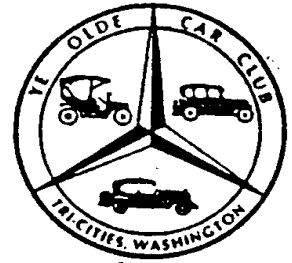


The GAS GAUGE

Official newsletter of Ye Olde Car Club
Club



Now here is a real beauty. Have you any Idea what it is? No it isn't Jack Yale's Auburn, Even though it looks a lot like it. It is actually a 1939 Crosley convertible owned by none other than our own Ed Edwards



NOV 2001

Am I easily impressed or do we have great club?

CLUB OFFICERS

We were asked to participate in a ceremony showing our support for the people involved in the disaster of Sept 11th. We did so by showing up at the fairgrounds in force with



Pres Bob McClary 783-3622
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Treas Wayne Williams 735-7457
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BOARD OF DIRECTORS

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Bob Rupp 586-9731
Jack Yale 586-4933
Gary Stredwick 586-9676

our cars. We had at last count some 25 cars all decked out with flags. I, for one, am impressed with the way our club supports our community and the nation.



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Points to Ponder

IF YOU TELL THE TRUTH,
YOU DON'T HAVE TO REMEMBER
ANYTHING



Fall foliage tour

This years fall foliage tour was rather hastily planned. We gathered at CBC parking lot on Oct the 19th at 9am. Jack and Peggy Yale were there with their Packard Convertible, Dave and Jan Underwood brought their 37 Cadillac, Russ and Jane Armstrong in their 37 Packard, Eldon and his dog made the trip in his Mercedes, Wayne and Lorraine Williams came in their modern car as well as did John and Mary Ellen Nelson and but not least, yours truly and my wife Karla in our 31 Desoto. The Nelsons brought a guest, Nell Knepper. Dave also brought a guest, but I didn't get her name. We headed off to Harris County Park in Milton Freewater at about 10am. The weather held up for us until we got to the park and under the cover of the gazebo. We only had one small problem on the way down, Dave heard a grinding and clunking sound coming from his front wheel. So Dave did what only Dave could do, he ignored it and it went away. He found out later that the brake adjusting mechanism came apart and was rolling around in the hub. Could have been a serious problem. We stopped in Milton Freewater to pick up picnic fixens at Safeway. The ride to the park was filled with plenty of fall color. The park it self is a beautiful park with it's share of fall color.



The drive back was great. We all went our separate ways. I got roped in to stopping at and antique store.

Next year we are planning a Fall Foliage trip to Oregon to see some Covered bridges and plenty of other interesting sites. Lets hope the planning is done early enough to draw a big crowd.

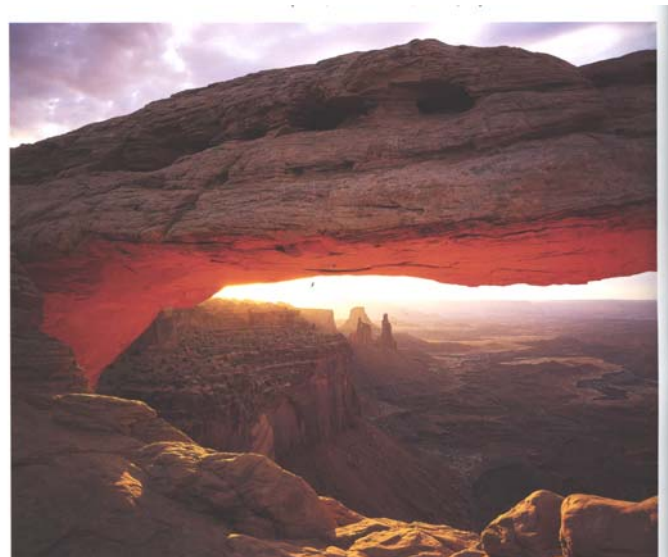
Start planning now for our trip to Moab Utah May the 12th 2002

MORE ON MOAB

Another side trip you may want to take while you are there would be to the Canyon lands National Park. The black and white pictures in this newsletter can't do justice to the real beauty of this area. You have to go there to really appreciate it.



Shafer Canyon Overlook



24

Mesa Arch trailhead



You might even see some vegetation you have never seen before, or haven't seen for a while. This is going to be a great trip.



Plan on being there. See you there!!!

HAPPY ANNIVERSARY



- 2nd Bob & Carmen Graves
- 5th Ira & Betty Hinkle
- 16th Dale & Pam Rieman
- 22nd Don & Marti Meyers
- 24th Jerry & Mary Mokler
- 27th Jim & Jackie Geiger

Happy Birthday



- 2nd Roy Holmes
- 7th Loretta Smith
- 9th Chuck Sundgren
- 11th Flo Andrews
- 23rd Carmen Graves
- 24th Joe Kuhns
- 25th Cindy Underwood
- 27th Kathy Petty
- 28th Jolene Kuhns

If any of this information is incorrect please let me know @ 547-0916 Or it will not be changed.

IMPORTANT INFORMATION ABOUT MOAB TRIP!

The dates have been set and it is time to make your reservations! Check in will be May 12th 2001 with the day tours starting on Monday the 13th and continuing thru Thursday the 16th. Checkout to return home will be Fri. the 17th. Call the Moab Valley Inn at 435-259-4419 to make your reservations. Be sure to mention Ye Olde Car Club to get the group rate. If you have any questions call Martha Shreve at 509-582-7530. This is going to be a fun trip so make your reservations early and don't miss out.

MISC CLUB INFO

Do you remember an article in last issue of the Gas Gauge entitled An Evening of Culture. Well it seems I left some pictures out and hurt the feelings of some people. So here are the pictures with apologies to those offended.



Ed Edwards and his "T"



Ed Edwards and Vern Shreve and ??????



I'm not sure who this is. Jack seems to think it is Audrey Simmelink's first drivers license picture. Who ever she is I hope she is having fun. That's what this club is all about **Right?**

- Martha says that the people that didn't go on the nut gathering trip missed a great trip. However the two cars that did go (the Shreves and Audrey Simmelink) got lost and had to call Gayle Noga and Ted Orbeck for directions. They had a large set up on the lawn with a big bonfire, where the roasted Marshmallows and "smores" and drank hot cider. They took them out to the orchard in a hay wagon. You didn't even have to go nut picking if you didn't want to. You could just sit and admire the scenery.
- **On Saturday the 20th** the "T" club took a garage tour which ended up at Vern Shreve's garage. About 10 cars showed up. In order to show people around, Vern had to move out some of his cars. And as luck would have it (Vern's kind of luck—Bad luck—) he couldn't get 5 of those cars that he moved out to run well enough to get them back in.
- Bob McClary got an e-mail from a fellow offering his service to our club. He rebuilds and converts old car clocks to quartz movements. He can be contacted at.
Gary Marlatt 2627 Hasting St Eugene Or.97404 541-688-7455 fishing1@aol.com
- **Walker Young** and his wife are getting along better so he has a dog house for sale for \$50. **This is for real.** Call him 582-8582

FOR SALE

1928 MODEL AA ONE TON.
 RUNS GOOD, NEW TIRES etc.
 80 PERCENT RESTORED.



\$5000
 CALL KEITH 947-8017

Calendar of events for the month of Nov

- **Every Wed morn breakfast** at the new IHOP restaurant on Canal Drive. Time 8am. No admission. (ha-ha)
- **NOVEMBER Monthly meeting** Thur Nov 29th will be held at Nine to Nine Auto Parts in Pasco. This meeting will be a pot luck, so try to be there at 6:30.
- **2nd of Nov.** the Richland Players is presenting the Play "NIGHT MUST FALL". Among it's star-studded cast is Yours truly. The play is about a murder mystery in which I (your beloved editor) will play the part of a Scotland Yard Inspector. Your presence, although not mandatory, highly desired. Non attendees will be sought out and dealt with.
- **10th of November.** West Richland's Veterans Day Parade. This is a Saturday so we should have a good turnout. The parade starts at 9:30 am. Staging will be at 7am on Van Giesen street between 62nd and Grosscup. Judging will be at 8pm. Any questions please call Ed at 967-9361. Who knows we may win another award. There will be a chili feed after the parade at Flat Top Park. Proceeds will go to the Combat Veterans' International Fund.
- We are going to have a **Christmas Party** this year at the Country Gentleman in Kennewick. The same place we had it last year. The party will be Saturday December the 8th. Tickets will be \$17.50 per person. The club will pick up the tax and tip. You need to buy your tickets before Dec.1st. Any questions call **Bob McClary**
- **at783-3622**
- **Any time of the month**, anything you think we might have fun doing.



Readers Corner

These articles are submitted by readers

**David H. Underwood
Kennewick, Washington**

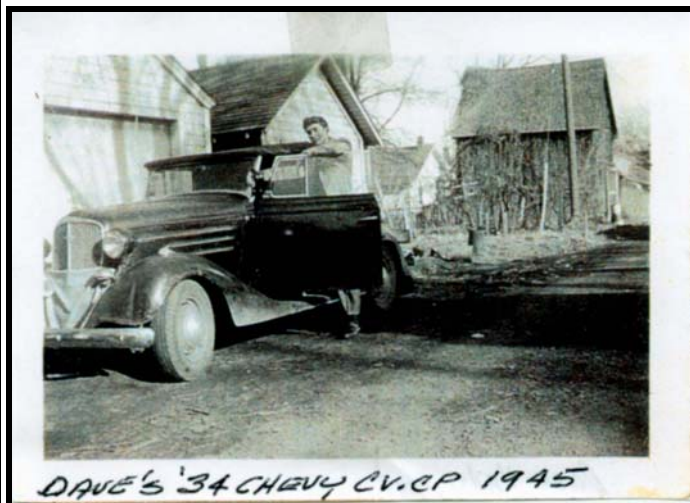
When I was a boy, my first car was a 1923 Ford touring car, with no top. My friend and I used it for hunting deer, ducks, pheasants, and sometimes girls. I was 15, he was 16, so the title was in his name.

One Sunday afternoon, we were driving to a friend's father's large barn to shoot pigeons, when I was forced off the road into a ditch by a pickup load of drunken "older" kids. Immediately they were trying to let air out of the tires, drawing water out of radiator, and trying to turn my car over. A passing motorist stopped to see if she could help and my friend quickly got in the car and rode to a neighbor's farm and called the sheriff.

In the meantime, I was fighting with one of the older kids 'and trying to get the valve stem back in a rear tire. Another guy grabbed my red hat and I chased him to the pickup, pulled him out, and in process tore his shirt off. He said he "was going to kill me." While this was going on, two others had found my loaded .22 rifle and 12 gauge guns, and my friend's .22 rifle (also loaded).

I knew this was no time to worry about the car, guns, or anything; I ran zigzag down the road as two of them emptied the .22 rifles at me! When they stopped shooting, I stopped, and saw a sheriff's car approaching and the drunks getting in their pickup and speeding off. They were caught, jailed and fined.

The '23 T wasn't really hurt, we got our guns back and I sold the car.



EDITORS NOTE

Now this is a great little article about Dave Underwood and his experiences with his first car. These are some of the kind of things that we need to make our news letter the best there is. There is one suggestion that I might make.... You might want to send a picture of the car you are talking about, not some posed study pictures of you beside some totally unrelated car. And what does a motor cycle have to do with an article about your first car?



More readers corner

EVER WONDER WHY THE STEERING WHEEL IS ON THE LEFT?

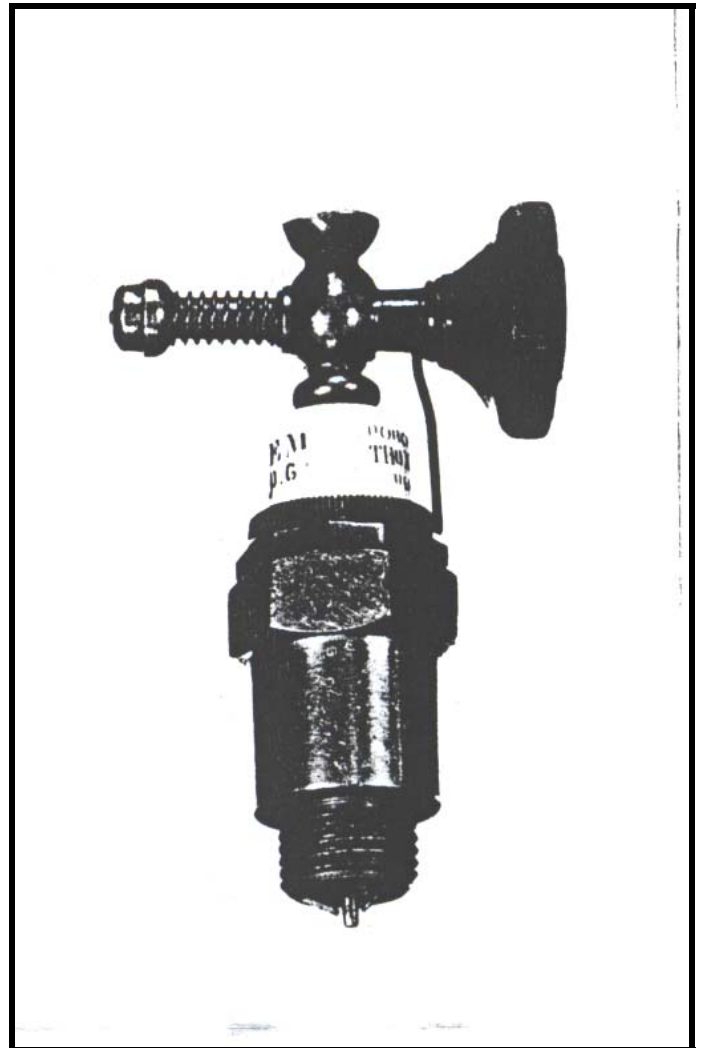
Henry Ford had great success with his little *Model-"N"*, but very little success with the much larger *Model-"K"*. Thus, in late 1906 when he started to design his next machine, he patterned it after the popular *Model-"N"*. This new *Model-"T"* was really only a refinement of the *Model-"N"* with an enclosed planetary clutch and a magneto fastened to the flywheel within the clutch housing. The magneto was a significant improvement, as it replaced the short-lived dry cells. But, the large clutch housing now made it necessary to turn the engine around, and this created another problem. There was no longer room for the steering gear and pedal linkages on the right side of the clutch assembly. With plenty of room on the left, Ford simply moved the controls to the other side, making the *Model-"T"* a left-hand drive machine. With the spontaneous public acceptance of Henry Ford's *Model-"T"*, right-hand drive became virtually obsolete by 1910. Obviously, the left-hand configuration has prevailed. Other changes between *Model-"N"* and *Model-"T"* included replacement of the two copper-jacketed sections of the engine with a four-cylinder one-piece block, elimination of the water pump, and removal of the oil-pressure lubrication systems.

The *Model-"T"* was introduced in September, 1908, and sold for \$850 when most other cars sold for \$2000 or more. Henry's little *Model-"T"* became so popular that the *Ford Motor Company* continued manufacturing it, with only slight modification, for the next nineteen years. More than fifteen million of these automobiles were built between 1908 and 1928, all from the same dies.

Another submission from **John Nelson**

Thanks John

Right: Because the easiest way to prime a cylinder was through the spark plug hole, several versions of priming plugs were designed. This is one of the most ingenious.



Submitted by **Bud Williams**

Thanks Bud



**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**

Now don't you think this car looks a lot like Ed Edward's Crosley?

