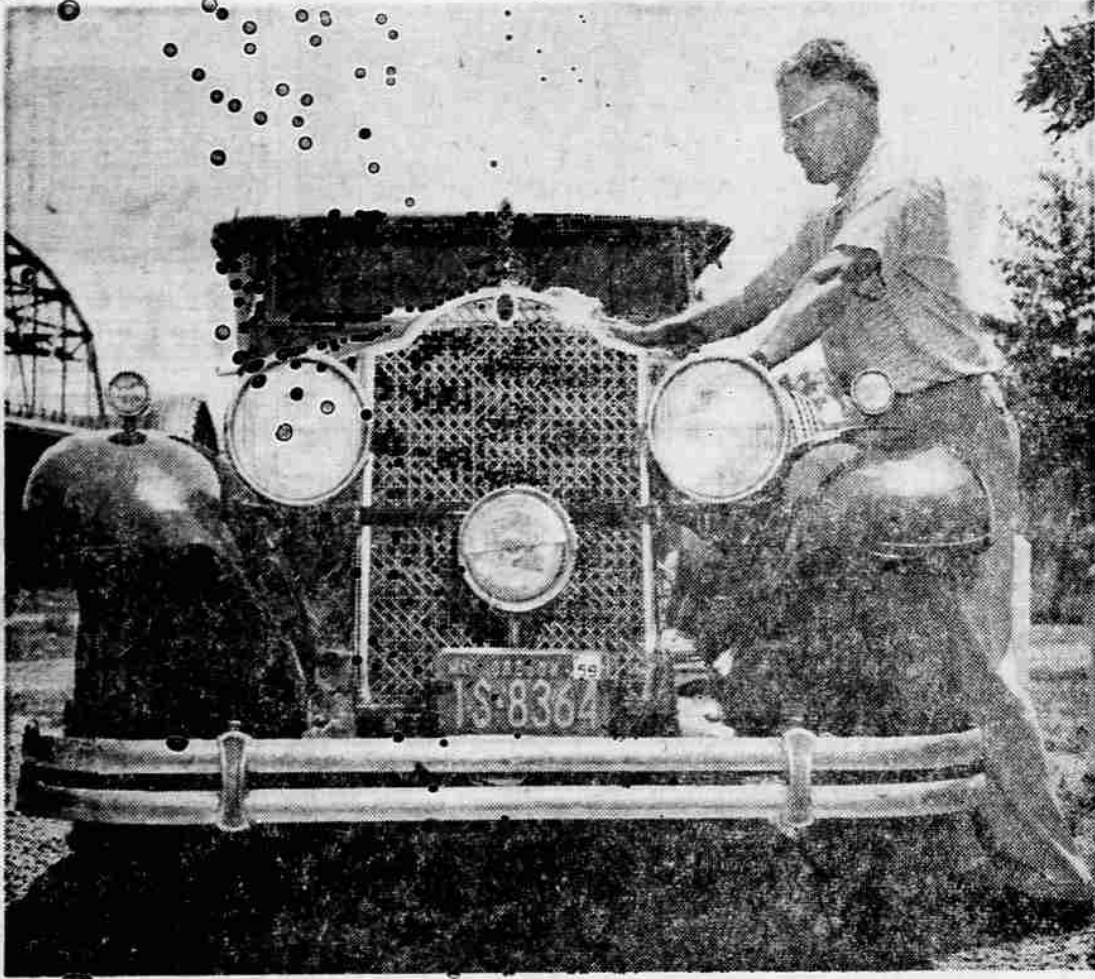
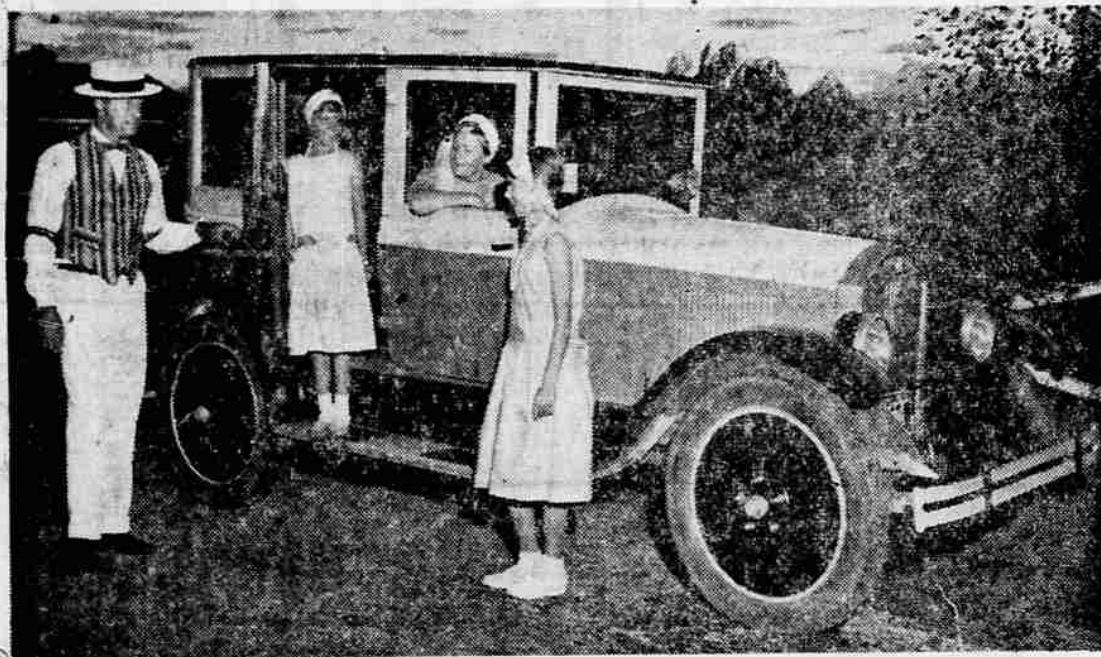


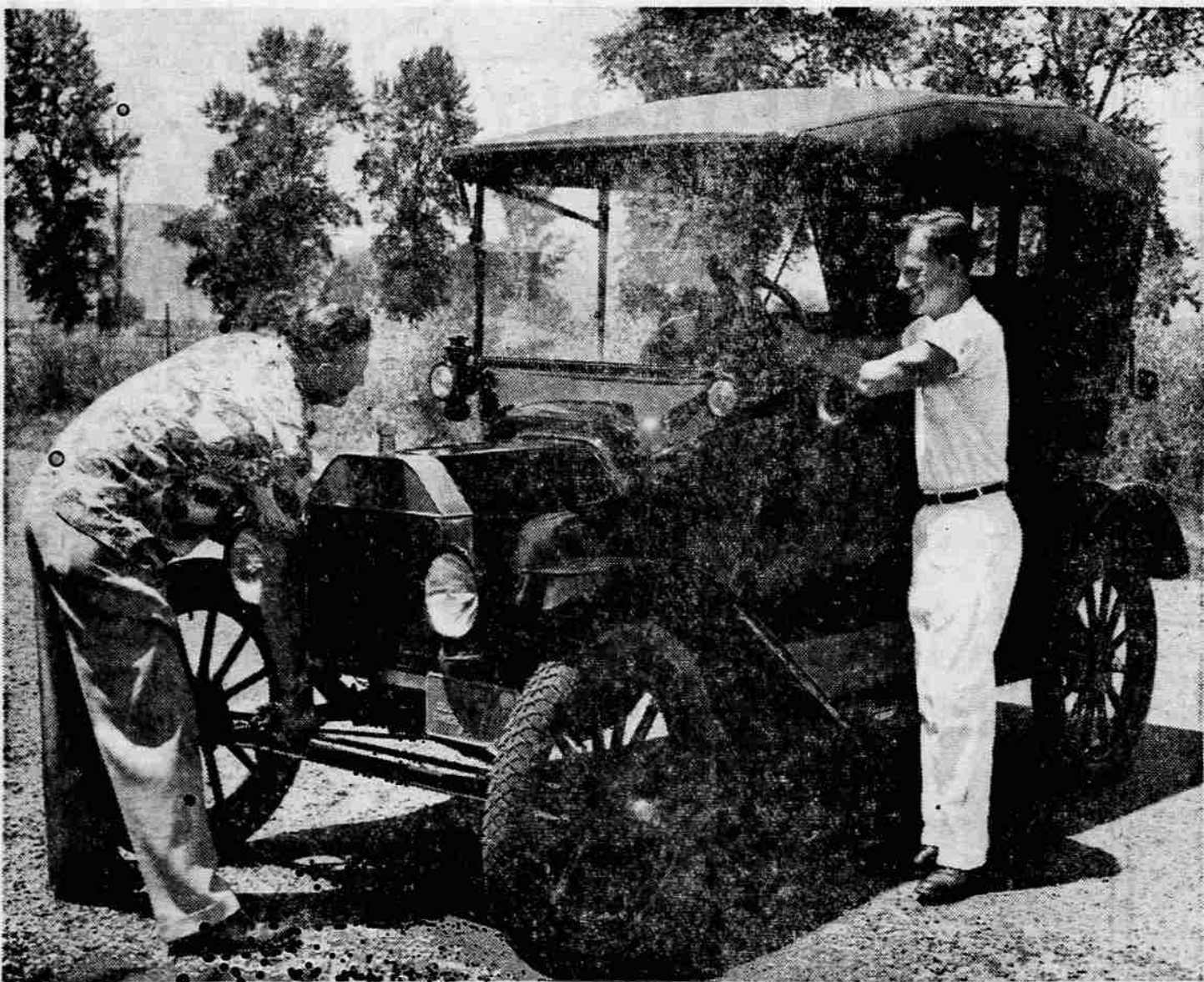
# Old Timers



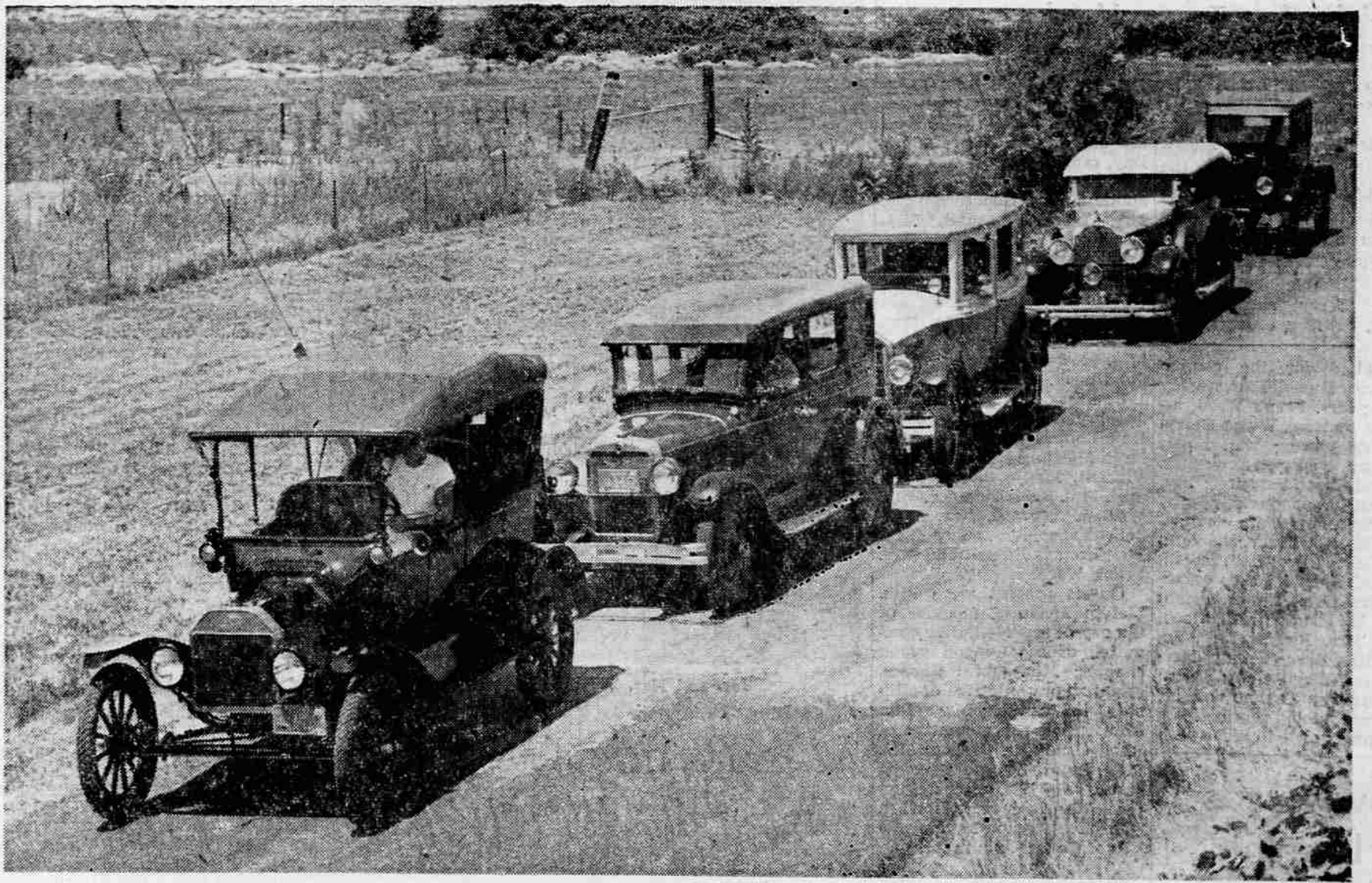
D. J. Clifford is one of the thousands of Americans interested in old cars and he keeps his 1930 Packard in top condition. This handsome car qualifies as a "classic" under the rules laid down by the Horseless Carriage Club of America which says that classics are an outstanding example of a motor car manufactured during a specific era. Cars are classified as "antiques" (1915 or older), special interest (out of the ordinary in one or more respects) or classic.



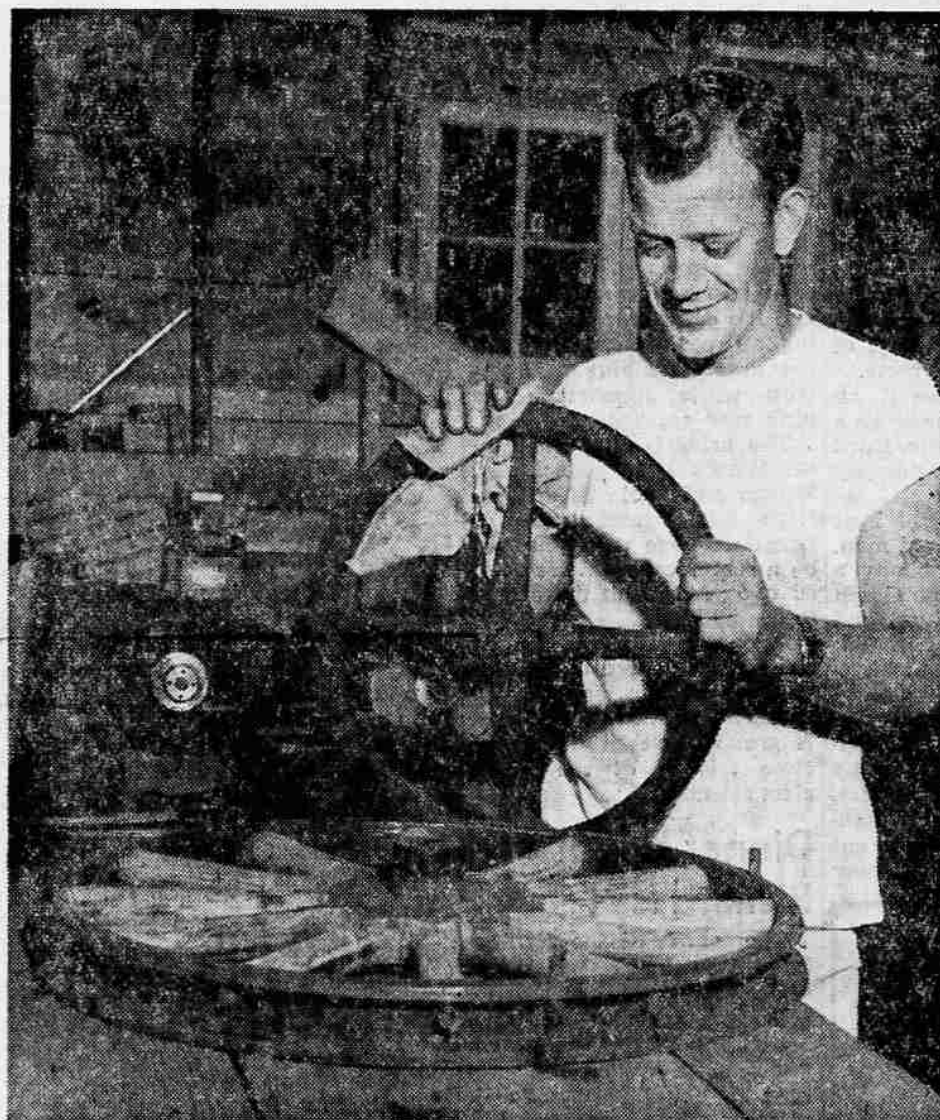
Old Timer club members and their families are at work making or acquiring costumes in keeping with the year of their cars. Mrs. Lowell Reavis made her husband's striped silk vest and matching sleeve holders to go with his white trousers and shirt and straw "skimmer," and also authentic-type dresses for her daughters, Judy, who will be 10 this month, and Susan, 11. Mr. Reavis bought the Dart for \$45 and spent "thousands of hours" restoring it.



Self-starters weren't part of the equipment for 1915 "Tin Lizzies" and they must be "cranked." Roy Erickson performs the chore here while Jack Milhoan stands ready to adjust the spark and gas levers. In spite of the fact that Henry Ford's small, cheap cars were the source of endless jokes and derision, Mr. Ford and his Model T are credited with revolutionizing America's way of life and of making a great contribution to the history of transportation. The Model T was called the "universal car" and not only provided transportation for thousands but was used by the farmer as a power plant which cut wood, pumped water, ran stock shears and generated electricity.



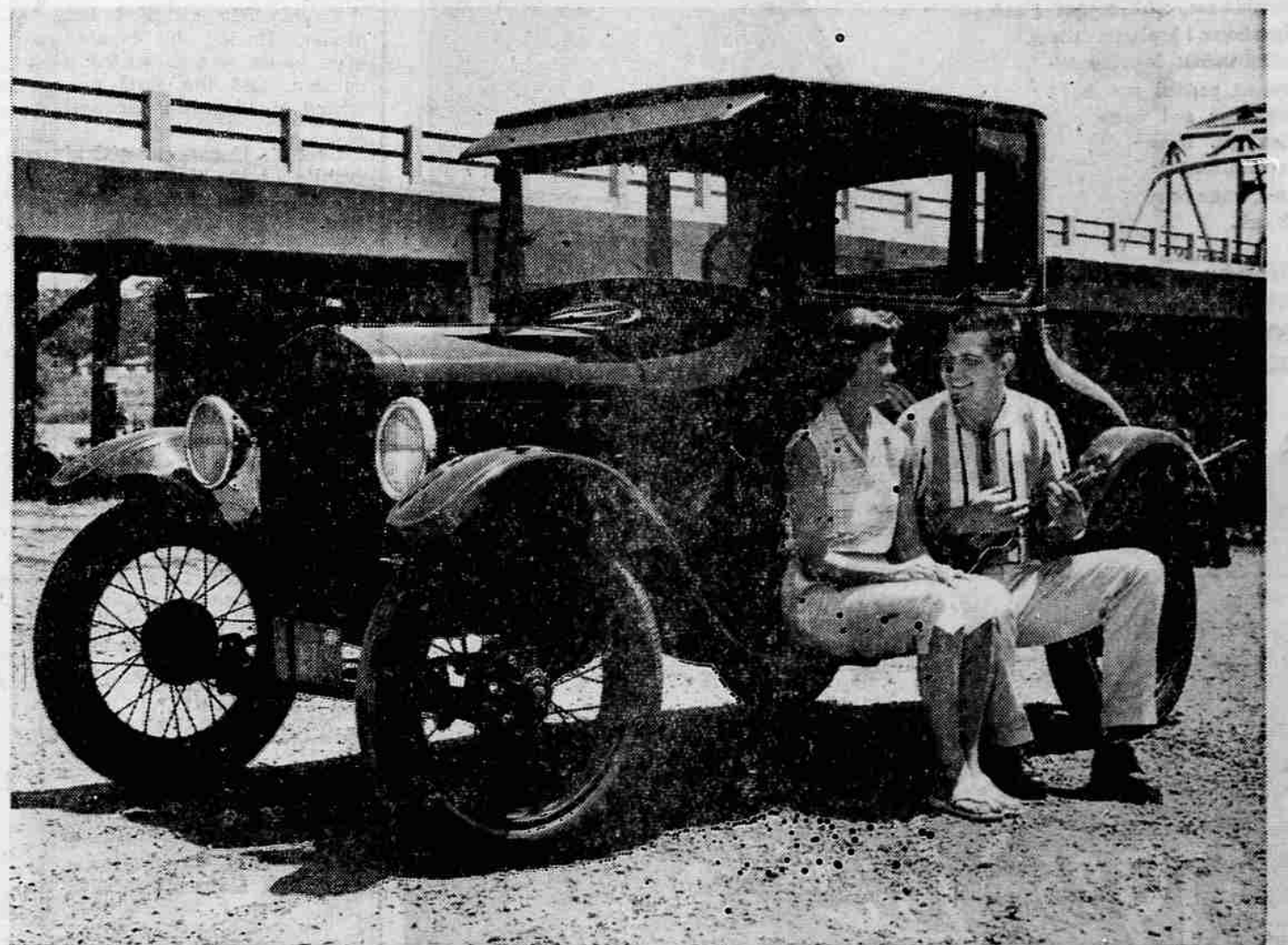
On a recent Sunday five members of the Old Timer club of the Rogue River valley drove their old cars out to TouVelle park for a picnic outing and to attend the Catfish Derby. Members of the club, organized only about three months ago, pictured here with their treasured automobiles, are (from left to right) Jack Milhoan and his 1915 Model T Ford, Roy Erickson at the wheel of his 1927 Nash, Lowell Reavis driving his 1923 Dart, D. J. Clifford in his 1930 Packard and Bob Swindler at the wheel of his 1926 Model T Ford coupe. Other members of the club are Dr. R. G. Barnes and his son, Jeff, who own a 1923 Studebaker; Earl Kurz, club president, who owns a 1915 Model T Ford; Roger Clark, owner of a 1915 Ford; Eugene Thomas, who doesn't own one of the old cars but is interested, and Frank Horton, who qualifies for membership with a 1928 Model A Ford.



Jack Milhoan, who already has restored a 1915 Ford touring car and a 1921 Ford sedan, is now at work on a little 1924 Ford Roadster for his wife, Marilyn, and also owns a 1920 flatbed truck. "Horseless carriage" fans find parts in abandoned towns, in junk yards, old barns; often they swap for parts.



Mrs. Lowell Reavis didn't have to make a dress like women wore in 1923. After doing library research in fashions, Mrs. Reavis just went downtown and bought one. "Headache" bands are also in style again.



This 1926 Model T Ford coupe is the Old Timer which qualifies the Bob Swindlers for membership in the club here, and when the club outing was held at TouVelle park, Mr. Swindler took along his ukelele for entertainment. The first automobiles were all open affairs, with the driver and passengers exposed to the weather—whatever it was. When Ford and other manufacturers began building models with glass in the doors and the back, customers refused to buy them and many insisted that there was no future in the closed car. The Old Timer club members are planning other events for the summer, including a rally or "run" over a prescribed course.