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Official newsletter of Ye Olde Car Club



Dedicated to  
Having fun with the past



## 1907 Klink

John F. Klink, a commercial photographer, in partnership with Charles Day, founded the Klink Motor Car Manufacturing Co. in March 1907. There were fifteen workers at the small Klink factory, with Charles Day as general superintendent. Shop foreman was Harvey Toms, a local bicycle repairman who had custom built a car for John Klink in 1906.

In May 1907, the first Klink automobile, a touring car, was completed. Initial cars were fours, but in 1909 a six-cylinder model was introduced.

During 1909, Charles Day quit the company after a dispute with John Klink. Day had plans to manufacture another car under his own name, but that never came to pass.

Short of working capital and new orders, John Klink shut down his factory in September 1909. Early in 1910, he re-hired two former employees to build two final Klink cars from leftover parts. Unable to sell his two 1910 models, Klink returned to photography and kept the pair of unsold, unused \$2,000 Klink cars in a building behind his studio. They may have gathered dust, but the two rare old cars were still "new" when they were unceremoniously hauled off for scrap in 1934.

As for the illustrated 1907 roadster, this was the second car produced by Klink's company. Since there were various sizes and models of 1907-1910 Klink autos, and only about twenty units produced in all, few were alike.

# GAS GAUGE

Official newsletter of Ye Olde Car Club



Roy Holmes got himself a real sweetie here in his 50 Chevy Woody

AUGUST 2002

## CLUB OFFICERS

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## FOURTH OF JULY PARADE AND SHOW AND SHINE

We didn't have much of a turnout at this years Parade. I wasn't there at the parade but was told that we only had five cars show up. We had even less (two cars ) show up at the show and shine in Columbia park. In spite of our small showing at the parade we still took 2nd place in the classic car category, or I think we did. The shreves were told that we won second place and that the Model "A" club took first. However the Tri-cycle herald reported that the Shriners took first , someone on a motor cycle was 2nd, and the Model "A" club was 3rd.

We were presented a beautiful embossed folder from the parade committee that contained nothing! So I guess they don't know whether we won any thing or not either. Last year Kennewick had a parade and Show and Shine in the park. The turn out

### THOUGHTS TO PONDER

The probability of someone watching you is proportional to the stupidity of your action.



Gas Gauge

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## AUGUST BIRTHDAYS

1st	Ray Benson
1st	Elaine Kutrowski
2nd	Lisa Gordon
5th	Dola Benson
7th	Della Barger
7th	Mary Goldgrave
9th	Jack Barger
10th	Dennis McGrath
18th	Carolyn Shreve
22nd	Gayle Noga
23rd	Edris Shegrud
25th	Rick Vance
26th	Delores Benson
27th	Julia Jeperson

## AUGUST ANNIVERSARYS

1st	Jack & Della Barger
3rd	Art & Mary Goldgrave
5th	Ron & Nancy Sponseller
6th	Ward & Denise Moberg
8th	Dale & Kaye Henson
8th	Fred & Mary Fraser
9th	Larry & Flo Andrews
12th	Rod & Jeanene Landby
17th	Robert & Sheri Gordon
25th	James & Carol Stafford
29th	Dwight & Lorretta Underwood

If any of this information is incorrect please let me know @ 547-0916 Or it will not be changed.

## PLANNED ACTIVITIES

- Aug 17th B-F Fair Parade, and Jacks place
- Sept 2nd Prosser States day
- Sept 14th Elbe train trip
- Oct ? Apple Squeezin Trip
- Nov ? Farm machine light show
- Dec ? Christmas Party.

## BENTON/FRANKLIN FAIR PARADE

The parade will be held on Saturday August 17th at 11:00 am. Participants may check in for staging beginning at 8:00 am on Vineyard Street in front of Big 5 Sporting goods Store. The judging will begin at 9:15. WE NEED YOU ALL THERE..

## AFTER THE PARADE

We are all going to Jack and Peggy Yale's house for lunch. If you don't know how to get there call Jack @ 586-4933 or just follow the crowd after the parade. You don't have to be in the parade to be welcome at the lunch, but we would like to have a large turn out at the parade.

Vern Should of said.

"Nostalgia is wonderful—  
It's like a grammar lesson!  
You find the present tense  
And the past perfect

fairly good. The weather was very hot and the parade was poorly organized. I guess that is why we had such a small turn out this year. In fact there was probably less than half of the cars that there were last year and they were all newer cars and hot rods.

I said we only had two cars at the show and shine, that's not quite right. We had Bob Harman show up with his newly re-stored 1937 Chevy truck. However he wasn't aware that he was coming as part of our club. He knows now.!

He is now a re-in-stated, dues pay-ing member in good standing. We had some walk-ins too. Lee Noga and his friend Lois Mullin showed up on foot , and so did Richard Kuch. So I guess we had a



better showing than first thought. Jack and Peggy Yale brought their Auburn Boat-tail and the Jacksons (Karla and Dennis ) showed up in their DeSoto. Karla and Dennis brought



all the fixins for a bar-b-que, pasta salad, bratwurst, chips buns, and condiments. No-body showed up so, (it was a tough job but some one had to do it) Jack and I had to eat it all.." I can't believe we ate the whole thing"



## OTHER JULY ACTIVITIES

We , meaning The Yale's, The Shreves, and the Jacksons, accepted an invitation from Red Rutherford to have breakfast at the Senior Citizens Center in Kennewick. However, it seems no one at the center knew we were coming and they weren't serving breakfast that day. So we all went to Francisco's for breakfast in a smoke filled room. Red must have felt bad about the mix up (I don't know why, just because we rode him about it all through breakfast) because when it came time to pay our bill we find out Red had already paid for it. Thanks Red!



## BREAKFAST AT THE SHREVES

As Usual we had a great turnout. We even had people come from as far as Yakima to have breakfast. How does that make you people, who live right here in town and didn't come, feel?



The food was great , ham, bacon eggs to your liking fruit , pancakes biscuits and gravy, quiche I think, coffee and juice. Vern Showed of three of the best cars he has. Aren't they beauties?

## GUESS WHO

Now I know that they are both very cute, but the one we are interested in is the one sitting in the back. This one should be easy, because she can, even now, be found "horsing around"

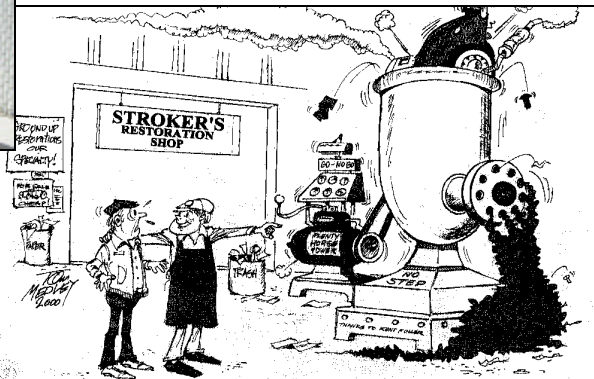
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We had several guesses on last months Guess Who ranging from Myrtle Nesbitt to Phylliss Diller. Lo and behold it was our lovely Martha Shreve.



Well it is the 4th of July, so I thought we needed to show some one patriotic, (my grandson, Cole Acosta)

The name on this shop is wrong it should read Jack Yale's Restoration And Fixit Shop.



*You said you wanted a ground up restoration!*

There is another auction of Harold LeMay's "stuff". The auction of what they call support cars (parts cars) will be held on Saturday August 31st at 12 noon. Preview will be at 9:00 am It will be held in concurrence with LeMay Annual Car Show at 423 152nd st E. Spanaway Wa.



## OTHER MEMBER ACTIVITY

In June Audrey Simmelink and Lea Hawkins drove the 38 Packard on the 8th Red Rock Rendezvous. All the cars were 1914 and older,

but because Cork was instrumental in planning these tours, they were allowed to drive the Packard as the tour Marshal. The tour started in Billings Montana and from there went to



Sheridan, Cody, Yellowstone, Jackson Hole Wy., Logan Ut, Burley, Red Fish, Salmon Id., Missoula, Bigfork, Many Glaciers, and Great Fall Mt. At this point Lea and Audrey packed up and came home because Audrey's tennis team had to compete in Sun River Or. Of course they won and are headed to nationals in San Diego in October. Nancy and John Brunke continued on with the tour to Virginia City, Gardiner, Red Lodge, and back to Billings. There was a variety of cars on the tour including 3 Stanley Steamers, a Peerless, 3 Stevens Duryea, 2 Pierce Arrows, two Cadillac's, Abbot Detroit, Locomobile, Marmon, Rambler, Franklin, Overland, Buick, Oldsmobile, Hudson, Havens, Lewis, and a Lohr. The cars came from all over Fl, NH, Ma, Il, Ga, Ca, Tn, Oh, Mi, Pa, Ut, N.C, and Wa.

Thanks to Jack and Peggy Yale, Vernal and Martha Shreve, the Packard, Audrey, and Lea got home safe and sound.

So fix up your pre 1914's and come along in two years.

**It's a blast!!**



We did in fact have out of town guests at breakfast that morn. Gill and Odetta linden came all the way from Yakima in Odetta's newly restored Dodge Roadster. After breakfast people toured Vern's garage. I think he actually sold some thing. These outings are a great time to meet other members

and share stories and tales of woe about our experiences with our old cars. Our next outing will be the Benton/Franklin Co. parade and the lunch at the Yale museum. Try to make this one. See you there.



## READERS CORNER

### FROM BEST BRO' TO BEST OF SHOW The restoration of my 40 Plymouth

by Dwight Underwood



Upon retiring some years ago from a near lifetime of restoration of mechanical monster, I had a strong desire to do a complete "frame off" restoration of a vintage convertible. Brothers Dave and Dwight, as you know, had early years of experience refurbishing lots of "stuff". In later years while attending high schools in Walla Walla and Richland, I worked after hours in welding, fabrication, auto and paint shops, like Old Richland Motors and Tiny Remuths Paint Shop. I bought well used cars from Johny Gerdes Used Lot on time payments. Tiny would let us "sanding and prep guys" use his shop air hose and paint gun and allow us to run the hose out the back door (after hours) to use up his miss matched auto paint. Ha! "What is the point of this revelation" you ask? Well after many years of rebuilding, welding, painting, restoring various makes and models of other peoples heavy equipment, I wanted to restore a vintage convertible for myself.

Well here is the story. Brother Dave had lots of "stuff". His glory was to find a scarce open car and supply a parts car to accompany it. A "do it your self kit" "sort of a thing. So Dave and I did some bargaining/trading and I picked the 40 Plymouth convertible, which has a Briggs body. Oh yes, and two parts cars. We assembled the best of major parts and pieces together to make a rolling project. One day our dad stopped by to see brothers Dave and Dwight's assembly progress and after he saw what we had done, he stated, "I've pushed better stuff than this off cliffs". He further advised us "boys don't spend any more money on it". I spent a year and some months on this total restoration, however the most recent paint job was done by Dave's son Dave (mike) Under wood. He is quite the craftsman.

Now for the rest of the story. Loretta and I were married some 3 plus years ago (August 29th to be exact). The 40 Plymouth convertible was our carriage of choice to and from the church in Olympia Wa. We led a procession of vintage cars with close family and friends, including Ye Olde Car Club guys and gals to the Centralia/Chehlis Car Club Facility and club house. Another good time was had by all.



Till we meet again, keep your sunny side up.  
Dwight and Loretta Underwood

### Hints for making a modern dress look vintage From Jane Armstrong

Nordstrom's catalog came the other day and on page 39 there is a dress which can be given a vintage look with some thought. The dress lends itself to "the look". It is bias cut sheer georgette over a lining. It has a keyhole neck fastening, no zipper. So there you have the basic beginnings of vintage.

For a 1922 and earlier dress, use the long style, fashion a sash at the waistline. Let it trail down in some sort of back interest. For 1923 thru 1930 place the sash about 3" below the waist, again creating some sort of back interest. 1923-1924 could choose the longer style, and 1925 - 1930 could choose the shorter version for day and the longer version for evening. A person could also use this dress for the 30's. Use the longer version with no belt. Since indi-

viduals of the same size vary, some may need to take the waistline seams in to make the dress fit close to the body.

And look at that wonderful embroidered piano shawl, I think Nordstrom's has been reading my mail. I realize many are not willing to pay this price, but it gives you something to look for. You may even have something in your closet that will

work. Or when

you shop Good Will, you may just luck out and find a dress that will work for the vintage look.







rial. There was not too much selection in patterns but there are several that can be adapted. Simplicity 5902, 7964, 9631, 9103, are examples. Vogue 2535 is my personal preference as it is ac-

tually a 1928 design. McCall's 3513, 2117 (lower ties) and 3385 (not my preference) would work. Butterick 3443, 3378, 3021, 5467, 3246 and 6929 could be adapted with some thought.

The good news is I saw lots of fabric that would be suitable for a vintage costume. I was surprised. They even had a good feel to them, silky cottons and polyester that feels and looks like old silk. JoAnn's was having a sale so I was able to buy cotton for \$1.79 a yard and polyester silk for \$1.99 a yard. I'm definitely interested in economy.

Remember, no zippers. Garments were fastened with buttons and buttonholes, snaps, or hooks and eyes, either on the shoulder or the side or both. The bateau neckline was very popular in the early 20's. Later, V-necks or U-necks were fashionable. You will see dresses with a low neckline and a "modesty" insert. This would also be a way to fasten the garment, the modesty piece would snap on the left side of the dress. A high neck dress would be fastened in the back with a button and loop closure, then open with a 6" or so slit. Garments are still being fastened this way.

Something else a person could do is to trim a dress made of new fabric with old lace. Lace and lace collars are more readily available than a whole dress and usually not very expensive.

This article is turning out longer than I thought, so I'm going to close here and continue next month.



These are my choices???



Great choice, but where's the trunk



Dwight and his Plymouth



**BEST OF SHOW**



**THE WEDDING CAR**

# DRESSING THE PART

By JANE ARMSTRONG

## WHAT DO I DO NOW?



Several people have indicated they are interested in dressing the part, but still aren't sure how to get started. I thought I'd give a brief review of styling for the 20's as that seems to be the decade most people are interested in. Some of this will be repetition, so please bear with me. In the future I'll tackle the 30's, then 40's and then 50's.



The following illustrations are from the Amazon Vinegar and Pickling Works Authentic Patterns from the Past Catalog. They illustrate the progression of fashion from 1920 to 1929. They have more patterns, this is a selection of different details.

At the beginning of the decade, styles were still long, just above the ankles, and the waistline was still at the waist. Tunics over an undergarment or with an attached flounce were in vogue as were dresses with

a bodice and skirt. As the decade progressed, by 1925 hemlines were about at the knee and the waistline was lowered. You can pick a style where the bodice blouses slightly over the dropped waistline or where the bodice is smooth to the dropped waistline. Most of the time they used a belt of some kind to define the waist seam, a piece of cloth tied with a bow is fine, a belt would be appropriate for a more tailored style.



Tiered skirts were fashionable, as was a straight line or even a flared skirt. Notice for evening that in the front the hemline is at the knee and it drops to a point down the back, usually reaching the floor. Decoration is one of our problems as they used embroidery, lace, tucks etc. to embellish a dress. But a

little thought can net you a very nice costume. And think costume, that is what we want to create.

Fabric, print and color do as much as anything to set the tone of your costume. For the most part, colors in the 20's were muted or grayed. Green, blue, peach, apricot, taupe, rust, gray, pink, navy, brown, black and white were popular colors. Even scarlet was worn but I believe you will find scarlet used mainly for evening. Prints were small.

Fabrics would include cotton such as calico, gingham, percale, lawn, batiste, twill, pique. Silk Fabrics would come in crepe, crepe de chine, shantung, satin charmeuse chiffon, taffeta, georgette, or velvet. Silk could be very dressy or not so dressy depending on style. Both day and evening dresses can be fashioned out of silk. Also linen was very popular. Wool is the other natural fiber but that's a little warm for summer tours. We can use modern synthetics, some fabrics will just give "the look" better than others.

I went to JoAnn's Fabrics to look for modern patterns that could be adapted for 20's styling and to see what they had for mate-

