



Gas Gauge

Ye Olde Car Club

March 2016 Newsletter

The President's Message

March in like a lion and out like a lamb, or so they say.

Words Versus Actions. There are so many ways to say something and only a few way to do something. We as a group of fellow "car nuts" for the most part have a common love and a goal. I think my love for the automobile and people made this group a good fit for me as it has for all of us. Reading the words about the Ye Olde Car Club is pretty cut and dried on what the set out to do in 1963 and I'll quote a few lines from our membership application. It states "they believed forming an organized club would advance the love of historical automobiles and draw in more individuals like themselves." They took action with these words and formed a club to bring other like minded "car nuts" together to support each other and forward the preservation of the automobile.

For some of us this group is our social circle. We meet once a week, attend over eighty car-related events, club cruises, numerous social events and host the Tri-Cities Annual Swap Meet in May. That is a lot of "stuff" we do together, this is one of the most active car clubs in the state of Washington. A few brave souls have always been in this club. Our words at times get in the way of our actions. They are not meant in changing the core of who we are or what we do. These words can hurt feelings when misconstrued and taken the wrong way. Words can lead to positive or negative actions, it all depends on how they are presented and received. I know that every member of this great club has nothing but the best for the club and some actions need to be taken to preserve what that group of "forty old car buffs" put into action in 1963. Words alone don't change anything, it takes acting upon them to bring about a change.

Now on a different note, March is the start of the Car Show/Rod Run season. As a group we attend many events in Eastern Washington and Oregon. We, or better yet I would love to skip some of them to have a "Club Tour". I know you would like to get back to more of these activities as a group together to refresh friendships and play with our cars. So lets keep an open schedule and mind. Any ideas out there lets hear them.

Until next month, April Showers bring May Flowers. What do Mayflowers bring?

Rick Ball, Car Guy

BITS & PIECES

*****NOTE: Ye Olde Car Club has a new mailing address.**

Ye Olde Car Club
PO Box 2023
Richland, WA 99352

*****DID YOU KNOW:** There's enough water in Lake Superior to cover all of North and South America in one foot of water.

******* Walt Disney World is the 2nd largest purchaser of explosives in the U.S., after the Department of Defense.
from southernliving.com

******* Who introduced the 3-speed column shift transmission? When?
Pontiac was first in 1938, as a \$10 option, replacing the floor shifter that was the industry standard. The column shift allowed a center passenger to sit more comfortably. It was not called "three on the tree" until decades later.
from "The 1939-40 Pontiac Story," Collectible Automobile, April 2016.

The Remarkable Body: Your heart pumps approximately 2,000 gallons (7571 liters) of blood thru its chambers every single day. It beats more than 10,000 times a day to achieve this incredible feat.

If you need a key made for your antique vehicle, we had some made today at Mount's Lock & Key. Located at 415 W. 1st Ave, Kennewick. 586-9300. Quite inexpensive and very fast. *Frances*

EVENTS

Thursday, March 10 was the Ladies Luncheon hosted by Frances McGillis. There were 13 ladies present. Thank you ladies.

Friday thru Sunday, March 18-20 - Custer's Arts & Crafts Show at the TRAC Center. custershows.com

Saturday, March 19 - Sunnyside High School 12th Annual Show-N-Shine. Gates open at 9am. This is a new location.

Saturday, March 19 - Heppner St. Paddy's Day Cruise, Heppner, Oregon

Friday & Saturday, April 1 & 2 - Tri City Quilters Guild Show at Three Rivers Convention Center. tcquilters.org

Friday, Saturday & Sunday, April 1-3 - Garage Sale – Jack Yale's Garage, 3600 S. Garfield St. Kennewick, WA 8:00am to 5:00pm. For more information, please call Don Warder (509) 720-4474

Tuesday, Wednesday & Thursday, April 5-7 - 1st G.E.A.R. Girls Engaged in Automotive Repair, for more information, email kgant@columbiabasin.edu

Thursday, April 14 - Ladies Luncheon to be hosted by DaJuan Recknagle, 948-0340. Place TBD.

Saturday, April 16 - Car Show at Liberty Christian School, 9:00 - 3:00. 2200 Williams Blvd., Richland

Saturday, April 30 - Benton City Spring Opener, Registration begins at 6:30 AM

Saturday, May 7 - Ye Olde Car Club Swap Meet at the Benton Franklin Fair Grounds.

Friday & Saturday, May 13-14 - Classy Chassis Show & Shine, Downtown Kennewick

Retirement visits:

Wednesday, May 11 - Park View Estates, 7820 W. Sixth Avenue, Kennewick, 11:00 - 2:00 (lunch)

Thursday, May 12 - Life Care Center, 1508 W. 7th Ave, Kennewick, 11:00 - 1:00 (lunch)

Tuesday, May 17 - Fleur de'Lis, 3203 S. Fisher Ct., Kennewick, 2:00 - 4:00 (social)

Thursday, May 19 - Canyon Lake Manor, 2802 West 35th Avenue, Kennewick, 4:00 - 6:00 (dinner)

Friday, May 20 - Brookdale Torbett, 221 Torbett St, Richland. 11:00 - 2:00 (lunch)

Tuesday, May 24 - Regency Sun Terrace, 1550 NW 11th Street, Hermiston, OR, 11:00 - 2:00 (lunch)

Friday, May 27 - Guardian Angels, 245 Van Giesen St, Kennewick, 11:00 - 2:00 (lunch)

Friday, June 3 - Charbonneau Retirement, 8264 W. Grandridge Blvd., Richland, 11:00 - 1:00 (lunch)

Thursday, June 9 - Affinity at Southridge, 5207 W. Hildebrand Blvd., Kennewick, 11:00 - 2:00 (lunch)

Friday, June 10 - Royal Columbian Retirement, 5615 W. Umatilla Ave., Kennewick, 2:00 - 4:00 (social)

Wednesday, June 15 - Life Care Center, 44 Goethals Drive, Richland, 11:00 - 2:00 (lunch)

Ladies Luncheons:

April 14, May 12, June 9, July 14, August 11, September 8, October 13, November 10

Rosie's Sock Hops, Saturday evenings, 6:00 - 9:00:

June 11, July 9, August 13, September 10

How Barb Fecht landed the Lil' Red Beast (1940 Ford Pickup)

Once upon a time there was a little old lady in search of a 1949 Chevy 5-window pickup. She bid on one on-line in Ohio (what was she thinking!?!). Then she found a couple of Chevy PUs in the Seattle area. She trucked on over to Renton for a test drive. Now she's owned a couple of trucks in her day, but holy friggin' Toledo, this one tried to rocket off with her - maybe jet engine-powered - just too much under the hood for a little old lady. On her second trip over the mountains to Mt. Vernon, she got smart and took her friends, Paul and Karla Gaither. There was little interest in the Chevy PU because of its poor condition. But eyes kept drifting over to a little red '40 Ford in the show room. [As a side note, it's always a woman's prerogative to change her mind and that's exactly what happened. Well, it wasn't really total disloyalty to her Chevy dream truck since this little Ford had a Chevy engine.] A couple of days later she wired her life's savings to Mt. Vernon and then contemplated on how to get the Lil' Red Beast home. With July temps in the 100s, she chose to trailer it - enter U-Haul trailer and standby rescue man, brother Karl. All were glad we chose to trailer it home, as the Beast died on the first trip out the door- ahh, saved from the nightmare of being stranded on 520 around Bellevue in rush hour traffic!! Whew!!

Vehicle description:

- It's red (now you're starting to understand how much I know about vehicles)
- Mustang II front end with a GM Corporate 10 bolt rear end (don't know about the "corporate" part, but I counted every one of those bolts)
- Chevy 350ci V8 (yup, confirmed - 8)
- Automatic transmission (turbo 350)
- Front Disc brakes (no power assist though; lots of leg presses at the gym should remedy that)

- Power steering (thank goodness I don't have to build up those arm muscles also)
- Dual Exhaust (yup, counted them)
- Custom tan interior (big adventure was installing lap belts)
- Tilt steering column (not like a big deal, but I had to make this list look longer)
- Dakota Digital gauges (so I know within 20 mph how fast I'm going, and I know the gas tank is either full, sorta full or close to empty)
- Pioneer CD/AM/FM sound system (CD player actually works)
- Suicide doors (not sure what to say here)

Inadvertent benefits of owning a 1940 Ford Pickup:

- New found friends- and my 95 yr-old Mom thought I knew all those people who waved to us
- New found friends that actually know things (YOCC - Thanks for your help!)
- Seeing the Veterans Day parade from a different perspective
- Understanding how many freaking leaks a transmission can have

Learning how to check transmission fluid the right way

- Knowing all the air leaks will provide hot air in the summer and downright frigid air in the winter
- Solid connections to the battery post really do make a difference
- Who can possibly hear a sound system over all those rattles and squeaks?

And finally, I used to think that guys who expressed love for their vehicles had a screw or two loose. Well, now this little old lady gets it!



This is Why Boeing Jets start with the Number 7

If you're traveling aboard a U.S. carrier, the odds are pretty good that your flight will be aboard something that begins with the number seven. The differences between Boeing's fleet — a new iteration of a 737, an enormous 747-8, or a futuristic 777 Dreamliner — are quite dramatic, even as their names remain awfully similar. But what do all of those sevens mean anyway?

Common myths and misconceptions about Boeing's iconic numeric names include the original 707 either drawing its name from the sine of the wing sweep's angle or just plain old affinity for lucky number seven. Both of these theories are wrong though, and Boeing's jets don't actually even possess that particular wing sweep angle. The true reason can't be wrapped up in such a perfect little answer; it requires a look back at Boeing's past.

The company didn't always produce 7_7 vehicles. Early Boeing products had names like the Model 40, Model 80, Model 247, and eventually the Model 307 Stratoliner and Model 377 Stratocruiser. Its military offerings were designated by the letter B at the start of their name, like in the case of the B-17 and B-52.

But in the aftermath of World War II, Boeing President William Allen set about on an ambitious restructuring of the company, dividing each new department by three-digit numbers. The 300 and 400 departments continued to focus on the company's propeller aircraft offerings, while 500 came to denote the part of the company focused on turbine engine development. The 600s were reserved for rocket and missile product. And finally, the burgeoning jet transport aircraft division of the company was assigned the number 700. As the company prepared its Model 700 jet for commercial sales, Boeing's marketing department swept in and rightfully suggested that the name didn't exactly roll of the tongue. Instead, the 700 was rechristened the alliterative 707. The 717 followed the pattern, with subsequent decades bringing with them the 727, 737, 747, and so on up to today's 787 Dreamliner.

The humble origin story may lack the zip and punch of some of the myths out there, but the truth of the matter is less important than the fact that a singular marketing suggestion resulted in one of the world's most recognizable brands of all time. And there you have it!

By: Kevin Farrell | February 17, 2016, USA Today

Thanks to friend Bill Sullivan for this contribution.

Restoration of Old Cars is Popular in Tri-Cities 9-15-63 Tri-City Herald

The small boy's eyes opened in amazement as the "ancient" green car stopped for a traffic light on Kennewick Avenue. "No, son that's not Eliot Ness," the boy's mother informed him. "Maybe it's a man who doesn't like new cars, or can't afford one." The mother was wrong. The driver was Corky Simmelink, Kennewick pharmacist who owns a late-model car but prefers to drive his 1930, "straight-8" Dodge.

Simmelink is vice president of the rapidly growing Ye Olde Car Club of Tri-Cities. His car is similar to those used by Eliot Ness to chase Al Capone and Frank Nitti around Chicago's southside in the 1930s. However, some members of the Tri-City club have cars that were old when Ness was in his hey-day.

Jerry Durham has a 1914 Overland Speedster. Durham, of Pasco, is a club director. Clarence Medlock of Pasco has a 1913 Model T. Gil Linden of Richland, club president, drives a 1918 Dodge touring car. Houston Jackson of Richland, club secretary-treasurer drives a 1930 Model A roadster. A 1918 Model T touring car is driven by club director Dale Hinson of Kennewick. Another director, Harold Neptune of West Richland drives a 1929 Chevrolet coupe. Tour chairman Bob Graves of Kennewick has a 1923 "Victory 6" Dodge. Jim Stafford of Kennewick owns a 1936 Lincoln V-12, a 1930 Buick and a 1929 Studebaker.

The cars were purchased from other old-car buffs, from farmers, from dealers, or from anyone who had one for sale.

Most had to be restored, which meant spending from \$750 to \$1,200, plus countless hours of sanding old paint, having some parts chrome-plated and searching for engine and running-gear parts. Searching for parts is one of the biggest tasks in restoring an old car, said Graves. Graves got a hubcap for his car from Minnesota and the transmission from South Dakota. He purchased the car from a Walla Walla man. It was a one-owner vehicle but had sat near a barn for 12 years. Graves completely restored it. It cost \$220 just to rechrome some parts. He has a bulging file of letters written in search of parts.

Value of the restored cars varies. The owner can usually get his money back when he sells it, but not the hours he put in restoring it, Graves said. Graves spent his entire vacation looking for old cars. He now hopes to purchase a 1928, three-door Chrysler roadster.

Why do these men, and their wives, become so engrossed in a car that was old before World War 11? There are many reasons. The antique car is beautiful, at least in the eyes of the owner; it is a psychological-sociological badge of status, an index of prestige; it is rare enough to be exclusive, yet

available enough to make possible the formation of clubs; they are romantic to the nostalgic, and they are toys of adulthood.

Museums and libraries are recognizing the historic value of cars, Graves said. The Smithsonian Institution assigned one of its staff to restore the 1893 Duryea, one of the first gasoline autos built. It is now on display with other internationally famous mementos of the past.

There is one obvious advantage to owning an ancient car. Drive a \$5,000, late-model convertible, which does everything but steer for you, and you will hardly get a glance. But watch the eyes turn your way when you go rattling down the street in a 1927, four-door touring car equipped with real wire wheels and hand-operated windshield wipers.

By Dale Blair. Thanks to John Nelson for this contribution

Hupmobile was an automobile built from 1909 through 1940 by the Hupp Motor Car Company, which was located at 345 Bellevue Avenue in Detroit, Michigan. Its first car, the Model 20, was introduced to the public at the Detroit Auto Show in February 1909. The company initially produced 500 vehicles.

Robert Craig Hupp (June 2, 1877 in Grand Rapids, Michigan – 1931), a former employee of Oldsmobile and Ford, founded the company with his brother Louis Gorham Hupp (November 13, 1872 in Michigan – December 10, 1961 in Michigan) in 1908. Production began in 1909. In 1910, production increased by more than 5000. In 1912, Hupp would be one of two automakers pioneering the use of all-steel bodies, joining BSA in the UK.

Sales and production began to fall even before the onset of the depression in 1930. A strategy to make the Hupmobile a larger, more expensive car began with the 1925 introduction of an 8-cylinder model, followed by the discontinuance of the traditional 4-cylinder Hupmobile. While aiming for a seemingly more lucrative market segment, Hupp essentially turned its back on its established clientele. The company made the same mistake that many other medium-priced carmakers were making at the same time. In an attempt to capture every possible sale, they offered many different models. With Hupmobile's relatively low production volume, the result was that no model could be produced in sufficient quantity to keep manufacturing costs low enough to provide an operating profit.

Despite technical innovations, squabbles among stockholders and an attempted hostile takeover in 1935 took their toll on the company. By 1936 the company was forced to sell some of its plants and assets and in 1937 Hupmobile suspended manufacturing. A new line of six- and eight-cylinder cars was fielded for 1938, but by this time Hupp had very few dealers, and sales were disappointingly low.

Desperate for a return to market strength, on February 8, 1938, Hupmobile acquired the production dies of the Gordon Buehrig designed Cord 810/812 from the defunct Cord Automobile Company. Hupp paid US\$900,000 for the tooling. Hupmobile hoped that using the striking Cord design in a lower-priced conventional car, called the Skylark, would return the company to financial health. Enthusiastic orders came in by the thousands, but production delays soured customer support. In 1939 the Hupmobile Skylark finally began delivery. Unfortunately, it had taken too many years to produce and most of the orders had been canceled. Production lasted only a couple of months, and only 319 Skylarks were produced. Hupmobile ceased production in late summer. Graham-Paige suspended production shortly after the last Hupmobile rolled off the line.

from Wikipedia



Walter Chrysler was born in Wamego, Kansas, the son of Anna Maria (née Breyman) and Henry Chrysler. He grew up in Ellis, Kansas, where today his boyhood home is a museum. His father was born in Chatham, Ontario in 1850 and immigrated to the United States after 1858. A Freemason, Chrysler began his career as a machinist and railroad mechanic in Ellis. He took correspondence courses from International Correspondence Schools in Scranton, Pennsylvania, earning a mechanical degree from the correspondence program. The Chrysler Corporation was founded by Walter Chrysler in 1925, out of what remained of the Maxwell Motor Company. Chrysler greatly expanded in 1928, when Mr. Chrysler, who at one time worked for Buick, acquired the Fargo truck company and the Dodge Brothers Company and began selling vehicles under those brands; that same year it also established the Plymouth and DeSoto automobile brands. The brand diversification efforts were inspired by Mr. Chrysler's time working for General Motors, with an emphasis on brand hierarchy.

Wikipedia

Women's Corner

WICOE

(Women In Charge Of Everything)

Is proud to announce the opening of its

EVENING CLASSES FOR MEN!

OPEN TO MEN ONLY

ALL ARE WELCOME

Note: due to the complexity and level of difficulty, each course will accept a maximum of eight participants. The course covers two days, and topics covered in this course include:

DAY ONE

HOW TO FILL ICE CUBE TRAYS

Step by step guide with slide presentation

TOILET ROLLS- DO THEY GROW ON THE HOLDERS?

Roundtable discussion

DIFFERENCES BETWEEN LAUNDRY BASKET & FLOOR

Practising with hamper (Pictures and graphics)

DISHES & SILVERWARE; DO THEY LEVITATE/FLY TO KITCHEN SINK OR DISHWASHER BY THEMSELVES?

Debate among a panel of experts.

REMOTE CONTROL

Losing the remote control - Help line and support groups

LEARNING HOW TO FIND THINGS

Starting with looking in the right place nstead of turning the house upside down while screaming.

Open forum

DAY TWO

EMPTY MILK CARTONS; DO THEY BELONG IN THE FRIDGE OR THE BIN?

Group discussion and role play

HEALTH WATCH; BRINGING HER FLOWERS IS NOT HARMFUL TO YOUR HEALTH

PowerPoint presentation

REAL MEN ASK FOR DIRECTIONS WHEN LOST

Real life testimonial from the one man who did

IS IT GENETICALLY IMPOSSIBLE TO SIT QUIETLY AS SHE PARALLEL PARKS?

Driving simulation

LIVING WITH ADULTS; BASIC DIFFERENCES BETWEEN YOUR MOTHER AND YOUR WIFE

Online class and role playing

HOW TO BE THE IDEAL SHOPPING COMPANION

Relaxation exercises, meditation and breathing techniques

REMEMBERING IMPORTANT DATES & CALLING WHEN YOU'RE GOING TO BE LATE

Bring your calendar or PDA to class

GETTING OVER IT; LEARNING HOW TO LIVE WITH BEING WRONG ALL THE TIME

Individual counsellors available

Thanks to cousin Jacki for this tongue-in-cheek look at men!

Birthdays and Anniversaries in March



Birthdays

Bonnie Boehnke	March 23	Karen Cowan	March 14
Judy Davis	March 3	Dick Ellis	March 12
Bob Gough	March 1	Sam Hansen	March 24
Robert Hill	March 10	Lenora Jackson	March 25
Richard Kuch	March 12	John Kutrowski	March 12
Kathleen Madsen	March 7	Blain McGillicuddy	March 4
Dennis McGillis	March 26	Dutch Orsborn	March 9
John Parker	March 23	Becky Phillips	March 3
Mike Porter	March 19	Mary Rickard	March 17
Martha Shreve	March 21	Jack Stone	March 6
Barbara Thomas	March 16		



Anniversaries

Boyd & Bev Boothe	March 21
Paul & Barb Paulsen	March 6
Kurt & DuJuan Recknagle	March 7
Denny & Janice Wellington	March 4

2016 YOCC Officers

Rick Ball, President
371-9382
rick@bushcarwash.com

Dolores McClary, Sunshine
783-3622
bobanddodo@gmail.com

DaJuan Recknagle, Vice President
948-0340
dajuan@BHHSTriCities.com

Frances McGillis, Editor
545-4077
sixkidsplusthree@gmail.com

Denny Wellington, Treasurer
946-5916
dpwelling@aol.com

John Trumbo, Swap Meet, Chairman
582-4297
jtdugan@owt.com

Randy Bunch, Secretary
543-6554
jrbunch@charter.net

Bill White, Swap Meet Chairman
946-7633
williamblwh@yahoo.com

Scott Noga, Webmaster
545-5903
rebus@bridgestonemotorcycle.com

Sharon Wells, Activities Director
783-3113
jerrysharonwells@gmail.com

Directors

Bill Houchin
509-582-7796
houchin.bill@gmail.com

Jerry Wells
509-783-3113
jerrysharonwells@gmail.com

Don Buckles
509-627-0535
dbuckles0535@charter.net

Robbin Johanson
509-628-2547
robbinjohanson@frontier.com