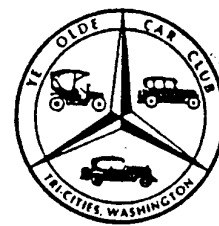


THE GAS GAUGE

Official newsletter of Ye Old Car Club



This month's featured car is a 1924 Star touring car owned by Russ and Jane Armstrong of Richland Wa.



May

Volume 1, Issue 2

WE HAVE YET ANOTHER CELEBRITY

Inside this issue:



Points To Ponder	1
Misc club info	2/8
Birthdays & Anniversaries	4
News article Model "T"	3
Monthly activities	4
Readers corner	5
Newa article Packards	6/7
Parade news	8



That's our Audrey.
She is the first on the left.



The 3.5 Tri-City Senior Women's team took the title last week at the Valley of the Sun tournament in Tempe, Ariz. Team members are Nancy Kerr, Pat Brulotte, Lynn Washington, Tanya Bernard, Dodie Akridge, Joyce Morwpoli, Mary Lee Pickett, Carla Denison, and team captain Audrey Simmelink. **Way to go team!!!**

Car Show	
Calendar of events	10

Points to Ponder

How we treat our family, how we spend time with them, has eternal implications

Thomas Kinkade



OFFICERS

Pres.	Bob McClary	783-3622
V.P.	Gayle Noga	943-0836
Sec.	Dennis Jackson	547-0916
Tres	Wayne Williams	735-7457
Editor	Dennis Jackson	547-0916

BOARD OF DIRECTORS

Gary Stredwick	586-9676
Jack Yale	586-4933
Bob Rupp	586-9731
Jim Mokler	735-2949

MISC CLUB INFORMATION

- We hear **Vern Shreve** is doing very well after his knee surgery. It appears it only bothered him long enough not to have to do any work at the swap meet



- Speaking of the **swap meet**, we didn't do too bad. It could have been better, but we had the weather to deal with and the fact that the date was changed had a big effect on the attendance.

- We had a lot of fun setting up the meet. After all was done we ate the sandwiches and cookies that **Fred Fraser** brought. In fact he brought so much that it fed the troops that handled the registration the next day.

- The effort** that all the people put forth to make the swap meet a success is greatly appreciated. Particularly the ones that showed up soooo early in the morning to handle registration and our



President, **Bob McClary**, who pulled security duty all night.

- Jim Mokler**, who is a member of the Kennewick General Hospital Foundation Board of Directors, as well as a member of our board of Directors, has asked us to donate \$250 to help sponsor a golf tournament.

The proceeds of which will go towards the purchase a Hearing Screening Monitor to check the hearing of newborns. Since the machine will be purchased with community donations the test can be offered at no cost. For the donation we will receive not only the feeling of pride from helping our community, but we will receive recognition for our help on the TV and in the newspaper. Also a sign will be placed on a green or tee. The tournament will be held on June 16. If you would like to golf in the tournament please contact **Jim Mokler @735-2949**



By the way don't for-

- By the way don't for-

get the winery tour on the 30th of June and 1st of July. Any questions call **Dennis Jackson @ 547-0916**



If you haven't checked out our web site yet, do so at **www.yocc.org**. If you need help, either with posting information or logging on, or have some suggestions, call **Gayle Noga @ 943-0836**

- We will be participating in the **4th of July parade** again this year. Check for details on page. 8



- Our **monthly meeting** will be held on Thur. June



28th in the conference room down stairs of the Nine To Nine Auto Parts store in Pasco. The building is handicapped accessible. Questions call **Bob McClary @ 783-3622**. Please try to be there we miss you and need your help.

See more misc info page 8

As Ford prepares for it's centennial, it re-creates A titan of the industry

Tin Lizzy that put the world on wheels being built For 2003 centennial

By Bill McGraw Knight Ridder News Service

DETROIT - Behind a locked door inside an anonymous building in western Wayne County, Mich., Ford Motor Co. is secretly assembling a revolutionary automobile.

Powered by a 22.5-horsepower engine, this car has a top speed of 50 m.p.h.

It comes in one color, black.

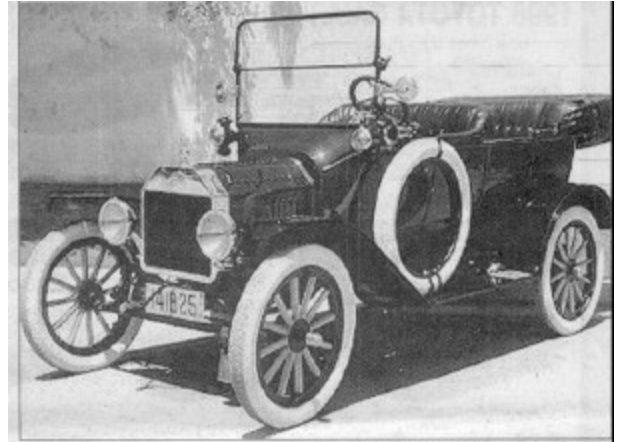
One vital accessory is a wooden ruler: You stick it in the 9-gallon tank under the front seat to see how much gas is left.

The vehicle: the Model T. Yes, the incomparable Tin Lizzie that put the world on wheels. True, the revolution it created took place 90 years ago. But Ford has decided to manufacture the Model T again as part of a promotion tied to the company's centennial celebration in 2003. It's the first time Ford workers have turned out Model T's since 1927.

Ford is making only six of the legendary cars, and even though the project has been hush-hush, rumors of the Model T reincarnation have touched off massive interest in antique-car circles and speculation that the company will make more and sell them to the public. Ford denies it.

"That might be wishful thinking," said spokesman Tom Hoyt. The original Model T was so significant in American business- culture and social life that auto experts named it car of the century in 1999. Similarly, Fortune magazine awarded its maker, Henry Ford, with the title of businessman of the century. Ford Motor produced more than 15 million Model T's from 1908 to 1927; hundreds of thousands are still roadworthy.

Henry Ford made the Model T durable and cheap so everyone could afford one, and while he was making these flivvers he also introduced two other world changing innovations: the \$5 workday and his version of the moving assembly line. Interest-



Photo/Courtesy of Model T Ford Club of America
Ford's early Model T lineup included the 1915 Model T Ford touring car.

ingly, Ford workers are putting together Model T's by hand today (and they are making more than \$5 a day).

"In every survey of auto writers and historians, they always rank the Model T as the most important car in history," said David Lewis, a University of Michigan professor and Ford expert. Until now, though, no one had re-created a Model T. Insiders who have sneaked peeks of the new Model T's give them glowing reviews. "I can't overemphasize what an outstanding job they have done," said

Jay Mehfoth, editor of the Vintage Ford, a magazine for Model T hobbyists. "I never would have envisioned they could have put one together so accurately. "Jet-black Model T's in various stages of assembly look out of place in a modern auto plant filled with gleaming machinery and computers. They are shiny new relics from long ago, boxy looking contraptions with bicycle-like tires and no frills in an age of family trucks equipped with CD players and high-tech parking guidance

There are eight steps in starting a 1914 Model T:

- 1) Connect a wire to the battery.
- 2) Reach through the floorboard to open the valve to the gas tank.
- 3) Adjust the spark advance so the timing is as late as possible to guard against kickback.
- 4) Set the throttle to about, one-eighth full.
- 5) Pull out the ring-like choke under the radiator.
- 6) Turn the crank a couple of times.
- 7) Put the switch in the cab to the "battery" position.
- 8) Crank the engine again. It usually starts within two turns.

Continued on page 9

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 , Oct, Nov and Dec. Dennis & Karla Jackson have a winery tour planned for June. Jack Yale has the annual picnic in August. Audrey has a one day trip to a Restaurant in Grandview planned.

The trip that Dennis and Karla have planned in June is a trip to the Seth Ryan winery in Benton City. It will be a two day event in which you may bring your cars one day or the other, or both. We do need to know which day you plan on coming so that we don't have 100 cars on one day and none on the other. Call me at 547-0916 to schedule. The event is the 30th of June and the 1st of July. The winery will have sandwiches and refreshments. Come on out and have some fun while supporting your club. Fred and Mary Fraser are planning a trip to Elbe Wa. On the 21st of July, a Saturday. We will be riding an antique train for an hour and a half through the senic Mt Rainier. Tickets are \$11.50 a Person and \$10.50 for seniors.

What do you think

of the club organizing and scheduling the events for a whole year in advance? Please contact one of the club officers to discuss how it will work.



- 5th Jane Armstrong
- 9th Judy Oeder
- 11th Pete Jackson
- 14th Linda Kehl
- 14th Carol Stafford
- 18th Lisa Gordon
- 20th Ruth Ilten
- 26th Russ Armstrong
- 26th Bob McClary



- 3rd George & Patricia Morse
- 6th Joe & Jolene Kuhns
- 9th Dale & Dola Benson
- 10th John & MaryEllen Nelson
- 10th Scott & Sandy Klipper
- 12th Richard & Marlene Kuch
- 12th Floyd & Barbara Harrow
- 14th Dave & Lisa Gordon
- 15th Jim & Jan Mokler
- 17th Dick & Becky Fuller
- 18th Gary & Mercedes Stredwick
- 18th Walker & Kay Young
- 19th Dan & Dani Flanagan
- 21st Ted & Grace Freemire
- 21st Dale & Katie Petty
- 26th Dick & Marlys Mayer
- 27th Russ & Jane Deffield

Readers Corner

These articles are submitted by readers

There is a firm, in Washington State, that restores license plates. We understand that they do a great job at a reasonable price. Rod and Karen Gain
 Old license Farm
 4101 Feigley Rd
 Port Orchard, Wa. 98367
 Tele 1-360-874-7479

They charge \$60.10 for a single with a two month turn-around.

submitted by Jim Stafford

FOR SALE

1968 Cadillac Coupe Deville 46,666 mile.
 Blue paint good. Minor damage.
 Every thing works including air conditioner.
 Call Bob Rupp @ 586-9731

FOR SALE

- 1951 Buick special (series 40) Four door sedan
- One owner bought in Colorado
- Brought to Richland in 1951
- Driven until 1995 owner passed away
- Complete except for hubcaps (may be in trunk)
- \$800 without motor and radiator
- \$1400 with.
- Can be seen at Horse Haven Mustang call Harland Lippold @ 627-8264 or Scott Klipper @783-4539

- **Audrey Simmelink** sent me a note about a product that will really take the grease stains out of clothes. The product is called **Greased Lightning.**

A&M Cleaning Products
 P>O> Box 1731
 Clempson, S.C. 29633
 803-646-7730

Reprint from Spokesman Review Oct 4th 1915

Carry an Extra Tire in Your, Tool Box

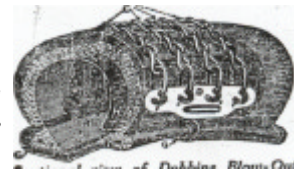
With *Dobbins* Blow-Out Chains aboard, it's the same as always having an extra tire in your tool box. When your 'asi spare tire "goes bang," you" don't have to run on yhe rims or wait on the road for a new 'shoe. You quickly and securely hold the blow-out with this wonderful device.

Dobbins Blow - Out Chains

They reinforce the shoe and hold the worst blow-out so securely that it becomes the strongest part of the fire.

Dobbins Blow-Out Chains are attached when the tire is deflated, and the broken fabric and rubber are drawn together upon its inflation. They not shift their position, and are equally as efficient for Plow-outs occurring near the rim as in any other part of the tire.

Sectional view of Dobbins Blow-out Chain in place



Sectional view of Blow-out Chain

- A-Main Plate
- B-Bent Up on Main Plate
- C-Cross Chain.
- D-Second Plate
- E-Auxiliary Hook
- F-Curved Slob permitting . 1-Blow-out
- adjustment far due amount of tension
- G-Run of wheel
- H-Inner Patch places] inside of shoe .

Price List of Dobbins~Blow-Out Chains (Including Inner Patch)

\$1.00 each for 3-inch tires =1.50 each for A-inch tire \$1.75 each for 6-inch tires

Stop at your dealer's today and have him 'put am extra tire in your tool box"

Manufactured by
American Chain Company, Inc.
 Bridgeport, Cones.

ATTENTION PACKARD BUFFS

You never know where your next car is coming from!!



ED ELLIS, a veteran railroad manager, is vice president-sales and marketing for Amtrak Mail & Express, and writes this exclusive bi-monthly column for TRAINS. His views are not necessarily those of~Amtrak.

IN MY LINE OF WORK, stories abound about ways we've blown it with the customer. For instance: oranges on the road for 31 days, or a truckload of refrigerated beef that had to be buried, with the meat inside, somewhere around Kearny, Nebr. Or a load of green lumber shipped from Oregon in April that was fully seasoned when it was delivered in August.

Railroads seem to be good targets in discussions about monumentally bad service, perhaps because of the 19th-century management arrogance that trickles down to many front-line personnel. The thinking has been, "If you don't like it, find some other mode of transportation." Many customers have done exactly that.

The word "humble" is seldom used to describe railroad representatives, but with recent mergers and service deficiencies, we've had more practice falling on our swords. I recently was at a meeting in Washington State where a freight railroad representative took a verbal whipping from some shippers, and then turned around to ask for more business.

We need more of that business, as long as we can actually provide the service. But this story is about times when we don't.

The best customer disservice story I've ever heard involved the "Standard Railroad of the World," the Pennsylvania, and was told to

me by Bob Wilcox, who swears he did not make it up, although I may have embellished it somewhat. Bob works for Union Pacific, the Railroad that Calibrated the Gauges that Established the Standards for the Standard Railroad of the World. But there's really none of that inter-railroad rivalry involved, because Bob worked in tile office next to mine at the Chicago & North Western when he told me the story.

It seems Bob and a friend of his were in Georgetown, Ky., one afternoon, performing a detailed inspection of Southern Railway train operations in their spare time during summer college vacation. This was in the 1960's, and I'm not sure of the timing, but it was probably just before the "Merger That Would Solve All Problems," otherwise known as Penn Central.

After recording copious photographic evidence of Southern's highhood locomotive fleet, Bob and his friend noticed, across the street from their photo spot, a residence with a green, shady front yard, and an older gentleman washing and waxing two vintage Packard automobiles. It was a hot day, and there was something appealing about standing in the shade while waiting for the next hotshot on the Southern's "Rathole" line.

They were also interested in things of the Packards' vintage, so they wandered over

and struck up a conversation with the owner. Eventually they asked him how he came into possession of a matched pair of such wonderful automobiles. This is where the Standard Railroad of the World entered the picture.

This gentleman was in the scrap business, and was on Pennsy's bid list for retired equipment. Railroads have long used a bid process to get rid of individual pieces of equipment, machinery, and small tools, the theory being that buyers are more likely to pay a higher price if they are afraid they will lose out.

Of course, the opposite can be true. If the market is soft and there are few bids, sometimes just putting in any bid will win a few items. Often, a bidder will enter higher prices for items he really wants, and plug in a few dollars for everything else.

The Pensy had just closed a rip (repair-in-place) track in the Cincinnati area, and put out for bid various pieces of junk. If you've ever seen this kind of bid list, it usually has a thousand items on it, often with mysterious descriptions such as "One bucket bolts NOS" (not otherwise specified).

There is usually a date for bidders to inspect the stuff being sold. Rolling stock is usually listed with one item per car number, even if 40 identical cars are being sold.

On this particular list, one of the items was an old 40-foot boxcar that had been a rip track fixture for years. The doors were rusted shut. Railroads often took old boxcars and turned them into storage sheds for tools and materials, or crew welfare facilities, or just left them parked awaiting disposition. It's up to the buyer to make the car roadworthy, or truck it out. Sometimes cars are scrapped on the spot.

Anyway, with this particular car, Pennsy offered it "as is, where is" without checking to see what might be lurking inside (it was too early to be Jimmy Hoffa).

The man from Georgetown was the winning bid-

der, and, you guessed it, when he opened the doors, he found two 1930's automobiles, with rotten tires and almost no miles on them. His bid for the boxcar? \$50.

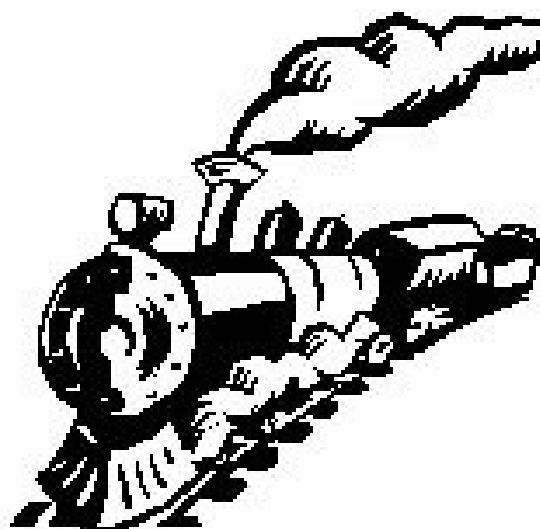
I can picture this scenario, having switched a few rip tracks in my time. The car of Packards was bad-ordered in the yard, and drilled into a track with similar cars. A switch crew coupled up that track and dragged it over to the rip for repairs. Probably it was the lead car, thus was shoved to the end of the rip track. Next after the Packards' car was a material car, which was being scrapped in place. Whoever wrote down its number made it the last car in the track, even though it was next to last.

The carload of Packards disappeared from the records; a claim was paid; the whole thing was forgotten.

Don't think it couldn't happen today, because it could.

So, a delivery delay of more than 30 years seems to set a new standard, as only the Standard Railroad of the World could. Things really do fall through the cracks.

If you can top that, let me know. And if I open any boxcar doors and find a Packard, I'll let you know.



4th of July Parade

MORE MISC CLUB INFO

Dear Parade Friend:

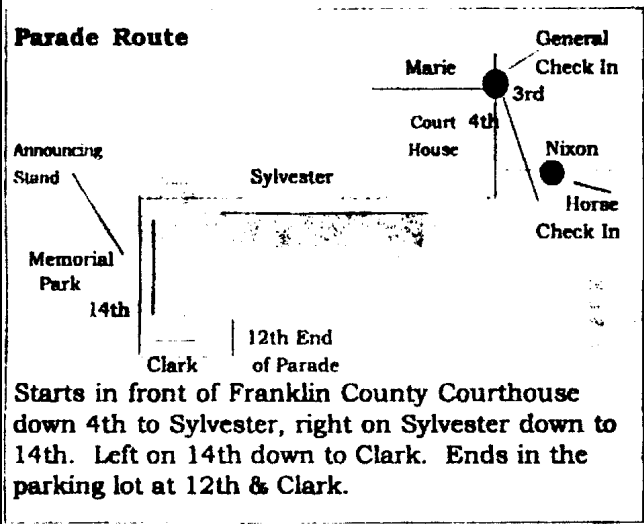
We would like to personally invite you to the Mid-Columbia's largest 4th of July Parade. Pasco's Thirteenth Annual Parade will be held on Wednesday, July 4th at 10:00 a.m. in Pasco. We would like to continue our tradition of the Mid-Columbia's largest Grande Ole Fourth of July Parade and make the 2001 parade even more spectacular. In honor of this great country we live in, the red, white and blue theme will again be utilized with balloons.

Please note that if you are going to be judged, please be ready to do so by 8:30 a.m. There will be refreshments available at the check-in. Floats will be judged last due to the amount of assembly required.

Please complete the registration form and return to the address below as soon as possible. If you have any questions call the Pasco Parks and Recreation Department at (509) 545-3456 or FAX (509) 545-3455. A confirmation letter will be mailed to you upon receipt of your registration. This letter will detail activities taking place in Memorial Park which will include entertainment schedules, games, food and arts and crafts booths and will also highlight the fireworks display in Tri-City Baseball Stadium. We plan to have a festival filled with fun and entertainment for the entire community. We hope you will be part of it.

Sincerley,

Paul Whitmarsh, Chairman
Grande Ole Fourth Committee



Parade Check-In: Corner of 4th & Marie for General Entries. Horse Entries check in at 3rd & Nixon
Assembly: 7:30 - 9:30 a.m. **Judging:** 8:30 - 9:30 a.m.
Parade Starting Time: 10:00 a.m.

Please return your parade application and publicity sheet as soon as possible to:

Pasco's Grande Ole Fourth
 PO Box 293, Pasco WA 99301
 Phone: (509) 545-3456 Fax: (509) 545-3455

- You don't need to worry about registering, **Bud Williams** took care of that for us. All we need you to do is to come on out and support your club and the community. We will have a lot of fun!!
- I've been told that the bar-b-que at Leslie Groves Park was a huge success. I'm sorry that I missed it. If anyone took any pictures please call me (Dennis 547-0916) I would be more than glad to include them in the next issue.
- We did represent our club at the Methodists Church Car show on Sun. the 20th of May. **Jim Mokler, Joe Kuhns** (with two cars) **Fred Fraser, Bob & Alice Rupp**, and **Dennis & Karla Jackson** made an appearance. None of us won any prizes, but hear tell that Bob Rupp won the prize last year with his 1935 Plymouth.



Joe Kuhns & 1913 Model "T"



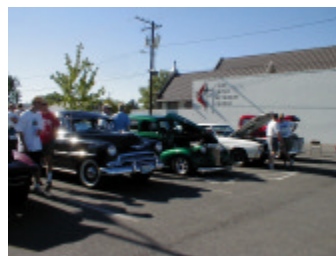
Rupps & 1935 Plymouth



Fred Fraser & His Mercedes



Jacksons & 1931 Desoto



Joe's other car is the 1950 chev in the picture on the left. Sorry but Jim Mokler left before I got his picture. There were other cars there but none as nice as the ones from our club.

Continued from page 3

systems. Two enthusiastic car guys, with the help of numerous Ford employees and outside contractors as far away as Scandinavia, have built three 1914 Model T's, and they are scheduled to build three more. They are Bill Leland, 57, a veteran Ford engineer, and Guy Zaninovich, 35, a vintage car expert who says the first car he drove while growing up in California was a Model T. Since then he has renovated several dozen of them. Putting together the modern models wasn't easy. The first one took 11 months to assemble, and that was after a year of planning. "I've never

created one from scratch. Nor had anyone else," said Zaninovich. "Nobody thought we would end up with a functioning car." Added Leland: "It was a huge team effort."

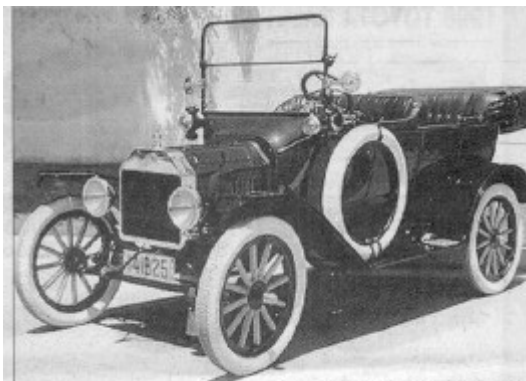
The project started in January 1998 with a search through Henry Ford Museum for Ford's original designs. The assemblers also acquired an original Model T to use as a model. At least there were no last-minute design changes, as often happens on modern prototypes. "It was a very good design," Leland said. Of some 750 parts, more than 500 were available through catalogs that serve the huge Model T hobbyist market. The car guys had to figure out how to make the rest. The toughest part: the crankcase. "That was Henry's stumbling block in 1908, too," Zaninovich said. The Model T bodies, which are wood with a sheetmetal overlay, came from Sweden. The rims were made in Cadillac. An Amish craftsman in Canada put together the wooden wheels. The Ford transmission plant in Livonia Mich., made much of the power train with the help of diagrams and original parts. "They are the best

tool-and-die shop in the area," Leland said. "They were our saving grace." But even with those in hand, a number of problems remained to be solved.

To re-create the Model T engine, Ford took an original motor to an out-of-state Air Force base, where technicians used a CAT scan to take an image. Using that data, experts at the University of Michigan made a 3D computer model. Ford produced patterns, and Northfield Manufacturing in Westland turned out castings. Finally, Ford's engine prototype shop machined the castings. "We have a lot better metal today," Zaninovich said. "The metal back then wouldn't be allowed in anything today." Ford won't say how much it costs to manufacture one Model T in 2001. Klehfoth, the Model T magazine editor, said an original 1914 Model T in pristine condition could cost as much as \$27,000, which he estimated is only a fraction of what Ford has invested in the new vehicles.

"It's not about money," said Ford spokesman Hoyt. "This is going to be part of the whole centennial."

The company plans to donate the Model T's to museums after their centennial celebration role is completed, Hoyt said. Zaninovich and Leland relish their role in recreating history, in following in the footsteps in a sense of the man they call Henry.



Photo/Courtesy of Model T Ford Club of America
Ford's early Model T lineup included the 1915 Model T Ford touring car.



Dedicated to
Having fun with the past

Official newsletter of Ye Old Car Club

Ye Olde Car Club of Tri-Cities, Inc.

P.O. Box 6873

Kennewick, Wa. 999336-0601

Phone:509-547-0916

Email: dkdenkar@aol.com

We are on the Web
[Http://www.yocc.org](http://www.yocc.org)

Calendar of Events

JUN 2 PUYALLUP WA; 2nd GOLDEN ERA PRE-54 SWAP MEET; Hagen's Auto Parts; hours 8:30am-4pm; Adm fee; By Golden Era Automobile Assoc.; Rick Jorgensen, 18021-150th AVE E, Orting, WA 98360; 360-893-4227 or AGW1886@aol.com

JUN 3 MEDFORD, OR; 25th ANNUAL MEDFORD SWAP MEET; Jackson Co. Expo Park; Hours 1am-3pm; No Adm charge; by Rogue Valley Old Timer Car Club, P.O. Box 695, Medford, OR 97501; 541-535-6251 or rvotcc@yahoo.com

JUN 9 YAKIMA, WA; 19th ANNUAL YAKIMA SWAP MEET & CAR SHOW; Central WA Fairgrounds; Sam-4pm, Adm \$2; By Yesterday's Car Club, Apple Valley A'S, & Yakima Early Ford V-8 Club; Bob VanPelt, 3603 Gregory CT, Yakima, WA 98902; 509-453-2119

JUN 9-10 JOSEPH, OR; 12TH ANNUAL OREGON MOUNTAIN CRUISE; Main St. Downtown Joseph; public Hours Sat 10am-3 pm; No adm chrg; car

reg fee; by Moonlight Graphics; Chuck Garrett, P. O. Box 447, Joseph, OR 97846; 541-432-2215

JUN 15-17 DAYTON, WA; 7th ALL WHEELS WEEKEND; Main ST; Show & Shine Sat 10am-3pm, free to public; Reg fee for participants; by Dayton Chamber of Commerce; Bette Lou Crothers, P.O. Box 231, Dayton, WA 99328; ph 509-382-4444, fax 509-382-2336

JUN 21-24 RICHLAND, WA; COOL DESERT NIGHTS; Uptown Richland shopping district. Public hours 23rd for show n' shine 10am-4pm; Participants reg fee; by Richland Chamber of Commerce, P.O. Box 637, Richland, WA 99352; Ph 509-946-1651, M-F 8-5 or 877-389-2740

JUL 7 GOLDENDALE WA COMMUNITY DAYS SHOW & SHINE Main st hours 9-4; car reg \$10 Call Terry 800-573-3793

JUL 13-15 SPOKANE WA ANNUAL EARLY FORD AUTO SWAP MEET; Spokane Interstate Fairgrounds; hours Fri 11am-8pm Sat 8am-6pm Sun 8am-2pm Adm \$5