



Gas Gauge Ye Olde Car Club May 2020 Newsletter

The President's Message

Even with a pandemic, YOCC keeps on functioning. Several weeks ago VP John Hopkins set up a lunch meeting at Wendy's in Kennewick. On May 2 Norm McFadden participated in a 50-car 3-hour cruise all over Tri-Cities by Desert Kustoms. Last Saturday John Hopkins created a tour to the Teapot Dome Service Station in Zillah. On the same day, there was a tour from Pasco and another to Walla Walla. It is my understandings all of these events included social distancing.

While all this touring is going on, we have continued to enjoy Ten Minute Tech sessions with contributions by Don Buckles, John Hopkins and Dave Gerkenmeyer. More contributions are welcome.

Our Facebook page gets regular information inputs from several members and Frances continues to provide us with a Gas Gauge newsletter every week.

Stay well. We will get through this.

Dennis McGillis, President

Bits and Pieces

**If you're paying \$3 for a bottle of smart water, it isn't working.

**NO SOLICITING: We are too broke to buy anything. We know who we are voting for. We have religion. Seriously, unless you are giving away beer, please go away.

**Everything will kill you so choose something fun!

**I finally did it! Bought a new pair of shoes with memory foam insoles. No more forgetting why I walked into the kitchen.

**I don't call it getting old. I call it outliving the warranty.

**When one door closes and another door opens, you are probably in prison.

**I finally got 8 hours sleep. It took me three days, but whatever.

The Remarkable Body

Your heart will pump nearly 1.5 million barrels of blood during your lifetime, enough to fill 200 train tank cars.

Where in the world.

Russia didn't consider beer to be alcohol until 2011. It was previously classified as a soft drink.

Actual Label Instructions

On some Swanson frozen dinners:
Serving suggestions: Defrost.

Fun Food Facts

Peas are one of the most popular toppings in Brazil.

EVENTS

Ladies Luncheons: Cancelled until this pandemic is over.

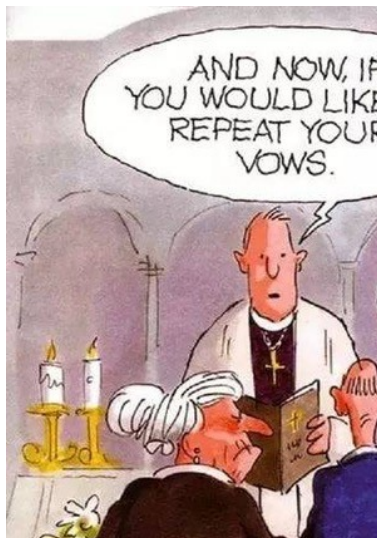
HAPPY ANNIVERSARY

As reported in the Tri-City Herald on 4-19-20.

Janice & Denny Wellington, of Richland, celebrated their 70th wedding anniversary on March 4 with a private party. They were married on March 4, 1950, in Seattle. They have lived in the Mid-Columbia for 47 years. Janice retired from Westinghouse Hanford. Denny served in the U.S. Army and worked for the U.S. Treasury Department. He is a member of the Sunland Corvette Club and Ye Olde Car Club. They are members of West Side Protestant Church in Richland.

They have five children, Donalee Wellington (Jack Weis) of the Tri-Cities; Mary Harris (Jerry) of the Tri-Cities; Andy Wellington (Donna) of the Tri-Cities; Joyce Irby (Rev. Gary Irby) of Seattle; and Bruce Wellington of Seattle. They have nine grandchildren and seven great-grandchildren.

Our Congratulations to Janice and Denny.



The Stimulus Package

It is a slow day in the small Saskatchewan town of Pumphandle. Its streets are deserted. Times are tough, everybody is in debt; everyone is living on credit. A tourist visiting the area drives through town, stops at the hotel, and places a \$100 bill on the desk saying he wants to inspect the rooms upstairs to pick one for the night. As soon as he walks upstairs, the hotel owner grabs the bill and runs next door to pay his debt to the butcher. The butcher takes the \$100 and runs down the street to retire his debt to the pig farmer. The pig farmer takes the \$100 and heads off to pay his bill to his supplier, the Co-op. The guy at the Co-op takes the \$100 and runs to pay his debt to the local prostitute, who has also been facing hard times and has been offering her "services" on credit. The hooker rushes over to the hotel and pays off her room bill with the hotel owner. The hotel proprietor then places the \$100 back on the counter so the traveler will not suspect anything. At that moment the traveler comes down the stairs, states that the rooms are not satisfactory, picks up the \$100 bill and leaves.

No one produced anything. No one earned anything... However, the whole town is now out of debt and now looks to the future with a lot more optimism.

And that, ladies and gentlemen, is how a stimulus package works.



The **Mercury Eight** is an automobile that was marketed by the Mercury division of Ford between 1939 and 1951. The debut model line of the Mercury division, Ford slotted the full-size Mercury Eight between the Ford Deluxe (later Custom) model lines and the Lincoln. In total, Ford assembled three generations of the Eight (before and after World War II).

During its production, the Eight offered a full range of body styles, including coupes, sedans, convertibles, and station wagons. For its first generation, the Eight was produced with its own body, adapting its own version of a Ford body for its second generation; for the third generation, the Eight shared its body with the Lincoln.

The advertisements for this car declared it to be "The car that truly dares to ask 'Why?'" referring to the idea that a big car couldn't also be economical. The Mercury was priced in the thousand dollar range, several hundred dollars more than the Ford V-8, several hundred less than the Lincoln-Zephyr and about the same as the upper-range Oldsmobile and Dodges, Hudsons, and the lower-range Buicks and DeSotos, sales from all of which, it was hoped, the new Mercury would usurp. Its engine was a 95 hp version of the Ford flathead V8 engine, its styling was inspired by the Zephyr, and it had hydraulic brakes from the beginning. With a wheelbase of 116.0 in (2,946 mm) and an overall length of 196.0 in (4,978 mm), it was a good-sized car, which the Ford Company advertised extensively, together with its up-to-20 mpg performance-"few cars of any size can equal such economy." Double sun visors became standard in 1940. Braking was via 12-inch drums.

Although "Eight" script would not appear on the front of the hood until the 1941 model year, sales literature prominently referred to the car as the "Mercury Eight" from the very beginning. This is no doubt because the actual series names, 99A in 1939 and 09A in 1940, were somewhat less enticing

The 1941 Mercury Eight got all-new styling and some engineering improvements. The Mercury now shared its bodysell with Ford, probably to lower Mercury production costs. Mercury's wheelbase was expanded by 2.0 in (51 mm) to 118.0 in (2,997 mm). There were many chassis refinements, including improved spring lengths, rates, and deflections, plus changes in shackling, shocks, and an improved stabilizer bar, but the old fashioned transverse springs were still used. The new body featured door bottoms that flared out over the running boards, allowing for wider seats and interiors. The car had 2.0 in (51 mm) more headroom, two-piece front fenders (three-piece at first), and more glass area. The front pillars were made slimmer and the windshield

was widened, deepened, and angled more steeply. Parking lights were separate and set atop the fenders for greater visibility. Headlight bezels were redesigned. In all closed Mercurys the rear-quarter windows opened out. Front vent wings were now crank-operated, and in closed cars the ventilation wing support bars rolled down with the windows.

From Wikipedia

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

An Old Farmer's Advice:

- * Your fences need to be horse-high, pig-tight, and bull-strong.
 - * Keep skunks and bankers and lawyers at a distance.
 - * Life is simpler when you plow around the stump.
 - * A bumble bee is considerably faster than a John Deere tractor.
 - * Words that soak into your ears are whispered...not yelled.
 - * Meanness don't jes' happen overnight.
 - * Forgive your enemies. It messes with their heads.
 - * Do not corner something that you know is meaner than you.
 - * It don't take a very big person to carry a grudge.
 - * You cannot unsay a cruel word.
 - * Every path has a few puddles.
 - * When you wallow with pigs, expect to get dirty.
 - * The best sermons are lived, not preached.
 - * Most of the stuff people worry about ain't never gonna happen, anyway.
 - * Don't judge folks by their relatives.
 - * Remember that silence is sometimes the best answer.
 - * Live a good, honorable life. Then when you get older and think back, you'll enjoy it a second time.
 - * Don't interfere with somethin' that ain't botherin' you none.
 - * Timing has a lot to do with the outcome of a rain dance.
 - * If you find yourself in a hole, the first thing to do is stop diggin'.
 - * Sometimes you get, and sometimes you get got.
 - * The biggest troublemaker you'll probably ever have to deal with, watches you from the mirror every mornin'.
 - * Always drink upstream from the herd.
 - * Good judgment comes from experience, and a lotta that comes from bad judgment.
 - * Lettin' the cat outta the bag is a whole lot easier than puttin' it back in.
 - * If you get to thinkin' you're a person of some influence, try orderin' somebody else's dog around.
 - * Live simply. Love generously. Care deeply. Speak kindly.
- *Leave the rest to God.

Flathead OHV Conversions

Recently, I discovered that H&H Flatheads was marketing reproduction Dixon cylinder heads for the Flathead Ford V8. I was aware of the Ardun heads, but these Dixon heads were something new to me. After doing some research, I discovered that there were a number of OHV cylinder head conversions that had been created for the flathead Ford. The flathead and its conversions had one hopeless disadvantage in the early OHV days, no matter what went upstairs: The flathead started life as a liter or more smaller than any of the early OHV's that had serious competition applications...and the main ones, Olds and Chrysler, had just as much room for extra bore and stroke as the flathead did, so catching up wasn't possible. A maxed-out flathead just reached the starting point for the big engines. The last year a flathead took top eliminator at the national drags was '55, and it barely smoked a hemi to do the job.

The following listing identifies some of the more notable early aftermarket conversions;
Adams-Moller: Created by Ken Adams and Rudy Moller (1951). Aluminum alloy hemi head configuration utilizing inclined valves and domed pistons. Utilized separate rocker arms for the intake and exhaust valves. Similar to the Arduns, it gave a few more horsepower.

Alexander: Colonel Alexander (@1940) Cast Iron. F head configuration with intake valve in the block and exhaust valve in an overhead valve configuration serviced by a single rocker arm assembly. Three intake ports and two exhaust ports. Each pair of cylinders shared an exhaust port.

Ardun: Created by Arkus-Duntov brothers (@1949). Aluminum alloy head with four intake ports and four exhaust ports. Both intake and exhaust valves are in an overhead valve configuration. Valves are serviced by two rocker arm assemblies. On a stock 255 C. I. Mercury block these heads were supposed to be good for 175 horsepower using the Ardun manifolds which mounted two stock carburetors. But there wasn't too much interest until 1951 when Don Clark and Clem Tebow, two young hot rodders, began to really work with the heads. After much work on valves, rocker gear, valve springs, and the induction system their Ardun was able to pull 267 bhp at 5250 rpm on straight alcohol and 303 bhp at the same speed with nitromethane.

Birner: Created by Arnold Birner (@1935). Aluminum head with four intake and four exhaust ports. Both intake and exhaust valves are in an overhead valve configuration and utilize a single rocker arm assembly. Valves were from a Model A Ford actuated by Buick rockers. During the years, 1934-'35, Arrow Aircraft developed and tested the Birner OHV conversion for aviation use.

Dixon: (1938) Cast out of aluminum, with four intake ports and four exhaust ports. The heads utilized an overhead rocker arm assembly for the exhaust valves resulting in an F Head configuration. Considered the best conversion available until the advent of the Ardun. Intake ports were located on the inner sides of the heads in a conventional manner, with special adapters to make possible the use of any flathead V-8 manifold, stock or special. A set of these heads helped an entry reach 120 mph in 1938 at Muroc Dry Lake.

Riley: Created by George Riley (1937). Cast iron. Single intake port and three exhaust ports in the head. Utilized Buick valve train operated from a single rocker arm shaft. They were made for the 224 C.I. Hydroplane racing class then in effect which required only one carb venturi per cylinder head.

Stephens-Frenzel: (@1950) A cast iron head similar to the Ardun. Uses two rocker arms per head. Only four sets were created. Originally developed for Pikes Peak, unfortunately the entry sucked a valve. Now only three sets are known to exist.

Tornado: Created by Lee Chapell (1950). Heads were cast iron. Both intake and exhaust valves in an overhead valve configuration resulting in four intake ports and four exhaust ports serviced by a single rocker arm assembly. Utilized a separate intake manifold for each cylinder head. This conversion increased the horsepower of a stock Ford Flathead from 175 horsepower to over 275 horsepower. The heads could be purchased in various compression ratios ranging from 7 to 1 up to 16 to 1 and utilized a Lee Chapel custom made intake manifold. This engine ran at the August 1950 Bonneville Speed meet and reached 175 mph and set a record for OHV V-8 engines.

The following listings were a source for this article;

<https://earlyfordv8clubga.org/TechHistory-RacingFlathead-Pt4-SepOct1978V8Times.pdf>

www.museumofamericanspeed.com

<https://www.jalopyjournal.com/forum/threads/valve-in-head-conversions-for-flathead-v8.1006478>

Thanks to Don Buckles for this contribution.

Did you know?

The U.S. Presidential Retreat now known as Camp David was originally known as Hi-Catocin. In 19423, President Roosevelt converted it into a presidential retreat and renamed it "Shangri-La." The name stuck until President Eisenhower gave it a more down to Earth nickname during the 1950ws and renamed it Camp David after his grandson and his father.

From How to Geek

Ben Franklin Wasn't Just A U.S. Founding Father, But The Founder Of Modern Street Sweeping

Among the many modern experiences we all take for granted, there's a good chance that you haven't thought too hard about clean streets. Aside from some litter here or there and the occasional construction mess, streets in the twenty-first century are pretty clean.

Historically, however, that wasn't the case. In dry climates, the roads were perpetually dusty. In damper climates, not only were the roads frequently dusty, but when it rained, the dust would become a slurry of mud that would require teams of men and wagons to remove.

In fact, the very idea of having someone clean the streets besides the men hauling away the mud after the

storms wasn't even a consideration. All of that changed though when an impoverished woman swept the stoop of Ben Franklin's home in London. The woman explained to him that she swept in front of the doors of the wealthy with the hope of getting small tokens in return. Franklin offered her money to sweep not just in front of his home—a home still standing and seen here on Craven Street in London—but to sweep up the dust from the whole street.

She returned only a few hours later after cleaning up the entire street. He was astounded at the speed with which she was able to tidy the street and set about contracting London's night watchmen to sweep the streets, furnishing them with equipment and carts. Not only did the watchmen work on the project (effectively becoming the first street sweeping work force), but they also carried extra supplies with them and would hire the poor to help them (which made Franklin's street cleaning efforts an early example of public works projects deployed to assist the poor through work).

From www.howtogeek.com

Auto facts from 1916

- **Petroleum prices rise during the year, prompting increased public interest in fuel-economy testing.
- **Falling prices and more power are trends at the 16th National Automobile Show, with most cars priced below \$1250.
- **Some 18 carmakers now offer V-8 engines, including Cadillac, Oldsmobile, and Peerless.
- **Design trends include slanted windshields and dual-cowl bodies, as well as wider availability of wire wheels.
- **Packard's Twin Six, the first American V-12, is the first engine to make use of aluminum pistons.
- **The Cadillac Motor Car Company becomes a division of General Motors.
- **The Federal Road Aid Act, approved by President Wilson, paves the way for an interstate highway system.
- **The Model T's "brass era" comes to a close with the final use of the metal on radiators and hubcaps.

Auto facts from 1917

- **American automakers offer their full cooperation as the U.S. enters World War I on April 6.
- **The first true Ford truck is built and 39,000 go to the allied forces by the end of the war.
- **The first Nash appears; initially just a rebadged Jeffery, the redesigned "true Nash" arrives for 1918.
- **Henry M. Leland, former head of the Cadillac Motor Company, forms the Lincoln Motor Com [pony].
- **The Essex Motor Car Company is formed by Hudson to produce and sell lighter, less-expensive automobiles.
- **Ford division Fordson produces its first farm tractor in October.
- **Premier automobiles offer buyers the convenience of pushbutton gear changes, made possible by a magnetic shifter.

Auto facts from 1918

- **Americans endure "gasless Sundays" to conserve fuel while automobiles are excise-taxed as luxury items.
- **Women enter factories as men go off to war; carmakers build tanks, plane engines, anti-aircraft guns, and military vehicles.
- **Borrowing from military designs, several makes offer models equipped with steel wheels.
- **Nash becomes the world's biggest truck [producer, the result of an Army contract for 11,494 four-wheel-drive "Quades".
- **California gets the first section of highway built under the Federal Road Aid Act.

Auto facts from 1919

- **Coal shortages worry industry leaders who doubt they can meet the surprisingly strong postwar demand for automobiles.
- **The Essex, the only new car at the National Automobile show, immediately makes the low-cost closed sedan popular.
- **General Motors Acceptance Corporation is formed; automobile financing continues to gain popularity.
- **After 67 years, Studebaker drops carriage building to focus solely on motor vehicles.
- **The first three-color stoplight is installed, in Detroit.
- **After payments of \$75 million, the Ford family becomes the sole owner of Ford Motor Company, with Edsel named president.
- **Oregon, opening a floodgate, enacts the first state gasoline tax.

**A Duesenberg racing car with two straight-eight engines sets a landspeed record at Daytona Beach, reaching 158 mph.

Taken from 100 Years The American Auto

WOMEN'S CORNER

COWBOY POETRY - BUYING A BRA This is GREAT! God Bless them thar dern Cowboys!

*I ain't much for shopping,
Or for goin' into town
Except at cattle-shipping time,
I ain't too easily found.*

*But the day came when I had to go -
I left the kids with Ma.
But 'fore I left, she asked me,
'Would you pick me up a bra?'*

*So without thinkin' I said, 'Sure,'
How tough could that job be?
An' I bent down and kissed her
An' said, 'I'll be back by three.'*

*Well, I done the things I needed,
But I started to regret
Ever offering to buy that thing -
I worked me up a sweat*

*I walked into the ladies shop
My hat pulled over my eyes,
I didn't want to take a chance
On bein' recognized.*

*I walked up to the sales clerk -
I didn't hem or haw -
I told that lady right straight out,
'I'm here to buy a bra.'*

*From behind I heard some snickers,
So I turned around to see
Every woman in that store
Was a'gawkin' right at me!*

*'What kind would you be looking for?'
Well, I just scratched my head.
I'd only seen one kind before,
'Thought bras was bras,' I said.*

*She gave me a disgusted look,
'Well sir, that's where you're wrong.
Follow me,' I heard her say,
Like a dog, I tagged along.*

*She took me down this alley
Where bras was on display.
I thought my jaw would hit the floor
When I saw that lingerie.*

*They had all these different styles
That I'd never seen before
I thought I'd go plumb crazy
'fore I left that women's store.*

*They had bras you wear for eighteen hours
And bras that cross your heart.
There was bras that lift and separate,
And that was just the start.*

*They had bras that made you feel
Like you ain't wearing one at all,
And bras that you can train in
When you start off when you're small.*

*Well, I finally made my mind up -
Picked a black and lacy one -
I told the lady, 'Bag it up,'
And figured I was done.*

*But then she asked me for the size
I didn't hesitate
I knew that measurement by heart,
'A six-and-seven-eighths.'*

*'Six and seven eighths you say?
That really isn't right.'
'Oh, yes ma'am! I'm real positive -
I measured them last night!'*

*I thought that she'd go into shock,
Musta took her by surprise
When I told her that my wife's bust
Was the same as my hat size.*

*'That's what I used to measure with,
I figured it was fair,
But if I'm wrong, I'm sorry ma'am.'
This drew another stare.*

*By now a crowd had gathered
And they all was crackin' up
When the lady asked to see my hat,
To measure for the cup.*

*When she finally had it figured,
I gave the gal her pay.
Then I turned to leave the store,*

Tipped my hat and said, 'Good day.'

*My wife had heard the story
'fore I ever made it home.
She'd talked to fifteen women
Who called her on the phone.*

*She was still a-laughin'
But by then I didn't care.
Now she don't ask and I don't shop
For women's underwear.*

~ Author Unknown Thanks to my sister-in-law Sharon.

Birthdays and Anniversaries in May



Birthdays

Shahna Airoidi	May 2	Russ Armstrong	May 27
Lynda Deering	May 15	Dave Donaldson	May 25
Betty Emineth	May 2	David Gerkenmeyer	May 14
Susan Gerkenmeyer	May 16	Steve Halterman	May 9
Robert Hartwig	May 23	Mary Hoertkorn	May 8
Loretta Jackson	May 2	Robert McClary, Jr.	May 29
Debbie McClary	May 30	Don Meyers	May 6
Mary Ellen Nelson	May 14	Scott Noga	May 19
Paul Paulsen	May 25	Barb Paulsen	May 17
Audrey Simmelink	May 23		



Anniversaries

Dave & Judy Bergum	May 4	Donald & Melissa Freeman	May 15
Donald & Kristi Harless	May 1	Jim & Jeri Newell	May 26
Robert & Peggy Parchen	May 22	Randy & Nancy Rutherford	May 23
BJ & Frances Wyland	May 7		

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