



Gas Gauge Ye Olde Car Club July 2015 Newsletter

The President's Message

Robbin has been at his cabin doing some repairs. He came home Wednesday night to gather more tools and head back Thursday morning to rebuild the deck and the understructure. No President's Message this month. He knows you will understand.

EVENTS

Thursday, July 23 - Orchard House Assisted Living 4:00 - 6:00pm, 2001 W 5th St, Grandview
BBQ dinner

Saturday, August 8 - 10th Annual Grandview Chamber Car Show, Country Park,
812 Wallace Way, Grandview, Registration at 8am, \$20, fair entry for two,
\$700 cash for first place! 509-786-8250

Saturday, August 8 - Sock Hop (Rosy's Ice Cream & Diner) 6:00-9:00 pm, 404 Bradley Blvd, Richland

Sunday, August 9 - 8th Annual Show & Shine for Hunger 8:00 am, Columbia Park East

Thursday, August 13 - Ladies Luncheon, Hosted by Dolores McClary. Respond to 783-3622.
Place TBD. There were 11 ladies at the Ladies Luncheon on July 9. Thanks Ginger.

Friday, August 14 - Riverton Retirement & Assisted Living BBQ 4:30 – 6:30 pm, 1800 Bellerive Dr,
Richland

Friday, August 21 - Richland Gardens Retirement Center - Luncheon 11 – 1:00 pm
770 Gage Boulevard, Richland **Tentative**

Saturday, August 22 - Benton/Franklin Fair Parade, 7:30 - 9:30 am, staging area is 8th and Dayton,
Kennewick, car club judging at 9:15am, parade starts at 10am.

Saturday, August 22 - "After Parade" Picnic, Mike & Judy Bughi, 3505 S. Garfield St., Kennewick
509 582-4457

BITS & PIECES

*****MOST POWERFUL GM ENGINE EVER**, the 650hp Z06. Check out the building of it here:
www.youtube.com/watch_popup?v=bLtZNtvc1Aw From: dennis.mcjillis@gmail.com 509-545-4077

***EMOTIONAL EXTREMES

The aspiring psychiatrists were attending their first class on emotional extremes. "Just to establish some parameters," said the professor to the student from Arkansas, "What is the opposite of joy?" "Sadness," said the student. "And the opposite of depression?" he asked of the young lady from Oklahoma. "Elation," said she. "And you sir," he said to the young man from Texas, "How about the opposite of woe?" The Texan replied, "Sir, I believe that would be giddy-up." Thanks to Walt, our neighbor.

***England has no kidney bank, but it does have a Liverpool.

****"The future happiness for Americans depends on whether they can prevent the government from wasting the labors of the people under the pretense of taking care of them." --Thomas Jefferson

***To learn more about Benton & Franklin Counties go to the following site:
www.bentonfranklintrends.ewu.edu

*** Attached below is the website for personalized or novelty plates for the front of your collector vehicle. Not recommended for those people that have regular Washington plates. Add your own text - personalize this by adding your own text in the right side of page. Type a blank space in fields you do not wish to use (blank space on the right side of the web page). Once you have the text you want, click on the "orange update text box" to view your plate.

Dave Hannah

http://www.cafepress.com/+washington_evergreen_state_license_plate_replica,702671326

Shake, Rattle and Roll...

Enthusiasts of modern motorcars just don't know what they're missin'. Today's technology has diminished noise, vibration and harshness to the extent that a good deal of feedback has been isolated right out of the driving experience. Antique automobiles engage their operators.

Screeching caused by slipping V-belts used to be a cle3ar signal that it was time for an adjustment, if not replacement. It was a natural form of mechanical connection that kept the operator up close and personally involved with his or her automobile. Now, with the arrival of serpentine belts, cars don't talk to their owners like that anymore. When those wide, multi-rib belts get to the end of their useful life they don't t give the driver the courtesy of a warning.

The onset of valve clatter was a condition that would get you to consciously dig out the feeler gauge from your toolbox to take on the tappets, after pulling the oil dipstick first...just in case. And a little "morning sickness" from the power steering pump would also get you under-hood to check those vital fluid levels as well.

Meanwhile, the diagnosis of exhaust backfiring, or spit-back through the carburetor intake, is now a lost art. Even just the basic control of acceleration and deceleration was a science in itself. Manipulating a hand throttle, spark advance and gear change (remember those things called manual transmissions?) as a mere rise in the road approached...let alone, a hill...or reading up ahead and anticipating breaking demands well in advance, made you a key component of the operation of the automobile. What you got in return was the supreme satisfaction of a job well done as you successfully chugged your way up the incline.

Beyond just the engine dimension, there were other forms of automotive dialogue and disorder that have since been superseded by technology. Squeaking...or even worse, grinding...brakes were always a conspicuous cacophony that sent antique auto owners to the service bay....with immediacy.

How did we ever get along without automatic climate control? With a totally intuitive, three-knob or lever control system to simply regulate temperature, fan speed and air flow. Nowadays we grapple with computer controls that seem to develop a calibration all their own, once sensing systems get dirty and later, drift out of design tolerance. Never mind, I'll just open or close the window instead...thank you very much.

Taken from Antique Automobile by Steven Rossi

Our 1953 Chevrolet Advanced Design Pickup Truck



Chevrolet "Advanced Design" trucks were built from late 1947 into 1955. Powered by Chevy's proven 216 cubic inch six cylinder engine, these were work vehicles, not sport trucks and as such were not sold with white walls, wheel covers, air conditioning or automatic transmissions.

In 1960 I was a high school junior in Covina, California working part time in a hardware store, a great experience that I recommend for any kid. Part of the job was to use my brand new drivers license to make local deliveries with the store's 1953 Chevrolet pickup. This was pretty nice duty for someone who was a car nut since eight years old. The little truck was sweet and I knew that some day I would have one.

Fast forward 48 years through school, marriage, kids, career and several collector cars. While casually looking for a truck in recent years, everything I saw was too rough and rusty or too perfect for trips to Home Depot. In 2008 I found the right one while visiting our daughters in Pasco, WA over the July 4th holiday. Daughter Frances and her husband BJ stored, drove, maintained and showed it until we retired and moved up from California in 2014.

The body is very nice with good looking black paint. The interior has custom fabric

on the seat in an otherwise stock interior. The original 216 engine was replaced by a previous owner with a significantly better 1954 235 truck engine. It sports 15" chrome wheels, but otherwise looks original. Built in Chevrolet's Oakland, California assembly plant, the lack of rust on door bottoms, fender bottoms and cab corners tells us it probably spent life on the west coast and was kept indoors at night.

One of the fun things to do with an old truck is teaching kids to drive it. Between ages nine and 12, all six of our grandchildren learned to use a clutch, shift gears and make the truck start, stop and turn at their direction. The older kids used our 1936 Chevy pickup in the 1990s, the youngest two used the Advanced Design truck in 2009. The ability of kids to learn quickly is amazing. None had ever driven a vehicle and no one took longer than fifteen minutes to perform adequately with clutch, throttle and shifter with just a little bit of instruction.

This truck is a keeper and will be with us for many years to come.

Dennis McGillis

Our Water-Guzzling Food Factory

LET'S start with a quiz.

Which consumes the most water?

- A) a 10-minute shower.
- B) a handful of 10 almonds.
- C) a quarter pound hamburger patty.
- D) a washing machine load.

The answer? By far, it's the hamburger patty. The shower might use 25 gallons. The almonds take up almost a gallon each, or close to 10 gallons for the handful. The washing machine uses about 35 gallons per load. And that beef patty, around 450 gallons.

The crisis in California is a harbinger of water scarcity in much of the world. And while we associate extravagant water use with swimming pools and verdant lawns, the biggest consumer, by far, is agriculture. In California, 80 percent of water used by humans goes to farming and ranching. That's where that hamburger patty comes in.

A mandarin orange consumes 14 gallons of water. A head of lettuce, 12 gallons. A bunch of grapes, 24 gallons. One single walnut, 2 gallons. Animal products use even more water, mostly because of the need to raise grain or hay to feed the animals. Plant material converts quite inefficiently into animal protein.

So a single egg takes 53 gallons of water to produce. A pound of chicken, 468 gallons. A gallon of milk, 880 gallons. And a pound of beef, 1,800 gallons of water. (Of course, these figures are all approximate, and estimates differ. These are based on data from the Pacific Institute and National.)

Our industrial food system produces food almost miraculously cheaply. In 1930, whole dressed chicken retailed for \$6.48 per pound in today's currency, according to the National Chicken Council; in real terms, the price has fallen by more than three-quarters. And, boy, is the system good at producing cheap high-fructose corn syrup! Yet industrial agriculture imposes other unsustainable costs:

- It overuses antibiotics, resulting in dangers to the public from antibiotic-resistant diseases. Most of agriculture's irrationalities aren't the fault of farmers but arise from lax regulation and mistaken pricing, and that's true of water as well. Traditionally in the West, water was mostly allocated on a first-come basis, so if you acquired water rights more than a century ago you can mostly still access water for uses (two gallons per walnut!) that no longer make sense in an age of scarcity. Let's be clear that it's unfair to blame farmers for the present problems. We're the ones eating those water-intensive hamburgers, and we're the ones whose political system created these irrationalities.

Like most Americans, I eat meat, but it's worth thinking hard about the inefficiency in that hamburger patty — and the small lake that has dried up to make it possible. Maybe our industrial agriculture system is beginning to change, for we're seeing some signs of a food revolution in America, with greater emphasis on organic food and animal rights. Just a week ago, Walmart called on suppliers to stop keeping calves in veal crates and hogs in gestation crates.

Something good could come from the California drought if it could push this revolution a bit further, by forcing a reallocation of water to the most efficient uses. But remember that the central challenge can't be solved by a good rain because the larger problem is an irrational industrial food system.

Tri-City Herold, by Nicholas Kristof

Don't Buy a New Car Today for One Very Important Reason

By Anton Wahlman, 06/03/15

NEW YORK

Would you have bought real estate in San Francisco on April 17, 1906, had you known that there would be an earthquake the following day? Would you have bought stocks on October 16, 1987, had you known that the market would crash on October 19? I'll let you in on a free tip: Don't buy a new car today. Or tomorrow, either. Wait at least a couple of months. There's a reason why any car you buy now will lose value disproportionately compared to a car you might buy later this year. The reason? Apple's Apple CarPlay and Google's - Android Auto. Once consumers use these systems that integrate seamlessly with technology they are already used to, they'll never want to go back.

A bespoke in-car infotainment system is inferior to most smartphones. For starters, it's a new interface, so you have to learn something new. Even if it were designed well, you have a hard time keeping up with

learning your constantly changing smartphone.

Probably the simplest thing people want to do, that they find difficult in most cars: Entering an address for the navigation system. Everyone knows how easy it is on their smartphone. Shouldn't it be as simple on your car? Of course it should, and with Android Auto and Apple CarPlay it soon will be.

Then we have the issue with updates. Car companies are notorious for slow or nonexistent software updates. If you wanted a new infotainment experience, you were better off just buying a new car. Not so going forward.

Some people will object to my thesis:

- But I don't care about Android Auto or Apple CarPlay.
- But I just listen to AM or FM radio.
- But I was happy with my existing car's infotainment system.

My answer: It doesn't matter what you think about Android Auto or Apple CarPlay. What matters is what other people will think about your car when it comes time to trade it in. In a few years, will someone want to buy your car when it doesn't have the technology interface they are already used to?

But let's say you have \$25,000 or \$50,000 burning a hole in your pocket, and you want to go pick up a new car as soon as possible. What do you do? Is there an exception to the rule?

As we sit here today, early June, there are only two partial exceptions that are available in the market:

1. Hyundai Sonata (\$25,000). The 2015 model is upgradeable to Android Auto, effective immediately. However, not to Apple CarPlay -- so, buyer beware.
2. Volvo XC90 (\$50,000). The all-new 2016 model is hitting dealerships this month. Volvo says it will be upgradeable to both Android Auto and Apple CarPlay in the coming months (CarPlay in November and Android Auto next March). One wonders if there is a money-back guarantee if those updates somehow fail or otherwise don't materialize as promised.

Therefore, unless you are going for the Hyundai Sonata or Volvo XC90, you should wait to buy a new car until something suitable has entered the market that's either got Apple CarPlay and Android Auto from the start, or is upgradeable to them. You should not have to wait too long, as models so equipped are expected from most automakers in just a couple of months from now.

Most people probably don't know what Apple CarPlay and Android Auto are, or what they do. Were it otherwise, the car malls today would be as empty as post-1986 Chernobyl, as people smartly await the introduction of Apple CarPlay and Android Auto into their cars targeted for purchase.

That could change soon. In just a few months, public awareness about Android Auto and Apple CarPlay will mushroom, thanks to mainstream TV, print and online media advertising the new products. If you don't see it on TV or elsewhere, you will learn about these systems from your friends, family, co-workers and neighbors. When that happens, in the coming weeks, we may see intelligent car shoppers go on strike, as they tally the available models inside their purchase-timing framework. In the meantime, however, lots of consumers will make the mistake of buying a car now, when they could have benefited greatly by waiting just a few short months.

From thestreet.com <http://goo.gl/JVU5n8>

Ten Vehicles That Now Qualify as the New Classic Cars

To remove some of the guesswork, we took a look at some of the vehicles that Progressive and Hagerty consider "classic." Some are a bit newer than you might expect, including a couple of 21st century entries:

10. 1995-2000 Acura Integra Type R
9. 1994-2001 AM General Hummer
8. 1994-1996 Chevrolet Impala SS
7. 1993-1996 Mazda RX-7
6. 1984-1985 Cadillac Eldorado & 1984-1985 Buick Riviera
5. 1991 Acura NSX
4. 1991 GMC Syclone/1992-1993 GMC Typhoon
3. 1987-93 Ford Mustang GT
2. 1990-97 Mazda Miata
1. 1989-94 Ferrari 348tb

From thestreet.com Full article: <http://goo.gl/fqneZB>

Women's Corner

If My Body Were a Car

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull.

But that's not the worst of it. My headlights are out of focus and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather. My whitewalls are stained with varicose veins.

It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

But here's the worst of it--Almost every time I sneeze, cough or sputter either my radiator leaks or my exhaust backfires!

Thanks to good friend Sylvia Stein for this cutie.

1st Benz Gullwing

Nice history of the Gullwing.

<https://www.youtube.com/watch?v=-ynJQWHPPTs> good video.

Based on looks alone, the Mercedes-Benz 300SL is a car of significance. But this particular example was the first one delivered to a customer in the country, a customer who just so happened to be racing legend Briggs Cunningham, which means it also has some historical significance. That's why the car, which bears chassis number #198 040 4500003, will be included in the [national Historic Vehicle Association register](#).

According to Mercedes' own records, the car was the first 300SL to be produced back in 1954 when production of the 300SL commenced, though based on the chassis numbers it's actually car number three ([cars](#) one and two were produced after this one). The idea behind the 300SL came from legendary New York vehicle importer Max Hoffman, who convinced the higher-ups at Mercedes that he could market a sports car based on one of the automaker's existing race cars, in this case the 1952 W194.

Cunningham, already an influential American sportsman and businessman at the time, was a friend of Hoffman, and he was given the rights to the first of the 300SL Gullwings. Thus, this also makes this particular 300SL the first of its kind in the U.S. Cunningham later sold the car to William Fleming of Westport, Connecticut who campaigned it in the 1956 SCCA season, finishing third in the national points for that year. After a few other events, Fleming sold it again.

The current owner is Dennis Nicotra who—incredibly—is only the fifth person to own the car in the six decades that it's been in existence, and he happily shares its history with anyone curious about it. As part of the HVA, a full historical roster of data images and other related artifacts has been gathered to back up the car's provenance, all of which is now permanently archived in the U.S. Library of Congress.

Enjoy this detailed video about the Mercedes 300SL with chassis number #198 040 4500003, courtesy of [ThisCarMattersFilms](#).



God and Lawn Care

GOD to MOSES: Moses, you know all about gardens and nature. What in the world is going on down there on the planet? What happened to the dandelions, violets, milkweeds and stuff I started eons ago? I had a perfect no-maintenance garden plan. Those plants grow in any type of soil, withstand drought and multiply with abandon. The nectar from the long-lasting blossoms attracts butterflies, honey bees and flocks of songbirds. I expected to see a vast garden of colors by now. But, all I see are these green rectangles.

MOSES: It's the tribes that settled there, Lord. The Suburbanites. They started calling your flowers 'weeds' and went to great lengths to kill them and replace them with grass.

GOD: Grass? But, it's so boring. It's not colorful. It doesn't attract butterflies, birds and bees; only grubs and sod worms. It's sensitive to temperatures. Do these Suburbanites really want all that grass growing there?

MOSES: Apparently so, Lord. They go to great pains to grow it and keep it green. They begin each spring by fertilizing grass and poisoning any other plant that crops up in the lawn.

GOD: The spring rains and warm weather probably make grass grow really fast. That must make the Suburbanites happy.

MOSES: Apparently not, Lord. As soon as it grows a little, they cut it-sometimes twice a week.

GOD: They cut it? Do they then bale it like hay?

MOSES: Not exactly, Lord. Most of them rake it up and put it in bags.

GOD: They bag it? Why? Is it a cash crop? Do they sell it?

MOSES: No, Sir, just the opposite. They pay to throw it away.

GOD: Now, let me get this straight. They fertilize grass so it will grow. And, when it does grow, they cut it off and pay to throw it away?

MOSES: Yes, Sir.

GOD: These Suburbanites must be relieved in the summer when we cut back on the rain and turn up the heat. That surely slows the growth and saves them a lot of work.

MOSES: You aren't going to believe this, Lord. When the grass stops growing so fast, they drag out hoses and pay more money to water it, so they can continue to mow it and pay to get rid of it.

GOD: What nonsense. At least they kept some of the trees. That was a sheer stroke of genius, if I do say so myself. The trees grow leaves in the spring to provide beauty and shade in the summer. In the autumn, they fall to the ground and form a natural blanket to keep moisture in the soil and protect the trees and bushes. It's a natural cycle of life.

MOSES: You better sit down, Lord. The Suburbanites have drawn a new circle. As soon as the leaves fall, they rake them into great piles and pay to have them hauled away.

GOD: No!?! What do they do to protect the shrub and tree roots in the winter to keep the soil moist and loose?

MOSES: After throwing away the leaves, they go out and buy something which they call mulch. They haul it home and spread it around in place of the leaves.

GOD: And where do they get this mulch?

MOSES: They cut down trees and grind them up to make the mulch.

GOD: Enough! I don't want to think about this anymore. ESTHER, you're in charge of the arts. What movie have you scheduled for us tonight?

ESTHER: 'Dumb and Dumber', Lord. It's a story about....

GOD: Never mind, I think I just heard the whole story from MOSES.

Thanks to cousin Jacki.

Birthdays and Anniversaries in July



Birthdays

Dick Johanson	July 22	Beverly McGillicuddy	July 7
Ken Shreve	July 7	Tom Smith	July 21
Earlene Stone	July 8	Bill Templeton	July 22
Judith Todd	July 2	John Trumbo	July 5



Anniversaries

Don & Debby Buckles	July 1	Rick & Darlene Cooper	July 4
Roger & Sharon Gress	July 6	Lee & Loretta Jackson	July 5
Jeff & Becky Phillips	July 3		

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