Martha, Duane Rabe and I brought closed cars but Russ Armstrong braved the elements and brought his Model T Touring with no side curtains. I elected not to bring my T Touring! On Sat. the event was open to the general public and the weather was nice. We had a better turnout with Martha, Jack Yale, Duane Rabe, John Nelson, Russ and Jane Armstrong, and I. Russ brought two cars and I elected to bring the T touring this time. We even attracted an errant Model T sedan

from Paul Dionne, a member of the Model T club.

We had good times visiting and even managed to get away to the Spudnut Shop for some low calorie snacking. It's amazing how that donut shop can manage to do that!

Submitted by Fred Fraser

Some of the cars that showed up are : First row: Martha's Packard and a model "T" owned by Paul Dionne from the "T" club, 2nd row: John Nelson's screenside and his 29 touring, 3rd row: Duane Rabe's Falcon and Jack's 31 Chrysler. 4th row: Russ Armstrong's blue Star and red "T".



November 2009



1920 Lexington

The 1920 Lexington "Lex-sedan" was one of several early predecessors of the pillarless "four-door hardtop."

For 1920, Lexington offered a "greatly improved chassis," with a new feature called the "lexi-gasifier," incorporated into the combined intake and exhaust manifold. It served to completely "gasify" all fuel on its way to the combustion chamber, resulting in more power, less wasted fuel! Cable-operated mechanical brakes were an improvement over the old rod-operated type. (Later, in the 1930s, cable-operated mechanical brakes would be sometimes referred to as "steeldraulic," capitalizing on the rising popularity of genuine hydraulic brakes.)

The Lex-Sedan was claimed to be superior because the body was built for the top instead of vice versa. Thus the

car was lighter than rival manufacturers' sedans, and also less top-heavy.

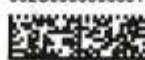
Still another feature of the 1920 Lexington was the vacuum-controlled, two-way headlamp system, which dipped the beam to a lower position instead of merely dimming it and losing road visibility ahead.

On the Lex-Sedan, the six side windows were of equal size, and could be partially lowered, or completely removed—along with the center-posts, as seen here.

"Unified frame" was another Lexington feature (continued from 1919), as was the "one-finger" emergency brake.

Later in 1920, Lexington Motor Company became a part of the United States Automotive Corporation. The winter of 1920-1921 was a recession period, and there were many failures, mergers, and takeovers. Only the stronger companies made it through the 1920s (not to mention the 1930s).

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