



Gas Gauge Ye Olde Car Club April 2020 Newsletter

The President's Message

1.) **Good news:** in Washington, the rate of coronavirus new cases turned the corner April 2 and is now decreasing. Our country is expected to do the same on April 11. Visit their website for more **COVID-19 PROJECTIONS** <https://covid19.healthdata.org/united-states-of-america>
From IHME, INSTITUTE for HEALTH METRICS and EVALUATION at U. of WA

2.) **JOHNS HOPKINS CENTER for HEALTH SECURITY – A daily newsletter.** Another high-credibility source of information about Covid-19. Sign up for the newsletter: <https://tinyurl.com/vq268h4>

3.) FINDING PRODUCTS IN STOCK

Are you having a problem finding grocery store products? This site can help: www.instok.org

4.) WE HAD a PARTY last Sunday, April 5

In our first social event since Governor Inslee shut us down in mid-March, Frances and I hosted a gathering – on our front porch. Daughter Frances Wyland, her husband BJ (YOCC members, it was his birthday) along with daughter Patty Sweetwood and husband Bruce. We consumed a few adult beverages while observing social distancing. We had not seen our kids since a family dinner March 4, only a month ago but it seems much longer.

- Stay in place
- Maintain your space
- Cover your face

Dennis McGillis

Bits and Pieces

**Marriage tip #2: When your wife is mowing the lawn, that's not the best time to ask when dinner will be ready.

**You drop something when you were young, you just pick it up. When you're older and you drop something, you stare at it for a bit contemplating if you actually need it anymore.

**When you're dead, you don't know you're dead. The pain is only felt by others. The same thing happens when you're stupid.

**Try to remember, the greener grass across the fence may be due to a septic tank issue.

**And just like that 1970 was 50 years ago.

**If your eyes hurt after drinking a cup of coffee, you have to take the spoon out.

**Golf: the adult version of an Easter egg hunt.

The Remarkable Body

The need to breathe so much is due to carbon dioxide buildup more than the need for oxygen. If there were a different way to get rid of carbon dioxide from the blood, we would only need to breathe at a rate of about once per minute.

Where in the world.

The three wealthiest families in the world have more assets than the combined wealth of the 48 poorest nations.

Actual Label Instructions

On a bar of Dial soap:
Directions: Use like regular soap.

Fun Food Facts

Heat leftover pizza in a nonstick skillet on top of the stove. Set heat to med-low and heat until warm. This keeps the crust crispy. No soggy microwave pizza.

EVENTS

Ladies Luncheons: Cancelled until further notice.



Washington State 2020 Excise Taxes

- Gasoline: 37.50¢ per gallon
- Cigarettes: \$3.03 per pack
- Liquor: \$35.22 per gal - wow
- Wine: 87¢ per gal
- Beer: 26¢ per gal

Washington State collects an average of \$628 in yearly excise taxes per capita, one of the highest in the country.

From: www.tax-rates.org/washington/excise-tax

The Easter Bunny

While there is no actual bunny that once was the iconic hare, the legendary egg-laying rabbit is said to have been brought to America by German immigrants in the 1700s, according to History. As mentioned, children would make nests for Oschter Haws to leave behind eggs. The tradition spread throughout the US, where the hare's gifts eventually became chocolates and candies and the nests were replaced by baskets. Chocolate bunny figurines also originated in Germany, where they began making pastries for the fabled rabbit in the 1800s. The rabbit and the egg became intertwined with the spring holiday because of their pagan roots representing fertility and rebirth. It seems possible that these two images merged into the egg-laying rabbit of German lore, instead of a (practical) chicken.

Regardless of who's laying them, eggs are a prominent Easter image that have come to represent Christ's emergence from the tomb and resurrection, says History. One possible reason for decorating eggs is that they were adorned for enjoyment on Easter morning once Lenten fasting was finished.



Those Church Ladies...

Miss Charlene Mason sang 'I will not pass this way again,' giving obvious pleasure to the congregation.

Maybe someone has an answer for Lee Noga:

I am wondering if anyone in the club has any experience or knowledge in softening up old weathered rubber. I have a rear window vent rubber I need to replace on my 1942 Packard. Tried to make one out of two from Lynne Steele with little or no success. Wondering if there is some way to use the rubber I took out and glue it back together where it came apart at the pivot points and soak it to soften and perhaps fill in some of the cracks with something that looks like rubber. Because I have to soak the rubber in a bucket because of the size I am thinking of ordering and putting together my own chemical concoction. Yes there are several articles on the Internet but you know how that goes. Many of them disagree with one another thus you don't know of what direction to go. I also want to soak the front windshield rubber from my 1934 Lafayette that is the original rubber, so you can imagine how it has seeped all of the softening chemicals out of it. Hoping maybe I can still use it as the same problem of not finding a close match.

Contact Lee at auto.net@charter.net or call him 509-967-2723

Did you know?

The classic American baseball song, "Take Me Out to the Ballgame" was written by Jack Norworth and set to music by Albert Von Tilzer in 1908. Neither of them had ever attended a baseball game prior to writing the song.

From How to Geek

For Sale: TH350 Transmission with Torque Converter. Asking \$300 for both. Call Kyle Thornhill 509-301-8441.



1933 Essex

The **Terraplane** was a car brand and model built by the Hudson Motor Car Company of Detroit, Michigan, between 1932 and 1938. In its maiden year, the car was branded as the Essex-Terraplane; in 1934 the car became simply the Terraplane. They were inexpensive, yet powerful vehicles that were used in both town and country, as both cars and trucks bore the Terraplane name.

Hudson had manufactured the inexpensive Essex from 1919 as a lower-priced vehicle line; the company merged Essex into itself in 1922. The Essex is generally credited with helping to make the fully enclosed automobile an affordable model for inexpensive automobiles. The low-priced closed model Essex coach "had promoted the sensational recovery of Hudson" as an automaker in 1922.

Declining sales of the Essex, combined with the growing economic pressure and suffering from the effects of the Great Depression forced Hudson to replace the Essex with a re-designed automobile with a lower manufacturing cost and selling price. Roy D. Chapin decided to repeat the successful strategy in 1932 by producing "a very light car in the bottom price class, a vehicle which would combine style, comfort, and reliability".

Although it was daring to launch a car during the Great Depression, Chapin was convinced that the Terraplane name would have "great public appeal" as it also linked with the public interest in aviation that was so prevalent at that time.

The Terraplane contributed greatly to Hudson Motor's sales during the Depression in the 1930s. Sales of the Terraplane outpaced Hudson vehicles in the late mid-1930s and it is said that Hudson management was not fond of that fact and that was partly why they chose to eliminate the car as a make. One unique feature was "Duo-Automatic" brakes. Terraplans had two brake systems—hydraulic and mechanical. Should the hydraulic brakes fail (i.e. the brake line had a leak in it), the mechanical brakes would be used to stop the car.

The most memorable sales slogan of the Terraplane years came from 1933: "On the sea that's aquaplaning, in the air that's aeroplaning, but on the land, in the traffic, on the hills, hot diggity dog, THAT'S TERRAPLANING".

The Essex-Terraplans were available in all the common U.S. automobile body styles. For 1933 offerings were expanded. The Model K was retained. A limited selection of light commercial vehicles were offered starting in 1933.

The 1933 Essex-Terraplane 8-cylinder cars were believed to have the highest horsepower-to-weight ratio of any production automobiles in the world, and were favored by several gangsters of the day, particularly John Dillinger, Baby Face Nelson, and John Paul Chase, for their lightness, acceleration, handling, and discreet appearance.

The Essex-Terraplane Eight was distinguished by having vent doors on the hood as opposed to all six-cylinder versions that had stamped hood louvers. A 1933 Terraplane 8 convertible coupe set a record for the race to the summit of Mount Washington that remained unbroken for over twenty years. Essex-Terraplans participated in innumerable record events around the United States, and some others around the world setting dozens of records at many venues. Their particular strength was in hill climbs. Period road tests showed 0-60mph in 14.4 seconds, and 10-60mph in top gear in 18 seconds.

From Wikipedia

Open Carriage to Enclosed Coach

Coachwork for motorcars carried on the style of the horse-drawn wagons that preceded them. Early automobiles saw engines placed in chassis that were inspired by the single- or multiple-horse-drawn surreys, wagons, and coaches. The majority of the horse-powered wagons were completely open, without windshields,

and bench seats were standard fare. Many of these vehicles had iron- and wood-framed tops that were covered by treated canvas or cloth, with side curtains of similar material that could be mounted in place for protection from inclement weather.

Some carriages did have enclosed bodies, as did early automobiles, and most of these were more often seen in larger villages or cities, but less frequently in rural areas. Many of the bodies for early automobile companies were designed and produced by the same coachbuilders who built bodies for horse-drawn carriages.

The carriage industry was especially prolific in the Northeast. New York City was the center of activity, and saw many body companies, all within a 50-mile radius, continued to thrive by building coachwork for the new "horseless carriage." This was true for the well-respected Brewster & Co., which had several locations in Manhattan prior to its final factory in Long Island City, Queens.

By the mid-teens, when Europe was involved in the Great War, fully enclosed coachwork with plate glass windows was becoming more popular for automobiles. Sales of the same would start to replace the open touring cars and roadster body types.

The popular motor magazines of 1917 to 1924 prove that the majority of automobile manufacturers viewed the two-door coach and four-door-sedan - which both offered room for up to five passengers, in enclosed comfort year-round - as viable products they could sell. Just about all manufacturers listed enclosed coachwork in their advertisements.

Most manufacturers tried to cover the entire spectrum of sales opportunities by offering six body styles: three open and three enclosed. Depending upon which customers the automobile manufacturer was focused on, the enclosed bodies could all have some unique feature. Among the popular types and styles were some form of coupe (two and four passenger), sedan (five and seven passenger), berline, limousine, and less so, a town car. The open body styles were either two- or four-passenger roadsters, or touring (like a sedan, in both five- and seven-passenger capacity). Even convertibles, with roll-up windows, started to become more available in that post-World War I era. On occasion, the convertible was called a cabriolet, but certain town cars would also share that cabriolet name, depending upon the marque.

The two-door sedan, or coach, became an extremely popular enclosed body style, especially among the medium- and lower-priced cars. For the most part, with the possible exception of cars in the price range of Ford, Essex, and Chevrolet, nearly all offered a seven-passenger sedan model. All the enclosed body styles used thick plate glass for the windows, including windshields, into the late 1920s. Safety glass was eventually invented to prevent the horrific injuries caused by sharp pieces of broken plate glass hitting passengers in collisions.

With the armistice and end of WWI in 1918, automobile sales increased as servicemen returned home and looked for a car that would provide comfort year-round, thus rendering the coach body style very popular. Manufacturers saw the enclosed body style as the future, even though roadsters and touring cars were still popular. With the increased development of pressed steel body panels, it quickly became easier to build a sedan or coupe. Thus the sedan became the focus of the motor car industry, taking the lead in sales of new cars.

By Walt Gosden, From Hemmings Classic Car, April 2020

Recipe for Preparing Your Taxes

Begin by emptying your house of all loved ones. This is because your children are not yet old enough to see the behavior you may exhibit in the hours ahead. Send them to church, to the library, or to the movies. Be sure you will have several hours alone to tackle this project.

Next, recall that famous line from Dirty Harry, "a man's got to know his limitations". Stop for a moment to assess your current state before beginning your taxes. Did you relax and pet the dog (or cat) for a few minutes after work to calm down from your commute home in heavy traffic? Have you eaten recently? Did you go for a walk or stretch after eating to be in a reasonable sound physical state?

Okay, now you are ready to set up your chosen tax command post. From this location you will want plenty of flat surface area. The kitchen table? And all nearby counter tops. And the seats of the chairs. Or the desk in your study? And all the available floor space and window sills. Be sure you are fully supplied with pens, pencils, erasers, paper clips, scotch tape, and a large wastebasket. (Maybe a shredder when you are absolutely, positively, 100 percent certain, you will never-need-that-piece-of-paper again).

And this is the 21st century after all. You'll need your trusty PC. With all the registered trademark software to help with your taxes - Word, Excel, Quicken, Turbo Tax, etc. (Which you confirmed was loaded and working properly over the President's Day holiday in February).

Oh, and did you fill the coffee pot, your favorite brew of rich arabica? It will likely be a long night and you may need all the help you can get! A couple of your favorite chocolate bars nearby would be a nice touch. For later. You know. When you need a little pick-me-up reward. You are doing your taxes after all.

This is the moment you've been waiting for. Putting off actually. Spread out all your tax receipts in neat and orderly piles. Select a pattern to group them logically. Carefully sort them, paying close attention to which ones go on which piles. Take special care not to spill your coffee on them. After all, "I spilled my coffee on them" is right up there with "the dog at my homework" if you know what I mean.

Now open your tax forms or tax software. Stare blankly for a few moments. Cry if you need to. Have another cup of coffee. It's also time for your second chocolate candy bar. Savor the moment.

Finally, gather up all the forms, all the files, and all the receipts. Place them all in a large cardboard box. Welcome your kids home and enjoy a moment with them before bedtime.

And tomorrow, take the big box and your checkbook to a trusted tax professional, they love this stuff!

Different By Design

by Richard Lentinello, Hemmings Classic Car, May 2020

Due to the vast number of cars they originally produced, Chrysler, Ford, and General Motors automobiles dominate the collector-car scene. Still, there are plenty of independent-branded models that will provide equal driving enjoyment, along with a unique sense of individualistic pride. Sometimes it's good to be different.

Owning and driving an old car that doesn't wear a badge from the Big Three shows that you're not a follower, and that you embrace things in life for what they are, not what they represent or how much they cost. Driving down the road less traveled may not always be a rosy experience, but when you arrive at your destination, you'll be perceived as a character with inimitable taste.

Roam the vast, diverse show field during the Saturday of October's AACA Hershey meet, and chances are great that you'll see more people hovering around and admiring a Hudson or a Studebaker than a more commonplace Chevrolet or Ford. And it's not because Hudsons and Studebakers are better styled or better built - they aren't - but simply because they're unusual. Mainly out of curiosity, it's human nature to gravitate to those objects in life that we are not familiar with.

The most challenging component to owning an MC, Auburn, Checker, Cord, Essex, Franklin, Frazer, Graham, Hudson, Hupmobile, International, Kaiser, Nash, Packard, Peerless, Pierce-Arrow, Studebaker, Stutz, or Willys is finding parts. Due to their rarity and limited production totals compared to Buicks, Cadillacs, Dodges, Fords, Mercurys, Oldsmobiles, Plymouths, and Pontiacs, among others, there are fewer cars available to help you locate that missing piece of trim. Also, the aftermarket only reproduces parts that will sell in large quantities, hence the proliferation of reproduction Camaro and Mustang items. How many reproduction grilles for a 1936 Willys will really sell? Not enough to justify the cost of development and production.

Conversely, the lack of readily available parts is actually one of the more positive attributes of owning an independent-built automobile. Assistance from owners of similar cars - and the clubs they belong to - is stronger, simply because like-minded individuals seem to stick together better and help support each other. You'll make many "unique" friends along the way, and being part of the underground independent network will help you find the parts needed to either complete a restoration or to keep your car up and running. And scouring swap meets for that elusive part will not only be more challenging than looking for Corvette or GTO parts, but will be way more fun and rewarding, too. When you do find that rear interior door handle for your 1935 Hupmobile, you'll most probably jump for joy, something owners of Skylarks, Cutlasses, and even Larks won't be inspired to do.

The camaraderie experienced by owning an automobile built by one of the world's independent car companies is unsurpassed; just ask the man who owns one.

Auto facts from 1913

**The 13th National Automobile Show is split: Madison Square Garden for high-end makes, Grand Central Palace for modestly priced cars.

**Many of this year's cars display sloping front and hoods, with smoother body lines and longer curves.

**Chandler automobiles arrive on the scene, assembly takes place in Cleveland.

**Annual Ford output more than doubles to 168,200 cars; production reaches 1000 per day.

**The Bendix electric-starter drive appears, accelerates the demise of crank starting.

**A new six-cylinder engine and a bigger four-cylinder are found under Hudson hoods; the four departs after this year.

**Pierce-Arrows sport "Frog-eye" headlamps set on the mudguards, a design that endures until the marque's demise in 1938.

**Gulf Oil Company is the first gasoline retailer to offer free road maps.

Auto facts from 1914

- **The "Great War" - World War I - begins in Europe; the Dow Jones stock average falls 24.4% on December 12.
- **Construction of the Lincoln Highway – the first transcontinental road, stretching from New York to San Francisco begins.
- **Cyclecars for one or two passengers, introduced in 1912-1913, are the fad of the season, including the \$295 Argo
- **Dodge cars, produced by brothers Horace and John Dodge, debut late in the year.
- **Cadillac introduces a "high-speed" V-8 in September 1914 for the '15 model year.
- **Henry Ford announces an eight-hour day with a \$5 minimum daily wage for certain workers; 15,000 qualify. The new Ford Sociological Department's duty is to see that workers use the wage "properly".
- **Ford intends for the new \$5 wage to slow worker turnover and to keep the Industrial Workers of the World (union) out.
- **Ford output soars to more than 308,000 vehicles, a new calendar-year record.
- **Not yet concerned with fashion, the Model T is made available "in any color, as long as it's black.
- **Chevrolet drops its six-cylinder car to focus on four-cylinder models.
- **The first street sign appears on Detroit streets; meanwhile, a city ordinance prohibits curbside gasoline pumps.
- **Besting the Model T by one, Chevrolet's "Royal Mail" roadster can be ordered in plum as well as black.
- **Electrical systems add \$125 to Chevrolets, almost 20% over base price on some vehicles.

Auto facts from 1915

- **Materials shortages are felt as a result of World War I, even though the U.S. is not yet an active participant.
- **Images of the usefulness of trucks in the European war improves the image and sales of trucks in America.
- **Eight-cylinder engines, all V-8s, are featured at the National Automobile show in Cadillac, King, Briggs-Detroit, and Remington.
- **More than half a million Ford cars and trucks are built this year.
- **The Ford Model T is restyled with curved rear fenders and electric headlights; a Coupelet and Center-Door Sedan are added.
- **Cadillac's new mill is the first successful V-8 built in America. Initially developing 70 horsepower, it lasts into 1927.
- **Packard announces a V-12, appropriately called "Twin Six" in May as a 1916 model.
- **Dodges go on sale, with a 35-bhp four and cone clutch - it's the first mass-produced car with an all-steel body (by Budd).
- **All Oldsmobiles are filled with a standard top and windshield, still extra cost items on most cars.
- **General Motors declares its first dividend, a healthy \$50 per share.

Taken from 100 Years, The American Auto

WOMEN'S CORNER

Dear Diary...

Monday...It's fun to cook for Henry. Today I made angel food cake. The recipe said beat 12 eggs separately. The neighbors were nice enough to lend me some extra bowls.



Tuesday...Henry wanted fruit salad for supper. The recipe said to serve without dressing. So, I didn't dress, including underwear. What a surprise when Henry brought the poor minister home for supper.



Wednesday...A good day for rice. The recipe said to wash thoroughly before steaming the rice. It seemed kind of silly, but I took a bath anyway. I can't say it improved the rice any.



Thursday...Today Henry asked for salad again. I tried a new recipe. It said to prepare the ingredients; lay on a bed of lettuce one hour before serving. Henry asked me why I was rolling around in the garden.



Friday...I found an easy recipe for cookies. It said to put the ingredients in a bowl and beat it. There must have been something wrong with this recipe. When I got back, everything was the same as when I left.



Saturday...Henry did the shopping today and brought home a chicken. He asked me to dress it for Sunday. I don't have any clothes that fit it, and for some reason Jack keeps counting to ten.



Sunday...Three of Henry's friends came to dinner. I wanted to serve a roast but all I had was hamburger. Suddenly I had a flash of genius. I put the hamburger in the oven and set the controls for roast. It still came out hamburger, much to my disappointment.



Good night Dear Diary. This has been a very exciting week! I am eager for tomorrow to come so I can try out a new recipe on Henry. If I can talk him into buying a bigger oven, I would like to surprise him with a chocolate moose.



Thanks to cousin Jacki for this cutie.

Birthdays and Anniversaries in April



Birthdays

| | | | |
|-------------------|----------|------------------|----------|
| Debra Allison | April 17 | Debby Buckles | April 15 |
| George Deering | April 30 | Donna Ellis | April 15 |
| Reinhold Emineth | April 24 | Dave Hannah | April 12 |
| Kaye Henson | April 28 | Judy Herrick | April 1 |
| Jim Jewett | April 19 | Brian Kilbury | April 14 |
| Barry Long | April 10 | Dolores McClary | April 23 |
| Phillip Prather | April 2 | Nancy Rutherford | April 14 |
| Diana Stephenson | April 4 | Denny Wellington | April 29 |
| Janice Wellington | April 2 | BJ Wyland | April 6 |



Anniversaries

| | | | |
|--------------------------|----------|--------------------------|----------|
| Dick & Donna Ellis | April 22 | Reinhold & Betty Emineth | April 21 |
| Bob & Anita Gough | April 4 | Sid & Margie Grant | April 4 |
| Cory & Rachael Hannah | April 24 | Thomas & Mary Hoertkorn | April 21 |
| Curtis & Susanne Kooiker | April 1 | | |

2020 YOCC Officers

Dennis McGillis, President
545-4077
dennis.mcgillis@gmail.com

John Hopkins, V.P., Activities Director
987-4504
jhn_Hopkins@hotmail.com

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

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

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

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

Jimmy McQuown, Social Media
430-6556
jamesfrompasco@hotmail.com

Directors

Rick Ball
509-546-2123
rick@bushcarwash.com
Tom Smith
360-929-6311
ingridsmith1212@gmail.com

Tour Committee

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

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

Bill White, Swap Meet Chairman
946-7633
williamblwh@yahoo.com

Dennis McGillis, Webmaster
545-4077
dennis.mcgillis@gmail.com

Dick Ellis
509-546-2123
babymoonface@outlook.com
David Gerkenmeyer
528-0192
djgerk@yahoo.com

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