



Gas Gauge Ye Olde Car Club June 2021 Newsletter

A Note From The Pres

The summer of 2021 is off to a fast start. After fourteen months of Covid shutdown we are all eager to be out seeing friends and spending time with fellow club members. Fortunately, there are a lot of activities to choose from.

John Hopkins has been working on our own events plus sharing events information with other clubs. Most events happen because someone has an idea and if there is enough interest, the club develops it into an event. When you have an idea, let John or me know, we will be glad to hear about it and will try to make it happen.

Our spring weather has been pretty nice for Friday evenings at Wendy's on Canal and YOCC Wednesday Breakfast at Sterling's continues to be terrific. It is good to be together again.

So far, every 2021 event has had a lot of participation. Twice there were more than 100 at Wendy's on Fridays and the Mopar show had more cars on the lot than their fondest expectation.

Participate and stay well!

Ye Olde Car Club
Dennis McGillis, president
PO Box 2023
Richland, WA 99352
509-545-4077 home
949-677-7772 cell

Bits and Pieces

My wife told me sex is better on holiday... that wasn't a very nice postcard to receive.

My dear old grandmother always used to say the way to a man's heart was through his stomach, which is why she lost her job as a cardiac surgeon.

I asked my friend a question while he was eating an orange, but all I got was a pithy response.

My friend's in prison for flashing; he says he can't bare it anymore.

There's been some talk of a wet T-shirt contest taking place in our little town; I'll be the judge of that.

When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.

It is generally inadvisable to eject directly over the area you just bombed.

Borrow money from pessimists -- they don't expect it back.

The Remarkable Body

Humans are born with two fears: falling and loud noises. Every other fear is learned.

Where in the world.

The word "Pennsylvania" is misspelled on the Liberty Bell.

Fun Food Facts

During a lifetime, a person will inadvertently eat several pounds of dirt.

Ladies Luncheon

Ginger Vetrano was the hostess this month and there were 11 ladies present.
Barbara Baker will be the hostess for the July luncheon. More information soon.

Prominent People born in June:

Marilyn Monroe: June 1
Morgan Freeman: June 1
Anderson Cooper: June 3
Jill Biden: June 3
Tom Jones: June 7
Dean Martin: June 7
Michael J. Fox: June 9
Judy Garland: June 10
Prince Philip: June 10
Anne Frank: June 12
Blake Shelton: June 18
Paul McCartney: June 18
Boris Johnson: June 19
Meryl Streep: June 22
Alan Turing: June 23
Clarence Thomas: June 23
Helen Keller: June 27
Elon Musk: June 28
Mike Tyson: June 30

Presidents Born in June:

George H.W. Bush: June 12
Donald Trump: June 14

Presidents Who Died in June:

James Buchanan: June 1
Ronald Reagan: June 5
Andrew Jackson: June 8
James K. Polk: June 15
Grover Cleveland: June 24
James Madison: June 28

June 14 is Flag Day
Father's Day is in June
June is accordion awareness month
June 6 is National Yo-Yo day



1974 Dodge Dart

The Dodge Dart is a line of automobiles marketed by Dodge from the 1959 to 1976 model years in North America, with production extended to later years in various other markets.

The Dart name originally appeared on a 1956 Chrysler show car featuring a streamlined body designed by the Italian coachbuilder Carrozzeria Ghia that was later modified and renamed the Dart Diablo. The production Dart was introduced as a lower-priced, full-size Dodge in 1960 and 1961, became a mid-size car for 1962, and then was a compact from 1963 to 1976.

In 1974, the US federal 5 mph bumper impact standards were expanded to cover rear bumpers as well as front ones, and as a result, the Swinger and Dart sedan's rear bumpers grew much more massive. Taillights larger than the previous year's items were set above the rear bumper, rather than within it. Shoulder and lap belts were finally combined in all Chrysler products into a retractable, inertia-sensitive, single-buckle design Chrysler called "Unibelt", replacing the difficult-to-use separate lap and shoulder belts that had been installed through 1973.

The Arab oil embargo of 1973, increased sales of smaller cars in the U.S. Dodge introduced the Dart SE (Special Edition) in mid-1974 as a four-door sedan and two-door hardtop. The SE included velour high back bucket seats with folding armrest, carpeted door panels, wood-grain instrument panel, and deluxe wheel covers along with a TorqueFlite automatic transmission as standard equipment. The SE came equipped with the "Quiet Car" package introduced in 1973. The air conditioning system available on all Darts had increased capacity, quicker cool down and lower minimum temperatures. An evaporator pressure regulator valve, long used on larger Chrysler products, varied the compressor's capacity without cycling the clutch.

The Dart Sport 340 was replaced by the Dart Sport 360 245 Bhp. as the 360 cu in V8 engine replaced the 340 cu in engine discontinued after 1973.

From Wikipedia

Petroleum primer: Five things to know about gasoline

By David Conwill, Hemmings Magazine, Feb 2021

Gasoline is probably the substance that inspires the strongest opinions in automotive hobbyists. At one time, that often meant brand loyalty, whether that was to Mobilgas Ethyl, Sunoco 260, or Shell Green Streak. Now it's more likely to take the form of preferences for octane and ethanol content. Refinery technology has changed tremendously since 1900, and the gasoline that powered early automobiles was radically different from the gasoline of 1940, which in turn was quite different from the super-premium fuel blends of the mid-1960s. Modern fuels are an even different creature yet. It can be a dizzying experience to try to select the correct 21st-century gasoline for a car built 50-plus years ago. An engine with the wrong gas will quickly make that known through a variety of unpleasant noises, badly reduced power, and even potential failure.

Being an educated consumer of gasoline means separating fact from fiction. There are also lots of additives out there that proclaim various improvements and refinements to pump gasoline—some are legitimate, and some are more akin to snake oil. Getting familiar with gasoline is worthwhile for any car enthusiast. It will protect your car from harm and may even help it run better.

1. Under Pressure

Liquid gasoline doesn't want to burn, so it has to be in vapor form in order to ignite properly. Modern gasolines, especially winter blends, are designed to be more volatile and will thus turn to vapor even more easily. In other words, they have a higher vapor pressure. That tendency toward vaporization means easier cold starts but it can also mean easier vapor lock in older vehicles, which occurs when the fuel vaporizes in the line. Vaporization is good when you want to burn fuel, but bad when you want to move fuel to the engine—vapor lock all but stops the fuel from pumping. Hot weather or a hot-running engine exacerbates the issue. Modern vehicles use tank-mounted pumps to push gas forward, maintaining the pressure in the lines. In an older car, an electric fuel pump mounted closer to the tank than to the engine can help avoid vapor lock.

2. What's in a number?

The octane ratings of a motor fuel are determined by running that fuel in a test engine with variable compression and measuring its resistance to knock. Octane has nothing to do with the amount of potential energy in a fuel, only how much it can be squeezed before it will explode on its own. High compression ratios and forced induction squeeze the air/fuel mixture more to obtain better efficiency and power, but if the fuel ignites before the spark, the power is wasted, and engine damage can occur. Electronic sensors, along with ultra-precise ignition and valve timing, permit modern engines—which typically run rather high compression ratios—to safely run on lower octane fuels, albeit sometimes sacrificing mid-range torque (and subsequently, fuel economy). On older vehicles with high-compression engines or that call for higher-octane, don't skimp at the pump. A few more cents per gallon could save you from expensive engine repairs.

3. Knock knock, who's there?

The kerosene byproduct, natural-gas derivative and drip gas originally marketed as gasoline would only be around 30 to 50 octane. This so-called "straight run" gas was all that was available to pioneering motorists up to about 1913. New blending and cracking processes introduced about that time added octane-boosting substances like benzene and naphtha (lighter fluid) to the mix. In the 1920s, tetraethyl lead came on the scene under the Ethyl brand name. Lead remained the primary anti-knock additive up through the introduction of the catalytic converter in the 1970s, but today has been largely replaced with MTBE and ethanol. Gasoline remains toxic and a carcinogen, but its immediate neurological risks have been greatly reduced.

4. Ethanol-proofing old cars.

With ethanol likely to remain on the scene as long as most cars continue using internal-combustion engines, older cars still on the road will benefit a lot from a fuel systems rebuild to handle it. Natural rubber components held up fine to older gas but will degrade if exposed to ethanol. The degraded fuel line material ends up downstream, causing issues with other equipment, like the small passages in carburetors. Some owners even re-jet their carburetors to compensate for the different energy density of the 10-percent ethanol blend (E10) that is common in modern gasoline. Even a car owner who makes it a habit to seek out non-ethanol gas will benefit from a system that will survive accidental or emergency exposure to E10 or E15. More heavily blended ethanol fuels, such as E85 (70 to 85 percent alcohol) require special engine tuning and should be avoided for vehicles not already optimized for them.

5. Keeping stable

Perhaps the biggest complaint about ethanol fuel is that it suffers from phase separation over time, where the lighter elements separate from the heavier, leaving two different octanes layered atop one another. Vehicles that are going to be stored, such as collector cars (or even boats or lawn tractors) should be either drained of fuel or treated with a fuel stabilizer. Ethanol is also hygroscopic, meaning it will absorb moisture from the air. Water in fuel lines causes corrosion, can freeze, and certainly won't burn in your engine. Stabilizers are a proactive way to keep fuel fresh for up to 24 months, and water removers can help deal with tanks of fuel that have already absorbed too much moisture.

Ethanol in Fuel

About the only thing that both the oil industry and ethanol advocates currently seem to agree on is that the Environmental Protection Agency made the wrong decision in 2019 when it allowed E15 to be sold year-round. It's now up to a court of appeals in Washington, D.C., to determine whether that means our nation's fuel supply should have a little less ethanol or more than double the current amount.

The court case, American Fuel & Petrochemical Manufacturers v. Environmental Protection Agency, centers around the EPA's May 2019 decision to waive the Reid Vapor Pressure limit for E15 for the summer months, but the oral arguments presented last week before the United States Court of Appeals for the DC District focused far more on the language of one specific phrase in the Clean Air Act that allows RVP waivers for "fuel blends containing gasoline and 10 percent ethanol."

According to the oil industry's attorneys, the EPA's E15 RVP waiver "interprets that clause as encompassing any blend with at least 10 percent ethanol, all the way up to 99.9 percent ethanol," but the "EPA reads in the phrase 'at least' even though it's not in the statute and that omission is important here."

In that case, the oil industry's attorneys argued, the Clean Air Act set a ceiling of 10 percent and the EPA thus overreached in allowing E15 to be sold in the summer months. They then asked that the waiver be rescinded, forcing fuel retailers to curtail their sales of E15.

On the other hand, the ethanol advocates who filed petitions in support of the EPA in this case - led by the Urban Air Initiative - argued that the word "contains" should be interpreted to mean that the Clean Air Act intended E10 as a floor and that future, higher blends of ethanol be permitted waivers as well.

Those same ethanol advocates have previously filed their own lawsuit against the EPA regarding the same E15 waiver, claiming that the EPA's use of the "sub-sim" rule to allow E15 but prohibit future sales of mid-level blended fuels - anything from E16 to E50 - was incorrect. In granting the E15 waiver, the EPA noted that E15 stretches the limit of how substantially similar a blended fuel can be to certified fuels, largely due to E15's incompatibility with vehicles built before the 2001 model year, which were certified using non-ethanol fuels. Anything above E15 and below E50 (the lower threshold for E85/flex-fuel vehicles) would thus not be able to pass the sub-sim rule, the EPA noted.

However, as the UAI and its allies argued both in their lawsuit and in last week's arguments, new vehicles are now certified using ethanol-blended fuels, so the sub-sim rule limiting ethanol-blended fuels to E15 should be rescinded and mid-level fuels should be allowed. "Urban Air will continue fighting to lift these arbitrary restrictions on mid-level blends so cleaner fuel additives like ethanol can be used to improve liquid fuel," UAI President Dave VanderGriend said in a statement.

While the EPA officially approved E10 for use in all vehicles in 1978, it wasn't until 2011 that the agency approved E15, and even then only in certain vehicles and only in certain times of the year. Ethanol industry groups have pushed for the EPA to approve E30 at least since 2007, when the Renewable Fuel Standard was passed, and have supported various regional efforts to market mid-level blends via blender pumps.

At least three bills before the current session of Congress seek to address some of the issues presented above: H.R.190, the LEVEL Act, aims to prohibit the sale of any ethanol-blended fuel higher than E10; S.667, the Fuel Choice and Deregulation Act, aims to provide RVP waivers for all ethanol-blended fuels, including mid-level blends; and S.227, the Renewable Fuel Infrastructure Investment and Market Expansion Act, aims to install more blender pumps outside of the traditional corn-growing states for wider distribution of mid-level blends. In addition, S.193, the Adopt GREET Act, aims to force the EPA to consider the entire production process for corn-based ethanol in its environmental impact analyses.

The United States Court of Appeals for the DC District is expected to issue its ruling in the oil industry's case later this summer.

Two-year-old Henry was found chewing a slug. After the initial surge of disgust his Dad said, "Well ... What does it taste like?" "Worms," was Henry's reply.

Little Joey is helping his grandfather dig up potatoes. "What I want to know," he says, "is why you buried the darn things in the first place."

The woman applying for a job in a Florida lemon grove seemed way too qualified for the job. "Look Miss," said the foreman, "have you any actual experience in picking lemons?" "Well, as a matter of fact, yes!" she replied. "I've been divorced three times."

Did you know?

Where Did Chinese Checkers Originate? A wonderful variant of checkers and the most quintessentially Chinese game of them all—except that it is neither Chinese in origin or a variation of checkers. In fact the story of how Chinese Checkers came about (and was eventually introduced to actual Chinese citizens) is about as delightfully convoluted a story as any board game could have. In the 1880s American surgeon George Howard Monks created a game called Halma—players moved their pieces from the corner “camps” of a 16×16 square board in an attempt to take over the camp of their opponent. The game was quite popular and a German company made a variation of it called Stern-Halma (or, Star Halma). This six-pointed variation of the Halma board then traveled back to the United States in the 1920s where it was marketed by the Pressman game company as “Hop Ching Checkers” and later “Chinese Checkers”. The name was simply a ploy to appeal to the exoticism of the Far East. American travelers eventually shared the game with the Japanese where, in turn, the Japanese shared Chinese Checkers with the actual Chinese—who had never seen the game before.

From howtogeek.com

Auto facts from 1957

- **This year's National Auto Show is the first to be televised; Vice President Richard Nixon speaks at the banquet gaining national exposure.
- **The Automobile Manufacturers Association bans factory-sponsored racing, resolves to eliminate speed from auto advertising.
- **The five-mile-long Mackinac Bridge opens finally linking Michigan's Upper and Lower Peninsula.
- **An average car sells for \$2749; the average worker now earns \$4230 yearly.
- **Chrysler Corp. cars replace front coil springs with a torsion-bar suspension.
- **American cars begin the switch to quad headlamps, but they're outlawed (temporarily) in several states.
- **Pontiac celebrates its Golden Anniversary; Oldsmobile marks its 60th year of building automobiles.
- **Corvette boasts a 283-cid V-8 that develops one horsepower per cubic inch with fuel injection.
- **Triple-turbine Turboglide automatic transmission is available on Chevrolets.
- **Ford's unique Skyliner retractable hardtop debuts; so does the Ranchero car/pickup.
- **Station wagons return to the Olds lineup for the first time since 1950.
- **The Packard Clipper comes in station wagon form - Packard's first since 1950.
- **Studebaker offers budget-priced, minimal-trim Scotsman models.
- **The freshly finned Golden Hawk is boosted by a Paxton supercharger.
- **Most domestic cars now ride on 14-inch wheels, up from 13-inch wheels.
- **Several makes offer the luxury of optional six-way power seats.
- **Most luxury cars now come with electric door locks.

Auto facts from 1958

- **America suffers its worst recession of the postwar era - car sales plummet almost 34% for the model year.
- **The long-rumored midprice Edsel debuts with pushbutton transmission controls located in the steering wheel.
- **Studebaker-Packard announces a halt to Packard production to focus on the upcoming compact Lark.
- **U.S. unemployment reaches 5, 437,000 in June - the highest since 1941.
- **The Automobile Information Disclosure Act passes; window stickers must show make, model, and suggested retail price.
- **Nearly all domestic makes/models adopt the quad-headlamp setup.
- **Ford marks the 50th anniversary of the Model T by reassembling a 1909 model at its New Jersey plant.
- **Buick dealers now sell the German-built Opel subcompact; Pontiac dealers distribute the British-sourced Vauxhall.
- **The four-passenger Thunderbird debuts pioneering the "personal-luxury" car; it easily outsells the former Ford two-seater.
- **The last Packards go on sale; the Hawk is a weird luxury version of the Studebaker Golden Hawk, sporting outside "armrests."
- **Remote-controlled mirrors are offered on Cadillac and Lincoln/Continental.
- **Cheap-to-replace paper air-cleaner elements are found on some new engines.
- **Automatic speed control is offered on Cadillac, Chrysler, and Imperial.
- **Studebaker President and Commander series add a hardtop body option.
- **GM shows the Firebird III concept with a joystick controller; it steers itself via a control wire planted on the road surface.

Auto facts from 1959

- **The compact car face begins in earnest.
- **Imported cars reach record sales levels with a 62% increase over 1958.
- **The federal gasoline tax is raised from 3 to 4 cents per gallon.
- **The Automobile Manufacturers Assc. reports that a crankcase-ventilation device to reduce emissions will be on all cars sold in California, effective with the 1961 models.
- **Swivel bucket seats are available to ease ingress/egress on some Chrysler models.
- **A caravan of 16 vehicles drives 4239 miles from Detroit to Alaska to establish homesteads in the country's new 49th state.
- **Buick introduces a seat-lock mechanism to prevent the passenger's front seatback from moving forward suddenly.
- **Nash Metropolitan is spruced up with a trunklid and vent windows.
- **Willys announces a deluxe Jeep Station Wagon known as the Maverick Special.
- **Chrysler offers an electronic control that changes the rearview mirror to nonflare when a headlamp beam hits its surface.

**Oldsmobile introduces flanged brake drums for more efficient cooling.

Taken from 100 Years, The American Auto

WOMEN'S CORNER

The Class Reunion

Every ten years, as summertime nears,
An announcement arrives in the mail.
A reunion is planned; it'll be really grand,
Make plans to attend without fail.



I'll never forget the first time we met,
We tried so hard to impress.
We drove fancy cars, smoked big cigars,
And wore our most elegant dress.



It was quite an affair, the whole class was there.
It was held at a fancy hotel.
We wined, and we dined, and we acted refined,
And everyone thought it was swell.



The men all conversed about who had been first
To achieve great fortune and fame.
Meanwhile, their spouses described their fine houses
And how beautiful their children became.



The homecoming queen, who once had been lean,
Now weighed in at one-ninety-six.
The jocks who were there had all lost their hair,
And the cheerleaders could no longer do kicks.



No one had heard about the class nerd
Who'd guided a spacecraft to the moon;
Or poor little Jane, who's always been plain;
She married a shipping tycoon.



The boy we'd decreed "most apt to succeed"
Was serving ten years in the pen,
While the one voted "least" now was a priest,
Just shows you can be wrong now and then.



They awarded a prize to one of the guys
Who seemed to have aged the least.
Another was given to the grad who had driven
The farthest to attend the feast.



They took a class picture, a curious mixture
Of beehives, crew cuts and wide ties.
Tall, short, or skinny, the style was the mini,
You never saw so many thighs.



At our next get-together, no one cared whether
They impressed their classmates or not.
The mood was informal, a whole lot more normal,
By this time we'd all gone to pot.



It was held out-of-doors, at the lake shores.
We ate hamburgers, coleslaw, and beans.
Then most of us lay around in the shade
In our comfortable T-shirts and jeans.



By the fortieth year, it was abundantly clear
We were definitely over the hill.
Those who weren't dead had to crawl out of bed
And be home in time for their pill.



And now I can't wait; they've set the date,
 Our fiftieth is coming, I'm told.
 It should be a ball, they've rented a hall
 At the Shady Rest Home for the old.



Repairs have been made on my hearing aid,
 My pacemaker's been turned up on high.
 My wheelchair is oiled, and my teeth have been boiled,
 And I've bought a new wig and glass eye.



I'm feeling quite hearty, and I'm ready to party
 I'm gonna dance 'til dawn's early light.
 It'll be lots of fun, but I just hope that there's one
 Other person who can make it that night.



Author Unknown

Thanks to my friend Pami for this great look at the Class Reunion

Birthdays and Anniversaries in June



Birthdays

John Airoidi	June 22	Jane Armstrong	June 5
Wendi Ball	June 2	Thomas Brown	June 19
Don Buckles	June 11	Mike Bughi	June 18
Richard Chastain	June 22	Fran Coutts	June 30
Barb Donaldson	June 9	Melissa Freeman	June 21
Richard Freitag	June 9	Audrey Halterman	June 26
John Hopkins	June 16	Sue Jewett	June 16
Robbin Johanson	June 24	Carolyn Johanson	June 7
Wendy Kihlman	June 7	Clarence Kummer	June 23
Norma Kummer	June 8	Bob McClary	June 26
Ernie Oeder	June 9	Laura Osterwyk	June 27
Jay Thomas	June 10	Misun VonHolten	June 18



Anniversaries

Larry & Sue Campbell	June 5
Richard & Marlene Kuch	June 12
Joe & Jolene Kuhns	June 6
Dennis & Frances McGillis	June 9
Don & Nancy Millard	June 11
Rick & Mary Rickard	June 18
Stephen & Sarah Scott	June 6
John & Thora Trumbull	June 5

2020 YOCC Officers

Dennis McGillis, President
545-4077
dennis.mcgillis@gmail.com

John Hopkins, V.P., Activities Director
987-4504
jhn_hopkins@hotmail.com

Larry Stephenson, Treasurer
253-376-0256
stephensonLD1@hotmail.com

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

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

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

Directors

Rick Ball
509-546-2123
rick@bushcarwash.com

Tom Smith
360-929-6311
ingridsmith1212@gmail.com

Dick Ellis
509-546-2132
babymoonface47@gmail.com

David Gerkenmeyer
528-0192
djgerk@yahoo.com

Tour Committee

John Hopkins, Committee Chairman
509-987-4504
jhn_hopkins@hotmail.com

Frances McGillis
509-545-4077
sixkidsplusthree@gmail.com

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