



Gas Gauge Ye Olde Car Club July 2017 Newsletter

The President's Message

Happy July to each and every one of you.

It's been an interesting year so far and we're only halfway through the year. I like to reflect on what has passed and what's to come in July. I take some time to review my goals and examine what I have accomplished. I adjust the ones that I am falling short of and make new goals to finish out the year. I invite you to do the same and look deep to see if you could serve as an officer of this fantastic group of car nuts. I have enjoyed my time as your moderator, leader and face of the group. I would be misleading you to say it's been an easy job but it has been filled with joy. Nominations are open and look among you to find the talents that thrive in this club.

Thank you for taking a moment of your day to read my monthly ramblings.

Rick Ball, Car Guy

Grand PooBah Ye Old Car Club

BITS & PIECES

*** There are three kinds of people in the world. Those who are good at math and those who aren't.

*** Life is short. Smile while you still have teeth.

*** In 1947, Ford Motor Company was pursuing a possible acquisition of Volkswagen. Having studied the opportunity in detail, Ernie Breech, who was essentially Ford's number two man at the time, concluded that; "it isn't worth a damn" and advised Henry Ford II against it. He later denied that he ever made the recommendation.

*** Two Texas A&M football players were walking in the woods. One of them said, "Look, a dead bird." The other looked up in the sky and said, "Where?"

*** So, I got my concealed gun permit yesterday and went to the local Bass Pro Shop to get a small 9mm pistol and bullets for home protection. When I was ready to pay for the gun and bullets, the cashier said, "Strip down, facing me." Making a mental note to complain to the NRA about the gun control wackos running amok, I did just as she instructed. When the hysterical shrieking and alarms finally subsided, I found out she was referring to how I should

place my credit card in the card reader! I've been asked to shop elsewhere in the future. They need to make their instructions to seniors a little clearer. I still don't think I looked that bad!

*** **Real Newspaper Headlines:** Hospitals resort to hiring doctors.

*** In case you missed it in the Parade section of the Sunday newspaper of July 15: Dolly Parton has written more than 5,000 songs with 25 #1 hits. Her claim to fame may be her good works. Her Imagination Library (established in 1995) has send more than 85 million books to kids in the U.S., Canada and the U.K. Last year, after wildfires ripped through the Great Smokey Mountains, Parton's Dollywood Foundation gave \$1000 a month for six months to every family (more than 900) that lost their home. **That's some dame!!!**

The Remarkable Body: Our muscles are actually incredibly more powerful than they appear to be. Human strength is limited to protect our tendons and muscles from harming themselves. This limitation can be removed during an adrenaline rush, during which some people have lifted boulders or even cars off themselves.

FOR SALE

1962 Ford Thunderbird. 80% restored. If you have any interest, call Bob McClary, 509-783-3622. He's ready to deal!

EVENTS

Ladies Luncheons:

The July 13 Ladies Lunch had 9 ladies present. Thank you for coming.
August 10 – Dolores McClary will be the hostess and the place is TBD.

CAR SHOWS & VISITATIONS:

Aug 6th – 14th. **Troutdale Cruise** 9:00am-3:00pm Sun – Fri, Historical Downtown Troutdale, OR
Aug. 11th-13th. **Cruise the Gorge.** 2017 The Dalles, Oregon Show in the Shade Car Show Fri-Sun, Car show on the grass at Soroses Park
Aug. 12th – Sat. **Benton City Daze Parade** – 10:00am, Benton City, WA
Aug. 12th - Sat. **Grandview Car Show** -10:00am-4:00pm, 812 Wallace Way Country Park Fairgrounds, \$20.00 Entrance Fee
Aug. 16th – Wed. **Fieldstone Memory Care** -BBQ 4:00 – 6:00, 575 Young St – Kennewick
Aug. 17th – Thu. **Brookdale at Meadow Springs** – Lunch 11:00-2:00. 770 Gage Blvd – Richland, WA
Aug. 18th – Fri. **Riverton Retirement on Bellerive** – BBQ 11:00 -2:00. 1800 Bellerive Drive, Richland, WA
Aug. 19th – Sat. **Benton/Franklin County Fair Parade**, 1st & 4th Ave – Judging 8:15am, Parade 10:00am. Picnic after at Mike & Judy Bugh's, 3505 S. Garfield Street, Kennewick

Which country is the most bicycle friendly in the world?

The Netherlands...By comparing cities using the average number of bicycle trips made daily, one city reigns supreme: Groningen in the Netherlands. About 50 percent of the population commutes via bike daily, making it the city with the greatest proportion of cyclists. However, many other cities in the Netherlands have a great bicycling tradition.

My Beautiful 1960 Chevrolet Impala

By John Hopkins



I bought the car just before Christmas last year. It was at a dealership in Bellevue on a consignment sale. I always liked the 'bubble top' series and wanted something related to the time that I was learning to drive and something you don't see every day.

I couldn't get it delivered until after the first of the year due to weather (snow!) and trying to find an enclosed shipper.

While I was at the dealership getting the paperwork done, I got a text from my son. "Why are you in Bellevue? You looking at a new Jag (I'm on his phone plan so he can track me and I was due at his house that day the 23rd)? He said, "Don't take 405 you'll never get out of there." I was able to go to Issaquah and then down to his place from there. I told him I was up there looking for a Christmas present (for myself) and then showed him the picture of the car.

I have had to do a few minor things but very little all in all.

Rediscover Kicks on Route 66

By JOHN O'DELL, Times Staff Writer

Route 66, the 2,448-mile link between Middle America's capital, Chicago, and the exotic West Coast, was commissioned 75 years ago this summer. And as the diamond anniversary of what author John Steinbeck called "the Mother Road" approaches, affection for the disintegrating ribbon of asphalt is growing.

There are Route 66 associations in each of the eight states through which it passes, as well as in Canada and Norway; Route 66 museums have been established in several states; and there is a long list of Route 66 celebrations to be held this year, from San Bernardino to Chicago, to commemorate a highway traveled by millions.

Efforts to restore the route, decommissioned by the federal government in 1985 and covered over in many places with the broad concrete lanes of interstate freeways, have been launched.

Supporters are urging a renewal of Route 66 tourism to breathe new life into restoration efforts in the towns and villages once joined by the road, also known as the Will Rogers Highway and, more fancifully, Main Street of America.

One bid to get Americans back on the Mother Road is being led by the Automobile Club of Southern California, which this week is releasing a Route 66 map that divides the trek into six road trips covering the most scenic and significant portions of the original route.

That route--which starts in downtown Chicago on the shore of Lake Michigan and ends at Ocean Avenue in Santa Monica, on the shore of the Pacific Ocean--started as a string of mostly gravel and dirt country roads.

They stretched from the top of Illinois down through Missouri, across the southeast corner of Kansas and

through Oklahoma, the Texas Panhandle, New Mexico, Arizona and Southern California.

The highway brought Depression-era and Dust Bowl refugees to California by the tens of thousands in the 1930s, was a main artery for troops and materiel heading for the Pacific theater in World War II, and provided a colorful backdrop for billions of miles of vacation trips and millions of rolls of vacation pictures in the prosperous postwar years. That was before the interstate highway system bypassed most of the scenic areas in its mission to move the most the fastest.

Route 66 "was once a 2,400-mile carnival," says David Knudson, co-founder of the National Historic Route 66 Foundation in Tujunga (<http://www.national66.com>). "There were all sorts of exciting things to draw you off the road. Everything from freak shows to lion heads to motorcycle races."

Preservation efforts are aimed at "saving an important piece of Americana for generations to come," he says, lamenting that "Route 66 is disappearing before your very eyes."

When the federal government decided in 1926 to link all those separate state and county roads together as Route 66, only about 800 miles of it, or just one-third of the total, was paved. The rest of the asphalt was laid during the 1930s by road crews employed by the federal Works Progress Administration.

In California, their work included almost 400 miles of highway from Santa Monica to Needles. In the heavily populated Los Angeles Basin and Inland Empire stretches, from the ocean to San Bernardino, the original road has been covered over, but stretches of several major surface streets, including Santa Monica Boulevard, Colorado Boulevard, Huntington Drive and Foothill Boulevard, follow its path.

Auto Club map writer Alan Rider skips over this section of Route 66 in his preface, commenting that it "has changed so dramatically over the years--and traveling it doesn't provide the kind of experience that most old road travelers are seeking."

So the 276-mile California Route 66 trip laid out by the Auto Club begins just past San Bernardino at the Cajon Pass Loop, a winding five-mile segment of old Route 66 that crosses the pass in a valley below Interstate 15.

From the end of the loop through Victorville, the freeway has wiped out the original route. But the trip picks up again on the National Trails Highways just out of Victorville and wanders through the Mojave Desert to Needles, across the Colorado River and into Kingman, Ariz., with only a few miles traveled on modern highways.

In Barstow, the largest city along the drive from Victorville to Needles, the Auto Club trip includes a stop at the Route 66 Mother Road Museum at 681 N. 1st Ave. The museum is housed in the 1911 hotel building, now called Casa del Desierto that was the California flagship of the Harvey House hotel chain. The brick hotel also houses the Western American Railroad Museum.

From Barstow, historic Route 66 traverses the Mojave to Newberry Springs (home of the Bagdad Cafe, made famous by the cult movie of the same name) and through the desert towns of Ludlow, Amboy, Essex and Goffs before hitting the Colorado River at Needles and crossing into Arizona as part of Interstate 40.

Just across the river at Topock, Ariz., historic Route 66 splits off I-40 and heads north through Oatman and then twists up and over Sitgreaves Pass and into Kingman.

The route is fairly well marked with Route 66 signs, but detailed traveling instructions can be found on several of the more than 60 Route 66-related Web sites on the Internet.

The Route 66 map is one in a series of annotated, plastic-laminated travel maps being published by the club and is available for \$7.95 at specialty map and travel bookstores and selected Barnes & Noble bookstores throughout California.

André-Gustave Citroën was a French industrialist and freemason. He is remembered chiefly for the make of car named after him, but also for his application of double helical gears. Born in Paris on February 5, 1878, André-Gustave was the 5th and last child of Jewish parents, diamond merchant Levie Citroën from the Netherlands and Masza Amelia Kleinman from Warsaw, Poland. He was a cousin of the British philosopher Sir A. J. Ayer (the only son of his aunt Reine).

The Citroën family moved to Paris from Warsaw in 1873. His father committed suicide when André was six years old (presumably after failure in a business adventure in a diamond mine in South Africa). It is reputed that the young André was inspired by the works of Jules Verne and had seen the construction of the Eiffel Tower for the World Exhibition, making him want to become an engineer.

André visited Poland in 1900, the birth land of his mother, who had recently died. During that holiday he saw a carpenter working on a set of gears with a *fish-bone* structure. These gears were less noisy and more efficient. Citroën bought the patent for very little money, leading to the invention that is credited to Citroën: double helical gears. Also reputed to be the inspiration of the *double chevron* logo of the Citroën brand

André Citroën was responsible for mass production of armaments for France during World War I. There was nothing automatic about the decision to become an automobile manufacturer once the war was finished, but the auto-business was one that Citroën knew well, thanks to a successful six-year stint working with Mors between 1908 and the outbreak of war. The decision to switch to automobile manufacturing was evidently taken as early as

1916 which is when Citroën asked the engineer Louis Dufresne, previously with Panhard, to design a technically sophisticated 18HP automobile for which he could use his factory once peace broke out. Citroën gained an international reputation during the war, and more as the leading production expert in France. His activities were extensive in connection with the Renault plant, which employed 35,000 men in the manufacture of munitions during the war.

In mid-1919, Citroën was one of a group of directors in Paris to build steam cars in France. The design was not feasible and Citroën turned to other projects. Long before that happened, however, he had modified his vision, and decided, (like Henry Ford), that the best post war opportunities in auto-making would involve a lighter car of good quality, but made in sufficient quantities to be priced enticingly. In February 1917 Citroën contacted another engineer, Jules Salomon, who already had a considerable reputation within the French automotive sector as the creator, in 1909, of a little car called Le Zèbre. André Citroën's mandate was characteristically demanding and characteristically simple: to produce an all-new design for a 10 HP car that would be better equipped, more robust and less costly to produce than any rival product at the time. The result was the Type A, announced to the press, just four months after the guns fell silent, in March 1919.

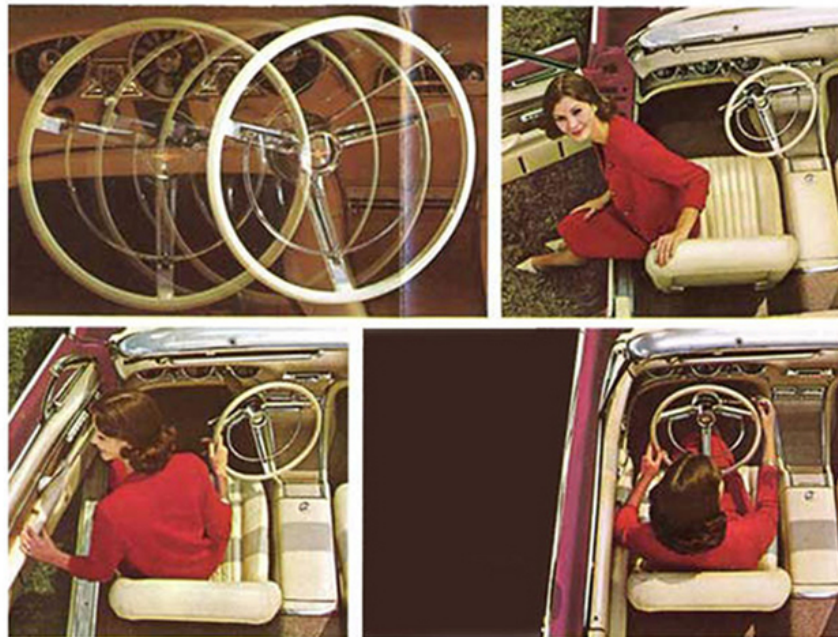
In 1924, Citroën began a business relationship with American engineer Edward G. Budd. From 1899, Budd had worked to develop stainless steel bodies for railroad cars, for the Pullman in particular. Budd went on to manufacture steel bodies for many automakers, Dodge being his first big auto client. At the Paris Motor Show in October 1924, Citroën introduced the Citroën B10, the first all-steel body in Europe. The cars were initially successful in the marketplace, but soon competitors (who were still using a wooden structure for their bodies) introduced new body designs. Citroën did not redesign the bodies of his cars. Citroëns still sold in large quantities in spite of not changing the body design, but the car's low price was the main selling point and Citroën experienced heavy losses.

Citroën founded the Citroën automobile company in 1919, leading it to become the fourth-largest automobile manufacturer in the world by the early 1930s. Costs for developing the model Traction Avant, which would ironically go on to improve the sales for the company, led to bankruptcy in 1934. It was taken over by the main creditor Michelin, who had provided tires for the cars. Citroën died in Paris, France of stomach cancer in 1935

Wikipedia

Weird feature of old cars.

1961 Ford Thunderbird is a sultan of steering



For \$25 extra, the '61 Ford T-bird came a Swing-Away Steering Wheel, which used a special steering column that moved to the right about 10.5" to allow for easier entry and exit for the driver, especially if he/she was carrying anything.

Thanks to Dave Hannah for this contribution.

Duesenberg



In 1913, brothers Fred and Augie Duesenberg founded Duesenberg Motors Company, Inc. in St. Paul, Minnesota, to build engines and race cars. The brothers were self-taught engineers and built many experimental cars. Duesenberg cars were considered some of the best cars of the time and were built entirely by hand. In 1914, Eddie Rickenbacker drove a "Duesy" to finish in 10th place at the Indianapolis 500, and Duesenberg won the race in 1924, 1925, and 1927. The fledgling company sidestepped into aviation engine manufacturing when Colonel R.C. Bolling and his commission acquired a license to produce the Bugatti U-16 for the U.S. Army Air Service. The end of World War I stopped this project before it could ever mature. In 1921, Duesenberg provided the pace car for the Indy 500, driven by Fred Duesenberg. In 1923, Jimmy Murphy became the first American to win the French Grand Prix when he drove a Duesenberg to victory at Le Mans.

At the end of World War I, they ceased building aviation and marine engines in Elizabeth, New Jersey. In 1919 the Duesenberg brothers sold their Minnesota and New Jersey factories to John Willys and moved to a new headquarters and factory in Indianapolis, where the "Duesenberg Automobile and Motors Company, Inc." was established in 1920 to begin production of passenger cars. The plant was located on a 17-acre (69,000 m²) site adjacent to the Overland Automobile factory.

Although the Duesenberg brothers were world-class engineers, they were neither good businessmen nor administrators; they were unable to sell all the units of their first passenger car, the Model A. This had the Duesenberg Straight-8 engine, the first "mass-produced" straight eight engine in the U.S. It was an extremely advanced and expensive automobile (prices began at \$6,500), offering features such as single overhead camshafts, four-valve cylinder heads, and the first four-wheel (16") hydraulic brakes (designed by Fred in conjunction with Lockheed) offered on a passenger car anywhere (predating Adler's introduction to the European market in 1926 on the "Standard 6"). The Model A was a lighter and smaller vehicle than the competition. It was among the most powerful and the fastest cars of its time. Among the celebrities who purchased this model were Tom Mix and Rudolph Valentino.

The model experienced various delays going from prototype to production. Deliveries to dealers did not start until December 1921. Sales lagged and the goal of building 100 Duesenbergs each month proved far too high, as the Indianapolis plant struggled to roll out one a day. In 1922 no more than 150 cars were manufactured, and only 650 Model As were sold over a period of six years.

Winning races did not translate into financial success either, although that winning reputation would eventually attract new investors, who supplied the cash flow to prop up the production facility. The brothers continued to create excellent engines for cars, boats, and a few planes but only as employees of various capitalist investors who bought the rights to their famous family name.

The firm had already acquired a considerable aura of prestige when in October 1919, Fred signed over the rights to his name, patents and drawings for a passenger car to a pair of promoters, Newton E. Van Zandt and Luther M. Rankin. On March 8, 1920, these men became president and vice president of the "Duesenberg Automobile and Motors Corporation of Indianapolis". Fred was chief engineer and Augie his assistant, and both were salaried as employees. Van Zandt quit after a year, and business went from bad to worse in 1923. In 1924 the company went into receivership, but somehow it survived that year. In 1925, the firm's name was changed to "Duesenberg Motors Corporation" and Fred assumed the title of president. Fred and August struggled to keep the company, but to no avail, as they weren't able to raise enough capital.

WOMEN'S CORNER

Three old ladies from Florida



This is a detective story so pay close attention.



Three elderly ladies are excited about seeing their first baseball game.



They smuggle a bottle of Jack Daniels whisky into the ballpark.

The game is real exciting and they are enjoying themselves immensely...Mixing the Jack Daniels with soft drinks. Soon they realize that the bottle is almost empty and there are a lot of innings to go.

Based in the given information, what inning is it and how many players are on base?



Think!

Think some more!!

You're gonna love this.



It's the bottom of the fifth and the bags are loaded.

Thanks to friend Gary Howard for this contribution.

Birthdays and Anniversaries in July



Birthdays

Grace Andringa	July 24	David Becker	July 6
Mary Dennis	July 13	Dick Johanson	July 22
Becky Long	July 20	Tom Smith	July 21
Earlene Stone	July 8	Judy Todd	July 2
John Trumbo	July 5		



Anniversaries

Don & Debbie Buckles	July 1	Roger & Sharon Gress	July 6
Jeff & Becky Phillips	July 3	Dan & Sarah Schneider	July 19

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