



The Motor Mouth

A CTCI three-time Gold Award-winning newsletter

End of the Road

Neah Bay tour takes PSEB to Cape Flattery



PSEBers at Cape Flattery -- with rugged Tatoosh Island in background, obscured by fast-moving fog. Right: Still sunny with breath-taking beauty.

The September sun streamed down with shafts of sunshine among shadows as it peeked through a canopy of green leaves overhanging the back roads. The rapidly changing patterns of light bounced off the caravan of jewel-toned Baby Birds as we drove through Nature's own strobe light in action. It was a dazzling display on our tour to the End of the Road in America.

The Birds were on their way to the most northwestern point of land in the contiguous United States – Cape Flattery. Here the Pacific Ocean carves out a rugged and remarkable landscape of caves, sea stacks and cliffs as it endlessly assaults the shore. And it is here where



the powerful currents at the mouth of the Strait of Juan de Fuca collide with the incoming ocean. To the north, from the land's end vantage point, one looks into Canada, and to the west, into the endless sea.

The trip to the end of the road started in Port Gamble, where everyone hooked up. Led by Gordon and Judy Thorne, the caravan proceeded to Port Angeles and

Leaf-peeping tour on the Olympic Peninsula takes off

Oct. 3

See page 7 for information.

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FALL COLORS TOUR

It's hard to believe, but we will hold the last driving event of the year on Saturday, Oct. 3. Fred and Helen Gilchrist have mapped out a leisurely back roads tour of the north Olympic Peninsula, that will take us to Quilcene (where we'll have lunch), and enjoy the fall colors along the way.

Full details are included on page 7. Also we have invited members of the Olympic Classic Club to join us for the trip.

HOBUCK BEACH BLAST

Although Margaret and I couldn't attend the Hobuck Beach overnight, we hear it was one great event. Many thanks to Jerry and Carol Weiler for



planning such a fun time for PSEB. (I hear Carol's homemade orange rolls were a BIG hit!)

THE ROAD AHEAD - 2010

Your board will be meeting in November to plan the club event calendar for 2010, and we need ideas from the membership.

Let us know your thoughts about past events --- both likes and dislikes ---and what you would suggest we do next year. HELP . . . we need your input to plan events that will appeal to the membership! Please email or phone them to me --- vingorayr@gmail.com or call 360.779.4725. Many thanks.

--- Ray Vingo, *Preside*

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THE MOTOR MOUTH

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Gold Medallion-winning publication of the Puget Sound Early Birds, chapter 81 of Classic Thunderbird Club International.

Members are encouraged to submit articles written by themselves or others. All submissions are subject to editing and space available.

Deadline: 20th of the preceding month

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Our Mission: To encourage and promote the preservation, admiration, ownership, enjoyment and restoration of the 1955, 1956 and 1957 Ford Thunderbirds.

Web site:

www.pugetsoundearlybirds.org



(Continued from page 1)

to the country home of Carol and Jerry Weiler, our hosts for this unique overnight tour. After a look around their pretty property and pilot Jerry's own grass runway, we departed for the rest of the way west.

The main highway was soon left behind as the Birds headed for the roads less traveled by, with a lunch stop at the well-named Blackberry Café in the tiny hamlet of Joyce. If you've never had a blackberry burger or blackberry lemonade, your life may not be complete.

The back-roads tour continued, but with a twist: Each couple was given a Road Trip Bingo card and a list of things to

spot on the next leg of our trip. From traffic cones to green tractors, few items escaped the eagle eyes of the navigators.

When we arrived at the Clallam Bay rest stop, the bingo cards were presented and winners named: Mike and Sandi Talbot took top honors.

Past Clallam Bay and gritty Sekui, two hard-scrabble, blue-collar working towns, we encountered very light traffic, scenic side roads and seductive sunshine; they helped enhance the wonderful, topless experience.

After arriving in Neah Bay, a Makah Indian town, we headed for the nearby Hobuck Beach Resort, built by the Makahs on their reservation. The resort is an interesting combination of cabins and grassy areas where people pitch their tents wherever they choose – one just 50 feet from one cabin bedroom window.

Judy One and Judy Four had a productive quick



We begin our Hobuck Beach adventure in historic (Port Gamble



Left: It's time to roll from the Weilers' circular drive. Right: Blackberry Café manager displays the blackberry pie that won a ribbon in recent competition.



A rousing game of Road Trip Bingo keeps navigators busy as the tour continues through the countryside to the Clallam Bay rest stop. Above right, Judy One, Nancy and Sandi compare bingo cards. Above: Carol congratulates some of the winners, from left: Judy Four, Nancy, Judy One, Martha.



Above: Like little ducks in a row, our Little Birds line up in front of our individual cabins. Right: "Cheers" from the Hobuck Beach Birders.



jaunt to the nearby beach, coming back with reports of plentiful sand dollars and urchins among the driftwood..

Attention was turned to getting much-needed power steering fluid for Der and Judy Roupe's car – seems they had run totally dry. And with that mission accomplished, it was time for cocktails and hors d'oeuvres. Out of T-Bird trunks came a wonderful array of goodies as we gathered on Mike and Sandi Talbot's sun deck. After a quick meeting led by VP Duane Niemi, we had a caravan to a nearby pizza place for dinner.



The following morning brought one and all to the Weilers' cabin, where Carol produced her renowned, spectacular, sought-after and sumptuous orange rolls. Along with juice, fresh fruit and good coffee, it made for a memorable breakfast.

Once satiated, we readied the Birds for the drive to the trail head that would take us to Cape Flattery. But alas, the Thornes' battery was dead. Other Birders came to the rescue, and after a false start or two, got it going.

The trail to land's end has, with federal funds, been greatly upgraded and improved by the Makah tribe, with handrails where necessary, and several observation platforms with breath-taking views, including one at the very end. The trail itself is like a walk through a lush forest, with centuries-old moss-draped trees standing like columns in a green cathedral.

On the way back to civilization, we



A morning beach walk, coffee cups in hand, starts the day right for Martha, Duane, Doris, Sandi and Nancy.

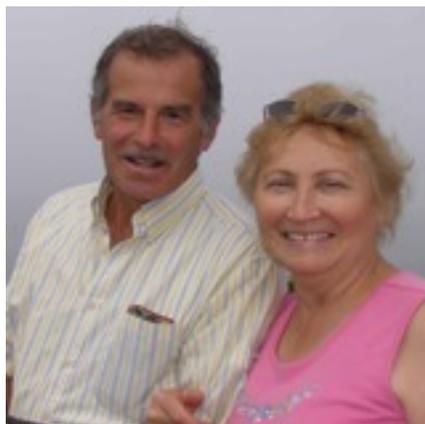


stopped at the Makah museum grounds for an impromptu picnic, finishing up the leftover goodies from the night before. While some ate, Duane, Michael Perry and Jerry all pitched in to get the Thornes' battery charging properly. And they succeeded. At this point, everyone was free to go his or her various ways, and we did.

The tour itself was outstanding, but also outstanding, and what makes this club so good, is the great camaraderie between club members – someone is always there to lend a helping hand or tool to another member who needs it. Members enjoying this unique tour to the end of the road were the Weilers, Talbots, Thornes, Roupes, Duane and Nancy Niemi, Mike and Christine Perry, Bill and Doris Hummel, and Bob and Martha Callard.

It was another terrific tour, with an overwhelming scenic assault on the senses – mountains, forests, tree-shaded roads, islands and ocean – once again reminding us that our address is: America The Beautiful. **–Gordon Thorne**

Our thanks to Jerry and Carol Weiler for a fabulous tour, a great overnight stay, and lots of good fun with PSEB.



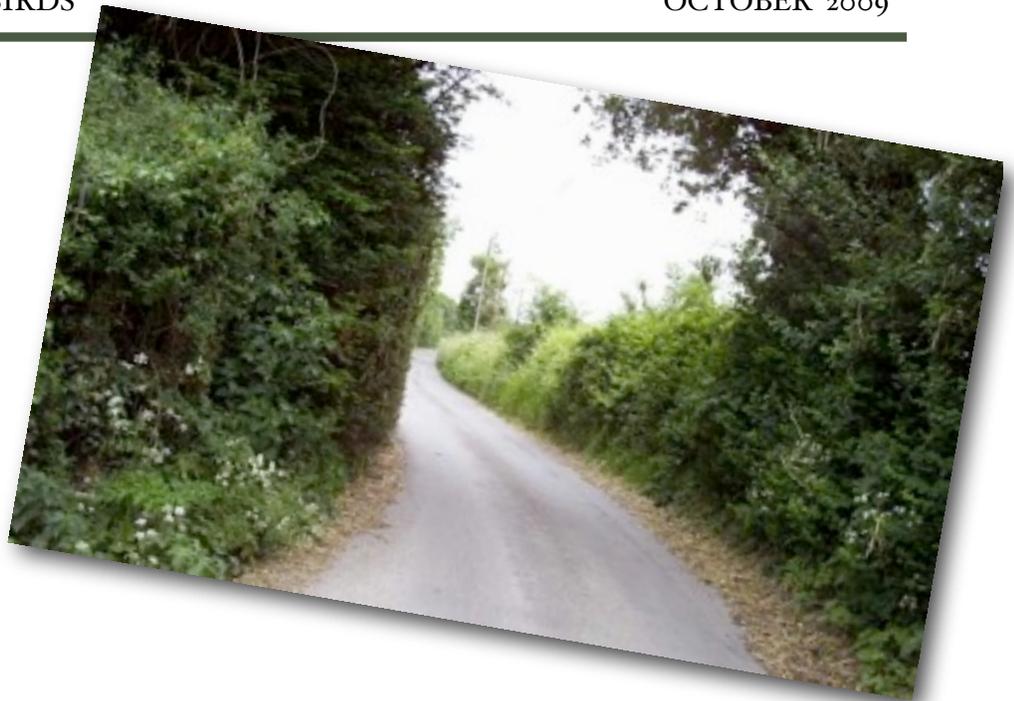
Above: fog begins to move into Cape Flattery. (Callard photo). Above right: Sandi and Judy Four enjoy the view. Left: Duane, Jerry and Michael try to solve Gordon's battery problems. They were successful!



A potluck of Friday night's leftovers was a perfect ending to a great to the End of the Road at Cape Flattery.



THE ROAD AHEAD 2009



| <i>Date</i> | <i>Event</i> | <i>Host</i> |
|--------------------|--|------------------|
| <i>October 3</i> | <i>Fall colors tour</i> | <i>Gilchrist</i> |
| <i>November 15</i> | <i>Great Chefs of the Northwest</i> | <i>Roupe</i> |
| <i>December 13</i> | <i>Christmas Party and Gift Exchange</i> | <i>Niemi</i> |



THE ROAD AHEAD 2010 *Where will it lead?*

That's up to all of us – including YOU!

Think for a minute where you'd like to go with your Birding Buddies next year. Just a simple suggestion could well spark an idea with others and before you know it, we've got a great event in the making. Send your ideas to the prez, Ray Vingo, at vingoray1@gmail.com, or call him at 360.779.4725. The board will meet in November to firm up a schedule, which will be presented to the membership in January.



PSEB LEAF-PEEPING TOUR OCTOBER 3

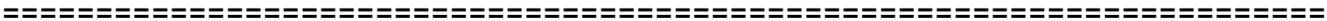
Our autumn leaf tour is the last driving tour of the year, and it promises to be exceptional. Fred and Helen Gilchrist have planned an itinerary through the back roads of close-in portions of the

Olympic Peninsula.

Lunch is planned for the top-rated Olympic Timber House restaurant in Quilcene, where portions are reported to be “more than generous.” After our repast, the Gilchrists will lead an optional tour to Discovery Bay. We’ve invited our sister club, Olympic Classic, to join us from across the pond and look forward to spending the day with them.

We’ll meet at 10:30 a.m. Port Gamble General Store, with departure shortly thereafter. We’ll cross the Hood Canal Bridge and have a coffee/restroom stop in Port Ludlow before hitting more back roads on our way to Quilcene. Navigators are advised to keep track of trees between mile 16.2 and mile 20.6; the Gilchrists will explain.

Last-minute RSVPs should go immediately to the Gilchrists at 360.683.8133 so they can advise the restaurant.



Boo!

Happy Halloween





Lessons From Losses

By Bob Callard, PSEB Treasurer/Webmaster

When it seems so easy, beware.

How many speedometer cables and tachometer cables have you changed? I'll bet at least one or two. Speedometer cables are always the ones that you say "why me" and "boy, it was a lot easier 45 years ago (when I was 30-plus pounds lighter and all the joints worked well)."

There I was with a tachometer that's jumping all over the place and making really funny noises. Easy, right? Maybe.

I reached under the dash and unscrewed the tach cable and looked at it. It had this 'tarlike' substance on it. On second glance, it was grease (probably original). I worked the inside of the cable a little and a piece fell off in my hand. OK, new cable, but before I did anything, I checked the drive -- it was the original also, a nylon drive gear with about three teeth left on it. OK, get a new one of those; why not get a new "O" ring and grommet also. I ordered them, and they arrived a couple of days later.

I removed the tach cable from the distributor and looked at the entry area through the firewall, and there were two yellow wires (remember these, guys) alongside the tach cable, which went to the ignition relay. They were the same as several other wires that were attached to the relay. That seemed to make sense.

So, I slowly and carefully removed the cable, and prior to installing the new cable, I pushed the two yellow wires back into the passenger compartment (attached to a fish line so I could bring them back and rehook them up). I pulled the new cable, attached it to the tach and got under the dash (ugh) and checked to see if the cable came in contact with any connections. Nope -- all looked good.

Then, I pulled the two yellow wires through carefully and rehooked them to relay. All looked fine, car started, tach worked. I took it for a test spin up the street with Martha, and the tach started jumping. I unhooked the tach,



Before

drove a little further and she said, "**The car is on fire.**"

I popped the hood and sure enough, the tach cable was white-hot and was melting and burning anything that touched it. I pulled the fire extinguisher out and put out the fire. No real damage that I could see. I called AAA (always buy AAA Plus) and they towed me to Frank Stubbs.

So here's what happened: Remember those yellow wires? The restorer (the car had a frame up in 1994) put after-market gauges in the car and ran the amp-gauge wires through the hole for the tach cable. The removal and reinstallation of the new tach cable was just enough to remove some of the remaining insulation from the amp gauge wires. Over time, the vibrations had worn through most of the insulation and the replacement was the coup d' grace.

Editor's note: For all you shade-tree mechanics, thank God for people like

Phil McCurdy and Frank Stubbs!



After



TAKE NOTE PSEB News Briefs



Happy Birthday

- 2 Helen Gilchrist
- 3 Carol Weiler
- 4 Jo White
- 8 Judy Howard
- 10 Bob Lowe
- 16 Stan Liebenberg
- 20 Bill Hummel



Happy Anniversary

- 26 Ray and Margaret Vingo, 1968

Welcome to our newest members

Barry and Linda Birch of Edmonds and Port Townsend

Barry and Linda are already PSEB friends -- through other clubs and events, they've met several of our members. They are selling their home in Edmonds and hope to soon be full-time residents of Port Townsend.

The Birches have a 1957 Starmist blue T-Bird, and we look forward to seeing them soon at a PSEB event.



Gentlemen: Start Your Ovens!

And Ladies, put your feet up . . .

Great Chefs of the Northwest – when THEY cook and we don't – is coming Nov.15.

Don't miss one of PSEB's most-fun, non-driving events.

More info in the November Motor Mouth





Winter Storage tips for Your T-Bird

With the summer behind us (heavy sigh), fall here and winter not far behind, its time to start thinking of how to prepare your T-Bird for a few months of winter hibernation in the cold, drizzly days to come. Here are some helpful, common sense tips:

Gas tank: Fill the tank. This keeps moisture out. Put fuel stabilizer in the tank.

Oil & Filter: Warm up the car and change both – this eliminates contaminants in the oil.

Antifreeze: Normal maintenance. Cooling system should be flushed and new coolant added every two years.

Where will you store it?

In the garage -- Place a good quality dust cover over the Bird.

Outside – Place dust cover over vehicle and then waterproof poly tarp.

Long term storage – Put the car up on blocks.

Tires: Ensure that all five tires are properly inflated. Tires slowly lose air.

Battery: Consider removing from vehicle and storing on a shelf. **Never place a battery on a concrete floor.** Check fluid levels, and charge with trickle-charger once or twice during the winter.

Lastly – hope for a warmer, drier winter so you can still take the Bird out from time to time. It's good for you and good for the car to be driven at least once a month.

--*Courtesy Okanagan Classic Thunderbird Club*

Our Birds are cars not planes . . . so don't hydroplane

There actually is a formula that will determine at what speed hydro-planing starts, and it's simple: Just multiply the square root of your tire pressure by 9. The result is the mph that you can go before hydroplaning. So, if your tire pressure is 36, the square root is 6. Then, $6 \times 9 = 54$. So do not go above 54 mph with standing water on the road. If you have poor tire tread, your speed should be even lower.

Big trucks with 100 psi won't hydro plane until the reach about 90 mph. This formula was determined many years ago by the airline industry when they were switching from props to jet aircraft. Jets take off and land at much higher speeds than the old DC type prop planes, and as a result some jets were sliding off the runway. Extensive testing determined this formula. And as a result, modern jets run extremely high pressure in their tires.

--*Courtesy Totem Thunderbird Club*

Tech Tips

Take Care When Storing Your Soft Top

To store your soft top so that the vinyl window doesn't end up with a pucker at the two points where the handles that hold the top down on the deck come into contact, **unzip** the window and let it hang flat behind the folded top. I unzip mine and then lay a beach towel on each side of the plastic window to ensure it doesn't rub on anything.

It's easy to do -- no puckers because it is flat and hangs freely and is not crimped or folded over --- and no scuff marks or pinches from the plastic sides rubbing against each other.

Works like a charm, but is certainly easier to do with two people. (Isn't everything???)

-- *Bill Wells, courtesy CASCO*



Editor's note: New member JimStott has quite a tale to tell about the acquisition of his Little Bird after 50 years of wanting one. In this installment, we learn about the preparations for Black Beauty's arrival.

Early Anticipation of an Early Bird

By Jim Stott

Over the past weeks, I have been without sleep, rest or nourishment. This state comes from the much-anticipated arrival of my '56 T-Bird.

After my initial shock of actually being a by-god, this is real, no two ways about it, Thunderbird owner; I started planning for the big arrival. These planning sessions usually happen between 02:00 and 05:30 in the morning – My pre-twilight random thoughts remind me of photos of solar flares – constant eruptions of energy.

Very early morning found me awake at my usual Thunderbird-time of 02:45. I lay there and considered how best to deal with the eventuality of engine/transmission fluid leaks. Not to be deterred, my sleep-deprived mind decided I needed to redo the flooring in my garage - black-and-white square tiles with bright red borders. That task went onto a list entitled "Things to do before my 'Bird comes home to roost".

One of my lesser ideas was to place a drip pan on my newly tiled black, white and red floor. Seemed to me I should position a jelly roll or cookie sheet on the garage floor in a position that would be closest to where these eventual leaks might occur. I also decided to enhance my brilliant idea by adding a few handfuls of kitty litter – a wonder absorbent material as the cat knows – onto the cookie sheet. Every plan needs an occasional re-work; this one was dead on arrival the first time Darlene visited the garage

The final outcome of my eloquent and spectacular idea was:

Kitty is happy – she had two litter boxes in the garage. Darlene is unhappy – As I was painfully reminded, "kitchen things belong in the kitchen... garage things belong in the garage." I suspect that means no more soaking of T-Bird parts in the laundry room sink.

I am spending a great deal of time in the garage – sharing the empty space where the 'Bird will be nested, not all is bad. I enjoy staying in the garage with Miss Kitty – It's the involuntary nature of my garage seques-



What Little Bird wouldn't want to nest in these digs?

ter I find difficult to accept. However, garage-time in my Man Cave does allow me more time to consider all the potential things I might need to buy, rent or barter for my Bird.

In many of my early morning planning sessions, I considered endless non-existent problems. These sessions could easily be defined as, "A solution in search of a problem". As I lay awake in the dawning hours, I make notes on scraps of paper. I recently found one of these notes of engineering mastery that said, "TIE ROD ENDS. Transmission lubrication – synthetic or not? TACHOMETER DRIVE?" I have not a clue to what my notes refer. I'm completely in the dark.

Recently, I became concerned about the reduced amount of zinc and potassium in modern-day engine oils. Subsequent research during daylight hours revealed that when my '56 'Bird was up and running, all engine oils contained high levels of zinc and potassium to lubricate the camshaft surfaces as they come in contact with solid lifters. The levels of zinc in the old dinosaur doodle oils were around 1,200 parts per million.

For reasons known only to the rocket scientists in Washington, D.C., the government mandated 800 ppm. This governmental clear thinking is based on the theory that byproducts of combustion with these higher zinc limits **might** cause damage to catalytic converters. Can anyone please tell me where the catalytic converter is located on my 1956 Thunderbird? I've looked everywhere – trunk, glove box, behind seats – no luck – no converter.

The final *coup d'etat* is the zinc czar has now decided the maximum level of zinc/potassium will be 400 ppm or less. So, my early morning worry sessions have been filled with numerous mental conversations (Darlene seems bothered when I talk to myself about these subjects during the hours between 02:00 – 05:30.) For those



who have read this far, I generally fall into a stupor at around 06:00 until the auto parts stores open around 08:00.

Some of my mindless meanderings have resulted in finding an oil additive called ZDDP, added to each oil change. The other alternative is to use commercial truck engine diesel oil – a double-ended bonus – I get high levels of ZDDP and can wear a baseball cap that either says “Bubba” or “Providence Grease and Oil Company.”

I think tomorrow morning I’ll worry about the benefit/risk of using synthetic versus the traditional old dinosaur doodle-based lubrication. When I dream about synthetics for my black beauty, I often become confused (usually brought about by a significant sleep loss). Questions appear and disappear like a soapbox derby car

whistling on by. Some are, “Should I use Castrol GTX, Valvoline, or???” Or, perhaps I should consider blended synthetics. However, I now am consumed with the proper ratio or proportion of dinosaur doodles to man-made synthetics. My, oh my, the endless choices are mind-boggling.

Even the simple anticipation of owning a Thunderbird is a wonderful adventure.

Next time: How I came to possess this fine example of Ford design and engineering; another story for “The Motor Mouth.” That story in and of itself is one of those events that simply can never happen. T-Birders, one and all are tantalized with the thought of the discovery of a real “barn find.” “Stay tuned. Film at Eleven.”

Do you CTCI?

I believe it’s safe to assume that all of us in the Puget Sound Early Birds are proud of our cars and thoroughly enjoy them.

One way to increase this enjoyment is to share with others the joys, as well as the tribulations, that we derive from owning these little machines. One of the very best ways of doing this is by maintaining membership in the Classic Thunderbird Club International (CTCI).

Membership in our parent organization provides us with a broader perspective regarding Thunderbird ownership, as well as access to a wealth of technical tips, news of various chapters’ events, historical information, T-Bird related merchandise, member advertising service, etc.

I heartily encourage all of you, if you aren’t a member now, to join CTCI as soon as possible. Any of our officers will be happy to provide you with membership information, or you can see what CTCI has to offer by accessing their Web site at www.ctci.org.

--Patrick Howard, PSEB past president.

And if you do----

Several PSEB members traveled to the recent Region 3 CTCI convention in Vancouver, B.C., and came away with high marks, not only for the host club, Totem Thunderbird Club, and for the events, but also for the great experience of being part of a

major gathering of fun people who share our love and passion for our little Birds. Convention is a priceless opportunity to broaden

our T-Bird experiences, pick up useful information, and meet

new friends. Next year will be CTCI’s International Convention, “Birds and Planes. . . The Wright

Place Again in 2010,” in Dayton, Ohio, June 15-20. Yes, it’s a longer way to go than the Portland or Vancouver conventions, but the unique experience of being part of an international gathering will be well worth the time and distance. So put this on your radar screen now and plan to attend. There will be much more information to come in the months ahead.

There will be much more information to come in the months ahead.

**-- Gordon Thorne, PSEB past president/
CTCI Representative**





Is Your T-Bird Really Locked?

Try this on your Bird. Lock your door from the outside and then push hard a number of times on the outside door handle button. Some of you may find that by doing this your door lock button will slowly work its way upward until the door is no longer locked.

All T-birders should know that it is very easy to over-tighten the lock buttons and to do so may allow the situation described above. This is not a problem of inaccurate reproduction parts. Our

Birds came from the factory this way. The problem is that when the lock button is screwed onto the shaft too far it limits the available downward travel of the shaft. The result is that the lock mechanism inside the door latch assembly is not able to engage fully.

The good news is that the fix is simple. Just unscrew the lock button a few turns to allow the shaft a bit more travel -- and then when you lock your car, it will stay locked! --*Courtesy CASCO*

By Request

The following recipes were requested after being taste-tested big-time at the Hobuck Beach Tour

Jalapeño Apricot Jelly from Judy Roupe

½ cup jalapeños, stems and seeds removed (hint: wear gloves)
1 large red bell pepper, stems and seeds removed
2 cups cider vinegar
1-1/2 cups chopped dried apricots
6 cups sugar
3 ounces liquid pectin

Put jalapeños, bell peppers and half of the vinegar into the blender and puree until coarsely ground and small chunks remain.

Combine apricots, sugar and the above chili mixture in large sauce pan. Bring to a boil. Boil rapidly for 5 minutes. Remove from heat and skim off any foam that forms.

Allow mixture to cool for 2 minutes then mix in pectin. Pour into sterilized jars, seal and cool. (I processed in a boiling water bath for 10 minutes.)

Yields 3 pints (I doubled the recipe and got 19 half pints. Good size for appetizers at parties).

This recipe calls for apricots, but peaches, nectarines, pears or mangos work equally well. The mango doesn't work as well in a food processor, so it can be chopped with a kitchen knife. The chunks were a little larger, but this worked well, too. Any fresh green chilies can also be substituted depending on your heat preference. Serranos



will make it hotter. I used 2/3 cup jalapeños and 1/3 cup serranos. I prefer it even hotter and will probably use 1 to 1 next time. Remember, I doubled the recipe though. This recipe was give to me by my Marine Attendant at the Port of Kingston. ENJOY!!! Ellie Ulvila (Submitted by a neighbor of Judy and Der Roupe).

Chocolate Crunch Brownies from Carol Weiler

1 cup butter, softened
2 cups sugar
4 eggs
6 T baking cocoa
1 cup flour
2 t vanilla extract
1/2 t salt
1 7-ounce jar marshmallow creme
1 c creamy peanut butter
2 c (12 oz) semisweet chocolate chips
3 c crisp rice cereal

In mixing bowl, cream butter and sugar, add eggs. Stir in cocoa, flour, vanilla and salt. Spread into a greased 13 x 9 x 2 baking pan. Bake at 350 for 25 minutes or until brownies test done. Cool. spread marshmallow cream over cooled brownies.

In a small saucepan, melt peanut butter and chocolate chips over low heat (I put it in the microwave). Beat until smooth and then stir in the cereal. Spread over marshmallow layer. Chill before cutting and store in the refrigerator. Yields 3 dozen.



Swap Meets and Car Shows

Always call before you go

Oct. 4 -- Issaquah XXX Magnum 300 Chargers/Challengers Show; Triple XXX Root Beer Drive-In, East Gilman Blvd.; 425.392.1266.

Oct. 10-11 -- Monroe 41st Annual Swap Meet; Evergreen State Fairgrounds, 8-5 and 8-3; Antique Auto Restorers Club; 360.738.4683.

Oct. 27 -- Bellingham; Elites Punkin Run Show & Shine; near Costco; noon-4; 4th Corner Elites; 360.380.2733.

Nov. 4-8 -- Seattle International Auto Show; Qwest Field Exhibition Center, 800 Occidental Ave., Seattle; www.seattleautoshow.com

Nov. 7-8 -- OVAC Swap Meet; Kitsap County Fairgrounds, Bremerton; 8-5 and 8-2:30; Olympic Vintage Auto Club; 360.638.2404.

Nov. 8 -- Bellingham Elites Project Santa Claus Show & Shine; near Costco; 1103; 4th Corner Elites; 360.380.2733.

Nov. 13-15 -- Tacoma Motorsports 2009; Tacoma Dome; noon-9, 10-9, 10-9; Walt's Auto Care Centers; 253.922.5111.

Dec. 12 -- Issaquah XXX Jingle Bell Cruz Toys 4 Tots; noon; 425.392.1266.

Tips for Saving Fuel

Although our gasoline prices aren't the nightmare they were last summer, they still are high, and it makes sense to squeeze the most mileage out of every gallon of gas you purchase. Here are some tips:

1) Stop driving like a maniac.

Accelerate gradually, drive smoothly and you could see a 33 percent gain in fuel economy on the highway. Skip the jackrabbit starts at stoplights and sudden pedal-to-the-metal maneuvers.

2) Limit the use of the brake pedal.

Anticipate stops to avoid sudden braking. Spend as little time as possible braking. A GM engineer says that any time you hit the brake, you are throwing away energy. Try coasting to a stop in the intersection.

3) Observe posted speed limits.

A car moving at 55 mph

can get about 15 percent better fuel economy than the same car going 65 mph. Gas mileage usually decreases rapidly at speeds above 60 mph.

4) Use cruise control whenever possible.

When used properly it can be a money saver because it maintains an even speed.

5) Avoid excessive idling.

Idling uses more fuel than turning the engine off and restarting it again. If you're stopped for more than a minute, shut off the car.

6) Turn down the AC.

When you're in slow city traffic, keep the air conditioner off if possible. When you're on the highway, keep the windows closed and the AC on low. Open windows impede the aerodynamics and hurt fuel economy.

7) Plan trips ahead of time.

Combine all errands into one

trip. Organize your stops so they're near each other and you don't retrace your steps. Try to schedule trips for times where there is less traffic congestion.

8) Keep up with maintenance.

An inefficient engine with fouled spark plugs and dirty filters won't make optimal use of the fuel. Inflate tires to the automaker's maximum to improve mileage. Also check wheel alignments.

9) Clean out the trunk, cargo area or pickup bed.

Every 100 pounds of unnecessary weight can reduce mileage by 2 percent. Also remove roof racks and cargo carriers.

-- *Chuck Tannert, MSN Autos via "Thunderwords" of the Dallas/Fort Worth, Texas, Metroplex Early Birds Club*