



Gas Gauge



July 2008

Monthly newsletter of Ye Olde Car Club

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We lost another member this month. Wayne Shreve passed away from complications of congestive heart failure.

He was proceeded in death by his younger brother Vernal. I'm not real sure that there is a junk yard in heaven, but if there is I know you will find Vern and Wayne there scrounging for car parts and antiques.

We also lost a long time member Dale Henson last year. There was a celebration of his life held in Tampico on Saturday June the 7th. It was attended by Martha Shreve, Bob Rupp, Myrtle Nesbit, Lenore Jackson, Donna Shreve, Russ and Jane Armstrong, and Gil and Odeta Linden. Russ Armstrong brought a 1923 Model "T" that Dale had restored and sold to Russ years ago. The car was given a place of honor in the yard.

The club made a donation of \$100 to the local hospice at the request of the families.

There was a Mini parade in downtown Kennewick on May 10th. Here are a couple pictures. There are more pictures posted on the blog.

Visit the blog at <http://yeoldcarclub.blogspot.com>



Jack's 1932 Packard driven by Dennis & Karla Jackson



Jack's 1932 Chrysler chauffeured by Dave Stands and passenger Paula Stands

Well I had the shock of my life last Wednesday's breakfast at the Hut I was just talking to Bob McClary when a woman came up behind me and said "do you want to come home with me?" Imagine my surprise when I turned around to see Martha "the president" Shreve standing there grinning from ear to ear. After some careful investigation, it was revealed that she had overheard my conversation about wanting to go to the car show in Joseph Or. and that I had a ride to Joseph, but no ride back. So that issue was resolved and we were off to Joseph.

OUR TRIP TO JOSEPH

I rode to Joseph with Ed Edwards, but before we go to far I need to explain that it became obvious that Ed has that dreaded affliction called "optical handitis". This is a disease that causes one's hands to follow where the eyes go. Doesn't sound so bad does it? However, when that person is the driver of a car that you are riding in it gives you a few good scares. Example #1, Ed sees a sign on the left side of the road and tries to read it we end up driving on the left side of the road. Same goes for the things on the right side of the road. Needless to say, we spent quite a bit of time either on the left side of the road or on the berm of the right side. But we made it there after a couple of hasty U turns and a couple of unplanned detours. But like I said we made it. For those of you who don't know where Joseph is, it's at the end of the road just past the town of Wallowa. Or. This trip was put together by Denny Kehl, a member of our club who moved to Joseph

and formed his own little car club. This is a great show that they have every year and it coincides with Chief Joseph days.



Joseph is a quaint little town and yet they draw some where in the vicinity of 300 to 400 cars for this event. I took quite a few pictures of cars, to many to print however, you can view all of them on our blog <http://yeaoldecarclub.blogspot.com>

Do you know what this is. Hint.. It is English and has three wheels.



I took pictures mostly of cars that weren't to severely modified, but some of the others impressed me with there talents, anyway you can view them on the blog. This next picture is one that you have to have Ed Edwards explain to you. He thinks it is a "Crosley".

HUH?

Here it is, don't forget to ask him about it. His phone is 967-9361



Here is a car Jack Yale might like, it is a real boat tail



See the tail?



Denny Kehl had his cars there too. Well three of them anyway.

This first picture is of his 1917, I think, Buick.



And of course we all remember Linda's 1952 Ford.



But here is one I haven't see before. When I asked him if the engine was stock he said yes, but then qualified the statement by saying that it was stock in some car , not necessarily this one.



We had A great dinner that Denny Kehl helped to put together along with a really nice German fellow that lives in Joseph and runs a foreign car repair shop, he also services other vehicles as well. He let us park our cars at his shop and set up tables in the service bays, which by the way were much cleaner than any of the garage tours we have been on.



This is him. His name is Peter Brandt and that is his Mercedes uinmog. We used the bed of the uinmog as a serving table. We had bratwurst, salads, fruit, chips, deviled eggs, and more. It was Linda Kehl's birthday, so we had cakes. Oh, and we had Martha's sauerkraut. We just kinda hung out and talked and looked at cars.



Then we did what we do best!

We ate!



Here is a picture of his shop.



About 3pm we took off to see Denny Kehl's place in the woods.



That picture doesn't do justice.

Why is it called "Tourist season if we can't shoot them?"

Here is a picture of the inside.



He also ha built a blacksmith shop out back. Looks pretty old fashioned don't it.



This is the inside.



There are more pictures of the trip on the blog

<http://yeoldecarclub.blogspot.com>

What's happening

July 4th Parade in Pasco, Lunch to follow at the home of Frank & Lindell Smith 720 South Olympia in Kennewick.



August 15th The Manor at Canyon Lakes ice cream social.

Benton Franklin Co Fair Parade
August 16th ???McClary's afterwards for lunch?????

Unknown date for trip to Republic being planned by Bob Rupp sometime late August or early September.

Fred Frazier talked about a trip to Walla Walla garage tour & dinner.

July Birthdays

Ken Shreve 7th

This can't be right! Call me if you have a birthday or anniversary in July or Aug.

Dennis 547-0916

Prez Sez

The month of June started out with cooler than usual weather but we were busier than we have been in a long time.

June 2nd we had 13 cars at the Senior Center barbecue in Pasco.

Then Wednesday, we had a celebration of life for Wayne Shreve who passed away in May. Saturday, the 7th found us traveling to Tampico for another celebration of the life of Dale Henson. These were two of our members that we will miss greatly. About 9 of us went over to Joseph, Oregon on June 14th to see all the great cars over there. We also had a good time visiting with the "gang" in Joseph. Denny Kehl was instrumental in getting this group together. We shared a great potluck with them. On the 16th, 3 of us took cars to the Royal Columbia to share with the residents there. Needless to say, Phil Prather's 1929 Model A Roadster was a big hit with them. The younger caregivers were more in love with Jim Ayers' Corvette though. Our members were torn between Cool Desert Nights and the Kennewick All Class Reunion. But there was a good turnout at both events. Thank you to those who brought your cars to the fairgrounds. They were greatly appreciated.

I'm looking forward to our July activities. Don't forget the 4th of July parade in Pasco. Lunch will follow at the home of Frank and Lindell Smith at 720 S. Olympia in Kennewick.

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1931 AMERICAN MATHIS MODEL PY COUPE \$455.

THE MATHIS WAS A FRENCH CAR (FROM 1898 TO 1950), BUT A 1931 AMERICAN MATHIS WAS INTRODUCED BY DURANT MOTORS. BECAUSE OF THE GREAT DEPRESSION OF THE EARLY 1930S (AND DURANT'S SHAKY FINANCIAL CONDITION), FEW OF THESE CARS WERE ACTUALLY BUILT.

96" WHEELBASE 4.00x18 TIRES
4-WHEEL MECHANICAL BRAKES

32 H.P. @ 3200 RPM CHAIN-DRIVEN CAMSHAFT

1-3-88

BUMPERS and SAFETY GLASS NOT STD. EQUIPMENT.
5-TO-10% COMPRESSION 4.82 GASOL. ENGINE

57 MPH
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MONT-1800 LBS
1931-1932
1931-1932

1931 American Mathis

“Captive imports” are foreign cars sold by American manufacturers in the United States, often with the American brand name applied. These have been common in recent years.

But, Durant Motors tried a similar idea—as long ago as 1931! Durant sold fairly well in 1929 and early 1930, but things changed fast as the Depression got under way! What to do? Why not make a deal with the French Mathis company to make a clone of their lightweight 4-cylinder “PY” series for 1931? Arrangements were made in mid-1930 for Durant to produce an American Mathis, under license to the original company. A Franco-American car—predating the Renault Alliance by many decades!

Continental built engines for Durant cars, as well as for others, and it was planned that the American Mathis

would use a Continental engine also. However, we don’t know whether that came to pass, though reportedly Continental did supply both 6- and 8-cylinder engines to Mathis for use in their larger models sold in Europe.

Quite possibly, the few 1931 Mathis cars seen in the U.S.A. were actually built in France, though fitted with American (Goodyear) tires.

The American Mathis was displayed in January 1931 at the New York Automobile Show, and shortly afterward at the Chicago Automobile Show. The coupe (illustrated) and a \$445 light-delivery car were presented. A roadster was promised, but never seen.

Durant Motors went into receivership in 1931, and the Mathis venture folded. There was a 1932 Durant, but very few were assembled before the towel was tossed into the ring.