



# Gas Gauge Ye Olde Car Club February 2015 Newsletter

## The President's Message

Over the past several days, I have been thinking of things to write about for the February edition of the YOCC Newsletter. This is always a challenge for me, but it seems even worse in February...what a bummer month, unless birthdays, wedding anniversaries fall in this month, of course. Valentine's Day is the one bright spot in the month and celebration of two great Presidents' birthdays. However, this February has the dreaded Friday, the 13th to balance things out. However, the annual February YOCC Chocolate Extravaganza we just enjoyed was a huge morale booster.

I, along with likely many of the club members, have classic car projects to start following Winter's cold dark days. But, this February unlike most years with all the rain and dreary days, I just can't seem to get motivated. And to lend a smidgen of credibility to my gloom and cabin fever, I noticed a comic strip in the Tri-City Herald this morning which depicted several villainous characters at the "Dark Lords" annual convention...one of the bad guys was "the man who invented February". So, I guess I am not alone in my disdain for this month. Thank goodness, the Romans, in developing the lunar calendar, made February the shortest month of the year! I suspect they knew something too!

Good news! March is just a mere couple of weeks away...car shows begin, the sun shines, flowers bloom, birds sing...everything is wonderful! Wait! Is that wind I hear in the distance...and what's with all these tumbleweeds...

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The January 22 Pizza Night was a huge success with 63 members attending. Dave Hannah says the clerks always ask him if he wants his pizza cut into 8 or 12 pieces and he has to tell them to cut it in 8 pieces because 12 pieces is too much to eat. (He's a funny guy!)

The Chocolate Extravaganza at Kiona Winery on February 5 was a delight with dozens of absolutely delicious chocolate desserts. All those who attended were able to get their year's fill of chocolate in one evening.

On February 12, the second Ladies Luncheon, hosted by Jane Armstrong was held at Hanford House Restaurant in the Red Lion Hotel in Richland with 18 ladies present. Thank you Jane. The next Ladies Luncheon will be hosted by Laura Osterwyk at Clover Island. Contact Laura at 783-7161

A St. Paddy's Day Cruz-In is happening on March 14 on Willow Street in Heppner. 9:00 AM. Registration is \$20.

March 21 in Sunnyside is the Show & Shine Senior Car Show Fundraiser. 1801 E. Edison Ave. 10:00 AM. Registration is \$10.

May 2 is the annual YOCC Swap Meet. It is the largest and most complex event held by the club. It's a lot of work but also a lot of fun. The swap meet is the largest event of the year for the club and has many "moving parts". The excellent participation by club members in the planning and execution of the swap meet makes this challenging task much easier. Space cost is \$25 for grass and \$20 on concrete. Contact John Trumbo at 582-4297 or Bill White at 946-7633 for reservations or to volunteer or be on a set-up committee.

# MY 1949 CHEVY

By Jim Galloway

Back around 7 or 8 years ago on a trip down to California, as I was going through Redman, Oregon I saw a car for sale and it was just like one I had while I was in high school. Even though it was around 3AM, I still turned around and went back to look at it. I didn't want to have the cops called on me so I didn't get too close but I made up my mind that if it was still there when I came back in 2 weeks I was going to try to buy it. It was there when I came back so I stopped and talked to the owner and wound up purchasing it. I had to go back down in about a week with a trailer to bring it home. After working on it and buying a few parts for it I started driving it around, but I wanted to get it painted as the paint job was really bad with bubbles all over it. The paint on the dash was peeling off but I liked the color on the dash. I found a body shop in Pasco where I could get a paint job for what I thought was a reasonable price. I had to strip it down to just a shell and then put it all back together after it was painted. They had the car for about 3 months. Then after I brought it home the real work started. I repainted the dash. Almost all the moldings had to be straighten then buffed. It needed new glass all around and a lot of the upholstery had to be repaired. For now I have stayed with the original running gear and engine (new one going in soon).

I met some of the club members at one of the car shows and talked to Dave Hannah and he invited me to join the club. I like the club because it's members are so great and friendly.



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**Have** you ever wondered why American cars usually have gas caps on the left side while Europeans are often on the right? No, there are no legislative requirements behind it. It seems that American carmakers locate it on the left for convenience, to provide easy access for the driver. The Europeans take a more logical approach and put it on the right to ensure that you'd be out of harm's way if you were to run out of gas and be stuck on the side of the road. In addition, there are still a fair amount of filling stations in Europe (and Japan) in congested areas that don't have the luxury of a fuel island...with the pumps in limited quarters, up against the building. You wouldn't be able to exit the car if you pulled in close to one of those with your fuel door on the same side..

Taken from Antique Automobile Magazine, Nov/Dec 2014

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A guy took his blonde girlfriend to the Super Bowl game. They got really good seats behind their team's bench. After the game, he asked her how she liked it. "Oh, I really liked it," she replied, "especially the tight pants and the big muscles, but I just couldn't understand why they were killing each other over 25 cents." Dumbfounded, the boyfriend asked, "What do you mean?" "Well, they flipped a coin, one team got it and then for the rest of the game, all they kept screaming was.... 'Get the quarter back, get the quarter back.' I'm like Helloooooo! It's only 25 cents." Thanks to my cousin Claudia for this timely funny.

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## ELECTRICAL TESTS MADE SIMPLE

Tips from Hemmings Sports & Exotic Car  
From: [www.hemmings.com/hsx/stories/2012/03/01/hmn\\_tips1.html](http://www.hemmings.com/hsx/stories/2012/03/01/hmn_tips1.html)

It's surprising how even the grittiest shade-tree mechanics will resort to guessing and jumping to conclusions when a problem with a car's charging or starting system rears its head. Is it the cables? The battery? Is it the alternator not charging the battery? Is it the starter drawing excessively, thus draining the

battery? Soon, panic and a frenzy of unnecessary parts changing sets in.

Maybe it's because electricity has a ghost-in-the-machine quality that fuel does not. You can always pull a line, crank over the engine and watch fuel squirt out. But electricity operates on the atomic level, making it a little tougher to see. (If you can see electricity, feel free to skip the rest of this story.)

But with a few inexpensive tools, you can peer into the inner workings of your car's electrical system and diagnose starting as well as charging issues, saving a lot of time and money in the process. Here are some of our favorites:

- **Multimeter**--The most versatile tool for diagnosing an electrical issue is the multimeter or multimeter. They're available at big box home improvement stores, auto parts stores and most tool stores ranging in price from \$10-\$200. Armed with one of these and a manual to show you a few basic tests and setups, you'll soon be walking around measuring the electricity in everything from your flashlight batteries to the wiring in your house.

- **Battery charger**--If you own an old car and you don't own at least a small battery charger with a boost or jump setting, you're just inviting annoyance and frustration into your life.

- **Test light**--Cruder than the meter, this old school tool can give you quick insight into an array of problems.

- **Battery load tester**--You can load test with a multimeter, but it requires cranking the engine while probing the battery. A load tester makes the job a snap if you're working alone.

- **Inductive ammeter**--A cheap, easy way to test current draw, though you can also replace this with a multimeter.

**To perform a no-load or open-circuit voltage test with a multimeter**, turn the headlamps on for 10 seconds with the key off. Then disconnect the positive cable and connect the red lead of the meter to the positive battery post while touching the black lead to the negative battery post. (Two hands on the tester probes are preferred, but the operator was also holding a camera!) A reading of 12.6 volts or greater is preferred, a reading less than 12.4 means the battery should be charged.

**Loaded test** After the no-load test, you could try putting a load on the battery to see how it handles a cranking engine. This can be done with the multimeter if you have an assistant to crank the engine over (or a remote starter button). If not, a load tester makes the job easy and the gauge is self-explanatory.

**To test the charging system**, connect the multimeter to the battery, red lead to positive, black to negative, with the engine idling. The voltage should read between 13 and 15 volts. With the idle raised to about 2,000 RPM, the voltage shouldn't increase any more than about .5 volt.

**To test for a current draw when the key is switched off**, disconnect the battery cable, connect the black lead of the multimeter to the cable and the red lead to the positive battery post, and switch the multimeter to 15A with the leads plugged into the multimeter as shown. Our test vehicle is 50 years old, with no clock or electronic radio, so no draw is shown. A typical draw, taking these common accessories into account, would be .001 amps.

You can also test for draw with a test light. Disconnect the negative cable and connect the test light's clip to the end of the cable while touching the probe to the negative battery post. If it lights the light, you've got a draw. With either this test or the previous test, a good way to locate the source of the problem is to pull fuses one at a time until the draw is reduced on the meter or the test light doesn't light.

**Testing for voltage drops** will help you find areas where excessive resistance is causing you grief. This is how you might test the drop between the battery cable end and the battery post. This is performed with the engine cranking, but the ignition disabled so that the engine doesn't start. It can be used anywhere there's a connection.

I predict that any car guy will enjoy this:

[www.history.com/topics/automobiles](http://www.history.com/topics/automobiles)

In 1980 American households:

87% owned a motor vehicle

51% owned more than one

95% of car sales were replacements

Thanks to Dennis McGillis for these contributions



1939 Packard Motor Home. It was the only one ever built. Garaged for many years it had 40,000 miles on the speedometer. The owner paid \$16,000 for it about 10 months ago. He did some minor engine work on it and it started right up. He was offered \$300,000 for it but turned it down.  
From Mike Altman, friend of the editor

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## *THE WOMEN'S CORNER*

### **THE HISTORY OF GRANDMA'S APRONS**

I don't think our kids know what an apron really is. The principal use of Grandma's apron was to protect the dress underneath. It was easier to wash aprons than dresses and they used less material. Along with that, it served as a potholder for removing hot pans from the oven. It was wonderful for drying children's tears, and on occasion was even used for cleaning out dirty ears. From the chicken coop, the apron was used for carrying eggs, fussy chicks, and sometimes half-hatched eggs to be finished in the warming oven.

When company came, those aprons were ideal hiding places for shy kids. And when the weather was cold, grandma wrapped it around her arms. Those big old aprons wiped many a perspiring brow bent over the hot wood stove. Chips and kindling wood were brought into the kitchen in that apron.

From the garden it carried all sorts of vegetables. After the peas had been shelled, it carried out the hulls. In the fall, the apron was used to bring in apples that had fallen from the trees. When unexpected company drove up the road, it was surprising how much furniture that old apron could dust in a matter of seconds. When dinner was ready Grandma walked out onto the porch, waved her apron and the men knew it was time to come in from the fields to dinner. Grandma used to set her hot baked apple pies on the windowsill to cool. Her daughters set theirs on the windowsill to thaw.

It will be a long time before someone invents something that will replace that 'old-time apron' that served so many purposes. This is a good history lesson for those that have no idea how the apron played a part in our lives.

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### **Jay Leno's Garage**

Have you been there? Most of us haven't but the next best thing is visiting this website full of videos about some of the coolest cars anywhere.

[www.youtube.com/JayLenosGarage](http://www.youtube.com/JayLenosGarage)

1972 Mercedes-Benz 300 SEL 6.3:

[www.youtube.com/watch?v=Ct-KlbvGXgo&feature=em-subst\\_digest](http://www.youtube.com/watch?v=Ct-KlbvGXgo&feature=em-subst_digest)

At the end is a link to subscribe and receive a new video each week.

## Birthdays and Anniversaries in February



### Birthdays

Dave Bergum	Feb. 15	Donna Huss	Feb. 3
Walter Hales	Feb. 18	Judy Oeder	Feb. 1
Grace Jackson	Feb. 19	Sharon Scioli	Feb. 29
Roy Scioli	Feb. 27		
Jim Vetrano	Feb. 14		



### Anniversaries

David & Susan Gerkenmeyer	Feb. 13
Willie & Rachel Gould	Feb. 10
Jim & Ginger Vetrano	Feb. 14

## 2015 YOCC Officers

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