



THE PIT STOP



MOSES LAKE CLASSIC CAR CLUB

February 2009



FROM THE PRESIDENT

Calling All Car "Lovers"

It's the month of love - February. Already? As I contemplate the meaning of this month, I'm reminded of how quickly time flies, and reflect on what's important. We love our family, we love our spouse, kids, dogs, cats, you name it, we love it! But most of all, we love our CARS! This month's column will continue with my focus on the history of different cars and manufacturers. First, let me finish up on last month's feature.

The Stanley Steamer (continued from last month): What happened to the steam car? Other companies made them successfully. There was a White, a MacDonald, a Detroit, a Coats, which lasted into the twenties, and the Doble was built until the early thirties. The steamer was cheap to operate and simple to drive, with very little to get out of order. Acceleration was amazing and the power was tremendous. It was a silent, smooth-running machine which needed only water and anything that could burn.

But there were shortcomings. It sometimes took as much as a half-hour to get enough boiler pressure to start. There were all kinds of valves to set and keep clean. The cars needed a great amount of water, and filling stations were few and far between. Although gearing and transmission were ridiculously simple, the cars sometimes had a habit of dropping into reverse by themselves. This was embarrassing, especially when traffic was following and the steamer reversed, taking off at full speed backwards. In addition, many old wives' tales circulated. They told of explosions and fire hazard. The final blow was the development of the self-starter for the gasoline engine.

Pierce Arrow

The Pierce-Arrow was a leading luxury nameplate in the early American automobile industry. George Pierce had started by the manufacturing of household items such as iceboxes, bathtubs, and birdcages and later bicycles. He later experimented with automobile production using popular power sources such as steam. A Scottish engineer named David Fergusson was brought in to help with the developmental aspects of engine design and production. The first successful Pierce automobile, a Motorette, was in 1901 and featured a single-cylinder DeDion engine producing nearly 3 horsepower. By 1903 the Pierce automobiles were powered by their own engines that they had designed and manufactured.

In 1903 the Arrow was introduced, powered by a 15 horsepower DeDion engine. The engine was replaced by a Pierce-made engine in 1904.

In 1904 the Great Arrow was introduced powered by a Pierce four-cylinder engine producing 24-28 horsepower. With a price tag of \$4000, the Pierce Great Arrow was one of the most expensive vehicles on the market. It featured a 93-inch wheelbase and innovative cast-aluminum body panels. It was a very dependable vehicle, winning five consecutive Glidden Tours. They had achieved perfect scores in four out of the five races. These tours were endurance runs sponsored by Col. Charles Glidden, a man made famous by the telephone industry. These cross-country tours were often 2,000 miles or more. These accomplishments stimulated sales and the company continued to grow. (To be continued...)

Dave

Moses Lake Classic Car Club
January 8, 2009
Meeting Minutes

Meeting at Memories-R-Forever with a nice Chicken Cordon Bleu dinner. Called to order at 7:00 p.m. with President Dave at the podium. The minutes from our last meeting were approved as printed in our last Newsletter. Barb gave the Treasurers Report. \$332.27 was paid out last month on three bills; candy contest prizes, door prizes and a Cruzin' Magazine advertisement. A motion was approved to pay the bills on hand.

Old/New Business – Webmaster Paul reported 2187 visits to MLCCC website and the 'Calendar of Shows' is very popular. We discussed putting the club newsletter on our website. It might help recruit new members. Approval was given for the newsletter to be on the website with sensitive information from the meeting minutes removed and/or only accessible to paid club members. Michelle is now mailing out 50 copies each month and we might save a little postage by using email. Members that would like their newsletter via email should send their email address to Michelle at crazydawgacres.com or to Paul at info@MosesLakeClassicCarClub. Michelle also invited club members to submit articles for the newsletter.

Bill gave a book report (C+ or B-?) about a Ritzville auto history book written by Harlen Eastwood. Bill also advised us that The Wolfman has offered to do our car show this year. The general consensus was we probably can't afford it and we already told Bill he could do it again. Harley reported for Juanita that our card to Ivan was well received as was the plant they delivered to Judy F., and our canned food donation was delivered to the food bank last month.

Meeting was adjourned 7:25 p.m..

Door prizes were drawn as follows:

Juanita won the halogen work light, Bill won a dash duster and some Mulberry scented spray (not going there). The car of the month was won by Dawn and the 50/50 drawing was won by Nancy.

Submitted by Bob Kent, Secretary



Dawn &
Bob
Munn's
1946
Chrysler
Convertible

Car of the Month

I bought the car out of Hemmings Motor News along with a coupe of the same body style. I was told I would be able to make one car out of the two.

Short story, after having them picked up in Montana and trucked to my home in Snohomish I could see that the coupe was in to great of shape to be used as a parts car (what you would call a rust free car). I sold it to recoup some of my cost.

The convertible on the other hand was delivered with out any floors. The seats springs you could crumble in your hands, top and interior were gone, and it was a mess. The good thing was that all the little pieces were there. I tried to sell the convertible but it was too much work for any one who looked at it. So it sat in my garage for a couple of years after which time I found a 4-door parts car in Ephrata and ran across a guy in Oregon who did frame swaps for less than I could put a clip under the front end including the donor car.

It was to be a three-month job so after two and a half years I called the guy and told him I was coming to pick up the car. The donor car was going to be a 1979 Buick but when I got there, it had changed to 1976 Oldsmobile. So now, all the running gear is a 76 Olds. Disc brakes on the front, 350 engine, power steering, power brakes, tilt steering wheel, cruise control, all the stuff that made the car of the 70's such great cars to drive. We have more fun with that car as we can pack 6 people in it and cruise like we were kids again.

Bob & Dawn Munn



NEXT MEETING: FEBRUARY 12, 2009

TIME: 6:00 P.M DINNER

7:00 P.M MEETING

LOCATION: MEMORIES ARE FOREVER

MENU: STUFFED PORK CHOPS, CUBED

SEASONED POTATOES, GRAVY, VEGGIE, SALAD

DESSERT: STRAWBERRY OREO DESSERT



Month long trip to Alaska?

\$2,365.38

Your buddy getting ready to become a bears breakfast, while you take his photo?

Priceless!



(Photo above & Left)
Doug Skane being chased by a bear in Alaska.
Photo by Bob Munn.

Where's My Gas Cap Located?

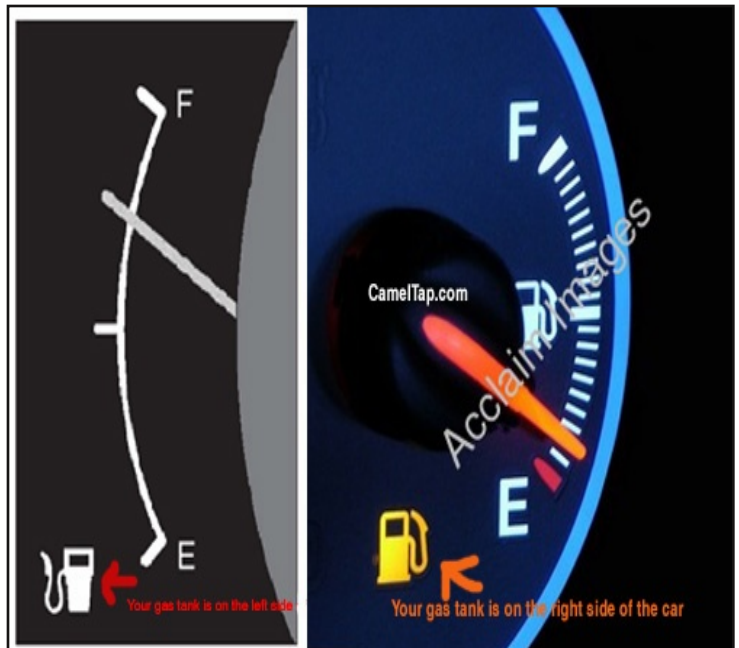
Have you ever rented or borrowed a car and upon arriving at the gas station wondered . . . hmmm, on which side is the gas filler cap? (I have to think about this when I am filling my own car.) The normal solution was to stick my head out the window, strain my neck looking, and try to see in the side mirrors--or even get out of the car!

Well, ladies and gentlemen, I'm going to share with you my little secret so you will no longer look like Ace Ventura on your way to the pump, or put your neck at risk of discomfort or injury.

If you look at your gas gauge, you will see a small icon of a gas pump. The handle of the gas pump will extend out from either the left or right side of the gas pump icon.

If your tank is on the left, the handle will be on the left of the gas pump icon. If your tank is on the right, the handle will be on the right side of the gas pump icon (photo below). It's that simple!

Don't feel like a dork. Just go out and share the world's best kept auto secret with your friends and family.





1901 Pierce Motorette

This automobile has a 3½-horsepower De Dion Bouton single-cylinder, water-cooled engine bearing the number 3008.



The New Dollar?

Moses Lake Classic Car Club

23127 RD 6 SE

Warden, WA 98857