

Hello Fellow car club members,

This is going to be a very different newsletter because the software I use to develop the newsletter crashed on me and the entire news letter was lost. It was quite a shame because it was one of my best letters. I felt I had to send something out to at least inform you of activities going on this month.. First is a garage tour put on by Bob & Dolores McClary on the 17th of April. The tour will start with breakfast at the McClary's 5624 W 8th I Kennewick, starting about 8:30 until 9:30, then we will head to Jim Stafford's where we will view many vehicles in various states of repair, Jim may not be up yet, so we must be very quiet as to not disturb him. Just up the road, we will visit the Underwood's, here we will see half of or part of most anything. Dave will be available to answer all questions, he may even try to sell you something. On to West Richland, Ed Edward's spread, here we will find a full assortment of little people cars and who knows what else. Ed has asked that all lookers wear soft cotton clothing with no buttons or zippers, as his cars may be a little dusty (does he think we are going to clean them for him?).

Our next stop will be at the storage building of Bud Williams on Sylvester St in Pasco. Now here we may find some surprises. We don't know if there are cars or what to see, we will just leave it up to Bud to give us a guided tour.

Next stop: Port of Pasco WECO Equipment Repair Shop, Guided by Wayne Williams (very interesting place). Lunch will be served here. Hopefully, with full tummies we are ready to move on to Joe Kuhns' facilities to view his car collection. Joe is always ready to sell, so if you aren't buying, best keep your hands in your pockets and your money at home. Next we move on to the Shreve's collection of "stuff" and things, you name it and they probably have it, as well as some really fine cars. Last, but certainly not least, we will motor over to Jack and Peggy Yale's to view their collection of fine cars. This will be a full day and we will have to keep on the go, there is a lot to see. (Bring a camera). If you can't spend the whole day and wish to join us for a portion of the day, check your membership book for addresses or phone numbers. If you have a friend not in the club, feel free to bring them along, the more the merrier. PLEASE Call Bob by the 15th of April and let him know how many will be coming for breakfast and/or lunch. Our thanks to our "helpers", without them there would be no tour.

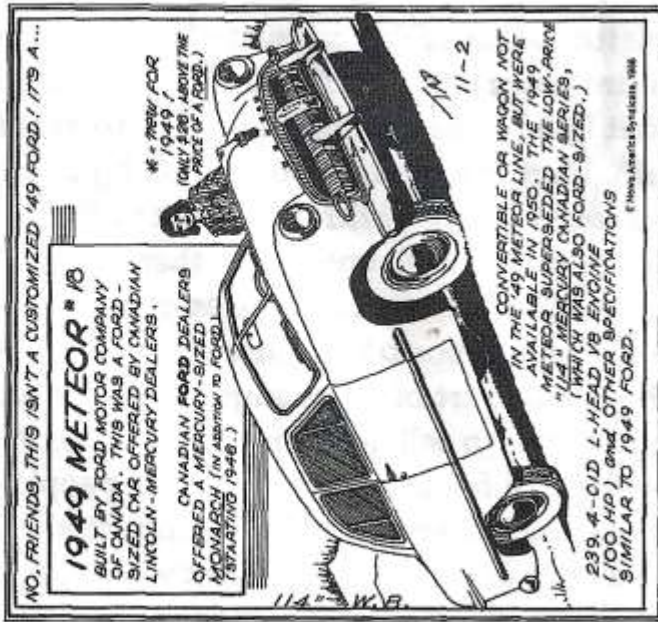
Bob & Dolores McClary 783-3622

And on Sat the 24th of April, Bob & Alice Rupp are planning a one day trip to Eagle Crest Lodge for lunch.

This will be a very pretty drive, and a lot of fun. I am sorry I have very little info on this trip, but PLEASE call Bob Rupp at 586-9731.

Thanks for your understanding and I plan to have new software up and running in time for next month's letter. Your Editor Dennis Jackson

APRIL



### 1949 Meteor

hubcaps, as well as interior trim and appointments were exclusively Meteor's own.

These Canadian Meteors and Monarchs of the 1950s are extremely scarce in the U.S.A., other than near the northern border. They were sold new only in Canada, and few were taken to the U.S.A. later and resold used.

Most American car buffs have, at one time or another, seen every year model of both Ford and Mercury from the 1950s, scarce as some of these are becoming now. But, a Canadian Meteor or Monarch is a rare sight outside maple leaf territory. These are not to be confused with the American Mercury Meteors of the early 1960s or the Mercury Monarchs of the later 1970s, which were commonly seen in the U.S.A.

Until 1946, Canadian Ford products bore a close resemblance to the American versions. Then the Monarch was created, with its own unique horizontal-bladed grille, to be sold in the Mercury price field by Ford dealers in Canada.

Consequently, for 1949, the Lincoln-Mercury dealers of Canada got a new Ford-sized car to sell in the low-priced field, and this was the Meteor. Body-wise, it resembled a 1949 Ford, but had its own grille (resembling, generally, that of a Mercury). From 1949 to 1951, the Meteor had the same dashboard design as a Ford. But, from 1952 to 1954, a Mercury dash was used. Then in 1955, the Meteor returned to the Ford-style dash. Meanwhile, into the 1950s, the grille, side trim, taillights,

# GAS GAUGE

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