



**Dedicated to  
Having fun with the past**

**Official newsletter of Ye Olde Car Club**

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**We are on the Web  
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# GAS GAUGE

Official newsletter of Ye Olde Car Club

OCT. 2002

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Bob & Ruth Ilten's 1947 Chevrolet Pickup

## PROSSER STATES DAY PARADE

The Prosser States Day Parade was a fun time this year. We had a good showing. Jim Vetrano was there with his Cadillac, Jack Yale brought his 1935 Auburn, Bob & Delores brought the Jacksons (Dennis & Karla) with them in their 55 Olds, Eldon Reiman drove his 39 Chrysler and won a second place ribbon, Vern & Martha came in the Dodge Pickup, Denny & Linda Kehl showed off their 52 Ford, Richard & Marlene Kuch had their 37 Packard convertible, and last but not least Wayne and Donna Shreve showed up late in their 40 Chrysler and had to park with the Mustang club, but that is ok because he was judged with them and won a ribbon. Jack Yale was given the Prosser Pride award, but we don't know whether it was meant for the Club or for Jack's car. He made such a fuss with all the crying and pouting that we let him keep it for his car.

### THOUGHTS TO PONDER

Grandchildren are god's reward  
for not killing your own!



Gas Gauge

Page 14

## OCTOBER BIRTHDAYS

1st	Ward Moberg
2nd	Myrtle Nesbitt
4th	Rachel Gould
7th	lee Jackson
8th	Dale Henson
8th	Bill Boyce
10th	Becky Fuller
14th	John Nelson
15th	Art Goldgrave
19th	Victor Rutherford
20th	Jan Underwood
22nd	Sharon Orbeck
22nd	Dale Petty
24th	Sandy Klipper
31st	Peggy Yale

## OCT. ANNIVERSARYS

12th	Roque & Patti Ybarra
16th	Terry & Edris Shegrud
24th	Michael & Sherrie Boob
25th	Ken & Carolyn Shreve

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

(Continued from page 11)

aged and almost quit. Sometimes, however, fortune was with them. The steering sector on the car was badly damaged, and because the car was designed to be driven from the right side, a suitable replacement could not be found. The Plasters concluded that a new steering sector would have to be machined from scratch.

For this step in the restoration, Plaster turned to a friend who lived in California. This friend, however, had an associate in Australia who knew of a Packard that had been driven off a cliff in 1939 and had never been

retrieved. For \$500 Australian wired directly to the man's Visa account, Plaster had its still-functional steering sector shipped to the United States where he installed it in his Phaeton.

The Plasters finished the restoration just in time to take the car to The Packard Club's 37th National Meet July 1-5 in Tyson's Corners, Va. The Packard's Derham body and dual cowls earned it a spot in category 3D-Special Bodied where it was awarded first place. Even a brief examination of the car gives one an idea why.

The Phaeton's polished surface is painted with a custom color called Packard Blue which appears black in shadow, but under the sun, gleams a deep shade of blue. The chrome is polished to a brilliant silver. As the car moves down the road, the shined Coker Classic tires seem to glide just above the pavement.

Inside, the seats are upholstered in red vinyl. The wood-like dashboard isn't merely a synthetic it's grainy appearance is expertly painted to resemble wood. The clock set in the door of the glove compartment is the original by J. Vazquez of Buenos Aires.

At an idle, the car sounds like wind rustling through fall leaves. This sound, according Plaster, is caused by the fan belt, which he plans to replace soon to make the car even quieter. As he revs the engine, it thrums like a muted kettle drum roll.

Naturally, the car attracts attention wherever it goes. "The most enjoyment I get is when people come up and say, 'Wow, that's great'" Plaster said.

Plaster has collected and restored about 25 antique cars since purchasing his first "T Model Ford" in 1949. The oldest was a 1906 "N Model Ford."

The Phaeton, which he says is his favorite, is his third Packard. The others were a 1934 V 12 and a 1929 Packard. In spite of all this experience, he circles the car twice before getting into the driver's seat of the right-hand drive vehicle.

"My biggest problem is I still go to the wrong side of the car," he said.

A photo gallery of the Plasters' vintage Packard can be viewed on The Bulletin's Web site at [www.haxterbulletin.com/lads/gallery/index.html](http://www.haxterbulletin.com/lads/gallery/index.html).



THE GANG IS ALL HERE!!



Richard Kuch's 37 Packard  
Below:  
Today was hard on someone.



Vern's Dodge pickup and Jack's Auburn.  
Below:  
Story time and picnic after the parade



Jack was presented the Prosser Pride Award. We don't know if it is for his car or for the Club.



Jim Vetrano's Cad is hidden back there.



Eldon won a 2nd place ribbon for his 39 Chrysler.



## THE ELBE TRAIN TRIP

The trip that Fred Fraser put together for us to Elbe Wa. to ride the Mt Rainier Scenic Steam train was a smashing success. Some of us left a day early on Fri and stayed in Packwood at the Cowlitz River Lodge and drove to Morton on Sat morn. It made for a more leisurely trip. Vern & Martha Shreve, Wayne & Donna Shreve, Bob & Delores Mc Clary, Dennis & Karla Jackson, and Dwight and Loretta Underwood were the scouting party that arrived on Fri. Dwight thought for sure he would be the recipient of the trouble trophy with a flat tire. But this was not to be so. Wayne edged him out at the last moment with a blown water pump on his Chrysler. Wayne and Donna decided (with some coercion) to leave the car at Packwood and continue the trip riding with the Jacksons in their van. They called their son and he brought Wayne's truck and trailer. They brought their own car on the trailer so they left the truck and trailer and drove back home in the car. The next morn we had a continental breakfast in the lobby. After breakfast we left for Morton at our leisure. When we got to Mor-



ton we were pleased to find Bob & Alice Rupp had arrived. We asked at

(Continued on page 4)

Not every body has met this lovely lady but, the Mercedes and the red hair might help you guess who she is.

## GUESS WHO

How many of you guessed that last month's Guess Who was Dave Stands



Man is like an automobile....

As it gets older, the differential starts slopping, and the U-joints get worn, causing the drive shaft to go bad.

The transmission won't go into high gear and sometimes has difficulty getting out of low. Overdrive is out of the question!

The cylinders get worn and lost compression, making it hard to climb the slightest incline. When it is climbing the tappets clatter and ping to the point where one wonders if the old bus will make it to the top.

The carburetor gets fouled with pollutants and other matter, making it hard to get started in the morning. His gas fumes can kill ya! It is hard to keep the radiator filled because of the leaking hose. His frame has a big bow in the middle too. The thermostat goes out, making it difficult to reach operating temperature. The headlights! grow dim, and the battery needs constant recharging. His shifter is stuck in the down position which is the "low" position' and ya can't get anywhere that way.

But if the body looks good, we can keep it washed and polished, giving the impression it can compete with newer models and make one more trip down the primrose lane before the head gasket blows.

**NOTE:** This article was submitted by **Audrey Simmelink**. The editor neither agrees with or supports her views on this matter.

(Continued from page 10)

an Argentine named Herman J. Zalud, it was in severe disrepair. Its body was badly rusted, the wooden chassis was rotting, the interiors were damaged, and the Packard Super 8 engine looked more like a scrap heap than a machine.

In 1978, Plaster said Zauld sold the car to a man whose son attempted to repair the car by disassembling and then reassembling the engine. Unfortunately, the son's restoration skills were not equal



Photo Submitted  
Juan and Eva Peron ride in a 1939 Packard during Peron's inaugural parade in 1952 in Argentina. The car is now owned by Raymond Plaster of Bull Shoals.

to the task, and the car suffered further damage. "The engine, steering, gear box, transmission, overdrive, ruined. all ruined," said Plaster. The son was able to put a coat of paint on the car before it went to auction. "But I took it off and re-did it anyway," said Plaster. "She (Carol) sanded and plastered, and I painted."

In 1983, Plaster bought the Packard at auction. "I went to buy a '34 [Packard] V-12, but it didn't show," Plaster said. Instead, Plaster turned his attention to the 1939 Packard Phaeton that had carried a despot and a legend. "I didn't know who Juan Peron was, or Evita," he said, "but I sure learned since."

As a number of collectors bid on the car, the price climbed quickly. "The price was jumping at \$5,000 a go," Plaster said. Bidding finally ended at \$80,000 -and Plaster was on top.

In the Plasters' garage, a 19-year process of restoration began. While some parts of the restoration were contracted to artisans across the United States - including local artist Laura Hyde who painted the Argentine crest on the back doors much of the rebuild was done by the Plasters themselves.

The engine was once again disassembled - along with the rest of the car. The wooden chassis was almost completely rotted out and had to be rebuilt from new lumber.

The wooden roof bows wouldn't fold up when the top was put down. Plaster sent them to an expert in convertible tops. The man asked for \$1,700 and said that Plaster would need to put the bows on the car and try to fold them to see if they worked. Plaster told the technician to send the bows back. "You know who ended up doing those bows? She (Carol) did," he said.

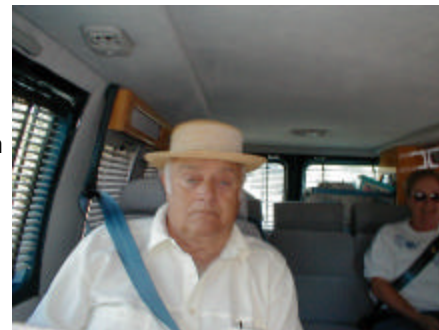
Plaster repaired the car's damaged radiator. "That radiator has shutters that open and close automatically. Open when it's warm to cool it off and close when the engine cools down. You know, I had a real time working around that"

Plaster said that in more than 7,000 hours of restoration work there were many times when he and his wife had become discour-

(Continued on page 13)

(Continued from page 3)

the desk if they could recommend a good restaurant. That was a mistake. The restaurant shall remain unnamed but the memory of the appalling service will remain vivid in our minds. On the way to Morton Bob McClary gave us a fashion show by trying on my wife's hat. Looks good on him don't you think? We had another continental breakfast in Morton then headed for Elbe. We got there a little early for the train ride so we hung out in the parking lot. Fred & Mary Fraser showed up with some friends of theirs from out of state, and the Armstrongs showed up with Willie & Rachael Gould. Then John & Maryellen Nelson arrived with Nell. We ended up with 24 people altogether. The train consisted of engine, tender, and three passenger



fired and I had to drive the train. After a very scenic ride we all had dinner in a restored diner car.



Hanging out in the parking lot



We spent the night in Morton. On the way home some of us stopped at Whistling Jack's to have lunch. Great meal, great trip. Thanks to Fred and Mary Fraser for all their planning to make this a great trip.

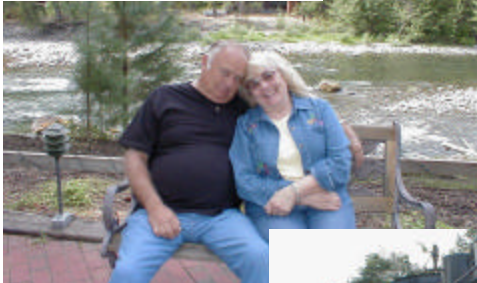


Some of us should not ride backwards in a train

Bob & Delores and Dwight & Loretta in dining car.



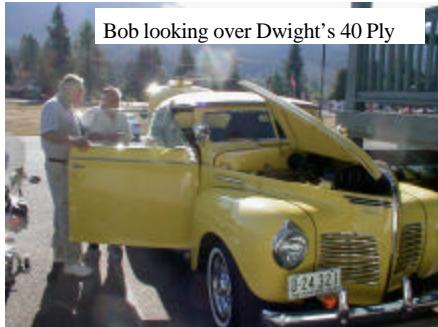
Bob & Delores at whistling Jack's



I hope every one had as great of a time as we did. See you on the next trip!!



Bob looking over Dwight's 40 Ply



Mt Rainier



## Local 1939 Packard has long history, connection to Argentine government



Raymond Plaster, 76, of Bull Shoals sits in his 1939 Packard. The car was previously owned by the Argentina government and was used by Juan and Eva Peron for official functions.

By KEVIN VORNHEDER

### Bulletin Correspondent

BULL SHOALS -Argentina takes its name from the Latin word argentum which means silver, but its greatest contribution to the Twin Lakes Area comes in a glossy hue of Packard Blue.

Raymond and Carol Plaster are the proud owners and restorers of a 1939 Packard dual cowl side Phaeton whose journey to its present home in Bull Shoals has been strange indeed. "People don't realize what's here, or the history behind it," said Mrs. Plaster.

The car was custom made for the Argentine government as a parade car, and was used by dictator Juan Peron and his wife, Eva "Evils" Peron.

"This car was Evita's favorite car;" Mrs. Plaster said. "She used to ask for it."

After the overthrow of the Peron government in 1955, the car was sold to a rancher who used it to haul wood. Ranch life wasn't good to the car, and when it was brought to tire United States in 1977 by

(Continued on page 11)





A 1952 yearbook photo reveals the effect 50 years have had on the facade of Kennewick High School, which was Erwin S. Black Senior High School during that year only. Several 1952 graduates will gather for a reunion today. Pictured from left are: Lewis Hackney, Mary (Woebler) Stultz, Kae (Watkins) Hopkins, Martha (Smith) Shreve, Baron Pierce, Pat (Hooker) Turner, Marva (Bennett) Jennings, Marla (Brooks) Berry, Joe Berry, Shirley (Deines) Pierce and Verna Shreve.

Herald/Molly Van Wagner

## One of a kind

*Erwin S. Black High School's lone graduating class celebrates 50-year reunion*

### Graduate treasures school diploma

By the Herald staff

Martha (Smith) Shreve treasures her high school diploma, not only because it has her name embossed in gold on the front and has a red and white ribbon inside representing the Class of 1952 colors, but also because it is proof that the Kennewick high school was once named for district Superintendent E.S. Black.

There were 130 graduates in 1952.

The class flower was the rose. The class motto was: "One's reach should exceed one's grasp, or what's heaven for?"

Class officers were Bill Duffy, Karin Kahl, Dale Dickinson and Kae Watkins.

Shreve's diploma included a special sticker identifying her as a National Honor Society member, being sixth in her class.



Photo courtesy Kae Hopkins: Former Erwin S. Black students, from left, Bill Duffy, Karin Kahl, Dale Dickinson and Kae Watkins are seen in this 1952 yearbook photo.

## FOR SALE



For Sale by Columbia Basin Shrine Club.

Asking \$2495.00

Can be seen at Peterbilt lot across from King City Truck Stop

Call Joe Kuhns @ 586-6848 for details

## PLANNED ACTIVITIES

- Oct 19th Nut pickin tour
- Nov 2nd Apple Squeezin Trip
- Dec 7th Farm machine light show
- Dec ? Christmas Party.

The Nut Pickin Tour will leave the Track building at noon. Travel a short distance to the nut grove where we will pick. Hot dogs and other goodies will be available. All proceeds will go to the CBC Women's Resource Center call **Audrey @ 783-6681** for details or additional information.

# DRESSING THE PART

By JANE ARMSTRONG

## Exploring the Thirties

The 30's have the distinction of being bracketed by two major events. In 1929 there was the stock market crash with the resulting depression, and the outbreak of world hostilities in 1939 which would lead to a world war.

The 20's had been a time of great liberation for women. I think it is no coincidence that the political and social freedoms women gained were accompanied by dramatic changes in clothing. Stiff boned corsets were discarded and hemlines rose enabling greater freedom in movement and walking. The feminine ideal had evolved into a boyish form.

When the stock market crashed and the depression came people had to watch their spending. The dramatic fashions of the 20's with it's beaded gowns, furs etc. were replaced with plainer, more austere styles. Hemlines rose throughout the 20's but dropped dramatically in 1929/30. The waistline which had stayed around the hips throughout the 20's came back to the natural waistline. In the 30's clothing began to adhere to a woman's figure rather than hide it.

Movies were one of the ways people were able to escape harsh realities and as a result, movies influenced the way women dressed. Because of the depression women began to sew, to make do, to make over, but fashion continued to thrive. Many of the 20's dresses that I have picked up have been in a state of alteration. I think fashion changed so quickly and so dramatically that by 1930, anything a person had before would have been totally out of date.

Women's sportswear continued to develop, as women became more involved in various sports. Dresses became more feminine. The tailored suit became popular as more women entered the business world. In the spring of 1930, women's overalls were introduced, a first step in the Rosie the Riveter image which would be dominant in the 40's.

