

GAS GAUGE

MAY 2004

Official newsletter of
The Old Car Club of Tri Cities Inc



John Robinson's 36 Ford 3 window coupe

CLUB OFFICERS

Pres	John Nelson	946-6100
VP	Fred Fraser	946-9850
Tres	Jim Vetrano	735-4248
Sec	Dennis Jackson	547-0916
Editor	Dennis Jackson	547-0916
Web	Scott Noga	545-5908

BOARD OF DIRECTORS

Eldon Reiman	585-8276
Bob Rupp	586-9731
Fred Fraser	946-9850
Gary Stredwick	586-9676

GARAGE TOUR

We had a fabulous Garage tour on Saturday the 17th of April. Our host and hostess were our very own Bob & Dolores McClary. The food was probably the best part of the whole tour, starting with breakfast at the McClary's.



We had a really great turn out the time, Bob said we had 45+



(Continued on page 2)

GAS GAUGE

Page 2

(Continued from page 1)

people show up, too many for me to name, just watch for your



self in the pictures. After breakfast we took off to Jim Stafords, but some of us went to Dave Underwood's, don't ask me why. The group that went to Stafford's caught up with us at Dave's. The group that went to Dave's never did get to see Jim's cars.



Here are some of Dave's cars if you want to see the rest of them you should have been on the tour with us. And you thought all of Dave's cars looked like this Didn't you? Off we go now to Ed Edwards' in West Richland to polish his cars, I guess.



(Continued from page 2)



No, this is not the "T" that he wrecked. And this isn't either, this is his 1939 Crosley convertible.

Next we are off to Bud Williams' garage to check out his stuff. As you can see he still has his Jeepster and his Jeep pick up.



Now for the best part of the tour and the reason so many people

showed up. **FREE LUNCH** Our next stop was at WECO in the port of Pasco for lunch at the shop that Wayne Williams' son owns. The food was catered by the world famous caterers, Bob and Dolores McClary.

There was something strange going on at that lunch, See next page and see if you can figure it out



(Continued on page 4)

See! What do you make of this? Speaking of strange things and strange people, The McClarys brought a couple and their kids with them. These poor people did not have enough sense to come in out of the rain. Don't believe me? Check out this car with the top



down. That's them, and guess what? It is pouring down rain. Yep, it is raining. Oh well they are related to the McClarys, what do you expect. Well now we are off to visit Joe Kuhns' storage bldgs, so keep your money in your pocket. Would you believe it, I didn't take one picture at Joe's place. Sorry.

Well last but not least we are off to see Jack Yale's cars, but you have seen them all so I will just take pictures of his new one, a 1934 Auburn. Oh, you want some cheese cake with the pic-



ture, OK.. all in all we had another great tour. Thanks to our hosts Bob & Dolores and all the people that participated

Thanks People!

About a century ago, horseless carriages rolled into Yosemite Valley for the first time. Today, thanks to Costco members David and Sharon Woodworth of Tehachapi, California, you can tour Yosemite's timeless beauty in one of the first types of automobiles to visit Yosemite.

The Woodworths began sharing their passion for vintage autos and beautiful country in 1999 through vacation packages called "T" - Tours. A variety of Yosemite Valley summer tour packages are available, as is a package based in Cambria on California's central coast during October. All tours include luxury lodging and fine dining, and allow you to drive a fully restored, original Ford Model T through the areas you visit.

"The biggest reason we started offering these tours is because my wife and I have always enjoyed riding around in Model T's especially through beautiful country," explains David Woodworth, recreational vehicle historian and national spokesman for the Recreational Vehicle Industry Association. "We thought we could give people an experience they will always treasure."

Once guests book a vacation with T- Tours, the Woodworths send an instructional video designed to help them learn to drive a Model T. Then, when the guests arrive, they spend time with an instructor in the car they will be driving. After they are confident of their driving skill, the instructor hands them the keys.

"The thing to remember about driving a Model T," explains Woodworth, "is that they were literally the next step up from a horse and cart. They're not hard to drive."

You can select the type of Model T you want to drive from a collection of 12, ranging between the years of 1915 and 1926. "You have to hand-crank the earlier cars [1915 to 1918], and you even have to light the headlamps on some of the earliest models," explains Woodworth. "Before our guests leave after breakfast each day, we start their cars for them and send them off with a packed picnic lunch in a wicker basket,"

They also send guests out with a satellite phone-just in case they have car trouble. Woodworth says each car is serviced and maintained by qualified mechanics.

"In the unlikely event that a guest has a problem while on tour, we will immediately replace the malfunctioning Model T with another one. They will only experience a minor delay," says Woodworth.

For more information about T-Tours, visit www.Driveamodelt.com or call toll free 1-866-488-6877



David & Sharon Woodworth provide fully restored "T"s such as this 1926 model for guests to tour Yosemite Park.

Our trip to Eagle Lakes Ranch Lodge



I wasn't able to go on this trip, so there won't be to much of my drool commentary. Bob Rupp did write a short script about the trip and Ed Edwards took some pretty good pictures



All lined up and ready to go

Bob says it was a beautiful day for a drive of this kink. We had 33 people in 12 cars. The trip took us to the Eagle

lakes Ranch Lodge, south of old Radar base near Othello. They had lunch at the lodge, and enjoyed some spectacular scenery.

(Continued on page 4)

(Continued from page 5)



After lunch some traveled to Connell for desert at Michael Jay's. Then we had a choice of seeing an old church, built in 1902. It is



now a museum that was restored by a few men from the State Correction Center.



It was off to two antique stores and home by which ever route you choose.

It looks like we had another great trip. I am sorry I missed it. In fact I under stood it was much better turn out than expected.



They expected 18 to 20 people and 33 showed up. Made it a little difficult for the waitress at the lodge, but they did OK. Some one needs to ask Dave Underwood how his return trip was.

Thanks again

Back Roads of Wallowa County - Antique Car Tour

Enterprise Oregon
July 31 - August 1, 2004
Sponsored by the Rotary Club of Wallowa County

Headquarters: Ponderosa Motel, 102 E Greenwood, Enterprise (across from courthouse)

Tour at a glance:

Check in Friday PM and receive your tour packet at the hospitality table at the Ponderosa Motel. Saturday we will tour the scenic back roads of the valley with many interesting stops. A catered lunch will be served enroute, and a locally raised buffalo dinner will be served that evening in Enterprise. Sunday AM we will have a half-day tour in a different direction. Both routes will be suitable for Model Ts as well as larger cars. Some stretches of gravel road will be unavoidable. Food provided in tour price: Friday hospitality snack, tour bottled water, Saturday lunch, Saturday dinner.

Application Form

Driver: _____
Address: _____
Phone: _____ Insurance Carrier (required): _____
Auto (yr,make,model) * _____

Prices: Car & Driver		\$ 55.00
Passengers (per person)	\$35.00	\$ _____
Children under 12 (per child)	\$15.00	\$ _____
	Total	\$ _____

Make check payable to: **Rotary Club of Wallowa County**

Mail check and this application to:

Denny Kehl
PO Box 1049
Joseph, OR 97846

Total fees must be received by June 5, 2004. No refunds after June 5, 2004

* Tour limited to 50 antique cars.

The Ponderosa Motel has extended a very attractive rate for this weekend. The Wilderness Inn will honor the same rate. To make your reservations, call the Ponderosa Motel (541) 426-3186, or The Wilderness Inn (541) 426-4535 and tell them you are with the Rotary Antique Car Tour.

Tour sponsor and organizers are not responsible for any liabilities.

Questions: Denny Kehl, tour chairman (541) 432-1470 email: bearcrk@uci.net

FOR SALE



1961 Volvo PV 544 B16B 4 cyl., 4 spd, 1600 cc
Complete restore 3 years ago \$10,500 OBO
Call Harold Copeland @ 946-1370

Also For Sale



1914 Ford T speedster, ruxtell, distributor, alternator, 12 volt,
5 Dayton wire wheels, loaded with brass accessories. A very
dependable brass tour veteran that is still in excellent condition.
I need the garage space. Asking \$14,000.
Call Denny Kehl, 541-432-1470 Joseph Or.

MAY BIRTHDAYS

1st	May Stephens
2nd	Wayne Shreve
2nd	Loretta Jackson
3rd	Susie Stinsman
6th	Don Meyer
12th	Loretta Underwood
14th	Mary Ellen Nelson
14th	Vernal Shreve
17th	Ken Nesbitt
17th	Helen Duffield
19th	Scott Noga
19th	Frank Requist
23rd	Audrey Simmelink
23rd	Gill Linden
27th	Russ Armstrong



MAY ANNIVERSARIES

4th	Dave & Judy Bergum
11th	Bud & Theroa Williams
16th	Allen & Doris Johnson
17th	Jeff & Julie Solbrack
26th	Bill & Lorry Boyce





We are on the web
WWW.YOCC.COM

Ye Olde Car Club of Tri-Cities Inc.
P.O. Box 6873
Kennewick, Wa. 99336-0601



GAS GAUGE

Official Newsletter of
Ye Olde Car Club of the Tri-Cities Inc.

Jim & Ginger VETRANO
4512 W YELLOWSTONE AVE
KENNEWICK WA 99336-1500



STAMPS.COM

062S0005194364



stamps.com
MAY 04 2004
US POSTAGE
FIRST-CLASS MAIL
PASCO, WA 99301

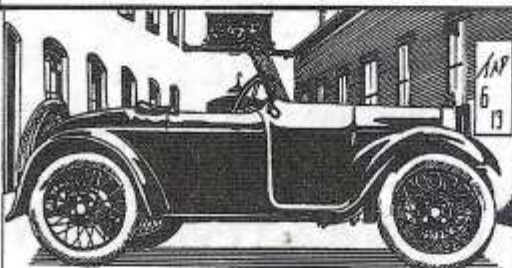
\$0.370

MAY

A RARITY FEW HAVE EVER SEEN !!

1928 INDIAN CYCLECAR ROADSTER

MFD. BY INDIAN MOTORCYCLE CO.
(ORIGINALLY THE HENDEE MFG. CO., SPRINGFIELD, MASS.,
BETTER KNOWN FOR ITS INDIAN
MOTORCYCLES.)



©1998 Tom Arnera Syracuse, NY. All rights reserved.

ONLY A FEW "INDIAN" SMALL CARS WERE ACTUALLY COMPLETED, ON AN EXPERIMENTAL BASIS. (ROADSTER, COUPE, OR TOWNCAR DELIVERY) 3 OF THESE CARS ARE KNOWN TO HAVE SURVIVED. AT LEAST ONE USED AN INDIAN MOTORCYCLE ENGINE, WITH 4-CYLINDER CONTINENTAL ENGINES IN OTHERS.

A FEW INDIAN AND HENDEE EXPERIMENTAL CYCLECARS BUILT PRIOR TO WORLD WAR I.

1928 Indian Cyclecar Roadster

The manufacturer of the Indian motorcycle had toyed with the idea of producing a light weight car since the early 1900s. As a matter of fact, a few "Hendee" automobiles were built and registered by Hendee/Indian before the 1920s.

The era between 1913 and 1916 was one that saw the introduction of many brands of small "cycle cars"—light-weight, narrow roadsters with small (one- to four-cylinder) engines, and bicycle- or motorcycle-type wire wheels. By 1927, the cycle-car craze was long forgotten, but the Indian Motorcycle Company got the idea once more to build a few such small cars. Between 1927 and 1929, a handful of pilot models were completed. These new cycle-car types were the brainchildren of Jack Bauer, son of the company's president.

Merrimac built the bodies for these Indian cars, and one had a Le Baron body. The development of these small cars cost \$65,000.

Earlier, Indian had built a special factory in Springfield, Mass. for the production of automobiles. But, after it was completed, it was sold, and American Rolls-Royces were assembled there. (Rolls-Royce operated an American branch factory from the early 1920s to the early 1930s, and the American-built Rolls-Royces were usually longer and more ostentatious than their British counterparts.)

In 1929, Charles A. Levine gained control of the Indian company and curtailed all "unprofitable" activities, ending Indian's plans for a possible automotive sideline.