



Gas Gauge Ye Olde Car Club October 2016 Newsletter

The President's Message

Hey Car Dudes and Dudettes,

After an expected storm that didn't happen and getting ready for my oldest Daughter's wedding I'm not sleeping much so my mind has a chance to race all night long. I got caught up in a loop with a slogan I thought would be fun for the club. This came to me in the wee hours on last Monday night and I have to share it. "Ye Old Car Club, We Meet to Eat". It seems fitting on a couple of levels: every Wednesday morning breakfast, at our visitations we are fed, and those bacon wrapped hot dogs at almost every car show I can't pass up. I know it's corny and is an inside joke but it's just in jest. I put it to you to come up with a slogan or tagline for our group and let me know what you come up with. Something like olde boys playing with expensive toys, or Ye Olde Car Club, Busting knuckles since '63. Let's have some fun with this and who knows, it might end up on a tee shirt.

Keep polishing

Rick Ball, Car Guy

BITS & PIECES

*** **DID YOU KNOW:** The Great Pyramid was built circa 2560 BC and Cleopatra lived 69 BC-30 BC and the first Moon landing was in 1969, AD which means Cleopatra lived closer to the Moon landing than she did to the building of the Great Pyramid.

*** **No one** is listening until you fart.

*****I was addicted** to the Hokey Pokey but I turned myself around.

*** **Real newspaper headlines:** Homicide victims rarely talk to police.

*****Important Fact To Remember As We Grow Older:** In the 60's, people took LSD to make the world weird. Now the world is weird, and people take Prozac to make it normal.

*** **No matter** the price, no matter how new, the best safety device in the car is you. (thanks to Barbara Baker)

The Remarkable Body: You shed more than 1 million skin cells every single day but they are constantly replenished automatically, to save you from turning transparent and becoming rather exposed! Your skin is actually an organ; in fact, it's the largest organ you have, with a surface area of 18 square feet (2 square meters).

EVENTS

YOCC Holiday Party - December 17, Red Lion in Kennewick. **PLEASE PAY**

EARLY!!! The cost is \$20 per person. Just as we did last year, if anyone who has paid but is unable to attend the dinner for any reason, their money will be refunded. Send your check to: YOCC, P.O. Box 2023, Richland, WA 99352. This promises to be another fun event for our club. See attached flyer.

Ladies Luncheons:

The Ladies Luncheon on October 13 had 14 gals present for a lovely lunch at Georgia Campbell's. Thanks Georgia and Rose Tarr for her delicious soup.

November 10: Bonefish Grill, 133 Gage Blvd., Kennewick. 1:00 PM Hosted by Frances McGillis, 545-4077
And, yes, they do have options other than fish.

Remove rusted nuts using a candle and a lighter

It is quick and easy.

www.liveleak.com/view?i=ba2_1475277076

ESTATE SALE: 1968 Chrysler Newport Classic Custom, 383, four door, gold with white trim & top. \$3000 firm.
Call Sandy (YOCC Favorite teller at Yakima Fed S & L) 308-4631

1951 Willys Jeep Station Wagon The Little Red Wagon, by Dennis McGillis



Our most recent hobby car came to us in July of 2016 from a nice widow lady in Kansas City. In 1960 while in high school, I had a 1949 Willys Jeepster, a similar vehicle but with convertible top and side curtains. This little wagon is fun to drive and so uncommon that even many older folks claim to have never seen one.

Powered by a "Hurricane" 134 cubic inch F-head (Overhead intake, in-block exhaust.) four cylinder engine with 72 horsepower and 114 lb-ft of torque, it also has 2-wheel drive, a three-speed column shift with overdrive and a 5.38:1 final gear, a combination which provides adequate acceleration and 60 mph cruising.

Buying a car without seeing it is unsettling but a KC car guy found through an on-line old truck club helped. He drove it, sent pictures and called with a report so I could proceed with no surprises. The seller and I agreed on a price based on the Old Cars Price Guide and the transaction was eased by help from her banker who provided a level of confidence for both of us. I wired funds and the banker helped her mail the registration to me. My carrier delivered it a few days later. Although warned the brakes were bad, I slowly drove it 500 feet from the carrier to my driveway and still almost ended up in my neighbor's driveway.

The vehicle was not perfect but rebuilding the leaky brakes, replacing worn king pins and 1997 tires made it driveable. New tail lights, headlights and parking lights made it possible to drive after dark. Yet to come this winter are windshield wipers, seat belts and engine tuneup.

Speeding Grandma

Police officers risk their lives every day...But sometimes, the unexpected happens.

Sitting on the side of the highway waiting to catch speeding drivers, a state police officer sees a car puttering along at 22 mph. He thinks to himself, "This driver is just as dangerous as a speeder!" So he turns on his lights and pulls the driver over. As he approaches the car he notices there are five elderly ladies, 2 in the front seat and three in the back-all wide-eyed and white as ghosts.

The driver, obviously confused, says, "Officer, I don't understand. I was doing exactly the speed limit. What's the problem?" "Ma'am," the officer replies, "you weren't speeding but you should know that driving slower than the speed limit can also be a danger to other drivers." "Slower than the speed limit? No sir, I was doing exactly...22 miles an hour!" the old woman says a bit proudly.

Trying to contain a chuckle, the state police officer explains to her that 22 was the route number of the highway not the speed limit. A bit embarrassed, the old lady grinned and thanked the officer for pointing out her error. "But, before I let you go, Ma'am, I have to ask...is everyone in this car OK? These women seem awfully shaken and they haven't muttered a single peep this whole time," says the officer.

"Oh, they'll be all right in a minute. We just got off route 119."

Author unknown

Thomas Buckland Jeffery was born on 5 February 1845 at 3 Mill Pleasant in Stoke, Devon, England. At sixteen years of age he was working as a "mathematical instrument maker." At eighteen years of age, he emigrated to the United States and became a resident of Chicago, where "he was connected with the business of manufacturing telescopes." Later he was engaged in making models for the patent office and in 1879 started in the bicycle business, being one of the pioneers in that field. He, with R. Philip Gormully, organized the Gormully & Jeffery Manufacturing Company and began making the Rambler bicycle. By 1900, Gormully & Jeffery was the country's second-largest bicycle maker and Jeffery had gained fame for developing, among other things, the clincher rim that enabled pneumatic tires to be used. The first use of the name Rambler for an American made automobile dates to 1897 when he constructed his first prototype automobile. After receiving positive reviews at the 1899 Chicago International Exhibition & Tournament and the first National Automobile Show in New York City, Jeffery decided to enter the automobile business. In 1900, he bought the old Sterling Bicycle Co. factory in Kenosha, Wisconsin, and set up shop. He was one of America's first men interested in automobiles, and in 1897, he built the first **Rambler** motor car.

Wikipedia

What is the most photographed place in the U.S.?

Surprise: the Guggenheim building in New York...Photos have always told stories, but in today's world of cell phone cameras and social media, that story is relayed as data to companies who monitor everything we do. Geotagged data was culled by Sightsmap using a Google-based image sharing software, and can show us the most photographed places in the world. The strange winner is this building in New York City. Guess it impresses a lot of visitors.

Borg-Warner electric overdrive transmissions were introduced in 1939 and used in 11 different car models from 1939 through the 1960s. Chevrolet, Ford, Chrysler, Hudson, Packard and Studebaker were among the car manufacturers that all used the same Borg-Warner designed overdrive. The mechanical portions of the overdrive transmissions are all based on the same operating principle and most of the internal parts specific to the overdrive are interchangeable between models. (The number is closer to 15. Not mentioned are DeSoto, Dodge, Plymouth, Lincoln, Mercury, Nash, Rambler, Studebaker and Willys.)

The electrical parts of the overdrive transmissions were based on the same working theory, and most share the same basic wiring diagrams. In addition, all Borg-Warner overdrives had a governor, relay, kickdown switch and solenoid. Most electrical parts are interchangeable among models.

From www.fifthaveinternetgarage.com Thanks to Dennis McGillis for this contribution

HUNTING

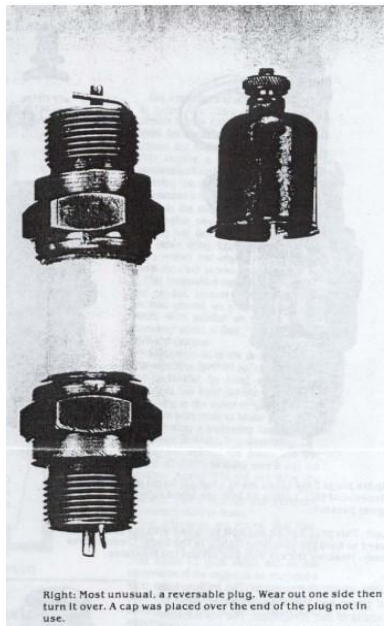
Two rednecks were out hunting. Walking along, they came upon a huge hole in the ground. They approached it and were amazed at the size of it. The first hunter says, "Wow, that's some hole; I can't even see the bottom. I wonder how deep it is?" The second hunter says, "I don't know. Let's throw somethin' down there and see how long it takes to hit bottom." The first hunter says, "Hey, there's an old automobile transmission over there. Give me a hand, we'll throw it in and see."

So they pick it up, carry it over and count one, two, three and heave it in the hole. They are standing there listening and looking over the edge when they hear a rustling behind them. As they turn around, they see a goat come crashing through the underbrush, run up to the hole and, without hesitation, jump in headfirst.

While they are standing there staring at each other in amazement, peering into the hole, trying to figure out what that was all about, an old farmer saunters up. "Say there," says the farmer, "You fellers didn't happen to see my goat around here, did you?" The first hunter says, "Funny you should ask, but we were just standing here a minute ago and a goat came running out of the bushes doin' bout a hunnert miles an hour and jumped headfirst into this here hole!" The old farmer said, "Naw, that's impossible... I had him chained to a transmission."

Thanks to Jeff Paulin

Weird feature of old cars.



Most unusual, a reversible plug. Wear out one side then turn it over. A cap was placed over the end of the plug not being used.

Thanks to Dave Hannah for this contribution.

Tony Dow reunited with his 1962 Chevrolet Corvair after 51 years

Leave it to...Alan?

Actor Tony Dow has been reunited with an old friend that he never expected to see again. Not Jerry Mathers -- the two "Leave it to Beaver" stars are still in touch -- but the 1962 Chevrolet Corvair Spyder he bought as his first car when he was on the show at age 16.

The San Diego Union Tribune reports that the 71-year-old Dow was recently contacted at his home near Malibu, Calif., by a man named Marty Tryon. Turns out he was friends with the man Dow sold the car to 51 years ago, Alan Dadisman.

Dadisman was a prop maker at the studio where "Leave it to Beaver" was produced and kept the car all these years. He restored it in 1987, but had to park it for good about seven years ago when he got ill. He died this year, but not before telling Tryon to track Dow down and give the car back to him.

Originally blue, the car is now painted black and has a new 180 hp turbocharged engine from a later Corvair. It hasn't run in several years, but Dow plans to have it refurbished and start driving it again.

The married Dow jokingly told KFMB TV he'll take it to Bob's Big Boy and try to pick up girls like he used to. Not that he was ever successful.

Gee, Wally.

From CBS News channel 8, San Diego, CA

Thanks to Tom & Ingrid Smith for this contribution.

1935 Chrysler Airflow



Commercially it was one of the biggest failures produced by a major manufacturer. Probably few people can say they really like its looks. Technically, however, it represents an important milestone. For the Chrysler Airflow was the first mass-produced attempt to apply the principles of aerodynamics to a motor car. With the growth of the aircraft industry and a widespread desire for modernity, the thirties produced a good deal of spurious 'streamline' styling, with no scientific basis, on all kinds of vehicles. But Chrysler's efforts were based on serious research, and the Airflow was significantly more 'slippery', less impeded by the drag of its own progress through the air, than other typical contemporary designs. The public was unready for such an advance, but it was a brave attempt and paved the way for later progress.

The Chrysler company had already shown itself to be technically advanced, adopting through the early thirties a series of small but important innovations such as flexible engine mountings, an automatic clutch, synchromesh in the gearbox, and an overdrive actuated by the throttle pedal. So it was natural that it should become involved with the developing science of aerodynamics.

Much of the basic work had been done in the twenties. In particular, Paul Jaray, born in Vienna, at one time chief designer at the Zeppelin airship works, had shown that careful attention to the body shape could dramatically reduce air drag so that a car went faster and accelerated more rapidly on the same power and used less fuel - almost a third less in some cases. Attendant benefits of less noise, greater stability and better ventilation could result as well. In 1928, Chrysler commissioned Jaray to design a prototype. Carrying on his work by road testing full size cars and using models in a wind tunnel, Chrysler engineers Carl Breer and James Zeder evolved the Airflow which first appeared in 1934. It was a compromise between the best that could be achieved aerodynamically and the practicalities of carrying six passengers, but at 85 mph it generated 20% less drag than a contemporary conventional sedan.

From Best Loved Cars of the World

Modern Halloween Traditions

The American tradition of "trick-or-treating" probably dates back to the early All Souls' Day parades in England. During the festivities, poor citizens would beg for food and families would give them pastries called "soul cakes" in return for their promise to pray for the family's dead relatives.

The distribution of soul cakes was encouraged by the church as a way to replace the ancient practice of leaving food and wine for roaming spirits. The practice, which was referred to as "going a-souling" was eventually taken up by children who would visit the houses in their neighborhood and be given ale, food, and money. The tradition of dressing in costume for Halloween has both European and Celtic roots. Hundreds of years ago, winter was an uncertain and frightening time. Food supplies often ran low and, for the many people afraid of the dark, the short days of winter were full of constant worry. On Halloween, when it was believed that ghosts came back to the earthly world, people thought that they would encounter ghosts if they left their homes. To avoid being recognized by these ghosts, people would wear masks when they left their homes after dark so that the ghosts would mistake them for fellow spirits. On Halloween, to keep ghosts away from their houses, people would place bowls of food outside their homes to appease the ghosts and prevent them from attempting to enter.

Evolution Of A Holiday

As European immigrants came to America, they brought their varied Halloween customs with them. Because of the rigid Protestant belief systems that characterized early New England, celebration of Halloween in colonial times was extremely limited there. It was much more common in Maryland and the southern colonies. As the beliefs and customs of different European ethnic groups, as well as the American Indians, meshed, a distinctly

American version of Halloween began to emerge. The first celebrations included "play parties," public events held to celebrate the harvest, where neighbors would share stories of the dead, tell each other's fortunes, dance, and sing. Colonial Halloween festivities also featured the telling of ghost stories and mischief-making of all kinds. By the middle of the nineteenth century, annual autumn festivities were common, but Halloween was not yet celebrated everywhere in the country.

In the second half of the nineteenth century, America was flooded with new immigrants. These new immigrants, especially the millions of Irish fleeing Ireland's potato famine of 1846, helped to popularize the celebration of Halloween nationally. Taking from Irish and English traditions, Americans began to dress up in costumes and go house to house asking for food or money, a practice that eventually became today's "trick-or-treat" tradition. Young women believed that, on Halloween, they could divine the name or appearance of their future husband by doing tricks with yarn, apple parings, or mirrors.

In the late 1800s, there was a move in America to mold Halloween into a holiday more about community and neighborly get-togethers, than about ghosts, pranks, and witchcraft. At the turn of the century, Halloween parties for both children and adults became the most common way to celebrate the day. Parties focused on games, foods of the season, and festive costumes. Parents were encouraged by newspapers and community leaders to take anything "frightening" or "grotesque" out of Halloween celebrations. Because of their efforts, Halloween lost most of its superstitious and religious overtones by the beginning of the twentieth century.

By the 1920s and 1930s, Halloween had become a secular, but community-centered holiday, with parades and town-wide parties as the featured entertainment. Despite the best efforts of many schools and communities, vandalism began to plague Halloween celebrations in many communities during this time. By the 1950s, town leaders had successfully limited vandalism and Halloween had evolved into a holiday directed mainly at the young. Due to the high numbers of young children during the fifties baby boom, parties moved from town civic centers into the classroom or home, where they could be more easily accommodated. Between 1920 and 1950, the centuries-old practice of trick-or-treating was also revived. Trick-or-treating was a relatively inexpensive way for an entire community to share the Halloween celebration. In theory, families could also prevent tricks being played on them by providing the neighborhood children with small treats. A new American tradition was born, and it has continued to grow. Today, Americans spend an estimated \$6.9 billion annually on Halloween, making it the country's second largest commercial holiday.

www.History.com

WOMEN'S CORNER

WHAT MOM TAUGHT

My mother taught me **TO APPRECIATE A JOB WELL DONE-**

"If you're going to kill each other, do it outside. I just finished cleaning!"

My mother taught me **RELIGION-**

"You better pray that will come out of the carpet."

My mother taught me about **TIME TRAVEL-**

"If you don't straighten up, I'm going to knock you into the middle of next week!"

My mother taught me **LOGIC-**

"Because I said so, that's why."

My mother taught me **FORESIGHT-**

"Make sure you wear clean underwear, in case you're in an accident."

My mother taught me **IRONY-**

"Keep laughing and I'll give you something to cry about."

My mother taught me about the science of **OSMOSIS-**

"Shut your mouth and eat your supper!"

My mother taught me about **CONTORTIONISM-**

"Will you look at the dirt on the back of your neck!"

My mother taught me about **STAMINA-**

"You'll sit there 'til all that spinach is finished."

My mother taught me about **WEATHER-**

"It looks as if a tornado swept through your room."

My mother taught me how to solve **PHYSICS PROBLEMS-**

"If I yelled because I saw a meteor coming toward you; would you listen then?"

My mother taught me about **HYPOCRISY-**

"If I've told you once, I've told you a million times - Don't exaggerate!"

My mother taught me **THE CIRCLE OF LIFE-**

"I brought you into this world, and I can take you out."

My mother taught me about **BEHAVIOR MODIFICATION-**

"Stop acting like your father!"

My mother taught me about **ENVY-**

"There are millions of less fortunate children in this world who don't have wonderful parents like you do!"

THANKS, MOM!

By Susan Williamson with thanks to my daughter, Patty, for sending it to me.

Birthdays and Anniversaries in October



Birthdays

Rick Ball	October 14	Judith Becker	October 9
Jean Bunch	October 15	John Calhoun	October 4
Larry Campbell	October 20	Darlene Cooper	October 3
Barb Fecht	October 31	Sharon Gress	October 20
Christy Gress	October 21	Susie Lindberg	October 16
Frances McGillis	October 4	John Nelson	October 14
Myrtle Nesbitt	October 2	DaJuan Recknagle	October 11
Sharon Wells	October 28	Carole White	October 16
Frances Wyland	October 31		



Anniversaries

Karen & Phillip Crutchfield
Carol & Victor Nelson

October 26
October 2

Robbin & Carolyn Johanson
Terry & Edris Shegrud

October 3
October 16

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