



FORT SMITH ANTIQUUE AUTOMOBILE CLUB

APRIL 2018 NEWSLETTER

Monthly Membership Meeting
Creekmore Park, Thursday, April 19th, 2018
'Buy a Piece of Pie' & Movie Night



Members please remember to bring your favorite pie donation.

Items of business for the upcoming meeting:

Club T-shirts, caps, nametags May meeting activities
St. Patrick's Day Parade

Saturday, May 5th Eastern Oklahoma Tour & Picnic

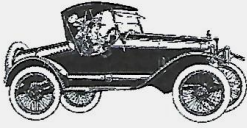
Local Car Shows & Events



Saturday, June 2nd Lunch & Tour

Re-schedule Mount Magazine Tour

ON THE ROAD AGAIN



Saturday, May 5th Tour of Eastern Oklahoma and Club Picnic

Leave the Roland McDonald's (North side) at 9:30. Tour of Eastern Sequoyah County by Danny Mitchell. Lunch at Muldrow Park Pavilion catered by George Lawson BBQ. Please have your reservations(\$5.00/member) in by the April 19th meeting.

Check out the FSAAC website and facebook page

What Classic Car Owners Should Know About Tires

Without doubt, the most important and by far the most ignored safety component of any vehicle is its tires. Four contact patches, the surface areas where the tires are in contact with the pavement and comprising about 25 square inches, are the only things controlling how well the car handles, stops and accelerates. That's a lot to ask of our tires, but our vehicle's well being not to mention our own depends upon how well they do their job.



By outward appearance, tires of today look similar to those originally fitted to our classic car. However, almost all passenger tires today are radials, while yesterday's tires were bias-ply. The difference between these two types of tires lies in the design of the casing — the part of the tire underneath the tread that forms the "foundation" of the tire. The casing is made up of a series of cords that are combined to form layers, or plies.

What's the Difference?

In bias-ply tires the layers of cord are positioned so they run at angles to each other across the tire, in a crisscross manner. In these tires the stiff casing was subjected to high friction between the cord layers, which in turn built up high levels of temperature. This greatly increased the rate of tread wear and limited the ability of the tire's sidewall to flex under varying road conditions, in turn limiting the vehicle's handling. Also, these tires tended to "wander" over the center crest of the roads due to their stiff sidewalls.

In radial tires the plies are positioned so the cords run alongside each other in a series of circular bands across the tire. Invented in 1946, radial technology allowed the tire to flex and absorb irregularities in the road surface, while undergoing less overall friction. Longer tread life and increased fuel economy resulted, along with better traction, handling and ride comfort.

MY CAR STORY-CONTINUED

1952 PONTIAC GRAND DELUXE

By Bill McKee

Polishing stainless, aluminum, sanding steel parts: Using Arm and Hammer laundry detergent and an old battery charger to remove rust because you don't have to do all that rubbing, just lightly sand and wash in clean water. When dry, paint with Krylon and it is rustproof.

Now get this, where can get the special tools to do body work? Take a body and fender class in a local community college. I took my first class in 1985 in a community college in Oklahoma and rebuilt my 1969 El Camino in two semesters and drove it every day to work. In that class, there were 15 students total.

- 1 OBGYN doctor
- 2 farmers
- 4 students from earlier class
- 2 business men from Phillips 66
- 1 reject from the school of the blind who was found to be not blind at all
- 2 maintenance directors from public schools.
- 4 high school dropouts who wanted to build hot rods.
- 1 girl who wanted to learn all there was about car body so she could talk to her boy friend.

It was a fun class and I think everyone should take it.

NOW FOR THE STORY OF DRIVING THE 52 PONTIAC FOR REAL

With the engine running, lines all cleared, brakes working and interior finished in two-tone green plastic, not real leather, I had it moving for some parades. However, most outings had the help of AAA or a kindly club member to get home.

The first was in Oklahoma at the dedication of the Main Street to Ms. Shantell Smith. I hardly dared to shut off the engine because, when hot, it didn't want to restart. There were the rodeo parades and the Club started taking some short weekend tours, really a lot of fun if everything was working. I usually stayed close to Jack Schwartz and his 1952 Chevy, and a kindred spirit was born.

I really started to work to get things right on the dream car. New brake shoes all around could finally stop the thing.

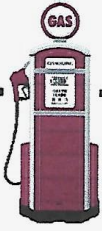
At last I took it to Petit Jean show and drove it in convoy with other club members. I even drove home in the rain -- my work was paying off.

I still could not find a new fuel tank, but that winter paid dividends with a ring job, valves reseated and new head gasket. Once I had it started, all seemed in tune until the Petit Jean show. That year, the fuel leaks were back and I just left it at home. We then took a club tour to Clinton, Arkansas, to one of the last drive-in movies. And the mean green Christine machine, as Bettye had started calling it, made it all the way to the motel, and there it set in the motel parking lot. The next morning I was up with the chickens and buying a 5-gallon plastic gas can at Wal-Mart. I found 15 foot of new fuel hose at a local parts store and an assortment of clamps. We gave the car an I.V. from the trunk to the fuel pump. I taped the I.V. down the right side of the car with duct tape and started the potential bomb. It worked, and we got it home none the worse for wear.

The black-and-white pictures were taken by myself where the car set in Dale's back yard in Van Buren. The color picture of the finished project was taken in the fall at Fort Smith, Arkansas. The color picture of old green was taken in Fianna Hills the last fall I had the car, shortly before I shot my mouth off and sold it to Fast Freddy. Picture courtesy of Jerry Boyd.

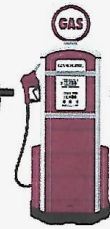
There is a trick that some club member should carry if he has the room in his trunk, and that is an auxiliary fuel supply for emergency. Take an I.V. with hose and gas can just to get the green machine home if the fuel system fails. Even better, an electric fuel pump, 6V or 12V.





CryptoQuote #21

Topic: Used Cars



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For Sale: 1949 Packard 2 door Fastback. Was running 6 months ago. Needs radiator. Needs new starter installed. Has current title. Asking \$2250.00. Can be seen at 2410 North 52nd Street, Fort Smith. Contact: Jerri Ensey at 918-210-2122.

