



Gas Gauge Ye Olde Car Club September 2019 Newsletter

The President's Message

Procrastination!

"I'm going to fix that up one of these days"! I think we have all heard that at one time or another. You know, that guy down the street that has the classic Mustang convertible in his back yard that is filled up with dead leaves and rodent nests. " I'll do it when I can get around to it". That's another favorite response. " Sometimes it seems that I can never get around to it.

I decided I was going to put up a fence on my property a few years ago. The fence is still not there! A family member asked me to help with installing tile on his laundry room floor. Still waiting for him to decide on the tile. "never put off today what can be put off indefinitely ". That's another favorite I read somewhere. I guess that we always think there will be time enough for everything we want to get accomplished until something else displaces it. So, I'm making an effort to cure myself of procrastinating and leaving things for another time. So earlier today I went to the hardware store and got some materials to start on the fence and I'll do that tomorrow or the next day, if it doesn't rain!

John Hopkins

President YOCC

Bits and Pieces

***Ban pre-shredded cheese. Make America grate again!

***Gone are the days when girls used to cook like their mothers. Now they drink like their fathers.

***If you think nobody cares whether you're alive, try missing a couple of payments.

***The most wasted day is one without laughs. From Mort Walker's Beetle Bailey

*** "Starting September, all the months end with 'brr' because it's getting colder." Out of the mouth of Dolly on Family Circus cartoon, August 31, 2019

The Remarkable Body

The human skeleton is the internal framework of the body. It is composed of around **270 bones** at birth – this total decreases to around **206 bones** by adulthood after some bones get fused together. The bone mass in the skeleton reaches maximum density around age 21.

Where in the world.

Earth is the only planet not named after a god.

Actual Label Instructions

On Marks & Spencer Pudding: Product will be hot after heating. (Are you sure? Let's experiment.)

Fun Food Facts

Before you pour sticky substances into a measuring cup, fill it with hot water. Dump out the hot water but DO NOT dry the cup. Add your ingredient and watch how easily it comes right out.

EVENTS

Ladies Luncheons:

September Ladies Lunch had 11 ladies present.

October Ladies Lunch will be hosted by Ginger Vetrano. Place TBD.



The Hornet, introduced for the 1951 model year, was based on Hudson's "step-down" design that was first seen in the 1948 model year on the Commodore. Unlike a unibody, the design didn't fully merge the body and chassis frame into a single structure, but the floorpan footwells recessed down, in between the car's chassis rails, which were in turn routed around them — instead of a conventional floor, sitting on top of straight ladder frame rails — a body on frame design that later became more widely adopted, and known as a *perimeter frame*. Thus one "stepped down" into a Hudson. Thanks to the step-down chassis and body, the car's "lower center of gravity...was both functional and stylish. The car not only handled well, but treated its six passengers to a sumptuous ride. The low-slung look also had a sleekness about it that was accentuated by the nearly enclosed rear wheels."

All Hornets from 1951 to 1953 were powered by Hudson's high-compression straight-six "H-145" engine. In 1954, power was increased to 170 hp (127 kW) from 145 hp (108 kW). Starting in 1952 an optional "twin-H" or twin one barrel carburetor setup was available at additional cost. A L-head (flathead or sidevalve) design, at 308 cu in (5.0 L) it was the "largest [displacement] six-cylinder engine in the world" at the time. It had a two-barrel carburetor and produced 145 hp at 3800 rpm and 275 lb ft of torque. Hudson was the first automobile manufacturer to get involved in stock car racing. The Hornet "dominated stock car racing in the early-1950s, when stock car racers actually raced stock cars."

During 1952, Marshall Teague finished the 1952 AAA season with a 1000-point lead over his closest rival, winning 12 of the 13 scheduled events. Hornets driven by NASCAR aces Herb Thomas, Dick Rathmann, Al Keller, Frank Mundyand, and Tim Flock won 27 NASCAR races driving for the Hudson team. In the AAA racing circuit, Teague drove a stock Hornet that he called the Fabulous Hudson Hornet to 14 wins during the season. This brought the Hornet's season record to 40 wins in 48 events, a winning percentage of 83%. Overall, Hudson won 27 of the 34 NASCAR Grand National races in 1952, followed by 22 wins of 37 in

1953, and capturing 17 of the 37 races in 1954 — "an incredible accomplishment, especially from a car that had some legitimate luxury credentials."

The original Fabulous Hudson Hornet can be found today fully restored in Ypsilanti, Michigan at the Ypsilanti Automotive Heritage Museum, a facility that was formerly home to Miller Motors, the last Hudson dealership in the world.

In its final three model years, the Hornet became a product of the newly formed American Motors Corporation (AMC). Following the 1954 merger of the Hudson Motor Car Company and Nash-Kelvinator, Hudson's Detroit manufacturing facility was closed and production of Hudson models was shifted to Nash's Wisconsin factory. No longer built on the "Step-down" platform, all Hudsons were now based on the senior Nash models, but featuring distinctive Hudson styling themes.

From www.hagerty.com

Little tips and tricks for garage hobbyists

REMOVE GREASE

Easy-Off Oven cleaner works great for removing caked on grease from chassis parts. Spray it on, let sit for 30 minutes and spray off. Be sure to use gloves and eye protection. Don't let it get on rubber parts like the rubber cups on ball joints.

REMOVE ANODIZING

To remove the blue or red finish on AN fittings use Easy-Off oven cleaner...removes anodizing in about 30 secs. leaving a nice clean aluminum piece than can now be polished. Be sure to use rubber gloves and eye protection.

REMOVE POWDERCOATING

Using a bead blaster or wire brush on a grinder is one way, but another method is using Permatex Gasket Remover...probably not cost effective on large pieces, but is killer for smaller stuff. Spray it on, 15 mins. later, powdercoating will slide right off leaving 100% bare metal...no muss no fuss.

PATINA PRESERVER

To preserve the patina without clear coat painting use Boiled Linseed Oil and Acetone mixed 50/50. The trick here is using "Boiled Linseed Oil" as opposed to "Straight Linseed Oil". Wipe it on, wipe it off and dries to touch in about 15 mins. and only has to be reapplied about twice a year leaving it nice and shiny without that clear paint look.

Caution: Saturated rags soaked in boiled linseed oil can get hot enough to spontaneously combust when exposed to oxygen. Pay extra attention to disposal instructions on the container.

BLEEDING BRAKES

Use a spray bottle full of water, and drench any painted area when beginning to bleed your brakes. The alcohol in brake fluid is hygroscopic (absorbs water) and will kill its ability to eat paint should you spill some fluid. Bleed your brakes as normal, and wipe off the water. Your paint will be untouched.

BODY/CHASSIS ASSEMBLY

Keep a good quality set of fresh clean lightly used or new sockets dedicated for reassembly after the body or chassis is painted. They are more "friendly" to fresh paint and will minimize chipped paint since the fit and function is tight and correct on the nut/bolt unlike worn and dirty sockets.

RUST REMOVER

Dry citric acid mixed about a cup and a half to a gallon of water makes a great rust remover that neutralizes easy. The solution doesn't eat paint, plating or anything other than rust. The solution can often leave a bit of a black coating that's easily dusted off with some sand paper. Results are noticeable after about 6 hours. Usually takes 24 hours for really good results. No scrubbing required. When through with solution, neutralize with baking soda.

RUST REMOVER

Oxalic Acid, sometimes called OA or wood bleach. OA is a naturally occurring acid found in most vegetables. It comes in a crystalline form and is relatively safe as long as you aren't ingesting or handling with bare hands. It will dissolve rust while leaving the paint and will not disturb even decals. Can be purchased at ACE hardware.

TESTING ACCESSORIES AT WRECKING YARD

When searching for wiper motors, heater blowers, window motors at the wrecking yard, take a 12v cordless tool battery and some small wire jumpers with you. Works great to test stuff to make sure they work before removing.

CLEANING METAL FILINGS FROM BENCH

For cleaning up all the little bits of metal filings and scraps on your welding/grinding table or area. Put a red angle magnet or similar in a plastic bag. Run it/ drag it all over the surface of your work area. Reverse the bag and all the scrap is bagged instead of stuck all over your magnets.

STORING OPENED ADHESIVES AND GASKET SEALER

Keep glue and sealants in the shop fridge to keep them usable for a much longer period than if stored on the shelf. Put them inside zip lock bags to keep them from stinking up the brewskies.

Collected from a posting in the H.A.M. B.

Thanks to Don Buckles for this contribution

A Fast Way to Save on Gas

Summer gas prices have been low, but who doesn't want to save even more, especially on long road trips? The fastest route to gas savings is to slow down. We measured gas mileage while driving at a steady 55, 65 and 75 mph. The drop in fuel economy while speeding up from 55 to 65 was as much as 8 mpg. Increasing the speed to 75 cut fuel efficiency by an additional 5 to 7 mpg. Overall, speeding up from 55 to 75 mph is like moving from a compact car to a large SUV.

From Consumer Reports magazine, September 2019

WOMEN'S CORNER

The Class Reunion

Every ten years, as summertime nears,
An announcement arrives in the mail.
A reunion is planned; it'll be really grand,
Make plans to attend without fail.



I'll never forget the first time we met,
We tried so hard to impress.
We drove fancy cars, smoked big cigars,
And wore our most elegant dress.



It was quite an affair, the whole class was there.
It was held at a fancy hotel.
We wined, and we dined, and we acted refined,
And everyone thought it was swell.



The men all conversed about who had been first
To achieve great fortune and fame.
Meanwhile, their spouses described their fine houses
And how beautiful their children became.



The homecoming queen, who once had been lean,
Now weighed in at one-ninety-six.
The jocks who were there had all lost their hair,
And the cheerleaders could no longer do kicks.



No one had heard about the class nerd
Who'd guided a spacecraft to the moon;
Or poor little Jane, who's always been plain;
She married a shipping tycoon.



The boy we'd decreed "most apt to succeed"
Was serving ten years in the pen,
While the one voted "least" now was a priest,
Just shows you can be wrong now and then.



They awarded a prize to one of the guys
Who seemed to have aged the least.
Another was given to the grad who had driven
The farthest to attend the feast.



They took a class picture, a curious mixture
Of beehives, crew cuts and wide ties.
Tall, short, or skinny, the style was the mini,
You never saw so many thighs.



At our next get-together, no one cared whether
They impressed their classmates or not.
The mood was informal, a whole lot more normal,
By this time we'd all gone to pot.



It was held out-of-doors, at the lake shores.
We ate hamburgers, coleslaw, and beans.
Then most of us lay around in the shade
In our comfortable T-shirts and jeans.



By the fortieth year, it was abundantly clear
We were definitely over the hill.
Those who weren't dead had to crawl out of bed
And be home in time for their pill.



And now I can't wait; they've set the date,
Our fiftieth is coming, I'm told.
It should be a ball, they've rented a hall
At the Shady Rest Home for the old.



Repairs have been made on my hearing aid,
My pacemaker's been turned up on high.
My wheelchair is oiled, and my teeth have been boiled,
And I've bought a new wig and glass eye.



I'm feeling quite hearty, and I'm ready to party
I'm gonna dance 'til dawn's early light.
It'll be lots of fun, but I just hope that there's one
Other person who can make it that night.



Author Unknown
Thanks to my friend Pami for this great look at the Class Reunion

Birthdays and Anniversaries in September



Birthdays

Laura Beaver
Jim Galloway
Linda Jarrard
Ron Meyer
Lee Noga
Dolly Prather
Ginger Vetrano

September 18
September 18
September 12
September 28
September 28
September 21
September 13

Sue Campbell
Sid Grant
Terry Kirkwood
Marta Meyers
Linda Porter
Rose Tarr

September 15
September 21
September 13
September 17
September 8
September 20



Anniversaries

Russ and Jane Armstrong
Rick & Wendi Ball
George & Lynda Deering

September 11
September 12
September 20

2019 YOCC Officers

John Hopkins, President
987-4504
jhn_hopkins@hotmail.com

Larry Stephenson, Treasurer
253-376-0256
stephensonLD1@hotmail.com

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

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

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

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

John Trumbo, Swap Meet
946-7633
johntnews@gmail.com

John Hopkins, Swap Meet & Activities Director
987-4504
jhn_hopkins@hotmail.com

Directors

Rick Ball
509-546-2123
rick@bushcarwash.com

Tom Smith
360-929-6311
ingridsmith1212@gmail.com

Dick Ellis
509-546-2123
babymoonface@outlook.com

Jack Stone
360-269-3829
action3@hotmail.com

Tour Committee

John Hopkins, Committee Chairman
509-987-4504
jhn_Hopkins@hotmail.com

Don Buckles
509-627-0535
dbuckles0535@charter.net

Randy Bunch
509-543-6554
jrbunch@charter.net

Frances McGillis
509-545-4077
sixkidsplusthree@gmail.com