



Gas Gauge Ye Olde Car Club July 2018 Newsletter

The President's Message

July was named in honor of Julius Caesar. The U.S. postage stamp first went on sale on July 1, 1847. Zip codes went into use in July 1963. The U.S. annexed Hawaii on July 7, 1898. Dick Clark hosted American Bandstand on July 9, 1956 for the first time. Neil Armstrong was the first person to walk on the moon on July 20, 1969. July birthstone is the ruby and the flowers are the larkspur and water lily. Disneyland opened in Anaheim, California on July 17, 1955. And of course, there is the Fourth of July! And our club members continue to show their magnificent drives and win awards.

Bits and Pieces

*** Lead me not into temptation...Oh, who am I kidding! Follow me, I know a shortcut.

*** Kids today don't know how easy they have it. When I was young, I had to walk nine feet through shag carpet to change the TV channel.

*** I love being married. It's so great to find that one special person you want to annoy for the rest of your life.

*** Money can't buy happiness, but it keeps the kids in touch!

*** Once you lick the frosting off a cupcake, it becomes a muffin and muffins are healthy. Thank you.

*** Money talks...but all mine ever says is good-bye.

The Remarkable Body

The human brain can read up to 1,000 words per minute.

Where in the world.

The percentage of a country's population considered to be obese: Bangladesh 3.6%, Afghanistan 55%

Actual Label Instructions

On a bar of Dial soap: Directions: Use like regular soap. (and that would be how?)

Fun Food Facts

Yams and sweet potatoes are not the same thing.
Humans share 50% of their DNA with bananas.

EVENTS

Ladies Luncheons:

July 12 Ladies Luncheon had 8 present.

August 9 – Ladies Luncheon will be held at Country Mercantile, Richland. 5015 Ava Way off I82 at Dallas Road. No hostess.

The nursery rhyme “Mary Had a Little Lamb” is based on a true story. The girl in the rhyme is Mary Sawyer who, as a young girl, hid her pet lamb in a basket under her desk after it followed her to school. The rhyme was later written down, as a poem, by one of her classmates.

From howtogeek.com

PUMP CULTURE

Consider this: The first drive-throughs sold gasoline, not hamburgers. At the turn of the last century, following the invention of the automobile, retailers initially came up with a variety of ways to sell gasoline. Some grocery stores and hardware stores installed underground fuel tanks with pumps near the street so drivers could pull over for a curbside fill-up. But by about 1910, waiting cars had begun to cause congestion, and refueling in traffic posed dangers, so business owners and their communities found themselves facing a new challenge: They needed to move the tanks and pumps off the roadside but still make them directly accessible to cars. The resulting experiments became the first examples of “drive-in” or “drive-through” architecture.

By the early 1920s, gas stations had taken on a standard format: a small, enclosed office with a canopy that projected out over the gas pumps, which stood on a small island so cars could approach them from either side. Variations emerged in the 1920s and 1930s, including the addition of service bays for oil changes and repairs either attached to the office or in a separate freestanding building; multiple canopies to accommodate more pumps; and decorative schemes ranging from corporate logos to whimsical motifs such as domes, pyramids, dinosaurs, and even Spanish galleons.

The basic “canopy-and-box” was either prefabricated of sheet metal and erected on-site or constructed of simple wood frames covered with stucco. Either way, building a canopy-and-box was inexpensive, which allowed the giant oil companies to expand quickly. Richfield, Shell, and Standard constructed thousands of these stations on the West Coast.

Competition was fierce among the oil companies. During the 1930s, they enticed customers with more prominent signs and new logos that heightened brand awareness. They sought additional profits by adding side businesses. Enlarged offices became salesrooms for “TBA,” or tires, batteries, and accessories, and many stations added small cafés or even full-service restaurants, especially in rural and suburban locations.

In the late 1930s, Texaco hired industrial designer Walter Dorwin Teague to update its gas stations and, in the process, create a look that people would immediately associate with Texaco. In his quest for a streamlined corporate identity, Teague established visual consistency among the stations with Texaco’s new red-star logo and by enclosing the offices, service bays, and sales areas in distinctive boxlike structures with a white-enamel finish. This larger, more rectangular format became a new standard for Texaco’s gas stations, and the idea of streamlined architecture quickly caught on among competitors.

Many of the old canopy-and-box stations still stand along the boulevards and byways of Southern California, but few have remained in the gasoline business. Car-servicing enterprises, such as tire, muffler, and stereo shops, have capitalized on their drive-through design.

Gasoline retailing may have outgrown its roots, but its original architecture has influenced all types of businesses to move off the roadside and make provisions for automobiles. That’s worth pondering the next time you pull up to an automated teller machine at a bank, drive through a car wash, or wait in a long line of cars to order a hamburger and fries.

Meaning of Flag Draped Coffin

Here is how to understand the flag that laid upon it and is surrendered to so many widows and widowers. Do you know that at military funerals, the 21-gun salute stands for the sum of the numbers in the year 1776?

Have you ever noticed the honor guard pays meticulous attention to correctly folding the United States of America Flag 13 times? You probably thought it was to symbolize the original 13 colonies, but we learn something new every day!

The 1st fold of the flag is a symbol of life.

The 2nd fold is a symbol of the belief in eternal life.

The 3rd fold is made in honor and remembrance of the veterans departing the ranks who gave a portion of their lives for the defense of the country to attain peace throughout the world.

The 4th fold represents the weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in time of war for His divine guidance.

The 5th fold is a tribute to the country, for in the words of Stephen Decatur, "Our Country, in dealing with other countries, may she always be right; but it is still our country, right or wrong."

The 6th fold is for where people's hearts lie. It is with their heart that they pledge allegiance to the flag of the United States Of America, and the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.

The 7th fold is a tribute to its Armed Forces, for it is through the Armed Forces that they protect their country and their flag against all her enemies, whether they be found within or without the boundaries of their republic.

The 8th fold is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day.

The 9th fold is a tribute to womanhood, and Mothers. For it has been through their faith, their love, loyalty and devotion that the character of the men and women who have made this country great has been molded.

The 10th fold is a tribute to the father, for he, too, has given his sons and daughters for the defense of their country since they were first born.

The 11th fold represents the lower portion of the seal of King David and King Solomon and glorifies in the Hebrews eyes, the God of Abraham, Isaac and Jacob.

The 12th fold represents an emblem of eternity and glorifies, in the Christians eyes, God the Father, the Son and Holy Spirit.

The 13th fold, or when the flag is completely folded, the stars are uppermost reminding them of their nations motto, "In God We Trust."

After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington, and the Sailors and Marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for them the rights, privileges and freedoms they enjoy today. There are some traditions and ways of doing things that have deep meaning. In the future, you'll see flags folded and now you will know why.

Thanks to friend Irv Kushner.

NEW DEFINITIONS

Ratio of an igloo's circumference to its diameter: Eskimo Pi

2.4 statute miles of intravenous surgical tubing at Yale University Hospital: 1 I.V. League

2000 pounds of Chinese soup: Won ton

Speed of a tortoise breaking the sound barrier: Mach Turtle

365.25 days of drinking low-calorie beer because it's less filling: 1 lite year

16.5 feet in the Twilight Zone: 1 Rod Sterling

Half of a large intestine: 1 semicolon

1000 aches: 1 megahertz

Weight an evangelist carries with God: 1 billigram

Basic unit of laryngitis: 1 hoarsepower

Shortest distance between two jokes: A straight line

453.6 graham crackers: 1 pound cake

10 cards: 1 decacards

1 kilogram of falling figs: 1 Fig Newton

1 millionth of a fish: 1 microfiche

1 trillion pins: 1 terrapin

1 million billion picolos: 1 gigolo

10 rations: 1 decoration

100 rations: 1 C-ration

10 monologs: 5 dialogs

8 nickels: 2 paradigms

2 wharves: 1 paradox

100 Senators: Not 1 decision

The oldest known drinking straw dates to approximately 3,000 BCE and was found in a Sumerian tomb. The straw is made of gold and inlaid with precious stones. It's possible that straws are even older but, made from less durable materials, no known examples have survived to the present.

From www.howtogeek.com

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

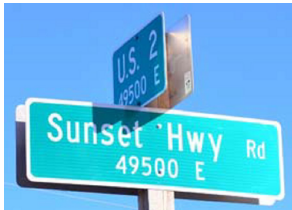
When you're cruising our local and regional highways in your special ride, do you ever think about the history of those roads? We complain today about potholes, road construction, and more, but we should think about how these roads we drive came to be. They weren't always what you see today so they must 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 Plantes 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.

Thanks to Dave Hannah for this very interesting piece.

NACHOS

Named after a region perhaps? A tradition? A type of chip? Oh no, my friend. Named after the genius of a man who turned the mishmash of what he had on hand into a dish destined to live on forever.

In the early 1940s, a group of military wives, based out of Fort Duncan, Texas, were just over the border doing some shopping in the Mexican town of Piedras Negras. They stopped by a restaurant only to find that they'd arrived after closing time. Rather than turn away patrons, and despite the closed kitchen, the maître d'hôtel of the restaurant, Ignacio "Nacho" Anaya, headed into the kitchen and whipped up what he could with what he had on hand to feed them. He cut and fried some leftover corn tortillas into chips, melted shredded cheddar cheese on top of them, and adorned the whole thing with sliced pickled jalapeño peppers.

The ladies loved the dish and asked him what it was called. Pressed for a name, he simply called them "Nacho's especiales"—Nacho's Special. The women went home, talked the dish up, and people began asking for "Nacho's Special" in droves. The name shifted slightly over time, becoming "Special Nachos", then simply "nachos" as the dish spread throughout Texas and the southwestern United States.

It gained steady popularity over the ensuing decades and in 1976, a modified version of the dish (that would come to be known as "ballpark nachos") was marketed by Frank Liberto, owner of Ricos Products, during Texas Rangers baseball games at their stadium in Texas. Two years later, during a September 1978 Monday Night Football game between the Baltimore Colts and Dallas Cowboys, iconic sportscaster Howard Cosell expressed his enjoyment of the name "nachos" and made a point of mentioning the dish in his broadcasts over the following weeks. This introduced the idea of nachos to a national audience and increased interest in the snack across the U.S.—and today, as a result, you'd be hard-pressed to find anyone who doesn't know what nachos are.

From www.howtogeek.com

1939 Lincoln Zephyr

The Lincoln-Zephyr was the lower-priced line of mid-size Lincoln luxury cars from 1936 until 1940. The Lincoln-Zephyr and Mercury, introduced in 1939, bridged the wide gap between Ford's V-8 De Luxe line and the exclusive Lincoln K-series cars. This served a purpose similar to Cadillac's smaller LaSalle "companion car", the Chrysler Airstream, and Packard's entry level Packard One-Twenty.

The car was conceived by Edsel Ford and designed by Eugene Turenne Gregorie. The Zephyr's V-12 engine was unique in its class, with the LaSalle having a V8 and the Chrysler and Packard straight 8s.

Introduced on November 2, 1935, as a 1936 model, the Lincoln-Zephyr was extremely modern with a low raked windscreen, integrated fenders, and streamlined aerodynamic design, which influenced the name "zephyr", derived from the Greek word zephyrus, or the god of the west wind. It was one of the first successful streamlined cars after the Chrysler Airflow's market resistance. In fact, the Lincoln-Zephyr actually had a lower coefficient of drag than the Airflow, due in part to the prow-like front grille on the Zephyr, reflecting the popularity of leisure speedboats like Chris-Craft. The Lincoln-Zephyr succeeded in reigniting sales at Lincoln dealerships in the late 1930s, and from 1941 model year, all Lincolns were Zephyr-based and the Lincoln-Zephyr marque was phased out. Annual production for any year model was not large, but accounted for a large portion of the Lincoln brand's sales. In its first year, 15,000 were sold, accounting for 80% of Lincoln's total sales.

Production of all American cars halted in 1942 as the country entered World War II, with Lincoln producing the last Lincoln Zephyr on February 10. After the war, most makers restarted production of their prewar lines, and Lincoln was no exception. The Zephyr name, however, was no longer used after 1942, with the cars simply called Lincolns.

The idea of a smaller and more modern luxury car to fill the gap in Lincoln's traditional lineup was revisited in the 1950 Lincoln Lido (The Lido was the same size as other two-door Lincolns, though),

1977 Lincoln Versailles, 1982 Continental, and 2000 Lincoln LS. The Zephyr name was resurrected in 2006 for the car's spiritual successor, the Zephyr, which was quickly renamed the MKZ for 2007.



From Wikipedia

The Silent Generation: Born 1928-1945 (73-90 years old)
Baby Boomers: Born 1946-1964 (54-72 years old)
Generation X: Born 1965-1980 (38-53 years old)
Millennials: Born 1981-1996 (22-37 years old)
As of Mar 1, 2018

Saturday 6/30/18 A beautiful day for a drive in a Studebaker. Gassed up ethanol free in Kennewick & headed south on SR 395 to Pendleton, Ore. where we left the freeway, driving southwest through Pilot Rock to Vinson turning northwest on Butler Creek Road crossing many cattle guards before passing by Pine City. Then North East on SR 207 to Hermiston where we enjoyed an afternoon breakfast. While at the cafe a lady 81 years of age this year came over to talk Studebakers. Turns out she has a "Courting Wagon" made by Studebaker in 1898 in her garage that she wants to sell. All that is needed to clinch the deal is a horse to pull it! Small world --- so glad to have Ingrid with me today. 200 miles using 9.5 gallons of gas.

Oh, by the way! Tom bought the "Courting Wagon" and it is extra cute.



Thanks to Tom and Ingrid Smith.

Manure. An interesting fact.

Manure: In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common. It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening. After that, the bundles of manure were always stamped with the instruction ' Stow high in transit ' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term ' S.H.I.T ' , (Stow High In Transit) ,..... "So it's really not a swear word" which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word. Neither did I. I had always thought it was a golfing term.

Thanks to Dick Johanson for this contribution.

WOMEN'S CORNER

The "Middle Wife"

by an Anonymous 2nd grade teacher

I've been teaching now for about fifteen years. I have two kids myself, but the best birth story I know is the one I saw in my own second grade classroom a few years back. When I was a kid, I loved show-and-tell. So I always have a few sessions with my students. It helps them get over shyness and usually, show-and-tell is pretty tame. Kids bring in pet turtles, model airplanes, pictures of fish they catch, stuff like that. And I never, ever place any boundaries or limitations on them. If they want to lug it in to school and talk about it, they're welcome. Well, one day this little girl, Erica, a very bright, very outgoing kid, takes her turn and waddles up to the front of the class with a pillow stuffed under her sweater. She holds up a snapshot of an infant. "This is Luke, my baby brother, and I'm going to tell you about his birthday! First, Mom and Dad made him as a symbol of their love, and then Dad put a seed in my Mom's stomach, and Luke grew in there. He ate for nine months through an umbrella cord." She's standing there with her hands on the pillow, and I'm trying not to laugh and wishing I had my camcorder with me. The kids are watching her in amazement. "Then, about two Saturdays ago, my Mom starts saying and going, 'Oh, Oh, Oh, Oh!' Erica puts a hand behind her back and groans. "She walked around the house for, like an hour, 'Oh, oh, oh!' (Now this kid is doing a hysterical duck walk and groaning.) "My Dad called the middle wife. She delivers babies, but she doesn't have a sign on the car like the Domino's man. They got my Mom to lie down in bed like this." (Then Erica lies down with her back against the wall.) "And then, pop! My Mom had this bag of water she kept in there in case he got thirsty, and it just blew up and spilled all over the bed! Like pshhheew!" (This kid has her legs spread with her little hands miming water flowing away. It was too much!) "Then the middle wife starts saying 'push, push,' and 'breathe, breathe'. They started counting, but never even got past ten. Then, all of a sudden, out comes my brother. He was covered in yucky stuff that they all said it was from Mom's play-center, so there must be a lot of toys inside there." Then Erica stood up, took a big theatrical bow and returned to her seat. I'm sure I applauded the loudest. Ever since then, when it's show-and-tell day, I bring my camcorder, just in case another "Middle Wife" comes along.

Birthdays and Anniversaries in July



Birthdays

Grace Andringa
Mary Dennis
Tom Smith
John Trumbo

July 24
July 13
July 21
July 5

David Becker
Dick Johanson
Earlene Stone

July 6
July 22
July 8



Anniversaries

Don & Debby Buckles
Roger & Sharon Gress

July 1
July 6

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