

THE GAS GAUGE



PUBLISHED MONTHLY BY THE OLDE CAR CLUB OF THE TEN CITIES, WASH.
P.O. BOX 462, RICHLAND, WASHINGTON 99752

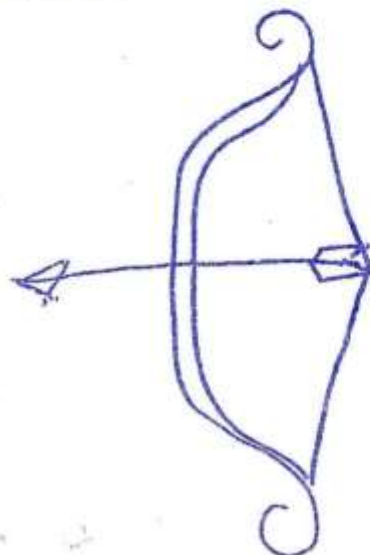
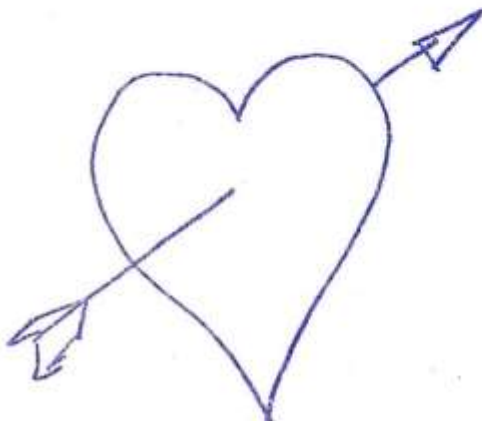
February 1970

ANNOUNCEMENTS

Our February meeting will be a Valentines Day party again this year. It will be held at the Kennewick Yacht Club on Clover Island on Saturday, February 14 th, starting with a pot lick dinner at 6:30 P.M.. The club will be furnishing the turkey and coffee (so hurry up and pay your dues). Other victuals to be brought along and shared. The Walla Walla group has been invited, and have promised to bring the desert up with them. Also, be sure to bring a few white elephants as we hear there may be a game of chance or two that will require suitable prizes. The Committee also promises other fun and games far into the night, so come early and stay late.

The 1970 Tour Schedule is printed on a detachable page with this issue of The Gas Gauge. Be sure to save it so you will be able to plan ahead for all the activities coming your way in the Northwest. Also note the enclosed flyer for the Tacoma swap meet on February 21-22.

Finally, a last call for dues. The roster will be made up and distributed with the next issue of The Gas Gauge. See Ivan Jacques if you have not already settled up.



Where Came The Name

by

Dave Ashby

I find some very interesting facts reading of the history of the automotive industry. For instance in the early days many inventors found themselves aced out of business for lack of money. This was true of Ransom Olds, the founder of the Oldsmobile. He and S.L. Smith built the curved dash runabout with great success, but the Smith side of the organization thought it looked puny beside the larger cars and wanted to build a luxury car. Smith holding 99% of the company stock did so, which caused Ransom Olds to resign from the company in 1903. Later Olds formed another company named the REO, for Ransom E, Olds.

James Packard in 1899 bought his first car, and was thoroughly dissatisfied with it. Packard, owner of an electric wire company, thought he could build a better car and did. Lacking capital to produce his small car, Packard sold it to a rich Detroitter named Henry Joy. Joy wanted also to build a beg car, which caused Packard to resign from the company which continued to make cars bearing his name. Packard went back to his electric business, which was called the Packard Wire and Cable Co. This company was in later years bought by General Motors which still uses the name Packard.

Another pioneer, David Dunbar Buick lasted only a few short years with his car. Billy Durant took over control of this company in 1904, after Buick was in bad financial trouble. By 1906 Buick was out.

Durant went on to form General Motors with his car, the Buick. His next acquisition was the Olds. Durant after being pushed out of General Motors twice, went on to build the Flint, Star, and the Durant. He finally went bankrupt in 1935 at the age of 75. He ended up the owner of a small supermarket. He built this business with the sob story that he was the founder of General Motors.