

# GAS GAUGE

## JANUARY 2011

### Monthly Newsletter of Ye Olde Car Club

President	Jim Ayers	619-1895
Vice Pres	Ron Smith	628-9662
Treasurer	Bob Gough	628-1493
Secretary	Martha Shreve	582-7530
	Mary Fraser	946-9850
Editor	Dennis Jackson	547-0916
Web Master	Scott Noga	545-5903
Blog Editor	Dennis Jackson	547-0916

### Message from incoming Pres

Hello members:

Our first outing for the year 2011 will be on January 15 at the Round Table Pizza on Gage and Leslie in Kennewick between 3 and 5 pm.



His Honor  
Jim Ayers

Jim Vetrano has agreed to host Ginger's famous Chocolate Extravaganza at their home on 1931 Yellowstone Ave. He and Ginger have been putting this very entertaining event on for many years. If you haven't attended one of these, think about it. Just bring a small item made with chocolate and join the party. The news letter will have the date and time when it is established.

If you have any ideas about where you would like to travel on a tour with the car club, please respond to this E-mail or mention it a one of our Wednesday morning meetings at Sterling's Kennewick store so

planning can start. In 2010 we had a one day drive to Hood River, Or to view the Airplane/Car muesum in the Spring and spent 4 days driving to a car show in Nelson BC during the Fall. It would be great to keep this up and have more people involved. It doesn't take much time or planning to put on an event, so think about it and let me know some of your ideas.

The resulting list of new officers per voting at the Christmas Party on 12/17/10 is as follows:

President	Jim Ayers
Vice President	Ron Smith
Secretary(s)	Mary Fraser and Martha Shreve
Treasurer	Bob Gough
Editor	Dennis Jackson
Web Master	Scott Noga

Thank you, one and all, for making the year 2010 so much fun. Club members attended 36 different events during the year. Let's do it again.

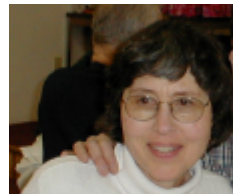
Thank you, Jim Ayers



Vice pres Ron Smith



Tres Bob Gough



Secretaries Martha Shreve & Mary Fraser

# Apology from editor

In the last news letter I stressed the fact that we were going to change the format of the news letter to e-mail and that **it was very very important that you send me an e-mail** so I could insert your e-mail address in to the mail list. Now here comes the apology, I forgot to include my e-mail address, Sorry. Well here it is now olddodge@charter.net. So, armed with that information, would you all please send me an e-mail with the word e-mail in the subject line. Thank you very much!! , Dennis

## Another new car in the club.



Guess  
What  
It  
Is  
?

And  
Whose  
It  
Is  
!



## January Birthdays

1st	Ed Edwards	13th	Duane Rabe
2nd	Martha Varnado	14th	Terry Shegrud
5th	Jack Varnado	17th	Marilyn LaFortune
6th	Ron Smith	18th	Wayne Williams
6th	Ron Johnson	22nd	Mary Fraser
9th	Marlene Kuch	25th	Judy Bugi

## Anniversaries

5th	Red and Sally Rutherford
13th	Earnie and Judy Oeder
23rd	Bob and Delores McClary
28th	Bob and Ruth Ilten

## Thoughts to ponder

I have kleptomania, but when it gets bad,  
I take something for it.

My short-term memory is not as sharp as it used to be.  
Also, my short-term memory's not as sharp as it used to be.

The statement below is true.  
The statement above is false.

Dyslexics Have More Nuf.

## What's Happening

January 15 Pizza party at Round table  
on Gage and leslie 3pm to ??????

# December Prez Sez

Well, another year is under our belts. I want to thank everyone for the great interest in all of our activities, this last year. I think our club made a good showing, thanks to all. Thanks for all your support.

Our Christmas party was really fun and I am sure with Jim Ayres as President, Ron Smith as Vice President, Mary Fraser & Martha Shreve as Secretary (s) Bob Gough as Treasurer. Dennis Jackson as Editor. I know they will all do an excellent job.

I would also like to thank Ed Edwards and Jim Vetrano for all their hard work over the years. They were such an asset to our club.

We have a great Car Club and I know Jim and Ron will put together another great year of activities. Good luck Jim and thanks to all.

We also presented a Life time Service Award to Red Rutherford



# Happy New Year

**BUILT IN IDAHO IN THE 1970s ; LOOKS LIKE A EUROPEAN CAR OF 1950 !**

(LEATA MEANS "LITTLE" IN NORWEGIAN, (ACCORDING TO MFR.)

**1975 LEATA** COUPE (SMALL CAR)

4 CYLINDERS UP TO 50 MILES PER GALLON (ON REGULAR LEADED GAS)

MFD. IN POST FALLS, IDAHO BY DONALD E. STINEBAUGH, HIS 3 SONS, and 12 EMPLOYEES.

PRICED BELOW \$3000., INCLUDING A RADIO, ELECTRIC SPEEDOMETER, WATER TEMP., GAS, OIL PRESSURE, and BATTERY OUTPUT GAUGES.

FIBERGLASS BODY

DIAMOND-PLEATED NAUGAHYDE INTERIOR

PRODUCTION RATE = ONE A DAY.

EASILY CONVERTS TO A SNOWMOBILE OR DUNE BUGGY!

DETAILS THANKS TO WALT THAYER, WENATCHEE, WA.

TAD 4-8

ALSO AVAIL. AS A SMALL PICKUP TRUCK.

## 1975 Leata

**A**t first glance, this might appear to be a British or French car from the early 1950s—or even the late '40s. The heavy-looking wheels, of course, don't look "original" from that era.

In actuality, this car dates only to the mid-1970s, and it's American! Unless you happened to live in Idaho or in the Spokane, Wash. area in the 1970s, chances are that you never knew the Leata existed. Advertising for the car is virtually nonexistent.

The Leata was "fully licensable" in the Northwest, but it's likely that it might not have passed California's stringent smog and safety regulations, which ruled out many small cars at that time. Donald E. Stinebaugh, the manufacturer of the car, originally designed the Leata's engine. The engine design was then sold to a "commercial manufacturer who has refined the product and is mass

producing it." Though the Leata's name and styling seem European, Stinebaugh was quoted as having designed it with the look of a 1941 Lincoln Continental in mind (evident mainly by the shape of the windshield). The Leata was in the planning stage for two years.

In 1975, Stinebaugh was quoted as having 1,000 standing orders for what his employees termed "the cutest car around."

The interior of the Leata had a customized look, with its two-toned, diamond-pleated Naugahyde and its row of five dark-faced circular gauges set in a somewhat rectangular panel directly above the small, racing-style steering wheel.

Stinebaugh hoped to increase production from one to three cars a day. He'd have to, in order to fulfill 1,000 orders in less than three years!