



The Gas Gauge

PUBLISHED BY YE OLDE CAR CLUB OF THE TRI-CITIES, WASHINGTON
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Deadline for the April Gas Gauge:
MARCH 28, 1984

MARCH 1984



If you want an ad printed in the Marketplace, or if you have a short auto related article other members would enjoy reading, mail your material to 1909 Poplar, Richland, WA 99352, PRIOR TO THE ABOVE DEADLINE DATE. Articles will be printed as space permits.

Upcoming articles include: Antique Auto Insurance--what is and isn't covered; Nuts and Bolts--sizes, threads, strengths and uses; Vacuum Tanks; Carburetors; Stutz, Lozier, Cadillac . . .



PAINT SEMINAR

An automobile painting seminar, conducted by Marv Osborne of Marv's Sales, will replace the regular March business meeting. Mr. Osborne will concentrate on areas of interest to the group; for that purpose a list of members' questions has been compiled. They cover surface preparation to striping, salvaging rock chipped areas, spot painting, and product comparisons. Plan to attend - the evening promises to be informative and enjoyable.

TIME: 6:30pm

DATE: WEDNESDAY, MARCH 14th

PLACE: MARV'S SALES, 821 13th LANE, PASCO (near the cable bridge)

President's Message

-Don Simmonson

A big thank you goes to the Ashbys for setting up a really good meal at a very fine facility. I think the turn out represented the entire club, or about 100% participation. Trust that many will volunteer to help at the upcoming Swap Meet. I still need quite a number of volunteers for the security detachment, and will have the signup sheet handy at the next gathering. Come on you pinochle players!

Let's have a really good turnout for Marv's "paint smearing" seminar. Everyone who has taken it in the past seems to think that it is better each time. I am hoping to find a very simple, easy way of removing the old paint from this '39 Chev of mine--but I have a sneaky hunch that its all going to boil down to still dipping that paper in the old bucket of ice water and using the elbow grease. With the weather having been as cold as it has, my enthusiasm hasn't been what it should be for wet sanding. The only consolation I have, is that it is taking me so long that maybe ?? the old Chev will go up in value in the meantime. Who knows I might even break even on it. Anyway, see you all at Marv's on the 14th.

Since I haven't been asked to be one of the judges at the upcoming Freeze Your Fanny Tour, I guess I'll have to restrict myself to "pinchin' fannies" on the home front - anyway - have fun you guys!

YE OLDE CAR CLUB MINUTES
February 8, 1984

The regular business meeting was replaced with the Swap Meet Workers Appreciation Dinner. Attendance showed that a lot of people had pitched in to make last year's swap meet a success; and those present would work toward making the May 1984 meet a success. Dinner-Meeting was held at Butcher, Baker, Candlestickmaker, accommodations and food were good.

Don Simmonson requested Mike Martin review the status for the 1984 Swap Meet plans. Committee Chairpersons had been selected with the exception of layout committee. Somehow or other Jack Yale will take the titular head; we know he will have lots of help as in the past. Signup sheets for volunteers were circulated with good results.

Don Simmonson made note of Bob Haner's special release from a hospital situation to attend the night's dinner. Cork was back on duty as treasurer and looking fit. Cork gave an update on the impending Circle Tour.

Dixie Gilbert outlined a proposal for the next "business meeting" i.e. Marv's Sales will conduct a paint seminar on March 14th, our regular meeting night, starting at 6:30 pm at their shop in Pasco. Any business of the club can be taken care of at that time.

Special guest of the evening was Bernice Weihermiller. The evening was topped off with a few rousing jokes from some of our members.

-Peggy Yale, Secretary

CALENDAR OF EVENTS

- March 10-11 MT. VERNON SWAP MEET
Skagit County Fairgrounds
Gordon Wiren, 381 Digby Rd, Mt. Vernon, WA 98273
Tele: (509)424-5323 Evenings Only
- March 24-25 BENEFIT CAR SHOW
Fairgrounds, Roseburg, OR
- March 25 GALLOPING GERTIE POKER RUN/BREAKFAST TOUR
Sherwood Inn, Tacoma
- April 7-8 PORTLAND SWAP MEET
Expo Center, Portland, OR
- April 28-29 GALLOPING GERTIE SWAP MEET
Fairgrounds, Puyallup, WA
- April 29 CORVALLIS SWAP MEET
Fairgrounds, Corvallis, OR
- May 5 TRI-CITIES SWAP MEET
FAIRGROUNDS, KENNEWICK, WA
Inside and outside spaces - \$10.00 Ea.
Info: J. Gilbert
1909 Poplar
Richland, WA 99352
Tele: (509)946-4771
- May 19-20 CAMP WOOTEN

Ye Olde Car Club of the Tri-Cities
Box 462 Richland, WA 99352

It's new and beter and longer. Prepair now---- Set aside Sat. June 23rd to Wed July 4th for a challenging and rewarding experience. Use any car that can make 150 miles a day. You may tow, push, trailer, or drive it. It has been done that way in the past without 'undue' embarassment. Maybe it could happen to you this year.

So far over fifteen car loads hav expressed their desire to goooooo, they are from all over Washington and even Idaho and possibly, Oregon and California. If your spouse won't go take your mother or grandchildren. But to sure to take your extra parts and your luck.

This year we will travørse mountains, deserts, historic ghost towns, lava beds, lost rivers, and best or all -Yellowstone Park- ant the Tetons too.

So here's the plan----

| | | | |
|-------|--|--------------------------------------|--|
| Miles | | Sat. June 23 at 8:27am -- | We leave the Pasco Red Lion parking lot for College Place, Spout Springs, LaGrande, Union, and Baker on the Oregon Trail. If we get there soon enough we can visit the Eastern Oregon Museum or Radium Hot Springs (owned by an old car nut) |
| 162 | | ---Stay at Sunridge Inn \$36.00 -15% | 503-523-6444, 1 Sunridge Lane Baker OR 97814 |
| | | Sun. June 24---- | Short travel day to the biggest city of the tour, Boise. With time for repairs if needed. |
| 124 | | Rodeway Inn \$38.00 | 208-376-2700 1115 N Curtis Rd Boise 83706 |
| | | Mon. June 25 | Via Idaho City (gold rush days) Lowman, Stanley, Sawtooth Mts, to Ketchum. This is a designated Scenic highway all the way. |
| 184 | | Tyrolean Lodge \$35.00 | 208-726-5336 Box 202 Sun Valley 83353 |
| | | Tues June 26 -- | Really big towns - Hailey, Picaho, Carey, Butte City to Idaho Falls -thru Lava Beds Nat. Mon.. at night see the Falls, parks, ski, or repair cars. |
| 150 | | West Bank Inn \$29.00 | ask for poolside 475 River Parkway 208-523-8000 Idaho Falls 83631 |
| | | Wed June 27 | Up the Snake River by way of Swan Valley, Irwin, Alpine, to Jackson Hole at the South end of the Tetons. A tourist town with daily hangings, shot outs and meodrams at 7pm. -- Theater and Opera House. float trips |
| 108 | | Wagon Wheel Village \$40.00 | 307-733-2357 Box 525 Jackson WY 83001 |

----- You may adust the next three days to your own schedule

| | | | |
|-----|------|---------|--|
| | Thur | June 28 | North thru the TETONS and YELLOSTONE PARK |
| | Fri | June 29 | Tour information is available at the Park |
| 201 | Sun | June 30 | entrances. Accomodation are available at the following |

Old Faithful Lodge & Cabins \$39.00 Nail down the price when you call
307-344-7311 Yellowstone Nat. Park 82190

Three Bear Motor Lodge \$36.00 406-646-7353
Box 519 West Yellowtone MT 59758

Grande Circle Tour (continued)

Nevada City Hotel and Cabins Box 338 Virginia City Mt 59755
\$27.00 406-843-5372

(Virginia City is a Ghost town that has been preserved by a family with authentic store and services as they were)

Sun. We will leave Nevada City/Virginia City July 1 at 9:00 am

Miles
111 ----- towards Alder -- West and North over the Continental Divide for the fourth timeto Butte and on to Fairmont Hot Springs Resort near Anaconda, We will probably need a decent bath.
Fairmont 406-797-3241 \$54.00 (best I could do) Anaconda 59711
Hot Springs Resort

110 Mon July 2 North to Deer Lodge and the Towe Ford Museum in the old Prison then to Missoula Red Lion Inn 700 W Broadway 59801
\$44.00 406-728-3300

165 Tues July 3 to Coeur d'Alene - all on I-90 with two mountain passes but lots of pull offs and scenery
Your choice of Accomodation
Holiday Inn \$45.00 414 W Appleway 208-765-3200 83814
Motel 6 \$15.95 416 W Appleway 208-765-6006
(I'm going to stay with my sister)

90 Wed July 4 South to Moscow ---- You may join the North Idaho --Crankers Club Tour til Sat Morning July 7th. Their bi-annual tour is the friendliest in the Northwest and has been going on for over 25 years that I know of. You will be advised by seperate mailing ast to their program ----- This phase of the Circle Tour is optional.

WHEN MAKING RESERVATION BE CERTAIN TO MENTION YE OLDE CAR CLUB To RECEIVE THE SPECIAL RATES _ cork

The GRANK CIRCLE TOUR is arranged for by Ye Olde Car Club of the Tri-Cities. It is our hope you will join us. This will be our 16th Circle Tour and our longest journey to date. In the past uo to 30 cars have follwed the yellow lin with us. We have kept the daily mileage within reason, leaving the Yellowstone Days open to enjoy as you see fit.

As usual "volunteers" will be asked to lead the pack each day. If you have a special knowledge or intrest of any of the touring days please ask for that day, Otherwise you can draw your day from my hat

You all come

Cork & Audrey Simmelink 3101 W Canal Drive Kennewick WA
509-783-6681 or 586-3128 99336
co-Chairmen Craig & Donna Kelsey Box 384 Connell
509-234-6561 99326



THE SATISFACTION
OF PACKARD OWNERSHIP

PACKARD

Ask the man who owns one

In 1898 a mechanical engineer, James Ward Packard, purchased a Winton automobile in Cleveland, Ohio. A perfectionist, Packard chose the Winton because of the car's reputation for quality and speed. This Winton, however, had neither. On its first trial—Packard's trip home to Warren, Ohio—the car broke down repeatedly and finally had to be towed by horses. Packard did not hesitate to make his dissatisfaction known to Alexander Winton, whose firm had produced the automobile. A furious verbal battle ensued, ending with Winton's suggestion that, if the car was so inferior, perhaps Packard could build a better one. Unable to resist this challenge, Packard quickly set to work on the project with the help of his brother William.

In the space of 14 months, the first Packard automobile was on the road. Like most other early automobiles, the Packard Model A had wire wheels, a tiller steering mechanism and a one-cylinder engine mounted under the seat. Unlike the others, however, it featured a highly innovative (and reliable) transmission with three forward speeds and one reverse. Also unique was the automatic spark advance.

In 1901 the entrepreneur Henry B. Joy happened to notice

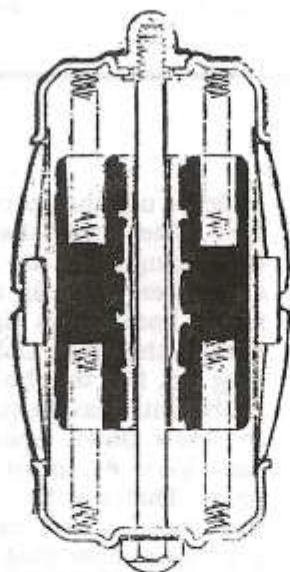
a Packard parked outside the New York Auto Show. He was examining the car when its owner came out and, with a single spin of the crank, started it up and drove away. Joy was convinced of Packard's excellence by this single demonstration. Not content to buy a Packard car, Joy bought the company. When Joy decided to relocate in Detroit, Packard himself, unsure of the future of the automobile industry, stayed in Ohio. He remained on the board of directors, however, for many years thereafter. Joy had the wisdom to continue Packard's tradition of excellence and, until the marque's merger with Studebaker in 1954, the Packard was America's only independently manufactured luxury car.

Following the lead of other manufacturers, Packard introduced hood ornaments as standard accessories in the 1930s. The first such ornament, a graceful, long-necked pelican, was taken from the Packard family crest. In 1932 a second Packard ornament was offered—the "Goddess of Speed." This ornament, modeled after a popular 1920 French emblem, featured the winged figure of a woman holding the wheel of an automobile in her outstretched arms and was used continuously, with various modifications, through 1953.

—Franklin Mint, Official Hood Ornaments of America's Great Cars

EDITOR'S NOTE: In response to an earlier inquiry about the large knobs on the ends of Packard bumpers, a clipping from the July 1931 issue of Motor Magazine was sent to us by Kent Reinhold of Tempe, Arizona, which explains their function.

On the long wheelbase (142 and 147 inches) Packards of the 9th Series, it was found that excessive torsional vibration of the lengthy frame set up wobble in the radiator and headlamps when the vehicles were operated on rough roads. Packard solved this problem by placing stabilizers on each end of the front bumper. The illustration shows a section through one of these stabilizers. The black mass is an 11½-pound lead weight supported top and bottom by springs in the cylindrical housing. Any torsional vibration set up in the frame is cancelled by the lead weights which vibrate in the opposite direction. Packard used this feature on some models from 1932 through 1936.



GENTLEMEN, START YOUR ENGINES

There are a fistful of national and multi-club tours planned for the northwest this summer. In mid-June the (1) International Packard Meet will be held at the Edgewater Inn in Sandpoint, Idaho. (2) The International Tour, sponsored by the Flathead Pioneer Auto Club, is scheduled for July 6-8th in Kalispell, Montana. For information on the International write to Alice Peca, General Delivery, Somers, Montana 59932. And the (3) Model A Ford National Meet will be held in Portland, July 16-19.

The Yakima HCCA's Fun In The Sun Tour will be June 1-3. The theme is Western American Heritage. The Lewiston Crankers' North Idaho Fourth of July Tour (July 4-7) will be based in Moscow, Idaho at the University Inn-Convention Center. For information write Crankers' Club, Inc., P.O. Box 442, Lewiston, Idaho 83501. The Portland HCCA Annual Tour is set for August 2-5th. And don't forget the Circle Tour!



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FREEZE OR FROST PLUGS A Misnomer

-Written by Earl Reynolds
Reprinted in part from Skinned
Knuckles, Vol. 8, No. 7.

You may ask: If they are going to put them in there, why don't they make them big enough to do their job and push out when the block or head freezes? The answer is: they are not freeze plugs nor are they intended to push out to save cracking the head or block.

They are CORE PLUGS. The foundry located them in parts of the casting that would be difficult to wash or blow the sand out of the hollow of the casting. The sand must be removed from the hollows and sharp turns inside the casting before it leaves the foundry.

In order to stop up the hole so the block will hold water, they must plug the hole. American car

builders use the saucer-shaped soft plug or the cup type. The saucer-shaped is tightened in the recess by placing it on top of the hole and hitting it with a hammer. The cup type is slightly larger than the recess bore, so to tighten it it must be a force fit around the sides. Other builders simply use a pipe plug to fill the hole. European cars will in all probability have a straight pipe plug with a flange to screw down against a gasket. Some American cars were equipped with brass saucer-type core plugs. That was to make sure the core plug did not rust through and cause a leak. When buying replacement core plug, always insist on the Dorman or comparable quality plug that will not rust in service. A thin, cheap carbon steel plug will rust through in a year or so. Even when using quality plugs, it doesn't hurt a bit to smear some epoxy around the back side to protect the metal from the water. Silicone rubber is also great stuff to use in these cases.

MARKETPLACE

1959 CHRYSLER NEW YORKER, 4 Dr. with 413. Restored. L.E. Barnett, 52 Galaxy Lane, Richland, WA 99352 Tele: (509)375-0512

1953 LINCOLN CAPRI, 2 Dr HT. New paint-brown/cream. Pete Remillard, 522-1450, Walla Walla

1949 CHEV 1/2 PU Dlx. Excellent. Calvin Delay, Rt. 2, Box 219, Walla Walla. 525-4441

BORGWARD ISABELL-COMBI Fair cond. Drives, lic. Make offer. 529-9477 12:00 to 1:00 pm any day. Old Mercedes parts list. Harold Buerstatte

1923 T TOURING, chassis and engine partially restored, ruxtell and most body parts. \$2500 or best offer. Dwight Carter (509)627-4210

1929 MODEL A BUSINESS COUPE, new upholstery. \$6000. Wesley Gibson, Thorp, WA (509)964-2378

1956 CHEVY 4 Dr 210 Townman SW. Mostly original unrestored. Original 265 engine and Powerglide. Turquoise and White. Engine runs good. Good glass. MUST SELL. Mike Urban, Rt.2, Box 2893, Finley Rd., Kennewick, WA 99336 Tele: 586-3319

1947 MONARCH 4 Dr. 40,000 original miles. New tires, clutch. Nice car throughout. \$7500-will consider trades. Don Marston 457-0736, Seattle

1954 MERCURY SUN VALLEY, good original condition. All power options. Extra parts. \$3600. Jim Hendry 228-1539, Seattle.

1940 FORD DLX OPERA COUPE, completely restored, new everything \$10,500. Dick Herdeck 364-1558, Seattle.

1957 FORD FAIRLANE 2 Dr HT 41,000 original miles. Lt blue with matching interior (seat covers since new) \$2500.

1934 FORD GRILLE, very good original \$250

FIVE 1934 HELSEY-HAYES 17 in. wire wheels, sandblasted and primed \$200

1933 FORD SPARE TIRE COVER, FACEPLATE, solid, but needs work \$75

Coy Thomas 457-7021, Seattle

1941 PACKARD 110 4 DR SEDAN, fully restored \$6000.

TRADE 1965 FIAT CONVERTIBLE for Model T, A, B or ??

Chuck Robinson 765-3954, Moses Lake

1941 CHEV PU, poss trade, Lyle Vandervelden (509)765-6200

1957 CHEV 2 DR SW, solid, runs good \$1500

Set of 1940 FORD FRONT DOORS, fit coupe or 2 dr sedan \$75 for the pair.

Dave Livingston (509)765-7538

1965 CHRYSLER NEWPORT 4 DR, 2 snow tires, \$350.

850-14 GOODYEAR WHITEWALL \$25. Roy Hotchkiss 327-3721 evenings, Spokane

1933 FORD PU \$500

1946 FORD 3/4 T PU \$200

1953 FORD 4 DR \$2000

1959 FORD CUSTOM 2 DR HT \$2000

Karl Meade, 10803 S.E. 180th Pl., Renton, WA 98055, Tele: 226-6142

1917 SAXON ROADSTER, John Rasmussen 256-0836, Portland. Keep trying.

1914 T TOURING, good driver, Glenn Slack 654-8044 Portland.



BOX 462
RICHLAND, WASH
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FIRST CLASS MAIL

Jack Yale (84)
3505 South Garfield
Kennewick
Washington 99336

March 1984