

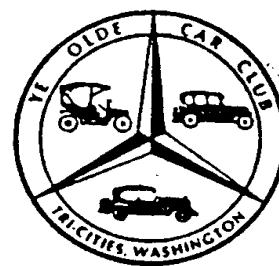
GAS GAUGE

Official newsletter of Ye Olde Car Club
Club



Now here is a **purdy** car. It is a 1935 Auburn Boat-tail. The picture does not do it justice, your have to see it. Call Jack Yale to have him show you his new baby

MAY 2002



APRIL GARAGE TOUR

By line by **Jane Armstrong**

On April 20, 2002, 21 cars assembled at the Flashcube in Kennewick to begin a tour to Moxee to visit the Linden's and the Duffield's. It was a beautiful sunny day, perfect for an



Denny Kehl showing his best side.

outing. Our route took us along the Yakima River through countryside strewn with some lovely orchards. We were a little early, most of the trees were just beginning to bloom. The hillsides were turning green and lots of spring flowers were blossoming. Pasturelands were lush, cows were "outstanding" in their fields. As we topped Johnson Road at Wilgus, Mount Adams popped into view. The

sky was hazy but it was a magnificent sight. Mountain View Road afforded us a view of Adams with orchards spread out along the hillside down to the river like a patchwork quilt. We stopped in Mabton at the home of Wayne and Donna Shreve for cookies and drink. One can't travel too far without something to eat. The Shreve home is lovely and all appreciated their hospitality. They joined our party for the rest of the trip to Yakima. As we left Mabton on Highway 22, Mount Rainier came into our



view. If you can't tell, I love to see the mountains. For those who thought we went too slow on our way to Mabton, blame Vern. He said that 25 Hupmobile only

(Continued on page 2)

CLUB OFFICERS

Pres	Martha Shreve	582-7530
V.Pres	Ed Edwards	967-9361
Treas	Jim Vertrano	735-4248
Sec	Dennis Jackson	547-0916
Editor	Dennis Jackson	547-0916
Web	Scott Noga	

BOARD OF DIRECTORS

Bob McClary	783-3622
Jim Mokler	735-2942
Bob Rupp	586-9731
Gary Stredwick	586-9676

Inside this issue:

Garage tour	1
More garage tour	2
Article of interest	3
Article con't	4
Broad more show & Shine & Calendar	5
Tour suggestion	6
Birthday Anniversary	7
Dressing the Part	8
Guess Who Funny bone	9
Advertisement	10
Readers corner	11
Nothing but address	12

PEOPLE ARE LIKE TEA BAGS
YOU HAVE TO PUT THEM IN
HOT WATER BEFORE YOU KNOW
HOW STRONG THEY ARE



(Continued from page 1)

went 35 miles per hour. Out of Mabton, Martha led the way, driving her 25 Racing Hup at 50 mph. Way to go Martha. So if you want to know how fast one of their vehicles will go, ask Martha. We had lunch at Miner's in Yakima, enjoying their wonderful hamburgers. Gil and Odetta Linden, their son and grandson Mike and Kevin Linden, Kaye and



Inspecting the motor in Martha's "Racing Hup"

Dale Henson, Sherry and Bob Gordon, and Mike Bartheld from Yakima joined us. Denny and Karla Jackson were celebrating their anniversary so the McClary's brought a cake for all of us to enjoy.



1938 Bantam, 1910 REO touring car

lawn mowers as much as anything. Russ and Helen have both been sick and we appreciate very much your allowing us to come and enjoy your vehicles. Then on to the Linden's. Gil



1932 Cooper Nye winning Race Car



Gas Gauge
has a garage full of Dodges and Dodge parts. He gave us a tour and told us the stories behind some of his cars. The women were impressed by how the parts

were organized, radiators together, fan blades together, etc. Also the chandeliers caught our eye. What touch to have 4 large chandeliers hanging in your garage! Odetta served us pie and ice cream, coffee and tea. By this time we were really into the eating mode. If there had been a trouble trophy I suppose it would have to go to Dave Underwood and his Cadillac convertible. Every time we stopped, he had trouble getting it started. In fact, he had trouble getting it started at the Flashcube.

The return trip over Konnowac Pass gave us a beautiful view of the Valley below. Even though the blossoms were just beginning to open, the orchards were beautiful.

We stopped at Burger Ranch in Sunnyside. Dean Stokes from the Model-T Club welcomed us. Some had not had enough to eat and so had ice cream and French Fried Asparagus. Yummy!!!

We arrived back in the Tri-Cities about 7:00

p.m. Just about right, as some still had to go to Finley. But no problem for the Hupmobile Race Car since Martha was driving. All in all it was wonderful !!



Russ Duffield's 1929 Packard limousine

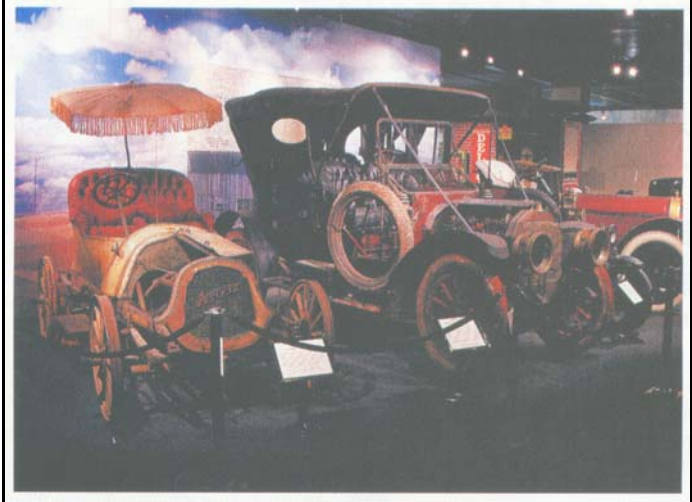
Into the Garage

Is having too many cars in your garage a major logistical problem in your life? Housing small- to medium-size collections of 20 to 30 vehicles in industrial park buildings of 5,000 to 20,000 square feet is becoming popular with a certain level of super-collector. Many of these garages are found near airports. For instance, Jerry Seinfeld and David Letterman both house their collections in or near the Santa Monica, California, airport; Seinfeld is one of the world's best known Porsche-philies. Even better for some, race tracks around the nation are taking the opportunity to welcome collectors as year-round residents. Vintage race car collecting is a niche all its own, and the opportunity to house vehicles near a track where they occasionally can be "wrung out" is worth the price for those who can afford it.

Dick Messer has moved his small collection of sports and racing cars into a light industrial building in Costa Mesa, California, near Newport Beach. Messer is not a celebrity himself, in the traditional media sense, but he does know many of the celebrities who collect cars, trucks and motorcycles, and who race cars worldwide. As director of the Petersen Automotive Museum in Los Angeles, Messer moves easily among the very wealthy and very famous who have made their cars their passion.

"Most of these people are tops in their respective fields. For many of them, business wise, there is little else to accomplish," says Messer, whose own family has connections to the manufacturing industry. "But there is always a car out there they want. They don't care about the price. It's the hunt for the vehicle they enjoy."

"Every kid has his own toy box, which no one else is allowed to touch. These garages become the toy boxes when these kids grow up, and if they have the financial means, they're going to try and fill their box with the best toys imaginable," says Messer, whose own taste in cars runs toward small, sporty European marques from the 1950s and '60s, such as Alfa-Romeo and Cisitalia.



Consider: A famous bandleader of the 1930s, a Beverly Hills property owner, the owner of one of the world's largest women's cosmetics companies, another one of America's best-known late night TV comedians. What could they all have in common? A lot of cars. and big garages. Really big garages. Some of these garages have grown into full-fledged, open-to-the public museums over the years, as the collections and the public's desire to see some of the rare and famous possessions grew. Others play it closer to the vest, keeping their collections on their own property or housed in unmarked industrial buildings to avoid publicity.

Don Ricardo, considered by many to have been America's premier Mercedes-Benz collector, was leader of the NBC West Coast Orchestra for many years, and used his earnings to continually enhance his collection of the German make. Among the 20 or so cars Ricardo eventually housed in the attached garage, which he expanded over the years, were Mercedes-Benzes used by top Nazi officials, including Heinrich Himmler's personal staff car, as well as celebrity cars, including Rudolph Valentino's.

Ricardo's 300SL gullwing model (Clark Gable had two) was taken to the Bonneville Salt Flats, where it set several land speed records at the time. Ricardo, a highly skilled machinist who did all the mechanical work on his cars (he

(Continued on page 4)

(Continued from page 3)

worked on the Manhattan Project in WWII), drag-raced the SL for many years after that, to the ongoing delight of Mercedes executives. After his recent death at age 91, Ricardo's entire collection was quickly sold out of his garage by family members who didn't have the same passion for autos as their patriarch. But what a fabulous garage that was!

Bruce Meyer's family owned an exquisite gift shop in Beverly Hills, named Geary's, for almost 50 years before Meyer sold it a few years ago. Meyer's Beverly Hills backyard features a 3,000-square-foot garage built specially to house his car collection. Meyer has been collecting since the 1960s, developing one of the world's most respected small-vehicle collections, including Indianapolis 500-winning race cars from the 1950s, Duesenbergs from the 1930s and original, well-documented Carroll Shelby-built Cobras from the 1960s. Mattel recently introduced a Hot Wheels set featuring four of Meyer's cars.

Getting approval for a building that size on private property in the middle of a large city is no easy task, politically or financially. Many collectors opt for more original solutions to the problem of where to store and service ever growing collections.

J.B. Nethercutt, whose aunt, Merle Norman, founded the eponymous cosmetics company, has turned his auto and automobile-paraphernalia collection into The Nethercutt Collection and Museum in Southern California's San Fernando Valley. The several-stories-tall Nethercutt edifice features a first-floor Grand Salon, modeled after a 1930s-era luxury car dealership on Park Avenue in New York City.

The crown jewel of The Nethercutt is a 1933 SJ Duesenberg Arlington Torpedo, the fabled "20 Grand," one of two built for show at the World's Fair and valued, at the time, at the outrageous price of \$20,000. Today, it is estimated to be worth well over \$3 million. Nethercutt, near 90, drives every one of his cars at least once a year. The wellknown philanthropist has a full-time staff of 24 restoration experts.

Nethercutt's method of housing his cars is

not very practical for most collectors, even those few with the means to do so. Jay Leno found another answer.

Leno is emblematic of a new breed of super-collector, moving vehicles into specifically designed facilities. Leno was trained as a mechanic: at a New England Rolls-Royce dealership when he was young.

More than 15 years ago, I wrote a cover story about Leno for *Popular Mechanics* on his eclectic motorcycle collection, ranging from super-exotic Italian race machines, such as Ducatis with "Desmodronic" valves, to British classics, such as the Brough (pronounced "Bruff") and Vincent Corporation's Black Shadows and Black Knights.

American machines always held an honored place, as they would in his future car collection. When I met Leno in 1986, he and his wife were living in a rustic, ranch-style home in a Southern California canyon, with a large, airy, well-lit and wonderfully equipped garage. About 20 or so motorcycles sat in various levels of restoration in the garage, from complete and running to parts in baskets. Power hoists, like those found in professional motorcycle repair shops, were installed along with fine, clean and well-tended selections of tools that were housed in expensive, professional pit-crew-level rolling tool chests.

Leno now has the means to buy and restore some of the world's most famous cars. And he does so, regularly. He loves his American cars, and says the Duesenberg SJ is his favorite. You'll also find a 1909 Baker Electric and a real Stanley Steamer in his garage, along with another true All-American, a Stutz Bearcat, which Leno can be seen driving around Los Angeles.

Leno moved to Beverly Hills after being named host of *The Tonight Show* in 1992, and got a Beverly Hills-size garage in the deal. But it was nowhere near large enough to hold the cars, bikes, tools, shop equipment and the rest of the automobilia he envisioned for the future.

What to do? He did what a lot of vehicle collectors are doing nationwide. Get a little place near work where the cars are secure, close enough to the office so you can drop in

(Continued on page 5)

(Continued from page 4)

before, after and even during the workday, should the urge hit (or when that special part finally comes in). Make it far enough off the beaten path so there are few neighbors to disturb (say, when you're adjusting the idle on your Harley-Davidson, with the garage door open, after midnight).

Leno's full collection is now housed in a 5,000-square-foot facility in an industrial park, near the Burbank Airport, 10 minutes from his work. He has the secure, alarmed, fire-sprinklered and police-patrolled space to house and work on all his vehicles. Large metal roll-up doors make moving vehicles in and out easy. There are paint booths, electric welders, air compressors and dealership-style hydraulic lifts. Lightly trafficked streets nearby make test drives convenient, and there are no neighbors to complain about noise and those late night "test sessions." It's also a very cool place to greet fellow car enthusiasts and even entertain small tour groups and clubs.

Petersen Automotive Museum director Messer says that while Leno's collection is obviously not representative of the typical auto hobbyist, even that average collector with more than one car or motorcycle in the garage, undergoing restoration and maintenance, runs into many of the same basic issues. "The guy who created this museum, Robert Petersen, and his wife Margie, founded magazines that included *Hot Rod*, *Motor Trend* and *Car Craft*.

They sold the business for hundreds of millions of dollars, have lived in Beverly Hills forever, and even they had a problem about where to keep all their cars! "So, in our case," Messer concludes, "that's why the Petersen Automotive Museum even exists. It's all because this couple

loved their vehicle collection so much they wanted to share it with the world, in the city that grew up along with the car, Los Angeles."

Calendar of events for the month of May

May 4th	Annual Swap Meet
May 4th	80th Birthday party for Wayne Shreve
May 12th	Hub tour to Moab Utah

Broad more Show & Shine

There was a Show & Shine at the Broad more Outlet Mall on Sat the 6th of April. It was not very well advertised, or I am sure we would have had a lot more of our members show up. As it was we had a light showing. Ed Edwards showed up with his 1939 Crosley convertible and stole the show. Jack Yale showed off his Auburn Boat-tail.



Denny & Linda Kehl were there with their 1913 Model T Speedster.



Bob McClary came with only his attitude,



and last but not least, yours truly, with my trusty old Mercedes. But I'm sure you are tired of seeing pictures of my cars.

WORDS OF WISDOM FROM JIM STAFFORD

After many years of restoring cars, I find that the best tool in my tool box is.....

MY CHECK BOOK!!

Palouse loop offers old sites, stunning views.

A wonderful scenic and historical drive for Tri-Citians is the Palouse loop, which takes the traveler from Pasco to Palouse Falls, to Lyons Ferry, to Dayton and back to Pasco.

In four to six hours, you will see one of the oldest archaeological sites in the Northwest, a bridge that was a first of its kind when it was built in the early 1900s, and an incredible array of old Victorian homes.

Begin the drive at Palouse Falls. You can get there by taking Highway 260 through Kahlotus and toward Washtucna. Before you get to Washtucna, take Highway 261 to

Palouse Falls State Park. It should take about 90 minutes to get there from the Tri-Cities.

This is one of the more impressive waterfalls in the Northwest and was an important spiritual place to the Palus Indians and surrounding groups. You can walk around the area to several vista points, picnic at the picnic area and even camp if you'd like.

From Palouse Falls, return to Highway 261 and work your way down the canyon to Lyons Ferry. Right before you get to the state park, you will find a lakeside trail leading up to a promontory. It's about a 15-minute walk uphill on a well-maintained trail and it is worth it.

From the overlook, you will see several caves once inhabited by the ancestors of the Palus tribe. The most well known of these caves is the Marmes Site at the reservoir edge, now underwater. This cave, excavated by Washington archaeologists in the 1960s, contained evidence of peoples from 10,000 years ago on up to late 18th century Chinese railroad workers.

You also will see over the mouth of the Palouse River to where it joins the Snake. Here was a large Palus village, occupied when Lewis and Clark came through in 1805.

Moving into the 20th century, you will see the Joso railroad bridge, which in 1914 was

one of the highest and longest bridges to ever have been built. It still is used today.

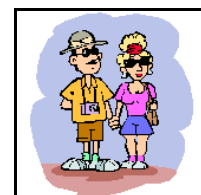
When you are done, get ready to cross the Snake River. The bridge you will take was once the bridge that crossed the Columbia at Vantage. Its narrowness will propel you into the past, before bridges were built to accommodate tractor trailers and Winnebagos. The experience will intensify if you are lucky enough to face oncoming traffic, particularly a large truck.

There is a marina on the other side of the river where you can get a snack if you'd like. Otherwise, continue on Highway 261 and then Highway 12 to Dayton. This is about a 60-minute drive. There are shortcuts, but I could not match up the roads on my map with the roads I encountered. You might have better luck.

Dayton is a wonderful treasure trove of history and architecture. My favorite is the Columbia County Courthouse, the town's National Historic District of Victorian-style homes and the train depot, in that order. You can do a walking tour, drive around or go eat a burger at a 1950s-style hamburger joint. It's easily recognized - there is a bus sticking out of the building.

From Dayton, head back to Pasco, about another 60-minute drive. There is plenty to explore along the way, depending on how much time you have. I'll let you be surprised. So plan accordingly and enjoy.

Note: This is an article that was in the Tri-City Herald a while back. It looked like a trip our club might want to take. What do you think. If you think so please call either Ed Edwards @ 967-9361, or Martha Shreve @ 582-7530, or Dennis Jackson @ 547-0916 and we will get started on planning it for some time this year



MISC CLUB INFO

Martha has Outlined the year as to activities planed so far.

- May 4th Swap Meet
- May 12th Moab Tour
- June ? Ford Days
- June ? Snake River Trip
- July 4th Parades
- Aug ? B-F Fair Parade, and Jacks place
- Sept ? Prosser States day
- Oct ? Elbe train trip
- Oct ? Apple Squeezin Trip
- Nov ? Farm machine light show
- Dec ? Christmas Party.



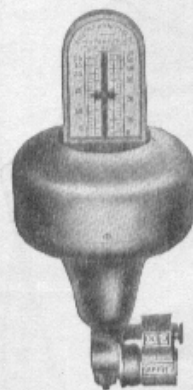
4th	Dave & Judy Bergum
11th	Bud & Theora Williams
16th	Allen & Doris Johnson
26th	Bill & Lorry Boyce



1st	Wayne Shreve
2nd	Loretta Jackson
3rd	Susie Stinsman
6th	Don Meyers
7th	Herb Mettler
10th	Ira Hinkle
12th	Lorreta Underwood
13th	Ron Sponseller
14th	Mary Ellen Nelson
14th	Martha Shreve
17th	Helen Duffield
17th	Ken Nesbitt
19th	Scott Noga
23rd	Audrey Simmelink
25th	Jeff Todd
27th	Russ Armstrong

The Springfield Motometer

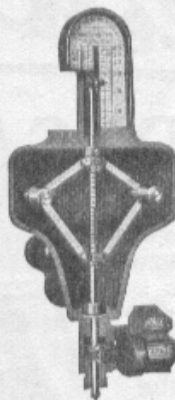
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If any of this information is incorrect please let me know @ 547-0916 Or it will not be changed.

DRESSING THE PART

By JANE ARMSTRONG

Zippers and Fabrics

One thing that sets antique clothing apart from modern day clothing is the fabric. There are patterns available for sewing vintage style clothing but finding the appropriate fabric is difficult, but not impossible. This will in no way be an exhaustive treatise on fabric but I'd like to mention a few things to look for.

Remember that there were only 4 materials from which cloth was made until the 30's or 40's when rayon was invented. Prior to that time all fabric was made from natural fiber, silk, wool, linen and cotton. It's amazing the variety of fabrics made from these 4 materials. Silk was spun in gossamer thin fabrics to fabrics like velvet, satin, and shantung. Dress hosiery for men and women was also made from silk.

Cotton too was woven in sheer fabrics like lawn, batiste, and also more serviceable fabrics like gingham and calico. Work hose were made of cotton. I have some cotton fabric from the 30's and it has an almost silky hand. You can buy batiste that feels similar to the old batiste, but it is spendy. I bought some yardage from Perks awhile back but have not gotten around to making it up. My intention is to have my daughter, Linda do some French hand sewing on it for me to use in a dress. French hand sewing is an old technique found in vintage clothing.

I'm not nearly as familiar with linen or woolen garments mainly because I've seen so few. I have a swim suit made of lindsey-woolsey, a combination of linen and wool. It has a sheen to it but is kind of scratchy to wear. Linen that looks old is easier to find than some of the other fabrics. Linen was used in dusters, women's suits for travel, men's jackets and trousers. Russ has a pair of linen

knickers.

Pattern and color is another problem with making a garment

that looks old. There are fabrics available that look the part, it just takes some care and planning to come up with something appropriate.

Another way to date a garment is by the fasteners. Up until the 40's most garments were fastened by an elaborate combination of snaps and hooks and eyes. In the 20s, dresses were usually fastened on the side. You may also find snaps on one shoulder to allow the garment to slide over a person's head.

When I was a girl, my mother made my clothes and I can remember her telling me about the zipper. At one time she told me zippers were too bulky for our dresses. Then later, she told me about the zipper being flatter and lighter so she would use them to make a dress. The plackets were always in the side. This was in the 40's.

So how do you decide if something is appropriate? Russ and I like to look in museums that feature items from the past. I always look at the clothing to get a feel for style, color, pattern and fabric. The Prosser Museum has some excellent examples of old clothing. There are many other museums in the Northwest. I suppose the idea is to have an interest and look at what's available, what was stylish in a particular era. Museums have collections we can look at. There are books in the library. I have a limited source of information I'm willing to share. There are also antique dealers who are more than willing to share their knowledge and their collections with a people who are interested. Probably one of the most thorough publications describing vintage clothing are the ones published by Kathleen and Kay La Barre of Portland, Oregon. Happy hunting!!!!



??? GUESS WHO ???



It would help if you knew this fellow back in 1958 when he was 21 years old. I thought the insert of his face might help.

By the way the "Guess Who " last month was none other than our own VP Ed Edwards



FUNNY BONE

These are two history papers turned in by 3rd graders. Watch the spelling. Some of the best humor is in the spelling

The nineteenth century was a time of a great many thoughts and Inventions. People stopped reproducing by hand and began reproduc-ing by Machine. The invention of the steam boat caused a network of rivers to spring up. Cyrus McCormick invented the McCormick Raper, which did the work of a hundred men. Louis Pasture discovered a cure for rabbits. Charles Darwin was a naturalist who wrote the Organ of the Species. Madman Curie discovered the radio. And Carl Marx became

one of the Marx Brothers.

Another student offered this review of history.

Delegates from the original 13 states formed the Contented Congress. Thomas Jefferson, a Virgin, and Benjamin Franklin were singers of the Declaration of Independence. Franklin discovered electricity by rub-bing two cats backward and declared "A horse divided against itself can not stand." Franklin died in 1790 and is still dead.

The Literary Digest for November 16, 1918 73



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Do It Now!

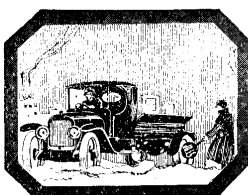
Don't wait until zero weather to protect your car. Decide now to use Johnson's Freeze-Proof purchase your supply from your dealer and read and follow the directions carefully.

A little time spent now cleaning the radiator and putting on new hose connections will save you unlimited time, trouble, worry and expense during the winter months.

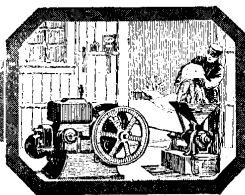
One package will protect a Ford to 5° below zero, and two packages will protect a Ford to 50° below zero. See scale on package. Cost \$1.50 per package in U. S. A. East of Rockies. Get it from your local dealer.

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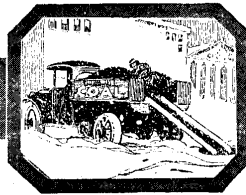
For Delivery Cars



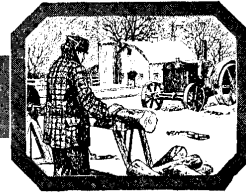
For Gas Engines



For Trucks

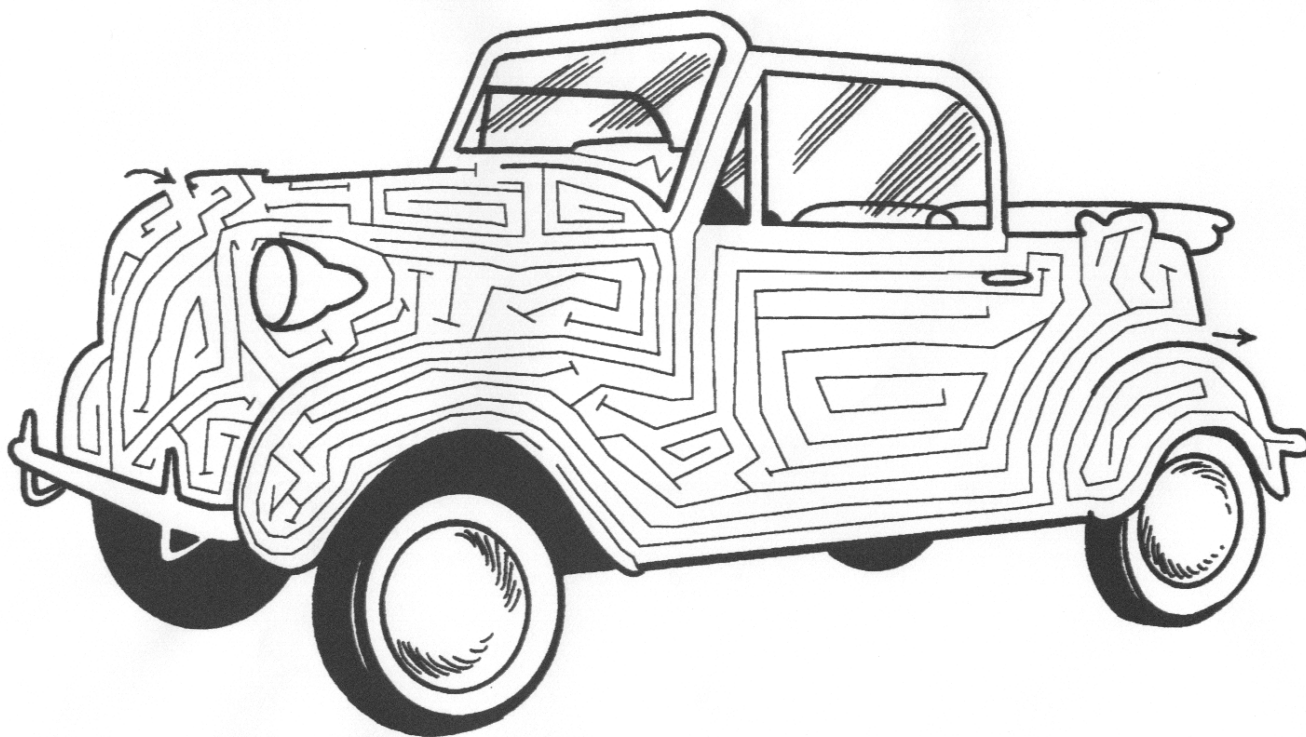


For Tractors



READERS CORNER

1941 Crosley Convertible Coup



Ed Edwards thought that since you are not out driving your old cars, maybe you could frustrate yourself with this maze. The fact that the car is like his Crosley convertible is purely coincidental. (HA!)

We need more articles from our members. Things like pictures of the past, stories of cars your have owned, trips you have taken,tech tips or anything you find interesting.

Editor's note; If you haven't noticed, in the article about the Palouse trip, the word Palouse is spelled two different ways. I don't know if that was intentional or not. But since the article was copied from the Tri-city Herald, I thought I would leave the spelling the way it was. We all know the Herald never makes mistakes.



**Dedicated to
Having fun with the past**

Official newsletter of Ye Olde Car Club

Ye Olde Car Club of Tri-Cities, Inc.
P.O. Box 6873
Kennewick, Wa. 999336-0601

Phone: 509-547-0916
Email: mitoi@charter.net

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