

THE GAS GAUGE



PUBLISHED MONTHLY BY

YE OLDE CAR CLUB OF THE TRI-CITIES, WASH.
P.O. BOX 462, RICHLAND, WASHINGTON 99352

January 1969

A belated Happy New Year to you all. What with all this snow and cold, many of you are probably keeping your cars garaged. Spring is just around the corner, however, and it won't be long before we are all ready to take to the highways again. So loosen up your polishing arm!

ANNOUNCEMENTS

Our next meeting will be held at the Pasco Elks, Wednesday, January 8th, at 8:00 p.m. We want to make some plans for our Valentine's Day potluck dinner and dance in February, so please be sure to come with lots of ideas.

The entertainment at the December meeting was superb. Bouquets to Bob Henrich for bringing us the film on life in the United States just after the turn of the century. I understand the shots of the Model T's going over embankments, down railroad tracks, through heavy mud, and on top of irrigation pipes gave everyone ideas for field events next year.

At the December meeting, we settled on the dates for our summer tours. They will be June 6, 7, and 8 for the Tri Cities Tour and Field Meet, and June 14-22 for the Grand Circle Tour (Vancouver?). Other important dates for this summer are given on Page 5--please save.

This issue and the next of "The Gas Gauge" will continue with a broad distribution. After that it will be for members and area clubs (on an exchange basis) only. To keep on distribution, see Dave Ashby and pay your annual dues.

As many of you know, Mabel Guenther recently spent some time in a Spokane hospital. She is home now and says "will have to be lazy for a couple of weeks". Best wishes for a speedy recovery from us all, Mabel.

TECHNICAL TIPS

Wayne Weihermiller sends us the following information:

"A computerized International Bearing Interchange Guide, designed to give instant bearing interchange information, is ready for publication.

More than four years in preparation, the Guide is reported to be possibly the greatest cross reference tool available to industry for locating alternate sources of bearings, disposing of overstocks or determining the type of bearing to use when only the dimensions are known.

The 764-page hard cover book contains 152,432 interchanges on 19,457 different bearing sizes. Containing information dated back to 1915, it is dimensionally arranged by bore, with descriptions shown for each group.

Offered on a leased basis at \$100 per year, the Guide will be published by International Bearing Interchange, Inc., P. O. Box 22, Minneapolis, Minnesota, 55440."

It is a steep price for one or two bits of information, but some dealers may subscribe to the service and sub-lease, or "sell service". How about it, Bob? Anyway, it is good to know that this information exists and where it is published.

THE FORUM

Your editor has heard two comments this past month relating to the technical assistance the club can afford its members. The most workable idea seems to be a library, or information center. The information center may not contain all the specific information needed, but may only contain references as to where it is available (i.e. like the bearing data above). For example, we could all send to a volunteer "librarian" a list of our technical manuals and resource material (owner's manuals, motor manuals, Clymer books, etc.) which we would be willing to lend out to members. The librarian could operate the resource center and tell people where information is available. Anybody interested? It is everybody's club, and if there is enough interest, and we can find a volunteer to coordinate it, there is no reason why it cannot be done.

FEATURE

This month, Jerry Durham starts a two-part feature on the Overland car. Jerry certainly qualifies as an Overland expert, having driven one on a round trip to New York this last summer.

The Overland (Part 1)

by Jerry Durham

The first Overland, grandfather of the World War II jeep and ancestor of today's Jeepster and station wagon, was born in 1902. Made by the Standard Wheel Company of Indianapolis, it used a tiller as means of steering. A one cylinder, 5 hp water cooled engine was located under the hood. This was most unusual and modern, as most cars' engines were under the driver seat at that time. Its long wheelbase (78 inches) and large tires (28 x 2-1/2 inches) were the company claim for better driving and riding pleasure. This car sold for about one dollar a pound, weighed 600 pounds, and sold for \$595. For one reason or another, people took to the Overland, and after three years the company (which by now was the Overland Motor Company) dropped its one cylinder engine and started building two and four cylinders. These 1905 models had 9 and 16 hp engines, 86 inch wheelbase and sold for about \$750. The four cylinder models sold for about \$100 more. These models had steering wheels, and a year later they came out with steering post gear shift.

In 1907, in spite of Overland's booming popularity, a chain of circumstances caused by the failure of the Knickerbocker Trust Company changed the future of the firm, and the Overland Motor Company was in bankruptcy. At this time, John N. Willys, a dealer in Elmira, New York, had a large order; in fact, a contract for the entire Overland output for that year. Mr. Willys, a real dynamic individual, took the train for Indianapolis and financed and reorganized the company, so that by the end of 1907 about 323 cars were produced and delivered. The following year, Mr. Willys became President, Treasurer, Sales Manager, and Purchasing Agent for the Overland Motor Company. He was responsible for production and sales of 465 cars, priced at \$1,250.

The first six cylinder Overland came out in 1909, priced at \$2,000. Willys Overland sales skyrocketed to 4,000 cars; a production increase of almost 900%. There was also a Willys Six on the market this year, but neither of the Sixes survived the market.

In December, 1909, Mr. Willys purchased the Pope-Toledo Automobile plant in Toledo, Ohio. He converted it into a new assembly plant for his own cars, and this plant was soon working at capacity, as was the Indianapolis factory. In 1910, there were four models; all four cylinder, from 25 hp to 35 hp, priced from \$1,000 to \$1,250.

In 1911, the Indianapolis plant was moved to Toledo so they could expand and thus supply the demand for more Overlands. This year there were nine different models; most popular was a 118 inch wheelbase, four-door touring car with a 40 hp motor. Also, this same year, the Kinny Manufacturing Company was organized to supply sheet metal for Overland cars.

The following year, Mr. Willys moved the Warner Gear Company to Toledo to make gears and other parts for his cars. In 1914, the Tillotson Carburetor Company was organized with Harry Tillotson at the head. Tillotson at one time was chief salesman for Stromburg Carburetors. Mr. Willys proceeded to get control of the Morrow Manufacturing Company at Elmira, New York, and renamed it Willys Morrow. He then started making transmissions on a full-time basis. Following this, he acquired the Electric Auto-Lite Company of Toledo, which made generators and starters for his cars.

At the start of World War I, Overland was one of the leaders in enclosed body building, which appealed to the women. Most popular was the 1914 coupe that had almost the window area of a small greenhouse. (To be continued.)

CLASSIFIED

- FOR SALE: Four old usable tires and tubes, 4.75-20. E. K. Nesbitt, 907 Wright, Richland, Washington, call 943-9466.
- FOR SALE: Model A Ford gas tank. J. E. Stafford, 1915 S. Hartford, Kennewick, Washington, call 582-8393.
- FOR SALE: 1918 (?) Overland front and rear axle with wood felloe demountable wheels. Or trade for Model T parts. Terry Shegrud, 405 Smith, Richland, call 943-9353.
- WANTED: Motori Auto Repair Manual covering years 1952 through 1956. Also, 1931 Model A Ford horn. E. K. Nesbitt, 907 Wright, Richland, call 943-9466.

1969 TOUR DATES

Jan	25-26	Tacoma Swap Meet
March	8-9	Portland Swap Meet
April	2-6	Pacific NW Concours d'Elegance
April	25-27	Classic Car Club Alderbrook Tour
May	17-18	Olympia HCCA Lacy Swap Meet
May	23-25	HCCA Tour
June	6-7-8	Tri Cities Tour
June	20-22	Portland HCCA Tour
July	4-6	Walla Walla-Lewiston Joint Tour
July	11-12	Lloyd Center Show - Portland
July	18-20	Sea-Tac HCCA Tour
July	18-20	HACO Tour
July	26-27	Olympia HCCA Tour
July	26-27	Classic Car Club Gearhardt Tour
July	30-Aug 2	Model T Rainier Roundup
Aug	8-10	Alternate Date Portland HACO
Aug	15-17	Salem HCCA Silver Falls Tour
Aug	16-17	Seattle-Tacoma T Clubs Joint Tour
Sept	8-7	Reno National Tour
Sept	6-7	Centralia HCCA Fall Campout
Sept	13	Sea-Tac HCCA Northgate Show
Sept	20-21	Centralia HCCA Swap Meet

REVIEW
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July 18-20	HACO Tour
July 26-27	Olympia HCCA Tour
July 26-27	Classic Car Club Gearhart Tour
July 30-Aug 1	Model T National Roundup
Aug 1-2	Admission to Portland Swap Meet
Aug 15-17	Salmon HCCA River Falls Tour
Aug 15-17	Seattle-Tacoma Tri Cities Joint Tour
Sept	Reno National Tour
Sept	Centralia HCCA Fall Carshow
Sept	Sea-Tac HCCA Northwest Show
Sept	Centralia HCCA Swap Meet



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