



Gas Gauge

Ye Olde Car Club

August 2015 Newsletter

The President's Message

Summer is a busy time for car related events as well as other warm weather activities such as outings and get-togethers with family and friends. This summer has been especially hot which makes car shows, retirement and assisted living visits, and participating in the many local parades...frankly, not as much fun as usual. However, in spite of the hot weather, Ye Olde Car Club members have turned out exceedingly well at these events. Your continued participation in these events is greatly appreciated by your club officers.

This coming Saturday, August 22, we have one of our larger annual events - the Benton/Franklin Fair Parade in Kennewick. The forecast is for sunny skies, but only 87 degrees. Following the parade, Mike and Judy Bughi are again hosting an "After Parade" gathering and picnic at their beautiful home. If you are able to do so, I encourage you to participate in both the parade and picnic. You will have a great time!

Robbin

EVENTS

Thursday, August 13, Ladies Luncheon at Anthony's had 15 ladies enjoying the view and good food. Thanks Dolores.

Friday, August 14 - Riverton Retirement & Assisted Living BBQ 4:30 – 6:30 pm, 1800 Bellerive Dr, Richland

Friday, August 21 - Richland Gardens Retirement Center - Luncheon 11 – 1:00 pm
770 Gage Boulevard, Richland

Saturday, August 22 - Benton/Franklin Fair Parade, 7:30 - 9:30 am, staging area is 8th and Dayton, Kennewick, car club judging at 9:15am, parade starts at 10am.

Saturday, August 22 - "After Parade" Picnic, Mike & Judy Bughi, 3505 S. Garfield St., Kennewick
509 582-4457 - need head count of those attending, please.

Tuesday, August 25 - Benton/Franklin County Fair Car Show in VIP Area on Grass, Noon, 1500 S. Oak St. Kennewick, Free and includes admission to the fair.

Friday, September 4 - Hawthorne Court - Luncheon 11:00 – 1:00pm, 524 North Ely Street, Kennewick

Saturday, September 5 - Bickleton Car Show - 9:00 – 4:00 pm, Market Street, Bickleton, WA

Saturday & Sunday, September 5 & 6 - Silverwood Coaster Classic Car Show, 27843 N Hwy 95, Athol, Idaho <http://www.silverwoodthemepark.com/events-deals/classic-car-show-event.php>

Monday, September 7 - Prosser States Day Parade - staging 8:00 am – 10:00 am Keene–Riverview Elementary, Bennett Ave., Prosser

Thursday, September 10 - YOCC Ladies' Luncheon to be hosted by Sue Calhoun. Place TBD. Call Sue to RSVP, 783-9894

Friday, September 11- Chenoweth House Assisted Living – BBQ 4:30 – 6:30 pm, 1108 W. 5th Avenue, Kennewick

Saturday, September 12 - Wheelin Walla Walla Weekend Car Show - First Ave., Walla Walla

Saturday, September 12 - Sock Hop (Rosy's Ice Cream & Diner) - 6:00-9:00 pm, 404 Bradley Blvd, Richland

BITS & PIECES

*****FOR SALE:** Pfaff upholsterers sewing machine with table. Recently overhauled. Call Bob McClary for details, 783-3622

*******Jokes about German sausage are the wurst.

*****FOR SALE:** 1964 Plymouth Valiant convertible. 125,000 miles. 3rd owner in 22 years. Original 1963 license plates. 273-2 Engine V-8 rebuilt. Upholstery original except seats were redone. Repainted the original color. Books included. \$10,000 or make offer. Call Pete Jackson, 783-3317

*****THE WHOLE NINE YARDS*****American fighter planes in WW2 had machine guns that were fed by a belt of cartridges. The average plane held belts that were 27 feet (9 yards) long. If the pilot used up all his ammo he was said to have given it the whole nine yards.

*******I'm not going to vacuum 'til Sears makes one you can ride on. -Roseanne Barr-

*******In 1965, Howard Johnson restaurant sales exceeded McDonald's, Burger King and KFC combined. Source: Time Magazine

******* There are now more than ten million U. S. households worth \$1 million or more. You are three times as likely to run into a millionaire as you are a teacher. Source: Money Magazine, August, 2015

One Hawk out of Two Studebakers by Jim Ayers

In the month of June, 2013 the '62 Studebaker was brought home after a long negotiation. The whole thing started in the first part of May, when I tried to sell my 2002 Volvo wagon. The usual no bids situation. So I modified the add on Craigs list to say, "or partial trade for a project car". A young couple came over to take a look and offer a '62 Hawk as partial trade. I wasn't looking for a Hawk!! Maybe an early pickup. But not a Hawk!!

I went to the Wapato turn-off on Hwy 82 and turned toward old Hwy 12. Just across the intersection was a tall 3 story home where the Hawk could be seen and driven. The car was one of over 100 collected by the brother of the man living there. This was one of the better units stored since 1971 in a barn in an apple orchard. The things I get myself into.

After a month of proving the Volvo was in great shape via an independent mechanical checkup and a test for residual drugs on the interior, a deal was struck. This seemed a little outrageous at the time. The young couple was about to have a baby and wanted a clean car.

Picture of Hawk on the trailer when I brought it home.



The poor old thing needed a lot of help. It wobbled as you drove it down the road and the interior was sooo RED with old seat covers. Rust was showing through the paint in many places along with the clear coat peeling from an old paint job. Mold had gotten into the carpets and the emergency brake could not be pulled due to rust. My neighbors just looked at me with disbelief as I rolled it into the garage. It did run! I dug right into it.



After pulling the front end off, removing the engine and having the transmission rebuilt, I had a pleasant surprise. The engine was like new with 150 lbs. on each piston. No rebuild needed. Everything else had to be rebuilt or replaced. The Water pump, carburetor, distributor, the entire brake system, and all electrical switches and lights needed help.

Studebaker used a great deal of imagination when they designed the '62 Hawk. There are 2 heater cores. One core is under the passenger seat and one is on the fire wall. Then there is a heat control unit on the fire wall, making the plumbing look like a Chinese fire drill. The fan that powers cabin heating is located just behind the front right tire so it catches enough water off the road to short it out. The radio antenna is placed in the center of the trunk lid making wiring just a bit more difficult. To turn on the windshield wipers or adjust the heater it is necessary to become totally distracted to just find the slide switches.

Oh, the wobble in the rear end was about a 2 week adventure. It turned out the axels were just fine. The flange that holds the wheel lugs and keyed into the axle is riveted "sledged" to the brake drum. If you hit a curb these rivets will come lose on one side. The wheel will then wobble from that point on. Once found, the rivets were adjusted with a 5 lb. mall until the wobble went away. Thank you Dana rear end manufacturing for that great innovation!

I could go on and on, but that's enough about the wonders of Studebaker Engineering. Let's just say 4 months went by in blissful happiness in my garage. During this period of joy and saying wonderful things about this car, another opportunity developed.

During one of my many trips to car parts stores, I was talking to Richard at 9 to 9 in Pasco. A man came in and asked who owned the Studebaker. I raised my hand and said I was guilty. He came over and asked if I would like to buy a '63 Hawk part car. Trying to stay open to yet another car purchase, I said, "What's the price". He said, "Name it". To that I said, "Where is it". He said, "West Richland". "It's been yard art for 19 years and the neighbors want it gone. The owner passed away recently and everything is up for bid." So with \$400.00 and my neighbors helping to kill all the wasps, air up the tires, and push it onto the trailer we got the moldy old thing home. Thank you again Bill Houchin for loaning me the trailer.

After 4 hours of power washing the mold off, I could see what I bought. Many parts were used from this car and then I sold it to Pacific Steel for \$150.00. What a country!

Then the joys of paint removal and body work started about mid September. Five weeks and 10 lbs. off my body later the car was ready for painting.



The car came back from the painters out in Finley a week before the October West Richland parade. So the chrome, stainless, and interior were quickly reinstalled that week. The parade went off without overheating, freezing to death, or wobbling all over the road.



Today the car is used as a daily driver. Many thumbs up and high fives are given by other drivers as it goes throughout the Tri-Cities. Strangely it gets 18+ MPG.

Fees account for 52% of airline profits

In the first quarter of 2015 U.S. Airlines had \$3.1 billion in net income. The Department of Transportation reported more than half of that amount was generated by fees.

\$864 million baggage fees
\$768 million ticket-change fees
\$1.622 billion total fees (52% of \$3.1 billion)

From Bloomberg.com by Justin Bachman
<http://finance.yahoo.com/news/change-flight-free-wi-fi-142829255.html>

American Luxury

With longevity like few others, Cadillac has always offered distinctive elegance.

I have a theory that everyone has a favorite Cadillac. There is absolutely no research behind it, no evidence, just a wild guess based on an informal survey of car-guy friends. And guess what? Even the ones who said they don't particularly like Cadillacs, well, when pushed, they always seem to have a favorite.

I'm partial the those built in '02, '03 and '04. That's 1902, 1903 and 1904, for the record, as they are eligible for the London-to-Brighton run held each November in England. But if you want to tempt me with something a big more everyday-usable, I'll be happy to "settle" for a 1967 or '68 Eldorado coupe - one of the prettiest production cars of all time.

Cadillac is a survivor. Almost concurrent with the onset of the Great Depression, in December 1929, company president Lawrence P. Fisher announced the V-16 Cadillac Series 452. A magnificent motorcar, the V-16 dazzled the automotive world, and an incredible 54 body styles were offered. The V-16 was a sensation in styling and technological innovation, but sales were - as you might imagine - somewhat less spectacular. Only 4,403 V-16s were built in 10 years of production, and most of those were sold in 1930 and 1931.

At RM's Hershey auction last October, a 1930 Series 452 V-16 roadster headlined the sale. The seller's father bought the car from the original owner in 1933, making this a rare two-owner car with complete history. Restored in the 1990s, and in what is best described as pleasantly mellowed condition, it brought a very healthy \$1.1 million, against a high estimate of \$650,000. To say the final bid was a

surprise would be an understatement, but paying up for great known history has become a smart trend in our collector car world.

At the Quail Lodge Sale in California last August, Bonhams sold a 1953 Eldorado convertible, one of just 532 built in the introductory year of the model. A California delivery car, this one has a dealer-fitted Continental kit, and its 24,000 miles were said to be original. Selling for \$129,800, it brought near the low end of its estimate - a bargain for such an original example.

Serious collectors tend to love the 1957 and '58 Eldorado Brougham, a four-door car with a distinctive stainless steel roof. In two years of production, only 704 were built, making it one of the rarest Cadillacs of all time. At a 1958 cost that approached \$14,000, they were anything but inexpensive. A dazzling example crossed the auction block last July at RM's Motor City sale in Michigan, and it brought \$187,000, a top-tier price for a top car. Another star at that auction was a 1959 Series 62 convertible - a former award-winner in black with a red leather interior and white top. The new owner bought a distinctive Caddy for a market-correct \$110,000.

Perhaps one of the best aspects of Cadillac ownership is the incredible range of cars offered throughout the years. With almost continuous production from 1903 to today, the Cadillac brand has been applied to millions of cars, and you'll find great collectible examples up through the 1970s. Pick a year, pick a body style, then pick the color. America's luxury car has probably got you covered.



The Blondes Are Back

SPEEDING TICKET: A police officer stops a blonde for speeding and asks her very nicely if he could see her license. She replied in a huff, 'I wish you guys would get your act together. Just yesterday you take my license away, and now today you expect me to show it to you?'

KNITTING: A highway patrolman pulled alongside a speeding car on the freeway. Glancing at the car, he was astounded to see that the blonde behind the wheel was knitting! Realizing that she was oblivious to his flashing lights and siren, the trooper cranked down his window, turned on his bullhorn and yelled, 'PULL OVER!' 'NO!' the blonde yelled back, 'IT'S A SCARF!'

Collector Vehicle Plates

In Washington State, using a collector car plate issued by the state is very easy and inexpensive. You buy it once for about \$57, put it on the back and you are finished, there is no renewal fee.

Using a year of manufacture plate is similar but you purchase the plate elsewhere and submit it for verification that it is not currently being used. Here are two websites with complete information:

Collector Plates www.dol.wa.gov/vehicleregistration/spcollector.html

Restored Plates (Including YOM) www.dol.wa.gov/vehicleregistration/sprestored.html

General requirements - the vehicle must be:

- More than 30 years old.
- Capable of operating on the highway.
- Owned and operated as a collector vehicle.

Collector Vehicle plates:

- May be assigned to currently registered passenger vehicles, motorcycles, or trucks.
- Are good for the life of vehicle (don't need to be renewed annually).

To use Collector Vehicle plates:

- Plates must be displayed on the rear of the vehicle.
- If using restored plates, they may be displayed front and rear.
- You don't need to display month/year tabs on Collector Vehicle plates.

Vehicles with Collector Vehicle plates may be driven:

- To and from shows, special excursions, and antique car club meetings.
- For testing purposes.
- For the pleasure of others without compensation.
- May not be used for regular transportation in the manner of a fully licensed vehicle.

Women's Corner



December/December Wedding

Jacob, age 92, and Rebecca, age 89, living in Boca, are all excited about their decision to get married. They go for a stroll to discuss the wedding, and on the way they pass a drugstore. Jacob suggests they go in.

Jacob addresses the man behind the counter: "Are you the owner? The pharmacist answers, "Yes."

Jacob: "We're about to get married. Do you sell heart medication?"
"Pharmacist: "Of course, we do."

Jacob: "How about medicine for circulation?"
Pharmacist: "All kinds."

Jacob: "Medicine for rheumatism?"
Pharmacist: "Definitely."

Jacob: "How about suppositories?"
Pharmacist: "You bet!"

Jacob: "Medicine for memory problems, arthritis and Alzheimer's?"
Pharmacist: "Yes, a large variety. The Works."

Jacob: "What about vitamins, sleeping pills, Geritol, antidotes for Parkinson's disease?"
Pharmacist: "Absolutely."

Jacob: "Everything for heartburn and indigestion?"
Pharmacist: "We sure do."

Jacob: "You sell wheelchairs and walkers and canes?"
Pharmacist: "All speeds and sizes."

Jacob: "Adult diapers?"
Pharmacist: "Sure."

Jacob: "Good. We'd like to use this store as our Bridal Registry."

Thanks to cousin Jacki for this hilarious piece.

Widows: Beware of "friends" bringing cash

A generation of collectors and accumulators are now headed to the great flea market in the sky. Unable to part with anything they have ever owned (and unable to take it with them), these men are leaving their widows with huge collections of things about which their wives know virtually nothing, such as watches, clocks, bicycles, motorcycles, gas engines, typewriters, and old cars and parts. The list is endless. One old-car widow has reportedly never been inside her husband's garage.

My wife forced me to will my typewriter advertising and ephemera collection to a museum along with cash to curate the collection. "I am not dealing with all that junk you bought on Ebay!" are her words that will ring in my ears on my death bed.

Most men ignore their wives or are not intimidated, as I am. Carolyn and I bought our first steam car from the widow of just such a collector/accumulator. He owned about 75 cars, parked hub to hub in a building the size of an ice arena, plus two buildings of parts. When asked if a car was for sale he always said yes, but when the potential buyer asked the price, his answer was "You'll have to ask my widow." That is exactly what happened. She sold a few cars, then wisely called an auctioneer. Had I met her two weeks earlier, we'd have saved thousands on the price of our Stanley.

The widow of a watch-collector friend, who was extremely generous in sharing information for a book I was writing, told me that before she got her husband's body to the undertaker she had been called by several of his "friends," one of whom "told me exactly what he was going to buy and what he was going to pay me for it!" She wisely gave the watches to a museum in her husband's name.

Twenty years ago, my dentist put me in touch with a patient whose father had passed away after a 50-year career of fixing watches and clocks. His mother, the widow, wanted rid of it all and probably needed the money. This very typical watchmaker's shop had great tools, a few good watches and clocks, with emphasis on A LOT OF JUNK. Watchmakers never throw away parts.

I told the watchmaker's widow and her son that I would bring a tool expert and we would offer an honest, wholesale price for everything. We would pay cash on the barrelhead and completely clean out the shop. She and her son agreed to this and a few weeks later, we arrived with two large vans and plenty of cash, but things had changed.

The son met us at the door and told us that a "friend" had come in and "helped them put prices on things and had bought a few things." When we looked at the shop, the Moseley lathe and its bell jar with 200 collets and all the tooling was gone, all the good tools were gone, the few good watches and clocks were gone, and the good parts were gone. The junk was still there and the "friend" had "priced" it all so that we "would not cheat the widow." And priced it was! There was a low-grade 1920s hump-backed mantle clock missing its dial, hands, and bezel. It was priced at \$125, but worth about \$5 at a clock collector's show if the right buyer needed a pat. If it were in perfect condition, it might have gotten \$50 at that time. We just said thank you and walked out. The widow had been cheated. Her "friend" had cherry-picked the shop and left her with all the junk.

Sadly this is going on today. A collector dies and his "friends" show up and "help" the widow by buying "a few things." Before she knows what happened, she is stuck with the unsalable junk. So, what is a widow to do if she knows nothing of typewriters or old cars or watches or clocks. She should find a qualified auction company and sell the collection all at one time. The cost of a good auction house is worth every penny., They will sort through everything, organize it properly, photograph it, widely advertise the auction, sell everything, clean out the building, and hand the widow a check.

What is the widow to say to her husband's friends who just want to buy a few things before the auction? "Oh, I am so sorry, I can't sell you anything! The children (always blame those greedy kids!) and I have already decided to hire an auctioneer. I'll make sure you're on the email list. Please be sure to come to the auction, lots of my husband's friends will be there and it will be great to see you all and reminisce about the old times.

By Donald Hoke, Technology Historian Dallas, TX. From Antique Automobile Magazine, Jul/Aug 2015

Birthdays and Anniversaries in August



Birthdays

Rena Allen	August 9	Craig Anderson	August 16
Ray Benson	August 1	Delores Benson	August 26
Trese Benton	August 10	Gary Boehnke	August 15
Susan Calhoun	August 14	Tom Cowan	August 22
Roger Gress	August 16	Cory Hannah	August 4
Debbi Hannah	August 15	Nellie Kuepper	August 10
Elaine Kutrowsk	August 1	John Madden	August 28
Peggy Madden	August 5	Gayle Noga	August 22
Steve Protsman	August 7	Jim Reynolds	August 8
Dotiy Reynolds	August 25	Rick Rickard	August 24
Edris Shegrud	August 23	Carolyn Shreve	August 18
Gail Wood	August 15		



Anniversaries

Larry & Flo Andrews	August 9	Thomas & Laura Beaver	August 29
Randy & Jean Bunch	August 23	Jim & Judy Davis	August 22
Ed & Linda Edwards	August 20	Dave & Debbi Hannah	August 29
Ed & Margaret Hue	August 30	Clarence & Norma Kummer	August 10
John & Peggy Madden	August 1	Frank & Laura Osterwyk	August 30
Phillip & Dolly Prather	August 9	Tom & Ingrid Smith	August 28
Jay & Barbara Thomas	August 27		

2015 YOCC Officers

Robbin Johanson, President
628-2547
robbinjohanson@frontier.com

DaJuan ReckNagle, Officer at Large
948-0340
dajuan@BHHSTriCities.com

Cory Hannah, Vice President

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

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

John Trumbo, Swap Meet Chairman

737-8911
rockcrawling@gmail.com

Bob Gough, Treasurer
628-1493
bag@pocketinet.com

Randy Bunch, Secretary
543-6554
jrbunch@charter.net

582-4297
jtdugan@owt.com

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

Scott Noga, Webmaster
545-5903
rebus@bridgestonemotorcycle.com