



The Gas Gauge

January 1984

PUBLISHED BY YE OLDE CAR CLUB OF THE TRI-CITIES, WASHINGTON
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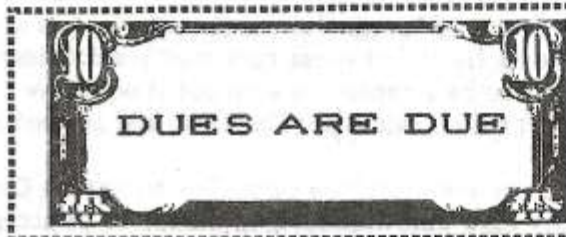
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JANUARY 1984

DEADLINE FOR THE FEBRUARY NEWSLETTER:
JANUARY 23, 1984

BUSINESS MEETING

The January business meeting will be held
JANUARY 11, 1984 at 8:00 PM, FRONTIER FEDERAL
SAVINGS & LOAN, RICHLAND.



DUES ARE DUE. Pay at the next club meeting or mail your \$10.00 check to Ye Olde Car Club; Cork Simmelink, Treasurer; P.O. Box 462; Richland, WA 99352. Please return your roster information sheet with your dues.

PRESIDENT'S MESSAGE

One of my many vices - PROCRASTINATION - caught up with me last month, therefore the President's Message was lacking in the December issue of the Gas Gauge. The most important proclamation I might have made would have been to wish you all the BEST OF SEASONS GREETINGS - on time! So - I'll wish each and everyone of you the BEST of everything in the year to come.

So far the Presidency has been a real "GASSER", with the Installation banquet taking the place of the November meeting, and Dave and Pat's Christmas party taking the place of the December one, it has established an interesting trend for the coming year.

In addition to the tour sign up book, we plan to have another book for party hosts, for the next ten months. It puts a nice twist to our usual meetings. A special thanks to Dave and Pat for a great party.

I'm looking forward to working with all of you during the coming year, and since we have no party host for January, I guess it is business as usual on the eleventh of January.

-Don Simonson

CLASSIFICATIONS

-Written by Craig Kelsey

Some time back, a fellow called me asking how much a '50s vintage Isetta was worth, stating that the car was a "classic" because the mechanic that worked on the car said so. I had to inform the fellow about what makes a car a "classic" and what his car really was.

Now I do not profess to know all there is to know about car classifications, but I do have an idea what is accepted generally and thought I'd tell what criterion I use to decide what a car is and why.

Way back in 1939, several people got together in southern California and formed the Horseless Carriage Club. At that time, it was generally agreed that horseless carriages were those cars that were built prior to 1916. That is not to say the cars had to be 24 years old to be a horseless carriage and that each year a new year's production that was just becoming 24 years old would automatically be horseless carriages. The 1915 cutoff was decided upon because of engineering and production technique changes that were taking place in the automotive industry at that time. Such things as the torpedo body, nickel or painted iron trim instead of brass, detachable heads on motors, pneumatic tires instead of hard rubber, the moving assembly line which greatly increased production numbers, automated machining instead of hand fitting parts and a host of other things that were becoming common in late 1915 all induced the 1915 model cutoff for horseless carriages. So it is not so much the age of a car that makes it a horseless carriage but the fact that it was built during the automotive infancy era in the U.S. that classifies it as such.

From 1916 until about 1932, is the vintage era. Cars built in this period are those which saw the automobile move from being almost experimental to being a dependable family transportation item. By the end of this era, there were multi-cylindered engines, synchro-mesh transmissions, hypoid gears, safety glass and many other features incorporated in cars that we take for granted today. It was during this era, that the best looking cars were built, at least in my opinion. (Also, some of the worst looking ones.)

Also, starting in this period and running into 1948 is the classic era. Classics are those cars that were a cut above the ordinary in styling, engineering, price and low production numbers. (Here is where the man's Isetta did not fit.) The Classic Car Club maintains a listing of those cars that are considered to be classics and you may petition any car you feel is a classic to be accepted as such but it will have to fit the above criterion. Again, classics are accepted as built in the classic era (1926-1948) and are not just a certain number of years old.

Cars that are classic quality but not built in the classic era are milestone cars. The Milestone Car Society lists these and considers new applications for those cars their membership wishes to be accepted as milestones.

The cars built from 1933 until about 1957 (my cutoff) are special interest cars. Here is where age comes in. Certainly, there is nothing fabulous about a 1951 Ford tudor sedan or a 1952 Dodge business coupe, but they are interesting because of their age. They are not generally seen on the road any more and their numbers are decreasing so they do deserve to be saved and driven. These cars and their counterparts are then, special interest cars.

How about the cars that are better than just interesting? Well, there are many clubs that specialize in makes and types. There are clubs for V-8 Fords, vintage Chevys and Corvairs, Studebakers and Willys-Overland products, Woody wagons and Nifty-fifties, Pierce Arrows, Packards, Marmons, Model "A"s, Pontiacs and Oaklands, trucks, motorcycles, and there is even a Lozier society! Never heard of the Lozier? Well, I'll tell you about the Lozier--but not now. That's another story.

SWAP MEET

RESERVE YOUR SPACE FOR THE 7TH ANNUAL TRI-CITY SWAP MEET NOW. Sorry, all of the wall spaces in the main building have been reserved. In fact, there are only 23 spaces left in building #1.

For reservations and/or information:

SWAP MEET
JIM GILBERT
1909 POPLAR
RICHLAND, WASHINGTON 99352

TELEPHONE: (509)946-4771

DAVE JOHNSON'S MOTORING SERVICES has expanded. Dave has his car dealer's license and will be selling used automobiles. If you're looking for a car give him a call.

NEW TELEPHONE NUMBER

For Craig and Donna Kelsey
(509)677-8114

The number is listed under the Lind exchange instead of Connell.



MOTERING SERVICES

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MARKETPLACE

1965 CORVETTE \$8900. Jeff Middleton
(509)375-1745

1929 DODGE DA DLY SPORT SEDAN wire wheels,
sidemounts, original #3. Kennewick
SOLD!
(There ARE advantages to being the newsletter
editor!)

1934 FORD DUMP TRUCK AND BED. Running. Make
offer. Betty Cameron, Cameron Trucking
(509)582-2201

1954 DODGE TUDOR, original. Bill Hedrick
(509)547-0169.

1966 T-BIRD HT LANDEAU. Black, good tires,
original condition, #3. \$2500/offer. Nancy
Johnson (509)582-9182

1953 CADILLAC 2 DR. Needs body work. Roscoe
Richmond (509)783-4675

1905-08 MAXWELL RDSTR. 4 CYL. One of a Kind.
\$4000. Jack Kirmse. 847-2650--Tacoma Model T
Club.

1927 CHRYSLER DLX SEDAN. Excellent Budd all
steel body. Original paint. Engine reworked,
never run. \$3000. Jim Lesniak
783-3906--Tacoma Model T Club.

1915 MODEL T TOURING, 2,000 miles since
restoration. Ruxtell and shocks, \$12,000 or
offer.

1920 MODEL T TOURING, 21,865 original miles.
Rebuilt engine/transmission, many new parts
already purchased for restoration. Ruxtell and
Hassler shocks also available to purchaser.
Brad Austin, 4432 50th Ave. SW, Seattle,
WA, Tele: 932-2113--Tacoma Model T Club

1955 GMC 4-WD PU \$1500. Jeff Middleton
(509)375-1745

CAR HAULING TRAILER, tandem axles/4-wheels,
electric brakes. Nice trailer, will haul any
size car. \$3400 in it-will sell for \$1800.
Houston Jackson (509)943-9363

CHRISTMAS PARTY . . .

Thank you, Pat and Dave Ashby, for hosting a
Christmas party for the club. The festivities
were well attended and enjoyed by all.

CORK SIMMELINK IS IN THE HOSPITAL . . .

Cork is spending part of his holidays in
Kennewick General. I'm sure he'd appreciate a
card or visit from you.



FIRST CLASS MAIL

MARV'S SALES

YE OLDE CAR CLUB, INC.
P.O. BOX 462
RICHLAND, WASHINGTON 99352

PAINT SEMINAR

A sign up sheet for the paint seminar sponsored by Marv's Sales will be circulated at the January meeting. If there are any particular areas of interest you would like to have Marv cover list them after your name on the sign up sheet. If you have any questions please call, 946-4771.

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