



The Gas Gauge

PUBLISHED BY YE OLDE CAR CLUB, INC. OF THE TRI-CITIES, WASHINGTON
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BOARD OF DIRECTORS: Jack Yale (1), Don Simmonson (1), Houston Jackson (2)

Happy New Year



1985

AIR BRUSH TECHNIQUES January Meeting - Kennewick PUD

Pat and Dave Ashby are hosting the January meeting. They have arranged for a gentleman from Air Brush Unique to demonstrate and discuss air brushing techniques. Air Brush Unique does a variety of work from display signs to T-shirts.

The January 9th meeting will be held at the Kennewick PUD at 8:00 pm. Anyone interested in the old car hobby is welcome to attend and learn more about the club.

Uncle Paul Wants YOU

The Vice President's office carries with it the responsibility of Activity Chairman and VICE PRESIDENT PAUL LAWSON NEEDS YOU! Volunteers are needed to host activities for several months during the coming year. You can plan your outing around a variety of local or regional events: in February there is the Freeze Your Fannie Tour (Walla Walla); the States Day Parade, Kahlotus Days, Dayton Days--any number of "Day" events to choose from--and the All Club Picnic in Columbia Park during the summer months; in November there's the Installation banquet. Invite a guest speaker/demonstration for one of the meetings. These are only suggestions, anything you plan will be appreciated. If you're not sure what to do or how to do it ask another club member to co-host with you.

JANUARY Pat and Dave Ashby

MARCH

MAY Myrtle and Ken Nesbitt

JULY Mike and Carolyn Martin-

Circle Tour

(local activity still open)

SEPTEMBER

NOVEMBER

FEBRUARY

APRIL

JUNE Dixie and Jim Gilbert

AUGUST Peg and Jack Yale

OCTOBER

DECEMBER

Minutes Of Ye Olde Car Club December 12, 1984

Twenty-nine members were in attendance at the potluck dinner at Cascade Natural Gas. The club extended their heartfelt appreciation for the very nice dinner that Floy arranged and did so much work in preparing food and decorations.

Cork sold back patches and collected dues at the same time. No easy job. Members are reminded that dues are due so the roster can be published in January or February.

NEW BUSINESS:

Sign up sheet was passed around for volunteers to host a month. Three people signed up: January - Ashby; May - Nesbitt; August - Yale.

Ken Nesbitt reported on their trip to Australia and New Zealand. It was an interesting summary. He promised pictures for a future meeting.

Swap Meet Chairman - Don Simmonson volunteered to be chairman. Houston Jackson also volunteered to help. Gayle is publicity chairman. The swap meet dinner will be the February meeting with Jack making the arrangements.

Gary Stredwick is a new member who attended the meeting. Cork immediately ran right over and collected his dues. We would like to welcome Gary to our club. He has a '39 Plymouth coupe.

The Circle Tour chairpersons were not here to report on plans for the tour. If you plan to go contact Mike and Carolyn Martin.

OLD BUSINESS: None

Don Simmonson concluded the meeting with a talk and movie of the Guide Dog training and program and how he received his training with his dog Magic. Magic is a very beautiful dog and we're all proud of him and Don.

Dave Ashby, Secretary

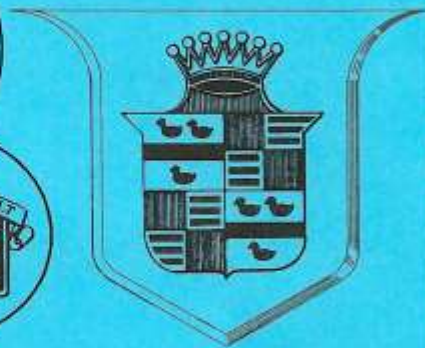
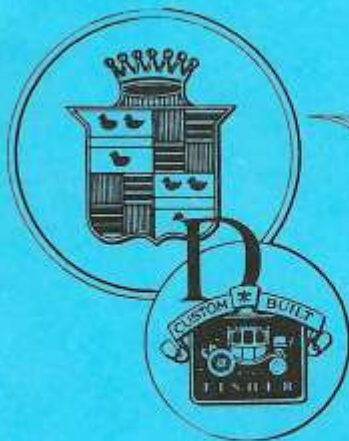
DUES ARE DUE

Club dues are due and payable on January 1, 1985. Dues are still only \$10 a year per family. Please pay as soon as possible so you and your cars will be listed in the 1985 roster. The roster will be out within the next few weeks. In addition to providing information for individual members, the roster is used for the Columbia Center Car Show and by the telephone tree people. Attached to the newsletter is an applicable computer readout of each member's mailing address, phone number, automobiles and automobile conditions. Make any corrections, additions or deletions and RETURN ALL READOUTS--EVEN IF NO CHANGES WERE NEEDED--along with your dues to PO Box 462, Richland, Washington 99352.

Cadillac

Standard
of the World

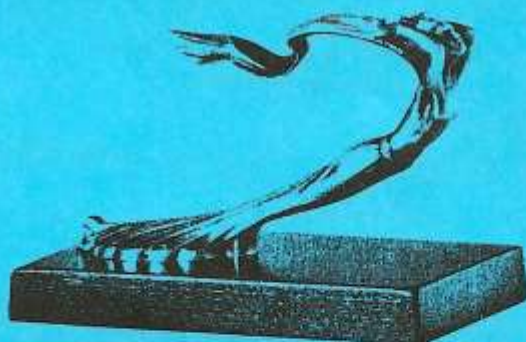
The radiator badge of 1925, left above, omitted the laurel (or tulip bulb) wreath but retained the same pattern with the short-necked birds which had arrived in 1920. Ads of the period often interlocked the Cadillac crest, with a more curved bottom, and the Fisher body emblem, as is shown at center above, with the famous coach that has persisted in that device to the present. After ten years of constant radiator emblems, Cadillac dispensed with the circular background for 1926, right above, substituting the shield backing shown, but using the same crest design they had used for some time without change, but this would only be used for this year, as a major change in both badge and car line-up was in the works for the '27's.



Considered America's most prestigious car, the Cadillac was named after the founder of the city of Detroit, French adventurer Sieur Antoine de la Mothe Cadillac. His coat of arms, still used as the emblem of this luxury automobile, is the only authentic coat of arms in use on any American car today.

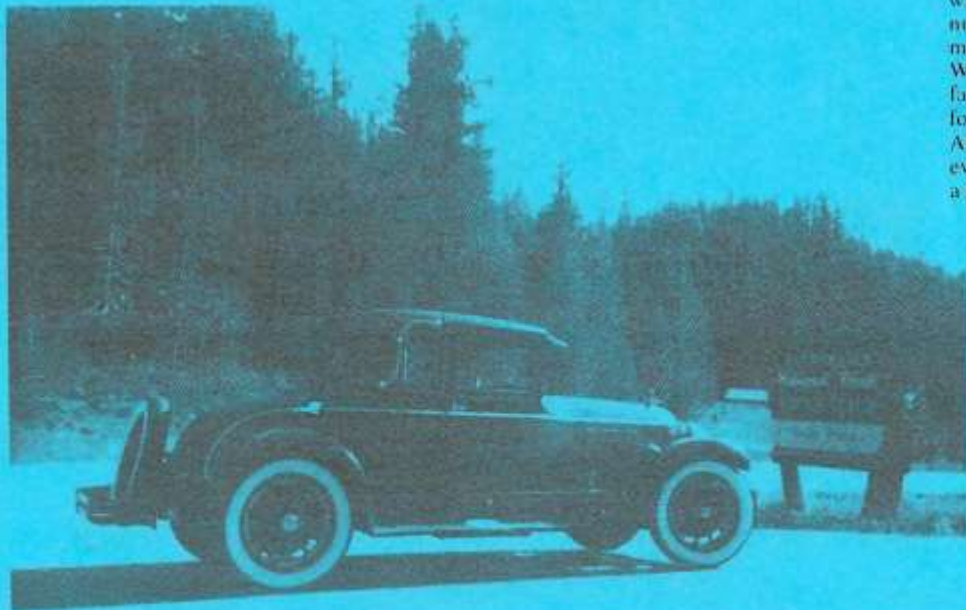
The Cadillac was conceived in 1902 by Henry Leland, who had been associated with Henry Ford. The earliest Cadillac, the Model A, bore a striking similarity to Ford's early automobiles. By 1908, however, Cadillac had adopted such innovations as rack-and-pinion steering and a transverse front suspension. This 1908 Cadillac was awarded the coveted Dewar Trophy because of its durability and dependable performance. In 1909 Cadillac was acquired by W.C. Durant to form, along with Buick and Oldsmobile, the General Motors group. While Buick led the field in total production, Cadillac was acknowledged as the best-made and best-engineered automobile in America. In 1915 Cadillac introduced its famous V-8 engine, which set the standard for the industry.

As Cadillac's reputation grew and, along with it, its price, it was inevitable that owners would demand a distinctive



symbol to help set their Cadillacs apart from other cars. In the 1920s when handsome hood ornaments began appearing on other makes of cars, many owners had ornaments custom-made for their Cadillacs. It wasn't until 1926 that Cadillac introduced its first ornament. In keeping with the regal image of the marque, it was the figure of a herald with the Cadillac coat of arms emblazoned on his livery. From his trumpet hung a flag bearing the name Cadillac. The figure lacked grace, however, and was discontinued in 1930.

For 1930 Cadillac used two different ornaments. The first, a graceful figure of a heron with its neck outstretched, was easily confused with the stork of Hispano-Suiza and was withdrawn in 1932. The second figure remained in use for a number of years and, through its various modifications, is most closely associated with Cadillac. Designed by sculptor William Schnell and manufactured by the Ternstedt Manufacturing Company, it was the figure of a goddess leaning forward into the wind, her long hair streaming out behind. Although she underwent several changes over the years and even had clear plastic wings in 1938, the goddess remained a Cadillac symbol until 1946.



Cadillac information from the Franklin Mint "Official Hood Ornaments of America's Great Cars" and "Cadillac, The Complete History" by Maurice D. Hendry.



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WELCOME TO NEW MEMBERS MERCEDES AND GARY STREDWICK AND THEIR ONE AND A HALF YEAR OLD SON, JEFFREY. They have a 1939 Plymouth which they bought last summer. When Gary isn't working at the Pasco Sanitary Landfill, he's busy restoring the coupe. They extend a wish for a Happy New Year to all club members.

Gary and Mercedes Stredwick
2104 West 28th Place
Kennewick, Washington 99337
Ph. 586-9676



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MARKETPLACE

1936 DODGE 5 window coupe 90% restored (except upholstery) \$3700. Also 1926 Dodge frame, motor, radiator, hood and disc wheels \$200. Dave Newman, PO Box 41, Kendrick, Idaho (208)289-4887

1925 DODGE TOURING unrestored, Don Miner (509)327-6561

1951 MERCURY SPORT SEDAN, black, excellent throughout. Harold Jones (509)884-4468

1941 FORD CONVERTIBLE many extra parts \$2600. Curt Otto (206)472-4266 (work) or 927-9181 (home)

1947 DIAMOND TRUCK, Carl (206)692-4994

1931 HUPMOBILE 4 DR, engine rebuilt \$2500. Phil Koenig (206)842-5212, Bainbridge Island or Ken Beach (206)842-4371

1936 FORD PU, older restoration, engine rebuilt in 1983 \$3900. Jim Heath (206)692-2149

1926 MODEL T PU, running condition \$3500 (206)334-2627. Ask for Larry. 4515 87th Ave. NE, Everett, WA 98205

MODEL T FORDS:

1913 CHASSIS-complete running gear, wheels, frame, motor, head lamps, firewall, steering, radiator, gas tank, front and rear ends. \$2600

1915 TOURING-complete and restored \$7800

1915 ROADSTER-body, frame, motor, radiator, wheels, steering, \$2000

1915 CENTER DOOR-complete car, motor rebuilt, body wood done, wheels rebuilt, steering, firewall, springs, frame, rear end all rebuilt \$7000

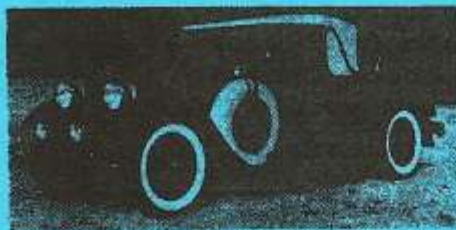
1916 ROADSTER-complete car, it has never been taken apart, excellent condition \$6000

1923 TOURING-running gear restored, complete with wheels, motor, new radiator. All body parts sandblasted and primed. New body wood and upholstery kit

1926 COUPE-restored complete car, rebuilt motor \$5200

Two sets of smooth white tires, two sets of black tires, new 1912 radiator, many extra parts including head lamps, coils, new 1915 hoods, firewalls, etc. Alan Hern, East 1508 66th, Spokane (509)448-8922

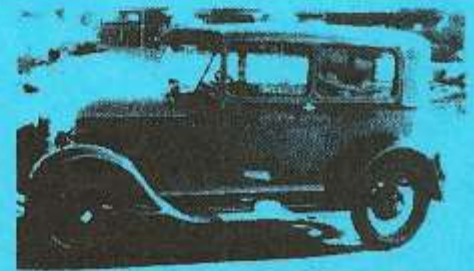
1925 MODEL T COUPE, running chassis with new tires on wire wheels. Disassembled body dipped and ready for primer. No rust out. Many extra body parts and some new accessories \$2000. Jim Patterson (509)928-6362



1929 Lincoln club roadster, rare Locke body, Grand Classic winner, 95-plus points, 50,000 original miles, dark green on black, red wheels, tan top, leather upholstery, white wall tires, excellent driver, must see photos, SASE. Price: \$65,000. Peter Bechtel, P.O. Box 2121, Coeur d'Alene, ID 83814, (208) 667-0070.



1927 Essex 4-door, good shape, \$3,500. Sam Layman, 14598 SE Bevington, Milwaukie, OR 97222, (503) 657-7778.



1929 Model A Ford 2-door sedan, professional ground-up restoration, runs and drives excellent, very good investment, \$8,850. Jon Sims, 6274 Preaknes Way, West Linn, OR 97068, (503) 657-6674.



BOX 462
RICHLAND, WASH.
99352



FIRST CLASS MAIL

ASHBY, DAVE AND PAT
517 WEST 36TH
KENNEWICK WA 99337

During the past year the descriptions of cars listed in the roster were changed to a standardized number system. Cars will be listed in one of the following six categories:

1. EXCELLENT: restored to current maximum professional standards of quality; or a perfect original appearing and operating as new.

2. FINE: well-restored; or a combination of superior restoration and excellent original; or an extremely well-maintained original showing very minimal wear.

3. VERY GOOD: completely operable original or older restoration showing wear; or amateur restoration; all presentable and serviceable inside and out. Also, combination of well-done restoration and good operable components.

4. GOOD: a driveable vehicle needing no or only minor work to be functional, or a deteriorated restoration.

5. RESTORABLE: needs complete restoration of body, chassis and interior. Not driveable. Not a parts car.

UR: (As is the case with almost everything there is an exception to the 1 through 5 numbering system.) A car that is currently and actively under restoration and will be completely restored to number 1 or 2 condition in the immediate future.
