



# Gas Gauge

## Ye Olde Car Club

### April 2015 Newsletter

#### The President's Message

As you are likely aware, the U.S., rightly or wrongly is pushing toward normalization with Cuba. Cuba has probably more American antique and classic cars on the road as a percentage of their entire population of cars than any other country on the planet. When we see news stories about Cuba, there are always a bunch of 40s, 50s and early 60s Chevys, Fords, DeSotos, etc. being driven on the streets and highways. Many are taxis, but a good number of the old cars are owned by the countrymen as everyday transportation and especially for non-work days and holidays. There are car clubs in Cuba...just like in the U.S. The following are excerpts from an article written by Lawrence Ulrich of the Detroit Free Press who is a car "nut". He visited Cuba back in 2001. His complete writing highlights the love Cubans have for their old cars:

*HAVANA -- Back home (in the U.S.), these mostly '50s and '60s American classic cars would be cream puffs. Pampered darlings. Purchased and restored by everyday Detroiters, at prices that would top a lifetime of wages for the average Cuban, the nostalgic wheels would be reserved for sunny weekends or the Woodward Dream Cruise. Here in Havana, however, they're taxi cabs. Daily drivers. The livelihood and lifeblood of their ingenious owners. Fords, Buicks and Plymouths. The occasional Cadillac, Studebaker or DeSoto. And everywhere, Chevrolets.*

*I'd heard a lot about the frozen-in-time feeling of Havana. Driven, of course, by communist Cuba's political and economic isolation from the United States during our four-decade grudge match with Cuban leader Fidel Castro. Despite its 90-mile proximity to Key West, Fla., the largest island in the Caribbean remains an enigma for Americans. As essayist Pico Iyer wrote, in communist Cuba you will find shortages of everything except ironies. This impoverished capital city of more than 2 million people is ramshackle, half-ruined, but somehow beautiful.*

*The cars also reflect the good and bad of the city. Often crazy quilts of scavenged, mismatched parts, the cars are hardened survivors of the country's arrested development. Their scabbed and sagging bodies have been painted, repaired, and repainted again, sometimes with house paint. Ruined interiors are hidden beneath cleverly redone upholstery. In metro Detroit, most of Cuba's cobbled-together machines would be sneered at as beaters, hoopties. But here, like the colonial city itself, the cars maintain a shabby dignity. And nearly obsessive care has left many in remarkable shape, considering the decades of constant use.*

*Members of a handful of Cuban car clubs, mostly mechanics or engineers, do their best to restore cars to original condition. In America or Europe, that can be tough enough, although anyone with enough cash can throw it at a professional restorer. But restoring a 1925 Chevrolet in Cuba? That's like a castaway on a desert island -- in this case, tropical -- saying he's going to rebuild the Rolex on his wrist.*

*On the third Saturday of each month, many of the 68 members of Autos Classicos, not all of whom own a car, cruise from the Plaza de Armas near the narrow entrance to Havana's harbor. Founded in 1903 as the Havana Automobile Club, the club lay dormant from 1960 until two years ago, when club president Francisco Rodriguez revived it to help car owners share expertise and resources. And to have fun.*

If and when the U.S does normalize relations with Cuba, I wonder what will happen to all those old cars that just seem to keep on running?

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April 9 was the Ladies Luncheon hosted by DaJuan Recknagle and held at Rosy's Diner. There were 14 ladies present. Thanks DaJuan.

April 18, 2nd Annual Patriot Car Show at Liberty Christian School in Richland, WA. 9am-3:30pm  
2200 Williams Blvd, Richland, WA <http://auction.libertychristian.net/>

April 25 is an Open House to celebrate the birthday of Dolores McClary from 2:00 - 6:00 at the Highland Grange, 1500 S. Union Street, Kennewick - next to the library.

**Saturday, May 2nd, 8:00 to 5:00 Ye Olde Car Club of Tri-Cities presents 39th Annual**

### **Antique Auto Swap Meet and Car Display**

**Sell your stuff for a reasonable fee, or come to browse and buy for free.**

**Benton County Fairgrounds in Kennewick Space reservation info is on the flyer  
Please share this info with old-car guys.**

[Click here for flyer](#)

[www.yocc.org/Documents/2015\\_Swap\\_Meet\\_Flyer\\_II.pdf](http://www.yocc.org/Documents/2015_Swap_Meet_Flyer_II.pdf)

Space cost is \$25 for grass and \$20 on concrete. Contact **John Trumbo at 582-4297** or **Bill White at 946-7633** for reservations or to volunteer or be on a set-up committee. **Swap Meet Volunteers** are meeting at 1:00 on **April 30** at the fairgrounds to help get set up. Dolores McClary is fixing a spaghetti dinner for those helping. Please bring either 2 dozen cookies or a salad. Randy bought a space for YOCC members to sell their items at the swap meet. There is no charge for members to use the space to sell. Randy will bring a 10' table on which to place items for sale. The space number is P1 and is on the pavement. Those wanting to sell items, contact Randy Bunch by phone 554-7499 or email him at [rbunch@charter.net](mailto:rbunch@charter.net).

May 9, Saturday. Canyon Lakes Manor, 2802 W. 35th, Kennewick. 11:30 luncheon

May 13, Wednesday. Life Care Center, 1508 W. 7th, Kennewick. 11:00 luncheon

May 14 is the next Ladies Luncheon to be hosted by Frances McGillis to be held at Magill's Restaurant, 3214 Road 68, Pasco. Contact Frances at 545-4077.

May 15, Friday. Richland Rehabilitation Center, 1745 Pike Avenue, Richland. 12:00 TBD

May 16, Sock Hop (Rosy's Ice Cream & Diner) 6:00-9:00 pm, 404 Bradley Blvd, Richland, WA

May 16, Saturday, Kidz Dig Rigz 2015. Columbia Park (Lampson Pit area) 10:30 to 4:30pm. Robbin was contacted by the Kadlec Foundation for any who want to participate. More information to come.

<http://www.kadlec.org/foundation/events-and-news/kidz-dig-rigz>

May 22, Friday. Chenoweth House, 1108 W. 5th Avenue, Kennewick. 4:30 dinner

May 29, Friday. Guardian Angel Homes, 245 Van Giesen, Richland. 11:00 luncheon

May 30, Saturday. YOCC Garage Tour beginning with breakfast at the McClary residence, 5624 W. 8th Avenue, Kennewick and ending at the Johanson residence, 4315 Angel Lake Ct., West Richland with a Barbecue. Members are asked to bring a salad or dessert and their lawn chairs to the barbecue. A couple more garages are needed to complete the tour. Contact Robbin Johanson at 628-2547. The ladies will be going on tours more to their liking after breakfast. TBD.

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A Minneapolis couple decided to go to Florida to thaw out during a particularly icy winter. They planned to stay at the same hotel where they spent their honeymoon 20 years earlier. Because of hectic schedules, it was difficult to coordinate their travel schedules. So, the husband left Minnesota and flew to Florida on Thursday, with his wife flying down the following day. The husband checked into the hotel. There was a computer in his room, so he decided to send an email to his wife. However, he accidentally left out one letter in her email address, and without realizing his error, sent the e-mail.

Meanwhile, somewhere in Houston, a widow had just returned home from her husband's funeral. He was a minister who was called home to glory following a heart attack. The widow decided to check her e-mail expecting messages from relatives and friends. After reading the first message, she screamed and fainted. The widow's son rushed into the room, found his mother on the floor, and saw the computer screen which read:

To: My Loving Wife  
Subject: I've Arrived  
Date: June 28, 2014

I know you're surprised to hear from me. They have computers here now and you are allowed to send emails to your loved ones. I've just arrived and have been checked in. I've seen that everything has been prepared for your arrival tomorrow. Looking forward to seeing you then!  
Hope your journey is as uneventful as mine was.  
P. S. Sure is freaking hot down here!!!!  
Thanks to my good friend Pam Goode for this very funny story.

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## **BITS & PIECES**

**\*\*CONCRETE FLOOR COATING** for my new shop. I'm looking for advice, what is best?

From: [dennis.mcgillis@gmail.com](mailto:dennis.mcgillis@gmail.com) 509-545-4077

**\*\*REDLINE AUTOMOTIVE**, 1910 Terminal Dr, Richland, 509-946-6558

My neighbor recommends these guys for antique vehicles. Do you know them?

From: [dennis.mcgillis@gmail.com](mailto:dennis.mcgillis@gmail.com) 509-545-4077

**\*\*STUDEBAKER ENGINE REBUILDING** is somebody in the YOCC experienced in this or know someone who is? From: Tom Smith, 360-929-6311

**\*\*Chevrolet trucks useful information**

For 1947 to early 1955 Advanced Design models

<http://devestech.net/Home/HowTo>

**\*\*CARBURETOR MANUALS**

Here is a handy resource, thanks to Mike's Carburetor Parts in Rochester, WA.

[www.carburetor-parts.com/Carburetor-Manuals\\_ep\\_274.html](http://www.carburetor-parts.com/Carburetor-Manuals_ep_274.html)

**\*\*FREE SHOP PLANS**

We planned to build a 24' x 30' shop but instead bought a new house with shop attached. This set is very complete and free to the first caller. [dennis.mcgillis@gmail.com](mailto:dennis.mcgillis@gmail.com) 509-545-4077

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### **ENGINE OIL FOR VINTAGE CORVETTES From NCRS St Louis Chapter, July 2011**

[**Editor's note:** This article was originally published in the The Corvette Restorer, Vol. 35 No. 1, Summer 2008, published by The National Corvette Restorers' Society. This updated version is reprinted here with permission from the author and publisher. The advice is applicable to all vintage engines with sliding surface valve trains.

- Thanks to Joe Raine for coordinating with Duke to get permission for this article]

There is probably more chatter about engine oil than any other automotive subject. Entire Web sites are dedicated to the subject, but a good 90-plus percent of what you read and hear is based on myth, misinformation, and marketing hype.

For well over half a century the automotive and petroleum industries have promulgated engine oil standards through the American Petroleum Institute (API). The result: Engine oil is a generic product, but different generic engine oil products are offered depending on the type of service. The current API service category system dates back to 1969, and there are two basic categories. Current, past, and obsolete service categories that begin with "S" are intended primarily for spark ignition (gasoline) engines and "C" categories are intended primarily for compression ignition (diesel) engines. The second letter indicates the revision, and the service categories have evolved to the current SN (which replaced SM in late 2010) and CJ-4 ("4" refers to four-stroke cycle) based on the requirements of currently produced engines, and I emphasize currently. SM and SN are not

the best engine oils for vintage gasoline engines for reasons that I will explain.

As a general rule both C and S-category performance requirements have significantly increased over the years, but recent changes have reduced the concentration of anti-wear additive due to evidence that its combustion byproducts reduce catalyst life; and EPA requirements for tighter emission controls and longer emission control system warranties are one reason for the reduction.

A second reason is that modern engine design details have reduced the need for anti-wear additive. Additives, which are critical to proper engine performance and longevity include detergents, dispersants, and corrosion, foaming, and wear inhibitors.

The most effective anti-wear additive going back over 50 years is zinc dialkyldithiophosphate, commonly known as ZDDP. This additive is critical to preventing sliding surface wear, and, in particular, vintage engines have many sliding surfaces in the valve train such as flat-faced valve lifters and plain bearing rocker arms/shafts or stamped rocker arms/balls as used on vintage Chevrolet V-8 engines. Most modern valve trains, both pushrod and overhead cam types, have roller lifters and roller trunnion rocker arms, which means they don't need as much ZDDP as vintage engines!

From the 1950s to 2004 when the SL specification was adopted, many engine oils were dual rated, carrying both the then current gasoline and diesel engine service categories. The primary service category was listed first and was often a marketing decision since the major marketers have spent years building various brand names specifically targeted at either diesel or gasoline engine owners. The typical level of ZDDP in these oils based on the mass fraction of phosphorous (symbol "P" on the Periodic Chart of Elements) evolved to about 0.12%, which can also be expressed as 1200 ppm (parts per million, 0.10% equals 1000 ppm). Over the years this level has proved to be ideal for sliding surface protection. Significantly less can allow more rapid sliding surface wear, but more than 0.14% over the long run can have negative effects such as certain corrosion mechanisms. More is not necessarily better, and there is absolutely no need to use any supplemental ZDDP-rich additives with CJ-4 other than GM EOS being optional for initial engine break-in.

Field oil analyses usually reveal the Zn (zinc) concentration, and sometimes marketers specify it. As a general rule, the Zn concentration will be 100-200 ppm higher than the P concentration. To promote long catalyst life, SM

an SN oils with winter viscosity ratings of 10W or less are limited to 0.08% P. (The SL limit was 0.10%.) This is sufficient for modern "roller everything" gasoline engines, but may not be sufficient to prevent accelerated wear on vintage engine sliding valve train components. SM and SN oils with winter viscosity ratings above 10W have no P limitation, but this does not mean that 20W-50 SM or SN oils have more because only as little as 0.06% P is required to pass the SM or SN specifications and test suites. As a result, most current S-category oils cannot pass some of the C-category tests.

The current CJ-4 specification also limits P due to the addition of catalysts to 2007 and later over-the-road heavy-duty diesel engines, but the limitation is 0.12% - 50 percent greater than SM and SN - and 0.12% is about the same as earlier S and C-category oils before any P limits were adopted. Typical CJ-4s analyze at 0.11-0.12% P, and this level of ZDDP is necessary to pass the tougher CJ-4 anti-wear test suite. As a general rule, past and present, C-category test suites are a higher hurdle than S-category test suites.

Thus, CJ-4 is the best commonly available oil for vintage engines because you are essentially guaranteed a near ideal amount of ZDDP for maximum protection of vintage engine sliding surface components. If you happen across a (first listed service category) CI-4, it is perfectly acceptable. CI-4 has no P limitation, but the typical concentration is at or slightly above the 0.12% CJ-4 limit - not enough to be of material difference, so there is absolutely no need to seek out CI-4 in lieu of CJ-4.

There are a number of "boutique" oil companies that market engine oil to the racing and vintage car communities claiming their oils are "better" than off-the-shelf oils, and these products are often several times the price of off-the-shelf oils. Some of these oils are not API certified (which is a multi-million dollar process for all the required laboratory and field tests), so you have to be genuinely knowledgeable about engine oil formulation and reliably know the analysis of these oils to rationally determine whether they are even the equals of API certified oils. Otherwise, a slick sales pitch can scare you into believing that your precious vintage engine will disintegrate into a pile of dust if you don't use their oil.

The next question is invariably: What brand? I refuse to name brands because it doesn't make any difference! There is no "best brand!" As long as the label (usually the label on the back side of the package) has the API Service Symbol (sometimes called the "donut") with "CJ-4" (or CI-4) as the first listed service category, the product, within reasonable tolerance, is

essentially the same as any other API CJ-4 or CI-4.

There are scores of C-category oils on the market, but you will typically run across three national brands marketed by major oil companies like Chevron-Texaco, Exxon-Mobil, and Royal Dutch Shell and often “house brands”. The general motoring public is totally ignorant of the API service category system and even most “car guys” of my acquaintance seem to know little or nothing about the subject, so start your education by reading some labels. The tip-off on the front label may be words like “diesel” “Delo”, “Delvac”, “Rotella”, “universal motor oil”, “fleet oil”, and “15W-40”; and don’t be afraid to buy a house brand C-category oil from a reputable retailer like Walmart or the major auto parts chains. The contents are certified C-category oil packaged by an API licensed company under contact to the retailer with their house label. Retailers usually shelve C-category oils together, but they may be in a different section than S-category oils. I never fail to see a selection of C-category oils at any auto parts or big box store I visit.

The commonly available 15W-40 viscosity range is suitable for cold starts down to about 10-15 degrees F (or around -10 C) and will likely meet the needs of 99-plus percent of vintage car owners. If cold starts below this range will be common, use the 5W-40 “synthetic” version, which is blended with more higher viscosity index Group II and Group III hydroprocessed base stocks; 10W-30 is also available in some brands, but may not be commonly stocked at automotive retailers, particularly in warmer climates. Most national brand Web sites have product data sheets on all their engine oils that include available viscosity grades and chemical analysis. Google is your friend.

Once CJ-4 certification is achieved, certain secondary categories may be listed, however, the marketer may choose not to do so. You may find other C-categories and a S-category listed after the primary C-category because if the primary service category - the first listed service category - is “C”, the S-category phosphorous limitation does not apply, so CJ-4/SM is common; however, the use of more than one S-category is prohibited regardless of the primary category. “CI-4 Plus” indicates a formulation with enhanced soot handling capabilities for diesel engines. Since soot is not an issue in spark ignition engines you can be indifferent to CI-4 Plus. See the accompanying examples of acceptable (primary) CJ-4 service category symbols.

These subtle and somewhat confusing details can be gleaned from the API 1509

document that is referenced below. If secondary categories confuse you, ignore them and only pay attention to the first listed service category, which is the primary service category, and you want it to be CJ-4 or CI-4.

It is relatively easy to become your own oil expert and make your own sound engine oil choices rather than trying to sort through all the myths and misinformation or listening to salesmen or “experts” who may have absolutely no technical/professional background in the automotive or petroleum industries. The first thing you should do is take the “Fundamentals of Lubrication” and “CJ-4” courses at [www.lubricantsuniversity.com](http://www.lubricantsuniversity.com)

Do you know the difference between boundary lubrication and hydrodynamic lubrication? If not, you need to take these courses, which will take about an hour.

Also, download and print the API Engine Oil Guide:

[http://www.api.org/certifications/engineoil/pubs/upload/EngineOilGuide\\_March2010.pdf](http://www.api.org/certifications/engineoil/pubs/upload/EngineOilGuide_March2010.pdf)

Another good information source on engine oil and other automotive lubricants is:

<http://lubricants.s5.com>

For further information including an explanation of the five engine oil base stock Groups and why the term “synthetic” is meaningless as it relates to motor oil, download and read the 129 page pdf document – API 1509 Engine Oil Licensing and Certification System along with Appendices E and F that you will find at:

<http://www.api.org/certifications/engineoil/pubs/index.cfm>

For a couple of hours effort you will know more about engine oil than 99-plus percent of the self-proclaimed “experts”, and you will be able to make intelligent and economical engine oil choices for all your vehicles.

Thanks to Denny Wellington and Dennis McGillis for this contribution

## LOVE AFFAIR WITH AN OLD DODGE BROTHERS TRUCK

The summer of 1924 came quietly; unless you consider the grand opening of Ziegfeld Follies on Broadway on the 26th of June to be a really exciting and life-altering event, and on June 15<sup>th</sup> the Ford Motor Company announced that it had manufactured its ten-millionth Model-T. Of particular significance, though, was what happened in Detroit on Wednesday, June 11th. On that particular spring day at the Dodge Brothers factory, workers dropped engine number A 190-580 into chassis number A 118-750, and by so doing, gave birth to my Dodge Brothers Screenside Delivery Van. This car was built on a “beefed-up” automobile chassis that had been produced a few years earlier, which had been modified to carry a heavy military ambulance body. This vehicle was of course classified as a Dodge Brothers Screenside Delivery Van, but because it had been built on a stouter chassis, it was also classified as a Dodge Brothers ¾-ton truck. It was one of only a small number of Commercial Cars produced by Dodge Brothers that could possibly be construed as “Dodge Brothers Trucks”. This status is confirmed and displayed on an aluminum badge riveted onto the right side dash.

This Screenside Delivery Van was ordered by the City of Pasco, WA for the truant officer. Although it had been built on June 11th, it likely did not appear in Washington for at least another 2-4 weeks. However, I expect the quality and versatility of the vehicle exceeded expectations, and it was made ready to serve its intended purpose well before school started in the fall. The vehicle appears to have been driven very little while in the possession of the city of Pasco. It probably was driven every day throughout the school year, but only locally, and then at very low speeds. The city sold it at auction sometime in the 1930s, and when it was sold the odometer most likely had accumulated no more than 20,000 miles. A local resident named Parker bought the Screenside in 1955. He only drove it a couple thousand miles in some twelve years.

Many years ago, Cork Simmelink’s father established Cork’s Pharmacy in downtown Kennewick. As a young man, Cork helped his parents by delivering prescriptions throughout the local area. These deliveries were made using his dad’s Dodge Brothers Screenside Delivery Van. This exercise was obviously contagious because as he grew up he fell more and more in love with old cars. In 1963, he and a handful of others, so infected, **founded Ye Olde Car Club**. A few years passed and he found himself the owner of ‘Cork’s Pharmacy’. He decided it needed a ‘mascot’. He wanted something to serve as a nostalgic reminder of Cork’s Pharmacy as he remembered it. He needed something like a Dodge Brothers Screenside Delivery Van. He wanted to drive it around town and in parades and to advertise the pharmacy.

He knew about Parker and his Screenside. He asked Parker if he would be interested in selling it. Parker ignored him. Cork tried different approaches, but got nowhere. He simply could not talk him out of it. He finally gave up and started looking elsewhere. Day after day he and his friends searched through the ads and a few weeks later they found a 1920 Screenside that sounded interesting and might be in satisfactory condition but it was several hundred miles away. Cork bought it, and the group brought it back to Kennewick on a trailer. They started to work the day after arriving in Kennewick. They took the body off, pulled the engine out, and went to work on the chassis. After weeks of work they put it back together again – a beautiful machine, and it worked well.

The last thing to do now was to put ‘Cork’s Pharmacy’ logos on each door. No sooner had Cork started to work on these when who should appear, but Parker. He was in a very solemn, depressed mood. He didn’t want to sell his car. He watched Cork for a moment, then cautiously asked if he might possibly still have any lingering interest in it. In Cork’s own words, as he told me the story, “in about a millisecond, it was mine”! But now Cork had two Dodge Brothers Screenside Delivery Vans. Since the 1920 vehicle had just been rebuilt, was freshly painted, and had the logos on the doors, it was an easy decision. The 1920 vehicle would remain the pharmacy’s mascot, as intended. The new acquisition, the 1924 machine would end up in a storage locker. Yes, he got it out from time to time, but he told me that “he only drove it very, very little – in no more than four or five parades; well, maybe seven”.

When the car came to me in 1997, the odometer reading was just below 27,000 miles, very low mileage for a 73-year-old vehicle. For some time I had doubted its validity. It could have been disconnected for a while, or broken and replaced altogether. Then, four or five years ago, several of us drove up the valley to a car show in Benton City. By chance, a younger fellow from Centralia also came to the show pulling a trailer carrying a Dodge Brothers Screenside on a

trailer. Almost amazingly it was a 1925 Screenside Delivery Van, ¾-ton Truck, identical to mine but in considerably better condition. This was the first, and remains, the only other ¾-ton chassis Screenside like mine that I have ever seen. More interesting was that his odometer read something above 23,000 miles. Mine is one year older than his and has been driven only 4,000 miles further which leads me to accept that the 27,000 miles on mine was indeed valid. Interestingly after much consideration, the very low mileage on both of these machines is not only reasonable, it should have been expected. The aluminum badge indicates "MAXIMUM SPEED 25 MPH". These machines were not intended to travel much faster than one might go on horseback or in a horse-drawn vehicle. In the 1920s there were no hard surface roads other than perhaps in the largest cities.

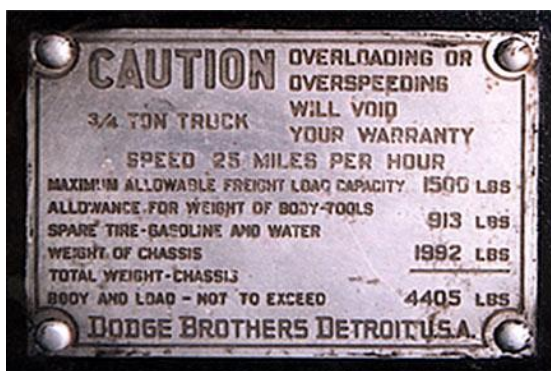
When Cork offered the vehicle to me 1997, I became the fourth owner, since the city of Pasco disposed of it half a century earlier or the fifth since it was built in 1924. Cork never registered it after he got it so I am actually only the fourth registered owner.

The aluminum badge identifying it as a ¾-ton truck and warning of the consequences of overloading or over speeding is still firmly attached. The car is now 91 years old and the odometer reads just over 28,000 miles. Nearly everything that came with the car when it was delivered to the city of Pasco is either on the vehicle or stored in the loft above my shop. This includes the side curtains, all the original fasteners and other attachment hardware. I also have the original leather seat cushions. The wood structure and fabric of the roof are still intact and undamaged. It's obvious that this machine has been protected from the elements virtually all its life.

I really enjoy just driving it around town. I really enjoy setting it up with props, like the marijuana bags, fruit and vegetables, or a skeleton resting on a coffin in the cemetery. I show visitors the engine if they ask and let them listen to a 'silent starter', something they had never even heard of. We talk about the 48-star flags and what roads and travel must have been like 90 years ago.

But what I enjoy most is when we take the old machines to retirement homes, senior centers, schools, etc. I like just watching people try to figure it all out. They study it, ask questions, and finally ask if they can sit in it. When I invite them to climb in, or help them in, they just sit there deep in thought and you can tell from their expressions that they have gone back 90 years in their memory and imaginations. If I ask if they would like to go for a ride, their imagination goes wild, and on occasion, I will trick them into sitting behind the wheel and then coach them on how to shift, and if possible, they might drive it around the block. They will never forget that.

John Dodge died on January, 14<sup>th</sup>. 1920, and his death was followed almost a year later by that of his brother Horace, on December, 10th.



Aluminum badge on dash





Many thanks to John Nelson for this wonderful story of his Dodge Brothers Screenside Delivery

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## *THE WOMEN'S CORNER*

### **Class Reunion of a 65 year old lady....**

I had prepared for it like any intelligent woman would. I went on a starvation diet the day before, knowing that all the extra weight would just melt off in 24-hours, leaving me with my sleek, trim, high-school-girl body. The last forty years of careful cellulite collection would just be gone with a snap of a finger. I knew if I didn't eat a morsel on Friday, that I could probably fit into my senior formal on Saturday.

Trotting up to the attic, I pulled the gown out of the garment bag, carried it lovingly downstairs, ran my hand over the fabric, and hung it on the door. I stripped naked, looked in the mirror, sighed, and thought, "Well, okay, maybe if I shift it all to the back..." bodies never have pockets where you need them. Bravely, I took the gown off the hanger, unzipped the shimmering dress and stepped gingerly into it. I struggled, twisted, turned, and pulled and I got the formal all the way up to my knees... before the zipper gave out. I was disappointed. I wanted to wear that dress with those silver sandals again and dance the night away. Okay, one setback was not going to spoil my mood for this affair. No way!

Rolling the dress into a ball and tossing it into the corner, I turned to Plan B: the black crepe caftan. I gathered up all the goodies that I had purchased at Saks: the scented shower gel, the body building and highlighting shampoo & conditioner, and the split-end killer and shine enhancer. Soon my hair would look like that girl's in the Pantene ads.

Then the makeup --the under eye "ain't no lines here" firming cream, the all-day face-lifting gravity-fighting moisturizer with wrinkle filler spackle, the all day "kiss me till my lips bleed and see if this gloss will come off" lipstick, the bronzing face powder for that special glow. But first, the roll-on facial hair remover. I could feel the wrinkles shuddering in fear.

OK, time to get ready! I jumped into the steaming shower, soaped, lathered, rinsed, shaved, tweezed, buffed, scrubbed and scoured my body to a tingling pink. I plastered my freshly scrubbed face with the anti-wrinkle, gravity fighting, "your face will look like a baby's posterior" face cream. I set my hair on hot rollers. I felt wonderful. Ready to take on the world. Or in this instance, my underwear. With the towel firmly wrapped around my glistening body, I pulled

out the black lace, tummy-tucking, cellulite-pushing, hammock-rounding girdle, and the matching "lifting those bosoms like they're filled with helium bra." I greased my body with the scented body lotion and began the plunge. I pulled, stretched, tugged, hiked, folded, tucked, twisted, shimmied, hopped, pushed, wiggled, snapped, shook, caterpillar crawled and kicked. Sweat poured off my forehead but I was done. And it didn't look bad. So I rested. A well deserved rest, too.

The girdle was on my body. Bounce a quarter off my behind? It was tighter than a trampoline. Can you say, "Rubber baby buggy bumper buns?" Okay, so I had to take baby steps, and walk sideways, and I couldn't move from my buns to my knees. But I was firm! Oh no...I had to go to the bathroom. And there wasn't a snap crotch. From now on, undies gotta have a snap crotch. I was ready to rip it open and re-stitch the crotch with Velcro, but the pain factor from past experiments was still fresh in my mind. I quickly sidestepped to the bathroom. An hour later, I had answered nature's call and repeated the struggle into the girdle.

I was ready for the bra. I remembered what the saleslady said to do. I could see her glossed lips mouthing, "Do not fasten the bra in the front, and twist it around. Put the bra on the way it should be worn--straps over the shoulders. Then bend over and gently place both breasts inside the cups." Easy if you have four hands. But, with confidence, I put my arms into the holsters, bent over and pulled the bra down...but the boobs weren't cooperating. I'd no sooner tuck one in a cup and, while placing the other, the first would slip out. I needed a strategy. I bounced up and down a few times, tried to dribble them in with short bunny hops, but that didn't work. So, while bent over, I began rocking gently back and forth on my heel and toes and I set 'em to swinging. Finally, on the fourth swing, pause, and lift, I captured the gliding glands. Quickly fastening the back of the bra, I stood up for examination. Back straight, slightly arched, I turned and faced the mirror, turning front, and then sideways. I smiled. Yes, Houston, we have lift up! My breasts were high, firm and there was cleavage! I was happy until I tried to look down. I had a chin rest. And I couldn't see my feet. I still had to put on my pantyhose, and shoes. Oh...why did I buy heels with buckles? Then I had to pee again.

I put on my sweats, fixed myself a drink, ordered pizza, and skipped the reunion.

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## **My Travel Plans for 2015**

I have been in many places, but I've never been in Kahoots. Apparently, you can't go alone. You have to be in Kahoots with someone. I've also never been in Cognito. I hear no one recognizes you there. I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work. I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore. I have also been in Doubt. That is a sad place to go, and I try not to visit there too often. I've been in Flexible, but only when it was very important to stand firm. Sometimes I'm in Capable, and I go there more often as I'm getting older. One of my favorite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get! I may have been in Continent, but I don't remember what country I was in. It's an age thing. They tell me it is very wet and damp there. Send this to at least one unstable person. My job is done! Life is too short for negative drama and petty things. So laugh insanely, love truly and forgive quickly!

Thanks to my good friend Judy Howard for this very funny travel advice.

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## **Palm Sunday, Saint Patrick's Day and the Date of Easter**

In **1940**, an unusual coincidence took place when Palm Sunday (which is one week prior to Easter Sunday) occurred on the same day as St Patrick's day. In Ireland, which has St Patrick as its patron saint, people were able to wear both the shamrock and the palm on the same day.

St Patrick's Day falls on March 17 but Easter Sunday, and hence Palm Sunday, moves according to the rules that determine Easter. Easter Sunday falls on the first Sunday after the full moon occurring on, or after, the March equinox (taken as March 21). So for Palm Sunday and St Patrick's Day to be on the same day, March 17 must fall on a Sunday (on average 1 in 7 years) AND there must be a full moon on

either March 21, 22, or 23. The interval between successive full moons is approximately 29.5 days and so the chance of a full moon on any of these three dates is 3 in 29.5. This makes the combined chance of both Palm Sunday and St Patrick's Day coinciding as approximately 1 in 69 years (a probability of 0.015 per year).

This is only a statistical (ie, average) estimate. So are we actually due for a repeat of this coincidence shortly? The answer is no because the next such occurrence is in the year **2391** - almost three hundred years from now. Beyond that there is another coincidence in the year **2475**, making only two such occasions in 500 years, very much less frequent than the average expected.

But statistics always applies if we take a long enough view. For example, if we consider the next 5000 years then there will be 76 occasions when Palm Sunday and St Patrick's Day coincide. This is very close to the expected number of such events.

Material prepared by Richard Thompson  
[www.alumniclass.com/charteroak/content/st-patricks-day-and-easter-facts](http://www.alumniclass.com/charteroak/content/st-patricks-day-and-easter-facts)

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### Birthdays and Anniversaries in April



#### Birthdays

Tim Benton	Apr 30	Debby Buckles	Apr 15
Donna Ellis	Apr 15	Dave Hannah	Apr 12
Kaye Henson	Apr 28	Sharon Holmes	Apr 4
Dennis Jackson	Apr 19	Denny Kehl	Apr 4
Dolores McClary	Apr 23	Margie Morgan	Apr 10
Paula Osburn	Apr 29	Jeff Phillips	Apr 13
Phillip Prather	Apr 2	Nancy Rutherford	Apr 14
Karen Shreve	Apr 15	Patricia Smith	Apr 4
Denny Wellington	Apr 29	Janice Wellington	Apr 2
BJ Wyland	Apr 6		



#### Anniversaries

Dick & Donna Ellis	Apr 22	Bob & Anita Gough	Apr 4
Cory & Rachael Hannah	Apr 24	Dennis & Carla Jackson	Apr 19
Pete & Grace Jackson	Apr 5	Cole & Deliska James	Apr 10
John & Susie Lindberg	Apr 10	Dutch & Patty Orsborn	Apr 17
John & Pat Parker	Apr 2		

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