



Gas Gauge

Ye Olde Car Club

March 2015 Newsletter

The President's Message

Since we all belong to at least one car club, one can assume we like cars (brilliant deduction...huh!). We may each have our favorites from the many classifications of automobiles...antique, classic and late model, pre-war, post-war, etc. Regardless of the year, make, model and number of cylinders, many of us enjoy tinkering with our "old" cars as much as we like to drive them. Probably because they are a lot easier to work on than the new daily transportation sitting in the garage...try using a finger nail file or piece of 300 grit sand paper to fix the points on a 2015 Ford, Chevy or Toyota! I know...they don't even have points! Our old cars are from a simpler time when things were not so complicated...including life...when we enjoyed going to the drive-in movie; sitting for hours in the fast-food drive-in parking lot; making sure the town marshal was at the other end of town when "breaking them loose". We enjoy driving our old cars because they bring back these memories.

Speaking of cars, it appears the love of powerful and fast American cars has not died due to video games, smart phones, Facebook, and the Prius. I read a few days ago that Chrysler, a Fiat company (good grief!), has stopped production of its new Dodge Challenger and Charger Hellcat models which have a supercharged 6.2 liter (378 cu. in. for us traditional types) V-8 producing 707 horsepower that is capable of 22 mpg highway unless it is at full throttle for 12 minutes...then it will consume all 18 gallons of premium! But, hey! The car could travel 41 miles in that 12 minutes (I'll let you do the math). Enough about the engine... It seems that Dodge dealers are taking orders, and deposits, for many more cars than Dodge can produce. Somewhat unscrupulous dealers (What! ...a dishonest car dealer!!!) are pricing the cars with a 50% adder to the already \$60,000 MSRP and banking thousands in deposits on cars that may be delivered in a year or two! This situation has caused Chrysler to call time out until they can "have a chat with their dealer network". Perhaps the phrase associated with P.T. Barnum is on the mark in this instance...

On March 12, the second Ladies Luncheon was hosted by Laura Osterwyk at Clover Island. 18 ladies attended this luncheon. The next Ladies Luncheon will be on April 9 to be hosted by DaJuan Recknagle. Place TBD. Please contact her at 948-0340 to let her know that you will be there.

March 21 Horse Heaven Hills Middle School Spring Bazaar - 3500 S. Vancouver St.
Kennewick, WA - 9:00 am to 3:00 pm

March 21 in Sunnyside is the Show & Shine Senior Car Show Fundraiser. 1801 E. Edison Ave.
10:00 AM. Registration is \$10. <http://shs.carshow.angelfire.com>

April 9 - 11 PIR Swap Meet - Portland, OR <http://portlandraceway.com/>

April 18, 2nd Annual Patriot Car Show at Liberty Christian School in Richland, WA. 9am-3:30pm
2200 Williams Blvd, Richland, WA <http://auction.libertychristian.net/>

May 2 is the annual YOCC Swap Meet. It is the largest and most complex event held by the club. It's a lot of work but also a lot of fun. The swap meet is the largest event of the year for the club and has many "moving parts". The excellent participation by club members in the planning and execution of the swap meet makes this challenging task much easier. Space cost is \$25 for grass and \$20 on concrete. Contact John Trumbo at 582-4297 or Bill White at 946-7633 for reservations or to volunteer or be on a set-up committee.

The local United Way office realized that it had never received a donation from the town's most successful lawyer. The volunteer in charge of contributions called him to persuade him to contribute. "Our research shows that out of a yearly income of more than \$600,000 you give not a penny to charity. Wouldn't you like to give back to the community in some way?"

The lawyer mulled this over for a moment and replied, "First, did your research also show that my mother is dying after a long illness, and has medical bills that are several times her annual income?" Embarrassed, the United Way rep mumbled, "Um...no."

"Second, that my brother, a disabled veteran is blind and confined to a wheelchair?" The stricken United Way rep began to stammer out an apology but was put off. "Third, that my sister's husband died in a traffic accident," the lawyer's voice rising in indignation, "leaving her penniless with three children?"

The humiliated United Way rep, completely beaten, said simply, "I had no idea..." On a roll, the lawyer cut him off once again, "...And I don't give any money to them, so why should I give any to you?!"

Thanks to Willie Gould for this amusing story.

Apple Car Seen as Serious Competitor

Automotive executives are taking seriously the prospect that Apple Inc. and Google Inc. will emerge as competitors even as they consider partnering with the two. "If these two companies intend to solely produce electric vehicles, it could go fast," Volkswagen AG Chief Executive Officer Martin Winterkorn said at the Geneva International Motor Show. "We are also very interested in the technologies of Google and Apple, and I think that we, as the Volkswagen company, can bring together the digital and mobile world."

Apple has been working on an electric auto and is pushing to begin production as early as 2020, people with knowledge of the matter said last month. Google said in January it aims to have a self-driving car on the road within five years.

The timeframe -- automakers typically need at least five years to develop a car -- underscores the aggressive goals of the two technology companies and could set the stage for a battle for customers. The market for connected cars may surge to 170 billion euros (\$190 billion) by 2020 from 30 billion euros now, according to a German government policy paper obtained by Bloomberg News.

"The competition certainly needs to be taken seriously," said Stefan Bratzel, director of the Center of Automotive Management at the University of Applied Sciences in Bergisch Gladbach, Germany. "The closer we get to autonomous driving, the weaker the connection becomes between the customer and the car. And Google and Apple aren't burdened with old technology but can start fresh."

From Finance.yahoo, By Mathieu Rosemain

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the

convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked. He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*. But even with the name change, the radio still had problems. When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio - The Handy-Talkie - for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! AND It all started with a woman's suggestion!

Thanks to Dennis McGillis for this contribution.

BITS & PIECES

**I'd like to know if somebody in the YOCC is experienced in Studebaker engine rebuilding or knows someone who is. Please call Tom Smith, 360-929-6311 or email ingridsmith1212@gmail.com

** Go back in time and watch some of these.

www.tvraaca.org/oldmovies.htm

Thanks to Scott Noga

**Did you know that Adolf Hitler was behind the first Volkswagen Beetle? In 1934 he met with Ferdinand Porsche and asked him to design a simple, inexpensive automobile that could be mass produced, giving

every German an opportunity to own a car. It thus gained the nickname "the people's car." Porsche's team didn't finalize the design until 1938, and only a handful of the cars were built before production was shut down until after WWII.

**The price of a barrel of oil today 2-25-15 is \$50.99 the same price it was one year ago. Amazing.

** **Roadside Rescue & the Potato, England**

An AAA mechanic won a competition to find the most original roadside repair - after he fixed an aging Land Rover with a potato. Mario Papademetriou, 59, replaced a faulty condenser with the spud wired up using twoscrews after the 1960s vehicle broke down on a Hertfordshire farm.

Initially he tried a far more technical solution in the form of tin foil and silicone repair tape but this didn't do the trick. Mr. Papademetriou said, "As the vehicle was on a farm, there were a lot of vegetables around so I thought I'd try wiring up a potato with a couple of screws to act as a condenser. Amazingly it started instantly so I followed the AAA member 12 miles to the nearest garage and he said the vehicle had never driven so well!"

Donald MacSporran, AAA technical director said the makeshift repair had won an internal AAA competition to find the most original and inventive roadside repair. He added, "AAA patrols work on pretty much any vehicle on the road and pride themselves on their ability to fix them. Although vegetables are best left on the dinner plate, Mario's use of a potato was definitely a chip above the others - an excellent example of thinking outside the box, or should that be the sack."

From Tidbits of the Mid- Columbia, 2-19-2015

Thanks to Jim Ayers for this contribution

A Question of Motor vs Engine

In the Jan. 15 issue of *Old Cars Weekly*, Mr. Arthur Petridis wrote in "Sound Your Horn" that an engine isn't a motor. Although his article is interesting, I respectfully and gently disagree, and maybe I can help bring some closure to this old and persistent debate.

All engines are motors, but not all motors are engines.

A motor is any mechanical device that uses its own power to rotate a shaft. I may be an electric motor or it may be a 350 Chevy motor. The type of energy that a motor uses to rotate the shaft does not make it an engine. That is where some people lose their way. It is the intended purpose and use of the motor that can make it become an engine.

A motor that is not intended as an engine is always mounted to a stationary platform.

A motor that is intended as an engine is always mounted to a mobile platform (a car, etc.) So, the moment that the car's motor set it in motion, that motor becomes the engine for the car. The engine is the propelling force, or the thrust, that moves the car from place to place. In other words, a motor becomes the engine for the car and makes it an automobile. "Automobile" means the car automatically uses its own force to make it mobile.

By Larry Jordan, *Old Cars Weekly*, March 5, 2015

THE WOMEN'S CORNER

A woman arrived at the Gates of Heaven. While she was waiting for Saint Peter to greet her, she peeked through the gates. She saw a beautiful banquet table. Sitting all around were her parents and all the other people she had loved and who had died before her. They saw her and began calling greetings to her "Hello - How are you! We've been waiting for you! Good to see you."

When Saint Peter came by, the woman said to him, "This is such a wonderful place! How do I get in?" "You have to spell a word," Saint Peter told her. "Which word?" the woman asked. "Love." The woman correctly spelled "Love" and Saint Peter welcomed her into Heaven.

About a year later, Saint Peter came to the woman and asked her to watch the Gates of Heaven for him that day. While the woman was guarding the Gates of Heaven, her husband arrived. "I'm surprised to see you," the woman said. "How have you been?" "Oh, I've been doing pretty well since you died," her husband told her. "I married the beautiful young nurse who took care of you while you were ill. And then I won the multi-state lottery. I sold the little house you and I lived in and bought a huge mansion. And, my wife and I traveled all around the world. We were on vacation in Cancun and I went water skiing today. I fell and hit my head, and here I am. What a bummer! How do I get in?"

"You have to spell a word," the woman told him. "Which word?" her husband asked. "Czechoslovakia."

Moral of the story: Never make a woman angry ... there'll be Hell to pay later.

Birthdays and Anniversaries in March



Birthdays

Bonnie Bochnke	Mar 23	Karen Cowan	Mar 14
Judy Davis	Mar 30	Dick Ellis	Mar 12
Bob Gough	Mar 1	Sam Hansen	Mar 24
Robert Hill	Mar 10	Lenora Jackson	Mar 25
Richard Kuch	Mar 12	John Kutrowsk	Mar 12
Kathleen Madsen	Mar 7	Blain McGillicuddy	Mar 4
Dennis McGillis	Mar 26	Dutch Osborn	Mar 9
John Parker	Mar 23	Becky Phillips	Mar 3
Mike Porter	Mar 19	Mary Rickard	Mar 17
Martha Shreve	Mar 21	Jack Stone	Mar 6
Nat Tames	Mar 31	Barbara Thomas	Mar 16
David Underwood	Mar 31	Jerry Wells	Mar 14



Anniversaries

Wayne & Donna Huss	Mar 23
Kurt & DaJuan Recknagle	Mar 7
David & Jan Underwood	Mar 26
Denny & Janice Wellington	Mar 4

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