



Gas Gauge Ye Olde Car Club February 2020 Newsletter

The President's Message

2020 YOCC EVENTS

This will be a busy year. VP John Hopkins has 51 events on our calendar and when we add 50 Wednesday breakfast meetings it adds up to 101. Here is what they are:

YOCC EVENTS

- 50 Wednesday Breakfast Meetings
- 17 visits to retirement communities
- 11 Ladies Lunches
- Chocolate Extravaganza
- Swap Meet
- Mammoth Dig
- Christmas Party

OTHER EVENTS

19 events, parades and car shows not done by YOCC.

Do you have an idea for an event the club should consider?

DUES?

Did you receive one of my dues reminders? A few people have still not paid. They should, because on March 1 their club services will stop. NO Newsletter, NO weekly meeting notes. NO invitations to fun activities.

Thanks,
Dennis McGillis
509-545-4077
dennis.mcgillis@gmail.com

Bits and Pieces

**If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say, "Did you bring the money?"

**When you ask me what I am doing today, and I say "Nothing". It does not mean I am free. It means I am doing nothing.

**Remember, if you lose a sock in the dryer, it comes back as a Tupperware lid that doesn't fit any of your containers.

**To me, drink responsibly means don't spill.

**I've looked up to my father ever since he got that job as a trapeze artist.

**You never appreciate what you have until it's gone. Toilet paper is a good example.

The Remarkable Body

Human thigh bones are stronger than concrete.

Where in the world.

Two-thirds of the people on Earth have never seen snow.

Actual Label Instructions

On an American Airlines packet of nuts: Instructions: open packet, eat nuts. (have a lobotomy)

Fun Food Facts

For a cool brownie treat, make brownies as directed. Melt some Andes mints in a double boiler and pour over the warm brownies. Let set for a wonderful minty frosting.

EVENTS

Ladies Luncheons:

February Ladies Lunch had 20 attending. WOW! Thanks Myrtle.

March 12 Ladies Lunch TBD. Barbara Baker is the hostess. Please call her 509-783-0380 if you plan to attend.



Thanks to Barb Fecht for sending this along to me.

Blonde at the Super Bowl

A guy took his blonde girlfriend to the Super Bowl game. They had great seats right behind their team's bench. After the game, he asked her how she liked it. "Oh, I really liked it, she replies. "Especially the tight pants and all the big muscles, but I couldn't understand why they were killing each other over 25 cents." Dumbfounded, her boyfriend asked, "What do you mean?" "Well, they flipped a coin, one team got it and then for the rest of the game, all they kept screaming was...'Get the quarterback! Get the quarterback!' I'm like...HELLO? It's only 25 cents"

Thanks to longtime friend Pat Sawyer for this cutie.



Hummer was a brand of trucks and SUVs, first marketed in 1992 when AM General began selling a civilian version of the M998 Humvee. In 1998, General Motors (GM) purchased the brand name from AM General and marketed three vehicles: the original Hummer H1, based on the military Humvee, as well as the new H2 and H3 models that were based on smaller, civilian-market GM platforms. Of the Hummer models that General Motors made, the H3 was the most popular during its five-year production. Classified as a mid-size SUV, the four-door H3 was four-wheel drive and had three engine options: 3.5-liter inline-five engine; 3.7-liter inline-five engine; and 5.3-liter V8 engine.

By 2008, Hummer's viability in the economic downturn was being questioned, and it was placed under review by GM management. Rather than being transferred to the Motors Liquidation Company as part of the GM bankruptcy in 2009, the brand was retained by GM, in order to investigate its sale.

In 2009, a Chinese manufacturer, Sichuan Tengzhong Heavy Industrial Machinery Company, announced that it would acquire Hummer, pending government approvals, but later withdrew its bid. On February 24, 2010, Reuters reported that the Chinese ministry of commerce had prevented the deal, although a ministry spokesperson denied rejecting the application, which had been stalled for eight months. At the end of February, General Motors announced it would begin dismantling the Hummer brand.

Although the automaker announced two days later that it had been approached with new offers, by April 2010, any sale became unlikely, as inventory was depleted and Hummer dealerships began shutting down. After filling a rental-car fleet order, the last Hummer H3 rolled off the line at Shreveport on May 24, 2010.

The original maker of Hummer, AM General, lost their bid to build the HMMWV's replacement for the U.S. military in 2015.

From Wikipedia

Financial Planning

John was a single guy living at home with his father and working in the family business. When he found out he was going to inherit a fortune on the eventual death of his widowed father, he decided he needed a wife with whom to share his fortune. One evening at an investment advisors' seminar he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away. "I may look like just an ordinary man," he said to her, but in just a few years my father will die and I'll inherit \$400 million dollars." Impressed, the woman obtained his business card and three weeks later she became his stepmother.

Women are so much better at financial planning than men.

Thanks to my daughter Patty for this cutie.

I Know...I Was There

Remember barbershops? They were sacred places men went to for a haircut and to talk about politics and baseball. They were not at all like beauty parlors, where women had their hair “done” and men wondered what they talked about, since few ladies liked baseball or politics. There was a clear distinction between the two businesses. Birds had to fly. Fish had to swim. Men went to barbershops. Women went to beauty parlors. And ne'er the twain should meet.

Then one day, men discovered most of those true barbershops were gone. Some said it was another case of women barging into male territory, just as they had in race car driving and shooting pool, for Pete's sake. However, retired barbers offered a different explanation. Men had no one to blame but themselves, they said. Things started going bad in the '60s, when rebellious youngsters let their hair grow below their shoulders as a protest against...something. And their dads followed suit.

It's hard to make a living cutting hair when your customers only show up before their weddings. So barbers had two choices – either quit or go after the feminine trade. And that's how barbershops vanished. Oh, sure, our local phone book carries a listing for “Barbers”. But what you find are “Hair Modes” and “Hair Affair” and “Hair Wonders Styling Salon” “Shear Expressions” and other cutesy names that conceal the truth: These definitely *are not* barbershops. At least not as the term was understood when I was growing up. Don't walk in and ask for a haircut. You can have either a “trim” or a “styling”, The difference is that one costs a lot more than the other.

Consider yourself warned whenever establishments call themselves “beauty and barber” shops. These places will smell of permanent wave solution, and there will be shelves loaded with styling gel, conditioner, rinses and a dozen other pricey potions for sale. The magazines in the waiting area will be *People* and *Seventeen* and *Good Housekeeping*. Don't bother to look for *Field and Stream*. Fat chance!

A true barbershop announced itself to the world with a barber pole next to the front door. It featured a spiraling red stripe that snaked eternally upward. As a little kid, I was hypnotized by barber poles. Where did the stripe come from? Where did it go when it reached the top? How did it get back to the bottom again? My friend asked about the symbolism. The answer: the red stripe represented the blood shed when the barber's razor slipped.

Inside you found a few wooden chairs and a scarred bench that most likely had been salvaged when they tore down the old church. Around summer, the barbershop radio carried the local baseball game. I don't think it was ever turned on between the end of the World Series and the start of spring training..

Magazines included *The Sporting News*, *Hunting and Fishing* and *Liberty* (for the intellectuals). It was *Liberty* that taunted you at the beginning of each article with “Reading time, 6 minutes, 15 seconds.” It took a strong person not to surreptitiously glance at the wall clock before and after reading, to see if you were a dummy or a genius. (The magazine made a catastrophic error in predicting Alf Landon by a landslide in the 1936 presidential election. Roosevelt won all states except Maine and Vermont. *Liberty* folded.)

There were no appointments. First come, first served. The honor system prevailed. A barber called out “Next” and a customer stood up. No one argued. If Orville said he was next, then he must be next.

Haircuts in those days were a drama in several acts. Act One was “The Shave”. The barber chair was dropped back to nearly horizontal, and a steaming-hot towel was dropped on the customer's face to soften his beard. While he soaked, the barber used a brush and shaving mug to generate a hot, foamy lather. If you were a steady customer, you had a mug with your name on it up there on the shelf beside the mugs of other “regulars”.

The barber stropped his straight-edge razor on a piece of leather belting. The newfangled “safety” razors probably would have worked just as well, but skill with a straight-edge razor was part of a good barber's image. After all, for centuries, many of his predecessors had doubled as surgeons. The completed shave was tidied up with a towel, followed by a stinging application of witch hazel.

Now came Act Two, “The Haircut”. It had optional subplots called “The Shoeshine” and “The Manicure”. This was also conversation time, involving everyone in the place who was not getting a shave. Talk might be of weather, crops, sports or local gossip. My favorite barber spent weekends visiting nightspots in town, so he often shared the latest news about the goings on. Meanwhile, your shoes were being buffed to a mirror shine, and Ethel worked silently at your side if you were one of the dandies who dared to have manicured nails. Manicurists pretended not to hear anything so that male customers wouldn't be unduly constrained in their language.

As the barber finished, out came the razor and lather again as he trimmed up your sideburns and the nape of your neck. Finally, you were liberally doused with hair oil – its pungent scent announced your arrival long before you got to where you were going. Then came “The Grand Finale”. Using a handheld vibrating massager, the barber worked the kinks out of your neck & shoulders. When you hopped out of the barber chair, he brushed you off head to toe while the shoe shine lad stood at the alert, ready to help you into your coat.

Barbershops were the kind of unpretentious, friendly place I remember from other days...a place to meet friends, share news and views, and eventually leave feeling and looking like a new man. They were part of the glue that held communities together, although we didn't realize it at the time.

I know...I was there.

By Clancy Strock, Reminisce Magazine

FOR SALE:

** Barbara Baker is selling her 1927 Model T \$13,000. For more information, please contact Barbara at 509-783-0380 or son, Steve Baker, at 541-501-6618.

** Lee Noga has a2004 Chrysler Sebring with 50,000 miles for sale. It is in excellent condition except the water pump started to leak a little. It would be a great car for someone with some auto mechaical experience. Contact Lee 509-967-2723

A great quote from the 2015 Garage Tour

YOCC is actually an Eating Club, we just happen to have old cars!

Do Las Vegas churches accept gambling chips?

This may come as a surprise to those of you not living in Las Vegas, but there are more Catholic churches than casinos. Not surprisingly, some worshippers at Sunday services will give casino chips rather than cash when the basket is passed. Since they get chips from many different casinos, the churches have devised a method to collect the offerings. The churches send all their collected chips to a nearby Franciscan monastery for sorting and then the chips are taken to the casinos of origin and cashed in. This is done by the chip monks. You didn't even see it coming, did you?

Do You Know "That" Highway's History? – by Rocky Gibbs

When you're cruising our local and regional highways in your special ride, do you ever think about the history of those roads? We complain today about potholes, road construction, and more, but we should think about how these roads we drive came to be. They weren't always what you see today so they must have a history. It seems that they do. I could include herein discussion of these highways as they continued west of the Columbia River, but I'll focus mostly on the area east of the Columbia River.

I'll focus on only the major highways; the ones that before the Interstate freeways, were identified by U.S. highway numbers. These numbers were assigned with the passage of the Federal Aid Highway Act of 1925. Prior to this act, highways had mostly been named, if identified at all. By 1925 there were some 250 named highways or sections thereof. A problem for travelers was the confusion caused by names, because there was no central highway naming authority. The names had grown from local residents, the growing automobile associations, and other factions. After the 1925 Federal Highway act passage, the highway names began disappearing, replaced by the highway numbering system. The numbering system was simple in concept. Most of these U.S. highways still exist and are in daily use. Those altered or now gone are mostly the ones replaced by the Interstate freeways. East-west U.S. highways were even numbered beginning in the north, such U.S. 2. North-south highways were odd numbered beginning on the east coast giving us U.S. 101 on the Pacific coast. You know of these numbers but may have not thought about them lately. One of the most famous is "Route 66," actually U.S. 66, which ran from Chicago to Long Beach. Locally we still have U.S. 395 and U.S. 195 running north-south. U.S. 2 is intact running east-west through our area. The one gone locally is U.S. 10 that was superseded by Interstate 90 for most of its route across the U.S.

In the 1910's and 1920's various local and regional auto clubs and associations formed to promote better roads, versus the very crude early roads that had begun as horse-drawn wagon roads. Improved roads were needed not only for the growing auto population, but the growing truck population. Remember that the U.S. auto and truck population grew from few in 1900 to millions by 1920. However, most vehicles were confined to the cities as that was usually where the paved roads and people were. However, rural demand was growing. The pent-up demand exemplified by the number of cars and trucks in use, required action to improve intercity

roads which would later become segments of longer routes that soon became the beginnings of our cross-country routes. Of interest to us locally are the Sunset (SH) and Yellowstone (YH) highways.

Our first highway of interest is the Sunset Highway (SH). The SH, later to become U.S. 2 between Spokane and Wenatchee and beyond to the west side, began in 1913 as State Road 7. In 1915 it became the SH. It began in Renton WA, crossed Snoqualmie Pass, and went on eastward to the Columbia River crossing it at Vantage. There it crossed the Columbia River by ferry. On the east bank it went north to Quincy, then west to a second ferry crossing upriver from Rock Island Dam, then north to Wenatchee. A third river crossing via bridge took you north to Orondo, then up the hill, gaining some 2000 feet in elevation, to Waterville, then eastward in a nearly straight line to the Idaho border.

Over its years, the SH had many improvements and re-alignments west of the Cascade Mountains, with fewer changes east of Wenatchee. 1934 saw it having multiple designations as State Road No. 2 Primary, State Route No.2, and Sunset Highway. The SH name did not soon go out of use, after the 1925 numbering. The SH later had a companion, easier route that followed what we know today as I-90 across eastern WA, through Ritzville, Moses Lake, to Vantage. Today's U.S. 2 route from the rest stop west of Davenport to Creston, is a re-alignment from the original SH route. Downtown Almira was also bypassed with a re-alignment. Most of the remainder of today's U.S. 2 route from Spokane to Wenatchee is the same routing as the original SH. The SH, while a primitive road in its early years, even early on it had somewhat better road conditions than much of the early Yellowstone Highway we'll look at next.

Our second highway of interest, the "Yellowstone," began in South Dakota and grew into an early effort to establish nationwide roads. Its initial creators had simply wanted a better road between Aberdeen and Mobridge SD. But soon, the "good roads" movement grew to a nationwide effort to create a road route from Plymouth Rock to Puget Sound. The "good roads" movement created many other routes in the U.S. as well. Yellowstone construction began in July 1912. By October it reached Montana and soon Yellowstone N.P at Gardiner MT. The route closely followed the Milwaukee RR and the Northern Pacific RR from Minnesota into Montana. Sunset Hwy East of Rearden as the railroad towns were the main source of re-supply, food and lodging for the road travelers. This beginning road effort evolved to become the Yellowstone Trail (YT), later renamed the Yellowstone Highway (YH). Early route maps for the YT were few and incomplete. Mostly, the YT route was marked by painted yellow squares with a black arrow inside. These markings were applied wherever it was thought they'd be most likely seen by travelers. On old U.S. 195, just south of Rosalia, an YT marking still exists, painted on the former Milwaukee RR concrete viaduct, where the highway passes under it. The YT, by 1915, did extend from Plymouth MA to Seattle WA. It passed through Spokane. *(The reader needs to understand that the YT did not imply a nicely surfaced continuous road for its length. Rather, it was mostly a map route of linked existing "roads" that could be promoted as a route. The reality was vast stretches of very primitive dirt wagon roads with no services available along the way, except in nearby railroad towns. Conditions improved over the years of its existence but it took a stretch of the imagination to think of it as continuous road with good travel conditions in the beginning.)* In our local area it followed some of the route of the 611 miles of the former Mullan Road, *(named for Lieutenant John Mullan)*.

The Mullan Road was constructed 1858 to 1862 by the U.S. Army between Fort Walla Walla and Fort Benton. Fort Benton was the end of navigable water on the Missouri River, and was the jump-off point for several trails going west and south, and to Canada. Remember this was before WA and MT were states. Fourth of July summit on I-90 east of Coeur d'Alene was so named because the U.S. Army construction crew camped there on July 4th 1861. In fact, much of I-90 from Spokane to Garrison Junction MT follows, or is near, the old Mullan Road route, that continues east of Garrison Junction over Mullan Pass to Helena MT on its way to Fort Benton. It crossed from ID into MT via another Mullan Pass east of Mullan ID. That pass is north of today's I-90 Lookout Pass. In Spokane the Mullan Road has a commemorative monument on the Palouse Highway just south of 57th Avenue. A similar monument is at Sprague Avenue and Vista. The Mullan Road utilized Plante's Ferry to cross the Spokane River. There is a monument there commemorating the history of Plante's Ferry, and notes that the Mullan Road reached there from Walla Walla in 1860. For all the effort expended, the Mullan Road was only used by the military for three years. It was heavily used by civilians and Native Americans for some time however.

The YT changed direction from east-west to north-south in Spokane. It went over Moran Prairie to Colfax, and then continued to the Snake River via the Penawanan road. A revision later went west of Colfax loosely following today's U.S. 26 route west to Dusty, then south again across the Snake River at today's Central Ferry. From Dodge Junction to Walla Walla it followed today's U.S. 12 route. U.S. 12 continues west to the Columbia River, then north through the Tri-Cities. At Richland it diverts from the Columbia and continues up the Yakima River to Yakima. At Yakima the YT diverted over mountains to Ellensburg, but later was revised to continue up the Yakima River canyon to Ellensburg, CleElum and over Snoqualmie Pass to the west side of the Cascade Mountains. In 1925 the YT changed its cross-state routing, piggybacking onto the Sunset Highway route between Spokane and Ellensburg. This eliminated some extra 150 miles of distance between Spokane and Seattle.

These two named highways, Sunset and Yellowstone, became U.S. 2 and U.S. 10 respectively. U.S. 2 and U.S. 395 arrived southbound into Spokane via Division Street to Sprague Avenue. U.S. 10 came westward from Coeur d'Alene via today's Seltice Way to the state line where it crossed the Spokane River into Washington and became Appleway. Appleway continued into Greenacres and turned into Sprague Avenue that continues into and through downtown Spokane. By the time I first saw this route downtown, a diversion was in place at Erie Street to move the U.S. 10 traffic from Sprague Avenue in downtown Spokane, to Second Avenue westbound, and Third Avenue eastbound. These diversion couplets are drivable today and still provide the same transition between Second, Third, and Sprague Avenues. On the west side of downtown Spokane U.S. 195 went south paralleling the N.P R.R. into Latah Creek valley to go south to Colfax, Pullman and more. Sharing Sprague Avenue, U.S. 2 and 10 and U.S. 395 crossed Latah Creek to the west and climbed the Sunset Hill. Once on top the hill U.S. 2 continued westward while U.S. 10 and U.S. 395 turned south passing Geiger AFB to Cheney, Mullan Monument Palouse Hwy Monument Planters Ferry Tyler, Sprague, Ritzville, Moses Lake, and George, to cross the Columbia River at Vantage. U.S. 2 faithfully followed the original Sunset Highway route to Wenatchee. You can still drive these routes today with U.S. 2 mostly unchanged. U.S. 10 and U.S. 395 have been replaced by I-90 cross-state but segments of old U.S. 10 and 395 are still very drivable to Ritzville if you look for them. U.S. 395 turns south at Ritzville headed for the Tri-Cities and on south. A fun drive is from Spokane to Pasco by not using I-90. It's quite doable on good roads and you see some different scenery.

Some original sections of the SH nearby can be driven. First, less than a mile west of Rearden, take the Sunset Highway turn-off to the right, that goes north of the new Railroad Museum. You will quickly be on narrow concrete pavement than I believe dates at least back to the 1930's. In a few miles the road surface improves and will bring you into Davenport. Until a few years ago there was a vintage sign for eastbound traffic some half-mile west the Railroad Museum location that advertised the Davenport hotel and its pool on the upper patio. The sign had to date from the 1930's or earlier but it's now gone.

Westbound, a few miles east of Rearden are other concrete sections drivable but the condition is poor and better suited for a pickup or SUV. On U.S. 2, just west of Coulee Hite Road, is a grange. A left turn there will put you on the old highway. This road will encounter the remains of a 90 degree turn as it continues to Rearden. The former 90 degree turn was obliterated by the present highway realignment east of Rearden. These 90 degree turns are an example of a quite common practice of early roads. They were often laid out on adjacent property lines. By following property lines, they took a little land from owners on each side versus taking land from only one owner to cross an area. The 90 degree turns reflect the common practice of making turns at property line junctions, often on section lines. Remember, speeds were slow then so a 90 degree turn presented no traffic obstacle.

It's interesting that parts of the Sunset Highway routing east of Rearden discussed above, by the evidence of their concrete construction and road width, indicate they date from likely the latter 1920's, but only served for 30-40 years. For example, today's highway from just west of Coulee Hite road to Rearden, was exactly the same as it is today, in 1957 when I first traversed it. This "realignment" has served for at least 61 years; much longer than the original routing.

When you're cruising downtown Spokane, or in the valley on Sprague, and elsewhere around eastern WA, think of the history and heritage of these roads we enjoy, and how they came to exist for us to use today. Much more information on the Sunset and Yellowstone roads history is available to view at <https://www.sunsethwy.com>. There you'll find facts, photos, and best of all, maps of the routes and many of their re-alignments. Also readily available on the Internet is the Mullan Road history.

WOMEN'S CORNER

Wanna know what all those medical terms really mean? Check these out:

Barium -- What you do to dead people



Benign – What you wanted when you were eight

1,2,3,4,5,6,7,8, 9

Carpal – Someone with whom you drive to school



Cauterize – What the guy did before winking at the girl



Chiropractor – An Egyptian doctor



Dilate – To live long



Elixir – What a dog does to his owner when she gives him a bone



Birthdays and Anniversaries in February



Birthdays

Dave Bergum	February 15	Trish Kiichle	February 10
Molly King	February 2	Susanne Kooiker	February 2
Don Millard	February 5	Nancy Millard	February 5
Jeri Newell	February 9	Judi Oeder	February 1
Robert Parchen	February 5	Peggy Parchen	February 14
Jim Vetrano	February 14		



Anniversaries

David & Susan Gerkenmeyer	February 13
Ron & Barb Meyer	February 3
Jim & Ginger Vetrano	February 14

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