

Official newsletter of Ye Olde Car Club



The car of the month is a 1950 Plymouth Deluxe. This car is completely original including the paint. This jewel of the road is owned and cared for by Jim and Jan Molar of Kennewick, Wa.



July 2001

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Inside this issue:

By Annette Cary
Herald staff writer

Where Jim Geiger goes, so does his wife. The two are inseparable around the Tri-Cities.

When Jim plays pinochle or bingo, his wife Jackie sits at his elbow and watches.

When he delivers meals on wheels for the homebound, she rides along.

When they eat lunch at the Richland Senior center, he hands her a napkin to wipe her face.

If sometimes her behavior seems a little odd-like trying to cut to the front of a long



line Jim opens his wallet. Inside is tucked a card that reads: "Please pardon my companion who has Alzheimer's disease." The notice is followed with a short explanation of the disease.

The disease is sometimes called "the slow death" because it gradually robs

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Points to Ponder

Some of us are like wheelbarrows

Only useful when pushed

Very easily upset



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MISC CLUB INFORMATION

Fred Fraser is trying to put together a trip to Elbe, Washington on the 21st of July. The reason for the trip would be to ride the Excursion Train through scenic Mount Rainier. The cost for the Train ride is Adults (if we had any) \$11.50 Seniors \$10.50 and Children (under 12) \$8.50. Fred has made some calls for overnight accommodations.

Hotel Packwood 1-360-494-5431

Crest Trail Lodge 1-800-477-5339


Nisqually Lodge 1-888-674-3554

Cowlitz River Lodge 1-888-305-2185

If You are interested **PLEASE** CALL FRED @

946-9850 for more details

Excursion Trains



Porter 2-8-2 #5 is shown crossing the Nisqually River trestle.
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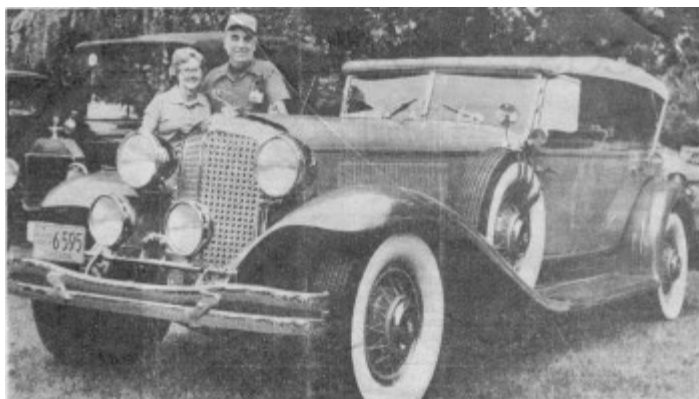
Steam train excursions through the foothills of Mt. Rainier.

Experience the Golden Age of Steam as you chug across spectacular bridges and clickety-clack through lush tall forests. Whistle at Mt. Rainier and let of steam by Mineral Lake. Enjoy the one and one half hour trip from Elbe to Mineral Lake. Fourteen miles of Old Time Fun for all and pleasant memories for many. Every train is pulled by a vintage steam locomotive with tourist and open cars.

MONTHLY ACTIVITY

We seem to be having trouble getting people to sign up to sponsor monthly activities. The activities don't have to be grandiose, Simple is fun. Call Gayle Noga @ 943-0836, she has some suggestion on short trips and advice to help you plan it. The club also helps with the cost that you might incur. The months that are still open are July, Sept, Oct, Nov and Dec. . Dennis & Karla Jackson have an activity planned for June. And Jack Yale has the annual picnic in August.

IN MEMORY OF *KENNY G. DURHAM*



Kenneth G. Durham
Milton-Freewater, Ore.

Kenneth G. Durham, 169 S.E. 6th, Milton Freewa-

ter Oregon passed away May 23, 2001 at the St. Mary Medical Center in Walla Walla, Washington at the age of 88 years. Funeral services will be Saturday, June 2, 2001 at the First Christian Church in Milton-Freewater at 10:00 a. m. with Pastor Duane Geyer and Pastor Richard Davidson officiating. Private family interment will be in the Riverview Heights Cemetery in Kennewick, Washington. Memorial Contributions may be made to the First Christian Church, Frazier Farmstead or the E. Benton County Historical Society through the Munselle-Rhodes Funeral Home, 902 S. Main, Milton- Freewater, Oregon 97862.

Mr. Durham was born April 22,1913 in Grant, Iowa, the son of Myron and Lena Winkle Durham.

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He graduated from high school in Glen Elder, Kansas in 1931. He attended one term of college, then was forced to stop because of the Depression. Mr. Durham worked his way across the country and settled in Kennewick, Washington in 1934. It was here that he worked for the Church's Grape juice Company. On October 18, 1936, he married June Campbell in Kennewick. The couple moved to Milton-Freewater in 1946 where he worked for the Umatilla Cannery for a few years. During that time he invented the Durham Hoist for use in the pea industry. In 1948 he began a new venture as one of the founders of Key Equipment Company, which is now Key Technology, recognized as a leader worldwide for its processing equipment for the food industry. As the Director of Engineering (Design and Research) he continued to work and travel on behalf of the company until his retirement in 1971. Mr. Durham had served as a Cub Scout and Boy Scout leader and served as president of the Milton-Freewater Chamber of Commerce. He was best known for his life-long passion for classic cars. Altogether he restored 8 vintage cars with exquisite care.

His restored automobiles won numerous prizes in competition. He and his wife June were charter members of the Walla Walla Historical Auto Club and participated in countless tours from Canada to California, drove in parades and used the cars to transport wedding parties and high school homecoming royalty. Mr. Durham was also well known for his woodworking capabilities.

Over the years he made cradles for his grandchildren, chests, tables, mirrors as well as refinishing antique furniture. He enjoyed hunting with friends in the Blue Mountains in his earlier years. In more recent years he and his wife enjoyed having groups of people to their parklike home for picnics. He loved his children, grandchildren and great-grandchildren and never tired of finding ways to interact with them. He had a profound sense of curiosity, and remained an avid learner all of his life. Mr. Durham is a member of the First Christian Church and M-F Rotary Club.

He is survived by his wife June Durham at the home, 2 daughters Wanda Warnock of LaGrande, Oregon, Karen Reeder of Pendleton, Oregon, a son Ken Durham of Beaverton, Oregon, 9 grandchildren and 13 great-grandchildren.



2nd Judy Todd
 2nd Kay Walker
 2nd Jim Mokler
 7th Ken Shreve
 12th Jim Hart
 15th Lois Rutherford
 18th Jerie Allen
 20th Dale Reiman
 20th Rick Rutherford
 21st Ray "Dean" Gooding
 27th George Morse
 30th Wayne Benson



3rd Ted and Judy Orbeck
 5th Lee and Loretta Jackson
 10th Rick and Gayle Vance
 24th Jim Yount &
 Mary-Anne Lauby



Don't forget the 4th of July Parades
 Both in Pasco and Kennewick

This Months tour

This months tour was a tour of the Seth Ryan Winery in West Richland. The sponsors, Denny & Karla Jackson were a little disappointed in the turn-out. However, the people that showed up seemed to have a good time.

Shown here ,from left to right are, Wayne Shreve, (don't blame me I didn't take the picture), Denny Jackson, Jim Mokler, and Jerry Mokler. Their wives were there too., but didn't get in the picture. Scott and Gayle Noga

were also there with their Packard



Jim and Jerry Mokler and wives came in Jim's 50 Plymouth, but he doesn't get a picture of his car in the article because he got his picture on the front page. You know, now that I think of it, he shouldn't feel slighted at all because he and his brother made off with both door prizes. Something strange about that.



Wayne Shreve is the one who should feel slighted, he only got one of his arms in the picture. So I think we will give him the biggest picture of his car. As you can see in the picture above we were joined by the MG club from Puget Sound. . All in all a good time was had by all except poor Richard Kuch, who tried to join us but his beautiful Packard just couldn't make it and had to be towed by Jack Yale. I think Richard wins the "*Monkey Wrench*" award don't you? .



Calendar of events for the month of July

- 4th Pasco Parade Check in at 8am if you want to be judged. Judging will be 8:30 to 9:30 Parade starts at 10am. Check in at corner of 4th and Marie. Dash Plaques are available.
- 4th Kennewick Parade. Check In at 12:30 at the east end of Columbia Park by the boat launch. Car Show & Shine in the park from 3pm to 6pm. Dash plaques are available.
- 13th Spokane Auto Swap meet. Spokane Interstate Fairgrounds. Hours: Fri 11am to 8pm, Sat 8am to 6pm, and Sun 8am to 2pm. Adm \$5. 509-921-9392.
- 21st YOCC Tour to Elbe Wa. To ride the Mount Rainier Antique train through the foot hills of Mt Rainier. \$11.50 for adults \$10.50 children under 12 \$8.50. Please call Fred Fraser @ 946-9850 for more details and lodging information.
- 26th YOCC Monthly meeting. This months meeting will be held on thur the 26th of July at 6:30 pm. We will meet downstairs of the 9 to 9 Auto Parts Store in Pasco on Court St. the bldg is handicapped accessible. *Please* try to attend we *need* your help and input.

FOR SALE

Now here is a *project car* for some-one !! This is a 1926 Chevrolet touring car. Plenty of spare parts, engine turns over, all of the parts are there plus extras. Owner leaving town soon. Asking \$3000 or best offer. Call Al. Anthis @ 509-547-3438



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victims of their personality and the ability to do tasks others take for granted. It affects one in 10

people older than 65 and nearly half of those over 85.

Like Jackie, the majority - particularly in the early to middle stages of the disease - continue to live at home and be cared for by family members. But few live as full a life as Jim provides for his wife.

"I take Jackie everywhere I go," he said. "People are so understanding and helpful. When I was a kid, (Alzheimer's) was something to be hidden in the closet."

She was diagnosed with the illness 10 years ago. But he still can find the personality of the girl he married despite the tangle the disease has made of her brain.

But for other people to know Jackie, Jim has to tell her stories. It's a anecdote Jackie can no longer tell, but Jim relishes. She'd always been fascinated by flying, making sure she was at the pencil sharpener near the window in elementary school when a plane flew overhead. In high school, she started taking flying lessons. Her mother discovered it when she found her flight log.

"What does this mean," her mother demanded. "It means you've been prowling through my dresser drawer," her daughter answered.

Jackie went on to study aeronautical engineering at Purdue University at a time that instructors didn't know what to think about a woman student in the machine shop, her husband said. In 1955 she came in second in a five state race sponsored by the Women's National Aeronautical Association.

So it seemed particularly surprising when she began having trouble remembering simple things such as names and dates when she was barely old enough to qualify for some senior die counts.

At 65 she was diagnosed with Alzheimer's. In its early stages, people may forget recent events or familiar tasks. But Jackie could still follow see routines.

However, as the disease progresses,

more brain cells are destroyed, judgment becomes impaired, and people become more confused.

For the Geigers, the biggest change came in 1997, when Jackie had a stroke and her mental abilities began to deteriorate more rapidly.

Jim took over all the cooking and household tasks and began to watch Jackie more closely.

"She's not safe to leave alone," he said.

But compared with some families with Alzheimer's, the Geigers have been fortunate. The progression of the disease can be unpredictable. Some patients have sharp personality changes and become anxious, paranoid or aggressive. Others have trouble sleeping and may spend much of the night wandering.

"Jackie is a very agreeable and pleasant person he said. But "she still argues with me, don't you?" he said, turning to her. When Jim asks her how she likes his cooking, a skill he hasn't really mastered, she just laughs.

Ask her how many grandchildren she has and she smiles again and says it's something she should know. Jim tells her she has eight.

She's always been an outgoing person and she doesn't like staying at home too long. She won't wander outside, but she will rove around their house, picking up items and giving them to Jim when she gets restless. Then "we get out and go," Jim said. On June 9 he plans to take her to the Alzheimer's Awareness Day sponsored by The Neurological Center at Broadmoor Park outlet mall in Pasco.

The event is planned not only to raise money for Alzheimer's programs, but also to raise awareness of services available to help families coping with Alzheimer's.

"It's a disease of isolation," said Rachel Lee Childress, who leads support groups for the center. "Jim's the exception."

MINUTES OF MAY MEETING

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> • Meeting was attended by Bob and Alice Rupp, Gayle Noga, Bob and Delores McClary, Dennis and Karla Jackson, Richard and Rose Chastain, and Fred Fraser. • In order to keep things simple we have created a new position of Asst Treasurer and appointed Lois Metler to fill it. • Gayle Noga will develop a Job description • Re affirm that no club business will be conducted at the Wen morn breakfast. • Motion was submitted to raise the dues to \$15 on Jan 1st 2002. A letter was be sent to all members asking them to vote on the motion. | <ul style="list-style-type: none"> • It was decided that the club will pay for door prizes for tours. Also that the club will subsidize more dinner meetings. • Dash Plaques will be ordered for the June winery tour, and future tours. • Dennis Jackson has found an outlet to supply us with the plaques for about \$2 apiece. Also available are magnetic signs for the side of our cars advertising our club. The cost or these will be approx. \$25 a pair. Lollipop club emblems can be made in aluminum at a cost of about \$8. • Fred talked about the train trip he would like to set up as a | <ul style="list-style-type: none"> club function. More info will be relayed as it becomes available. • Suggestion was made that we try to participate in more community events such as parades Dash plaques will be available for parades. • We are still trying to find a better restaurant to have our Wen morn breakfasts. Any suggestions?? |
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Readers Corner

These articles are submitted by readers

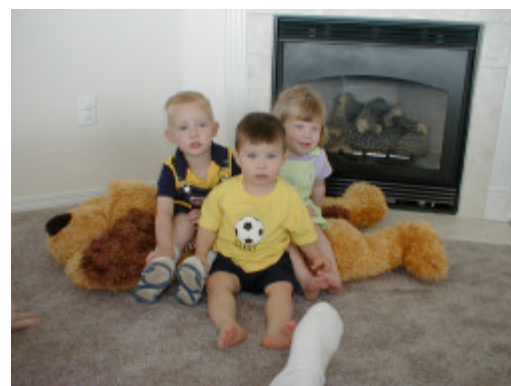
THIRTY-FIVE MILES PER HOUR? THAT'S NOT SO BAD!

In January, 1896, there were exactly four gasoline buggies in the United States. One was built by *Duryea Brothers* in 1892; one was built by Henry Ford in 1894. Another one was built by *Haynes* in 1894; and, one was built by *Benz* of Germany in 1895. In America's first auto race, held Thanksgiving day 1895 from Chicago to Evanston and return (about 50 miles), these four cars averaged five miles per hour.

On Decoration Day, 1896, only six horseless carriages competed for a \$3,000 prize offered by *Cosmopolitan Magazine*. There were four *Duryea* motor wagons; a car built by Dr. C.C. Booth of Youngstown, Ohio; and a "Roger Wagon" built by *Benz* in Germany, for a Frenchman named Emile Roger. The race started at the *Cosmopolitan* of-

fices in New York City and ended at their printing plant in Irvington, N.J, about 52 miles away. All four *Duryeas* held the lead, the winner finishing the race in 7 hours 13 minutes, for an average speed of 6¾ miles per hour.

Since no-one else submitted anything, You will have to live with my submission. My Grand kids Cole, Zak, and Emily



NEW MEMBERS — DAVE AND PAULA STANDS



Dave and Paula Stands with their 1935 Australian Fords

Dave is a Preacher and Paula is a Teacher. They both seem to really enjoy there hobby. Dave also does metal fabrication on the side. They spent some time in Australia which is where they became involved with the Aussie Fords. Dave real proud of his work on the Aussies, as well he should be. The car on the right is a utility vehicle and the one on the left is a roadster. There is quite a story about the roadster and I will let Dave tell you the story.



Dave and his Roadster 1935 Aussie Ford ???

The 1935 Ford Roadster is as follows: Car is a collection of at least a dozen cars, some are Australian 35's (by Ford of Australia) and some are from USA 35 Fords. Both Aussie and American Fords share the same parts. The foundation for this roadster started from a very sad bent and rusted 1935 Ford 5-window coupe, a body for sale and one absolutely no one would buy for well over a year! But I'm a sucker for bent and rusted 35 Fords, so three hundred bucks and I parted ways. Having lived in Perth, Western Australia for over 3 yrs, I was able to acquire many Australian Ford Roadster parts, as well as a complete 1935 Ford Australian Roadster Utility (Ute). Which has been restored, ah-or Hot Rodded by me! Just a bit of history on the Roadster Ute, which was made only by Ford of Australia, in very limited production numbers, about 300 a year, mine is # 181 off the production line. I fondly call this Ute my Ute-ster, (Utility-Roadster).

My concept for this 35 Ford Roadster was to be a bit different than the Roadster Ute. I planned to build a car that could have been on the road in the 1950's as an early Hot-Rod here in America. By that I mean I am using only old parts of 1953 or earlier vintage.

With the exception of brand new wiring and things of that nature, nothing obviously new is to be used!

I started the restoration process by fixing the rust and the T-bone injury the car suffered in its obvious neglected former life. I then proceeded to cut the 5-window top off in order to convert it to a roadster. I had in my possession, a

genuine 1935 Ford Phaeton cowl, 1935 Ford Roadster Utility doors, as well as 1935 Ford Roadster windshield posts. All of Australian heritage. The roadster utility doors are identical to the USA roadster except they are 2 1/2 inches shorter in length. I lengthened them, old school, by fabing metal, hammer welding, and metal finishing. Just a fair bit of work to fit and weld the roadster parts to the coupe foundation.

After looking at the 5-window top now resting on the floor of the shop, the wheels of invention and necessity started to roll. The idea of creating an all-metal, removable coupe top started to take shape. Many cuts and welds later a hard top 1935 Ford roadster now exists.

Drive train is to be as close to stock as this Hot Rodder is able to do! The engine is a 1953 Mercury Flathead running a stock cam with a polished aluminum Fenton intake, topped by two Stromberg carburetors. Stock Mercury heads will be used with chrome acorn nuts, and a pair of Fenton headers will exit the exhaust through dual tail pipes. I do love the sound of the Ford flathead running dual exhaust! I plan to use a 12-volt electrical system with a converted original 6-volt Ford generator. The transmission is a 1946 Ford Pick-up, with open drive shaft, and an open drive Ford rear end will complete the all Ford drive train.

The chassis, is to be all early Ford of course, using a 1937 Ford axle and springs up front, and a 1935 Ford rear suspension. Steering is 1940 Ford, column topped by a 1940 Ford steering wheel. Brakes are hydraulic 1940 Ford. The shocks are tube models, such as was used in the early 1950's. Wheels will be 1940

units dressed by beauty rings and 1941 Mercury hubcaps to advertise and hint to the engine.

The interior is augmented by a 1949 Ford dash (given to me by Jim Stafford). I modified the dash cutting it down by 15" to fit the 1935 Roadster cowl. The gauges are all 1949 Ford as well. Just a bit more of the hot-rodders touch with the use of an original 1948 Tucker radio head that is to be hooked up to a late model radio hidden from sight behind the dash board.

I have been in the on and off process of restoring, ah-or Customizing this roadster, which I fondly call the Coupester for over 4 yrs. I hope to be driving it next year, wish me luck! Dave Stands



GOOD LUCK

Don't forget the Parades
in Pasco and Kennewick





Dedicated to
Having fun with the past

Official newsletter of Ye Olde Car Club

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We are on the Web
www.yocc.org

Guess whose *new* car this is. — Got any Idea???

