



# Blown Gasket

Oil Capitol Auto Club

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We are on the Web at [www.ocac.cc](http://www.ocac.cc)

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The Blown Gasket is published by the Oil Capitol Auto Club. Newsletter info, pictures and interesting tidbits can be sent to Jerry Russell at [GhostMerc@qwestoffice.net](mailto:GhostMerc@qwestoffice.net) or 577-7119. Editor reserves the right to edit all copy for length, grammar, and/or style. Deadline is the Thursday after that month's meeting, which is held on the second Wednesday of the month at Z's Classics, 2049 E. Yellowstone, Casper, WY. **Dues are \$20 per year payable January 1st.**

## Upcoming Club Activities

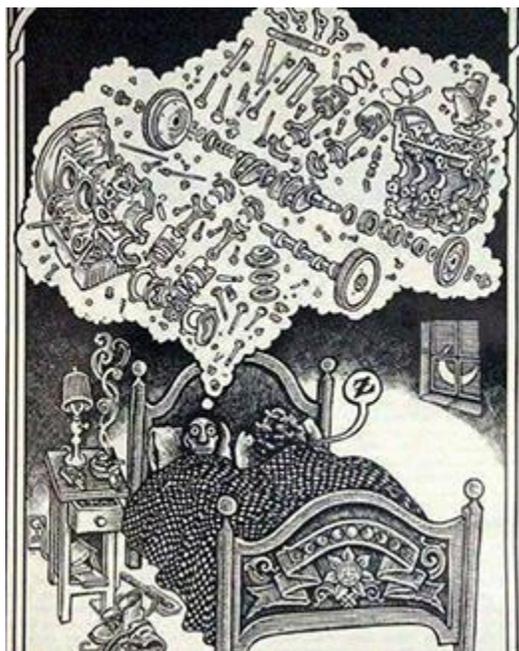
### Friday Night Dinner and Sunday Morning Breakfast

At the request of the event coordinators, due to the recent increase of COVID-19 cases and the need to keep our members safe, the Friday night dinners and the Sunday morning breakfasts are being suspended until further notice. We will keep you informed when the timing is correct to resume these experiences. Thank you for your understanding.

Mark Pitts

## JANUARY BIRTHDAYS

WAYNE CARLSON, VINCENT GARGIULO, ROSEMARY LANTTA, MILLIE NISSEN, JIM PATTAN, ARLENE RUSSELL,  
RICK THURSTON, SUE WADDELL, GLEN WILLIAMS



# Wyoming Veteran's Memorial Museum 1942 Chevrolet Fire Truck Project Update Period Ending 1/9/2021 Mark Milliken

**Volunteer Hours:** 19 (Volunteers have now been working on this project for one full year.)

## Progress highlights:

- Installed passenger and driver door window channel runs and glass weather stripping.
- Window regulator “rollers” do not fit the reproduction sash channels. Mike Johnson fabricated a metal filler strip to bring channel width to OEM dimensions.
- Installation of the headliner and interior trim panels has begun.
- Dashboard switch labels were made by ProFilm, but had difficulty adhering in low temperatures. ProFilm will make another set to be installed under better conditions.
- Installed overhead cab panels, fire truck manufacturer plates (restored), and vacuum motor lines.
- OEM wiper arms do not match wiper motor throw. Later model arms are on order.
- Volunteer Mike Bartenstein completed restoration of the engineer panel label tags (one tag remains).
- The running boards are undergoing metal repair and fabrication of oak mounting strips.
- Wire-brushing and metal prep of the box is nearly complete by Jerry Russell.

**Going forward:** The general plan is to finish the cab in January, paint and install the running boards in February/March, and paint and install the box and related items in March/April/May. The truck is licensed and street legal, and capable of driving anywhere under its own power. The next planned public event is the 4th of July parade in Casper.



Installation of a 0.065" thick metal strip in the reproduction window sash regulator channel. The channel is undersize.



The overhead cab panel and wiper motor covers are installed. The fire truck manufacturer plates were restored and installed.



Fitting the mounting frame containing the refurbished window regulator and door latch mechanisms.



Jerry Russel wire brushes the coarse sandblast texture of the box in preparation for painting.



Engine panel control label tags restored by volunteer Mike Bartenstein in Washington State. Mike is a rail fan and model railroad enthusiast, which explains the exquisite detail of his fine artwork. Another tag is under restoration and not shown here.

A typical repair made to diamond plate running board material by Mike Johnson. Owing to numerous modifications and additions over the years, only the larger damage will be repaired. The remaining "patina" will be part of the truck's heritage.



## Wyoming Veteran's Memorial Museum 1942 Chevrolet Fire Truck Project Update Period Ending 1/16/2021 Mark Milliken

**Volunteer Hours:** 22

**Progress highlights:**

- Installation of the driver's door window regulator, modified sash, and door latching mechanism.
- Installation of cab weather strip around the door openings has begun.
- Wire-brushing and metal prep of the box continues by Jerry Russell.
- Final installation of the headliner awaits cab interior trim pieces currently at the paint shop.
- ProFilm prepared and donated a spare set of dash switch labels for future needs.
- The running boards were temporarily installed to plan for any needed metal fabrication.



Jerry Russell makes progress preparing the box for paint.



Rubber door weather strip installed on the passenger side cab opening. Installation is awaiting placement of cab interior trim pieces.



Headliner installation awaits painting of cab trim pieces.



The first engineer panel control label tag has been installed on the engine throttle control. Tags were restored by volunteer Mike Bartenstein.



The running boards and fenders are temporarily installed to determine needed metal fabrication.



Dash switch labels donated by ProFilm of Casper. Labels include: road tail and brake lights, blackout brake light, driving blackout lights, rear flood lights, and front red light.



Switch for under-hood and engineer's panel lights.

## Race Day – 1932 Indy 500

Buoyed by the success of privately entered Studebaker-powered racers at the 1931 Indianapolis 500, the Studebaker Corp. fielded a factory backed 5-car team for the 1932 Indy 500. Car #22 Cliff Bergere, finished 3rd, speed 111.5. #37 Zeke Meyer, 6<sup>th</sup> place, 110.74. #18 Peter Kreis, 12<sup>th</sup> place finish, 110.27 speed. Car #46 Luther Johnson, 15<sup>th</sup> place, speed of 111.21. Car #25 Tony Gulotta, finished 16<sup>th</sup>, speed 108.89. The Studebaker team race strategy emphasized finishing the race instead of going all out for a victory. The company's publicity emphasized the value of the race as an engineering exercise and touted Studebaker's ruggedness and durability. Still, there was no denying the fact that the Studebaker team was very competitive.

## The First Mercedes Hit the Road 120 Years Ago



On November 22, 1900, entrepreneur Emil Jellinek took his specially-crafted Daimler-Motoren-Gesellschaft machine out for a test drive. It was lighter, sleeker, and faster than anything the company had made before, and to honor the occasion, the car was named Mercedes after Jellinek's daughter.

Automotive historians recognize that car as being the first proper Mercedes. DMG had made four-wheeled machines powered by an engine before, but the special build instructions from Jellinek saw the Mercedes as a more formidable force to be reckoned with.

Jellinek was something of a car salesman. He'd been buying Daimler's cars in the late 1890s with the intention of selling them to his friends, but at that point, they weren't exactly ultra-fast. They were winning races, yes—Jellinek liked to enter them under his daughter's name when competing—but back then, 15 mph was blindingly fast.

When the first gasoline-powered car hit the streets of Detroit just before the turn of the century, newspapers described it as "tearing along the street at a lively rate, dodging people and teams." What seems slow to us now was faster than anything the average person had ever seen before in 1900.

Jellinek's handcrafted Daimler had 35 horsepower, which was frankly sensational at the time. Its front-mounted four-cylinder in-line engine was bolted directly to the new, pressed-steel frame and had the sensational output of 35 hp (26 KW). The engine speed was regulated between 300 and 1000 rpm by a lever on the steering wheel. The cylinders and cylinder head formed a single unit and for the first time the crankcase was made of aluminum. The power-to-weight ratio was now only 6.6 kilograms per horsepower, and one year later it fell to just 4. kg/hp. The intake valves were no longer controlled automatically, but by camshaft, like the exhaust valves.

The car featured a spray-nozzle carburetor, honeycomb radiator, cooling fan, gear-type oil pump, water pump and magneto ignition. Equally new features of the car included a very compact, self-adjusting spring-band clutch, a single gearshift lever moving in a gate to operate the four-speed transmission, and a heavily inclined steering column.

These were all pretty revolutionary in 1900. The Mercedes had a wider wheelbase, which made it far more stable than its predecessors, and more powerful drum brakes were added to counter all that newfound power. It was designed to be the fastest thing on a race course, and it kicked off an era of Mercedes success that lasted until the marque withdrew from motorsport in 1955.

When I told my husband what I was writing about this morning, he said, "Oh, you mean the first car." Yes, he's being a little cheeky as a former Mercedes salesman—but he's also not totally wrong. DMG was doing some really fascinating stuff with its cars, and in true European style, was willing to work with the ultra-rich to develop bespoke machines that

pushed the boundaries of what folks at the time knew cars to be. Compare that to the American model where someone like Henry Ford found a formula that worked for a car and sold that exact version to everyone it possibly could. DMG was far more willing to work directly with someone who wanted to do something a little out there.

And it paid off. In the grand scheme of Jellinek's life, this little outing behind the wheel of his new car was probably exciting, but it's hard to imagine he knew his request was about to change the faces of both the automotive industry and the racing world. And yet that's exactly what happened. The Mercedes name was officially registered in 1902, and DMG adopted it, beginning a legacy of luxurious speed machines that continues to this day.

Written by Elizabeth Blackstock for Jalopnik

## CLASSIC CLUES

### DO YOU SPEAK HOT-RODDER?

#### **Bellybutton**

A somewhat derisive nickname for a small-block Chevy, particularly when used in an engine swap. As in, "Everyone's got one ...."

#### **Lowboy**

A fenderless hot rod that's channeled over the frame, as opposed to a highboy.

#### **Relieved**

Material removed from the deck surface of a flathead engine to help improve flow from the valves into the cylinders.

#### **Frenched**

Trim that has been incorporated into the body, usually referring to headlights or taillights.

## UPCOMING EVENTS

**Because of the COVID virus, all club functions are cancelled until further notice. The January club meeting had been cancelled. We will get back to regularly scheduled activities as soon as we can.**

