



# The Gas Gauge

PUBLISHED BY YE OLDE CAR CLUB OF THE TRI-CITIES, WASHINGTON  
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**JULY 1984**

DEADLINE FOR THE AUGUST GAS GAUGE:

**JULY 25**

**July Meeting**

**July 11th - 8:00 pm  
Frontier Federal**

☆☆☆☆☆ **JULY TOUR** ☆☆☆☆☆

Marge and Dave Johnson and Myrtle and Ken Nesbitt have planned the July tour. We will visit the WPPSS No.2 Information Center and then have a potluck picnic supper in the park. Plan to have a light lunch on your own, before the tour or you'll be famished by dinner time. The parks will probably be crowded so bring chairs, a tablecloth or a blanket with you. Soda pop will be furnished. Bring a potluck dish and your table service.

**Sunday July 22 One o'clock  
Westgate Shopping Center**

CORNER OF VAN GIESEN AND WRIGHT, RICHLAND

## Calendar of Events

### JULY

11 YE OLDE CAR CLUB MEETING  
14-15 Spokane Swap Meet  
20-22 Red Carpet Tour  
21 Vancouver USA Swap Meet  
22 YE OLDE CAR CLUB JULY TOUR

### AUGUST

5 Yakima Swap Meet  
10-11 Tacoma T Club Tour  
11-12 Final leg of Cross Country Race  
18 BENTON-FRANKLIN COUNTY FAIR PARADE

# PRESIDENT'S MESSAGE

A special thanks to the Vice President for his nimble footwork on meeting night. I guess the President blew it by not checking on the building. Hopefully with Dixie's persuasive charm we will again have a roof over our heads for the next meeting. Yours truly, has just been in a thick fog, hopefully it will dissipate soon.

Had a nice letter from Kent Curl, along with a number of clippings concerning his town hosting a luncheon for the second reenactment of the Great American Race. All the festivities took place in the town square--just outside Kent's door. There was a Dixieland Band, Barbershop Chorus--and all the cars on the last leg of the race to Indianapolis.

Another big thanks to all who participated in the Transportation Parade on May 12. We made it through the parade fine, but the Lincoln quit on us at the Court Street on-ramp and we came home on the back of a tow truck--HUMILIATING!! Wouldn't you know that she started fine at home in the garage. Six volts had gone down the pipe. Hopefully we will make it to the Crankers Club Tour and back.

See you all at the July meeting.

--Don Simmonson

## Meeting Recap

YE OLDE CAR CLUB MEETING  
JUNE 13, 1984  
JACK YALE PRESIDING

The meeting was held at Howard Amon Park. We will need to check out Frontier Federal for further use of facilities. Yale's yard will host the July meeting if the key to Frontier Federal is not available.

Summer tours were discussed - July - Dave and Marge Johnson and Ken and Myrtle Nesbitt will host July 22nd. August will be the Benton-Franklin Parade. Cork is leading June's Big One - The Circle Tour.

The need for an identifying banner to be used at the head of parade line-ups and other displays was discussed. All ideas accepted. Call Don Simmonson or Jack Yale.

Columbia Center show is coming up and will need some planning and ground work. Recognition of a successful Swap Meet was given and the dinner is looked forward to.

--Peggy Yale, Secretary



"I hope you don't mind sitting in the back Eddie, I don't want this transmission to get wet."

## Marketplace

1929 DODGE DA Sport Sedan, 59,000 miles, wire wheels, dual sidemounts, new tires and brakes, a complete excellent original. Runs well. \$3400. Jim Gilbert, 1909 Poplar, Richland, WA 99352, Ph(509)946-4771

**SAE-ISO RECOMMENDED INSTALLATION TORQUE**

Plug Thread	Cast Iron Heads		Aluminum Heads	
	Pound Feet	Newton Meters	Pound Feet	Newton Meters
14mm Gasket Seat	26-29 lb. ft.	35-40NM	15-22 lb. ft.	20-30NM
14mm Tapered Seat	7-15 lb. ft.	9-20NM	7-15 lb. ft.	9-20NM
18mm Tapered Seat	15-20 lb. ft.	20-27NM	15-20 lb. ft.	20-27NM

If no torque wrench is available - tapered seat 14 and 18mm - tighten 1/4" turn (snug) after finger tight. 14 and 18mm gasket seat plugs - tighten 1/2" turn past snug. 12mm gasket seat plugs - tighten 1/4" turn past snug. 10mm gasket seat plugs - tighten 1/4" turn past snug.

Use above values only when threads on spark plugs are clean, dry and smooth, the plug has been finger tightened and a new torqued gasket used, (except in the case of tapered seats). The use of thread lubricants is not recommended except for aluminum heads but if lubricant is used, torque values should be reduced to avoid possibility of overtightening.

For aluminum heads, use a good graphite based anti-seize compound on spark plug threads to aid in removal. Care should be taken not to apply lubricant to the bottom thread or firing tip of plug, also reduce torque values when lubricant is used.

Resistor plugs were invented by Autolite over 30 years ago to control electrode erosion. At that time, plug manufacturers hadn't discovered the use of the high chrome nickel alloy electrode material used in today's plugs, which easily controls erosion. Today the resistor has been retained to control RFI (Radio Frequency Interference). Your car's ignition system is like a big antenna and emits radio signals ranging across the entire frequency spectrum. This can cause interference with your car radio, your buddy's CB and all kinds of communications.

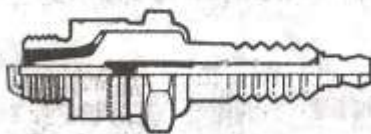
With the increased use of computer-controlled engine systems, resistor plugs are more necessary than ever before. You don't want the ignition system sending false signals to the computer. They will not reduce the performance and will produce as strong a spark as a non-resistor plug.

Now that you've got all the information on spark plugs and understand heat range, reach, torquing and all the other buzz words, one question still remains. How do you know what heat range of plug to use in your engine? The rule of thumb is if you have modified your engine in any way, go to a colder heat range plug than was originally assigned to your engine. To be safe, depending on the amount of modification, start at three heat ranges colder than stock. The worst that can happen is that you'll foul a plug. Run the engine and shut it off quickly and check the plug tip. If the tip is fouled, keep moving up one heat range at a time until you get a normal looking plug tip.

A little trick is to burnish the plug threads with a fine wire wheel and check the heat mark on the threads. The normal mark should be up two and one-half to three threads. Less than two, the plug is too cold, more than three and the plug is too hot.

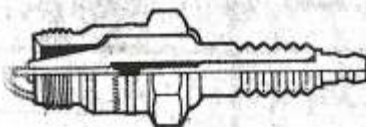
If you still have questions and need additional spark plug information about applications, feel free to contact any of the major spark plug manu-

facturers' technical department for help. They're always ready to help you with your special problems.



**STANDARD**

Basic design enjoying broad usage in all sizes and types of engines not requiring special ignition characteristics.



**POWER TIP**

Pioneered by Autolite, Insulator extends beyond the shell into the combustion chamber. Designed to provide "self-cleaning" action to virtually eliminate fouling at low speeds; "charge cooling" action to reduce possibility of pre-ignition at high speeds.



**RESISTOR**

Another Autolite "first." Incorporates an internal resistor which minimizes radio and TV interference, reduces electrode erosion for longer plug life. Used mainly for automotive and marine applications.

Reprinted in part from the August 1984 edition of POPULAR HOT RODDING. "Plugging For Performance" was written by Matt Prendergast. --Submitted by Rich Gilbert

car parts - car show - cars - antiques  
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*Yakima*  
*Horseless Carriage Club*  
**SWAP MEET**  
**August 5, 1984**



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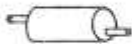
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