



Gas Gauge Ye Olde Car Club January 2019 Newsletter

The President's Message

Happy New Year and Thank you for letting me your president for another year.

The past year was a learning year, I could not have done it without your support. Many of you are aware of my writing skills, so I have opted to give you a little history. Each month I will write a summary of a Vehicle starting with the Letter of the month that we are in.

I hope you will enjoy.

Sharon Wells

2019

History of Automobiles

January – Jaguar

In 1922 two business owners by the name of Sir William Lyons and William Walmsley would use their knowledge of metal fabrication skills that they had used with their Swallow Sidecar Company to begin a British luxury sports manufacturing company that would become iconic and known around the world. Starting out under the name SS Jaguar the company would first start using models under the name of SS 90 and SS 100 (top speed) based on 2.5L putting out around 68 hp. After World War II, Jaguar would purchase the Standard Motor Company (previous supplier of six cylinder engines.) 1940 Jaguar started introducing the XK 140, 150 as well as the E-type. In 1951 Jaguar witnessed its first 24 hours of Le Mans victory then again in 1953 & 1955. In 1966, Jaguar would merge the British Motor Corp. to form the British Motor Holdings which in 1975 would become British Leyland LTD until 1984 when it would be listed on the London Stock Exchange. 1989 Jaguar was purchased by Ford Motor Company after many years it was not profitable for Ford. On January 1, 2008 A company by the name of Tata Motors would offer Ford 1.7 billion GBP. Under new ownership of Tata Motors, Jaguar would begin gaining ground as a top luxury and performance Company. Today Jaguar is producing four models of vehicles that are available in variation of trim levels. XJ, XF, XK F-Type. Jaguar is still owned by Tata Motors residing in Whitley England. The company employs over 10,000 employees

EVENTS

Ladies Luncheons:

January Ladies Luncheon had 14 ladies present. A good time was had by all. Thank you Myrtle.
February luncheon will be hosted by Laura Osterwyk at the Clover Island Inn. Call Laura 509-783-7161 to make reservations.

Pizza Party had 52 members attending.

Bits and Pieces

*** The word "verb" is a noun, as it names (but itself is not a member of) the class of words that function as the main elements of predicates. Don't you love it?

*** Don't stress about your eyesight failing as you get older. It's nature's way of protecting you from shock as you walk past the mirror.

*** You do not need a parachute to skydive. You only need a parachute to skydive twice.

*** Remember when you could refer to your knees as left and right? Instead of good and bad. Ah – good times.

*** Heat makes things expand, so...I don't have a weight problem, I'm just hot!

The Remarkable Body

Oxygenated blood is bright red while oxygen-depleted blood is dark red. Veins only appear blue because of the way light interacts with your skin and the blood itself.

Where in the world.

Mt Everest is the highest mountain on earth, its peak reaches 8,848 meters (29,029 feet) above sea level.

Actual Label Instructions

On Tesco's Tiramisu dessert: (on bottom of the box) Do not turn upside down. (Too late! You lose!)

Fun Food Facts

A can of Diet Coke floats in water, but a can of regular Coke sinks.

Create an article about your collector car

I am always looking for articles for the newsletter. If you would like to write a story about your antique vehicle and see it in a future newsletter, answer these questions to provide most of a feature article. Not every question needs to be answered but more is always better. And I can help if you need it. Always include a picture or two.

1. What year, make and model is your vehicle?
2. Does it have any unusual equipment? Is it stock, or modified?
3. When did you buy it?
4. Why did you want it?
5. From whom did you buy it? Where?
6. Was there anything interesting about the purchase?
7. What do you like about it? Is it: Fast? Small? Large? Stylish? Really old? Customized?

8. Do other people like it? Why?
9. Did you or a friend once own a similar vehicle?
10. What kind of running gear does it have; engine, transmission, rear end, etc.?
11. Have you done anything to it?
12. Does it need any work done to it?

Send your story and pictures to Frances at sixkidsplusthree@gmail.com. Or Mail them to her at 4806 Meadow View Drive, Pasco, WA 99301

FOR SALE

Georgia Campbell is selling her 1972 Chevrolet Corvette and 1972 Chevrolet El Camino. Corvette has been restored, numbers matching, 350/350 with engine rebuild in 2002 and less than 5000 miles on the rebuild, 650 CFM Holley, the original interior in good condition, intact dash, leather seats, stock pop-out rear window, smoked glass T-tops and much more. Asking \$26,000 OBO.

El Camino has a 391 in. custom-built stroker engine, custom street/drag transmission, 750 CFM carburetor, roller rockers, custom exhaust, and more. This is not your standard 1972 Chevrolet El Camino. Asking \$21,000 OBO. Those interested the Corvette and/or El Camino please contact Georgia at 509-578-9898.

1929 Model A Fordor Leatherback for sale. Complete restoration, new tires, upholstery, cowl, bumpers, headlights, running boards, leather top, windshield, carburetor, turn signals. Engine is in excellent shape 77,000 miles, asking \$20,000. Contact Ernie and Judy Johnson at 541-938-7503 or 541-861-0185.

1965 Plymouth Belvedere II, 361 Big Block Commando engine, automatic, great sounding exhaust, asking \$7900. If interested, please Randy Garner, (509)366-9343

1977 Corvette Coupe, 350, 4 speed. This is the last of the C3 series Corvettes. The car is a running project car that I purchased as the foundation for a 37 Chev pickup project that I changed directions on. The car was driven home from Richland and parked in a garage until a few weeks ago. It has no front windshield and rough interior. The engine is putting out a white exhaust cloud when driven. I paid \$3000.00 which I would like to get back out or OBO. The body is rough but doesn't appear to have been wrecked but I purchased for running gear only. If interested please contact: Sid Grant, 509-430-3354 Wasp354@yahoo.com Contact Sid at his email address for pictures. The car is located in Pasco at my sons house in Desert Plateau.

More good overdrive info from Randy Rundle.

Borg Warner R-10 and R-11 Overdrive Tech Tips

<https://fifthaveinternetgarage.blogspot.com/2017/11/borg-warner-r-10-and-r-11-overdrive.html>?

'Twas THE MONTH AFTER CHRISTMAS

Twas the month after Christmas, and all through the house
 Nothing would fit me, not even a blouse.
 The cookies I'd nibbled, the eggnog I'd taste
 At the holiday parties had gone to my waist.
 When I got on the scales there arose such a number!
 When I walked to the store (less a walk than a lumber).
 I'd remember the marvelous meals I'd prepared;
 The gravies and sauces and beef nicely rared.
 The wine and the rum balls, the bread and the cheese
 And the way I'd never said, "No thank you, please."
 As I dressed myself in my husband's old shirt
 And prepared once again to do battle with dirt.

I said to myself, as only I can
"You can't spend a winter disguised as a man!"
So... away with the last of the sour cream dip,
Get rid of the fruit cake, every cracker and chip.
Every last bit of food that I like must be banished
'Til all the additional ounces have vanished.
I won't have a cookie, not even a lick.
I'll want only to chew on a long celery stick.
I won't have hot biscuits, or corn bread, or pie,
I'll munch on a carrot and quietly cry.
I'm hungry, I'm lonesome, and life is a bore.
But isn't that what January is for?
Unable to giggle, no longer a riot.
Happy New Year to all and to all a good diet!

Thanks to my sister-in-law, Sharon for reminding us of our gain!



The “Hot” Shot Heard Round the World

The 1949 Crosley Hot Shot was America’s first post-war sports car, pre-dating the Chevrolet Corvette by 4 years. It had frameless side windows, a one-piece windshield, and frog-eye-type headlights – 8 years before the famed Austin-Healey “Frogeye” Sprite. The roadster was based on the updated Crosley CD sedan’s chassis. A “5” wheelbase stretch improved both the handling and the looks. The Hot Shot was also the first modern American car with 4-wheel disc brakes. What it did not have was an abundance of horsepower. The 720cc OHC engine, while durable and rev-happy, produced only 26.5hp. The Hot Shot’s horsepower issue would be addressed quickly.

Crosley CEO, Powel Crosley, loved speed and he loved racing. Decades earlier he tried and failed to hire on as a driver at the first Indy 500 in 1911. The new-for-1950 Hot Shot Super Sport reflected his passion for the sport and for sports cars. It was built to go racing. The Super Sport’s overhead cam CIBA engine was bored out from 720cc to 748cc and given a higher 10:1 compression ratio. Output rose to 35 hp and it could now rev to nearly 7,500 RPM. These enhancements were attached to a chassis that while primitive, gripped the road like a terrier with a rabbit.

Serious drivers could take their Super Sports to the next level. Available via aftermarket suppliers were hot cams and ignitions, Amal dual side-draft motorcycle carburetors, and a Roots-type supercharger, together boosting horsepower above 60. That doesn’t sound like much, but with the top, doors and passenger seat removed for racing, the Super Sport weighed in at less than 1000 lbs.

And racing it went on New Year’s Eve 1950. The qualities of low weight and tenacious grip served the little Crosley well at Sebring, Florida that day and night. It was the site of America’s first major post-war endurance race, one that would become the internationally acclaimed 12 Hours of Sebring. In those days, endurance races were run on European rules, whereby cars were handicapped based on their engine size and whether or not they were supercharged. In this manner, big powerful Ferraris and Allards competed on equal terms with little Fiats and, on the day a Crosley Hot Shot. A Super Sport won the Grand Prix de la Suisse in 1951. A few weeks

later, another placed second in the Tokyo Grand Prix. One easily could imagine that Tokyo competition being witnessed by a young race fan and engineer named Soichiro Honda, who would remember what he saw. Especially when a dozen years later, gazing at Mr. Honda's first automobile, the feather-weight Honda S500 roadster and one sees the influence of the Hot Shot.

By Mal Pearson's Blog, The Cars that Didn't Make it.

What is the Oldest Soda Still In Production?

When it comes to the history of soda, you'll often hear Dr. Pepper proclaimed the oldest soda still in production today because it beat out Coca-Cola by a year (they were introduced in 1885 and 1886, respectively).

This neck-and-neck comparison, however, leaves out a significantly older soda: Vernors ginger ale. Created in 1866 by Detroit pharmacist James Vernor, the ginger ale is notable for a level of carbonation significantly higher than other soft drinks, and was formally sold outside of Vernor's pharmacy and soda fountain franchises starting in 1880.

Although now sold well outside of the Detroit area, Vernors remains a favorite both in the Motor City and around Michigan, where not only is it the preferred ginger ale, but there are even derivative drinks, like the Boston Cooler (a variation of the ice cream float made with Vernors and vanilla ice cream) that have been staples in the region since the 1880s.

Questions?

When we are in the supermarket and someone rams our ankle with a shopping cart then apologizes for doing so, why do we say, "It's all right?" Well, it isn't all right, so why don't we say, "That hurt, you stupid idiot!"

The First Assembly Line Produced Automobile In The United States

Henry Ford might have gone down in history as the assembly line innovation genius—and in fairness, he was—but his iconic Model T car wasn't the first assembly line produced car. That distinction belongs to the, rather literally named, Curved Dash Oldsmobile, first manufactured at the turn of the century.

Before Ford, automotive businessman Ransom E. Olds increased the output of his car factory by approximately 500 percent by instituting two simple changes. First, his cars used interchangeable parts. That seems like a given now, but in the early days of automobiles, each car was handcrafted and more akin to a handmade wagon rather than a machine assembled in a factory. Second, he introduced the idea of assembly line construction to the auto industry. His assembly line technique was a stationary one, however, where the cars stayed in one place, but the workers moved down the line with carts to attend to each step of the production process.

Where Olds was overshadowed by Henry Ford was Ford's innovation to have the assembly line move instead of the worker. None the less, the Curved Dash Oldsmobile stands as the first assembly line produced vehicle in America.

from www.howtogeek.com

TEN-MINUTE TECH SESSION with Curtis Kooiker

\$20 borescope from Amazon, January 2, 2019

Today (January 2) Curt demonstrated the \$20 borescope he purchased from Amazon. Later he said this about it: "This is the one I purchased in December. I see now they want \$33 for it so I must have got a pre-Christmas special? www.amazon.com/gp/product/B07C9C6P5D/ref=oh_aui_detailpage_o03_s00?ie=UTF8&psc=1

I like it because it is relatively short cable.

It has a light with a couple intensity settings.

It connects to my iphone using WIFI (not Bluetooth as I told the club) WIRELESS!

It has a charger included that uses a USB connector.

I can record video or stills on my phone which is handy.

It has attachments including a hook, magnet and right angle mirror. They simply screw on the tip.

It is water resistant to a couple feet.

The instructions were written by Chinese but it was easy to set up. I had it working in a couple minutes.

Some borescopes have to be connected to the display device with a USB or some other type of cable.

The focal length is only a few inches so you cannot use it for long distances. There is no way to focus it other than moving the tip closer or farther away from the object you are trying to inspect."

(An Amazon search for borescope shows eleven devices priced from \$18 to \$37.)

I downloaded the APP to run it but they also have the APP on a QR code in the instructions that you can use to load the APP. I have trouble with my QR reader (a problem with me not being much of a tech guy and not the device) so I just went the manual APP installation method.

The Dentist Visit

The Cohens were shown into the dentist's office, where Mr. Cohen made it clear he was in a big hurry. "No fancy stuff, Doctor," he ordered. "No gas or needles or any of that stuff. Just pull the tooth and get it over with." "I wish more of my patients were as stoic as you," said the dentist admiringly. "Now which tooth is it?" Mr. Cohen turned to his wife..."Show him your tooth, Honey."

DIRT ROADS

What's mainly wrong with society today is that too many dirt roads have been paved. There's not a problem in America today: crime, drugs, educations, divorce, delinquency that wouldn't be remedied, if we just had more dirt roads, because dirt roads give character.

People that live at the end of dirt roads learn early on that life is a bumpy ride. That it can jar you right down to your teeth sometimes, but it's worth it, if at the end is home...a loving spouse, happy kids and a dog.

We wouldn't have near the trouble with our educational system if our kids got their exercise walking a dirt road with other kids, from whom they learn how to get along. There was less crime in our streets before they were paved. Criminals didn't walk two dusty miles to rob or rape if they knew they'd be welcomed by 5 barking dogs and a double barrel shotgun. And there were no drive-by shootings.

Our values were better when our roads were worse! People did not worship their cars more than their kids, and motorists were more courteous. They didn't tailgate by riding the bumper of the car in front of them, because you'd be choked with dust and your windshield would get pitted with rocks.

Dirt roads taught patience. Dirt roads were environmentally friendly. You didn't hop in your car for a quart of milk, you walked to the barn for your milk. For your mail, you walked to the mailbox.

What if it rained and the dirt road got washed out? That was the best part, then you stayed home and had some family time, roasted marshmallows and popped popcorn, and pony road on Daddy's shoulders, and learned how to make prettier quilts than anybody.

At the end of dirt roads, you soon learned that bad words tasted like soap. Most paved roads lead to trouble. Dirt roads more likely lead to a fishing creek or a swimming hole. At the end of a dirt road, the only time we even locked our car was in August, because if we didn't some neighbor would fill it with too much zucchini.

At the end of a dirt road, there was always extra springtime income, from when city dudes would get stuck, you'd have to hitch up a team and pull them out. Usually you got a dollar...always you got a new friend...at the end of a Dirt Road.

By Paul Harvey

PUMP CULTURE

Consider this: The first drive-throughs sold gasoline, not hamburgers. At the turn of the last century, following the invention of the automobile, retailers initially came up with a variety of ways to sell gasoline. Some grocery stores and hardware stores installed underground fuel tanks with pumps near the street so drivers could pull over for a curbside fill-up. But by about 1910, waiting cars had begun to cause congestion, and refueling in traffic posed dangers, so business owners and their communities found themselves facing a new challenge: They needed to move the tanks and pumps off the roadside but still make them directly accessible to cars. The resulting experiments became the first examples of “drive-in” or “drive-through” architecture.

By the early 1920s, gas stations had taken on a standard format: a small, enclosed office with a canopy that projected out over the gas pumps, which stood on a small island so cars could approach them from either side. Variations emerged in the 1920s and 1930s, including the addition of service bays for oil changes and repairs either attached to the office or in a separate freestanding building; multiple canopies to accommodate more pumps; and decorative schemes ranging from corporate logos to whimsical motifs such as domes, pyramids, dinosaurs, and even Spanish galleons.

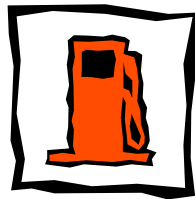
The basic “canopy-and-box” was either prefabricated of sheet metal and erected on-site or constructed of simple wood frames covered with stucco. Either way, building a canopy-and-box was inexpensive, which allowed the giant oil companies to expand quickly. Richfield, Shell, and Standard constructed thousands of these stations on the West Coast.

Competition was fierce among the oil companies. During the 1930s, they enticed customers with more prominent signs and new logos that heightened brand awareness. They sought additional profits by adding side businesses. Enlarged offices became salesrooms for “TBA,” or tires, batteries, and accessories, and many stations added small cafés or even full-service restaurants, especially in rural and suburban locations.

In the late 1930s, Texaco hired industrial designer Walter Dorwin Teague to update its gas stations and, in the process, create a look that people would immediately associate with Texaco. In his quest for a streamlined corporate identity, Teague established visual consistency among the stations with Texaco’s new red-star logo and by enclosing the offices, service bays, and sales areas in distinctive boxlike structures with a white-enamel finish. This larger, more rectangular format became a new standard for Texaco’s gas stations, and the idea of streamlined architecture quickly caught on among competitors.

Gasoline retailing may have outgrown its roots, but its original architecture has influenced all types of businesses to move off the roadside and make provisions for automobiles. That’s worth pondering the next time you pull up to an automated teller machine at a bank, drive through a car wash, or wait in a long line of cars to order a hamburger and fries.

By Matthew W. Roth, Westways Magazine



WOMEN'S CORNER

Midlife is when you go to the doctor and you realize you are now so old, you have to pay someone to look at you naked.

The good news about midlife is that the glass is still half-full...of course, the bad news is that it won't be long before your teeth are floating in it.

Midlife women no longer have upper arms, we have wingspans...we are no longer women in sleeveless shirts, we are flying squirrels in drag.

Midlife has hit you when you stand naked in front of a mirror and can see your rear end without turning around.

You know you are getting old when you go for a mammogram and you realize it is the only time someone will ask you to appear topless in film.

You know you've crossed the midlife threshold when you're in the grocery store and you hear a Muzak version of "Stairway to Heaven" in the produce department.

Midlife is when you bounce (a lot), but you don't bounce back. (It's more like Splat!)

Midlife brings the wisdom that life throws you curves...and that you're now sitting on your biggest ones.

It's very hard to "get jiggy with it" in midlife...jiggly, yes; jiggy, no.

Midlife is when your 1970s Body-by-Jake now includes Legs-by-Rand McNally. (more red and blue lines than an accurately scaled map of the state of Wisconsin).

Midlife is when you want to grab every firm young lovely in a tube top and scream, "Listen, honey, even the Roman Empire fell, and those things will too!"

Midlife can bring out your angry, bitter side. You look at your latte-swilling, beeper-wearing know-it-all teenager and think, "For this I have stretch marks?"

Midlife is when you start to repeat yourself...and your chins follow suit.

Midlife is when you realize that if you were a dog, you'd need a control top flea collar.

Midlife is when your memory really starts to go. The only thing you still retain is water.

You become more reflective in midlife. You start pondering the "big" questions-- what is life, why am I here...how much Healthy Choice ice cream can I eat before it's no longer a healthy choice?

Birthdays and Anniversaries in January



Birthdays

Barry Blondheim	January 17	Judy Bughi	January 25
Dodd Coutts	January 10	Jim Davis	January 31
Mary Fraser	January 22	Sandra Kirkwood	January 9
Curtis Kooiker	January 5	Marlene Kuchs	January 9
Marilyn LaFortune	January 17	Gary Osborn	January 6
Lindy Patterson	January 28	Sal Saenz	January 11
Stephen Scott	January 18	Terry Shegrud	January 14
Ron Smith	January 6	Jack Varnado	January 6
Martha Varnado	January 2	Gene Wattenburger	January 27
Bill White	January 4		



Anniversaries

Rick & Tonya Callies	January 1	Dave & Barb Donaldson	January 6
Terry & Sandra Kirkwood	January 15	Bob & Dolores McClary	January 23
Larry & Diana Stephenson	January 15		

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