



Gas Gauge Ye Olde Car Club April 2017 Newsletter

The President's Message

It's that time of the year again, Swap Meet. This annual event is our major fundraiser for the year allowing us to operate as a club and give us the opportunity to donate to causes in our community. Many club members come together to pull this off and make it look so effortless. There are so many things to do in the days coming up to the 1st Saturday in May. Thank you to our swap meet leaders and every hand that puts this on. I can't wait to see some of our members who only come out to the fairgrounds to help set up and work Saturday. May we be blessed with nice weather and larger crowds. I hope I can find that one part that I need to finish a project and get it on the road.

Until next month, keep the sunny side up!

Rick Ball, Car Guy

BITS & PIECES

*** **DID YOU KNOW:** You're supposed to use a flange plunger for your toilet and a cup plunger for your sink.

*** I just realized that I haven't done the "Hokey Pokey" in over 10 years. I guess when you get older, you just forget what it's all about.

*** Don't be irreplaceable. If you can't be replaced, you can't be promoted.

*** Story of my life: I knew better but I did it anyway.

*** I don't want to say I'm old and worn out, but I make sure I'm nowhere near the curb on trash day.

*** Beautiful young people are accidents of nature, but beautiful old people are works of art. (Eleanor Roosevelt)

The Remarkable Body: Your body works overtime to digest your food and the process starts before it even hits the mouth. When you smell food, your mouth automatically produces more saliva to prepare the digestive system for work. It takes about 6-8 hours for food to pass through the stomach and two days to complete the digestion process. The average person will eat over 50 tons of food in his or her lifetime, which seems ridiculous!

EVENTS

April 21 & 22 – Annual Patriot Car Show & Vintage Trailer Encampment. Liberty Christian School, 2200 Williams Blvd, Richland. 9:00 AM – 3:00 PM.

April 29 – 12th Annual Benton City Spring Car & Bike Show, Ki-Be Middle School. 913 Horne Drive, Benton City. Registration 7:00 AM, Open 10:00 AM, Awards 2:00 PM.

April 30 – Mopar Show-N-Shine, Lithia Motors near Canal Drive, Kennewick. 11:00 AM – 3:00 PM.

May 6 – YOCC Swap Meet at Benton Franklin Fairgrounds

May 13 – Classy Chassy 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.

To pre-register: historickennewick.org/2016-classy-chassy-show-shine/

May 13 – Saturday - Pet Over Population – Tri-Cities Convention Center, Kennewick. More information to come.

Ladies Luncheons:

4-13-17 Ladies Lunch had 9 ladies present. Thank you Marilyn

5-11-17 Ladies Lunch to be held at the Meals on Wheels headquarters. 1824 Fowler St., Kennewick. Hostess is Ginger Vetrano. Please call Ginger at 509-783-9205 if you are attending.

Where is the most expensive city to live in? (It's not in the U.S. thankfully)

Singapore...This city has recently beat out Tokyo, Japan for the title of "most expensive city" for 2014. Cars can cost between 4-6 times as much in Singapore from what they cost in the US or UK. (for example, a Toyota Prius actually costs about \$150,000.00 there).

Where is the least expensive city to live in?

Mumbai, India...At the other end of the spectrum, Mumbai, India is the cheapest place to live in the world according to the Worldwide Cost of Living Index, 2014. For some comparison, a loaf of bread that would cost \$3.36 in Singapore, would only cost \$0.91 in Mumbai. A lot of poverty brings the cost of living down.

American Medical Association has weighed in on Trump's health care package:

The Allergists were in favor of scratching it, but

The Dermatologists advised not to make any rash moves.

The Gastroenterologists had sort of a gut feeling about it, but

The Neurologists thought the Administration had a lot of nerve.

Meanwhile, Obstetricians felt certain everyone was laboring under a misconception, while

The Ophthalmologists considered the idea shortsighted.

Pathologists yelled, "Over my dead body!" while

The Pediatricians said, "Oh, grow up!"

The Psychiatrists thought the whole idea was madness, while

The Radiologists could see right through it.

Surgeons decided to wash their hands of the whole thing and

The Internists claimed it would indeed be a bitter pill to swallow.

The Plastic Surgeons opined that this proposal would "put a whole new face on the matter."

The Podiatrists thought it was a step forward,

But the Urologists were pissed off at the whole idea.

Anesthesiologists thought the whole idea was a gas,

And those lofty Cardiologists didn't have the heart to say no.

In the end, the Proctologists won out, leaving the entire decision up to the assholes in Washington.

1955 First Series Chevrolet Pickup



I was born in 1955, the first of two sons for the Chevrolet truck family. The family lived in Los Angeles, California where the warm dry air really agreed with me. I was named 3100 Step Side. I was sent to an orphanage (dealership) I southern California and adopted by a good family who owned a nursery. My job involved various tasks of hauling plants, trees, shrubs and general nursery work. I was a good son, very dependable and reliable. At birth, I was given the very best 235 Hi Pressure Engine and never forgot that I was the "Heartbeat of America."

After many years of faithful service, I was adopted by another family. They decided to give me a revised new look. The new look work began with removing my fenders, grill, wheels and other parts. I traveled with my new family extensively from job relocations for several years. I was again put up for adoption.

The ad read, "Loveable 3100 Step Side for sale. Runs good, and all the body parts are in good condition." The Bughis drove to Horn Rapids to look over Little Step Side. Indeed he was a solid truck with very little rust cancer, his engine ran well and so the negotiations began. After due process a deal was struck and the Bughis drove Little Step Side home (February 2001)

The Bughi plan was to freshen up the truck but Mike Bughi was deep into another project so little Step Side was parked in their garage on blocks...I was put in a mechanical coma.

2012 – ten years flew by and one day Judy Bughi says, "Mike, did we not drive Little Step Side home. Why don't we fix him up a little and drive him before we both end up in the 'marble orchard'?" Little Step Side was brought out of his coma and Judy drove him over 12,000 happy miles. He suffered a major headache and his head gasket had to be replaced.

In June of 2015, the Bughis decided to give Little Step Side a rebirth and so into the Bughi hospital I went. The rebirth process started until all that I was lay in various piles of parts. Each part and piece were given intense attention by Doctor Mike until Little Step Side was completely disassembled.

Little Step Side has been completely restored to his original self, only his color has changed. Every part and piece has been refurbished, his engine roared to life and he is ready for another "50" years of Life and Service. "The Heartbeat" continues!!

Thank you Doctor Mike and Nurse Judy. (March 2017)

Louis Renault was a French industrialist, one of the founders of Renault and a pioneer of the automobile industry. Renault built one of France's largest automobile manufacturing concerns, which bears his name to this day. Renault was born February 12, 1877, the fourth of six children born into the bourgeois Parisian family of Alfred and Berthe Renault. He was fascinated by engineering and mechanics from an early age and spent hours in the Serpollet steam car workshop or tinkering with old Panhard engines in the tool shed of the family's second home in Billancourt.

He built his first car in 1898, hiring a pair of workmen to modify a used $\frac{3}{4}$ hp (560 W) De Dion-Bouton cycle which featured a revolutionary universally jointed driveshaft and a three-speed gearbox with reverse, with the third gear in direct drive (which he patented a year later). Renault called his car the *Voiturette*. On 24 December 1898, he won a bet with his friends that his invention with an innovative crankshaft could beat a car with a bicycle-like chain drive up the slope of Rue Lepic in Montmartre. As well as winning the bet, Renault received 13 definite orders for the vehicle.

Seeing the commercial potential, he teamed up with his two older brothers, Marcel and Fernand, who had business experience from working in their father's button and textiles firm. They formed the **Renault Freres** Company on 25

February 1899. Initially, business and administration was handled entirely by the elder brothers, with Louis dedicating himself to design and manufacturing. Marcel was killed in the 1903 Paris-Madrid motor race, and in 1908, Louis Renault took overall control of the company after Fernand retired for health reasons. Fernand subsequently died in 1909.

At the start of the First World War, in August 1914, in response to the then acute shortage of artillery ammunition Renault suggested that car factories such as Renault could manufacture 75mm shells using hydraulic presses rather than with the usual longer and costlier lathe operations. The resulting shells helped overcome the shortages, but as they had to be manufactured in two pieces they were inherently weak at the base thus sometimes letting hot gases detonate the melinite inside the shell. Over 600 French 75mm guns were destroyed by premature explosions in 1915, and their crews killed or injured.

During the Nazi occupation of France, the company was under the control of the Germans, with people from Daimler-Benz in key positions. Renault himself became unpopular among members of the French resistance. The Renault factories on Île Seguin in Billancourt had become top priority targets for the British bombers of the Royal Air Force and were ultimately severely damaged on March 3, 1942. Renault's health issues worsened, including his severely diminished renal function, and in late 1942, he suffered aphasia, and was unable to speak or write.

Three weeks after France was liberated in 1944, Renault surrendered "on condition that he would not be jailed until indicted." He was arrested outside Paris on September 22, 1944, on charges of industrial collaboration with Nazi Germany. At the time of his arrest, Renault "denied that his firm had received \$120,000,000 from the Germans for war materials, said that he had kept his huge, much-bombed plant going at the request of Vichy to keep its materials and equipment out of Nazi hands and to save workers from deportation." He was incarcerated in Paris's Fresnes Prison being already seriously ill at the time. The records for the exact period of his incarceration at Fresnes would later turn out to be missing. Renault was moved on October 5 to a psychiatric hospital at Ville-Evrard in Neuilly-sur-Marne.

Accused of collaborating with the Germans during World War II, and having gone into a coma, he died on October 24, 1944, still awaiting trial and having claimed to have been mistreated in Fresnes Prison, with his 1918 French Legion of Honor for exceptional contribution to the victory of the First World War, having been expunged by the Vichy régime four weeks after his incarceration, His company was seized and nationalized by the provisional government of France although he died before he could be tried. His factories were the only ones permanently expropriated by the French government.

. No autopsy was performed and the exact cause of Renault's death remains unclear. An official report at the time gave the cause of death as uremia.

In 1956, *Time Magazine* described Renault as "rich, powerful and famous, cantankerous, brilliant, often brutal, the little Napoleon of an automaking empire — vulgar, loud, domineering, impatient, he was a terror to associates, a friend to practically none," adding that to the French working man, Renault became known as "the ogre of Billancourt."

Wikipedia

Easter Traditions

You won't find them in the Bible, but many cherished Easter traditions have been around for centuries. The most prominent secular symbol of the Christian holiday, the Easter bunny reportedly was introduced to America by the German immigrants who brought over their stories of an egg-laying hare. The decoration of eggs is believed to date back to at least the 13th century, while the rite of the Easter parade has even older roots. Other traditions, such as the consumption of Easter candy, are among the modern additions to the celebration of this early springtime holiday.

The Easter Bunny

The Bible makes no mention of a long-eared, short-tailed creature who delivers decorated eggs to well-behaved children on Easter Sunday; nevertheless, the Easter bunny has become a prominent symbol of Christianity's most important holiday. The exact origins of this mythical mammal are unclear, but rabbits, known to be prolific procreators, are an ancient symbol of fertility and new life. According to some sources, the Easter bunny first arrived in America in the 1700s with German immigrants who settled in Pennsylvania and transported their tradition of an egg-laying hare called "Osterhase" or "Oschter Haws." Their children made nests in which this creature could lay its colored eggs. Eventually, the custom spread across the U.S. and the fabled rabbit's Easter morning deliveries expanded to include chocolate and other types of candy and gifts, while decorated baskets replaced nests. Additionally, children often left out carrots for the bunny in case he got hungry from all his hopping.

Easter Eggs

Easter is a religious holiday, but some of its customs, such as Easter eggs, are likely linked to pagan traditions. The egg, an ancient symbol of new life, has been associated with pagan festivals celebrating spring. From a Christian

perspective, Easter eggs are said to represent Jesus' emergence from the tomb and resurrection. Decorating eggs for Easter is a tradition that dates back to at least the 13th century, according to some sources. One explanation for this custom is that eggs were formerly a forbidden food during the Lenten season, so people would paint and decorate them to mark the end of the period of penance and fasting, then eat them on Easter as a celebration.

Easter Candy

Easter is the second best-selling candy holiday in America, after Halloween. Among the most popular sweet treats associated with this day are chocolate eggs, which date back to early 19th century Europe. Eggs have long been associated with Easter as a symbol of new life and Jesus' resurrection. Another egg-shaped candy, the jellybean, became associated with Easter in the 1930s (although the jelly bean's origins reportedly date all the way back to a Biblical-era concoction called a Turkish Delight). According to the National Confectioners Association, over 16 billion jellybeans are made in the U.S. each year for Easter, enough to fill a giant egg measuring 89 feet high and 60 feet wide. For the past decade, the top-selling non-chocolate Easter candy has been the marshmallow Peep, a sugary, pastel-colored confection. Bethlehem, Pennsylvania-based candy manufacturer Just Born (founded by Russian immigrant Sam Born in 1923) began selling Peeps in the 1950s.

The Easter Parade

In New York City, the Easter Parade tradition dates back to the mid-1800s, when the upper crust of society would attend Easter services at various Fifth Avenue churches then stroll outside afterward, showing off their new spring outfits and hats. Average citizens started showing up along Fifth Avenue to check out the action. The tradition reached its peak by the mid-20th century, and in 1948, the popular film *Easter Parade* was released, starring Fred Astaire and Judy Garland and featuring the music of Irving Berlin. The title song includes the lyrics: "In your Easter bonnet, with all the frills upon it/You'll be the grandest lady in the Easter parade."

From History.com

Strange Information

- Your tongue is the only muscle in your body that is attached at only one end.
- If you stop getting thirsty, you need to drink more water. When a human body is dehydrated, it's thirst mechanism shuts off.
- Zero is the only number that cannot be represented by Roman numerals.
- Kites were used in the American Civil War to deliver letters and newspapers.
- The song *Auld Lang Syne* is sung at the stroke of midnight in almost every English-speaking country in the world to bring in the new year.
- Drinking water after eating reduces the acid in your mouth by 61%. Drinking a glass of water before you eat may help digestion and curb appetite.
- Peanut oil is used for cooking in submarines because it doesn't smoke unless it's heated above 450F.
- The roar that we hear when we place a seashell next to our ear is not the ocean, but rather the sound of blood surging through the veins in the ear.
- Nine out of every ten living things live in the ocean.
- The banana cannot reproduce itself. It can be propagated only by the hand of man.
- The tooth is the only part of the human body that cannot heal itself.
- The military salute is a motion that evolved from medieval times, when knights in armor raised their visors to reveal their identity.
- In ancient times, strangers shook hands to show that they were unarmed.
- Strawberries and cashews are the only fruits whose seeds grow on the outside.
- Avocados have the highest calories of any fruit at 167 calories per hundred grams.
- Soldiers do not arch in step when going across bridges because they could set up a vibration which could be sufficient to knock the bridge down.
- The letter **J** does not appear anywhere on the periodic table of the elements.

Weird feature of old cars.

The not-so-reliable Reliant Robin rolls



Robins, manufactured in the U.K. for a whopping 27 years, were very popular in northern England. The cars were classified as motorcycles because they lacked a fourth wheel. With this classification only a motorcycle license was needed and, as a result, registration and insurance were cheaper for working class folks. They even handled well in snow because they were so lightweight they rarely got stuck. Instead, they just glided over the tops of snow banks.

The downside of the Reliant Robin, you ask? Due to its three-wheel design, the car tips over whenever it makes turns. According to enthusiasts, weighing down the passenger side with a cement block or heavy toolbox will act as a counterweight to help it from tipping. Another solution? Just drive it in a straight line!

Thanks to Dave Hannah for this contribution.

A retired older couple return to a Mercedes dealership where the salesman has just sold the car they were interested in to a beautiful, leggy, busty blonde in a mini skirt and a halter top.

The old man was visibly upset. He spoke to the salesman sharply. "Young man, I thought you said you would hold that car till we raised the \$55,000 asking price," said the older man. "Yet I just heard you closed the deal for \$45,000 to the lovely young lady there." "And if I remember right, you had insisted there was no way you could discount this model."

The salesman took a deep breath, cleared his throat and reached for a large glass of water. "Well, what can I tell you? She had the cash ready, didn't need any financing help, and, Sir, just look at her, how could I resist?" replied the grinning salesman sheepishly.

Just then the young woman approached the senior couple and gave the car keys to the old man.

"There you go," she said. "I told you I could get him to lower the price. See you later, Dad. Happy Father's day."

Chalmers Automobile



Chalmers Motor Company was an American automobile company located in Detroit, Michigan. It was named after Hugh Chalmers of the National Cash Register Company.

The Chalmers was formed when Hugh Chalmers bought out the interests of ER Thomas in the Thomas-Detroit Company in 1908, and renamed the company Chalmers-Detroit. The name was changed to Chalmers in 1911.

Chalmers flourished in the 1910s. During 1917 following April's declaration of war, Maxwell Motor Co took over Chalmers' operations to make cars and trucks for the US Government.

Chalmers then faltered in the 1920s post-World War I recession. It merged with the Maxwell Automobile Company, forerunner of Chrysler, in 1922, and ended all production in late 1923.

With a 115 in (2921 mm) wheelbase on 34 in (86 cm) wheels, Chalmers were expensive cars for the period. The 30 Touring and the 30 Roadster sold for \$1500, when the high-volume Oldsmobile Runabout for \$650.

Taking part in early racing, a Chalmers won the 1910 Glidden Tour. The company also originated the *Chalmers Award* in professional baseball.

Hugh Chalmers was born in 1873 and died in 1932. He worked for National Cash Register from the time he was 14. He rose to vice president before he was 30 and in 1907 bought the Thomas half of the Thomas-Detroit Company. By 1909 he had complete control of Chalmers-Detroit, and renamed it the Chalmers Motor Company. Chalmers backed Harry W. Ford's Saxon Motor Company in 1913 in a spectacular, though eventually unsuccessful attempt to challenge the Model T. He became chairman of the board of Chalmers when it was leased to Maxwell in 1917, a position he held until his retirement in 1922.

From Wikipedia

WOMEN'S CORNER

LONG AGO AND FAR AWAY

Long ago and far away, in a land that time forgot,
Before the days of Dylan, or the dawn of Camelot.
There lived a race of innocents, and they were you and me.

For Ike was in the White House in that land where we were born,
Where navels were for oranges, and Peyton Place was porn.
We learned to gut a muffler, we washed our hair at dawn,
We spread our crinolines to dry in circles on the lawn.

We longed for love and romance, and waited for our Prince,
And Eddie Fisher married Liz, and no one's seen him since.
We danced to 'Little Darlin,' and sang to 'Stagger Lee'
And cried for Buddy Holly in the Land That Made Me, Me.

Only girls wore earrings then, and 3 was one too many,
And only boys wore flat-top cuts, except for Jean McKinney.

And only in our wildest dreams did we expect to see
A boy named George with Lipstick, in the Land That Made Me, Me.

We fell for Frankie Avalon, Annette was oh, so nice,
And when they made a movie, they never made it twice.
We didn't have a Star Trek Five, or Psycho Two and Three,
Or Rocky-Rambo Twenty in the Land That Made Me, Me.

Miss Kitty had a heart of gold, and Chester had a limp,
And Reagan was a Democrat whose co-star was a chimp.

We had a Mr. Wizard, but not a Mr. T,
And Oprah couldn't talk yet, in the Land That Made Me, Me.

We had our share of heroes, we never thought they'd go,
At least not Bobby Darin, or Marilyn Monroe.
For youth was still eternal, and life was yet to be,
And Elvis was forever in the Land That Made Me, Me.

We'd never seen the rock band that was Grateful to be
Dead,
And Airplanes weren't named Jefferson, and Zeppelins
were not Led.
And Beatles lived in gardens then, and Monkees lived in
trees,
Madonna was Mary in the Land That Made Me, Me.

Buicks came with portholes, and sideshows came with
freaks,
And bathing suits came big enough to cover both your
cheeks.
And Coke came just in bottles, and skirts below the
knee,
And Castro came to power near the Land That Made
Me, Me.

We had no Crest with Fluoride, we had no Hill
Street Blues,
We had no patterned pantyhose or Lipton herbal tea
Or prime-time ads for those dysfunctions in the Land That
Made Me, Me.

Thanks to my cousin Joan Curcuri for sending this to me.

We'd never heard of microwaves, or telephones in cars,
And babies might be bottle-fed, but they were not grown
in jars.
And pumping iron got wrinkles out, and 'gay' meant
fancy-free,
And dorms were never co-ed in the Land That Made
Me, Me.

We hadn't seen enough of jets to talk about the lag,
And microchips were what was left at the bottom of the
bag.
And hardware was a box of nails, and bytes came from a
flea,
And middle-aged was 35 and old was 43, And ancient
were our parents in the Land That Made Me, Me.

There were no golden arches, no Perrier to chill,
And fish were not called Wanda, and cats were not called
Bill. But all things have a season, or so we've heard them
say, And now instead of Maybelline we swear by Retin-
A. They send us invitations to join AARP, We've come a
long way, Baby, from the Land That Made Me, Me.

So now we face a brave new world in slightly larger
jeans,
And wonder why they're using smaller print in
magazines.
And we tell our children's children of the way it used to
be,
Long ago and far away in the Land That Made Me, Me.

Birthdays and Anniversaries in April



Birthdays

Debra Allison	April 17	Debby Buckles	April 15
George Deering	April 30	Donna Ellis	April 15
Reinhold Emineth	April 24	Dave Hannah	April 12
Kaye Henson	April 20	Barry Long	April 10
Dolores McClary	April 23	Paula Osburn	April 29
Jeff Phillips	April 13	Phil Prather	April 2
Nancy Rutherford	April 14	Dan Schneider	April 3
Karen Shreve	April 15	Denny Wellington	April 29
Janice Wellington	April 2		
BJ Wyland	April 6		



Anniversaries

James & Deliska Cole	April 10	Dick & Donna Ellis	April 22
Reinhold & Betty Emineth	April 2	Bob & Anita Gough	April 4
Cory & Rachael Hannah	April 24	Pete & Grace Jackson	April 5
John & Pat Parker	April 2		

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
yocclubsec@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
williambllwh@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