



Oil Capitol Auto Club

P.O. Box 1861

Mills, WY 82644

We are on the Web at www.ocac.cc

Blown Gasket

February 2021, Volume 2

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@gwestoffice.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

FEBRUARY BIRTHDAYS

BRUCE BERST, RICH BLOWER, JUDY GARDNER, RANDY HUNT, JOHN LANUM, JEFF NEUBAUER, MELISSA STONEKING, CINDY WALTERS, LAURA WAXLER, NEWT WEBER



Oil Capitol Auto Club

General Membership Meeting Minutes

February 10, 2021

Board of Directors:

<u>President:</u>	Mark Pitts
<u>Vice President:</u>	Dennis Day
<u>Treasurer:</u>	Ken Lantta - Absent
<u>Secretary:</u>	John Gudgeon
<u>Car Show Committee Chairman:</u>	Jerry Barton
<u>Newsletter Editor:</u>	Jerry Russell - Absent
<u>Webmaster and Social Media:</u>	Mike Kennedy

MEETING CALLED TO ORDER: 7:02 P.M. by President Mark Pitts

TREASURY REPORT: Mark Pitts – OCAC President

The General club Account and the Car Show Account were presented to the membership and discussed.

MINUTES: Accepted as published on the OCAC web site.

COMMITTEE REPORTS:

State Veteran's Museum Fire Truck project - Mark Milliken

Mark Milliken stated due to cold weather most work is suspended at present. Jerry Russell has completed the preliminary wire wheel buffing work on the truck bed to prepare for final sanding & paint. The running boards are at Doug Walters' shop – extraneous holes are being welded up in preparation for paint. The doors have been assembled and are ready for installation. Mike Johnson & Jerry Barton are working on getting the windshield wipers operational. Mr. Milliken also mentioned that there may be a possibility that the Museum may be closed due to State budget short falls; more info to follow. Contact Mark if you have any questions.

Car Show:

The show is still tentatively a go for Sunday, May 30th – (Memorial Weekend). Greiner Ford has announced that they will have an All Ford show at their dealership on Friday May 28th, and John Huff is planning to have his cruise in downtown at the Yellowstone Garage on Saturday May 29th. There are no confirmations yet from the other car dealers as to whether they will put on their own shows.

Old Business:

OCAC Friday dinners & Sunday breakfasts are still on hold till further notice.

Membership in the OCAC is due – starting January 1st. Membership is delinquent at the end of March. Please send your dues in if you have not paid; the membership form can be obtained on the OCAC website (click on "Join" on the header page to see the form) and can be mailed to the club PO Box. Ken Lantta will send another reminder in March.

New Business:

Member John Lanum suggested some summer trips to regional auto museums – including the car museum in Gillette, WY, the National Museum of Military Vehicles in Dubois, WY, or the Shelby American Museum in Boulder, CO. The plan would be to charter a bus and make a day trip on a weekend. The bus capacity is 55 passengers; cost would be \$77 per person for a 1-day trip (based on full capacity). John Lanum will be the coordinator, so please contact John if you are interested in participating or have other suggestions for a destination.

Member Bruce Berst has some cars and car parts donated to the Pathways Innovation Center/Roosevelt School to raise funds for the school. Contact Bruce for more info; there will be pictures of items and contact info posted on the OCAC website.

50/50 Raffle: Newt Weber – Winner

MEETING ADJOURNED: 7:43 P.M.

John Gudgeon, OCAC Secretary

Wyoming Veteran's Memorial Museum

1942 Chevrolet Fire Truck Project Update

Period Ending 2/13/2021

Mark Milliken

Volunteer Hours: 22

Progress highlights:

- Rob at Doug Walters' shop has finished filling holes on the LH running board. Remaining work includes smoothing the welds for a more natural appearance.
- Rob is straightening damaged sheet metal on the LH running board.
- Mike Johnson is diagnosing and repairing vacuum leaks associated with the wiper motors.
- We are attempting to resolve fitment issues with wiper arms and blades. Brian Mueller of ClassyChevUSA is assisting.
- The restoration team assisted Doug Walters with mechanical work on a customer project. The work is an in-kind donation to Doug to partially offset his donated work for the Friends.
- Jerry Russell has completed wire-brushing the box. All rear sheet metal (except the tank) is now ready for the body shop.
- Pepper Tank has agreed to restore the rear flood light rack as seen in the wartime fire brigade photo. They requested we bring the rack in next week. The work will be done at their cost.
- Volunteer Mike Bartenstein has restored the last engineer's panel tag. Heavy sandblasting made restoration difficult. Despite Mike's best efforts, it's not as nice as the other engineer panel tags he did.
- Extremely cold temperatures greatly restricted work hours in the airport shop.



Rob prepares to fill in extraneous holes in the LH running board. The holes to be repaired are marked. Threaded mount is for the pump inlet brass cap when not in use.



The holes are welded from the underside to minimize the need for smoothing out the top side.



The running board topside with repaired holes. Minimal smoothing is required to restore the diamond plate texture. Photo scale shows the size of typical holes.



Damaged sheet metal being straightened on the LH running board. Bolt holes are for attaching the running board to the LR fender.

Wyoming Veterans Museum

If you wish to send an email to the Natrona County State legislators about the Wyoming Veterans Museum and its possible closing due to budget cuts (as discussed at the meeting Wednesday), I have included the names and email addresses below. I have included a few facts you may want to include:

The U.S. Army Air Force base was constructed in 1942, starting in April and commissioned for operations September 1, 1942.

Training was done with B-17 bombers first, then transitioned to B-24 bombers in the spring of 1943.

Nearly 18,000 men were trained at the base (including Chuck Yeager).

The base closed in 1945 after WWII ended.

The building the Museum is housed in was the Enlisted Men's Service Club at the base.

The fire truck that OCAC volunteers and Friends of the Wyoming Veterans Museum are restoring was stationed at the base. It was located in Kaycee, WY.

Legislators:

Senator Bill Landen Bill.Landen@wyoleg.gov

Senator James Lee Anderson jameslee.anderson@wyoleg.gov

Senator Drew Perkins Drew.Perkins@wyoleg.gov

Senator Charles Scot Charles.Scott@wyoleg.gov

Representative Joe MacGuire Joe.MacGuire@wyoleg.gov

Representative Art Washut Art.Washut@wyoleg.gov

Representative Steve Harshman steve.harshman@wyoleg.gov

Representative Tom Walters Tom.Walters@wyoleg.gov

Representative Jerry Obermueller Jerry.Obermueller@wyoleg.gov

Representative Chuck Gray Chuck.Gray@wyoleg.gov

Representative Patrick Sweeney Patrick.Sweeney@wyoleg.gov

Representative Kevin O'Hearn Kevin.ohearn@wyoleg.gov

Regards,
Mark Pitts

Jay Leno Thinks the Hudson Hornet Was the Best Handling American Car of Its Time

Jay Leno has a soft spot for Hudson Hornets, partly because he finds them to be the best driving American cars of the early 1950s, and perhaps more importantly because he bought his first one while still in college, only to drive around for pocket change as an aspiring comedian. Funny enough, that car got stolen in Boston in broad daylight, and it was almost kept hidden by a policeman at the impound lot who wished to purchase it as unclaimed property after 60 days would have passed. Luckily, after he made multiple visits to look for his Hornet, another cop at the lot told young Leno what was going down.

According to auto historian Alden Jewell, the 1953 Hudson Hornet Hollywood Hardtop cost \$3,095 when new, \$107 more than the 1954 model produced for the period during which the Hudson Motor Car Company merged with Nash-Kelvinator to become American Motors. In retrospect, for that kind of midfield price, Hudson gave its customers a lot indeed—aside from a V8 engine, of course. Instead, Hudson remained loyal to its side-valve six-cylinder engine, which became a 308-cubic-inch golden statue of reliability by 1953, fed by a pair of one-barrel carburetors to give Hudson drivers “Twin-H power.”

HB 19 proposed by Representative Landon Brown

The following is proposed legislation before the Wyoming Legislature regarding Pioneer Plates for classic and antique vehicles. The following are the major changes that are proposed for the securing and maintenance of your Wyoming Pioneer plate.

Modifies the eligibility to purchase a pioneer or antique plate from 25 years old up to 40 years old

Changes State Registration from a one-time event to an annual registration

Adds the requirement to carry insurance on the vehicle and carry proof of insurance while operating the vehicle

Increases the price for the first and only Pioneer plate from \$10 up to \$50

Increases the price to transfer the plate from \$2 up to \$10

Increases the fee from no annual validation sticker up to \$50 every year to buy a new sticker

Questions:

Why change the eligibility date from 25 years up to 40 years?

Does the author of the bill have evidence that these Pioneer plates are being abused?

Does the author of the bill have evidence that the vehicles are involved in accidents with no insurance coverage?

These vehicles are still paying fuel tax for road maintenance, why do they need to pay an additional \$50 per year?

These vehicles do not change hands very often, most of them are keepers or family heirlooms – why the new registration requirement?

<https://wyoleg.gov/2021/Introduced/HB0019.pdf>

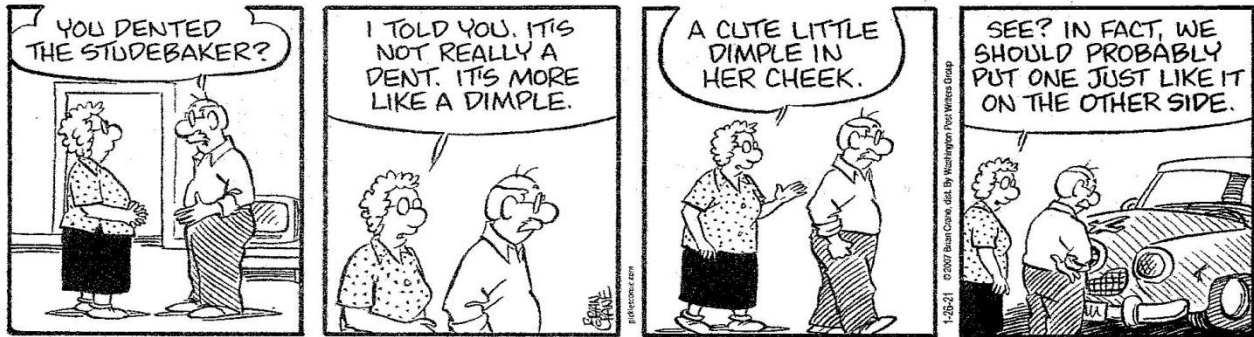
Landon.brown@wyoleg.gov

Casper Car Dealership Ads



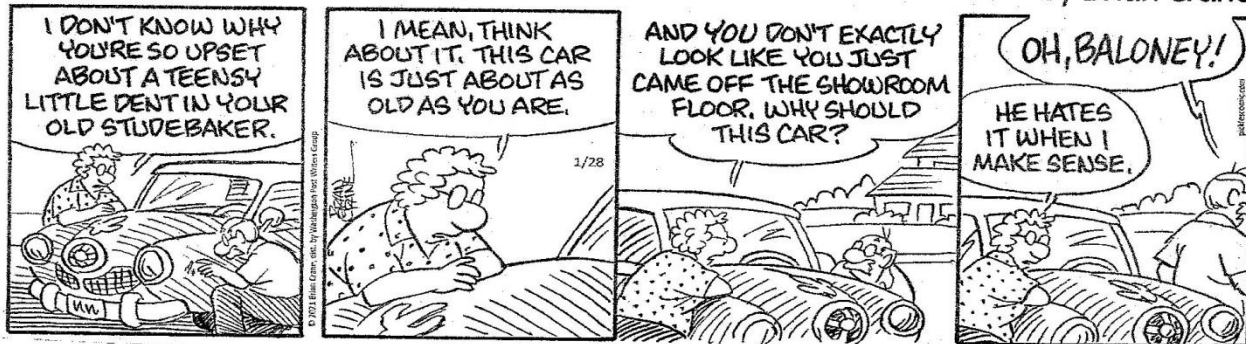
PICKLES

by Brian Crane



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by Brian Crane



MUSTANG POWER STEERING PITMAN ARM

Question: I have a 1970 Ford Mustang and am in need of a replacement power steering pitman arm. There are lots of manual steering pitman arms available, both NOS and aftermarket, but none for power steering. I've spoken with TRW and they've never made them. Many aftermarket manufacturers and vendors also have nothing. Apparently, it was a Ford-made part only, with part numbers C7ZA-3590-C or C9ZA-3590-A to fit 1967 1/2-1970 Mustangs with power steering. Used ones in questionable condition (with crazy-high prices) occasionally pop up online, but nothing of known quality. Can you "steer" me in the right direction?

Brian Sokolow, Via email

Answer: Both casting numbers you provided are interchangeable, but the C7 number fits late 1967-68 and the C9 number matches to 1969-70 (for originality purposes only). We only see two suppliers currently listing the C7Z as "available at some point in the future." Mustang Mania and West Coast Classic Cougars both show that pitman arm number currently out of stock. Our suggestion is that you contact Rare Parts Steering & Suspension in Stockton, California, and inquire about it as a custom-order item. Rare Parts produces many hard-to-find steering and suspension parts for classics and has most of the original factory specifications from all OEMs to produce this arm. It also has the CNC machines and manufacturing equipment on hand to make one. As a final suggestion, you could also try to source a used unit from one of the Shelby or Cobra advertisers listed in the Mustang parts section of the magazine, as these arms were also used in those models. However, we did not find any Shelby or Cobra specialists offering a new replacement at this time.

Source: Hemmings Motor News, March 2021

CLASSIC CLUES

DO YOU SPEAK HOT-RODDER?

Blown

An engine that uses forced induction, typically via supercharger.

Highboy

A fenderless hot rod with the body mounted on top of the frame, often used for a Model A Ford.

Mouse

Nickname for a small-block Chevy V-8.

Ugga-dugga

A unit of torque as applied by an air impact wrench, so named because of the sound it makes. Slightly less accurate than a freshly calibrated torque wrench.

Car for Sale



Charlene Klein has a one-owner 1966 Corvette convertible with 70,000 miles on it. She wants to sell it and is asking \$70,000, which is her asking price. It has been well cared for and is blue with a white soft top. Charlene's phone number is (307) 262-0266.

The First Annual Walmart Car Show



UPCOMING EVENTS

Regular OCAC monthly meeting, 3/10/21, 7:00 p.m., at Z's Classics.

Salt Lake Autorama, Sandy, UT, 3/5-7-21

Wyoming NSRA Appreciation & Safety Day, Casper, WY, 4/17/21

Poudre Valley Lions Club 15th Annual Car Show, Fort Collins, CO, 4/24/21

Scottsbluff Valley Street Rod's Wyo-Braska Car Show, Mitchell, NE, 4/24-25/21

American Tri-Five Association's Western Invasion, Bakersfield, CA, 4/30-5/1/21

Wyoming License Plate Society Spring Meet, Casper, WY, 5/8/21

Annual Ute Trails Car Show, Hotchkiss, CO, 5/8/21

13th Annual Hot Rods & Hawgs, Loveland, CO, 5/15/21

Atwood Early Rod Run, Atwood, KS, 5/21-22/21

All Ford Show at Greiner Ford, Casper, WY 5/28/21

Cruise In at Yellowstone Garage, Casper, WY, 5/29/21

Cruizin' With the Oldies Car Show, Bar Nunn, WY, 5/30/21

At this month's meeting, a suggestion was made to travel to Boulder, CO to visit the Shelby American Collection Museum sometime this summer. Arrangements would be made to travel by charter bus from Casper to the museum and back. It would be a day trip, a long day trip; however we wouldn't have to drive. The bus holds 50 people, which holds the cost down to \$77/person. John Lanum has taken it on to coordinate and plan the trip, please contact John at 315-4909 or jplanum@gmail.com if you are interested.

