



Gas Gauge Ye Olde Car Club March 2017 Newsletter

The President's Message

Happy March to you all!

As the saying goes 'In like a Lion and out like a Lamb'. Why is that? Yes, March is the end of winter and the beginning of spring and the weather can be unpredictable. I hope it follows this trend with the start of the Rod Run and Car Show season. Right now I'm working like an eager beaver to get one of the trucks ready for these road trips. My job is keeping me buzzing like a bee and all I want to do is take a cat nap. I'm dog tired and all I can do is to keep swimming up stream.

Enough of the animal puns, Have a wonderful day and it only gets brighter from here.

Rick (car nut) Ball, Car Guy

Martha Shreve, long time member and past president passed away on March 15 at 9:00 am. More about funeral or memorial services to be announced as soon as possible.

BITS & PIECES

*** **DID YOU KNOW:** In 1903 the Wright Brothers flew for the first time. 38 years later in 1941, the Japanese bombed Pearl Harbor, and 28 years later in 1969, man landed on the Moon.

*** **The past**, present and future walked into a bar. It was tense.

*** **Real newspaper headlines:** New sick policy requires 2 day notice.

*** **A recent study** has found women who carry a little extra weight live longer than men who mention it.

*** **The University of Alaska** spans four time zones.

*** **Of all the interesting** features that were specified for the Tucker Torpedo, one that never got much attention was its interchangeable front and rear seats. The idea was that they'd be rotated routinely (perhaps when the tires were?), to even out the wear pattern, particularly from the driver's posterior position. *From Antique Automobile, November/December 2016*

The Remarkable Body: Each of your kidneys contains 1 million tiny filters that work together to filter an average of 2.2 pints of blood every minute – that's 3168 pints every single day, despite each kidney only being the size of a fist. If that wasn't enough, they also expel an average of 2.5 pints of urine from your body every day too.

I pulled up at a traffic light behind a Hyundai Genesis sedan, one whose exterior resembled that of a Mercedes Benz E-class. The badge read "Genesis 4:6." As a pastor I was curious as to what Genesis 4:6 says: "then the Lord said to Cain, 'Why is your face downcast?'" Cain must have been upset that he had a counterfeit, rather than a real Mercedes. By John Kay, Greenville, TX. From Car & Driver, Feb 2017

FOR SALE: Nat Tames' widow, prior YOCC member, still has Nat's '52 Chevy 2-door and would like to sell it. I can't remember a lot about the car but I recall it is very nice and well restored with a small block V8. I think it has modern drive train and suspension, nice interior, and bright red paint. Her asking price is \$16K. Contact Info: Janis Tames, 509-222-0670 (From Robbin Johanson)

FOR SALE: 2006 Mustang GT, 4.6 V-8 with Pro Charger, Automatic, 373 Rear End, Premium sound and parrot blue tooth. Black on black. 5K on tires, garaged, excellent shape. Pro charger and rear end were installed by Mustang Shop in Kent and were a 7K upgrade done at 31K miles. 36,500 now on odometer. Serious buyers only. \$16,000 OBO. Call Sid Grant: 509-430-3354 or email wasp354@yahoo.com



EVENTS

March 18 - 19 – Portland Roadster Show

March 25 – Saturday – Sunnyside Car show. Those interested in going, meet at Crispy Crème on Duportail in Richland at 7:30 to caravan up.

April 22 – Saturday - Liberty Christian Car Show. More details to follow.

May 6 – YOCC Swap Meet at Benton Franklin Fairgrounds

May 13 – Classy Chassis Show and Shine starting Friday Night, May 12th with Registration, Poker Run, and Rally at Overturf Motors on Columbia Drive. Car Show in Historic Downtown Kennewick on W. Kennewick Ave starting at 8 am with registration, check-in, and set-up.

Ladies Luncheons:

March 9 Ladies Luncheon had 7 Ladies present. Made for nice intimate conversations. Thank you, Sue.

April 13 – hosted by Marilyn LaFortune at Hop Jacks, 4898 W. Hildebrand Blvd, Ste A, Kennewick off of Southridge Blvd. Contact Marilyn: 509-396-3779

Red Rutherford's Scholarship

Bet you never wondered how YOCC's scholarship was established. Well, I've been asked to tell you how to build a clock instead of telling you the time. You must first know the real name of your scholarship. A wonderful man name Red Rutherford is whom the fund is named.

A long time ago in a city named Kennewick this great guy passed away. He left two chariots to be donated to a mystical car museum. If the display case for full sized cars did not materialize within 2 years, then the truck and car could be sold. The funds could be used by YOCC for any worthy cause.

Two years went by in a flash. The museum went the way of mystics and the vehicles were sold for a glorious bounty. The sum of \$7,500 was wrestled out of blind-sided individuals.

What to do, what to do?? YOCC bored members thought and thought. Maybe doing what he was so known for would help people remember Red's deeds and name. So the Bored bequeathed that a committee shall come forth and venture into the unknown in search of a worthy recipient. Maybe on a yearly basis! But who would administer this yearly gift? And to what good purpose would it go?

They, the committed, found it difficult to get anyone to commit to this yearly endeavor. Gee, go figure. Finally they discovered "Tri-Tech", and a scholarship was born. Ni onto six months went by before 2, nay 3 paragraphs were approved creating the desired document, along with rules for applications.

In the spring of 2014 the "RED RUTHERFORD SCHOLARSHIP" was established. A \$500 sum to be awarded to a worthy student dedicated to further education in the automotive industry.

If you divide 7500 by 500 you will come up with the number 15. That's 15 years of scholarships. Since 2013, 4 scholarships have been awarded. About a sum of \$500 is deposited back into the bank from donations at the gate of the Tri-Cities Swap Meet to keep the fund going.

Tri-Tech chooses the recipient and YOCC cuts the check. Pretty easy!

Seriously, this is a worthy cause and the young people that have received the award have truly deserved the recognition. It is a great way to honor Red Rutherford's memory and his giving community spirit.

Many, many thanks to Jim Ayers for this informative and delightful explanation of our educational scholarship.

Past recipients: Eder Samanieo, Victor Sanchez-Zambrano, Efrain Linares, Miguel Rodriguez

Which is the world's most visited city?

London...After a several years of competition with Bangkok, London has regained its place as the world's most visited city (according to MasterCard's 2014 Global Destinations City Index). The city sees about 18.69 million international visitors annually, generating **\$19.3 billion** in revenue for their city.

What is the world's least popular country?

Iran...On that same rating scale, Iran has come in dead last (at a 79% negativity rating) for many years. Only 15% of people polled viewed Iran in a positive light.

Irish Donkey

Father O'Malley rose from his bed one morning. It was a fine spring day in his new parish. He walked to the window of his bedroom to get a deep breath of the beautiful day outside. He then noticed there was . . . a donkey lying dead in the middle of his front lawn. He promptly called the local police station. The conversation went like this:

"Good morning. This is Sergeant Jones. How might I help you?" "And the best of the day te yerself. This is Father O'Malley at St. Ann's Catholic Church. There's a donkey lying dead in me front lawn and would ye be so kind as to send a couple o'yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit and recognizing the Irish accent, thought he would have a little fun with the good father, replied: "Well now Father, it was always my impression that you people took care of the last rites!" There was dead silence on the line for a moment . . . Father O'Malley then replied: "Aye,' tis certainly true; but we are also obliged to notify the next of kin first, which is the reason for me call.

30 YEARS OF CORVETTE MEMORIES

by Georgia Campbell



Coming from a family of car enthusiasts, I caught the bug early. First time driving: 13 years old, Rose Bowl parking lot, my older sister's '63 Chevy Nova stick shift. That same year was the first time I saw the brand-new C3 Chevy Corvette body style. I fell in love with it & dreamed of someday owning one.

20 years later, newly separated and with a 2-year-old daughter, I found my 1972 Stingray. It was gold then, the original color, 350hp with Turbo 350. I bought my 'Vette on St. Patrick's Day 1987...a fitting day for this Irish girl!

When life got expensive as my daughter grew, I parked the car in the garage for 9 years on non-op status. I said, "My daughter is my Corvette." When she turned 15, I could see the writing on the wall; soon she would be driving & leaving home for college. With the heartache that every mother knows, I began to make plans for life after childraising. With a view to providing her with my daily driver, I started with an engine rebuild on the Corvette. My sister owned a complete machine shop at that time & they did the work. Body work and paint job followed the next year. While hiding my tears, I assured my daughter that I was out having fun with the car...and found that I truly was, as I joined a car club & began going to events. I've met the best people through my car, including our club!

As much as I've enjoyed all the driving, car shows & parades, and just the beauty of the car, it's the memories that mean the most. From driving my daughter to preschool, or stacking groceries around her in the front seat (no trunk & small back deck), to letting her drive the Vette to McDonald's as a teen, the Vette has been part of my daughter's growing-up years.

I've driven my Vette all over Southern California, to Santa Cruz in Northern Cal, along Highway 101, up Highway 190 to Ponderosa in the Sierras, and up through the Northwest, the beautiful scenery chiming perfectly with the great sound of the Flowmaster exhaust and the dancing quality of the suspension on winding roads.

My Vette was at Bob's Big Boy drive-in in Toluca Lake, CA the Friday after 9/11 when hundreds of people lit up their flashlights, lighters and candles in memory of those lost. I took her to the 50th-anniversary Corvette get-together at the Petersen Automotive Museum in Los Angeles. I raced the Vette at Palmdale & Irwindale raceways in the early 2000's.

While caring for my father in his last years, the sound of my Vette climbing the hill to his house told my Dad I was on the way. As my father was a very traditional man, I was surprised, pleased and had yet another reason to love & respect Dad when, in response to a nurse's comment that "Sheilah likes motorcycles & Georgia likes cars," he simply replied, "That's all right." My Vette followed my sis on her 1970 Triumph 500 as we escorted our father to his final resting place.

2017 marks 30 years of enjoying my Corvette. I still enjoy seeing the car & admiring its beautiful lines. I still like turning the key and hearing the engine purr to life. Driving any curving road is such a pleasure as the car

was made for that. And the future? I'll continue to enjoy my Vette as long as the Good Lord allows, but I don't want to be buried in it. I want it to go to someone who will love it and enjoy it as I have.

George N. Pierce was born on Jan. 9, 1846 in Friendsville, Pennsylvania. Pierce, at age 27, helped establish the firm of Heinz, Pierce and Munschauer, where he gained expertise in making birdcages, ice boxes, tin ware and washing machines. In 1876, he left and in 1878, he formed George N. Pierce Co., where he continued to make birdcages, refrigerators and ice chests. He also began making children's tri-cycles. This company was a financial success. He had 20 varieties of tri-cycles and 167 different ice chests. By 1892, he was exclusively making bicycles. Three years later, he stopped producing birdcages and refrigerators.

Even more than 100 years ago, Pierce believed in national advertising and he quickly earned a reputation for quality and large production numbers. The Pierce escutcheon, with the superimposed arrow, first adorned the bicycles and was modified to later become the company logo. Pierce demanded an emphasis on quality be maintained. In 1903, he produced a two-cylinder car, the *Arrow*.

In 1904 Pierce decided to concentrate on making a larger, more luxurious car for the upscale market, the *Great Arrow*. This became Pierce's most successful product. He continually surrounded himself with executives, engineers and a work force who believed the same. In his book, "Pierce-Arrow", author Marc Ralston has written that executives of the George N. Pierce company (incorporated in 1896 with Pierce as president) were "gentlemen of integrity, wealth and culture, and the quality of their product reflected their character." The company continued the quality approach until the end in 1938. It has been written that Pierce-Arrow, which survived financial crisis in 1913, 1919, 1928 and finally in 1937, because of quality, but higher prices finally got the best of the company because officials refused to introduced lower-priced car, even if it meant closing up shop.

Wikipedia

An Early Presidential Limousine

With a new limo for Trump, it is interesting to see one of the earliest armored cars

Hours after Pearl Harbor on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D Roosevelt was to give his infamy speech to Congress the next day, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely.

The White House did already have a specially built limousine for the president that he regularly used, it wasn't bulletproof, and the Secret Service realized this could be a major problem now that the country was at war. FDR's speech was to take place at noon December 8th, and time was running out. They had to procure an armored car, and fast.



There was one slight problem. US government rules at the time restricted the purchase of any vehicle that cost more than \$750 (\$10,455 in today's dollars). It was pretty obvious that they weren't going to get an armored car *that* cheap, and certainly not in less than a day.

One Secret Service agent was a quick thinker. The federal government *did* already have in its possession a car that just might fit the bill: Al Capone's, which had been sitting in a Treasury Department parking lot ever since it had been seized from the infamous mobster during the IRS' tax evasion suit years earlier.

Capone's car was a sight to behold. It had been painted black and green so as to look identical to Chicago's police cars at the time. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio. To top it off, the gangster's 1928 Cadillac 341A Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows. Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.

And run properly it did. The car apparently preformed perfectly– so perfectly that Roosevelt kept using it– at least until his old car could be fitted with identical features (and to this day, Presidential limousines have flashing police lights hidden behind their grilles).

The old car was a 1939 Lincoln V12 Convertible built by Ford (and affectionately nicknamed the "Sunshine Special," supposedly because FDR liked to enjoy the sun while riding around with the top down... hardly safe, although the use of presidential convertibles was not eliminated until after JFK's assassination). Roosevelt was apparently so enamored with his convertible however that he had it bullet-proofed. The Lincoln was now undoubtedly worth more than \$750, so the White House got around the spending cap regulation by making a special arrangement to lease it from Ford at the rate of \$500 per year.

When he was told his car's origin (probably on December 8th as he rode to Capitol Hill), Roosevelt reportedly quipped, "I hope Mr. Capone won't mind."

Thanks to friend Bill Sullivan

Weird feature of old cars.



Amphicars are convertibles with a small, rear-engine four-cylinder Triumph motor, twin props for the water and a four-speed transmission for the road.

The Amphicar was produced between 1961-1968. Not a particularly great car or boat, the Amphicar reached maximum speeds of 70 mph on land and 7 mph on water and that's probably stretching it. Furthermore, they would sink like a stone if the bilge pump failed. Thanks to Amphicar enthusiasts, there are still several on the road – and at sea – today.

Thanks to Dave Hannah for this contribution.

A Stolen Car

The proud owner of a magnificent 1956 Chevrolet convertible, wrote to say he had restored the car to perfection over the last few years, and sent this:

On a very warm summer afternoon he decided to take his car to town. It needed gas, as the gauge was practically on empty, but he wanted ice cream, so he headed first to his favorite ice cream shop. He had trouble finding a parking space and had to park the car down a side street. He noticed a group of young guys standing

around smoking cigarettes and eyeing the car rather covetously. He was a bit uneasy leaving it there, but people often take interest in such an old and well-preserved car, so he went off to enjoy his ice cream.

The line at the ice cream shop was long and it took him quite a while to return to his car. When he did, his worst fears were realized...his car was gone. He called the police and reported the theft and then went back and bought a quart of pistachio ice cream.

About ten minutes later the police called him to say they had found the car abandoned near a gas station a few miles out of town. It was unharmed and he was relieved. It seems just before he called, the police had received a call from a young woman who was an employee at a self-service gas station. She told them that three young men had driven in with this beautiful old convertible. One of them came to the window and prepaid for 20 dollars' worth of gas. Then all three of them walked around the car. Then they all got in the car and drove off, without filling the tank.

The question is, why would anybody steal a car, pay for gas that they never pumped and then abandon the car later and walk away? **They couldn't find where to put the gas!**



Thanks to Dennis McGillis for this cutie.

Austin 7



The **Austin 7** is an economy car that was produced from 1922 until 1939 in the United Kingdom by Austin. Nicknamed the "Baby Austin" it was at that time one of the most popular cars produced for the British market and sold well abroad. Its effect on the British market was similar to that of the Model T Ford in the US, replacing most other British economy cars and cyclecars of the early 1920s. It was also licensed and copied by companies all over the world.

Until the First World War Austin built mainly large cars, but in 1909 they sold a single-cylinder small car built by Swift of Coventry called the Austin 7 hp. After this they returned to bigger cars. 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.

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. Austin was largely responsible for styling the Seven's design, which was reportedly influenced by the design of the Peugeot Quadriette. 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. 94 horsepower.

From Wikipedia

WOMEN'S CORNER

It's not too difficult to make a woman happy. A man only needs to be:

- | | |
|--------------------------------|--------------------------|
| 1. <i>a friend</i> | 24. <i>creative</i> |
| 2. <i>a companion</i> | 25. <i>tender</i> |
| 3. <i>a lover</i> | 26. <i>strong</i> |
| 4. <i>a chef</i> | 27. <i>understanding</i> |
| 5. <i>an electrician</i> | 28. <i>tolerant</i> |
| 6. <i>a carpenter</i> | 29. <i>prudent</i> |
| 7. <i>a plumber</i> | 30. <i>ambitious</i> |
| 8. <i>a mechanic</i> | 31. <i>capable</i> |
| 9. <i>a decorator</i> | 32. <i>courageous</i> |
| 10. <i>a stylist</i> | 33. <i>determined</i> |
| 11. <i>a psychologist</i> | 34. <i>true</i> |
| 12. <i>a pest exterminator</i> | 35. <i>dependable</i> |
| 13. <i>a healer</i> | 36. <i>passionate</i> |
| 14. <i>a good listener</i> | 37. <i>compassionate</i> |
| 15. <i>an organizer</i> | |
| 16. <i>a good father</i> | |
| 17. <i>very clean</i> | |
| 18. <i>sympathetic</i> | |
| 19. <i>warm</i> | |
| 20. <i>attentive</i> | |
| 21. <i>gallant</i> | |
| 22. <i>intelligent</i> | |
| 23. <i>funny</i> | |

Without forgetting to:

- 1. give her compliments*
- 2. love shopping*
- 3. be honest*
- 4. be very rich*
- 5. not stress her out*
- 6. not look at other women*

And at the same time, you must also:

- 1. give her lots of attention,*

It's very important to never forget:

- 1. birthdays*

- but expect little yourself*
- 2. *give her lots of time, especially for herself*
- 3. *give her space, never worrying about where she goes*

- 2. *anniversaries*
- 3. *arrangements she makes*

How to Make a Man Happy:

- 1. *show up naked*
- 2. *bring beer*

Thanks to my sister-in-law, Kris for this wonderful list



An Irish Blessing

May there always be work for your hands to do,
 May your purse always hold a coin or two,
 May the sun always shine on your window pane,
 May a rainbow be certain to follow each rain,
 May the hand of a friend always be near you,
 May God fill your heart with gladness to cheer you,
 And may you be in heaven a half hour before the devil knows you're dead.

Birthdays and Anniversaries in March



Birthdays

Jess Allison	March 3	Bonnie Boehnke	March 23
Judy Davis	March 3	Dick Ellis	March 12
Bob Gough	March 1	Lenora Jackson	March 25
Richard Kuch	March 12	John Kutrowski	March 12
Kathleen Madsen	March 7	Dennis McGillis	March 26
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	Jerry Wells	March 14



Anniversaries

Bev & Boyd Boothe
Denny & Janice Wellington

March 24
March 4

Paul & Barb Paulsen

March 20

2017 YOCC Officers

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

Sharon Wells, Vice President
783-3113
jerrysharonwells@gmail.com

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

Frances Wyland, Secretary
542-0106
yocclub@gmail.com

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

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

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

John Trumbo, Swap Meet Chairman
582-4297
johntnews@gmail.com

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

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

Directors

Dave Donaldson
509-579-1049
donalbd@gmail.com

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

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

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