Gas Gauge
Ye Olde Car Club
May 2015 Newsletter

The President's Message

Of course the following talks about very high-end investment collectable cars, but many of our old cars share this advantage of value appreciation...albeit, several "zeros" to the left! However, I doubt that many YOCC members have financial gain as number one on the list of why we have old cars. Number one...because old cars are fun! Plain and simple! And if we make a buck or two when we reluctantly part with them...that's okay too.

Robbin

The following are excerpts from a 12/4/2014 article written by Robert Frank of CNBC and published by CNBC

Best collectible investment in 2014? Hint: Vroom....Vroom....

It won't be long before people start putting Ferraris on their walls. A new investment analysis of collectibles shows that classic cars are vastly outperforming the art market and were the top-performing collectible investment over the past year. For the 12 months ended in October *(2014)*, cars as a category posted returns of 25 percent while art was up only 5 percent, according to a report from Douglas Elliman and Knight Frank, the global Realtors.

Cars beat art over the longer-term as well, clocking gains of 111 percent over five years (compared with art at 17 percent) and gaining 469 percent over 10 years (compared with 226 percent for art). Of the top five most expensive cars ever sold at auction this year, all five are Ferraris—topped by the 1962 Ferrari 250 GTO that sold for $38.1 million at Pebble Beach. Overall, investing in high-end collectibles has been more lucrative than investing in stocks. Over the past 10 years, the Knight Frank Luxury Index (which tracks collectibles from cars and art to stamps, wine, coins and furniture) is up 182 percent while Dow Jones is up 62 percent.

The worst investment when it comes to collectibles has been antique furniture, with negative returns of 8 percent over the past year and 24 percent over the past decade. And even within collectible classes, like art or cars, there are winners and losers. Broadbrush indexes can be deceiving in markets where it's only a select few examples at the very top that outperform and skew the results.

Comments from a few of the readers of the on-line piece:

"The car market will bottom out once the Boomers are all retired in the next 10 years. Gen X doesn't have the cash available to pick up these marquee products, few have the interest and even fewer have the know how to turn a wrench since all the cars we grew up with were pretty much computer controlled and fuel injected."

"I just bought a late 60's muscle car at the Mecum Auction. Insurance is also a pocket drainer. Nevertheless, it's far and away the most fun of all my investments. If I can come anywhere close to breaking even in ten years, it was well worth it."

"What can you do with a fossil or rare mineral. At least you can drive and enjoy these cars (although paying $38M for a Ferrari probably says you don't drive it)."

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May 14 was the Ladies Luncheon at Magill's in Pasco. There were 19 ladies present. Thanks.

May 16, Saturday, Kidz Dig Rigz 2015 at Columbia Park was as good as always. Loads of big trucks, tractors, fire & police vehicles and rescue boats kept the boys and girls and their parents busy.

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

May 23 - 24 - Pacific Northwest Mustang Spring Show n Shine. All makes of cars welcome. Cruise from Richland DQ on Saturday. Show and shine on Sunday - Columbia Point Marina Park, Richland 946-4661 for reservations and details. Entry fee is $20 per vehicle before May 11th; $25 after May 11th. http://www.pnwmustangclub.org/Spring_Show.php

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, onto Randy & Jean Bunch's in Pasco, then to Frank Tieg's concours collection of muscle cars, Pasco, one more garage TBD 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. The ladies who wish will be going on a couple of tours of their own. It was discussed and agreed that after breakfast at the McClary's, the ladies would travel to downtown Pasco and go to the Farmer's Market. From there, we will go to downtown Kennewick for antique shopping and if there is time perhaps to Beaver Bark. DaJuan has said she will make maps. Car pooling will make it easier for all who want to share rides.

June 5 - 7, Corvettes on the Columbia. www.3riverscorvetteclub.net/corvettes-on-the-columbia

June 5, 31st Annual Mid Columbia MOPAR Show n Shine, Jefferson Park, Richland. 8:00 AM

June 11, Ladies Luncheon will be hosted by Barbara Baker. She is looking into Fujiyama's in Kennewick.

June 13 - Sock Hop (Rosy's Ice Cream & Diner) 6:00-9:00 pm, 404 Bradley Blvd, Richland, WA

June 13 - ATHS Columbia Basin Chapter Antique Truck Show Jefferson Park - 1400 George Washington Way, Richland, Washington. Registration fee $10 (Advance registration requested)
Set-up 7AM Saturday, Show from 9:00AM to 5:00PM, Contact: Amber McWhirk (509)786-6908 or EMAIL: athscbc@gmail.com
June 20 - Seventh Annual Orphan Car Meet - Clackamette Park, Oregon City, OR. Registration at 10:00am; awards at 3:30pm. All Studebaker, Plymouth, Rambler, Oldsmobile, Packard cars and trucks are welcome. $15 registration. Phil Peters 503-244-1608, or Dave Muck 503-263-8819 www.sdc-nw.org

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BITS & PIECES

****Starter, Generator, Alternator Guide**
This 136 page document can be a useful identification guide to starter, generator and alternator information. http://delcoremy.com/Documents/Core-ID-Guide-2004.aspx

****Auto Names on West Pasco Streets**
West off Road 84 north of Sandifur Parkway is an area where ten streets are named for U.S. car manufacturers that are no longer around. The Street signs might provide an interesting photo opportunity. Cord Dr., Desoto Dr., Hudson Ct., LaSalle Dr., Nash Dr., Overland Ct., Packard Dr., Studebaker Dr., Stutz Dr., Zephyr Ct.

** I know a guy who's addicted to brake fluid. He says he can stop any time.

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Rare Survivor
1967 Pontiac Bonneville
Four door, hard top, stock, not restored - original

This was the 69th Pontiac manufactured in 1966. Fred and Vivian Deweese were the original owners of this automobile built in Southgate, CA. Vivian Deweese gave this car to her daughter Donna and Dick Ellis on April 30, 1997. It has remained in the family since new.

Donna Ellis says her father was a Pontiac Man, the Bonneville was the most expensive he ever purchased. Sadly, he never got to drive it much as he passed away on December 26th of that same year from a heart attack at the age of 53. He was a captain with the Los Angeles City Fire Dept. on active duty when he passed away.

Donna's mother Vivian never drove a car, but after her husband's death she hired a driving instructor and learned to drive "the Boat" in, of all places, Los Angeles, CA. She didn't like to drive but needed to become self sufficient and get herself around just for the necessities. She never had a fender bender or received any type of vandalism. She always kept it clean, inside and out. It was never left outside in the elements. She drove the car until the age of 80, then gave "The Family Car" to Dick and Donna.

The Pontiac has approximately 44,000 miles on the odometer. The car looks and runs in totally original condition as the day it was driven home from the dealership. It is truly rare today to see an automobile that is presented in such remarkable condition.

Dick drives the Pontiac to many YOCC functions and car shows and has taken numerous first prize awards for stock/original automobiles.

10 Best Selling products of all time

10. Toyota Corolla
9. Michael Jackson's 'Thriller' album
8. Harry Potter series
7. iPad
6. Mario Bros franchise
5. Rubik's Cube
4. Star Wars movies
3. Lipitor
2. PlayStation gaming console
1. iPhone

From finance.yahoo.com

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GM CELEBRATES THE SMALL-BLOCK'S ANNIVERSARY

By: Jim Koscs

It's an engine that has touched so many lives that, no matter where your car brand loyalty lies, chances are good that you've got a personal story about one. It has powered tens of millions of passenger cars, trucks, race machines and boats. Calling it an American icon would not be an overstatement or hype. "It" is the Chevy small-block V-8, and General Motors is celebrating this influential engine's 60th anniversary.

Introduced as a durable yet inexpensive-to-build upgrade engine in the 1955 Chevrolet line, the second V-8 in the brand's history (the first was in 1917) was as warmly embraced by average car buyers as by hotrodders. The engine, which Chevy called the Turbo Fire, wasn't nicknamed the "small-block" until the Mk. IV "big-block" arrived in 1965. While GM's Gen IV and Gen V V-8s power new Corvettes, Camaros, pickups and SUVs, the original small-block continues in production for marine use and as a series of crate engines for hotrodders, racers and builders.

Looking back six decades, the circumstances that made the small-block a legend can seem almost coincidental. Chevy was already developing a small-displacement V-8 when Ed Cole, who'd headed development of the Cadillac V-8, was put in charge of Chevy engineering in 1952. He immediately scrapped the V-8 project to develop something truly innovative and in tune with Chevy's character.

In New York, meanwhile, seeing the Motorama Corvette show car inspired the Belgian-born Russian engineer Zora-Arkus Duntov to seek employment with Chevrolet. Duntov had developed an overhead-valve conversion for the Ford flathead and had driven a Cadillac-powered Allard at Le Mans, so he knew a thing or two about American V-8s. At Chevrolet, he saw in the new V-8 great potential to attract the youth market.

Taking a bold step, Duntov sent his boss, Maurice Olley, a memo he titled, "Thoughts Pertaining to Youth, Hot Rodders and Chevrolet." Duntov made the case for offering a line of factory performance parts for the Chevy V-8 as a way to attract a new generation of customers to the brand. One passage from the memo, in particular, captured Duntov's intuition for engineering and marketing:

Zora Arkus Duntov letter

"The association of Chevrolet with hot rods, speeds and such is probably inadmissible, but possibly the existence of the Corvette provides the loop hole. If the special parts are carried as RPO [regular production option] items for the Corvette, they undoubtedly will be recognized by the hot rodders as the very parts they were looking for to hop up the Chevy."

Cole eventually got on board, and Duntov would go on to lead Corvette engineering. His ideas for the small-block would upend American performance and hotrodding. With the small-block, Duntov saved the floundering Corvette from an early demise, and the Corvette program in turn helped ensure continual performance development for the small-block.

The features that made the new Chevy engine lighter and less costly to build versus other V-8s also endowed it with good breathing, reliability and durability. Its thin-wall block casting ended at the crankshaft centerline, unlike the deep-skirted blocks used on other V-8s. Mounting stamped-steel rockers to ball studs rather than using a traditional rocker shaft arrangement saved cost and lightened the valve train considerably, giving the small-block high-rev potential.

The 265 cu. in. Chevy V-8 debuted with 162 hp using a 2-barrel carburetor and 180 hp with an optional Power Pack – a 4-barrel carb and dual exhausts. The 1955 Corvette got its own version with a "Duntov cam" for 195 hp. Displacement grew to 283 cubes in 1957, when mechanical fuel injection was offered for both the Corvette and regular Chevys. Ads touted America's first engine with one horsepower per cubic inch. In addition to Chevy's own performance parts, the aftermarket exploded with choices for hotrodders. A bigger bore and longer stroke yielded 327 cubic inches in 1962, and interchangeability within the small-block family bolstered performance potential.

A string of legendary small-blocks originated with the Corvette and later, the Camaro, a tradition that continues to this day. Among the 1960s Corvette gems were the 375-hp L-84 fuel-injected 327 and its hydraulic-cam, 4-barrel carb sibling, the L-79. This 350-horse version was also available in the Chevelle, and for 1966 the option turned the Chevy II Nova into a budget muscle car. When Chevy fielded the Camaro Z/28 to compete in the Trans-Am racing series, it borrowed a trick from oval-track racers who'd been putting a 283 crankshaft in a 327 block to get a high-revving 302. Chevy stuffed the production version with its best high-performance parts.

The 350 cu.-in. small-block debuted in the 1967 Camaro and then proliferated throughout the Chevy line. At the dawn of the low-compression, low-emissions era, Chevy kept performance alive with the 250-hp (net) L-82 in the Corvette and Z/28.

You didn't need one of the high-performance versions to have fun, though. Almost any small-block had some hop-up potential. And, performance wasn't the engine's only calling card. Millions of

drivers enjoyed its reliability and durability in everyday cars and trucks. The small-block eventually became GM's mainstay V-8, powering vehicles from all of the corporation's brands, except Saturn.

In the mid-1980s, electronically controlled Tuned Port Injection brought performance back to the Corvette and Camaro. And in 1990, the Corvette ZR1 introduced a radical DOHC aluminum small-block, engineered with help from Lotus in England.

The Gen II brought another big performance jump for 1993, thanks to such improvements as reverse cooling, which allowed higher compression ratios. With up to 330 net hp in the 1996 Corvette, the Gen II was more powerful than most of its Gen I ancestors. In 1998, the truly new Gen III small-block debuted as the aluminum LS1 in the 'Vette, and then in the Camaro Z28 and Pontiac Firebird models the following year. This modern engine kept key elements of the original, including 4.4-inch bore centers (the center-to-center distance between cylinders) and two valves per cylinder actuated by pushrods operated by a single camshaft. Indeed, the newest Gen V engine in the Corvette Stingray still shares those attributes. Features like variable valve timing and cylinder deactivation have helped the modern small-blocks deliver higher fuel economy.

GM doesn't label its sole family of gasoline V-8s "Chevy" these days, and the continuity from the original small-block is more of a marketing strategy than an engineering reality. But that's also true of other engines that are intrinsically linked with their brand's heritage, including the Chrysler HEMI, Ferrari V-12 and Porsche flat-six.

After 60 years, that's mighty good company to be in.

From www.hagerty.com   http://goo.gl/MIrNXY

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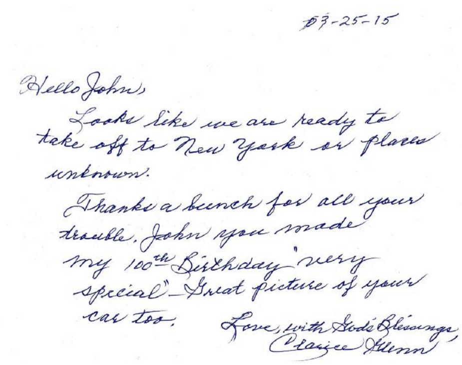

03-25-15

Hello John,

Looks like we are ready to take off to New York or places unknown.

Thanks a bunch for all your trouble. John you made my 100th Birthday "very special" - Great picture of your car too.

Love, with God's Blessings,
Clarice Glenn

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THE WOMEN'S CORNER

THE BASIC RULES FOR CLOTHESLINES: (If you don't even know what clotheslines are.)

1. You had to hang the socks by the toes... NOT the top.
2. You hung pants by the BOTTOM/cuffs... NOT the waistbands .
3. You had to WASH the clothesline (s) before hanging any clothes - walk the entire length of each line with a damp cloth around the lines.
4. You had to hang the clothes in a certain order, and always hang "whites" with "whites," and hang them first.
5. You NEVER hung a shirt by the shoulders - always by the tail! What would the neighbors think?
6. Wash day on a Monday! NEVER hang clothes on the weekend, or on Sunday, for Heaven' s sake!
7. Hang the sheets and towels on the OUTSIDE lines so you could hide your "unmentionables" in the middle (perverts & busybodies, y'know !)
8. It didn't matter if it was sub-zero weather... Clothes would "freeze-dry."
9. ALWAYS gather the clothes pins when taking down dry clothes! Pins left on the lines were "tacky"!

10. If you were efficient, you would line the clothes up so that each item did not need two clothes pins, but shared one of the clothes pins with the next washed item.
11. Clothes off of the line before dinner time, neatly folded in the clothes basket, and ready to be ironed. IRONED??!! Well, that' s a whole OTHER subject!
12. Long wooden pole (clothes pole) that was used to push the clotheslines up so that longer items (sheets/pants/etc.) didn't brush the ground and get dirty.

And now a POEM...

A clothesline was a news forecast, to neighbours passing by,
There were no secrets you could keep, when clothes were hung to dry.
It also was a friendly link, for neighbors always knew
If company had stopped on by, to spend a night or two.
For then you'd see the "fancy sheets" and towels upon the line;
You'd see the "company table cloths " with intricate designs.
The line announced a baby' s birth from folks who lived inside,
As brand new infant clothes were hung so carefully with pride!
The ages of the children could, so readily be known.
By watching how the sizes changed, you'd know how much they'd grown!
It also told when illness struck, as extra sheets were hung;
Then nightclothes and a bathrobe too, haphazardly were strung.
It also said, "On vacation now" when lines hung limp and bare.
It told, "We're back!" when full lines sagged, with not an inch to spare!
New folks in town were scorned upon, if wash was dingy and gray,
As neighbors carefully raised their brows, and looked the other way.
But clotheslines now are of the past, for dryers make work much less.
Now what goes on inside a home, is anybody' s guess!
I really miss that way of life, it was a friendly sign
When neighbors knew each other best...by what hung on the line.

Thanks to friend Dean Marxer for this look into the past.

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Does Gas Go Bad?

Does gasoline really go "bad" if you leave it unused for a period of time? Some people are convinced this is just another urban legend, and that people who worry about "old gas" and spend money on fuel stabilizer are wasting psychic energy as well as cash. But in fact, gasoline can degrade over time. That can lead to a number of problems, ranging from hard starting, to rough running, to no starting at all.

Unlike crude oil, gasoline is a highly refined product brewed to a certain chemical composition with very specific characteristics. One characteristic of gas is volatility, a term used to describe how easily and under what conditions the gas vaporizes so it can be efficiently burned in your car's engine.

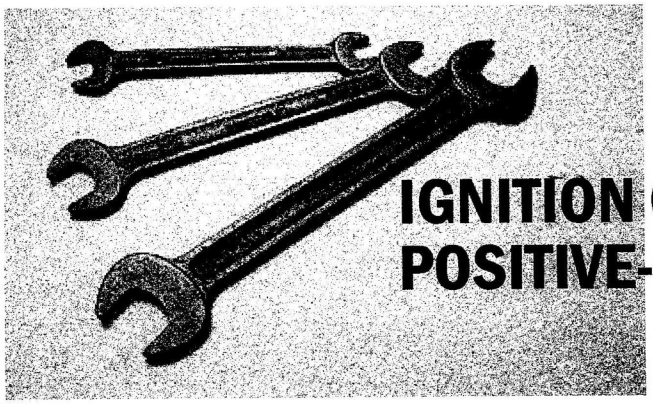
The most highly volatile components in gasoline also tend to evaporate over time. As they do, the remaining fuel's volatility and ability to combust properly degrades. The less volatile the fuel, the less effectively it burns in your engine. The result is diminished engine performance. Your engine may still start and run, but it probably won't run as well.

The good news is, once the old gas has been consumed and the tank is topped off with fresh fuel, the problem should cure itself. Evaporation of volatile compounds can be limited by making sure the gas cap is secured tightly. For the same reason, be sure all portable gas containers are sealed tightly as well.

Water contamination can be a problem. You can reduce the chances of water contamination by keeping your car's gas tank as close to full as possible, especially if the vehicle is going to be left idle for an extended period.

One way to identify "bad gas" is to eyeball it. Oxidized fuel often turns darker over time and may even smell sour.

By Eric Peters, AOL Autos
Thanks to John Nelson for this contribution



IGNITION COIL BASICS POSITIVE-GROUND CARS

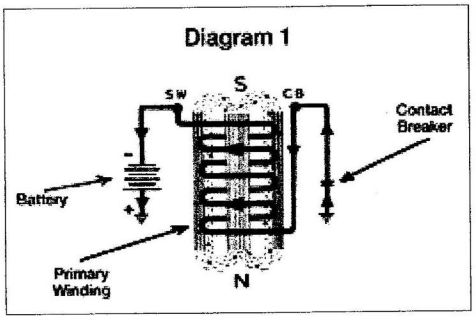
Norman Nock
British Car Specialists
Stockton, California
Golden Gate Austin-Healey Club

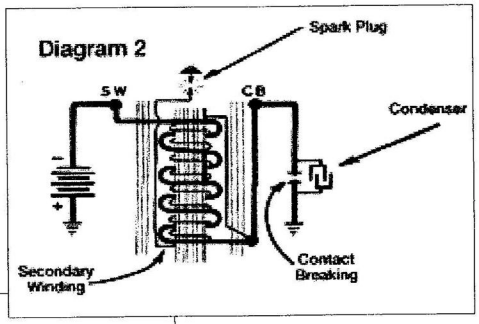
1. Primary winding: Diagram 1 shows the primary winding of the ignition coil with the battery connected to the SW terminal of the coil, and the contact breaker connected to the CB terminal. When the contacts close, current flows through the primary winding and back to the battery via the chassis. The current flowing through the winding produces a magnetic field around it. These lines of force are concentrated due to the laminated iron core of the coil.

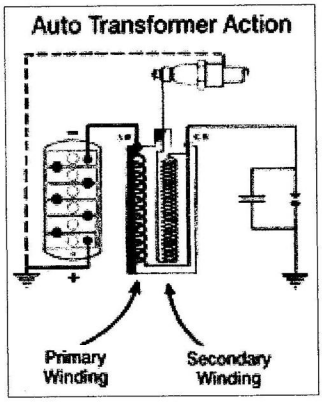
2. Primary and Secondary Circuit: (See Diagram 2.) When the points open, the current stops flowing and the magnetic field around the primary collapses; the secondary has about 20,000 turns of very fine wire. The collapsing magnetic field will induce a high voltage (25,000+ volts) for the spark plugs. The primary winding will also receive an induced voltage of 250-300 volts. This induced voltage will cause excessive arcing at the points. A condenser is placed across the points to absorb this excessive voltage.

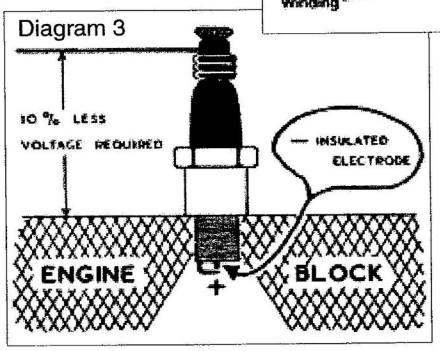
3. Auto Transformer Action: In a positive-ground coil, the secondary winding is in series with the primary winding. This will improve the spark at the plugs by 250-300 volts. If the external connections of the coil (CB and SW terminals) are reversed, the current will flow in the opposite direction and the auto transformer effect will be lost.

4. Negative Spark: The ignition coils in early British cars were designed to produce a positive-ground spark. The electrode of the plug is negative, as shown in Diagram 3. This is usually referred to as a "negative spark." There is a 10 percent reduction in the voltage required to break down the plug gap. If the car is converted to negative ground and if a negative ground coil is not installed, the 10 percent advantage is lost. This effect can be seen if you attach a scope to your car. The picture of the HT system would be upside down. If you change to a negative ground, it is always better to replace the coil with a negative system coil. ***HM***









Thanks to Jim Ayers for this contribution.

Robert "Bob" Roland Rupp
December 23, 1914 - April 25, 2015

Bob Rupp died on April 25, 2015, at the age of 100, and relinquished his title of Oldest Living Retired WA State Trooper and former Benton County Sheriff. Bob was born to George and Nannie Rupp, along with siblings Boyd, Ward and Fay. He graduated from Kennewick High School in 1934. Bob married Alice Altrogge in 1937, and were together for 67 years before Alice passed away in 2007. His career with the WA State Patrol moved them around the state, but they were happiest when they eventually returned to Kennewick in 1964 for the remainder of their lives. Bob's four children are Christine (Pat) Green, Bill (Lois Blair) Rupp, Roger (Linda) Rupp (passed in 2010), and Bobbi (Brian) Lochansky. The grandchildren are Elisa (Kevin) Ludviksen, Cindy (Dave) Tipton, Jennifer Rupp, Mark (Chuck Butler) Rupp, Selina Thomas, Morganna Rupp, Malarie (Jeff) Steedley, Spencer Lochansky, Fraser Lochansky and great-grandchildren are Morgan Arrington, Kyle Ludviksen, Brent Ludviksen, Katie Tipton, Logan Thomas, Dexter Thomas. Bob is also survived by numerous nieces and nephews. Bob's positive attitude, broad range of interests, and eagerness to engage in conversation with people was the perfect recipe for his long, healthy, and happy life. Bob loved hunting deer, elk, geese, and antiques. With the help of friends and family, Bob and Alice built a vacation cabin in the mountains above Lake Cle Elum, WA in 1970 where they often enjoyed hiking, swimming, motorbike riding, and snowmobiling. Bob's favorite feature of the cabin is that it did not have a phone. Some of his favorite pastimes were antiquing for old pottery, gardening, cooking, and baking. Woodworking became another favorite hobby after his retirement to keep himself busy. He loved to repair and make furniture in his large woodworking shop. Bob had a strong affinity for cars, old and new, As a longtime member of Ye Olde Car Club, he and Alice would frequently participate in the club's outings and events in his beloved vintage cars. When his children insisted he stop driving due to his age, he immediately bought a golf cart to venture around his retirement community -- insisting that he needed to feel the rubber under his feet. His successful and admirable 46-year law enforcement career with the WA State Patrol, and as Benton County Sheriff has been broadly published and an inspiration to all. His family and friends will forever remember him as an eternal optimist and prolific story teller. The family would like to thank special friends Myrtle Nesbitt for his companionship, and the late Pete Overdahl and wife Maggie, Denny English, Rick and Sandra Garza, and WSP Chief John Baptiste, as well as the many others who supported Bob in his final years.

WA Passenger License Plate Colors

1916 White on blue
1917 White on lavender
1918 White on black
1919 Black on yellow
1920 Metal tabs, black on white
1921 1) White on green (3-20 to 3-21)
2) Black on gray (3-21 to 12-31)
1923 Blue on white
1924 White on blue
1925 Blue on white
1926 White on green
1927 Green on white
1928 Black on orange
1929 White on green
1930 Green on white
1931 White on green
1932 Green on white
1933 White on green
1934 Green on white
1935 White on blue
1936 Blue on white
1937 White on blue
1938 Green on white
1939 Yellow on green
1940 Green on white
1941 White on green
1942 Green on white
1943 Windshield sticker
1944 Windshield sticker
1945 Green on white
1946 Windshield sticker
1947 Green on aluminum
1948 Windshield sticker
1949 Green on gray
1950 Green on white
1951 Metal tabs, green on aluminum
1952 Windshield sticker
1953 Metal tabs, green reflective material
1954 White on green
1955 Metal tabs, red on aluminum
1956 Metal tabs, green on white
1957 Metal tabs, white on green
1958 White on green
1959 Validating tabs, green on silver scotchlite
1960 Validating tabs, aluminum on green
1961 Validating tabs, green on aluminum
1962 Validating tabs, silver on green scotchlite
1963 General issue green on white plates embossed with WASH 63
1964 General issue green on white plates embossed with WASH 63, Validation tabs - green scotchlite
1965 General issue green on white plates embossed with WASH 63, Validation tabs - green scotchlite
1966 General issue green on white plates embossed with WASH 63, Validation tabs - green scotchlite
1967 General issue green on white plates the word WASHINGTON was spelled out across the bottom of the license plate

Thanks to Dwight Underwood for this contribution

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Birthdays and Anniversaries in May

Birthdays

Russ Armstrong	May 27	Beth Carothers	May 21
Rick Cooper	May 12	Dave Donaldson	May 25
Helen Duffield	May 17	Betty Emineth	May 2
Jim Foreman	May 11	David Gerkensmeyer	May 14
Susan Gerkensmeyer	May 16	Margaret Hue	May 21
Wayne Huss	May 16	Loretta Jackson	May 2
Deliska James	May 5	Bob McClary, Jr.	May 29
Don Meyers	May 6	Mary Ellen Nelson	May 14
Scott Noga	May 19	Cindy Protsman	May 5
Aline Sanders	May 20	Audrey Simmelink	May 23

Anniversaries

Dave & Judy Bergum	May 4	Randy & Nancy Rutherford	May 23
Oden & Aline Sanders	May 29	Doug & Earlene Stone	May 6
BJ & Frances Wyland	May 7		

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