

official newsletter of Ye Olde Car Club

MAY 2003

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Another sweetheart of a car in our club Jack's newest.

## THE REST OF THE STORY

I don't know if any body is interested or not, but I am going to tell you any way. I guess every body knows that I sold my DeSoto and Jack sold a couple of his cars. Well that is where the fun begins. I bought my self a little beauty, a 1955 Packard Clipper. There were quite a few comments about that, but that is another story for another time. Any way I bought it on E-Bay from a fellow in California. Every thing went very smoothly. The seller even arranged to have the car shipped here for \$375. The car was to be picked up the next day and arrive here two days later. Well here is where things started down hill. Jack called me to tell me he bought two cars in California real close to mine and maybe we could save some money by shipping them together. Ha! The first trucker we called said he could pick up all three of them in a covered carrier for \$600 per car. That made sense, so we told him to do it. Jack's other car by the way was in Las Vegas. *Continued on page 3*

## THOUGHTS TO PONDER

*Worry is the darkroom in which negatives develop*



# GUESS WHO



The young lady on the right is married to a Gentleman (and I use that term lightly when it comes to "Red") that is a long standing member of our club.

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I am sure that every one guessed last month's Guess Who was Little Ed Edwards. Didn't you?

## THE REST OF THE STORY continued

Well about the time that trucker was to pick up the cars, he decided to quit and go to work for another company. That left us out in the cold. The next trucker we called was willing to haul them for \$600 per car. It now appears that we are on the road again. Wrongo!! When it was time to have them picked he informed us that the cost would be \$4800. He explained that since his truck would haul 8 cars and we had only 3 we would have to pay what he would earn for a full truck. Back to square one! The next trucker sounded great, he would pick up the cars the next day in a brand new Volvo truck and covered carrier. He even called the people who had the cars and told them what time. Not to happen!!

He didn't show up. When we called him, we were informed that his new truck had a brake problem and would be delayed a day. Well, two days later still no pickup. Now we are informed that the parts for his brakes will have to come from Canada and they could not tell him when they could be shipped. We then decided we should drive down there and get them. The night before we were to leave, Jack got a call from an old friend of his who was in California with a two car covered carrier and was willing to pick up the two cars in California. Great do it. Well they picked up Jack's car but had another commitment and were not able to pick up mine or Jack's other one in Vegas, but promised to turn right around and go back down and pick them up. Not to happen! Just out side of Biggs Junction they had a problem with their truck and would be delayed until it was fixed. This is now 3 weeks after purchase. They did get their truck fixed and went to get the other two. The cost was higher than quoted. We were told that was because of the rapid increase in gas price, however I think we paid for their repairs to there truck. All is well that ends well. After all that, neither Jack nor I are all that pleased with our purchases. I guess that is all part of the game. I'm just not sure I want to play the game again.



My 55 Packard



Jack's 37 Lincoln

## APPLE BLOSSOM TOUR

We had a great trip this time in spite of the weather prediction, which was for cloudy and chance of rain. None of that came to pass. The skies were clear and no rain with temps in the 60's. We had a good turn out, Vern &



Martha Shreve, Wayne & Donna Shreve, Pete & Grace Jackson, Bob & Delores McClary, Earnie & Judy Oeder, Russ & Jane Armstrong, Gill & Odetta Linden, Fred & Mary Fraser, Bob & Alice Rupp and of course your tour leaders Dennis & Karla Jackson. Dwight & Loretta Underwood joined us on Sunday in Roslyn. Dwight also



shamed his brother Dave into bringing Jan and meeting us on Sunday as well. I Don't think they see much of each other, because Dwight asked me to point out Dave to him, he didn't think he would recognize him. Well, back to the tour. We left

from Fred Meyer's in Richland and drove to the Vernita rest stop where we met up with Wayne & Donna.. We had a quick lunch at the Subway outside of Quincy. Then on to Quincy where we stopped at an antique mall. Vern and Russ both found hats that bespoke of thier personalties. From there we drove , via several potty stops, to Smallwoods Farmers market in Peshastin. Next stop, after several more potty stops, Leavenworth. We all got checked in to the hotel and then wandered around town until dinner at King Ludwig's. That was one great dinner. You know, I shouldn't tell you every thing, I should encourage you to come with next time and see for yourself.



We even had some entertainment in the form of dancers. And this was even before there was any beer served. There was some beer consumed and most of us were able to control ourselves. There was some talk of one woman dancing on the table. Wonder who that was????



The Trivia quiz was a lot of fun. We got the whole restaurant involved. Pete Jackson got the most right answers and won a little bear for all of his trouble. The next day turned out to be a busy one. We stopped first at the



Aplet-Cotlet factory in Cashmere and took the tour. Bought some goodies. Now that fellow on the left is what I would call a tourist. My gosh, there is a whole crowd of them.

Next on the agenda is a visit to the pioneer village in Cashmere.



That is one great little Museum. We got a guided tour from the curator, a lady named Penny. She is from one of the local indian tribes and lived some of the history that she showed us.



After the pioneer Village we ate at a very classy restaurant, nothing but the best for our club. The cuisine was fabulous and the table settings were exquisite, as you can see from the picture.



After our dining experience. We were off to the antique store across the street. Dinner was another roaring successful venture in German

dining. After a good night sleep we took off to Roslyn, where we met up with the Underwoods. Bob Rupp tried to leave his car in Leavenworth, but we wouldn't let him. I think he thought there was a trouble trophy. As it turned out he had a lot of competition.

Wayne Shreve couldn't get his van started (dead battery). My car seemed like it was running on 5 cylinders, and Earnie Oeder's carb started to come apart. Bob did finally win, he had to leave



his car in Mabton with a ruptured fuel pump. We made it to Roslyn without incident. Interesting little town. We also toured the cemetery in Roslyn. We ate lunch at the Sunshine Grill and had an award ceremony. Martha presented the tour guides (Me and

Karla) with a bottle of Cheap Red Wine.



After our dining experience. We were off to the antique store across the street. Dinner was another roaring successful venture in German



## DRESSING THE PART

### HINTS FOR ASSEMBLING A COSTUME FOR THE PERIOD FROM 1900 1910

When I first wrote a column about Dressing The Part when touring with antique cars, I said that I would continue writing until I ran out of things to say. I pretty much came to that point with the column on garments from the 1950's. Also I ran out of illustrations that are not copywrited. Recently, however, I discovered something for the decade from 1900 1910..

You've probably noticed that "vintage" is a style now and it can be used to our advantage when looking for something to wear on a tour or whenever you want to dress the part. I'll tell you my experience. I'm sure you can find similar garments in other stores. My experience started at WalMart. They have carried a white batiste blouse with vintage styling for quite some time. I picked the one with a little standup collar. It has lace and tucks down the front and costs \$14.95. A person could not make a blouse like this for the money. Karla Jackson wore a similar blouse on the Moab Tour and I was pleased when WalMart carried them again this year.

Sometime later I received a Penney's catalogue in the mail. They showed a white sleeveless blouse with heavy lace around the square neckline and tucks down the front. It was \$14.95 plus shipping. Later I was in the store and found the same blouse for \$12.95, no shipping. I plan to use mine as a camisole under the long sleeved blouse. Karla had been lucky enough to find a vintage camisole that she wears. I have been looking but have not been so fortunate.

If you want to pay big bucks for an absolutely beautiful lace embellished blouse, try Victorian Trading Co. The phone number to order a catalog is 18008006647. They also carry several beautiful vintage looking dresses, mostly Edwardian styling.

Penney's also has a skirt that could be used to create the lingerie dress look, if it comes at least to your ankle. It is not that long on me, so I plan to make one. (I'm taking an Heirloom Sewing Class at Perk's in Richland, taught by none other than

my daughter, Linda Lettau. She is a whiz with a sewing machine.) Finished off with a wide satin ribbon for a belt, you have the Lingerie Dress of the turn of the century.

For any decade, all the major pattern companies, McCalls, Butterick, Vogue and Simplicity, have what they call Retro patterns. There are also patterns in the costume section that suit our needs.

Amazon Vinegar and Pickling Works have lots and lots of patterns for all eras. Their catalog is called Patterns From the Past. Their patterns are not for beginners as they are reprints of authentic patterns from the olden days. Patterns were not as easy to follow in the olden days. However, a dressmaker would be able to make up the garments. Also they do not come in a variety of sizes; each pattern is the size that was found. I bought two patterns and am hoping they do not stretch my expertise. They also have catalogs for shoes, boots, and dry goods. There is a minimal charge for each catalog. The phone number if you'd like to order a catalog is 18007987979.

## THINGS TO COME

- We are going to Craig Kelsey's in Connell on the 10th of May, which is a Saturday. We will leave CBC parking lot at 9am. Tour his garage then eat at Michael Jay's then home.
- Denny Kehl is working on a garage tour to Walla Walla sometime in? I don't know when.
- The Hassie Club and a club from Lewistown are having a garage tour to Vern & Martha's on the 4th of July. We are invited. Lunch will be served.
- Bob Rupp is trying to put together an overnight trip to Cle Elem for a car show in early August.
- We also need to get together with John Nelson for the second half of his talk on the Brigantine Yankee.
- We need some help with some suggestions of things you would like the club to do. Please call Martha @ 582-7530 or Dennis @ 547-0916

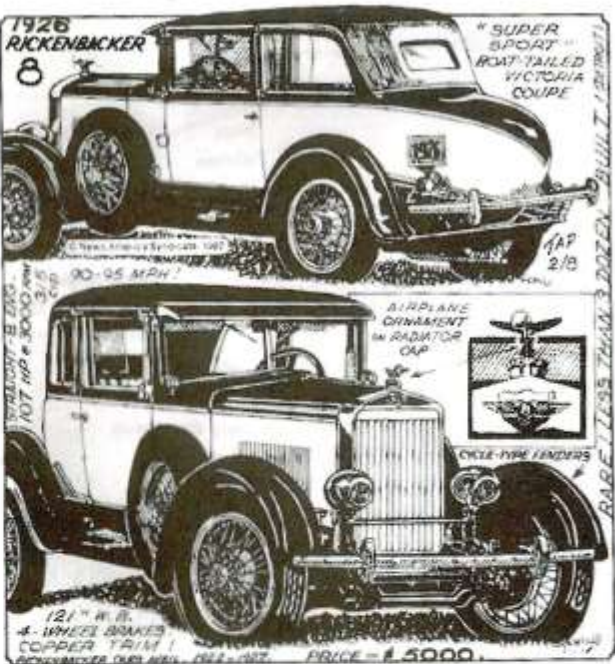
## MAY BIRTHDAYS

	2nd	Wayne Shreve
	2nd	Loretta Jackson
	3rd	Susie Stinsman
	6th	Don Meyer
	12th	Loretta Underwood
	14th	Mary ellen Nelson
	14th	Vernal Shreve
	17th	Ken Nesbitt
	17th	Hellen Duffield
	19th	Scott Noga
	19th	Frank Requist
	23rd	Audrey Simmelink
	23rd	Gil Linden
	26th	Jeff Todd
	27th	Russ Armstrong

## MAY ANNIVERSARIES

	4th	Dave & Judy Bergum
	11th	Bud & Theora Williams
	16th	Allen & Doris Johnson
	17th	Jeff & Julie Solbrack
	26th	Bill & Lorry Boyce





1926 Rickenbacker 8

August 1924, a straight-eight (Vertical 8) was added to the line. In 1925, came the four-door Coach-Brougham, a sedan with padded top, landau irons, and smart oval rear quarter windows.

The pièce de résistance of all Rickenbacker cars was the 1926 "Super Sport" Victoria coupe (illustrated) which startled the auto world with radically modern styling and a beefed-up straight-8 capable of up to 95 m.p.h. (stock)! More conventional models were also continued, but Rickenbacker had antagonized his dealers by forcing price cuts on them—in an attempt to increase sales by cutting profits. It didn't work; the dealers were mad because they were asked to cut prices on units already in stock. Trouble brewed within the company, and Eddie Rickenbacker resigned in 1926. The company went out of business in February 1927.

As many might guess, the Rickenbacker automobile of the 1920s got its name from Captain Eddie Rickenbacker, former racing driver and World War I air ace. The "hat-in-the-ring" insignia used on this car was borrowed from the 94th Aero Pursuit Squadron, in which Captain Eddie had served.

In 1919, Rickenbacker went into business with two experienced automobile men (Byron F. "Barney" Everitt and Walter Flanders), and the Rickenbacker Motor Co. was founded. Two pilot models were built in 1920.

The 1922 Rickenbacker was a six with a 58 h.p. engine that featured a fly-wheel at either end of the crankshaft, for better balance. There were other good engineering features as well, and before long (mid-'23), four-wheel mechanical brakes were available. In



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Dedicated to  
Having fun with the past

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Dues paid thru 12/1/2003

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