



FORT SMITH ANTIQUe AUTOMOBILE CLUB

MARCH 2018 NEWSLETTER



Monthly Membership Meeting
Creekmore Park, Thursday, March 15th at 7:00 p.m.
Bring a 'Green Snack' to celebrate St. Patrick's Day.



Items of business for the upcoming meeting:

Participation in the St. Patrick's Day Parade in Fort Smith

Donna Redding has resigned as Newsletter Editor. Looking for volunteer to take over.

Saturday, May 5th Eastern Oklahoma Tour & Picnic

Participation in the Saturday, April 14 Antique Machinery Show at Trolley Museum

Club T-shirts, caps, nametags



ON THE ROAD AGAIN



Saturday, April 7th Tour to Mt. Magazine

Leave the CV's in Barling at 10:00 a.m.

Contact Carl or Valorie at 918-427-3003, if you plan to join us.

We need a count by the March 15th meeting for lunch reservations.

Barling Cruise Night 6:00-10:00 p.m.



OKIE TOUR

March 3, 2018

By Carolyn Johnson



What a cool but beautiful day to drive over to Gore on our March tour. Thirteen cars!: Albertson, Boyd, DeArmond, Hallsted, Johnson, Jones, Kelly, McKee, Mitchell, Plunkett, Schwartz, Schroeder, and Vann.

We first visited Steve Conrad's garage on the NW side of Gore. Wish I could keep our house in as good order as Steve. His cars were just like cattle, all facing the same direction. We saw about seven really nice Chevys, including Chevelle, SS, and Camaro completed or well on their way. Steve has a real artist doing his paint work - those which were finished were truly beautiful. He has a jazzy unrestored hardtop (they were all hardtops or convertibles); yellow. And the thing that makes it jazzy is the upholstery is yellow and black hounds tooth! All of these cars were standard transmission.

I am kinda dumb where Chevies are concerned, but there was one car way in the back which I recognized right off. A creamy red, completely restored fast-back which was sitting up on jacks so nobody could take it. A '69 Mustang Mach I. I commented to Steve that I noticed he had an off-breed over there in the back, and he said, "Yeah, I saw you looking at it." (Hope he didn't see me kissing it)

Next we went a short distance to John Montgomery's shop. At first I thought we were at a Wal-Mart distribution center, the place is huge. John is one of these guys who enjoys a good story and likes to show off the funny stuff. He especially got a kick out of showing us a rat rod with a big chattering monkey's head in front of the driver's seat. I wanted to get a picture of Dale and Jerry beside it and have you guess which was the monkey. Of course Jerry didn't want to participate so he hid behind Dale just when I took the shot. You won't be seeing it, now it just looks like a couple of monkeys.

From there we went downtown to John's other shop, which was once an OTASCO store. He had some MOPAR stuff mixed in with his GM cars, mostly in the 70's. Remember the orange Dodge with the roadrunner? He had one of these but not the model with the bird. He loves to hear the loud ones run, had to start a couple up for us. Sounded like they were tying every bale!

We finished the trip with lunch on the north side of Vian at Miss Lilly's. A nicer restaurant with a good menu. Everybody ordered something different, especially Carl. Don't know if he got one of each or if the cook decided to clean out the fridge.

After lunch everybody went which-a-way, and if they were like Dale and me, enjoyed the ride home. It was a really enjoyable trip and we look forward to more this year. Thanks a bunch to the Albertsons for setting this one up. Y'all are doing a great job.



MY CAR STORY

1952 PONTIAC GRAND DELUXE

By Bill McKee

2- 24- 18 The story of our 1952 Pontiac Grand Deluxe

I started restoring antique autos at the age of 14 when I bought a 1928 Durant four-door sedan. An old lady who lived just down the street from us told my mother she had her husband's old Durant parked in her well house/stable since his death in 1930. The last license plate was 1946 Missouri; her only son had used it after the Second World War. After the war, he had moved to Panama and never returned home.

That was the start of my affection for old cars, and it has really never gone away. It has affected me in several ways ever since. I kept the old car until I returned from overseas in 1962 and sold it to a car nut from Wood River, Illinois for \$400.00; I figured I broke even at that price. I had only paid \$25.00 to start with. Now at the same time, my uncle Louie came back from the Pacific war and started his old job in Kansas city as a linotype operator and married my mother's sister, Aunt Florine. She had a fairly new Pontiac Torpedo 6-cylinder, and with the GI Bill of Rights, they bought a new home in Raytown, Missouri. In 1952 they traded the old car for a brand new 1952 Pontiac Grand Deluxe two-door hardtop. All the trimmings with leather interior. Oh, man, the smell of that new leather was aphrodisiac to a male child in his early teens. I was in love with the 1952 model GM two-door hardtop cars.

In 1988 or so I moved back to the Fort Smith area and rejoined the Fort Smith Antique Auto Club. I had gone through some tough times and had sold my 1931 Model A Ford Pickup. I had kept my 1954 SV Mercury and my father's 1956 Lincoln Capri as project cars.

It was then that I met Dale Johnson, and he asked me if I knew anyone that might like to buy a '52 Pontiac. Oh my goodness, where can I see it and what did he want for this car. That weekend I went over to Dale's shop and looked the old Pontiac over. I took a few pictures in black and white and went home to think it over. This was the very same year, style, car that my uncle Louie had bought in 1952 that I was in love with and just could not have for the price GM wanted for the car. The only difference was this car was two-tone dark green bottom with a light green on the top. I asked Dale if he would deliver it to me and I would give him just under \$1,000.00. We struck a deal and I think we both were happy with our part. While looking the old Pontiac over, I had come to the conclusion that I could rework it in around six to nine months. When I pulled into Dale's back yard, I could see the bumpers and guards front and rear all needed re-chroming. The trunk lid logo had been broken off and the lock was missing. The stainless side spear on the right side was bent but there. The front grill was there, half chrome and half stainless. The front logo plastic Pontiac was missing. Also one fog light was broken and the metal was in bad shape. One headlight ring was cracked and in bad shape. Both side spotlights were gone, so I would elect to fill in the holes; I never liked spotlights anyway.

Now while looking the body and the left rear quarter panel over, I noted two or three dents needing removal. With the left rear gravel guard, the stainless was really beat up and needed to be polished both sides. The regular metal under each guard needed cleaning and priming to save the under panel. Then the cleaning of the entire car was needed to see what the interior was like. Some of it was saveable; however, the rugs, trunk cover, and kick panels were just too far gone to save. Once the rugs were removed and the years of feed and grain, everything the varmints had kept for winter was removed, finally all that beautiful leather seats had to go. I tried to think of how I could save it even to hand stitching it back together. It just wasn't worth the time. This came down to the right rear quarter and the three large dents that I needed to work out. I don't know if any of you have ever tried your hand at plastic dent filler. The one I have in mind is the first 3-M two-part filler, early Epoxy and Hardener. It set up like iron; if you got any on your favorite Levi's, you know the meaning of steel

britches. Now comes the hard part. Dale had told me that he thought the engine was locked up. However, he had started the thing up when he pulled it out of the chicken coop where his son-in-law had been storing the car. So he was still at wit's end. I agreed with him that it was more than likely rotten gas, so I tried removing the gas line so I could try something else.

1. Pull all the existing spark plugs.
2. Remove the fuel connections and the fuel tank.
3. Next remove the valve cover plate on the right side of motor block.
Now using a hand pump oil squirt can filled with Acetone valve and liberally cover all valve stems and heads.
4. To get stuck valves freed up I would cover everything I could quart with acetone and then, using a good 3/4 drive ratchet with a deep well socket, start to move the drive train. Move the drive train either direction until it stops moving. At this point you can see valves and push rods moving.
5. Never force the drive train to move just quart oil and start in the opposite direction until motion stops. Keep using this method until the drive train keeps moving through 180 deg.
7. Circle and at time drain all liquids from engine and oil system.
8. There is another way proven to work and you need to talk to Ed Vann on his method of clearing a stuck cylinder on a 1917 Chevrolet Baby Grand. He said to fill the stuck cylinder full of light oil or automatic transmission fluid He then put a wrench on the crankshaft nut and put tension on the on the nut putting tension on the stuck cylinder. Every day it moved the stuck shaft and eventually it will move the entire stuck shaft.
9. The main thing is to never get in a hurry, because hurry breaks things, and broken parts on old cars become expensive.

While I was getting the engine loosened up, I would go thorough a systematic procedure of

1. turn the engine over as far as I could right or left, it didn't mater. Squirt in some new oil and return in the other direction until it stops moving.
2. Now let it set and start working on another project.
3. The best thing for you to do is to keep working on something; everything you fix will get you that much closer to a finished product.
4. Believe you me, if I had but followed my own advice, I would have a garage full of finished cars.
5. And been playing with all my fun cars and shooting Jay Leno the high sign if I ever saw him. Jay says he works on all his cars, yet Jay has been known to say his favorite way of getting a project car finished is to take duffel bags full of money to his favorite restoration shop and give the money to the owner and say call when you are finished. It is great if you can do it that way; most of us cannot. We have to do it all alone with a son, grand son, kid next door, or save until we have saved enough until we can afford to have it done.

Ever since that 1928 Durant, I have prided myself that I have done a great majority of the work on all of my cars. The only part I have not done myself is really impossible. I cannot chrome plate, so I have a local plating shop do that part of the job. Real machine shop work I do not have the equipment for, so I have to pay for someone to bore cylinders, turn the brakes, and other heavy work. I have someone else do. (To be continued next month.)



CARS

H O R N C
 C Q E T K P V B
 H X R L R E H P
 G F D G X U D K R
 Z H H L D A N A C H
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 M C V R W M S P V X G B L S N G T Q R V
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AXLE
 BODY
 CONVERTIBLE
 DRIVE
 EXPENSIVE
 GAS
 HOOD
 HORN
 HUB
 IGNITION
 MOTOR
 NEW
 PEDAL
 ROOF
 SEAT
 TIRES
 TRUNK
 USED
 WHEELS
 WINDSHIELD



Automotive History of 1952



Many factors hindered production in the motor industry during 1952, the longest stoppage being caused by the nation-wide steel strike in June and July.

The job of stepping up defense production while maintaining a profitable level of civilian output was continued in 1952.

Several companies devoted as much as 60% of their work to defense, turning out, in addition to aircraft and parts, tanks and tank cannon, tactical trucks, shells and many other military items.

Shortage of materials was the greatest production problem of the industry. Copper and steel headed the list of scarce materials, with aluminium running a close second.

It was announced that air-conditioners would be available as optional equipment on at least three 1953 cars. Power steering, found on only one 1951 automobile, had its use extended to five 1952 cars. Brought out in 1951, power braking was available on two models in 1952.

Chevy also made a concept sports car that later had some success. They called this new car a Corvette. Many people weren't sure if they would even make a 1954 model.

