



Gas Gauge Ye Olde Car Club November 2016 Newsletter

The President's Message

Hello all you fine people.

I hope this message finds you happy and healthy.

We are off to quite a month, hard to believe it's the middle of November with all that election "stuff" going on. November allows for a bit of time for reflection: Election Day, Veterans Day and of course Thanksgiving. I'm happy that the election is over and almost done. It is what it is; this is America and most times not everyone will be thankful in the outcome. Enough of that. I am thankful to all the past and future Veterans. Without you, we might have never needed the 1st thing I talked about. We have a volunteer military, they made the choice to possibly lay everything on the line to secure the freedoms we celebrate everyday. Thank you Air Force, Army, Navy, Marines and the Coast Guard. Next Thursday is Thanksgiving which is turning up into less and less as a holiday and a more as a pre-holiday shopping day. I miss the simpler times of getting up at the crack of dawn to get the "bird" ready and potatoes going to spend the afternoon making enough to make it through the weekend. (never made enough to make it through the day). It was a day of family gatherings, slow down day and we made it into a three day family reunion.

I thought about interjecting the Fast and Furious grace here.... We are thankful for the internal combustion engine.... Too obvious here, so you get this instead. May the actions of the seasons never over run your heart. Take some time for reflection and wonder. After all, it's a miracle that we have time to be thankful at all.

God Bless your Thanksgiving

Rick Ball, Car Guy

BITS & PIECES

*** **DID YOU KNOW:** did you know that since Pluto was discovered, it hasn't yet completed it's orbit around the sun? - - and will not complete it until 2178!

*** **If We** Quit Voting, Will They All Go Away?

*** **Real newspaper headlines:** Statistics show that teen pregnancy drops off significantly after age 25.

*** **Important Fact To Remember As We Grow Older:** Life is like a jar of jalapeno peppers. What you do today may be a burning issue tomorrow.

*** **Ate salad for dinner.** Mostly croutons & tomatoes. Really just one big round crouton covered with tomato sauce. And cheese. FINE, it was a pizza. I ate a pizza.

*** **At intersections,** look each way, a harp sounds nice, but it's hard to play. (thanks to Barbara Baker)

The Remarkable Body: Your hair (if you have any) grows about half a millimeter per day, and the average adult with a full scalp has around 100,000 hairs on their head. So, that's a combined 50 meters of hair growth every single day.

EVENTS

YOCC Holiday Party - December 17, Red Lion in Kennewick. **PLEASE PAY NOW!!! 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. Optional "White Elephant" gift exchange, \$15 recommended. Bring a wrapped, unmarked gift. We'll draw numbers to see who goes first. First person opens a gift, second person can then steal that gift or choose an unopened gift from the gift table. Gifts can only be stolen two times. this goes on until all the gifts are opened.

Editor's Note: There will be a table at the Holiday Party for early 2017 dues payment. Dues are again \$15.

Ladies Luncheons: The November 10 Ladies Luncheon had 15 gals present and DaJuan surprised everyone with a delicious caramel cake for dessert. Thanks DaJuan and Ladies.

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

1965 Ford Mustang 2+2 GT restomod by Mike Underwood



I purchased this car back in 2001 from Eric Duffield of Moxie as a future restoration project. It was pretty rough but it appeared to be "all there". I saw it when on a garage tour with Ye Olde Car Club and as I was looking it over with interest, Eric walked up and asked me if I wanted buy it. I think I came back a couple of days later with a trailer and bought it.

At first I did not have a restoration plan so I thought I would drive it around a little and fix problems as they appeared. On the first drive the fan belt was squealing really bad and the steering was really loose with a clunk. I jacked it up and replaced the idler arm bushing and while it was up pulled the entire right front suspension,

restored and reinstalled it. Next thing I knew I had the suspension off the right side the engine and transmission out and on a stand. At this point it made no sense to put anything back in so I continued the deconstruction of the rest of the car. When I had purchased the car Eric told me that a guy that built race motors had rebuilt the original 289 "a code" engine. While I was tearing the rest of the car down I started detailing the engine and needed to pull the intake and heads to do it properly and when I got the left head off I could see three warped cylinders (they had blue butterflies on the walls) apparently caused by the head gasket having been installed backwards. I measured the bores and they had already been bored .030 oversize plus .010 – .015 out of round, this is the point I decided to build a whole 'nother high performance motor from scratch.

My decision to go modified opened up a whole plethora of possibilities. I read up on a great deal of literature on Ford motor builds with dyno data and scoured aftermarket parts availability for various Ford engine families. I finally decided on a stroked 302 roller small block which is capable of 500 HP and with aluminum heads and intake very lightweight, twice the power and about 80 lbs lighter than the original 289.

After talking to my friend and neighbor Mark Snyder about my visions for this car he donated the shortblock out of a '90 F-150 parts truck that he had, it was a 5.0 roller block, original bore! I now had my start to a killer engine! Mark also donated a used '90 AOD transmission to the cause. I stripped the short block down to the bare block and procured all the parts I needed to build this into a 331 stroker. Once I had the stroker crank kit I took the block down to S&B machine and had it bored .30 oversize and torque plate honed with 400 grit stones to .002 piston to wall clearance. Many would say this is too tight for a high performance engine and I would agree if it was used for racing but this is a street engine and with the extremely short pistons excess clearance would lead to piston slap and high oil consumption. I continued to acquire the parts I needed to complete the engine and carefully assembled and blueprinted it, triple checking every parameter. All the details of the build are listed separately.

After I completed the engine build I turned to the body, which I already had stripped to the bare bones. The next task was to open up the cowl and repair the rust in there that every early Mustang has but you can't see. I had to drill out about 200 spot welds to get this open and low and behold the lower corners were rusted through and continued on down the kick panel to firewall pinch welds and into the floorboards.

Once I started to cut out this rust I could clearly see that there was no way this flimsy structure could handle 450 or 500 HP. They now make 14 gauge torque boxes and floor rails which I procured and installed, these beefed up the structure by leaps and bounds! In addition I cut out $\frac{3}{4}$ of the passenger floors and most of the trunk floors these were all replaced with new panels all welded in, see photos. Once into the car this deep it was pretty obvious that it had wrecked and worn out 3 maybe 4 times.

As the project progressed I had to start thinking about the trim level, colors and details. What the original car was no longer mattered so I had a clean slate to choose from. I knew from experience that I did not want to be getting into a black car during Cool desert nights so black was out, red is very common at car shows so red is out. I finally settled on a cruise night blue from Eastwood and a two-tone blue and white pony interior. I painted the interior of the unibody and under the hood with the cruise night blue and later on I saw a couple cars at shows that looked like the same paint and they were the two dullest cars in the show and even worse there was an ugly purple haze when viewed from a low angle as in across the roof. At any rate, that put the kibosh on that color so I started looking for a better blue when I found the Cobra blue factory pack from TCP paints out of San Diego, CA, it called out to me " I'm the one". I scuffed up the cruise night blue in the engine bay and the trunk and repainted with the Cobra blue, much better!

Whew! still a long way to go, I still need to straighten and prefit the body, build the AOD transmission, build the rear axle, brakes ,fuel system, fit the motor and trans, install the running gear, upholstery, paint, glass, bumpers, moldings, wiring. Maybe I can tell the rest of the story with some lists and pictures. I have spent about 13 years on this project. It would take a book to cover every detail.



Body:

Paint, TCP factory pack "Cobra blue metallic" base coat- clear coat urethane, sprayed in my paint booth by Matt Drais

Cowl opened, rust cut out and new hats welded in

Toe boards cut out, replaced with 14 Ga. Torque boxes both sides

Floors removed and new welded in

Floor rails removed and replaced with 14 Ga. Rails

Left ¼, both trunk floors, both upper and lower rear panels and trunk corners replaced

Right lower rear ¼ patch

Engine:

331 stroker, 10 to 1 compression ratio

1990 truck 302 roller block, bored .030 torque plate honed 400 grit cross hatch

Hawks racing 331 stroker kit, 5140 chrome moly crank, Keith Black hypereutectic pistons, Hines computer balanced to race spec.

Procomp 190 heads, ports and valve seats blended, ARP 12 pt. Bolts

Professional Products Typhoon intake

Hawks racing quiet gear drive

Main stud girdle with windage tray

Melling high volume oil pump

Comp Cams extreme energy XE 274 HR roller cam, roller rocker arms

7 Qt. Pan

HEI distributor with Pertronics multi spark rev limiting module

Carb: Summit 600 cfm dual feed made by Holley

Late model PMGR style starter

One wire 100 amp alternator

Early style water pump and accessory drive

Electric fan by Hotrod Auto Air

Ron Morris adjustable engine mounts

Engine moved aft 1 ¼ inch

JBA mid length 1 5/8 headers

JBA EVO exhaust

Transmission:

1990 AOD

Raybestos red stage 1 frictions and kolene steels

Transgo HP reprogramming kit

Sonnex "purple" overdrive servo

2" Kevlar overdrive band

Boss Hog nightstalker lockup 2500 stall convertor

Lokar control cable

Chassis:

2" X 2" X 3/32 square tubing, fabricated sub frame connectors, welded in, plans from Daze Cars

Fabricated cross member

Klaus Arning LCA drop modification

Shelby stabilizer bar with polyurethane bushings

SSBC 11" power disc brakes

Stock springs front and back

Borgeson power steering

8 inch rear end with Yukon 4 pin trac loc diff. 3.55 ratio

KYB GasAdjust shocks

Scott Drake export brace with cowl reinforcement

Scott Drake 17 x 7 front, 17 x 8 rear, anthracite wheels

215- 45 x 17 front tires, 235-45 x 17 rear tires

Interior:

Blue & white two tone pony interior kit by distinctive industries, Scott Drake and Dashes direct

A/C by Classic Auto Air

Console by TMI

Custom Autosound USA 630 II radio head unit

8'000 rpm Sunpro tach

Original shifter

Thanks to: My wife Cyndy for supporting my car hobby, Horse Heaven Classic Mustang, Harland Lippold; parts support, technical support, being a good friend and understanding my car obsession, Matt and Dell Draisy; Paint and bodywork help and being good friends and neighbors

Create an article about your collector car

Answer these questions to provide most of a feature article. Not every question needs to be answered but more is always better.

1. What year, make and model is your vehicle?
2. Does it have any unusual equipment?
3. When did you buy it?
4. Why did you want it?
5. From whom did you buy it?
6. Was there anything interesting about the purchase?
7. What do you like about it? Is it: Fast? Small? Large? Stylish? Really old? Customized? Original?
8. Do other people like it? If so, why?
9. Did you or a friend once own a similar vehicle?
10. What kind of running gear does it have; engine, transmission, rear end, etc.?
11. Have you done anything to it?
12. Does it need any work done to it?

Need help writing the story? Give me the information needed and I can help.

The largest populations of collector-car owners are in these five states:

1. California
2. Michigan
3. New York
4. Florida
5. Texas

These are the 10 most common collector models:

- | | |
|-----------------------|-------------------------|
| 1. Chevrolet Corvette | 6. Ford Thunderbird |
| 2. Ford Mustang | 7. Volkswagen Beetle |
| 3. Chevrolet Camaro | 8. Chevrolet C10 Pickup |
| 4. Chevrolet Bel Air | 9. Chevrolet Impala |
| 5. Ford Model A | 10. Chevrolet Chevelle |

From Car and Driver Magazine, November 2016

Jonathan Dixon Maxwell was born in Russiaville, Indiana Sept. 3, 1864. He is buried there. Maxwell grew up near Russiaville and came of age during the early years of the Indiana gas boom. He trained as a machinist at Star Machine Works in Kokomo, working there and at the Apperson Brother's Riverside Machine Shop. When Elwood Haynes approached the Appersons for help in building his first car, they asked Maxwell to help with the machine work. That choice was a historic turning point. In 1904 Maxwell went into business with Ben Briscoe to build a new runabout of Jonathan's design, starting the **Maxwell-Briscoe Motor Company**. By 1909, Maxwell-Briscoe was the 3rd largest carmaker in the country. The brand name of these motor cars was started as the Maxwell-Briscoe Company of Tarrytown, New York. The company was named after founders Maxwell, who earlier had worked for Oldsmobile, and the Briscoe Brothers Metalworks. **Benjamin Briscoe**, an automobile industry pioneer, was president of the company at its height. Briscoe was born in Detroit, Michigan on May 26, 1867 and was an automobile pioneer and industrialist. Briscoe entered business for himself at age of 18 with capital of \$472, organizing the firm of Benjamin Briscoe & Co. to manufacture sheet-metal stampings. This later became part of the American Can Company. He then invented a machine for the production of corrugated pipe for the Briscoe and Detroit Galvanizing Works, later the Briscoe Manufacturing Company.

In 1901, the automobile industry was in its infancy when Briscoe helped finance David Buick's first car. In return for the finance, Briscoe gained a 97% interest in the Buick Motor Company. He was later president of the Maxwell-Briscoe Motor Company that manufactured the Maxwell automobile. **Maxwell** was the only profitable company of the combine named United States Motor Company formed in 1910.

Wikipedia

What is the highest point in the world? (this one is easy)

Mount Everest...Towering 29,029 feet in the air, the top of Mount Everest is the closest you can get to touching outer space while still standing on Earth.

Where is the lowest point in the world?

The Challenger Deep Trench...It is the lowest known natural point in the world at **35,797 ft** below sea level at the bottom of the Mariana Trench. Only three people have ever made it to the bottom in a submersible, one of which was filmmaker James Cameron.

Cellphones and driving

Distracted driving claims a staggering number of lives in the United States each year. According to the Centers for Disease Control and Prevention, eight people are killed every day by distracted drivers. In addition, 1,161 people are injured daily in crashes involving a distracted driver.

Using a cellphone while driving likely makes up a large part of these distracted drivers - according to the CDC, 69 percent of U.S. drivers ages 18 to 64 have reported to talking on their cellphones while driving in the 30 days before taking the survey. Meanwhile, 31 percent admitted to reading or sending a text or an email while driving within 30 days of taking the survey.

From

www.tri-cityherald.com/news/nation-world/national/article108930472.html#emlnl=Afternoon_Newsletter

Dear Lord, So far today I am doing alright. I have not whined, bitched, been grumpy, nasty or selfish. I haven't eaten any chocolate...BUT, I am going to get out of bed in a minute and I might need a lot more help.

Taken from Potpourri Catalog, page 10

Weird feature of old cars.



In 1961, Goodyear introduced **illuminated tires**, but ultimately decided against the idea. Inflatable tubes + light bulbs (glass) + potholes – what could possibly go wrong?

Thanks to Dave Hannah for this contribution.

1923 Austin 7



In 1920 Sir Herbert Austin commenced working on the concept of a smaller car, mainly to meet the needs of young families aspiring to own an affordable motor car. This idea was spurred on by the introduction of the Horsepower Tax in 1921. His design concept marked a departure from his company's conservative motoring past and Austin received considerable opposition from his board of directors and creditors.

Because the company was in receivership Austin decided to carry out the project himself on his own account and in 1921 hired an 18-year-old draughtsman, Stanley Edge, from the Austin factory at Longbridge, Birmingham to aid in the drawing of detailed plans. This work was carried out in the billiard room of Austin's Lickey Grange home.

Edge convinced Austin to use a small four-cylinder engine. The original side valve engine design featured a capacity of 696cc (55mm x 77mm) giving a RAC rating of 7.2 hp, the cast cylinder block featured a detachable head and was mounted on an aluminum crankcase. The crankshaft used one roller and two ball bearings and the big-ends were splash lubricated. Edge also carried out the design of other mechanical components such as the three speed gearbox and clutch assembly.

The "A" frame chassis design was believed to have been influenced by the design of an American truck used in the Longbridge factory in the early 1920s. The design was completed in 1922 and three prototypes were constructed in a special area of the Longbridge factory, and announced to the public in July 1922. Austin had put a large amount of his own money into the design and patented many of its innovations in his own name. Nearly 2,500 cars were made in the first year of production (1923), not as many as hoped, but within a few years the "big car in miniature" had wiped out the cyclecar industry and transformed the fortunes of the Austin Motor Co. By 1939 when production finally ended, 290,000 cars and vans had been made.

From Wikipedia

WOMEN'S CORNER

TOM TURKEY

When I was a young turkey, new to the coop, My big brother Tom took me out to the stoop.
He sat me down there, and he spoke real low, And he told me there was something that I had to know.
His look and his tone I will always remember, When he told me of horrors of the upcoming November.

"Come about August, now listen to me, Each day you'll get six meals, instead of just three.
And soon you'll be thick, where once you were thin, And you'll grow a big rubbery-thing under your chin.
And then one morning, when you're warm in your bed, In will burst the farmer's wife, and chop off your head!

Then she'll pluck off all your feathers, so you're bald and you're pink. And scoop out all your insides, and leave
'ya layin' in the sink!
And then comes the worst part," he said without bluffing, "She'll spread open your cheeks, and pack your rear-
end with stuffing!"

Well, the rest of his words were too grim to repeat, I just sat on the stoop like a winged piece of meat.

And I decided on the spot, that to avoid being cooked, I'd have to lay low, and remain overlooked.

I began a new diet, of nuts and granola, High-roughage salads, juice and diet cola.
As for the rest, they ate pastries, chocolates, and crepes, While I stayed in my room, doing Jane Fonda tapes.

I maintained my weight, at two pounds and a half, And tried not to notice, when the bigger birds laughed.
But 'twas I who was laughing, under my breath, As they chomped and they chewed, ever closer to death.

Alas, sure enough, when November rolled around, I was the last turkey left in the entire compound.
So now I'm a pet in the farmer's wife's lap, I haven't a worry, so I eat and I nap.
She held me today, while sewing and humming, Then she smiled, and she said, "Christmas is coming."

Anonymous

Birthdays and Anniversaries in November



Birthdays

Barbara Baker	November 24	Thomas Beaver	November 22
Gayle Fairchild	November 11	Roy Holmes	November 2
Tim Hubler	November 29	Bob Ilten	November 19
Joe Kuhns	November 24	Jolene Kuhns	November 28
Keith Lawty	November 23	Pat Linse	November 15
Stan Nesbitt	November 8	Mike Ostler	November 14
Beverly Rabe	November 1	DaJuan Recknagle	November 17
Randy Rutherford	November 18	Sara Waldroup	November 15



Anniversaries

John & Susan Calhoun	November 26	Vern & Dottie Marking	November 3
Don & Marti Meyers	November 22	Glenis & Rose Tarr	November 6
Jerry & Sharon Wells	November 12		

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