



Gas Gauge Ye Olde Car Club August 2019 Newsletter

The President's Message

"Piece of cake", "easy as pie". Everyday descriptions from someone who doesn't actually have to do the job. I recently learned that these axioms can't be taken as truth.

Recently I decided to replace the motor, a 350cid Chevy motor with a newer crate motor of the same size. I had excellent help and experience from two club members. What should have been a 3 day job took 9 days! New motor mounts that didn't fit, a new HEI distributor that would not fit into the block (not the distributor, the block machined incorrectly).

Finally done and all bolts accounted for and then a blown fuse at start up. Finally got things running after lots of swearing and hair pulling (and I can't spare any hair these days). So, all and all it was an interesting 9 days. Learned a lot, tried to remember a lot, spent some.

Probably a good idea that I don't try baking cakes or pies !

John Hopkins, President YOCC

Bits and Pieces

*** Adultery is a sin. You can't have your Kate and Edith, too.

*** Doctors have just identified a food that can cause grief and suffering years after it's been eaten. It's called Wedding Cake!

*** The car's weakest part is the nut holding the steering wheel.

*** I've often thought that life is like a roll of toilet paper. The closer it gets to the end, the faster it goes.

*** You're not fat. You're just easier to see.

The Remarkable Body

The human brain uses 20% of the entire body's oxygen and calorie intake, despite only accounting for about 2% of an adult's body mass.

Where in the world.

Breathing in Mumbai for one day is equal to smoking 2 ½ packs of cigarettes.

Actual Label Instructions

“Not dishwasher safe.” On a remote control for a TV.

Fun Food Facts

Add a teaspoon of water when frying ground beef. It will help pull the grease away from the meat while cooking.

EVENTS

Ladies Luncheons:

August Ladies Lunch had 12 ladies present, including Audrey Simmelink.

September Ladies Lunch, September 12, will be at Frances McGillis' home. 4806 Meadow View Drive, Pasco. 509-545-4077

Ladies, bring your husband or significant other for lunch with Dennis in the garage. Please RSVP by September 9.

Car shows:

Wheelin' Walla Walla Weekend. September 6 & 7. Celebrity guest Dennis Gage of 'My Classic Car'

<https://www.downtownwallawalla.com/wheelin-walla-walla>



Detroit Electric was an electric car produced by the **Anderson Electric Car Company** in Detroit, Michigan. The company built 13,000 electric cars from 1907 to 1939. Anderson had previously been known as the Anderson Carriage Company (until 1911), producing carriages and buggies since 1884. Production of the electric automobile, powered by a rechargeable lead acid battery, began in 1907. For an additional \$600, an Edison nickel-iron battery was available from 1911 to 1916. The cars were advertised as reliably getting 80 miles (130 km) between battery recharging, although in one test a Detroit Electric ran 211.3 miles (340.1 km) on a single charge. Top speed was only about 20 mph, but this was considered adequate for driving within city or town limits at the time. Today, the rare few examples in running condition that are still privately owned can have difficulty being licensed in some countries due to their very low speed. Today, due to time taking a toll on the efficiency of the engines, and due to having to use batteries that are not as powerful or efficient as the original batteries, as modern car batteries are not intended for continued output, many are only able to achieve their advertised top speed downhill, or with favorable winds. Cars in running condition only are operated uncommonly, and for short distances. Running Cars weigh more than they were built to, because owners will install roughly 14 car batteries, and a balancing charger, rather than the original batteries that weighed much less. Cars today must have their battery sets changed relatively frequently. For example, a private owner who is only the 3rd owner of his car has changed batteries 3 times since purchasing his vehicle in 1988.

The Detroit Electric was mainly sold to women drivers and physicians who desired the dependable and immediate start without the physically demanding hand cranking of the engine that was required with early internal combustion engine autos. A statement of the car's refinement was subtly made to the public through its design which included the first use of curved window glass in a production automobile, an expensive and complex feature to produce.

The company production was at its peak in the 1910s selling around 1000 to 2000 cars a year. Towards the end of the decade, the Electric was helped by the high price of gasoline during World War I. In 1920, the name of the Anderson company was changed to "The Detroit Electric Car Company" as the car maker separated from the body business (it became part of Murray Body) and the motor/controller business (Elwell-Parker).

As improved internal combustion engine automobiles became more common and inexpensive, sales of the Electric dropped in the 1920s, but the company stayed in business producing Detroit Electrics until after the stock market crash of 1929. The company filed for bankruptcy, but was acquired and kept in business on a more limited scale for some years, building cars in response to special orders. The last Detroit Electric was shipped on February 23, 1939, (though they were still available until 1942), but in its final years the cars were manufactured only in very small numbers. Between 1907 and 1939 a total of 13,000 electric cars were built.

Notable people who owned Detroit Electrics cars included Thomas Edison, Lizzie Borden, Charles Proteus Steinmetz, Mamie Eisenhower, and John D. Rockefeller, Jr. who had a pair of Model 46 roadsters. Clara Ford, the wife of Henry Ford, drove Detroit Electrics from 1908, when Henry bought her a Model C coupe with a special child seat, through the late teens. Her third car was a 1914 Model 47 brougham.

From www.hagerty.com

The 10 Commandments of Putting a Car on Jack Stands

Any time we think about doing any maintenance to our cars, chances are good it will need to be off the ground. To remove a wheel, the tire needs to be at least a couple inches off the ground. To change the oil, depending on the car, you'll need to lift the car at least a foot. Lifting a car is one thing, but that's not enough for a safe DIY job – NEVER (we can't stress this enough) ever put any part of your body under a vehicle supported only by a jack! If you're going to do anything under a lifted vehicle, it must be supported by jack stands. Otherwise, the results could be disastrous.

Thus, we have consulted Holy Writ and compiled "The Ten Commandments of Lifting Thy Chariot," which translates in the modern tongue, "How to lift and support your car safely."

01. Work With a Friend

While maintaining or repairing your car, work with a friend if at all possible. His or her having automotive knowledge is good, but not necessary. If you have to bribe them something canned, bottled, or corked, it's a worthwhile investment, as they can encourage you, keep you company, or hand you tools. If there is an emergency, your friend can call 911 and possibly save your life!

02. Park on Level Ground

Jacks and jack stands only function vertically, and the same gravity that keeps your car firmly planted on the pavement will just as easily pull your car off a jack or jack stand on a slope. Always park your car on level ground.

03. Read the Manual

Read the manuals for both your car and your lifting and supporting equipment. Every vehicle has suggested jack points, also solid suspension and frame points. If you don't have an owner's manual, seriously, buy one or Google it – you might be able to download it for free. Similarly, read and obey jack and jack stand capacity limits and safety instructions. A good rule of thumb to follow is to use a jack and jack stands with a capacity of at least 50% the weight of your car.

04. Assemble Your Gear

Depending on the job at hand, you might need to lift just one wheel, the front end or back end, or the entire car. Assemble your lifting and supporting gear. Lift your car with a quality jack. If lifting just one end of your car, you'll need two jack stands. If you're lifting the entire car, use four jack stands. On soft earth, such as asphalt or grass, thick plywood can prevent them from sinking.

05. Chock the Wheels

Put the transmission in gear or in park, and chock the wheel opposite where you are lifting. Use two wheel chocks, in front and behind the wheel, to keep the car from moving forward or backward. Plastic, metal, rubber, or wooden chocks are all good choices. Rocks, block, and bricks are not such good choices, as they may crumble or slide.

06. Lift Your Car

Always Use a Safe Lifting Point to Jack Up the Car. <http://www.gettyimages.com/license/695075296>

Jack up the vehicle using a solid jacking point, leaving enough room for the jack stand to support the car. If lifting just one wheel, lifting just that corner of the vehicle is a good idea. If lifting the entire front or rear, choose a jack point in the center of the front or rear suspension or frame.

07. Support Your Car

Support the vehicle with jack stands. If supporting one corner of the vehicle, place the jack stand under the jacking point and adjust the height, locking it in place with the pin or pawl, as applicable. If supporting the whole front or rear of the vehicle, use jack stands in pairs, preferably set and locked to equal height. Do not use wood blocks to gain more height, as a wood block may slip or split – buy taller jack stands. Lower the jack slowly until the full weight of the car rests on the jack stands.

If lifting the whole car, lift and support the front first, to the maximum height capable of your jack and jack stands. Then lift and support the rear of the vehicle, using a second pair of jack stands.

08. Check Each Jack Stand

Check that each jack stand is supporting the vehicle – it shouldn't move if you wiggle it. If there is movement, jack up that corner again and move the jack stand up a notch. Double-check that all jack stand locks are set properly.

09. Shake Your Car

Gently shake the vehicle to confirm it is secure. Check that all jack stands are planted flat on the ground and that they don't move when you shake the car. A tilted jack stand may collapse, as it is not designed to hold a load at an angle. Once your car passes the shake test, it is safe to work on your car.

10. Get to Work

Only Start Maintenance or Repairs with the Car Safely Supported on Jack Stands. Mechanics, enthusiasts, DIYers, and people in a hurry have damaged vehicles, even injured or killed themselves or other people, for skipping this critical safety step! No matter how experienced you are or how quick the job will be, never forget to support your vehicle properly, every time you need to lift your car.

From www.thoughtco.com/car-jack-stands-4154533

I was walking home last night and decided to take a short cut through the cemetery. Three girls walked up to me and explained that they were scared to walk past the cemetery at night, so I agreed to let them walk along with me. I told them I understood. I used to get freaked out too when I was alive. I've never seen anyone run so fast!

Check your speed with Google Maps

If you use Google Maps while you drive, you can keep an eye on how fast you're going with a recent speedometer tool built into navigation. Google Maps speedometer changes colors when you're going over the speed limit, making it easier to see from your peripherals -- because darting your eyes back and forth between the app and your dashboard is dangerous.

<https://tinyurl.com/y6lw7txq>

From cnet.com

I had a really bad day. First, my ex-wife got run over by a bus. Then I got fired from my job as a bus driver.

10 Cars that Changed the World From Design News



The Model T changed countless American lives because it brought the automotive ownership to the middle class, motivated governments to build better roads, and doubled the wages of auto workers.



The Volkswagen Beetle arrived in the US in 1949 and exploded in popularity in the 1950s. Volkswagen, in fact, marketed its little car to American consumers who didn't want a Ford or GM vehicle.



The Dodge Caravan and Plymouth Voyager minivans arrived in 1984, exploiting the gap between the family station wagon and full-sized commercial van. It quickly became the ultimate family car. It became a cultural icon for families, supplanting the station wagon.



The Jeep was “the vehicle from which commanders led their units, hauling trailers full of vital supplies across the battlefield, carrying aircrew to their aircraft, carrying litters bearing wounded troops, transporting generals and admirals to work, pulling light artillery pieces into battle. The Jeep’s ubiquitous, workhorse persona created memories that were etched into the minds of millions of Americans.



The Toyota Prius wasn’t the industry’s first hybrid vehicle, but it ushered in a new era by popularizing the electrified powertrain. It created a market for eco-conscious consumers who were leery of the lack of driving range offered by pure, battery-powered electric cars.



The 1901 Oldsmobile Runabout was notable for its curved dash, but its real contribution to automotive history was that it was the world’s first mass-produced motor car. At the time, its claim to fame was that it was simple and dependable.



The Ford Mustang's lasting legacy is not its technology, but rather that it was a triumph of marketing. Ford executive Lee Iacocca, the "father" of the Mustang, knew his young audience and tailored the car's look, performance, and even its name to appeal to them.



Citroën's DS Series is notable in automotive history for the amazing technological foresight of its developers. The DS featured a self-leveling suspension, front-wheel drive, disc brakes, and a streamlined aerodynamic design that was decades ahead of the Ford Taurus.



The Mini was groundbreaking when it emerged on the automotive scene in 1959. It featured a compact front-wheel-drive powertrain that served as the model for millions of compacts that followed.



When Cadillac incorporated the electric self-starter on its 1912 Model 30, it marked a major change in the history of the automobile. Until the electric starter made its debut, car owners had used hand cranks to start the engine, often with disastrous results. The emergence of the self-starter changed all that, making ignition as easy as pushing a button.

37 MPH is the speed at which bugs begin sticking to the windshield instead of glancing off.

From Randy Rundle's Fifth Avenue Internet Garage
www.fifthaveinternetgarage.com

WOMEN'S CORNER

Mother Goose Tells The Truth About Middle Age
By Sydney Altman

*Jack and Jill jogged up the hill, Their breath came faster and faster.
Before the top, they made a stop, Narrowly averting a myocardial disaster.*

*Jack tried to be nimble, He tried to be quick.
He shot hoops with young guys And ruptured a disc.*

*Oh, where, Oh, where has my estrogen gone? Oh, where, Oh, where can it be?
I was once young and fair, Now I sprout facial hair,
Oh, hormones please come back to me.*

*Low-fat cake, no-cal shake, Pritikin man.
I've tried every diet From here to Japan.
I've poached it, I've steamed it, I've drunk herbal tea.
I think from now on I'll just let myself be.*

*Poor Mrs. Fifty Was not feeling nifty Eating her low-fat Swiss cheese.
When she was 20, She used to eat plenty
And never gained weight round her knees.*

Osteoporosis Please leave me alone For I've grown attached To my every bone.

Late Night Lecture

An elderly man driving erratically was stopped by the police around 2 a.m. and was asked where he was going at that time of night. The man replied, "I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late." The officer then asked, "Really? Who's giving that lecture at this time of night?" The man replied, "That would be my wife."

Birthdays and Anniversaries in August



Birthdays

Rena Allen	August 9	Delores Benson	August 26
Gary Boehnke	August 15	Susan Calhoun	August 14
Donald Freeman	August 11	Linda Garner	August 14
Bruce Ginther	August 5	Roger Gress	August 16
Cory Hannah	August 4	Debbi Hannah	August 15
Rob King	August 25	Nellie Kuepper	August 10
Elaine Kutrowski	August 1	John Madden	August 28
Peggy Madden	August 5	Lynn Patterson	August 19
Marva Randall	August 28	Paul Rascon	August 26
Rick Rickard	August 24	John Soliz	August 15



Anniversaries

Andy & Grace Andringa	August 28	Thomas & Laura Beaver	August 29
Randy & Jean Bunch	August 23	Dave & Debbi Hannah	August 29
Bill & Linda Jarrard	August 13	Clarence & Norma Kummer	August 10
John & Peggy Madden	August 1	Phillip & Dolly Prather	August 9
Tom & Ingrid Smith	August 28	Jay & Barbara Thomas	August 27

2019 YOCC Officers

John Hopkins, President
987-4504
jhn_Hopkins@hotmail.com

Larry Stephenson, Treasurer
253-376-0256
stephensonLD1@hotmail.com

Randy Bunch, Secretary
543-6554
jrbunch@charter.net

Dolores McClary, Sunshine
783-3622
bobanddodo@gmail.com

Frances McGillis, Editor
545-4077
sixkidsplusthree@gmail.com

John Trumbo, Swap Meet
946-7633
johnnews@gmail.com

Scott Noga, Webmaster
545-5903
rebus@bridgestonemotorcycle.com

John Hopkins, Swap Meet & Activities Director
987-4504
jhn_Hopkins@hotmail.com

Directors

Rick Ball
509-546-2123
rick@bushcarwash.com

Dick Ellis
509-546-2123
babymoonface@outlook.com

Tom Smith
360-929-6311
ingridsmith1212@gmail.com

Jack Stone
360-269-3829
action3@hotmail.com

Tour Committee

John Hopkins, Committee Chairman
509-987-4504
jhn_Hopkins@hotmail.com

Randy Bunch
509-543-6554
jrbunch@charter.net

Don Buckles
509-627-0535
dbuckles0535@charter.net

Frances McGillis
509-545-4077
sixkidsplusthree@gmail.com