



# Gas Gauge Ye Olde Car Club April 2019 Newsletter

## The President's Message

The Austin-Healy was a British sports car maker established in 1952 through a joint venture between the Austin division of the British Motor Corporation and the Donald Healey Motor Company, a renowned automotive engineering and design firm. Leonard Lord represented BMC and Donald Healey his firm.

BMC merged with Jaguar Cars in 1966 to form British Motor Holdings. Donald Healey left BMH in 1968 when it merged into British Leyland. Healey then joined Jensen Motors, which had been making bodies for the "big Healeys" since 1952 and became their chairman in 1972. Austin-Healey cars were produced until 1972 when the 20 Year agreement between Healey and Austin came to an end.

Blessings to everyone on the Wonderful Celebration of Easter and it's meaning

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## Bits and Pieces

\*\* I don't understand how I can remember every word of a song from 1964, but can't remember why I walked into the kitchen.

\*\* Apparently you have to eat healthy more than once to get in shape. That's cruel and unfair.

\*\* For the rich there's therapy. For the rest of us there's chocolate.

\*\* Actually I'm not complaining because I am a Senager. (Senior teenager) I have everything that I wanted as a teenager, only 60 years later. I don't have to go to school or work. I get an allowance every month. I have my own pad. I don't have a curfew. I have a driver's license and my own car. The people I hang around with are not scared of getting pregnant. And I don't have acne. Life is great.

\*\* Our mountains aren't just funny, they're hill areas.

\*\* I always wondered what the job application is like at Hooters. Do they just give you a bra and say, "Here, fill this out?"

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## The Remarkable Body

When in love, the human brain releases the same cocktail of neurotransmitters and hormones that are released by amphetamines. This leads to increased heart rate, loss of appetite and sleep, and intense feelings of excitement.

**Where in the world.**

The volcanic rock known as pumice is the only rock that can float in water.

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**Actual Label Instructions**

On packaging for a Rowenta iron: Do not iron clothes on body. (But wouldn't that save time?)

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**Fun Food Facts**

Peel a banana from the bottom and you won't have to pick the little 'stringy things' off of it. That's how the primates do it.

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**Phil's retirement party from Nine to Nine**

April 21, 2019 (Easter Sunday)  
Round Table Pizza  
3201 W Court St. (Just west of 395)  
Pasco, WA 99301

Phil will arrive at 1:05 by 1938 Pontiac.

Going? Please rsvp to Nine to Nine: 509-545-9589

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**TAX POEM**

Tax his land, tax his wage, Tax his bed in which he lays.  
Tax his tractor, tax his mule, Teach him taxes is the rule.  
Tax his cow, tax his goat, Tax his pants, tax his coat.  
Tax his ties, tax his shirts, Tax his work, tax his dirt.  
Tax his chew, tax his smoke, Teach him taxes are no joke.  
Tax his car, tax his ass, Tax the roads he must pass.  
Tax his tobacco, tax his drink, Tax him if he tries to think.  
Tax his booze, tax his beers, If he cries, tax his tears.  
Tax his bills, tax his gas, Tax his notes, tax his cash.  
Tax him good and let him know That after taxes, he has no dough.  
If he hollers, tax him more, Tax him until he's good and sore.  
Tax his coffin, tax his grave, Tax the sod in which he lays.  
Put these words upon his tomb, "Taxes drove me to my doom!"  
And when he's gone, we won't relax, We'll still be after the inheritance TAX!

Author Unknown

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**EVENTS**

**Ladies Luncheons:**

April Ladies Lunch had 8 ladies present.

**May Ladies Lunch** will be hosted by Mary Fraser at Fat Olives, 255 Williams Blvd., Richland. Please call Mary 509-946-9850 if you plan to attend.

## **Car shows:**

April 27, Benton City Spring Opener. KiBe Middle School. 9 Am – 3 Pm. Registration \$20.

April 28, Old Steel Car Show. Union Gap Central WA Ag Museum. 10 Am – 3 Pm. Register at event.

May 11, Classy Chassis Show n' Shine. Downtown Kennewick. 8 Am – 4 Pm.

May 18, 8<sup>th</sup> Annual Harrington Car Show. 9 N. 3<sup>rd</sup> street, Harrington, WA 9 Am – 3 Pm. 208-882-6563  
The [studebakergarage@gmail.com](mailto:studebakergarage@gmail.com)

May 18, Liberty Christian School Patriot Car Show. Richland. 9 Am – 3 Pm.

May 18, Waitsburg Classis Car Show. Waitsburg, WA 8 AM – 4 Pm.

May 25, Benton City All School Reunion Classic Car & Truck Show n' Shine. Community Center, Benton City Park. 10 Am - 3 Pm. \$15. Send check to Margaret Schab, 164 Bradley Blvd., Richland 99352 by May 1.

September 6 & 7, Wheelin' Walla Walla Weekend. Celebrity guest Dennis Gage of 'My Classic Car'  
<https://www.downtownwallawalla.com/wheelin-walla-walla>

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## **Visitations**

May 7, 3 Rivers Place Assisted Living. 1108 W. 5<sup>th</sup> Avenue, Kennewick. 11 Am – 1 Pm.

May 14, Regency at Canyon Lakes. 2702 S. Ely, Kennewick. 11 Am – 1 Pm.

May 23, Solstice Retirement. 8264 W. Grandridge, Kennewick. 11 Am – 1 Pm.

May 28, Brookdale at Meadow Springs, 770 Gage Blvd. Richland. 11 Am – 1 Pm.

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## **Northwest Classic Car Auction, May 25**

3135 Rickenbacker Dr  
Pasco, WA 99301

### **Auction Catalog**

<https://mbauction.hibid.com/catalog/161406/052519-northwest-classic-car-auction/>

### **1967 Chevelle SS 396**

<https://mbauction.hibid.com/lot/50457208/1967-chevrolet-chevelle-ss-396/?q=&ref=catalog>

### **1968 Chevelle SS396**

<https://mbauction.hibid.com/lot/50457206/1968-chevrolet-chevelle-ss-396/?q=&ref=catalog>

### **1954 Chevrolet 3100 pickup (VIN says it is a 1955)**

<https://mbauction.hibid.com/catalog/161406/052519-northwest-classic-car-auction/>

First car crosses the block at 1pm

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## **Battery Health**

[www.hagerty.com/articles-videos/articles/2019/01/15/7-battery-basics-keep-you-charged?](http://www.hagerty.com/articles-videos/articles/2019/01/15/7-battery-basics-keep-you-charged?)

Written as a winter article, this battery information is useful anytime.

## **Battery Disconnects and Voltmeters**

My friend Bill was cruising along in his 1957 Corvette when his ten-year old grandson hollered and smoke poured from under the dashboard. Bill was smart and lucky, he had a switch to disconnect the battery and an extinguisher to put out the fire so quick action saved his fiberglass car from burning to the ground.

Does your antique vehicle have a battery disconnect switch? Mine do, since I fear having a fire in my attached garage. Cars built prior to about 1954 should certainly have one since the cloth covered wiring probably hasn't

been safe for sixty years, but even later cars with better wiring can fail. Amazon has them from about \$5 and even better than a switch on the battery is one you can operate while seated in the driver's seat. Batteries under the floor can be equipped with a rotary switch through the floor and wireless remotes are available from \$50.

Have you seen the nifty LED voltmeters that plug into a cigar lighter? Some are available from Amazon for less than \$7. The ammeters in most old cars show whether the battery is charging or discharging but a voltmeter shows the battery's state of charge: 12.6+V = 100%, 12.4V = 75%, 12.2V = 50%. One useful thing about having a voltmeter on your dashboard is the ability to see whether you remembered to disconnect your battery.

Battery information from <https://goo.gl/vzoGuC>

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### **IMPORTANT INFORMATION TO KNOW:**

Chuck Wolfe gave a very informative talk at the March 27 breakfast meeting regarding Jump-Starting. I thought it was worth including in this newsletter.

**WARNING:** Batteries produce explosive gases. Keep sparks, flames and cigarettes away from batteries at all times. Wear eye protection. Don't lean over batteries during jump-starting.

Be sure vent caps are tight and level...damp cloth, if available, is placed over vent caps...vehicles are not touching...both electrical systems are the same voltage. Don't Jump-Start if Fluid is Frozen.

Attaching the cables. Do in the order listed:

1. Clamp one jumper cable to positive (+) terminal of dead battery. Do not allow positive cable clamps to touch any metal other than battery terminals.
2. Connect positive (+) cable to positive (+) terminal of good battery.
3. Connect second cable [Negative (-) ] to other terminal of good battery.
4. Make final connection on engine block of stalled vehicle (not to negative post) away from battery, carburetor, fuel line, any tubing or moving parts.
5. Stand back from both vehicles. Start vehicle with good battery – then start the disabled vehicle.
6. Remove cables in reverse order of connections by first removing cable from engine block or metallic ground.

Thank you Chuck for this very important information and a great presentation.

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### **Law of Mechanical Repair**

After your hands become coated with grease, your nose will begin to itch or you'll have to pee.

### **Law of the Workshop**

Any tool, when dropped, will roll to the least accessible corner.

### **Law of Probability**

The probability of being watched is directly proportional to the stupidity of your act.

### **Law of the Telephone**

If you dial a wrong number, you never get a busy signal.

### **Law of the Alibi**

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

### **Variation Law**

If you change lines (or traffic lanes) the one you were in will start to move faster than the one you are in now (works every time).

### **Law of the Bath**

When the body is fully immersed in water, the telephone rings.

### **Law of Close Encounters**

The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

### **Law of the Result**

When you try to prove to someone that a machine won't work, it will.

### **Law of Biomechanics**

The severity of the itch is inversely proportional to the reach.

### **Law of the Theater**

At any event, the people whose seats are furthest from the aisle arrive last.

**Law of Coffee**

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

**Murphy's Law of Lockers**

If there are only two people in a locker room, they will have adjacent lockers.

**Law of Rugs/Carpets**

The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

**Law of Location**

No matter where you go, there you are.

**Law of Logical Argument**

Anything is possible if you don't know what you are talking about.

**Brown's Law**

If the shoe fits, it's ugly

**Oliver's Law**

A closed mouth gathers no feet.

**Wilson's Law**

As soon as you find a product that you really like, they will stop making it. (This one is true every time!)

**Doctors' Law**

If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. Don't make an appointment and you'll stay sick. (This one is also true every time.)

Thanks to Dennis McGillis for these.

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**Maxwell** was a brand of automobiles manufactured in the United States of America from about 1904 to 1925. The present-day successor to the Maxwell company is Fiat Chrysler Automobiles. Maxwell automobile production began under the Maxwell-Briscoe Company of Tarrytown, New York. The company was named after founders Jonathan Dixon Maxwell, who earlier had worked for Oldsmobile, and Benjamin Briscoe, an automobile industry pioneer and part owner of the Briscoe Brothers Metalworks, who was president of Maxwell-Briscoe at its height.

In 1907, following a fire that destroyed the Tarrytown, NY, factory, Maxwell-Briscoe constructed what was then the largest automobile factory in the world in New Castle, Indiana. This factory continued as a Chrysler plant following its takeover of Maxwell until its demolition in 2004.

For a time, Maxwell was considered one of the three top automobile firms in America, along with General Motors and Ford. (though the phrase "the Big Three" was not used at the time). Maxwell was the only profitable company of the combine named United States Motor Company which was formed in 1910. Due to a conflict between two of its backers, the United States Motor Company collapsed in 1913 after the failure of its last supporting car manufacturer, the Brush Motor Company. Maxwell was the only survivor.

In 1913, the Maxwell assets were overseen by Walter Flanders, who reorganized the company as the Maxwell Motor Company, Inc. The company moved to Highland Park, Michigan. Some of the Maxwells were also manufactured at two plants in Dayton, Ohio. By 1914, Maxwell had sold 60,000 cars.

The company responded to the increasing number of low-priced cars—including the \$600 Ford Model N, the high-volume Oldsmobile Runabout at \$650, the \$485 Brush Runabout, the Black at \$375, the \$500 Western Gale Model A, and the bargain-basement Success an amazingly low \$250—by introducing the Model 25, their cheapest four yet. At \$695, this five-seat touring car had high-tension magneto

ignition, electric horn and (optional) electric starter and headlights, and an innovative shock absorber to protect the radiator.

Maxwell eventually over-extended and wound up deeply in debt, with over half of its production unsold in the post-World War I recession in 1920. The following year, Walter P. Chrysler arranged to take a controlling interest in Maxwell Motors, subsequently re-incorporating it in West Virginia with himself as the chairman. One of his first tasks was to correct the faults in the Maxwell, whose quality had faltered. This improved version of the car was marketed as the "good Maxwell"

Around the time of Chrysler's takeover, Maxwell was also in the process of merging, awkwardly at best, with the ailing Chalmers Automobile Company. Chalmers ceased production in late 1923.

In 1925, Chrysler formed his own company, the Chrysler Corporation. That same year, the Maxwell line was phased out and the Maxwell company assets were absorbed by Chrysler. The Maxwell automobile would continue to live on in another form however, because the new 4-cylinder Chrysler model that was introduced for the 1926 model year was created largely from the design of the previous year's Maxwell. And this former Maxwell would undergo another transformation in 1928, when a second reworking and renaming would bring about the creation of the first Plymouth.

Maxwell was one of the first car companies to specifically market to women. In 1909 it generated a great deal of publicity when it sponsored Alice Huylar Ramsey, an early advocate of women drivers, as the first woman to drive coast-to-coast across the United States. By 1914 the company had strongly aligned itself with the women's rights movement. That year it announced its plan to hire as many male sales personnel as female. At that time it offered a promotional reception at its Manhattan dealership which featured several prominent suffragettes such as Crystal Eastman, while in a showroom window a woman assembled and disassembled a Maxwell engine in front of onlookers.

From Wikipedia

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## What Makes a Classic Car?

To get some insight on how the CCCA determines these criteria, we turned to *Hemmings Classic Car* columnist David Schultz. Among other things, David has been a CCCA member for 50 years, is a past president of the CCCA, was a member of its Board of Directors for nine years and was chairman of the Classification Committee for several years...

"Typically, the process would be that someone would write a nice, long letter with accompanying criteria. There is actually a form you can get from the CCCA offices. You don't even have to necessarily own the car, you can just say 'I think that the 1939 Whatsit should be a Classic, and here's why.' Applications also come from people who own cars; they'll say something like, 'I have a 1928 Whatsit and I've been working on this car, and I tell you the engineering is off the charts. It's a beautifully styled car, and I think this car qualifies as a Classic!'

"At that point, the Classification Committee takes it under advisement. The folks on the Classification Committee are *real* automotive historians – really knowledgeable, bright people. We would debate and talk about these cars, and it would be very educational, very enlightening. In the end, we would recommend or not recommend a car for Classic status. If we did recommend it, than it would go to the Board of Directors.

"The board would usually accept the Classification Committee's recommendation. Then it would go out to the membership via the CCCA *Bulletin* and then wait for a response from the members. After a certain period of time, when the membership has had a time to comment, they will formally act on it. If the board says, 'It's now a Classic' then it's now a Classic."

From Hemmings Classic Car magazine, May 2019

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## Make Your Car Last Forever

Follow these tips to add years of trouble-free mileage to your car, By Peter Bohr, Westways Magazine

Well, maybe not *forever*. Even if you could, who'd want to? Slipping behind the wheel of a new car is one of life's joys. But think of the joy of being car-payment free. Waiting a little longer to buy or trade in once you've paid off your car loan could save you thousands of dollars. And the secrets to a car's long life? First and foremost, change the oil regularly. And follow the other maintenance instructions in your owner's manual. Here are some other, perhaps less-obvious, tips.

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**Drive smart.** Jackrabbit starts stress the engine, transmission, and differential. Riding the brake pedal, or consistently stopping at the last instant, damages the brakes. Shifting from reverse to a forward gear while the car is still moving backward can harm the transmission. And hitting potholes causes suspension and tire damage and ruins wheel alignment.

**Use it or lose it.** Every so often, switch on the air conditioner in the winter and the heater in the summer for a few minutes. This keeps seals lubricated and other moving parts functioning smoothly. Engage your SUV's four-wheel drive occasionally if you rarely use anything but two-wheel drive. And apply the parking brake periodically to keep it adjusted.

**Go gently into the night—or morning.** Engine wear is greatest just after starting, before the oil pump circulates oil through the engine. But you don't need to waste time and gasoline by idling in the driveway. Just go easy on the throttle for a few minutes until the engine is warm.

**Go synthetic.** Synthetic oils are superior lubricants. They're more costly than petroleum-based oils, but they can extend engine life. Synthetic oils reduce wear over the long haul, but they can't undo wear. So it's best to start using synthetic oil when the engine is still young.

**Heed warnings.** Scan the instrument panel at regular intervals so that you catch an illuminated warning light or a gauge with an unusual reading before catastrophe happens. Your owner's manual explains what the lights and gauges mean. An illuminated check-engine light might not require immediate action, but an illuminated oil-pressure light definitely does.

**Heed warnings, part two.** Glance under your car from time to time. Fluids should remain inside the car, not on the ground beneath it. Note the color of any drips and report them to your mechanic. And report any weird squeaks and clunks in a timely manner, too.

**Bond with your mechanic.** A skilled mechanic can extend your car's life span.

**Keep up appearances.** You'll want to keep your car longer if it looks good. Besides regular washing and waxing—or even better, professional detailing—fix the inevitable dings and chipped glass before your car starts looking like a heap. Small dings can be inexpensively fixed with paintless dent—removal techniques.

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Do cemetery workers prefer the graveyard shift?

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A 1954 Studebaker Commador Starlite Coupe with 7000 miles on the odometer won 2<sup>nd</sup> place in its class at the 2018 Pebble Beach Concours.

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## Ninety Years of The Henry Ford

Henry Ford dedicated his museum and village on October 21, 1929, marking the 50th anniversary of Thomas Edison's first successful light bulb test. Ford named his new complex The Edison Institute of Technology to honor his friend and lifelong hero. This year, Henry Ford's museum and village complex – now known as The Henry Ford – celebrates its 90th anniversary. Throughout 2019, we'll be reflecting decade-by-decade on significant additions to the collection he began, with a focus on our institution's evolving collecting philosophies.

Although Henry Ford became one of the world's wealthiest and most powerful industrialists, he never forgot the values of the rural life he had left behind growing up on a farm. His interest in collecting began in 1914, as he searched for McGuffey Readers to verify a long-remembered verse from one of his old grade school recitations. Soon, the clocks and watches he had loved tinkering with and repairing since childhood grew into a collection of their own. Before long, he was accumulating the objects of ordinary people, items connected with his heroes and from his own past, and examples of industrial progress. Contrary to the notorious quote, Henry Ford never really believed that history is bunk. What he believed was bunk was the kind of history taught in schools—that emphasized kings and generals and omitted the lives of ordinary folks. In 1916, Ford began to imagine building a museum that would show people a kind of history he believed was worth preserving.

In 1919, Henry Ford learned that his birthplace was at risk because of a road improvement project. He took charge—moving the farmhouse and restoring it to the way he remembered it from the time of his mother's death in 1876, when he was 13. He and his assistants combed the countryside for items that he remembered and insisted on tracking down. He followed this up by restoring his old one-room school, Scotch Settlement School; the 1686 Wayside Inn in South Sudbury, Massachusetts (with a plan to develop a "working" colonial village); and the 1836 Botsford Inn in Farmington, Michigan, a stagecoach inn where he and his wife Clara had once attended old-fashioned dances. These restorations gave Ford many opportunities to add to his rapidly growing collections while honing his ideas for his own historic village.

In the early 1920s, Henry Ford moved his growing hoard of antiques into a vacated tractor assembly building. The objects fit every description. Large items hung from rafters; smaller ones sat on makeshift benches and racks. Watches and clocks hung along the wall. Henry and his wife Clara enjoyed sharing their relics with others. Once people learned Ford was collecting objects for a museum, they flooded his office with letters offering to give or sell him antiques. Ford also sent out assistants to help him find and acquire the kinds of objects he felt were important to preserve. Goods intended for the museum arrived in Dearborn almost daily—sometimes by the train-car full. By the late 1920s, Henry Ford had become the primary collector of Americana in the world.

One of the most well-known artifacts in Henry Ford Museum of American Innovation is the rocking chair used by Abraham Lincoln at Ford's Theatre the night of his assassination, April 14, 1865. Originally purchased as part of a parlor suite, the rocking chair was intended for use in a reception room in Ford's Theatre, which opened in 1863. The parlor suite was purchased by Harry Clay Ford (no relation to Henry Ford), manager of the Theatre. However, the comfortable rocking chair began to be used by ushers during their "down" time and the fabric became soiled by their hair oil. This stain is still visible on the back. Sometime in 1864, Harry Ford had the chair moved to his apartment across the alley from the Theatre in a belated attempt to keep it clean. Beginning with the Theatre's opening in 1863, President Lincoln became a frequent visitor. At some point, Mr. Ford began to supply the president and his party with comfortable seating furniture. Apparently, the president preferred this rocking chair, perhaps, due to his height. On the afternoon of April 14th, the chair was brought to the president's box along with a matching sofa and side chair. After the assassination, the Theatre and its contents was seized by the federal government.

After its seizure, the chair remained in the private office of the Secretary of War, Edwin Stanton. In 1867, the chair was transferred to the Department of the Interior and then sent to the Smithsonian Institution and placed in storage. For all practical purposes, the chair vanished from the public for half a century. Documentation at the Smithsonian indicates that it was catalogued into the collection in 1902. In 1929, the rocker was returned to Blanche Chapman Ford, widow of Harry Clay Ford.

Mrs. Ford sold the chair at auction through the Anderson Galleries in New York on December 17, 1929. The purchaser was Israel Sack, the dean of antique American furniture dealers, and an agent of Henry Ford. Sack had observed that Ford delighted in furniture that had association with American historical figures. Sack, in turn, offered the chair to Mr. Ford, who purchased it and carefully documented its arrival in Greenfield Village in early 1930. There, the chair resided in the Logan County, Illinois Court House where Lincoln practiced law as a circuit rider in the 1840s. Mr. Ford had moved the Court House to Greenfield Village in 1929--the chair became the centerpiece of his Lincoln collection. In 1979, as part of the institution's 50th anniversary, the chair moved from the Court House to the Museum, where it remains. Country dances, town bands. America's musical traditions held personal meaning for Henry Ford. In 1928, Ford purchased Daniel S. Pillsbury's extraordinary collection of 175 early band instruments.

Among the most iconic and significant buildings in Greenfield Village, the re-creation of the Menlo Park Compound was a very important achievement for Henry Ford. Work began to salvage what was left of Menlo Park in the late 1920s. By early 1929, original bits of the Main Lab, the Carbon Shed, and the Glass House came together with the re-created Library, and Machine Shop to bring Menlo Park to life. On October 21, 1929, the entire project received Thomas Edison's stamp of approval, with the exception of it being too clean.

In 1928, Henry Ford became interested in the estate of the late Josephine Moore Caspari of Detroit. A wealthy heiress, she married a Spanish riding master but divorced him just four years later after discovering that he had married another in Germany. The divorce was the talk of the town. Ms. Caspari became a recluse; bolting the doors to her large Italianate mansion and positioning two large dogs to guard the entry. When she passed away, her estate was set to be sold. Intrigued, Henry Ford bought many items from the estate.

Electrical engineer William Joseph Hammer began working for Thomas Edison in 1879 and soon started collecting the incandescent lamps they were developing at Edison's Menlo Park complex in New Jersey. After Edison created the first practical incandescent lamp in October 1879, news spread and the public clamored to view his achievement. On New Year's Eve, thousands of people streamed into Menlo Park to see the first public display of Edison's electric light.

Henry Ford drew on personal and professional connections to build his extensive museum collection. Following a conversation with Ford, photography pioneer George Eastman donated a group of significant

cameras that included an example of Eastman's first "Kodak" camera (the first designed for roll film), which revolutionized popular photography.

Contributions by Curators of Greenfield Village

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## WOMEN'S CORNER

About 2 years ago Alice and I were on a cruise through the western Mediterranean aboard a Princess liner. At dinner we noticed an elderly lady sitting alone along the rail of the grand stairway in the main dining room B. I also noticed that all the staff, ships officers, waiters, busboys, etc, all seemed very familiar with this lady. I asked our waiter who the lady was, expecting to be told she owned the line, but he said he only knew that she had been on board for the last four cruises, back to back.

As we left the dining room one evening I caught her eye and stopped to say hello. We chatted and I said, I understand you've been on this ship for the last four cruises. She replied, Yes, that's true. I stated, I don't understand and she replied, without a pause, It's cheaper than a nursing home.

AN ALTERNATIVE RETIREMENT HOME - There will be no nursing home in my future. When I get old and feeble, I am going to get on a Princess Cruise Ship.

The average cost for a nursing home is \$200 per day. I have checked on reservations at Princess and I can get a long term discount and senior discount price of \$135 per day. That leaves \$65 a day for:

1. Gratuities which will only be \$10 per day.
2. I will have as many as 10 meals a day if I can waddle to the restaurant, or I can have room service (which means I can have breakfast in bed every day of the week).
3. Princess has as many as three swimming pools, a workout room, free washers and dryers, and shows every night.
4. They have free toothpaste and razors, and free soap and shampoo.
5. They will even treat you like a customer, not a patient. An extra \$5 worth of tips will have the entire staff scrambling to help you.
6. I will get to meet new people every 7 or 14 days.
7. T.V. broken? Light bulb need changing? Need to have the mattress replaced? No Problem! They will fix everything and apologize for your inconvenience
8. Clean sheets and towels every day, and you don't even have to ask for them.
9. If you fall in the nursing home and break a hip you are on Medicare. If you fall and break a hip on the Princess ship they will upgrade you to a suite for the rest of your life.

Now hold on for the best!

Do you want to see South America, the Panama Canal, Tahiti, Australia, New Zealand, Asia, or name where you want to go? Princess will have a ship ready to go. So don't look for me in a nursing home, just call shore to ship.

P.S. And don't forget, when you die, they just dump you over the side at no charge.



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**FOR SALE**

Scott Noga is selling a 1955 Packard Patrician and a 1942 Packard Clipper Deluxe Club Sedan (2-door). The 1955 Packard is white with two-tone green leather upholstery and leather headliner. Rebuilt engine and transmission, new dual exhaust with matching original mufflers and resonators and new reproduction fuel tank. Runs and drives well, needs cosmetic restoration. Asking \$6500.

Scott is also selling his 1942 Packard. It is complete but needs restoration. Solid body with the exception of the trunk floor having a rusted through area where a box of dry cell batteries leaked. Asking \$8600.

Russ Armstrong is selling his 1937 Packard 115C sedan. Dark green exterior, gray interior, paint and upholstery is in very good condition. Needs brake work and a new battery. It was running when last driven, has been stored indoors for the past 15 years. Comes with additional engine block. Asking \$15,000. Please contact Russ at 509 – 627 – 2954.

Jim Newell is looking for a big block Chevrolet mockup and a Chevrolet 350/400 transmission mockup. If you have an engine and/or transmission mockup, please contact Jim at 947 – 3371.

Tom Smith has four 14 inch wide white wall radial tires. If interested please contact Tom at 360-929-6311.

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**Birthdays and Anniversaries in April**



**Birthdays**

Debby Buckles	April 15	Donna Ellis	April 15
Reinhold Emineth	April 24	Dave Hannah	April 12
Kaye Henson	April 28	Judy Herrick	April 13
Jim Jewett	April 19	Dolores McClary	April 23
Phillip Prather	April 2	Nancy Rutherford	April 14
Diana Stephenson	April 4	Denny Wellington	April 29
Janice Wellington	April 2	BJ Wyland	April 6



## Anniversaries

Dick & Donna Ellis	April 22	Reinhold & Betty Emineth	April 21
Sid & Margie Grant	April 4	Cory & Rachael Hannah	April 24
Don & Nancy Millard	April 26	Mark & Chris Pitman	April 10
BJ & Frances Wyland	April 7		

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