



# Gas Gauge Ye Olde Car Club August 2016 Newsletter

## The President's Message

Good Day to One and All

As we approach the end of the summer and move into fall, I am reminded of all the fun I am having with this group of car nuts, thank you. Please help me and thank the many people that give of their time and talents that this club can run as easy as it does. So many of them are behind the scenes and like it that way. Also keep in mind, for some members that might not want to say it out loud, that they want to be a leader for next year. We are accepting nominations for each office and will look at each and every one we get. I know that at least one position, maybe two would like a break and this club has many talented people that would do a fine job. So don't be shy, jump in with both feet, the water isn't all that bad.

See you down the road

Rick Ball, Car Guy

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**The 2016 YOCC Christmas Party** will be held December 17<sup>th</sup>, at the Red Lion in Kennewick, with doors opening at 5:00pm, dinner to be served at 6:15pm. Those planning on attending will need to RSVP and pay no later than December 7<sup>th</sup>. The cost to members is \$20.00 per person, with the club paying an additional \$10.00 for the meal. There will be a no-host bar. You can pay club treasurer, Denny Wellington at the Wednesday morning meetings or mail your checks to Denny Wellington, C/O Ye Olde Car Club, PO Box 2023, Richland, WA 99352. **Remember, must RSVP and pay no later than December 7<sup>th</sup>.**  
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## BITS & PIECES

\*\*\***DID YOU KNOW:** You're supposed to use a staple remover to open key rings, not destroy your finger nails trying to do that.

\*\*\* **There is a very**, very small island, Hans Island, which is disputed territory between Canada and Denmark. The militaries of both countries periodically visit it to remove the other countries flag and leave a bottle of Danish schnapps or Canadian whiskey.  
from wikipedia.org  
*Sounds like a win-win to me!*

\*\*\***The fact** that there's a 'Highway to Hell' and only a 'Stairway to Heaven' says a lot about anticipated traffic numbers.

\*\*\* **Real newspaper headlines:** Study shows frequent sex enhances chances of pregnancy.

\*\*\* **I used to eat** a lot of natural foods until I learned that most people die of natural causes.

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**The Remarkable Body:** Most of the body's energy is expelled via heat. Your body produces the same heat as 25 light bulbs over the course of a single day.

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## **EVENTS**

**Thursday, August 11** - There were 10 ladies who met for lunch at Chico's Tacos. Thank you Dolores.

**Saturday, August 20** – Benton County Fair Parade – 10:00 Am. on 1st/4th Ave. School parking lot. Picnic lunch after parade .

**Sunday, August 28** – 9th Annual Show & Shine for Hunger -11:00-4:00, Columbia Park

**Saturday, September 3** - Bickleton Car Show, Bickleton, WA 9:00 - 4:00

**Monday, September 5** - Labor Day States Parade, Prosser, WA

**Saturday, September 10** - Walla Walla Car Show, Walla Walla, WA

### **Retirement visits:**

**Friday, September 2** – Hawthorne Court – 11:00 -2:00 (Lunch) 524 N. Ely Street, Kennewick

**Friday, September 9** – Guardian Angel - 11:00 – 2:00 (Lunch) 245 Van Giesen Street, Richland

**Saturday, September 17** – Chenoweth House – 4:00 – 6:30 (Social ) 1108 W. 5th Ave , Kennewick

### **Ladies Luncheons:**

**September 8, October 13, November 10**

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

**September 10**

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#### **FOR SALE:**

\*\*1962 Studebaker Hawk. 289 cu V-8 engine, 2bbrl, 3-spd auto trans. Fresh stock restoration, new "Rose Mist" paint, new "Burgundy" upholstery, power steering, new tires w/spare. Good glass, heater, and radio. Asking \$19,000, OBO, as-is.

\*\*1961 Chevrolet Corvette. 327 cu V-8 engine, 4 bbrl, 3-spd auto trans. Power steering, removable hardtop, Maroon and white exterior, black interior. Asking \$56,000 OBO, as-is.

\*\*1941 Packard 110 2-door convertible. 243 cu straight 6 engine, 1 bbrl, 3-spd manual trans with overdrive. Fresh restoration, yellow exterior, tan interior. Good glass and heater, very nice car. \$56,000 OBO. As-is. Contact Jim Ayers, 509-619-1895

\*\*1949 Chevrolet Fleetline, 2door, 235ci, dual carbs and headers, 3- speed on the tree. Painted House of Color orange with heavy gold flake. Inside completely done. Has Jaguar wire wheels and sun visor. Engine needs work, valves and pistons, but does run. Asking \$9500.

\*\*1963 Mercury Comet Convertible, 260ci, 4-speed on floor. Painted 1964 Mercury red. Valve job on engine has been done, carburetor has been rebuilt, new tires. The convertible top needs to be replaced and some minor interior work performed. Asking \$9000. Contact Dave Donaldson, 509-582-6896

\*\*Ford Model A books, "How to Restore Your Model A," Volumes 1 thru 6. The books are new, they retail for \$16.95 each, or \$101.70 total. Willing to sell for \$50, the proceeds will go to a widow friend of Bob.

\*\*For Sale, 1929 Hudson 3-window Coupe Street Rod, (509) 380-5587

\*\*454 BBC, TH400 trans, 9" Ford Rear-end, disc brakes, power windows, power door locks, leather seats, boxed frame, electric fan, original Hudson door and window handles, Lokar steering wheel, Chrysler headlights, 5,100 miles. Asking \$47,500.  
Contact Bob Gough, 509-460-1647

\*\*Pre-war farm generator. Good condition but needs some mechanical work. Contact John Nelson, 509-946-6100

## The Oil Change

(A true story.)

In April of 2006 my new GMPP crate 350 had been run for 30 minutes to break in the cam, and then driven 30 miles at low speeds. It was now ready for the initial oil change. Since I have changed oil in my vehicles since 1956, this was a chore I knew I could handle professionally and neatly.

So confident was I that only one section of the L.A. Times and two paper towels accompanied me as I crawled under the car with 9/16" and 5/8" sockets and an eight inch extension with ratchet, prepared to get it done in a single trip. But the drain plug is between the two sizes, so I crawled out and went to the bench to find that the correct size is 15 mm, even though everything on the topside is in inches. 15 mm fits perfectly but my puny 3/8 ratchet does not generate enough torque to break it loose so I crawl out and go to the bench to get my favorite tool, the sixteen inch breaker bar.

After crawling back under, the big breaker bar broke it loose and by spinning the extension by hand I easily unscrewed the oil plug from the side of the pan. With the catch pan correctly positioned, I expertly pulled the socket away and into a vertical position so as not to lose the plug in the drain oil. Then I noticed there was no drain plug in my socket – it was hanging from the bottom of the oil pan by its magnetic tip. What a good idea, you can't drop it in the pan.

After draining the oil I crawled back under, re-installed the magnetic drain plug and slid the drain pan under the filter. The GM supplied AC-PF25 filter that I oiled and installed finger tight a week earlier was now tightly attached to the block. My filter wrench fit but slipped a little and did not allow much rotation before hitting my brand new dual exhaust system. Fifteen minutes of trying various shims, rags, tape, etc. (each requiring another trip to the bench and crawling back under) finally caused the filter to relent and break loose. Ah, sweet success!

Since the oil had been allowed to drain more than three hours, I knew there could not be any above the filter and if I removed it carefully there would be very little dripping. It was a great theory but oil poured over my hand, down my arm, on the floor, everywhere. It was only a few ounces of new and clean oil, but it was slippery with the GM mandated Zinc additive. This caused the filter tightly clutched in my hand to leap away with a life of its own. Yup, directly into the drain pan with several more ounces of oil all over me, the floor, and the exhaust system. I crawled out to wipe myself off and, after crawling back under, carefully installed the new Fram-PF25 filter. After crawling out again, adding four quarts of Castrol GTX 10W-30 and checking the dipstick, I fired her up.

As the oil pressure gauge passed 40 PSI there was a soft "poosh" and a liquid sound under the car. Immediately shutting down, I looked underneath to find at least three quarts of fresh oil flowing in all directions! A fast scramble with many paper towels followed by many trips crawling under with more cloth towels stemmed the tide but there was no easy way to really clean it up until the car could move under its own power. Just then I got the call: "Dinner!"

Later, a quick check with my friend Google told me the AC-PF25 called for in the GM Crate Engine instructions is not a Fram-PH25 but is a Fram-PH30. I won't make that mistake again!

On day two of "the oil change" with three new quarts of oil and a correct filter installed without incident, and after moving the car, only two hours of cleanup were required. Kitty Litter works wonders on oily concrete.

Maybe I should have gone to Jiffy-Lube.

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## Mark your Calendar!!

**St. Joseph Giant Yard Sale IS HERE Friday, Sept. 23<sup>rd</sup> 8:00 - 5:00, and Saturday, Sept. 24<sup>th</sup> 8:00 - 3:00  
St Joseph's PAC at 901 W. 4th Ave, Kennewick**

Bedding, toys, books, furniture, dishes, pots & pans, clothing, Nick Knacks, winter coats and shoes, purses, pictures, frames, baskets, jewelry, Christmas items, baby furniture, bed frames, hardware and **Our Specialty Shop has some antiques plus lots of good STUFF !!! OUR PRICES ARE VERY REASONABLE!**

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**Henry Ford** was born July 30, 1863, on a farm in Greenfield Township, Michigan. His father, William Ford (1826–1905), was born in County Cork, Ireland, to a family that was originally from Somerset, England, His mother, Mary Ford (née Litogot). His father gave him a pocket watch in his early teens. At 15, Ford dismantled and reassembled the timepieces of friends and neighbors dozens of times, gaining the reputation of a watch repairman. At twenty, Ford walked four miles to their Episcopal church every Sunday. Ford was devastated when his mother died in 1876. His father expected him to eventually take over the family farm, but he despised farm work. In 1879, Ford left home to work as an apprentice machinist in Detroit, first with James F. Flower & Bros., and later with the Detroit Dry Dock Co. In 1882, he returned to Dearborn to work on the family farm, where he became adept at operating the Westinghouse portable steam engine. He was later hired by Westinghouse to service their steam engines. In 1891, Ford became an engineer with the Edison Illuminating Company. After his promotion to Chief Engineer in 1893, he had enough time and money to devote attention to his personal experiments on gasoline engines. These experiments culminated in 1896 with the completion of a self-propelled vehicle which he named the Ford Quadricycle. He test-drove it on June 4. After various test drives, Ford brainstormed ways to improve the Quadricycle. Also in 1896, Ford attended a meeting of Edison executives, where he was introduced to Thomas Edison. Edison approved of Ford's automobile experimentation. Encouraged by Edison, Ford designed and built a second vehicle, completing it in 1898. Backed by the capital of Detroit lumber baron William H. Murphy, Ford resigned from the Edison Company and founded the Detroit Automobile Company on August 5, 1899. Murphy and other stockholders in the Detroit Automobile Company formed the Henry Ford Company on November 30, 1901, with Ford as chief engineer. The Ford Motor Company (commonly referred to as simply Ford) is an American multinational automaker headquartered in Dearborn, Michigan, a suburb of Detroit. It was founded by Henry Ford and incorporated on June 16, 1903. Wikipedia

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**Where is the world's most populated city?**

**Shanghai...**At a whopping 24,150,000 permanent inhabitants, Shanghai is the only city that is home to over 24 million people in one city.

**Where is the world's least populated city?**

**Vatican City...**With a paltry population of 842, the city-state of Vatican City is the smallest city and state in the world.

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**Classic Cars May Be an Ideal Alternative Asset Investment**

Classic cars are no longer just vanity emblems of wealth; nowadays, they are also coveted luxury assets that investors are eager to add to their portfolio. Over the past ten years, a robust market has sprung up around classic vehicles, making them worthwhile investments for those willing to spend.

However, can investments in classic cars be justified when considering other luxury assets, such as art? Common sense would tell us no, that cars depreciate as soon as they're driven off the lot while art has the potential to appreciate greatly over time. However, a look at the Sharpe Ratios of the two assets tells a different story.

The Sharpe Ratio, quite simply, is a way to determine risk-adjusted return that can be helpful in determining the potential ROI for a particular asset class. It is calculated by subtracting the risk-free rate of return from the average rate of return for an asset class, divided by the standard deviation of the return on the class. The Sharpe Ratio for art comes out to be 0.04, meaning that investment in assets in the art market is rather risky. Comparatively, the Sharpe Ratio for cars is 0.15, less of a risk for the investor.

What's the explanation for this disparity in the Sharpe ratios for the two assets? For one, the classic car market has become very accommodating to potential sellers in recent years. Since 2006, the classic car market has grown 490%, according to Douglas Elliman and Knight Frank's most recent wealth report. Dave Kinney, spokesperson for the classic car insurance agency Hagerty, attributes this spike in popularity to increased interest among older buyers. "A lot of it is Baby Boomers who are buying back their childhood," Kinney explained. "The poster cars, the ones that the buyer may have wanted when he was 15 or 25, become wildly popular 30 to 40 years later."

While the growth in the classic car market has slowed down in the past few years, there is little worry among classic car dealers that the market will dry out. "490% is not duplicable within the next ten years, but a smart person who buys wisely can do well with a portfolio," Kinney said. The CEO of Hagerty, McKeel Hagerty, agrees. The slowdown "is more of a rationalization of the market than a crash or correction," Hagerty recently told CNBC.

Even with more moderate growth in the past year, the classic car market is still expanding at a faster rate than the art market. The former saw a rise of 17% over the last year, while the latter experienced a rise of 4%. The fact that the classic car market has heated up as of late means that the potential for return on investment is large, given the amount of demand in the market. The art market, comparatively broader, is more variable, given the fluctuating popularity of different artists and styles of art. As Inge Reist, director of the Center for the History of Collecting at the Frick Art Reference Library in New York, recently told Bloomberg, "The art market is cyclical. Some artists go in and out of favor."

Investors who are looking for a pricey but relatively safe venture in alternative assets should set their eyes on the classic cars market. The audience seems only to be growing for vintage vehicles, as perhaps more adults decide to fulfill their childhood dream of owning a 1948 Tucker Torpedo than an Ellsworth Kelly. As these buyers ride off into the sunset with their classic cars, investors will probably ride off in the opposite direction, with a healthy return on their investment.

From Talk on the Street/CNBC, Thanks to Dennis McGillis for this contribution

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## Senior Driver from Sun City

My neighbor was working in his yard when he was startled by a late-model car that came crashing through his hedge and ended up in his front lawn. He rushed to help an elderly lady driver out of the car and sat her down on a lawn chair. He said with excitement, "You appear quite elderly to be driving." "well, yes, I am," she replied proudly. "I'll be 97 next month and I am now old enough that I don't even need a driver's license anymore." He asked, "How do you know?" "The last time I went to my doctor, he examined me and asked if I had a driver's license. I told him yes and handed it to him. He took scissors out of the drawer, cut the license into pieces and threw them in the waste basket saying, 'You won't need this anymore.' So I thanked him and left!"

Thanks to Barbara Baker for this cutie.

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## The Key

We were about to drive away when I noticed my door lock/ignition key was hanging from the ignition lock in my 1965 Corvair. Tom Smith, retired Washington State Patrol officer sized it up and knew what to do. Jim Vetrano pulled a spool of fine copper wire from his Bentley, Tom used it to fashion a noose, slipped it in the slightly open window, lassoed the door lock and pulled up. From copper wire to unlocked in three minutes!

Lesson learned - carry a spare key. If you ignore the first lesson, make sure Jim and Tom are along.

Dennis McGillis

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## 1920 Stanley Steamer

The one serious rival to the gasoline engine, and its near relative the diesel, as a means of propelling a motor vehicle has been steam power. Long before the practical internal combustion engine emerged, steam carriages were on the roads of Britain in the 1820s and 1830s, though circumstances conspired to make them a false dawn in the history of mechanical road transport.

Fifty or sixty years later, in the very early days of motor cars, steam and gasoline looked equally promising. But in Europe, gasoline soon established its supremacy. In America, the battle was less decisively won, and the steamer continued to have its adherents for many years. Longest running of all was the Stanley.

The twin brothers, F.E. and F.O. Stanley, born in 1849, had a passion for inventing things. Convinced that they could do better than the early cars they had seen, they built their first steamer in Newton, MA, in 1897. Its success encouraged the Locomobile company to buy the manufacturing rights, and by 1899 production had reached 200 cars a year.

When Locomobile got into difficulties, the Stanleys bought back the rights at a bargain price, and in 1902 launched a redesigned, much improved steamer, leaving Locomobile to make gasoline cars. The Stanley remained in production without major change until 1925.

Simplicity was originally the major attraction of the steam car. Unlike an internal combustion engine, a steam engine can generate a large torque at low speeds, even at a standstill it is extremely flexible. This means it can start a vehicle from rest and run right through its speed range with no need for a clutch or for changing gears. It is smooth and quiet,, which early gasoline engines were definitely not, and its boiler can be fired with a wide

variety of fuels, Power is available in plenty: in 1906 a special Stanley racer raised the land speed record to 121 mph.

Powerful, quiet, gearless and with few moving parts, the steamer yet had one snag; the time taken to raise steam before starting off. Eight or ten minutes were required for the first start of the day. And a steamer was less resistant to maltreatment than a Model T. As the gasoline car improved, the steamer fell behind, its advantages reduced and its shortcomings highlighted.

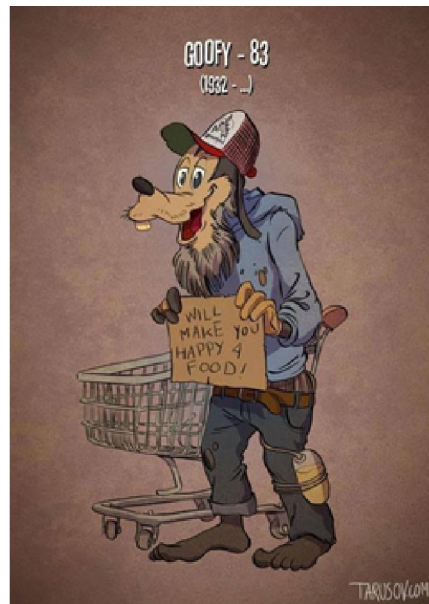
What the Stanley achieved, it did by staying simple. While other steam car builders adopted the water-tube or 'flash' boiler in order to raise steam quickly, Stanley stuck to a simple, cylindrical fire-tube boiler. The twin cylinder engine was mounted horizontally, in unit with the rear axle, the differential of which it drove through a single gear. After 1915, a radiator at the front of the car condensed steam exhausted by the engine so that the water was recycled and the range on a filling extended from 50 to over 300 miles. Owners spoke highly of its quietness, good acceleration and reliability.

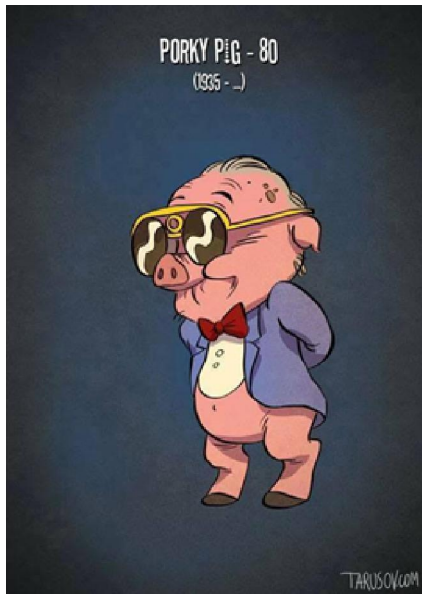
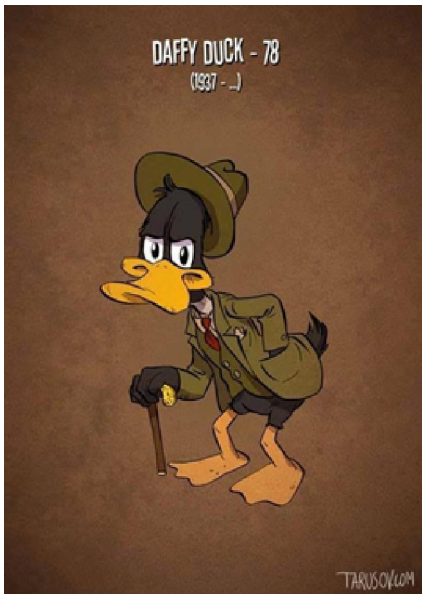
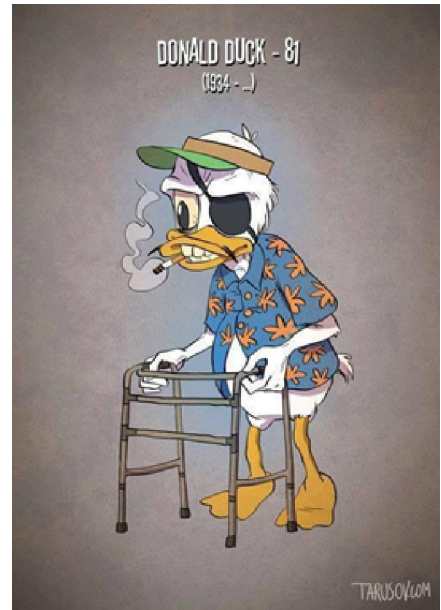
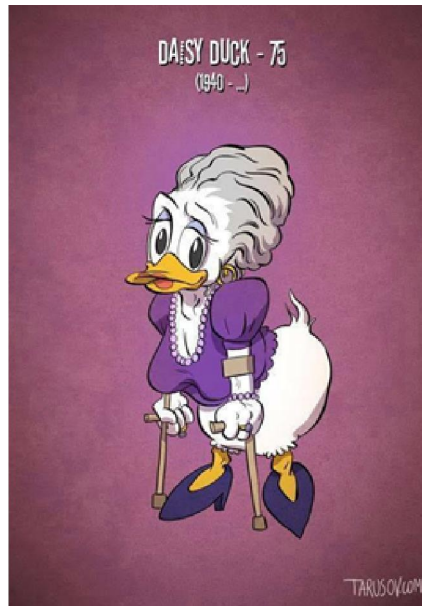
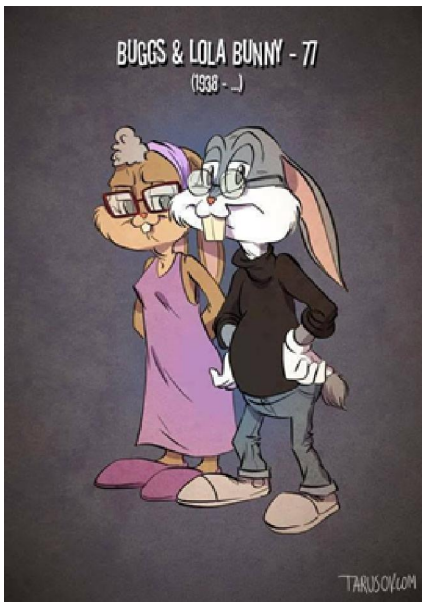


From Best Loved Cars of the World book, by John Plummer

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## WE AREN'T ALONE!





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## ***WOMEN'S CORNER***

**TO ALL THE BEAUTIFUL WOMEN (And that means YOU!)**

Did you know that if shop mannequins were real women they'd be too thin to menstruate?

There are 3 billion women who don't look like supermodels and only eight who do.

Marilyn Monroe wore a size 14.

If Barbie was a real woman, she'd have to walk on all fours due to her proportions.

One out of every four college aged women have an eating disorder.

The models in the magazines are airbrushed, not perfect!

A psychological study in 1995 found that three minutes spent looking at a fashion magazine caused 70% of women to feel depressed, guilty, and shameful.

Models twenty years ago weighed 8% less than the average woman. Today they weigh 23% less.

Beauty of a Woman -

The beauty of a woman is not in  
The clothes she wears  
The figure she carries  
Or the way she combs her hair.  
The beauty of a woman  
Must be seen from her eyes,  
Because that is the doorway to her heart,  
The place where love resides.

The beauty of a woman  
Is not in a facial mole,  
But true beauty in a woman  
Is reflected in her soul.  
It is the caring that she lovingly gives,  
The passion that she shows,  
The beauty of a woman  
With passing years-only grows.

An English professor wrote the words, "Woman without her man is nothing," on the blackboard and directed the students to punctuate it correctly. The men wrote "Woman, without her man, is nothing." The women wrote "Woman! Without her, man is nothing."

The Images of Mother -

- 4 YEARS OF AGE ~ My Mommy can do anything!
- 8 YEARS OF AGE ~ My Mom knows a lot! A whole lot!
- 12 YEARS OF AGE ~ My Mother doesn't really know quite everything.
- 14 YEARS OF AGE ~ Naturally, Mother doesn't know that, either.
- 16 YEARS OF AGE ~ Mother? She's hopelessly old-fashioned.
- 18 YEARS OF AGE ~ That old woman? She's way out of date!
- 25 YEARS OF AGE ~ Well, she might know a little bit about it.
- 35 YEARS OF AGE ~ Before we decide, let's get Mom's opinion.
- 45 YEARS OF AGE ~ Wonder what Mom would have thought about it?
- 65 YEARS OF AGE ~ Wish I could talk it over with Mom.

Tell me and I forget. Show me and I remember. Involve me and I understand.

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### Birthdays and Anniversaries in August



#### Birthdays

Ray Benson	August 1	Delores Benson	August 2613
Trese Benton	August 10	Gary Boehnke	August 15
Susan Calhoun	August 14	Roger Gress	August 16
Cory Hannah	August 4	Debbi Hannah	August 15
Nellie Kuepper	August 10	John Madden	August 28
Peggy Madden	August 5	David Moten	August 19
Gayle Noga	August 22	Gary Pruett	August 16
Jim Reynolds	August 8	Dotiy Reynolds	August 25
Rick Rickard	August 24	Edris Shegrud	August 23
Gail Wood	August 15		



### Anniversaries

Thomas & Laura Beaver	August 29	Randy & Jean Bunch	August 23
Jim & Judy Davis	August 22	Dave & Debbi Hannah	August 29
Bill & Linda Jarrard	August 13	Clarence & Norma Kummer	August 10
John & Peggy Madden	August 1	Phil & Dolly Prather	August 9
Mike & Mary Sams	August 4	Tom & Ingrid Smith	August 28
Jay & Barbara Thomas	August 27		

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