



Gas Gauge Ye Olde Car Club April 2016 Newsletter

The President's Message

Happy Motoring to you.

Here it is Monday night after a car show weekend and I am at the shop late again. My wife is a very understanding person. I'll bet you have a special person in your life too that understands the "other woman" syndrome. I have another "object of my affection" in my life. It doesn't call me, I don't get texts from her. My "other" knows my weaknesses: I have been found talking to my car. I stay awake if she's sick, or needs my attention. I save my money for that special gift. I love to be seen in public with her. I enjoy that she knows my secrets and can't share them. You could say I'm hooked on gas, oil and that burning rubber smell. For that understanding woman in my life I say "THANK YOU". I enjoy the times we spend together with the "other woman". I am proud of the fact that I have you to talk to about my car problems and I think you listen. At least I think you care about my mental state when a car issue arises. Mothers Day is just a few days away and I want to say Thanks to the mothers, for without them we would have no internal combustion engine, let alone a 1993 300ZX Twin Turbo, to drive around on these sunny days.

To My Wife and the Mother to My Obsession, I love you. Sorry for the greasy hug last night, I'll wash my hands first.

Happy Mothers day to all the Mothers out there too, the day after the clubs swap meet...I don't know how you do it all.

Until next month,

Rick Ball, Car Guy

BITS & PIECES

*****DID YOU KNOW:** 3.14 is PIE backwards. Look at it in the mirror.

***A Kroger supermarket in Greenville, Ohio gives free fruit to kids 12 and under. As an alternative to junk food, the 'Fresh Fruit 4 Kids' stand offers one piece of fruit for each child to eat while their parents are shopping.

from didyouknowblog.com

***If At First You Don't Succeed, Blame Someone Else And Seek Counseling!

***How Many Roads Must A Man Travel Down...Before He Admits He is lost?

***I ran 5 miles this morning. Boy, I thought that ice cream truck was never going to stop!

The Remarkable Body: You take around 17,000 breaths a day on average and don't have to think about a single one of them. Yet, if you want to stop breathing temporarily, you can voluntarily hold your breath. A typical pair of adult lungs can hold a huge six liters of air.

Aunt Bee was a SDC Member!

I found this on-line about Mayberry's favorite aunt. Actress Frances Bavier, who played Aunt Bee on the Andy Griffith Show, was a Studebaker enthusiast: Frances Bavier had been a fan of Studebaker cars since the thirties. In Mayberry R.F.D., she drove her own 1966 Daytona two-door Sports Sedan (which was the last model of the South Bend factory, though produced in Canada from 1964 to 1966). She kept this car in perfect condition while alive and refused to purchase a new car when her driver suggested it. As her health failed, it sat idle in her garage and was found with four flat tires, and a ruined interior from her many cats. It was auctioned for \$20,000 one year after her death in the same condition as it was found. The new owners felt if it were restored it would no longer be Aunt Bee's Studebaker. She was also a member of the Studebaker Drivers Club.

I always knew there was something I really liked about Aunt Bee. Instead of "Hot dogs, Apple Pie and Chevrolet", we should be saying "Aunt Bee, Cherry Pie and Studebaker!"

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Thanks to Ingrid & Tom Smith for this contribution

EVENTS

Thursday, April 14 - Ladies Luncheon hosted by DaJuan Recknagle had 11 ladies present. Thanks DaJuan.

Saturday, April 30 - Benton City Spring Opener

Saturday, May 7 - Ye Olde Car Club Swap Meet at the Benton Franklin Fair Grounds.

Thursday, May 12 - Ladies Luncheon to be hosted by Barbara Baker at Bangkok Thai Cuisine, 8318 W. Gage Blvd., Kennewick. (Near Famous Dave's.) Call Barbara if you plan to attend: 509-783-0380

Friday & Saturday, May 13-14 - Classy Chassis Show & Shine.

Saturday, May 14 - URock Car Show – Same Location as Last year in Kennewick

Saturday, May 21 - Harrington car show

Saturday, May 28 - KI-BE Reunion Car Show – Benton City

Saturday & Sunday, May 28 & 29 - PNW Mustang show, Richland

Saturday, June 4 - Corvette Car Show

Saturday, June 11 - Yakima Valley Swap Meet 8:00 – 4:00, 1301 S. Fair Ave, Yakima

Saturday, June 18 - Dayton All Wheels Weekend – Dayton WA

Thursday June 23 thru Sunday June 26 - Richland Cool Desert Nights

Retirement visits:

Friday, May 6 - Canyon Lakes Manor, 2802 W. 35th Ave, Kennewick, 4:00 - 6:00 (dinner)

Wednesday, May 11 - Park View Estates, 7820 W. Sixth Avenue, Kennewick, 11:00 - 2:00 (lunch)

Thursday, May 12 - Life Care Center, 1508 W. 7th Ave, Kennewick, 11:00 - 1:00 (lunch)

Tuesday, May 17 - Fleur de'Lis, 3203 S. Fisher Ct., Kennewick, 2:00 - 4:00 (social)

Friday, May 20 - Brookdale Torbett, 221 Torbett St, Richland. 11:00 - 2:00 (lunch)

Tuesday, May 24 - Regency Sun Terrace, 1550 NW 11th Street, Hermiston, OR,
11:00 - 2:00 (lunch)

Friday, May 27 - Guardian Angels, 245 Van Giesen St, Kennewick, 11:00 - 2:00 (lunch)

Friday, June 3 - Charbonneau Retirement, 8264 W. Grandridge Blvd., Richland, 11:00 - 1:00 (lunch)

Thursday, June 9 - Affinity at Southridge, 5207 W. Hildebrand Blvd., Kennewick, 11:00 - 2:00 (lunch)

Friday, June 10 - Royal Columbian Retirement, 5615 W. Umatilla Ave., Kennewick, 2:00 - 4:00 (social)

Wednesday, June 15 - Life Care Center, 44 Goethals Drive, Richland, 11:00 - 2:00 (lunch)

Ladies Luncheons:

May 12, June 9, July 14, August 11, September 8, October 13, November 10

Rosie's Sock Hops, Saturday evenings, 6:00 - 9:00:

June 11, July 9, August 13, September 10

WHAT THE HECK AM I GOING TO DO IN RETIREMENT ?

By Dave Hannah

Nearing the end of my thirty-seven year career with the Federal Government (General Services Administration) as a Regional Fleet Manager, I pondered what I would do the next thirty-seven years! My step-dad lived in Cheney, Washington and was going to sell his 1954 GMC pickup. Since I had driven it for many years and always wanted an old car, I bought it in 1997. I later found out that the pickup was a 1953 and not a 1954, the serial number was incorrect and that the long bed was very rare. It ran, but hadn't left the farm in many years. After hauling it to Kennewick, the first thing to do was replace the back glass and passenger side window. Not knowing anything about vehicle restoration, I took it to Novus to get the new glass. To my surprise the charge was \$235.48 for two small windows. I later found out that there are parts houses that make or have replacement parts for every part of the truck. In fact, the Truck Shop in California had both windows for \$102.

After my first experience with Novus, I was glad that I was still working and could afford my new hobby. However, I found that I had the money but not the time, and later when I retired in 2004, the opposite applied. After ten years and thousands of dollars later, the pickup is where I want it. The changes are: Vortec 350 motor, Turbo 350 trans, Mustang II front-end, Vintage Air, Classic gauges, Glide seat, Dieterich Fulton sun visor, Buick Skylark rear-end, power steering and brakes, to name a few. Over the years I have entered it in numerous car shows and won many awards. Most people don't look at the mechanical part or the rarity of the long bed but at the Kandy Black Cherry color and the wooden bed.

Since joining the Ye Olde Car Club my interest continued to grow toward older cars. Bob Ilten had an early 1928 Fordor Leatherback Model A for sale in 2012. After a test drive, Deb talked me into buying it (wink, wink) and I drove it home. I began to research the vehicle and found I was the fourth person to own the car. Ford started the production of the Fordor sedan, the third week of May in 1928, and this sedan was made the first week of June. The motor indicated that it was made June 7th, the gas tank June, 6th and the Briggs body June 4th. It also had the cowl vent on the driver's side which Ford only

made during the months of May through August in 1928. One of the great things about owning a Model A is, whoever tries to steal the car, will have to know the start sequence, and they aren't going to be going very fast on the getaway.

My love affair continued with the purchase of a 1930 Tudor sedan in 2014. The 1928 was mostly in original condition, but the 1930 had already had two restorations done. The buying point for me was the paint job, the interior and the price. I really liked the 1928, but didn't have the heart to modernize it like the 1930. It was hard, but I sold the 1928 in 2015 and upgraded the 1930 with an engine rebuild, replaced the transmission, installed an overdrive and upgraded the brakes. Now it's just trying to figure out which vehicle to take to the assisted livings and enjoying car shows with my son.



1997



2007



2012



2014



Texting for Seniors

- *ATD - At the Doctor
- *BFF - Best Friend's Funeral
- *BTW - Bring the Wheelchair
- *BYOT - Bring Your Own Teeth
- *CBM - Covered By Medicare
- *CUATSC - See You at the Senior Center
- *DWI - Driving While Incontinent
- *FWIW - Forgot Where I Was
- *GGPBL - Gotta Go, Pacemaker Battery Low
- *GHA - Got Heartburn Again
- *HGBN - Had Good Bowel Movement
- *LMDO - Laughing My Dentures Out
- *GGPOB - Gotta Go, Pressure on Bladder
- *LOL - Living on Lipitor
- *OMSG - Oh My! Sorry, Gas.
- *TOT - Texting on Toilet
- *WAITT - Who Am I Talking To?

Hope these help. GGLKI (Gotta Go, Laxative Kicking in!)

John Zachary DeLorean was born on January 6, 1925 in Detroit, Michigan, the eldest of four sons of Zachary and Kathryn (née Pribak) DeLorean. DeLorean's father, Zachary Delorean, was a Romanian immigrant who worked in a mill factory. Zachary emigrated to the United States when he was twenty. DeLorean's mother, Kathryn, was also an immigrant from Austria-Hungary. DeLorean's parents divorced in 1942. DeLorean attended Detroit's public grade schools, and was then accepted into Cass Technical High School, a technical high school for Detroit's honor students, where he signed up for the electrical curriculum. DeLorean found the Cass experience exhilarating and he excelled at his studies. His academic record and musical talents earned him a scholarship at Lawrence Institute of Technology (now known as Lawrence Technological University), a small Detroit college that was the alma mater of some of the automobile industry's best engineers. At Lawrence, he excelled in the study of industrial engineering, and was elected to the school's honor society. World War II interrupted his studies. In 1943, DeLorean was drafted for military service and served three years in the U.S. Army and received an honorable discharge. He returned to Detroit to find his mother and siblings in economic difficulty. He worked as a draftsman for the Public Lighting Commission for a year and a half to improve his family's financial status, then returned to Lawrence to finish his degree. While back in college, he worked part-time at Chrysler and at a local body shop, foreshadowing his later contributions to the automotive industry. DeLorean graduated in 1948 with a Bachelor of Science degree in industrial engineering. Instead of entering the engineering workforce after earning his degree, DeLorean sold life insurance whereby he developed an analytical system aimed at engineers and sold "about \$850,000 worth of policies in ten months". Once he had a grasp on soft skills he found the work to be boring and moved onto work for the Factory Equipment Corporation. DeLorean states in his autobiography that he sold life insurance to improve his communications skills. Both endeavors were successful financially, but these areas held little interest for DeLorean. A foreman at Chrysler's engineering garage, recommended that DeLorean apply for work at Chrysler and DeLorean agreed. Chrysler ran a post-graduate educational facility named the Chrysler Institute of Engineering, which allowed DeLorean to advance his education while gaining real-world experience in automotive engineering. He briefly attended the Detroit College of Law, but did not graduate. In 1952, DeLorean graduated from the Chrysler Institute with a master's degree in automotive engineering and joined Chrysler's engineering team. DeLorean attended night classes at the University of Michigan's Ross School of Business to earn credits for his MBA, which he completed in 1957. The original DeLorean Motor Company (DMC) was an American automobile manufacturer formed in 1975. It is remembered for the one model it produced — the distinctive stainless steel DeLorean DMC-12 sports car featuring gull-wing doors—and for its brief and turbulent history, ending in receivership and bankruptcy in 1982.

Wikipedia

This is Not a Made-Up Number

by Eric Tingwall, Car and Driver Magazine, April 2016

POP QUIZ: The yellow diamond-shaped sign on the side of the road says you should take the upcoming curve at 3 mph. At what speed can you actually travel through the bend? 45 mph? 55? Can you double it?

Depends on the car, right? It's no surprise that the suggested speeds through curves fall well below what the average BMW can manage. Traffic engineers design for trucks, inclement road

conditions, inept drivers, and ambulance-chasing lawyers, not P Zero-shod sports coupes. But it also depends on the curve, and how reasonable that suggested speed actually is. We looked into how recommended cornering speeds are set, and we found a mishmash of malleable procedures that are inconsistently applied. That's why a 45-mph curve in Happyland, Oklahoma, often looks nothing like a 45-mph bend on SoCal's Angeles Crest Highway. To no one's surprise, research indicates that these curve advisory speeds are among the most disregarded signs on the road.

Even as the Federal Highway Administration (FHWA) has formalized its procedures in recent years, there's still wide latitude for how state, county, and municipal agencies determine the curve advisory speeds on the roads they manage. The FHWA's 35-page guidance document, published in 2011, offers sanctioned methods that fall into the three following fundamental categories, but engineers aren't obligated to abide by them.

***Direct** While it's not common, highway planners are free to eyeball curves, drive through them, and set a conservative speed based on their seat-of-the-pants impressions. The FHWA would prefer that traffic agencies trust the driving public's instincts instead. On the list of approved procedures, engineers can measure free-flowing traffic as it travels through the curve without any signage. In 2003, the Manual of Uniform Traffic Control Devices - the traffic engineer's instruction manual - recommended setting curve advisories using the speed that 85% of vehicles do not exceed. The more modern FHWA manual backpedaled, encouraging engineers to use the average speed of trucks, which typically correlates with the 40th percentile of passenger-car speeds.

***Accelerometer** Another approach requires engineers to drive through the curve at 5-mph increments while tracking lateral acceleration. This technique was popularized in the 1950s with the ball-bank indicator, a sort of crude accelerometer, and it remains one of the favored methods. When a true accelerometer is used, the FHWA suggests a speed yielding between 0.26 and 0.30 g of lateral acceleration.

If that seems comically low in a world where even the most ungainly heavy-duty pickups manage more than double that grip, it's because the manual accounts for the fact that drivers typically exceed the recommended speed by 7 to 10 mph. The FHWA acknowledges that ambivalence to these advisory speeds is problematic. As drivers learn that they can disregard curve-speed signs on their regular routes, they become desensitized to the yellow diamond-and-square duo wherever it appears. But in some jurisdictions, the numbers are grounded in reality. Despite the abundance of modern traffic data, much of the research on driver behavior and curve speeds dates to the 1960s, '70s, and '80s. If the research had kept pace with the technological advances of the car, maybe our signage would be relevant today.

The first Dodge Darts were introduced for the 1960 model year. They were downsized large cars developed to replace the Plymouth in the standard, low-priced car segment for the Dodge dealer network. Dodge dealers had been selling Plymouths since 1930, but divisional restructuring took the Plymouth brand away from the Dodge dealer network. Project planners proposed the name Dart, only to have Chrysler executives demand an expensive research program which produced the name Zipp. This was promptly rejected in favor of Dart.

With the cancellation of Chrysler's upper level DeSoto brand, upper level Dodge products were pushed up market, while using Plymouth products with more features for lower-level Dodge products. The Dart sedans and coupes were based on the unibody Plymouth platform with a 118 in (2,997 mm) wheelbase, shorter than the standard-size Dodge line. However, the Dart station wagons used the same 122 in (3,099 mm) wheelbase as the up market Polara wagons. The Dart line was offered in three trim levels: the basic Seneca, mid-range Pioneer, and premium Phoenix. The new Dart came standard with a new engine, the 225 cu in (3.7 L) slant-six. The 318 cu in (5.2 L) (standard equipment on certain Phoenix and Pioneer body styles) and 361 cu in (5.9 L)V8s were optional with two-barrel or four-barrel carburetors, and with single or dual exhaust. The Dodge 383 cu in (6.3 L) V8 was added in 1961. Brakes were 11-inch drums.

Sales of the new Dart were greater than those of the full-size Dodge Matador and Dodge Polara, which also created an in-house competitor for Plymouth. Advertising from 1960 and 1961 compared the Dart to the "C" car (Chevrolet), the "F" car (Ford) and the "P" car (Plymouth). After the economic downturn of 1958-59, Dodge production for 1960 rebounded to a 367,804 cars, the division's highest total to date and good for sixth place behind Chevrolet, Ford, Plymouth, Rambler, and Pontiac. Chrysler officials were somewhat less comforted at how 87% of Dodge's volume consisted of the low-profit Dart line, compared to the up market Matador and Polara, of which only 41,000 were sold for the 1960 model year.

As the Dart's sales climbed, Plymouth's sales dropped. Chrysler executives did little to stop the infighting between the divisions. Dart sales were so strong in 1960 that production of the medium-priced model lines were reduced. The full-size, mid-priced Matador was discontinued after the 1960 model year as buyers selected the slightly smaller but better-appointed and less expensive Dart Phoenix. The premium Polara remained in the medium-price segment in 1961.



from Wikipedia

Women's Corner

A Nun Grading Papers

Can you imagine the nun sitting at her desk grading these papers, all the while trying to keep a straight face and maintain her composure! Pay special attention to the wording and spelling. If you know the bible even a little, you'll find this hilarious! It comes from a catholic elementary school test. Kids were asked questions about the old and new testaments. The following statements about the bible were written by children they have not been retouched or corrected. Incorrect spelling has been left in.

1. In the first book of the Bible, Guinnessis. God got tired of creating the world so he took the sabbath off.
2. Adam and Eve were created from an apple tree. Noah's wife was Joan of Ark. Noah built and ark and the animals came on in pears.
3. Lots wife was a pillar of salt during the day, but a ball of fire during the night.
4. The Jews were a proud people and throughout history they had trouble with unsympathetic genitals.
5. Sampson was a strongman who let himself be led astray by a Jezebel like Delilah.
6. Samson slayed the Philistines with the axe of the apostles.
7. Moses led the Jews to the red sea where they made unleavened bread which is bread without any ingredients.
8. The Egyptians were all drowned in the dessert. Afterwards, Moses went up to Mount Cyanide to get the ten commandments
9. The first commandments was when Eve told Adam to eat the apple.
10. The seventh commandment is thou shalt not admit adultery.
11. Moses died before he ever reached Canada then Joshua led the Hebrews in the battle of geritol.
12. The greatest miricle in the bible is when Joshua told his son to stand still and he obeyed him.
13. David was a Hebrew king who was skilled at playing the liar. He fought the Finkelsteins, a race of people who lived in biblical times.
14. Solomon, one of Davids sons, had 300 wives and 700 porcupines.
15. When Mary heard she was the mother of Jesus, she sang the magna carta.
16. When the three wise guys from the east side arrived they found Jesus in the manager.
17. Jesus was born because Mary had an immaculate contraption.
18. St. John the blacksmith dumped water on his head.
19. Jesus enunciated the golden rule, which says to do unto others before they do one to you. He also explained a man doth not live by sweat alone.
20. It was a miricle when Jesus rose from the dead and managed to get the tombstone off the entrance.
21. The people who followed the Lord were called the 12 decibels.
22. The epistels were the wives of the apostles.
23. One of the oppossums was St. Matthew who was also a taximan.

24. St. Paul cavorted to Christianity, he preached holy acrimony which is another name for marriage.
 25. Christians have only one spouse. This is called monotomy.

Thanks to Dennis McGillis for this hilarious contribution.

Birthdays and Anniversaries in April



Birthdays

Tim Benton	April 30	Debby Buckles	April 15
Phillip Crutchfield	April 28	Donna Ellis	April 15
Reinhold Emieth	April 24	Dave Hannah	April 12
Kaye Henson	April 28	Sharon Holmes	April 4
Denny Kehl	April 4	Dolores McClary	April 23
Margie Morgan	April 10	Paula Orsborn	April 29
Jeff Phillips	April 13	Phil Prather	April 2
Nancy Rutherford	April 14	Karen Shreve	April 15
Patricia Smith	April 4	Denny Wellington	April 29
Janice Wellington	April 2	BJ Wyland	April 6



Anniversaries

Dick & Donna Ellis	April 22	Reinhold & Betty Emieth	April 2
Bob & Anita Gough	April 4	Cory & Rachael Hannah	April 24
Pete & Grace Jackson	April 5	Cole & Deliska James	April 10
John & Susie Lindberg	April 10	Dutch & Patty Orsborn	April 17
John & Pat Parker	April 2	Don & Robin Woodford	April 4

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