

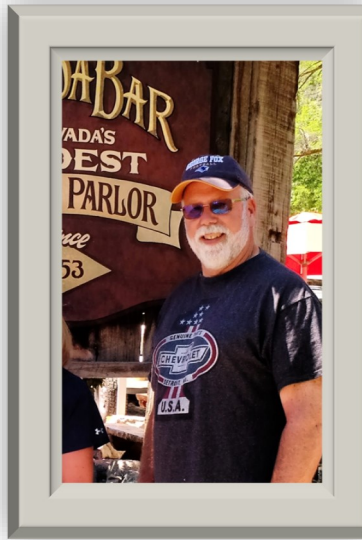
The month of March has flown by and was an extremely busy time for club activities. The Swap Meet was the big event and thanks to chairman Charlie Clayton and his committee, along with a large number of club volunteers who helped set it up and run it, it was a big success. The number of vendors almost completely filled the Fairground Arena and Exhibit Hall. Our attendance by the public was the highest in years. Burt will have our accounting done by our April 20 meeting, but early results look like we did very well. Thanks to all for a great job! Another result was that we added 8 or 9 new members. They joined while attending or visiting our membership booth.

There is a social get-together planned for Sunday April 16 at Tom & Jerry's, 92104 Taylorville Rd, Clatskanie at Noon. We will meet at the Aquatic Center in Astoria and depart from there no later than 11:30am. If you would like to join us, all our members are welcome, so drive your classic or your daily driver for a BBQ and visiting.

Our April meeting will be at the Jordan's shop on Helligso Lane in Astoria. The May meeting will also be at the Jordan's, on May 18<sup>th</sup>, 7pm. Our summer meeting schedule will rotate to other shops in June, July, and August, with the list published in May's Backfire.

The Open House at Clatsop Community College MERTS campus is scheduled for Friday May 5, time to be announced. If you can make it, drive your classic there and meet some current students, along with high school students coming in to tour the program. It's always a good time.

The 50's Cruise car show committee is lining up our show and trophy sponsors. We hope to have all of



them done by the end of April so we can get the trophies ordered. The next committee meeting is scheduled for April 29, 2pm in the Jordan's shop. If you would like to help or hear what's going on, feel free to join us. T-shirts for the show have been ordered and the committee is again offering T-shirts for \$5 to club members who are helping to put the show on. We are on the Heli-pad at Camp Rilea and will be setting up Friday June 2 with the show Saturday June 3<sup>rd</sup>. Something we never have

are too many Raffle prizes. If you can get donations of raffle prizes it would be greatly appreciated. They can be brought to the Jordan's shop, or call Doug for pick up. We have started our volunteer work schedule and will have it at our April 20 club meeting. With our larger membership, we hope to be able to have 2 shifts so all our members have a chance to see the show.

The club has received several flyers for shows being held by *Test of Time Car Club* from the Aberdeen Wash. area. The first is May 20 from 10-2 in Aberdeen with a \$15 entry fee. The second is Saturday, August 26 in Shelton, Wash. \$15 for early registration, \$20 day of the show. These flyers will be at our April meeting. Maybe we can get a group together and cruise up north.

The club did receive the club jackets that VP Jim Purdy had ordered. There are 4 different sizes in the Jordan's shop for members to try on for size. We have contacted "West Coast Artisans" in Astoria and she can embroider the club logo on the back for \$75 and a small additional amount for your name on front.

Hope to see you all soon! Doug Gillies



March 16, 2023

The March 16th meeting of the Lower Columbia Classic car club was called to order by President Doug Gillies at 7:04 pm. The club officers were introduced - Doug Gillies, President, Jim Purdy, Vice President, and Nicki Andrews, Secretary. Treasurer Burt Young was out of town.

There were no visitors. New members present were Ed McKenny, Dave Gager, Troy Grow, and Brenda Hansen.

Fred Mestrich show us a car gauge panel and asked if anyone could identify what it was out of. From Google he learned that it was from a 1930 DeSoto.

Steve Jordan reported on the health of Ralph Jackson and Ralph's son Rick. They both have suffered strokes.

Charlie Clayton made a motion to accept the February minutes as printed in the BackFire. Motion second and passed.

There was no financial report for February. It will be combined with next month's report.

Committees:

Swap Meet - Charlie Clayton thanked everyone who helped setting up and take down at the Swap Meet. Jim Purdy also thanked the members for all their help.

Membership - Jo Louch is working on the club roster.

Sunshine - No report.

BackFire - Ross Getchell thanked everyone for their articles. Keep them coming.

Website - This summer we need to set up a photo shoot of member's cars to be put on our website.

50's Cruise - Registration forms have been mailed out. We already have an entry. Next planning meeting will be March 25th at Steve Jordan's.

Old Business:

Vice President Jim Purdy showed us two styles of club jackets. The club has someone who will do the Club emblem on the back for cost of \$75 and name on the front for \$10. Patty Getchell made a motion that we go with the jackets that Jim found on Amazon. Motion seconded and passed. Jim will email members the info on how to order these jackets.

Club plaques - Fred Mestrich reported that we have plaques. As soon as he gets them painted they will be available to the membership for \$25 at the April meeting.

We have NW Car Events Calendar books that are free to club members.

April Social - Will be a barbecue Sunday April 16th at 12:00 at Tom & Jerry's which is at the Wauna exit on highway 30. Cost will be \$15 a plate.

New Business:

We have been invited to an open house at the Merts campus Friday May 5th from 9 am to 3 pm.

Test of Time, a new car club in Aberdeen, has invited us to a picnic June 17th.

Meeting adjourned at 7:48 pm.

Nicki Andrews Secretary

Next meeting will be 7:00 pm April 20th at Steve Jordan's.

Drawing won by Liz Henton.

## FROM THE BACK SEAT "THE GAL'S PAGE"

### Old Memories Engraved

by Jo Loesch

I can still remember the day my brother brought home his first car in 1979. He was 17 and I was 11. It was a 1973 Dodge Charger SE Petty Blue. My brother says to be sure to mention it was the Richard Petty's Nascar Blue ha-ha. He was in love with his new car. When he was out washing his car, there I was washing my new bicycle next to him. "Pay attention to shining up the wheels" he'd say. That was my first taste of the "Mopars".



My oldest brother would let me sit on his lap and drive his car on the old gravel roads. "We can only go 10 mph so it doesn't get a rock chip on the paint" he'd say. It would take forever to get where we needed to go, but we were making memories. He'd take me out and show me how to do burn outs on pavement. That was the coolest thing for an 11 yr. old! He'd take me cruising up and down Main Street of our small town. We'd take 2 hour trips to visit our Dad on weekends in that car, listening to all the, what's called Classic Rock these days. I found a new love for muscle cars and rock n roll.

In Kansas, you could get your driver's permit when you were 14. If you lived on a farm, which I did, you could drive yourself to school, 4-H events, etc. My brother knew I was ready for a car. He found one just outside the small town of Dwight, KS, where he lived. An old farmer had a 1970 Plymouth Satellite 2 dr. for \$300, so he and I went to check it out. It was a B5 Blue with all

blue interior, and it looked like a Road Runner! We took it for a test drive and I knew I wanted it. It only had a little 318 engine, automatic column shift, bench seats, and an AM radio but those things didn't matter to me. This was going to be my first car!



My high school offered a one year auto mechanics class, so my freshman year I took that class and worked on my new car. It was only me and one other girl in the class. We were teased a lot because girls weren't supposed to be in that class, but I didn't care. It just made me work even harder to prove I could do the work just the same as a boy.

In my new car I drove to school, 4-H meetings, dog training classes, and my babysitting job. I would wash and wax it and pay attention to the shining those beauty rings on the wheels. Installed an 8-track and kept a portable cassette player on the seat. It was in my own heaven!

Before graduating high school, I had to say good-bye to my car. Even though I had the mechanic's class, I didn't know the true importance of anti-freeze. I had been adding water to the radiator, then we had temperatures below zero. The freeze plug popped and damaged the block. I didn't have the capability to repair it. It was a sad day going down the highway, being towed by my brother, taking one last trip in the car to the salvage yard.

Fast forward to 2019. My Dad passed away in 2018, so in April of 2019, my husband Chuck and I went to Kansas to help my brother with Dad's estate sale. About 2 weeks before leaving for Kansas, my brother calls to say he's come across a 1970 Plymouth Road Runner, just



outside of Dwight KS, where he still lives. An old farmer had it in his barn. He sent some pictures, and what I saw was my old Satellite, but this one was red and full of dust.

After the estate sale, we took a trip to go see the car. I couldn't get over how much it looked like my old car! It was in good condition for sitting for 20+ years, minus the mouse infestation. I felt sick at my stomach from the excited nerves. Could we actually buy this car and get it back to Oregon? My husband and brother where both encouraging that it could happen. It would be like having my first car back, but this time it would be the real Road Runner I use to pretend to have, 40 years ago.

July 12, 2019, the 1970 Plymouth Road Runner Rallye Red, 383, 2 dr, bench seat, automatic column shift, was being unloaded into our driveway in Warrenton OR. Her name..... "Kansas". Chuck began working on the Road Runner and bringing her back to life. Keeping everything as original as possible.



Before meeting my husband Chuck in 2018, I use to go to a few car shows here and there. I would day-dream about one day, having a car there of my own. To meet a man who shared the same interests for muscle cars, going to car shows together, and be like the couples I would see at the shows.

We joined the Lower Columbia Classics Car Club a little over a year ago and those dreams have come true. We took "Kansas" to her first car shows last summer and had a fantastic time with other members

of the club! What a wonderful ride it is to have old memories engraved into new memories!





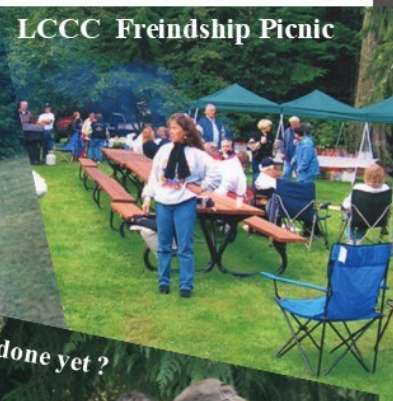


# Ramblin 'Round



LCCC 1987 at Arnie Julha's cabin

LCCC Freindship Picnic

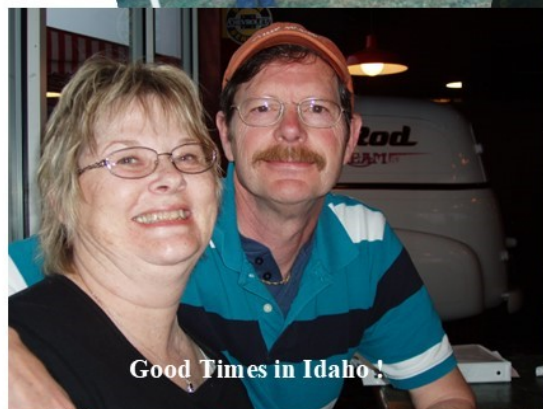


2nd Annual Christmas Party @ Bill & Sue Vernon's home

Are they done yet ?

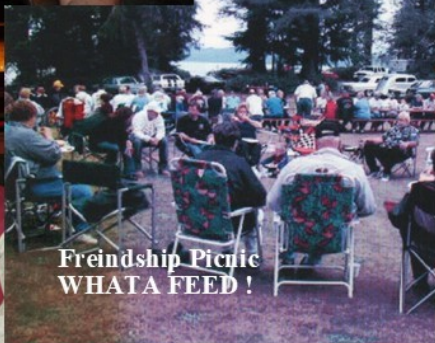


Hey Ed Are ya Hungry ?



Good Times in Idaho!

Jim & Marylin Sietz at Idaho's HOT ROD CAFE



Freindship Picnic WHATA FEED!

At the HOT ROD CAFE in Idaho. Jim & Katie



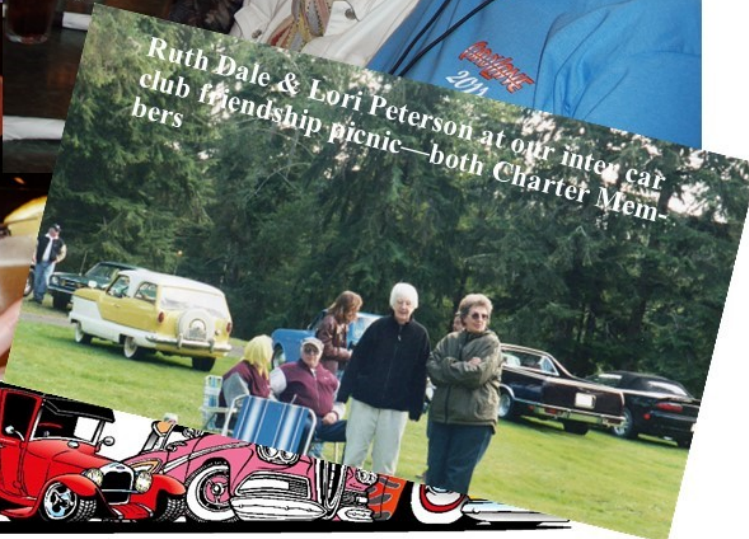
Ruth Dale & Lori Peterson at our inter car club freindship picnic—both Charter Members



Ya don't hafta be really old like these guys ta like old iron!!



MMM-GOOD!





# Ice Cream Social

*Mike and Diane Matthews will host their 4th annual Ice Cream Cruise, Sunday, July, 23. RSVP to 360-465-2320 (landline), 360-353-8237 (cell) or hicksrus@wwest.net so Mike knows how much ice cream to crank. We'll supply the ice cream, ice cream toppings, buttermilk brownies, bowls and utensils, etc. It'll be in our backyard. Please bring lawn chairs. No social is complete without a drive so, at 1:00 pm we'll meet everyone at the Dismal Nitch rest stop. From there, we will journey through local backroads with a stop at the historic Grays River Covered Bridge. Maps will be provided once we figure out a new route. Hopefully participants won't get lost this year. We'll regroup at our house in Rosburg for DESSERT!!! So let us know if you'd like to be included, we'd love to have you!! And, please light candles to the weather gods for sunny and warm!!!*



**My First Car – sort of.**

(BY LEE CORDNER)

I was raised on a dairy farm in the Uintah mountains in Utah. I drove farm equipment at an early age. My best memory is being about 8 years old and kneeling on the front seat of our old “duce and a half” Ford flat-bed, towing a flatbed trailer, and steering up and down rows of hay while my dad and his brothers tossed and stacked bales. The truck was in “granny gear” with the hand throttle pulled out to walking speed. When it was time to turn around, my dad would jump on the running board and help me make a big wide turn, then up the next row.

My aunt gave me a non-operational 54 Mercury four door when I was 14, my actual first car, which I got running and wore the driveway out going back and forth. This article isn't about that car. My dad had a heart attack and couldn't run the farm. We moved to Salt Lake City, and I got a job at a Texaco station with a very clever mechanic named Stan, who taught me to pump gas, do tune ups, oil changes, brake jobs, clutches etc., while he built hot rod motors and did other fun stuff. You probably remember brake and clutch jobs from that era, where you took the drums off, used compressed air to blow asbestos dust everywhere then washed the parts in leaded gasoline.

There was an old airport road course just outside town. We worked on several of the local road racers' cars, mostly Triumphs, MGs and Austin Healys. One of our rich customers bought a thrashed-out Maserati

Type 60 “birdcage” that we worked on for a couple of years. It actually ran four laps at the races one year before the motor blew up again. Stan's daily driver was a Goliath station wagon and the shop loaner car was a Citroen 2CV. I was fully indoctrinated into weird European cars. My daily driver was three Fiat 600s for which I had paid a grand total of \$105. I had one battery and one set of license plates and most mornings I could get one of them started. I wrote an essay about working on cars for my high school English class, which caused the teacher, Mrs. Hatch, to offer to give me an MG Midget with a blown motor on the condition that I would “come get that piece of crap out of my garage”. I borrowed my grandpa's International pick up and with a long piece of rope towed the Midget to the station. You don't see towing done quite that way anymore. Another piece of lost automotive art.

With Stan's help, I put a 260 Ford V8 with an automatic transmission into the midget, to replace the 1098cc four banger with a spun thrust washer on the crankshaft. This move added about 300 pounds to the nose of a car that weighed 1500 pounds total, creating what was perhaps the worst handling, most troublesome automobile ever constructed. It re-defined understeer. Any attempt at a fast corner was met with howling from the front tires and a firm refusal to turn in. It was fairly quick in a straight line, but I busted a lot of axles. This article isn't about that car either.

One night I was doing the main street cruise in the Midget and stopped at the hangout

(CONTINUED FROM PREVIOUS PAGE)

burger joint. A guy saw the Midget and fell in love with it. It did look kind of cool with the big tires on the back and the hood scoop. The guy asked if I'd trade for this weird old Fiat his dad had bought when he was stationed in Italy. The car was no longer running and nobody was interested in fixing it. I said sure! I was pretty tired of the Midget and the local junkyards were almost out of rear axles. We went to his house, a nice Victorian in the Avenues section of Salt Lake. I was expecting an old Topolino that I could sell to a drag racer, but instead there was a car I had never seen before. It looked like a  $\frac{3}{4}$  scale cross between a Ferrari and a TVR. The guy told me it was a Fiat Berlinetta, which turned out to be wrong, but I made the trade, charged the car's battery, and got it started and drove it home.

The car was actually a 1953 Fiat 8V. They couldn't call it a V8 because Ford had V8 copyrighted. It had a tiny 1.9 liter V8, with two miniature Weber four barrel carbs, a four speed gear box that popped out of third gear and 15 inch wire wheels. The body was aluminum and so thin you couldn't sit on the fender.

I drove the car for a while. It made a great noise. The little V8 would howl like a banshee, but it was pretty slow, at least compared to my dad's Plymouth Fury. I found out later this was one of 114 made between 1952 and 1954. Mine was a 1953 according to the title and I believe it was one of the early cars with a Zagato body. Several Italian coach

builders made bodies for the car including Ghia and Vignale. They all look different. While they didn't sell many cars, the factory race team won several big European endurance races. Cars were divided into under and over 2 liter classes in those days and I imagine the little V8 was pretty quick in the under two liter class.

I met a guy at an autocross who had lived in Italy in the 50s and he was shocked to see the car in the US. He knew what it was, which no one else did, and he told me it was probably worth a lot of money. I had no idea how much a lot of money actually was, and with no internet, there was really no good way to find out. I put the car in the Autoweek classifieds for \$6,500. We had a good laugh about it. My dad was making \$1,000 a month and a new Corvette was \$4,000. A guy from New Jersey called, asked for pictures and serial and engine numbers. When he was satisfied, he sent me a cashiers check for \$6500 and told me to take the car to the Union Pacific Station. He said they'd be expecting me.

Today, Fiat 8Vs rarely change hands. The few recent sales range from \$1.5 to \$2.3 Million, with the later cars by Ghia drawing the higher prices. Probably should have hung on to it, but it put me through college and I thought I got a good deal. This wasn't my first car, but it was the first one I sold for more than I paid for it.





## **FOR SALE LOT & ANNOUCEMENTS**

**SPECIAL ANNOUCEMENT !! WOULD YOU LIKE TO DO SOMETHING FOR OUR CLUB?**

**WE HAVE NEED FOR ARTICLE'S MEN'S FIRST CAR/ OR SPECIAL INTEREST (ALL MONTH'S) WOMEN'S GAL'S PAGE (JUNE, JULY, OCT)**

**ADDITIONALLY, WE NEED SOMEONE TO BRING GOODIE'S FOR NOV. CLUB MEETING**



### **For Sale 1956 Pontiac Star Chief Custom Deluxe 2 Dr Hardtop**

**A driver with good paint, chrome and interior. New brakes, brake cylinders, front drums, heater valve, and steering column bearing. 316 motor with Hydromatic transmission. Located in Ocean Park. \$25,000 Fred 907-399-0456**

***For Sale 1964 Ford Falcon Ranchero 200-6cylinder, Duel Exhaust, Manual Stick Transmission, New Paint, New Interior, New Tires with Crager SS Wheels \$12000 Randy 1-360-665-5722***

**UP-COMING GAL'S PAGE ARTICLES** Jan Diane Matthews, Feb Nicki Andrews, Mar Patty Getchell, Apr Jo Christie, May Patricia Riley, June ?, July ?  
August Dorothy Gillies, Sept Judy Jordan, Oct ? Nov ?

***Get well to;*** Ralph Jackson, Barbara Niemi

*Well Wishes, Sending good wishes to all of you who I don't know about. Please let me know so I can send you a card if you need one. I think we can all use a little pick me up sometimes. Thanks Linda Uphoff (my phone number is listed in your roster)*

### **BRINGING GOODIES 2023**

**APRIL—CHUCK L. MAY—OLIVER Y. JUNE—NICKI A. JULY—ANN M. AUG—BURT Y.**

PRESIDENT DOUG GILLIES / VICE PRESIDENT JIM PURDY /

TREASURER BURT YOUNG / SECRETARY NICKI ANDREWS / BACKFIRE EDITOR ROSS GETCHELL

/ WEBMASTER ROBI NELSON



GETCHELL	ROSS	4/6
GETCHELL	PATTY	4/5
LARSEN	CHARLENE	4/25
LAU	MARGARET	4/30
MEYER	SARA	4/8
SARPOLA	TOM	4/28
SASSO	KATHY	4/3
WEBSTER	CAROL	4/14
YOUNG	BURT	4/6
EIDE	MARK	4/



CLAYTON	4/6
HENDRICKSON	4/30
O'BRYANT	4/8
RILEY	4/23

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