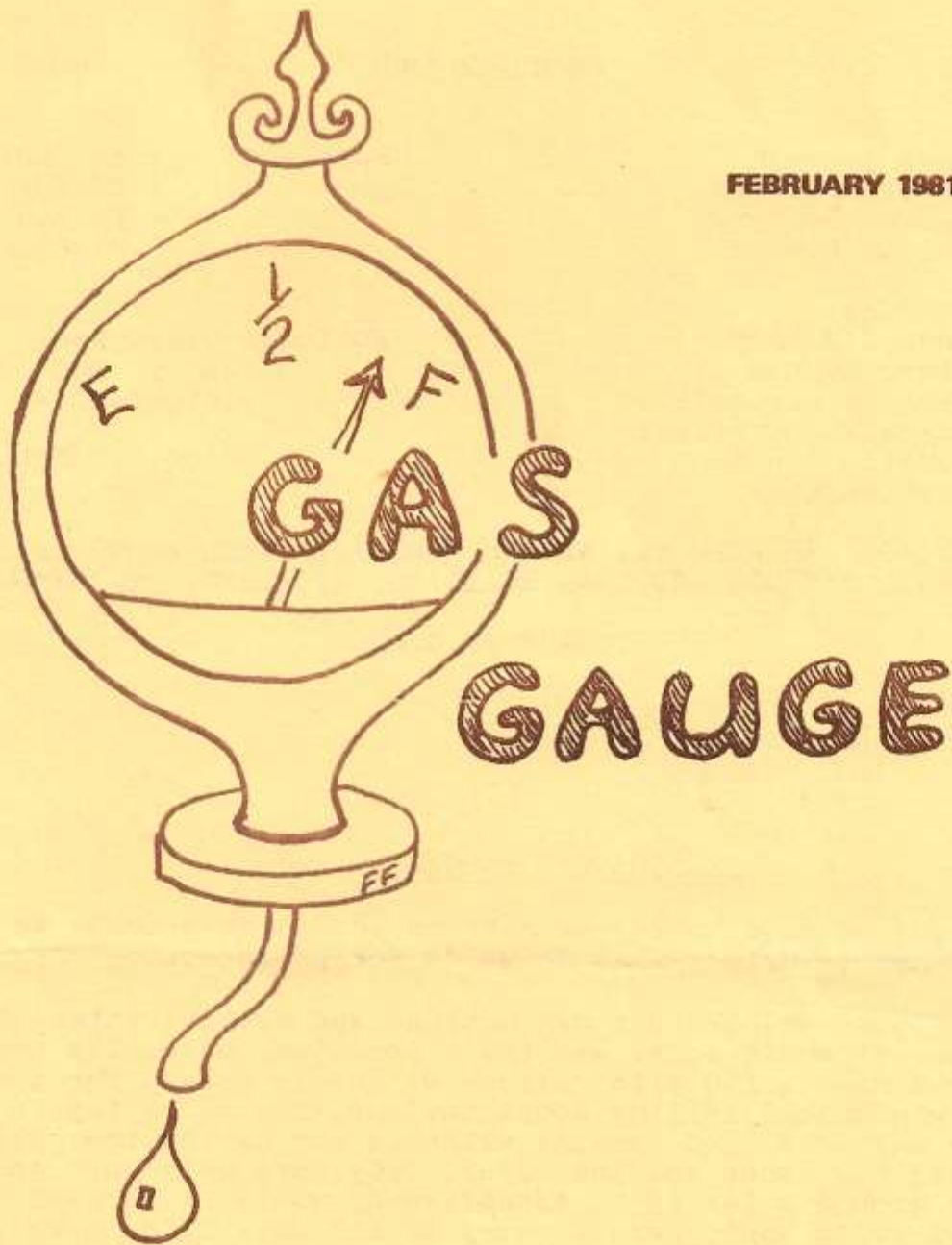


FEBRUARY 1981



P.O. BOX 461
RICHLAND, WASHINGTON 99352



Chuck Sungren
1519 South Tacoma
Kennewick, WA 99336

Ye Olde
Car Club

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VICE PRES: Carolyn Martin
SECRETARY: Carron Sundgren
TREASURER: Sharon Lawson

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BUSINESS MEETINGS ARE HELD THE SECOND MONDAY OF EACH MONTH IN THE FRONTIER FEDERAL SAVINGS AND LOAN BUILDING, RICHLAND, AT 8:00 PM.

GUESTS ARE WELCOME

PRESIDENT'S MESSAGE

We have meetings; we have tours; we have an annual swap meet; we have friendship and camaraderie . What do we do for an encore?

For openers, suppose we hold our own antique and special interest car sale. Here's how it would work. We find a location, advertise the event locally or maybe over a 150 mile radius. We supply a card for the owner to put in the windshield telling about the car. The owner pays a \$10 entry fee (one day only) and remains with his car during the sale. Deals made are between the owner and the buyer. Only cars which are accepted, under specific ground rules to be established, would be allowed to enter. Proposed ground rules would permit entry of all cars 25 or more years old, all convertibles, all special interest cars such as Toronado 1970 or older, Corvairs, Edsels, Desotos, etc, late model replicars and others approved by the club.

How does it sound to you ??

***** HAVE YOU FORGOTTEN YOUR DUES ? *****

THE NEXT MEETING IS FEBRUARY 9

FREEZE YOUR FANNY TOUR

Saturday, February 21st & Sunday, February 22nd

Travel Lodge, 421 East Main, Walla Walla
Toll Free number for reservations, 1-800-255-3050
specify Antique Auto Tour when you make your reservations

SATURDAY

Dress in your best pajamas and join Walla Walla at 6:30 pm at the 19th Hole, Walla Walla municipal golf course for no-host cocktails.
Dinner will be served at 7:30 pm.
Afterwards there will be an old fashioned pajama dance with prizes for the best dressed. Street clothes are acceptable.

SUNDAY

Join Walla Walla at 9:00 am for Bloody Marys and an awards breakfast.

Cost of the tour is \$16.00 per person

Make your reservations with Carol McIntyre, P.O. Box 153, Walla Walla, Washington 99362
(1-509-525-5808) before February 14th.

After the Freeze Your Fanny Tour come home to a

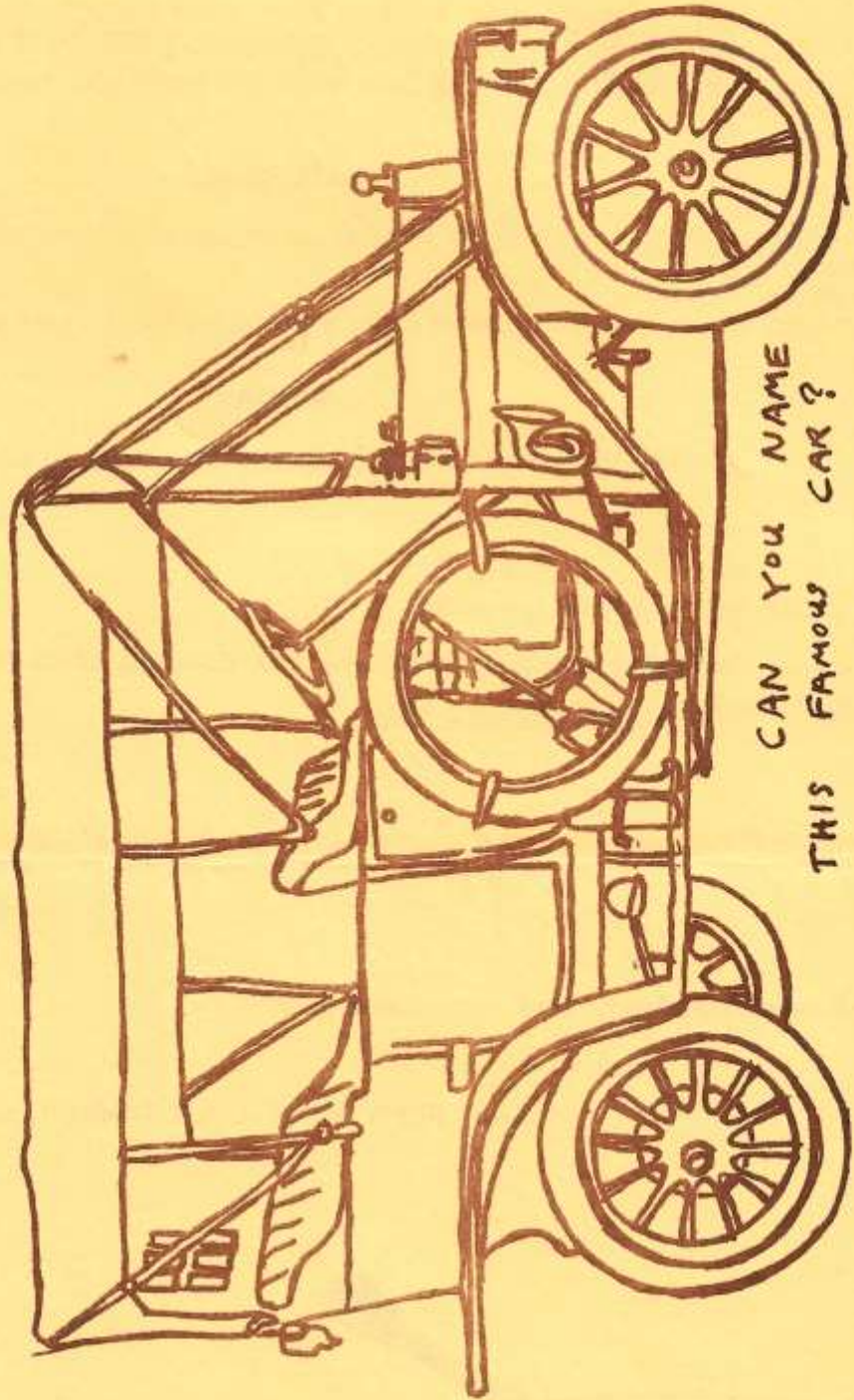
CHILI FEED & POT LUCK DINNER, Sunday, the 22nd, 2:00 pm



Kennewick Boat Dock (by Pier One Restaurant)

Bring your own utensils!

CAR OF THE MONTH



CAN YOU NAME
THIS FAMOUS CAR?

CAR OF THE MONTH

The February car of the month is a tough one admittedly, but I'm disappointed that nobody guessed the December car. I expected that if Craig could identify a rare Kissel, someone would recognize Fred's sketch of a 1923 Durant A-22 Sport Touring !

William C. Durant, founder of the car that bears his name, was not a newcomer to the automobile field when he introduced his first Durant car in 1921. The year before, he had been forced to resign as head of General Motors at the age of 59! He was a man of tremendous energy - a "work-a-holic" by today's definition. He vowed to build another conglomerate to rival GM and thus founded Durant Motors in Albany, N.Y. Even at \$900-\$2400, the first Durants were a success. Bolstered by the immediate success, Durant introduced the Star line in 1922 to compete directly with the Ford Model T and Chevrolets. The Star was also a hit, and it climbed to seventh place in retail sales by 1925. Next, the very financially troubled Locomobile company was acquired to add a luxury car to the line. This action was followed quickly by two new medium priced introductions - the Flint and Eagle (the former assembled in Flint Michigan). It can be noted that all of these cars, from the Durant on down the line, were primarily "assembled" car using parts from other manufacturers. Even the Locomobile degenerated into the same fate before vanishing in 1929.

How many of these cars might have succeeded if William Durant had followed through with his management is not known. He was a determined organizer, but was always leaping in several directions at once. During this period, he was making more money in the stockmarket (hundreds of millions) than in the auto business. The market naturally occupied most of his attention. Therefore, over expansion, lack of management, and the stockmarket crash claimed Durant's vast fortune and his automobile empire. The last Flint was in 1927 while the Star lasted until 1929. The Durant was last produced as the Frontenac in Canada in 1933.

We don't see many Durants these days, but ironically there are many Stars!

DURANT SPORT MODELS

MOTOR: Four-cylinder, overhead valve type, 3 $\frac{1}{2}$ " bore, 4 $\frac{1}{4}$ " stroke.

CYLINDERS: Cast en bloc with upper half of crank case; head detachable.

PISTONS: Removable through either top or bottom of cylinder block.

OILING SYSTEM: Pump on motor side; pressure to all main bearings. Gauge on dash.

CARBURETOR: Tillotson, plain tube.

ELECTRIC SYSTEM: Auto-Lite generator, starting motor, and lighting system. Two-unit type.

IGNITION: Distributor and coil mounted on generator.

CLUTCH: Single plate disc type; enclosed, forming part of flywheel; independently removable by detaching four bolts.

TRANSMISSION: Standard selective type, sliding gear, three speeds forward and one reverse. Mounted as an independent unit.

FRONT AXLE: "I" beam, reverse Elliott type, large king pins, Timken roller bearings.

REAR AXLE: Three-quarter floating axles; shafts removable from hub. Timken tapered roller bearings. Spiral bevel ring gear and pinion of chrome nickel steel.

COOLING: Fan and centrifugal pump independently driven by crankshaft.

BRAKES: Service, external contracting; emergency, internal expanding on rear; 12" drums.

SPRINGS: Half elliptic; front 34" x 2"; rear, 48" x 2", underslung.

TIRES: 31" x 4" non-skid, straight side cord front and rear.

STEERING GEAR: 17" walnut rim, aluminum center; spark throttle and horn controls on top of wheel.

GASOLINE SUPPLY: Vacuum feed from 14-gallon tank on rear with gauge.

WHEELBASE: 109".

EQUIPMENT: This includes drum-shaped headlights with legal lens dimmers; dash and tail lights; license holder; electric horn on steering wheel; speedometer; ammeter and oil gauge; tire carrier; robe rail; rear vision mirror; bumper; kick plates; moto-meter; trunk with rack and two suitcases; Alemite pump, and complete set of tools; windshield wings on touring car (Rear vision mirror supplied on Sedan only)

DURANT MOTORS, Inc., 1819 Broadway, N. Y.

Manufacturing and Assembly Plants:

RAMBLINGS OF A HENWAY EXPERT

Someone said that I was an expert on the Henway automobile. Well, as a matter of fact, I am one of seven HENNIE (Henway Enternational Noveau Nitwit Illadvised Experts) accepted judges of quality Henway vehicles. The other six experts, however, have been put away in "safe" places. One is rumored to be in Sedro Wooley and the other in some place called Medical Lake. Medical Lake is a place where they study from people of "other" intelligence. But rather than talk about connoisseurs of fine automobiles, I want to talk about a few of the very rare classics I have known..

My first Henway was a 1907 Gentlemens Roadster. Always being a fine gentlman, I was eminently qualified to own such a distinguished mode of transportation. It was a two seater with a tiller (Henway Inc. always waited to see the acceptance of new fangled inovations such as steering wheels and pneumatic tires). Henway Inc. did have some inovations of their own which did demonstrate that they where indeed way ahead of their time in a few limited areas.

My 1907 Henway had a small trunk behind the seats. It had a row of holes in the bottom along the edge. The holes were placed there by the builders so the water would drain off the melted ice. The ice was to keep the beer cold since gentlemen did not drink warm beer. And since the common folks (non Henway owners) were not informed that gentlemen were allowed to drink cold beer, these holes were disguised. In my 1907 Henway these holes looked like rust holes. Of course this seemed perfectly logical since I didn't find my first Henway until 1965.

Restoration Tips

HOW DOES IT WORK? - THE DISTRIBUTOR Part II

In the last issue of the Gas Gauge we looked at some of the technical aspects of how the distributor works. Suppose you get into the situation where you find that your trusty distributor needs some hands-on help. You decide to replace the points and condenser. You get the right parts, lift the cap and rotor, and take a look at the inside of the distributor. Acquire a mental picture of how the points are located, where the condenser sits and where the ground wire (copper braided usually) and the 12 volt lead from the coil hook up. Now remove the points and condenser. While they are out, check the distributor shaft for looseness (worn bushings) and excessive wear on the camlobes. If these problems exist, your engine is not going to run well - new points notwithstanding.

When you get ready to put the new points and condenser in, a handy tool to have is a spring-loaded screw starter with a magnet on the other end. Any parts house will have one for not too much money.

Along about now you need to know what the point gap and dwell specs are. You can set the points using a feeler gauge with the points open (up on the high point of the camlobe) but this is more time consuming than using a dwell meter. With a dwell meter, you merely hook it up, have your helper roll the engine with the starter, and set the points until the dwell is on spec. Screw the holding screws down tight and check the dwell again. If it's on spec, your almost home. With the dwell properly set, the gap should be right on also. If the gap, as measured with a feeler gauge, is considerably less than spec, you have worn lobes on the cam - replace it! Put the rotor and cap on and start the engine. Check the timing and reset as required. Changing dwell changes timing.

Let's say you've done it all OK and you're driving down the road and your engine shuts down. You find that you have no spark at the plugs. You lift the distributor cap and find that the points are not opening. You get out your screwdriver and your feeler gauge - WHAT'S THAT? NO FEELER GAUGE! Try a matchbook cover - single thickness. It's close enough to get you home. If everything in the distributor looks fine but you're still not getting a spark at the plugs, you may have a failed condenser. A quick check by unhooking the condenser at the points terminal can be done. Install the rotor and cap with the condenser unhooked and try starting. If it runs, you can get home without the condenser but your points are not going to last much longer.

By the way, you should have a little dab of grease on the distributor cam lobes, a couple drops of oil in the shaft center wick, if it has one, or a fresh load of grease in grease cups or zerk fittings on the outside of the distributor.

HAPPY MOTORING.

Dave Johnson

Market place

1930 Model A Roadster, nearly complete, unrestored.

John Herdrich

R4 Box 4344

Selah Wa 98942

697-4054

FOR SALE: 1926 T Coupe - Old restoration - Nice Driver - Fresh Tires
Tim Cliney - 364-1589

1933 American Austin - New Restoration - Tim Cliney - 364-1589

1919 T Depot Hack - Older Restoration - Needs it again - Fun car-
Good Runner - Will trade for T Coupe or Sedan that is running.
\$3600. - Dave Ellis 745-3088

Steering Column with wheel and fire wall for '23 - H. G. Toler
\$50. Pr. 6-0921

1925 TT Truck - Closed Cab - original condition complete \$500
Dave Johnson 243-9683

WANTED: Brake Rods - Tires 30x3 $\frac{1}{2}$ used wood for 22 Touring - Speedometer
cable - Jim Passi 364-8537

1926 Roadster Windshield post & Frame complete Bob G. 927-4730

Seat & back rest springs for '24 Coupe - Doug McDonald 337-6545

Model T Closed Car - 745-3088

'09 T Touring - all or parts - Dave Ellis 745-3088

Speedometer set-up for AC - '26 Ford - Duane Heutmaker - 854-4949

LEADS:

'33 Mopar Factory Trunk for Sedan.
Rodger Hartley 752-7901.

'34 Dodge DR Sedan (less running gears)
Stripped. With Title. Make offer.
(Make a good Rod).
Rodger Hartley 752-7901

13-14 12 Rivet Rear Axle. Real good.
\$100.00
Taper rear spring. \$35.00
1916 Pr Side Lites. No rust \$75.00.
Pair 30x3½ demountable wheels 1919-1924.
Don Smith 759-2154.

23 Chassis w/title
26 T coupe body \$550.00
Buck Owen 265-2442

53 Packard 4 dr sedan
55 Packard Clipper 2 dr
752-2766

NEEDS:

31 Chev tail lite,
31 Chev horn-round flat
37-39-40 Side Mount front fenders 1
LaSalle,
40 and 41 pickup box,
36 Ford Cpe seat complete,
42 Chev Front End, Sheet metal,
31 Cad V-8 tail lites,
54 Plymouth Grill Chrome,
33-4 Packard 8 parts.
Harold LeMay
13502 Pacific Ave
Tacoma 98444

Days: 537-8687

Nites & weekends: 537-8689

NEEDS:

Ford dip stick. Correct one for
36.
Joe Cody 564-0465

Want someone to assemble 1931 Model "A"
Vickie. Contact Buck Owen for further
information.

Wire Wheel front hubs for 27 Model "T".
Harold Feaster
Box 644 Steilacoom
Phone: 588-2313

1930 Model A fenders.
Larry Wadsworth 863-1433

Large shifter for Ruxtel (attaches to
rear end).
Brass top coils for 15 "T"
Brad Austin P.O. Box 2313 Olympia
Phone: 866-2055 Zip: 98507
(will trade others)

Pick up box for 1946 Chev pickup ½ ton.
Wes Lantz 564-1739