

GAS GAUGE

JULY 2011

Monthly Newsletter of Ye Olde Car Club

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4th of July Parade

There is not too much one can say about a parade that one didn't see (since I was in it) except as far as I know we didn't win any trophies. Phil Prather in his Model "T" Seemed to have quite a bit of fun taking his steering wheel off and offering to give it to the crown. His fun was spoiled by Dennis Jackson in his police car trying to arrest him. We had one of the largest turnouts that



we have ever had, I think I counted 25 cars. I think I



might know the reason for the large turnout. Jim Sterling invited us to his home for **free** food after the parade.



Speaking of After the Parade

As I mentioned a bit ago, we were invited to Jim Sterling's home for **FREE FOOD**. The food may have been free, but it tasted like we might have paid a lot at a 5 Star restaurant. Our group was first.



Then the second group showed up

The second group

Now these guys had some nice cars, not that our's aren't, but theirs are ??? !!! Well you know



Aug Birthdays

1 st	Ray Benson	18 th	Carolyn Shreve
1 st	Elaine Kutrowski	22 nd	Gayle Noga
7 th	Della Barger	23 rd	Edris Shegrud
9 th	Jack Barger	26 th	Delores Benson

Anniversaries

1 st	Jack & Della Barger
6 th	Ward & Denise Moberg
8 th	Fred & Mary Fraser
9 th	Larry & Flo Andrews
29 th	Dwight & Lorretta Underwood

CARS FOR SALE



1939 Jaguar Replica
car Ford V-6 motor
and running gear
New top and curtains
\$25,500

1954 MG-Tf Super
charged Wire Wheels
New top and side
curtains
\$25,000



Contact Paul Toberg 509-430-0526

Aug Prez Sez

It's sunny and warm in the Tri-Cities. The garden is really producing and the garage is getting hot. Meanwhile, Ye Olde Car Club members attending several shows and community service events.

On July 4th Ye Old Car Club attended the Independence Day Parade in Pasco. We had 25 cars in the Parade. That's a new record for our club in this parade and about a dozen more than last year.

On July, 16th the club attended Canyon Lakes Manor luncheon around 12:00 noon. Wayne Williams was happy to see all of us there. There must have been over 20 cars.

The new Harley Davidson dealership put on show and shine for cars and motorcycles on July 23, in Kennewick. The club won 3 out of 6 trophies.

Jack Yale--Best of Show, Car
Sam Hansen—Best Original Car
David Stands--Best of Show, Motorcycle

On July 30-31 and August 6-7 the Steam-Up will be available at Brooks, Oregon. This is a 50 acre complex that has almost every imaginable piece of old machinery in working order. It takes about 500 people to put this event on so it is large.

On August 9 at 6:00 in Richland the club is having an olde fashioned picnic. Mary Fraser has arranged for us to use gazebo #1 in Leslie Groves Park. Just bring pot luck salads, biscuits, or desserts. This is just a casual get together, so bring your smiles your favorite chair.

On August 11th through the 13th there is Covered Bridges Tour just outside Salem, or. Ron Smith has 8 room blocked out for the club at the Salem Shilo Inn on Market and I-5.

Call before 8/8/11 to get the club rate, \$75.00.

On August 20th the club will attend the Benton/Franklin County Fair Parade. Phil Prather inviting us to come to his home for a pot-luck lunch after the fair parade. The club will provide meat and beverages.

President, Jim Ayers

Minutes of July Meetings

On July 6th Ron Smith asked if the club would like to purchase baseball caps for all members with our club logo on the front. The caps cost \$5.50 each. He showed a more colorful version of our usual yellow and green logo and stated we could choose either one for the caps. Martha Shreve made a motion that we get all hats in the yellow and green logo, and Roy Holmes seconded it. The motion did not pass. Ron Smith made a motion that half the hats have the yellow and green logos and the other half have the multi-colored version similar to the original radiator emblem. Bill Hutchins seconded this motion. President Jim entertained a motion that asked if we want new hats. The club voted "yes." On July 20th Jim Ayers passed around drawings of the caps we have decided the club will buy. These drawings meet with the approval of the members. On July 27th Ron Smith submitted a bill for the cost of producing the hats.

On July 13th Jim Ayers passed around a Tie Tack emblem brought in by Bill Houchin. It was constructed very much like the original club radiator emblem. Crown Awards Company back in New York made the ornament. On July 14th Jim called the company and they said at 100 units they could construct the emblem for about \$6.00 per unit. We need a picture and the dimensions of the emblem for a solid quote. On July 20th Ron Smith suggested that we ask for a sample similar to our emblem to check for quality. Jim Ayers is checking on a sample.

**WILLYS-KNIGHT
"GREAT
SIX"
66-B
EARLY
1930
MODEL
WITH
TUBULAR
BUMPER
(BUILT
SUMMER,
1929.)**

**82 H.P.
@ 3200 RPM**

**\$1895. f.o.b.
(\$2245. ON
WEST COAST)**

**LATER MODEL
HAS 3-PIECE
LEAF BUMPER
(FLAT) and
116W 87 H.P.**

**6-CYLINDER
SLEEVE VALVE
KNIGHT ENG.
33 3/8" x 4 3/4"
255 CU. INCHES
5.50 COMPRESS.
3592 LBS. WT.
4.6 GEAR RATIO**

HAPPY EASTER!

**120" WHEELBASE 6.00 x 19 TIRES BENDIX MECHANICAL BRAKES
"GREAT 6" ROADSTER HAS UNIQUE "CHECKERBOARD PATTERN" ON DOORS.
WILLYS-KNIGHTS AVAILABLE 1914-1933, FROM WILLYS-OVERLAND, TOLEDO, OHIO.**

4-7 4AP

1930 Willys-Knight Great Six

The restyled Willys-Knight Great Six was introduced in 1929 and continued with few changes into 1930. Other body styles were available (coupe, sedan, and five-passenger coupe), and each type was priced, f.o.b. at factory, at \$1,895. But, the illustrated roadster is particularly interesting because of the attractive sweep mouldings on cowl and body, and because of the novel checkerboard pattern on doors and surrounding sheet metal. This one is readily distinguishable from any other car!

In July 1929, the new Great Six was proclaimed to be "the most beautiful automobile that Willys-Overland's designers have ever created," and it bore little of the look of the older, smaller Willys-Knights. Vertical automatic radiator shutters were standard

equipment, as were the new door vents on the sides of the hood. Wire wheels were standard equipment on the early Great Sixes of the 1929-1930 season, and early models (as illustrated) sported the tubular bumpers.

A striking car in any crowd, the roadster sported pale green fenders and chassis apron, which was unusual in an era when most cars had black fenders, or at least a darker color below. One reason dark tones were typical on fenders and chassis was because these areas would then be less likely to show stains from oil, dust, mud, etc.

Wire wheels and checkerboard strips were pale yellow on the Great Six roadster, with spares mounted in fender wells. In the years that have passed since it was new, this roadster has become a classic!