

Monthly Meeting  
January 18,  
2018  
Creekmore Park  
7:00pm  
Snack Night

---

Saturday Morning Drive  
February 3, 2018  
Location ?  
Time ?

## FSAAC Newsletter

### January 2018

1957 Ford 4 Door Sedan for sale: V-8 engine, I have the bumpers and taillight covers. The car has under the dash AC unit, the back glass upper chrome is in the car. I do have the title with the car. Sale Price is \$1500. Car needs new home, call Carl or Valorie



1957 Ford



1957 Ford

### ***"TRIVIA QUESTION OF THE MONTH"***

what was the name of the car chrysler built in 1940 as a publicity stunt, and how many were made?

Find out at the next meeting

President:

Carl Albertson

Vice President:

Secretary:

Valorie Albertson

Treasure:

Ron Plunkett

Benevolence:

Martha Jones

Communications/

Newsletter

Donna Redding

Refreshments:

June Boyd

MOTAA Reps:

TW Brown and

Dale Johnson

## ***“CAR TECH TIP”***

### **Starting the Stopped**

By Lonnie Falin

Our Classics with their big displacement engines sometimes are very difficult to start when they have been not run for a while or when they get hot.

There can be several reasons for this and hopefully some of the following suggestions will help you solve the problem. Most of them are just common sense but when you are by the side of the road and your car won't start, common sense will not always prevail. So the best solution is to hopefully prevent the problem before it happens.

Needless to say, there can be many causes for an engine not to start. So let's assume that your starter is working as it should. You have the points set properly. The plugs aren't fouled or gapped improperly. Your coil is okay and the generator and regulator are working as they should. The fuel pump works and the carburetor is not plugged.

Our Classics have six volt systems and you always hear about converting to an eight-or twelve volt system to solve the problem, but is that necessary? When cars were used as regular transportation the six volt system was fine when set up and maintained properly.

Therein lies the problem. Most of our Classics spend long periods of time in storage and the batteries may discharge. The battery can start a cold car but not a hot one. You can only tell if your battery is fully charged by using a voltmeter. A full charged will be 6.3 volts. The maximum voltage from a six volt battery will be between 7.2 and 7.4 volts. You need at least 5.1 volts to crank your car and no less. A one volt drop in cranking voltage results in a 1,000 volt drop at the ignition. Another problem is the size of the battery cable. The old six volt cables are thick and have a heavy copper core. If you have purchased a new cable from the parts store the odds are it is not the correct gauge and could even be an aluminum not copper core even though it may look thick because of the insulation. You should have a cable made up that meets the specifications for your car.

Now you have everything just as it should be and it still won't start when it gets hot. The one single thing that will negate everything else is the simplest of all and usually the most overlooked. THE GROUND. When most cars are restored the frame is painted and the ground from the battery to the frame makes poor contact unless the ground is to bare metal. Also you need a good ground from the engine to the frame so that you have a good electrical circuit without the paint interference. So have a fully charged battery, the correct sized battery cable, and proper grounds and if the other parts are functioning properly you should start up, hot or cold.

Courtesy of The Classicist of the Colorado Region

*The Atyan/Nash Wedding is still looking for a car in the era of 1920-1940 for March 2018. Please contact Ron Plunkett if you would like to provide a car.*

---

## ***“Birthday”***

---

## ***“Anniversary”***

---

## ***“Illness”***

***Don Redding--out of hospital stomach issues  
Gary and Gwen--under the weather***

---

***Please keep the Jones Family in your prayers  
as Perry's Mother passed away in Tennessee***

---

Here are the winners from:  
Roland's Christmas Parade!  
Thank you to everyone who participated!  
Antique Car Class —

***1st - Carl Albertson  
1939 Oldsmobile  
2nd - Perry Jones  
1969 Chevelle SS3rd –  
Danny Mitchell  
1914 REO***

## Classic Cars

E X H A U S T P I P E X H S N V I  
 X Q B S P A R K P L U G O V J I Z  
 R L U W G E A R S H I F T A N A Y  
 A Y M Z Z K F G Z V U C D H M G N  
 D B P B A T T E R Y V U C R I F E  
 I M E N N I Y F W O J Z K B F U H  
 A O R H U W F T P I S T O N D E M  
 T T I B H U B C A P U Q M X L L C  
 O O L W M T B S S H A Z I T N P A  
 R R E J N H E G P B A H Y R F U R  
 B U J D Y T L T I R E S L U D M B  
 N U O Q B L T K A Z I A T R X P U  
 J Z C E J G S M P S R M F L K X R  
 U J D I S T R I B U T E D C A P A  
 Z G S V O H E A D L I G H T S L T  
 T O O I G J D R I V E S H A F T O  
 R P M U F F L E R E U W Z I M R R

BATTERY	BELTS	BUMPER	CARBURATOR
DISTRIBUTED CAP	DRIVE SHAFT	EXHAUST PIPE	FUEL PUMP
GEAR SHIFT	HEADLIGHTS	HUB CAP	MOTOR
MUFFLER	PISTON	RADIATOR	SPARK PLUG
TIRES			

---

Thursday January 5th the car club was invited to Western Sizzlin for a planning meeting, some were not able to attend because of sickness and other obligations. There were 25 members present to enjoy the food and participation. We did not look over the entire year but prepared some good plans for the first couple of months (if they're approved by the club). January the 18th will be our first official meeting, it will begin at 7:00. If anyone would be willing to bring snacks or appetizers it will be appreciated. This being a new year I anticipate support from all members and help also in organizing our activities. I hope one and all are checking our web sight, just in case someone might have a car problem that you would know how to solve. Look forward to seeing you.  
 Humbly; Carl Albertson

***“Guess the Car”***



Contact  
Us\_\_\_\_\_

## Fort Smith Antique Automobile Club

P.O. Box 2503

Fort Smith, AR 72902

Website:

[fortsmithantiqueautomobile  
club.com](http://fortsmithantiqueautomobileclub.com)

[See Us On Facebook](#)

### FROM THE DESK OF: Don and Iris Schroeder

I just found a picture of my first car 1939-Ford I had in the 50's. The story behind this car-----

In 1952, I graduated from Miami Senior School. A good friend of mine wanted to have a car to go to College with. He found this 1939-Ford in Miami that was in good shape but needed to be updated for use on the highway. He had it at his home and we took off the chrome and got it ready for the body shop. Before it went to the body shop, my friend had a good friend who was a mechanic at the Ford dealer and we pushed the car under a tree and pulled out the engine. After his friend worked on the engine they then drove it to the body shop. The next month I joined the Air Force March 3, 1953, and my friend went off to college. He was 4F from a bad knee. It was in January 1954, when my friend called me to ask if I wanted to buy the 1939-Ford. I asked him why he wanted to sell and he said that his father purchased a 1950-Ford 2dr business coupe for him to take to college. Well I did purchased the 1939-Ford from him but I don't remember how much I paid him. Later in 1954 I traded the 1939-Ford for a new 1954-2dr Chevy 210 black with no radio. I never saw the 1939-Ford again. That is my story and I am sticking to it.....

