



Gas Gauge

Ye Olde Car Club

June 2015 Newsletter

The President's Message

It has been a busy "summer" (it's not even officially summer yet) and year so far for YOCC members. We've already participated in six assisted living and retirement facilities, at least ten car shows, one garage tour, many social gatherings, and of course, the annual swap meet, so far this year. It is amazing that 2015 is almost half over...it sure has gone by quickly.

The primary reason to me that this year is flying by is that the Ye Olde Car Club is made up of great people who jump in and support our club activities and make every event a fun time. I know Carolyn and I look forward to visiting with friends at these events. Of course it is great to look at the cars and see the latest caring work has been done on them. However, the best part of our club events is the not necessarily the cars, but the cars' owners!

There is a term attributed to Aristotle used to define the synergy of an organization: "The whole is greater than the sum of the parts." This multiplier effect is present among the YOCC membership in the friendships developed, the willingness of previously complete strangers to go out of their way to assist one another, and to share their acquired knowledge and experience for the betterment of individual members and the club as a whole.

I look forward to the second half of the year...it is going to be busy and fun!

EVENTS

June 13 - AHS Columbia Basin Chapter Antique Truck Show Jefferson Park - 1400 George Washington Way, Richland, Washington. Registration fee \$10 (Advance registration requested)
Set-up 7AM Saturday, Show from 9:00AM to 5:00PM, Contact: Amber McWhirk (509)786-6908 or
EMAIL: athscbc@gmail.com

June 20 - Seventh Annual Orphan Car Meet - Clackamette Park, Oregon City, OR. Registration at 10:00am; awards at 3:30pm. All Studebaker, Plymouth, Rambler, Oldsmobile, Packard cars and trucks are welcome. \$15 registration. Phil Peters 503-244-1608, or Dave Muck 503-263-8819 www.sdc-nw.org

June 13 Richland AHS Columbia Basin Chapter Antique Truck Show
Jefferson Park - 1400 George Washington Way, Richland, WA Set up 7:00am, Show 9:00am - 5:00pm

June 13 Yakima 33rd Yakima Valley Swap Meet & Car Show, State Fair Grounds - 8:00 am

June 13 Richland Sock Hop (Rosy's Ice Cream & Diner) 6:00-9:00 pm, 404 Bradley Blvd, Richland, WA

June 17 Kennewick Park View Estates - Luncheon Noon - 2:00 pm
7820 West Sixth Avenue, Kennewick, WA

June 19 Richland Gardens Retirement Center - Luncheon 11 am – 1:00pm
770 Gage Boulevard, Richland, WA

June 20 Richland Airport, Planes from the early 1900s to present day will be on display at the Aviation Celebration, which starts with a pancake breakfast fundraiser for the local chapter of the Experimental Aircraft Association at 7 a.m. at the airport off the bypass highway and Airport Way.

June 20 Prosser Sun Terrace Car Show/Garage Sale/Flea Market/BBQ
2131 Wine Country Rd, Prosser, WA - Noon-4pm

June 20 Dayton All Wheels Weekend 8:00 – 3:00 pm Main Street, Dayton, WA 509-382-4825

June 20 Oregon City, OR Seventh Annual Orphan Car Meet, 10am-3:30pm 203-244- 1608

June 21 Kennewick Living Room Community Church, 9:00am to 1:00pm
1409 S. Garfield St, Kennewick Food provided.

June 25-28 Richland Cool Desert Nights - Up Town Shopping Center, 7:00 – 3:00 pm
July 3 7th and Olympia, 11:30am - 1:00pm, Luncheon (rescheduled from May)

July 3 Pasco Retreads Music & BBQ - 5:00 pm, Andy's North Restaurant, Pasco, WA

July 4 Retreads Car Show & Shine - 6:00 am, TRAC – 6600 Burden Blvd, Pasco, WA

July 4 4th of July Parade - Pasco, WA, Check-In is between 7:30 - 9:30am, 4th South of Roundabout

July 4 "After Parade" Picnic, Mike & Judy Bughi, 3505 S. Garfield St., Kennewick, WA, 509 582-4457

July 9 YOCC Ladies Luncheon - Hosted by Ginger Vetrano. The **NEW** Country Mercantile.
5015 Ava Way, Richland. Off Dallas Road. RSVP to Ginger 509-783-9205

July 11 Winwood at Columbia Edgewater – Luncheon 11:00am - 2:00 pm, 1629 Geo Washington Way,
Richland, WA

July 11 Cool Rides Car Show - Hermiston, OR

July 11 Sock Hop (Rosy's Ice Cream & Diner) 6:00-9:00 pm, 404 Bradley Blvd, Richland, WA

June 11 - **Ladies Luncheon at the Olive Garden had 11 ladies present**, hosted by Barbara Baker. We all shared our hobbies. It was a 'Show and Tell' lunch. This was the most fun luncheon I have attended so far. We had such a variety of hobbies: jewelry making, quilt making, knitting and crocheting, ceramics and painting, cake decorating, card making, Brazilian dimensional embroidery, needlepoint, stained glass, scrapbooking, piano playing, and grandchildren/great-grandchildren. This would be fun to do again. Thanks Barbara.

IMPORTANT NOTICE

About 162,000 trailer hitches sold at U-Haul outlets are being recalled because of weak steel that could cause the parts to break. The recall covers two types of hitches made by Wisconsin-based Curt Manufacturing between July 2014 and January 2015 and sold under the "U-Haul Power Tow" brand. Curt Manufacturing said a Chinese company, Shandong Jiyang Machinery, changed the way it cleaned steel, reducing the metal's strength.

From the Tri-City Herald, May 24, 2015

BITS & PIECES

**At the swap meet some fellow had a whole big box of wooden drawer pulls. I wish I would have bought them, as I now have a need for them. If anyone knows of the past owner or present owner, please let me know. There was a whole apple box full of them. Too many for one person to use. Thanks/Lee Noga
Contact Lee, 967-2723

******The difference between genius and stupidity is that genius has its limits.~*Albert Einstein*~

******I wondered why the baseball was getting bigger. Then it hit me!

****** There is proof of Morons. Watch this youtube video and see for yourselves.

<https://www.youtube.com/embed/l-w-mWhIWEM>

1929 Dodge Brothers 2-door Sedan

I was asked if I'd like to write an article about my cars for the YOCC newsletter and have given some thought to this over the past few weeks.

My interest in Studebakers began when I was a teen. During that time I owned a 53 Commander coupe and a 56 Power Hawk. The first Studebaker in my current collection was the 62 Champ pick up that my wife, Ingrid, enjoys riding around in. Then came the 63 GT Hawk followed by the 60 Hawk. We've enjoyed these vehicles at car club events and family gatherings over the years. My purchase of a 29 Dodge Brothers two door sedan last year has been an enjoyable experience getting it roadworthy but has failed to win over my wife's admiration.

I guess what I want to say is more about the YOCC and the friendly people we've gotten to know since moving from Whidbey Island last year. The club is very active and we enjoy it's out reach to others and how old cars are shared with young and old alike. We are looking forward to participating in future events, meeting more members and their cars, and just riding around giving the thumbs-up from total strangers.

Tom Smith



Margaret Dunning, the car-loving centenarian who became something of a celebrity and earned the nickname "Belle of the Concours" after showing her 1930 Packard in the 2012 Pebble Beach Concours d'Elegance, has died.

Dunning, of Plymouth, Mich., would have celebrated her 105th birthday next month. She died after being injured in a fall while participating in the ELK Charity Challenge, a fundraiser in California that benefits three children's charities. Earlier in the week, Dunning visited Jay Leno's extensive car collection, and Leno changed his plans so that he could be there to greet her.

Dunning was born June 26, 1910, just a few miles from Henry Ford's Detroit-area home. Her parents, Charles and Bessie Dunning, told her that Ford would sometimes stop by their farm house to visit, and he once rocked her to sleep. Dunning's connection to the automotive legend may have been an omen. She said she was a "tomboy" as a kid and served as a "tool chaser" for her car-loving father, who taught her to drive at the age of 8. Dunning earned a driver's license at 12, and she continued to drive well past her 100th birthday.

A successful businesswoman and philanthropist, Dunning helped create the Plymouth Historical Museum. Dunning had an energetic personality and a keen sense of humor, which made her a popular guest at classic car events across the county. Once asked the secret to her longevity, she said, "I never got married."

In addition to her prized Packard, Dunning owned a 1931 Model A, '66 Cadillac DeVille and '75 Cadillac Eldorado convertible. Daniel Clements, son-in-law of Dunning's best friend, Rachel Churches, maintained her cars and also accompanied her on trips although he joked that Dunning really didn't need his help. "She's the Energizer bunny," he said.

Dunning was both charming and modest. In fact, after being featured in the New York Times and then honored at Pebble Beach – where she chatted with the likes of Leno, Sir Stirling Moss, Henry Ford III, Edsel Ford II and Arvind Singh Mewar, the Maharana of Udaipur (India) – she said: "A lot of people want to talk to me, but I don't know why everyone is making a fuss. I just love cars like everybody else."

By Jeff Peek, Hagerty.com

Tri-Cities Growth

The Tri-Cities grew nearly 10 percent in four years, but local government and economic officials say job creation needs to keep up if that growth is to continue. The latest figures from the U.S. Census Bureau show Kennewick, Pasco, Richland and West Richland have an estimated population of almost 212,500 as of July 2014. That's almost 18,900 more people than the last official census in April 2010 and doesn't include outlying communities such as Benton City, Prosser and Connell, which also grew.

But making sure future and current Tri-Citians have jobs and places to shop, as well as city services, are the issue at hand as the communities work to keep up with the population. Since 2010, West Richland and Pasco saw the biggest climb in four years, both growing by 11 percent. Richland bumped up 9 percent.

***Kennewick grew by 4 percent and remained the largest city in the region with about 77,400 residents.

***Pasco was at about 68,650, followed by Richland at 53,000, according to the census count.

***West Richland had 13,350 residents.

***Each town saw about 1 percent to 2 percent of that growth in the last year.

The resulting increase in property taxes from development allows cities to increase and improve services. It's also coming at a cost. Not all new residents are coming to the region with a job lined up, and job creation isn't completely keeping up with growth. Communities are increasingly looking at ways to manage it.

Pasco and Richland have some form of traffic impact fees and Kennewick is considering one. Pasco has school impact fees for new housing that are meant to help address the flood of students filling its schools. Steering economic development is a delicate act. Most move to West Richland to enjoy the relatively calm countryside lifestyle that is the city's hallmark. That means city officials generally want smaller businesses such as wine bars and restaurants, not big box stores and smokestacks.

If the state decides to add a new interchange off Interstate 82 near Red Mountain, that could open the door to a larger retail development. The interchange also is near the former Tri-City Raceway, which the city and Port of Kennewick are working to develop for wine production with a \$2 million wine effluent facility currently in the design phase. Then there's the Yakima River Gateway Project, which will convert land on the western side of the Yakima River near the Van Giesen Street bridge, a spot popular with folks looking to cool off in the summer, into a park setting with trails. That could attract more tourism-related businesses.

Taken from the Tri City Herald, 5-21-15, by Ty Beaver

YOCC Garage Tour - May 30, 2015

What a great day we had on Saturday, May 30th, for the YOCC Garage Tour! The tour started off with a wonderful breakfast at Dolores and Bob McClary's home. A big thank you to Dolores and Bob for hosting over 50 members and putting in all the hard work, that made our first stop on the tour a big success. We are so lucky to have folks such as Bob and Dolores in our club.

During breakfast Mary Fraser, brought a sizable number of old car books and manuals for YOCC members. Instead of charging for the items, Mary asked that an appropriate donation to the YOCC Red

Rutherford Scholarship Fund. YOCC members took home a good number of the books and manuals, while donating a sizable amount to the scholarship fund. We'd like to thank Mary for her generosity.

After a filling breakfast (Robbin thinks he had three helpings of egg casserole), we traveled to Randy and Jean Bunch's home, where we were impressed with Randy's very clean and neat, and organized shop...and more food with cookies and drink!

On schedule, we then successfully maneuvered south, down Road 68 traffic, to Frank Tiegs' shop on Court Street. Many of us had never seen his collection of 52 muscle cars and street rods in his shop...WOW!...probably best describes the experience. Frank said he was in the planning stage to build a new facility, which will hold 200 vehicles, with all viewable at ground level. We'll plan another tour when it opens.

Traveling east to Columbia St. in Downtown Pasco, the caravan arrived at Legacy Ford's Collision Center where manager, Brian Foster showed us the latest in body and frame repair, types of projects, and their high-end painting systems. Brian stated Legacy Ford is building a larger state of the art, body shop, which will employ three times the number of employees they have now.

Our final destination of the YOCC Garage Tour ended up at Robbin and Carolyn Johanson's home for an afternoon of food, drink and best of all...enjoying each others' company An informal head count indicated around 55 people attended.

Many of the YOCC ladies enjoyed their own tour, while the guys and some gals were oooing and aaawing over the shops, car lifts, tools, cars, and other essential material things.

President Robbin would like to thank everyone for making the YOCC Garage Tour a great success.

Taken from Randy Bunch's Minutes 6-3-15



Breakfast at the McClary residence.



Randy & Jean Bunch's garage



Frank Tiegs' garage



Frank Tiegs talks with his guests

Robbin & Carolyn Johanson's home where we all filled our bellies and enjoyed each other and shade.

Five Car Nameplates That Started Out Winners And Ended Up Losers

The automotive landscape is littered with new model nameplates that started out capturing the world's imagination, only to end up as shells of their former selves through a labyrinth of bad corporate decisions and even worse luck. Here are five prime examples of cars that started out with a bang, only to go out with a whimper:

Mercury Cougar

After the unbridled success of the Ford Mustang, The Blue Oval sought to spread some pony car mojo to its Mercury division with the 1967 Cougar. The model shared a lot of hidden bits with its Ford cousin, but it rode astride a longer wheelbase for a smoother ride and it had its own brand of swagger thanks to its imposing hidden-headlight face.

As time went on, the Cougar became less and less distinctive, morphing into little more than a trim-and-tape version of the bloated Ford Thunderbird in the 1970s. The Cougar was then substantially downsized in its fifth generation for 1980, whereupon it moved back onto the Fox-body Mustang platform. It was a difficult time for the Cougar faithful who saw the range bizarrely expand to include a four-door sedan and wagon body style in an effort to make up for lost sales after its Mercury Monarch sibling was discontinued. The Cougar's luck improved somewhat in 1983, when it gained sleek new aerodynamic bodywork that it would carry evolutions of through 1997, and it even gained modern performance credentials with the introduction of a turbocharged XR7 in 1984.

The Cougar would go on hiatus in 1997, only to return two years later as an underpowered, front-drive compact hatchback on a platform shared with the Ford Contour and Mercury Mystique. Incorporating strange "New Edge" styling, the new Cougar read more like a Ford Probe successor than anything else, and the U.S. market wasn't interested in buying what the Cougar was selling. This once-proud cat was supposed to have nine lives, but the reborn eighth-generation model only lasted three years.

Oldsmobile 4-4-2

The Oldsmobile 4-4-2 started life in 1964 as a high-performance option package on the Rocket Division's F-85 and Cutlass models, earning standalone model status from 1968 to 1971. Originally conceived as a Pontiac GTO fighter (back when General Motors was happy to let its divisions duke it out), the 4-4-2 was so named because of its four-barrel carburetor, four-speed manual and twin exhausts.

The 4-4-2 enjoyed a reputation as a fierce performer until the U.S. government's emissions regulations started to choke outputs of all sporty models beginning in the early 1970s. With performance increasingly tough to come by, the 4-4-2 held its own through most of the 1980s essentially as an upscale trim package on the popular fourth- and fifth-generation Cutlass notchback coupes.

It all fell apart in 1991, when the fabled 4-4-2 moniker was revived on the poorly regarded Cutlass Calais, a downsized, front-drive notchback coupe. Because it didn't have a V-8 engine, Olds officials maintained the 4-4-2 now stood for four valves with four valves per cylinder and two exhausts. The Quad-4 engine under the hood was actually surprisingly powerful, carrying up to 190 horsepower, but the entire package was more of an unlikely sport compact than a muscle car. The model didn't find much favor with critics or consumers, and it was consigned to The Great Crusher in the Sky after just two years.

Lotus Elan

The original 1962 Lotus Elan is arguably one of the purest, most iconic sports cars of all time. Sporting a lightweight backbone chassis shrouded in winning fiberglass bodywork, the Elan is still regarded as one of the sweetest-handling and most communicative sports cars of its era, not to mention one of the most elegantly styled. It was so perfect, in fact, that Mazda famously benchmarked the original Elan when

developing the MX-5 Miata roadster decades later. The Elan would enjoy a lengthy production run of 13 years, a term that saw the addition of a +2 model in 1967 that incorporated a longer wheelbase to accommodate a pair of small rear seats.

In an ironic twist, in the late '80s, Lotus sought to reclaim the pure sports car mantle from Mazda's upstart Miata, so it developed the M100 Elan, which debuted for 1989. Compared to its curvaceous predecessor, the neo Elan was a wedgy doorstop of a thing, seemingly as wide as it was long. Powered by a 1.6-liter four-cylinder engine sourced from Isuzu (of all companies), the M100 Elan was actually front-wheel drive, a strange choice for an elemental sporting roadster. Still, the M100 was regarded as one of the finest-handling FWD cars of its day, and in turbocharged form, it wasn't as slow as its power plant's origins would have one believe. However, that didn't help the car find favor with Lotus traditionalists – let alone new devotees.

The M100 Elan endured seven years of slow sales, whereupon the rights to its design and name were sold to Korean automaker Kia, which continued to produce the car for its home market from 1996 through 1999.

Chevrolet Monte Carlo

The Chevrolet Monte Carlo entered the world as a Chevelle-based expression of personal luxury, something of an affordable Cadillac Eldorado for the masses. With its clean, Coke-bottle flanks and a wide variety of trims and power train choices, the original Monte Carlo was a hit. In 1973, the Monte's styling took a turn for the baroque, and as the '70s wore on, increasingly stringent emissions, fuel economy and safety standards conspired to drain much of the performance out of the Monte as it continued to grow in size and heft.

By 1978, it was time to hit the reset button, so the third-generation Monte Carlo shrunk and gained angular new bodywork. That look would evolve for the fourth-generation 1981 model, which would eventually bring with it a new Super Sport model with a 305 cubic-inch V-8. The SS would prove to be hugely popular both on the street and at the track, where Chevrolet's NASCAR efforts helped the coupe stand out. As the car aged and the large coupe market eroded, though, so, too, did the Monte Carlo's fortunes. The nameplate would be discontinued after the 1988 model year.

The Monte Carlo would return in 1995 as a renamed version of Chevy's Lumina Coupe, an aerodynamic, two-door coupe that had little in common with Monte Carlos past. The sixth-generation model kept its front-drive W-Body platform, bowing for the 2000 model year wearing unflattering front and rear ends that looked like they were designed by committees in different buildings. A better-looking face lifted model turned up for 2006, but it only lasted just two years, despite the advent of an SS model fitted with an LS4 small block. The sun had long since set on the affordable personal coupe market, and the Monte Carlo's aging front-wheel drive bones just weren't up to the task of hosting 300+ horsepower.

Studebaker Avanti

To be fair, the original Studebaker Avanti only lasted two years. Between 1962 and 1963, fewer than 6,000 examples of the radically styled coupe were manufactured in South Bend, Ind. Born into a failing brand, the Avanti wasn't a great sales success, but it was a groundbreaking car, with futuristic grille-less styling, advanced safety features and, with its optional Paxton supercharger atop its 289 cubic-inch V-8, record-setting speed.

Despite the closure of Studebaker's Midwest factory and the company's financial troubles, the Avanti would live on as the evolving product of a series of independent owners. The model was rechristened "Avanti II" and was put back into production in 1965 under the newly created Avanti Motor Corporation umbrella, a company formed by a small group of Studebaker dealers who bought the rights to the Avanti's design and tooling. The company hand-assembled a string of these continuation models, fitting them with Corvette engines. The Avanti II would continue to sell in small numbers largely unchanged until the company was sold in 1982 to a real estate developer.

The new owner, Stephen Blake, would go on to update the Avanti's design's aesthetic with body-colored plastic bumpers and square headlights, and he manufactured the cars until 1986, whereupon he declared bankruptcy.

From then on, Avanti production bounced unceremoniously from entrepreneur to entrepreneur, growing less attractive and less recognizable as time went on.

In the late 1980s, Avanti assembly was moved to Youngstown, Ohio. Production of a much-updated model would continue for a number of years under yet another new owner, real estate maven John Cafaro, who added a four-door model and a convertible to go along with coupe.

The Ohio plant would eventually close, but the Avanti saga was far from over. The soap opera would go on to include new owners, new factories (in Georgia, then Mexico), and even subsequent new donor chassis (the Pontiac Firebird and the Ford Mustang), all developments that further muddled the Avanti's famous styling and appeal as time went on.

Michael Eugene Kelly, another real-estate man who owned Avanti Motors not once, but twice, would eventually find himself in jail over a \$428-million time-share condo Ponzi scheme that bilked the elderly out of their retirement money. Today, the original Raymond Loewy-penned Avanti is still viewed as an icon of mid-century modern design – a near miracle considering the model’s long and tortured history.

By: Chris Paukert, hagerty.com

High-tech window tints block UV rays and heat

Check out the latest advancements in window tint and film. High-tech films can now block out most of the harmful UV rays and reduce heat, while remaining almost completely clear. Window tint has come along way in recent years, with advances in nanotechnology leading the way to today’s high-performance films that not only keep the heat out, they also block harmful UV rays and reduce glare.

“Film has gone from a single layer with a dye and adhesive mix to a two- or three-layer construction in most quality films now,” explains Alex Llontop of Eurovision Protective Films in Torrance. “Dye films are still highly used due to their cost and ease of installation, however these films do not provide true heat protection.”

One of the most advanced products on the market today, according to Llontop, is 3M™ Crystalline Automotive Film. Using a proprietary technology, 3M created a film that contains more than 200 layers, yet is thinner than a Post-it® Note. Crystalline can reject up to 97% of the sun’s heat- producing infrared light and block up to 60% of the heat coming through your windows. Crystalline is several shades lighter than your average tint, almost clear. So it provides superior UV and infrared protection without the loss of visibility, especially at night, like that of a darker tint.

In addition to window tint, Eurovision also specializes in applying clear bra for paint and headlight protection, and ClearPlex® for the windshield. ClearPlex® is 4-mil thick film with a hard coat that creates a glass-like finish, yet resists chips and cracks from rock hits. It even comes with a windshield replacement warranty. “It is a great product and we strongly recommend it,” says Llontop.

To learn more about the latest window tints and films, check out Eurovision Protective Films at www.EuroVisionPF.com or visit their shop at 1872 Del Amo Blvd., Unit C, Torrance, CA 90501.

Thanks to www.scm.org/may-2015-newsletter

NOTE: According to Dennis's friend, Jeff Paulin, who owned a window tint shop for 15 years, Llumar is the number one auto window film manufacturer and all film manufactures and dealers carry 3 levels.

- 1) Cheap poor quality film that is dye based and has a three year warranty - this is the film you often see on cars turning purple and bubbling (actually the film is falling off the window, looking like bubbles - but it just means the glue has died.
- 2) Middle level quality film usually metal based that (at least with Llumar) comes with a lifetime warranty. The only downside is the metal can interfere with your radio reception if the antenna is in the back window.
- 3) Top of the line ceramic film - no down side and lifetime warranty - expensive (\$300 - 500) to do a car/SUV. Windshield extra with Llumar Air Blue (\$200 - \$250).

Be sure you know what film is going on your car. Many shops and mobil tinters do bait and switch, quoting mid or high level film then putting the cheap film on your car. It is extremely important to see and go over the Warranty before allowing any work to be done. An established business that has a track record of tint and same location is better than any mobil guy that you can't find when you have a problem.

Thanks to Dennis McGillis for this contribution

Professor invents way to block texting while driving

Alarmed by the rising number of crashes caused by distracted drivers, a professor at Florida Atlantic University has invented a software program that can block a driver from sending or receiving text messages from behind the wheel of a moving vehicle. The invention by Daniel Raviv was promising enough to prompt Florida Atlantic University to patent the program and to spur PortNexus, a technology firm in Dania Beach, FL, to begin implementing it.

When fully developed, the program would allow a mobile network carrier to distinguish the driver from passengers in a vehicle by tracking clusters of devices moving at the same speed and picking the one in the front left corner where the steering wheel is bound to be.

PortNexus is using this technology to create products for businesses with drivers and for families that take a pledge to stop texting while driving to ensure safety and avoid liability. A version available for sale in about two months can be installed on smart phones, coupled with a sensor placed on the windshield.

But Raviv and PortNexus say the software program eventually could be used by cell phone carriers to routinely block texting while driving, either as a legal requirement or as an option for consumers who get a break on insurance premiums.

By William E. Gibson/Orlando Sentinel newspaper

Women's Corner

PHILOSOPHY OF



HOUSECLEANING!

I don't do windows because ...

I love birds and don't want one to run into a clean window and get hurt.



I don't wax floors because ...

I am terrified a guest will slip and get hurt then I'll feel terrible. (plus they may sue me.)



I don't mind the dust bunnies because ...

They are very good company, I have named most of them, and they agree with everything I say.



I don't disturb cobwebs because ...

I want every creature to have a home of their own.



I don't Spring Clean because...

I love all the seasons and don't want the others to get jealous.



I don't put things away because...

My husband will never be able to find them again.



I don't iron because ...

I choose to believe them when they say "Permanent Press".



Thanks to old friend Bill Norman for this quick look at his wife's philosophy of housecleaning.

Can't we just get rid of ethanol?

By Jay Leno, Autoweek, March 4, 2015

There have been a lot of old-car fires lately. I went through the '70s, the '80s and most of the '90s without ever having read much about car fires. Suddenly, they are happening all over the place. Here's one reason: The ethanol in modern gasoline—about 10 percent in many states—is so corrosive, it eats through either the fuel-pump diaphragm, old rubber fuel lines or a pot metal part, then leaks out on a hot engine ... and ka-bloooooie!!!

As someone who collects old cars, and keeps them up religiously, I am now replacing fuel-pressure regulators every 12 to 18 months. New cars are equipped with fuel lines that are resistant to ethanol damage, but with older cars, the worst can happen—you're going down the road, and suddenly your car is on fire.

There's more. I find that gasoline, which used to last about a year and a half or two years, is pretty much done after a month or so these days. If I run a car from the teens or '20s and fill it up with modern fuel, then it sits for more than two months, I often can't get it to start.

Ethanol will absorb water from ambient air. In a modern vehicle, with a sealed fuel system, ethanol fuel has a harder time picking up water from the air. But in a vintage car, the water content of fuel can rise, causing corrosion and inhibiting combustion. It gets worse. Ethanol is a solvent that can loosen the sludge, varnish and dirt that accumulate in a fuel tank. That mixture can clog fuel lines and block carburetor jets.

Blame the Renewable Fuel Standard. This government-mandated rule requires certain amounts of ethanol and other biofuels be blended with gasoline and diesel fuel. But when Congress first passed RFS as part of the Energy Policy Act in 2005, our demand for energy was increasing. Today, it's the opposite. Total demand for fuel has decreased thanks to more-efficient vehicles, more hybrids and increased environmental awareness. The EPA is set to release the 2015 standard in June. Meanwhile, some legislators are pushing to reform or eliminate the Renewable Fuel Standard entirely.

I just don't see the need for ethanol. I understand the theory—these giant agri-business companies can process corn, add the resulting blend to gasoline and we'll be using and importing less gasoline. But they say this diversion of the corn supply is negatively affecting food prices, and the ethanol-spiked gas we're forced to buy is really awful. The big growers of corn have sold us a bill of goods. Some people are making a lot of money because of ethanol. But as they divert production from food to fuel, food prices inevitably will rise. Now, if you don't mind paying \$10 for a tortilla ...

Last week, I went to start up one of my Duesenbergs. When I pulled out of the spot where it had been parked for about a month, I saw a huge pool of gas. I looked at it while it was running and saw gas just pouring out. "OK, I've got to buy another fuel regulator." I pulled it out and opened it up. The fiber diaphragm was eaten right through. Should manufacturers make diaphragms for old cars out of modern materials like Viton or Teflon? Yes, they should, but not all of them do. Consequently, your chances of a fire remain.

Here's another problem: When you have vehicles with fuel cells in their gas tanks, ethanol tends to eat the coating out of the fuel cell. If you have an old motorcycle and redo the fuel tank, the first thing you do is seal the tank with some sealant. It's generally a cream or a gray color, and it looks like you painted the inside of the tank. On a lot of my bikes now, I'll open the gas tank and I'll go in with a long set of tweezers. I'm pulling out sheets of this coating. Really, it comes out in 6-inch strips. The ethanol is just eating it up and clogging the fuel pump because it'll move around as a sheet of material and block the opening. With cars like my McLaren F1, if I buy a 55-gallon drum of VP racing gas, the fuel cell will last twice as long.

It's time for us as automobile enthusiasts to dig in our heels and start writing to our congressmen and senators about the Renewable Fuel Standard, or we'll be forced to use even more ethanol. Most people assume, "Oh, that'll never happen. They'll never do that." Remember prohibition? In 1920, all the saloons were closed. It took until 1933 before legal liquor came back.

Most people don't really look at what goes into their car. Obviously, the days of high-octane gas like Sunoco 260 are long gone. Those of us with older vehicles are the ones who end up paying the price. The car manufacturers don't care. They don't mind if your vintage car burns up or breaks down. They want to sell you a new one. It's hard for enthusiasts. We really have nowhere to go.

So write those letters, but I also suggest you drain and clean your old car's fuel tank, use a quality fuel-tank sealer that's impervious to ethanol, replace fuel filters, keep all the screens clear and use a fuel stabilizer (added to a full fuel tank), if your car is to be stored for the winter season.

Oh, and keep a fire extinguisher handy.

Be sure to read the follow on comments, particularly one from Brian Heil.

<http://forums.aaca.org/topic/257239-an-interesting-article-by-jay-leno-on-ethanol>

Birthdays and Anniversaries in June



Birthdays

Jane Armstrong	June 5	Don Buckles	June 11
Mike Bughi	June 18	Kelly Carothers	June 1
Richard Chastain	June 22	Barb Donaldson	June 9
Ruth Ilten	June 20	Pete Jackson	June 11
Robbin Johanson	June 24	Carolyn Johanson	June 7
Eli Kacszynski	June 10	Linda Kehl	June 14
Clarence Kummer	June 23	Norma Kummer	June 8
Marilyn LaFortune	June 9	John Lindberg	June 1
Bob McClary	June 26	Tab Morgan	June 5
Victor Nelson	June 25	Ernie Oeder	June 9
Laura Osterwyk	June 27	Floyd Packard	June 20
Doug Stone	June 5	Jay Thomas	June 10
Tom Brown	June 19		



Anniversaries

Larry & Sue Campbell	June 5	Roy & Sharon Holmes	June 7
Richard & Marlene Kuch	June 12	Joe & Jolene Kuhns	June 6
Dennis & Frances McGillis	June 9	Tab & Margie Morgan	June 18
John & Mary Ellen Nelson	June 10	Stan & Renee Nesbitt	June 27

Hoid & Leola Pankey
Rick & Mary Rickard
Frank & Lindell Smith

June 7
June 18
June 26

Mike & Linda Porter
Roy & Sharon Scioli
John & Thora Trumbo

June 22
June 29
June 5

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