

DRIVING OLD CARS

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Road Trip Adventure
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1972 FORD
BRONCO, 302 V8,
Automatic Transmission,
740-949-1957



Thunderbird
'57 312 V8, auto transmission, 740-949-1957



Ford
'71 Torino Cobra, 429 C.J., auto, 716-397-7102



Chevrolet
'62 Impala SS 2 dr h/t, 350 V8, 304-725-1155



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'32 Dix Mod. 18 Rdstr fh V8, 818-591-1313



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- ANSWERS TO CAR QUIZ: 1. True 2. False (1952) 3. True 4. True 5. False (1950) 6. True 7. True 8. False (Continental continued to use buttons) 9. False (not the 75 series (limos)) 10. True
- ANSWERS TO MATCH GAME: 1-D, 2-I, 3-P&Q, 4-G, 5-D, 6-L, 7-D, 8-P, 9-L, 10-M, 11-J, 12-I, 13-I, 14-R, 15-B, 16-N, 17-K, 18-K
- ANSWER TO POP'S GARAGE: Number 3 and Number 1 cylinders fire consecutively on the right bank, and if these wires are adjacent to each other, they will cross fire!

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1949 Packard Club Sedan *ROAD TRIP ADVENTURE* by Ron Carpenter

Recently I took a tour with the Packard club for our Western Regions tour. It was sponsored by Silver Circle Packards in Nevada. I usually take my 1949 club sedan as it has been on the road for over 30 years and is my tour car. This time out I had nothing but trouble and I have been to Nevada before. We went to Mammoth Mountains and it was a disaster. Had problems with car not sure at this point was the true issue is but still working on it. Altitude at mammoth mountains was a REAL problem

The car (49 club sedan) ran great up to Reno and next morning I drove to Minden had coffee and had problem starting car. I thought it might be vapor lock and my electric did not help. Covered carb with my hand to choke and pull gas in and it started. Ran okay for a while but started just running bad and I could barely keep it going. Had some high altitude and had to use second and if I gave it more gas it fall on its face. I USED A LOT OF GAS AND YOU COULD SMELL THE GAS IN MY TAIL PIPE. I was lucky to make it as far as Mammoth town but then could not get it to start again. I put my hand over the carb and it did NOT SUCK MY HAND AT ALL. I thought for sure that I lost the rings, my thinking was that all the gas that I was using washed the cylinder walls and wiped out the rings.

So I towed it to the Mammoth Inn and then came home and got my trailer and went back for it. It was 320 winding roads both ways and I was whooped when I got home and my wheel I got caught on my bridge and I could not go forward or backwards. Hitting bridge on one direction and the road backing up. Finally forced it onto the bridge and bent the axle on the trailer.

SO still investigating my original problem. One thing is that I do have compression and I don't know why it did not suck on my hand but I do have 85-95 across the board so it should have pulled on my hand. at this point I have gone thru the carb and put a kit in it and I want to test the gas for ethanol in the gas. It all started like it was vapor locking on me and I was thinking that perhaps I filled up at a gas station that had 15 percent ethanol. I have not had much choice in the past and used 10 percent with few problems. I made sure I used the newest rubber products (fuel lines, fuel pumps, diaphragms etc) so when I finally (long story) got home I started looking into how to test my gas that was in my tank. I was talking to my oldest son who is a Ford senior master technician. He clued me in that ethanol is hydroscopic and because of that you can do a simple test to find out what percent ethanol is in the gas.



1

I watched a couple You-tubes on the subject. One was a Motorcycle hobbyist who used a 5 gallon glass container and separates his gas and uses that in his motorcycles. I ordered the test kit and tried it my self.

Number 1

I contacted a company called REV X Products and bought an Ethanol Testing Kit from them. It arrived in a couple days. This us what the bottle looks like and has the directions on the bottle.

Number 2

I have added water to the first line in the test tube and then added my gas to the tube to the top. I then began shaking the tube and letting it settle. The water rose to about 7 percent.

Number 3

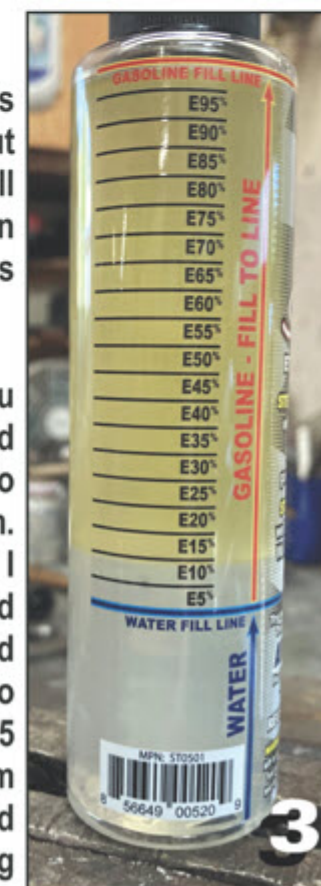
I let it sit for a while on the bench and then I shook the tube again and it went up to 10 % so I feel that my problem was not high Ethanol but some other problem with the car.

The gas in the top of the tube is good gas with no Ethanol in it and is good to use. Basically ethanol has an affinity to water and if you put a known amount of water in a test tube and add gas the ethanol will go into the water and the water level in the test tube will rise and when it did it showed 10 percent. I have been on that for a while so that was not the problem.

The company web site is RevXoil.com and easy to deal with. If you had a lot to work with you could use a 5 gallon glass container and put some water in the bottle and make your own gas. Just need to pull the gas off the top or set up a way to drain the water off the bottom. Well I have the 49 back on the road. I have gone thru everything. I tested the fuel pump and I found I had 4 pounds of pressure and normal quantity of fuel when I did a volume test. Have you ever looked for the amount of fuel you should have at a certain speed. I had to go through a number of my books to find it. Basically a pint in 45 seconds at 35 miles speed on motor. I did a static volume test (I am running a 6 volt starter with 12 volts I converted to) using starter and I got 2-3 oz in ten seconds. I did not want to run starter for long



2



3

periods or I can burn it up. I did burn one years ago do a compression test so I avoid long starter use. I have had fuel pumps that had pressure and no volume and I did not figure out why.

So this shows no fuel pump problems. I replaced my electric fuel pump (runs as a back up or starting when long periods of starting) and I then turned to the carburetor and I found that the needle and set worked and shut off the gas and that the float also was not leaking nor full of gas. So, I put a carburetor kit in it while I had it off. I saw no problem but the accelerator pump did show some sign of shrinking (more on that later).

I decided that I have had problems with electric pumps in the past with restricting gas so I replaced the electric pump and the filter with it. Nothing was in the filter but it was in my hand. Tested system good pressure so I am on to the next problem area. I know that I put a gas tank liner in the gas tank so I pumped all the gas out of the tank and then pulled the tank and inspected the inside of the tank and I had done a "Gas Tank Renu" on it and it was solid and fine so I put it back in with a new fuel sending unit gasket and put gas in the tank. I did one more thing I got a test kit (really just a bottle with graduations for percentages) and followed the directions. I was concerned that if I got 15 percent ethanol that could have been the problem. The test came out only 10 percent. You ever do this. Basically ethanol has an affinity to water so if you put a known amount of water in a test tube and add gas the ethanol will go to the water and the water level in the test tube will rise and when it did it showed 10 percent. I have been on that for a while so that was not the problem.

I pulled the distributor and put it on the distributor machine and my dwell was off and not flashing right. I inspected the points and they were burned. So, I replaced the points and condenser and set it and put it in the car. once the static timing was done I set the timing and took it for a 30 minute drive. In and out of overdrive no problem freeway no problem.

One more thing: I don't know why I did not get suction on my hand when I tried to start the car and the carburetor would not suck on my hand. One of the first things I did was to do a compression test and I had 90 pounds plus or minus 5 pounds so I was good. Maybe the high altitude on Mammoth was the reason.



SO, what caused my problem: Condenser I think. I was talking to Don Sears and he has had condensers before that the car would run but "no power." I have always had condensers that went bad—the car would back fire and not run. Mine ran but not well and probably the condenser was the main problem as it burned the points.

ADJUSTING HOT AIR CHOKES

by *Bin Johnson* Publisher

Some of the most important functions of any car (especially old ones) are that it starts easily, warms up quickly and idles well. Whether it's when we are showing our cars to friends, taking our wives out to dinner, or just enjoying them ourselves, the car needs to start without whining, flooding or running rough.

This month, we will talk about choke adjustment, including the thermostat fast idle and curb idle* adjustments. These will be discussed in general for most carburetors of the late '30's-'50's. Each carburetor manufacturer's specs might be different, so it is important to consult your manual for exact specifications. Note: Some manuals give their adjustment settings using a drill bit for spacing. For example, insert a #41 drill size between the choke valve and air horn. The problem with this measurement is that some drill bits have undersized shanks, giving an inaccurate reading. We use a feeler gauge for an exact measurement. For instance, the decimal equivalent for a #41 drill bit is .096; something to consider before adjusting a choke's thermostat. Sometimes its a case of the manual's specs not working in today's world. Other variables are the thermostat's springs themselves. The original bi-metal springs have gone through decades of extreme hot and cold cycles, and this has changed their tension. If the spring has been replaced with a rebuilder's spring (the type used by today's carburetor rebuilders), that spring will have a different tension than the original spring had. The only way we can follow factory settings is with an OEM, NOS spring.

Before setting our choke adjustments, it is important to review the operation of the choke.

CHOKE OPERATION: COLD ENGINE

When the engine and choke are cold, the choke thermostat's spring increases its tension to close the choke valve (flap). The flap is prevented from closing by the throttle stop screw that holds the fast idle came in the slow idle position. This has the choke flap in the partially-open position, and it needs to be closed to start a cold engine. When the accelerator pedal is momentarily depressed, the throttle stop screw is lifted clear of the fast idle cam, and the thermostat then closes the choke valve. After the engine starts running, intake manifold vacuum causes the thermostat housing's piston to partially open the choke valve against the spring tension of the thermostat by admitting sufficient air to give a satisfactory running mixture when the accelerator pedal is released after starting the engine (during warm-up). The throttle stop screw should now be against and near the highest step on the fast idle cam which was rotated to the fast idle position by the closing of the choke. This provides correct throttle opening, preventing stalling during warm-up of the cold engine. If the throttle is partially opened while the running engine is cold, the vacuum piston, along with the increased force of air flow against the offset choke valve, will open the valve against the thermostat's spring tension. The air and spring's opposing forces balance the choke valve to prevent loading, an excessive rich mixture that would foul out spark plugs and produce black smoke from the tailpipe. Note: At wide-open throttle, the vacuum piston does not help to open the choke valve.

CHOKE OPERATION: DURING WARM-UP

As the engine and exhaust manifold warms up, air is drawn through the heat pipe into the choke's thermostat housing by manifold vacuum. This warms the thermostat causing it to reduce its spring tension on the choke valve in proportion to the increase in temperature when the throttle is opened and the throttle stop screw is lifted from the fast idle cam. The choke valve now begins opening and the fast idle cam moves to a lower step on the cam. This makes the engine run at a lower speed at closed throttle.

CHOKE OPERATION: HOT

When the engine reaches normal operating temperature, the choke thermostat is heated to the point where it no longer exerts any spring tension on the choke valve. The choke now is in the wide-open position and the fast idle cam is in the slow idle position, so that the throttle stop screw is against the lowest step on the fast idle cam at closed throttle.

CHOKE ADJUSTMENT:

Before making any adjustments, remove the choke's thermostat cover and check to see that all moving parts are working. Check to make sure the spring isn't broken, the housing cover isn't cracked and there is

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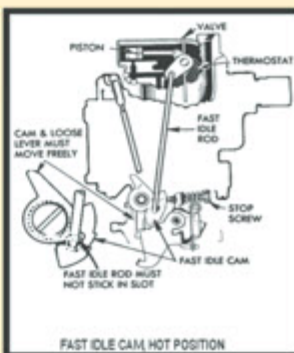
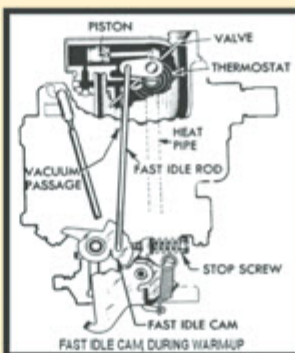
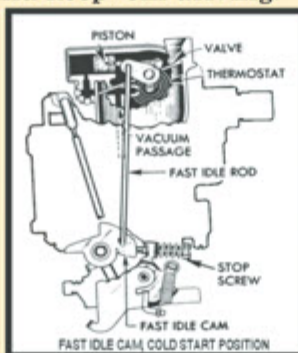
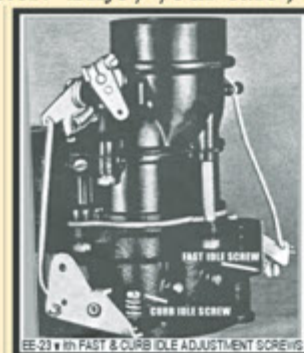
a spring tab for the spring to hook onto or push against, as some do. These adjustments require a good working carburetor, no vacuum leaks and that the heat pipe is getting enough hot air from the manifold to the chokes thermostat.

With the air cleaner off, engine cold and not running: The first choke adjustment we will make is to **ADJUST THE THERMOSTAT** by first backing off the spring cover (cap) screws, making sure they have lock washers on them, and rotate the cap back and forth, watching the valve flap open and close. This shows that the spring and cap are hooked up and are working together. Now open the throttle by hand to bypass the fast idle cam. Turn choke cap slowly until it just closes. Push your finger down the air horn (carburetor throat) and feel the tension. Just a little pressure should close the flap. If there is too much tension, requiring more than a little pressure to close the flap, it will result in a rich start, fouling out plugs during warm-up. Now, snug down the cap screws and start and stop the engine several times, checking for a fast start, smooth warm-up and correct curb idle. This is trial and error, and varies a little from car to car. Our '51 Packard 327 straight 8 starts and runs best when the choke valve is set cold at not-quite-closed, but about 1/8" from the valve flap to the air horn.

Next **SET THE FAST IDLE CAM ADJUSTMENT** Some carburetors do not have curb idle adjustment screws, so the fast idle screw pre-sets the curb idle, as on our '49 Buick Roadmaster's Stromberg AAV-267, although our '37 Packard Super 8's Stromberg EE-23 has both. To set the fast idle cam and choke unloader, set the choke to the closed position by depressing the accelerator pedal and releasing it, then back off the fast idle screw where it doesn't touch the fast idle cam. This will allow the choke valve and the fast idle cam to move together manually. To set the fast idle cam with engine cold and choke closed, turn the fast idle screw until it touches the highest step on the fast idle cam, now pull the throttle back to free tension off the screw on the fast idle cam, and with your finger, fully open the choke valve flap. Then release the throttle linkage. The fast idle adjustment screw should now be on the lowest step of the fast idle cam, with the choke flap opened. Getting the fast idle cam setting is important because a cold engine during warm-up with too-low RPMs will gas wash the cylinders, resulting in gas in the oil. Generally, fast idle will be around 1500 RPMs. After this adjustment is made, start and stop the engine, checking RPMs at fast and curb idle. Remember, **COLD** (high step on the fast idle cam) and **HOT** (low step on the fast idle cam).

Last is the **CURB IDLE**. This also is very important and although we can hear what we think sounds like the right idle, its best to use a dwell tachometer to set to the factory's recommended RPMs. Being off just 200 RPMs over the factory's recommended curb idle can cause an engine to run rich and have hesitation upon acceleration. Conversely, if you can't get your engine to idle down, you probably have another problem. Check for vacuum leaks, compression or timing problems. Curb idle on some carburetors can be set with a curb idle adjustment screw. Some involve bending a linkage to set the curb idle. If there's no curb idle adjustment screw, it is best to consult your manual.

With these adjustments made, the engine should start easily, warm up without fouling out plugs, and idle at the correct RPMs. Just changing to a manual choke won't do all of the automatic choke functions. Fords of the '40's had a manual choke and a hand throttle, so you hand-choked the car to start and held up the engine RPMs with the hand throttle. Chevys of the '40's had manual chokes but not hand throttles, so you had to hand choke it to start, and hold up the RPMs with the accelerator, while pushing in the manual choke as the engine warmed up. The automatic choke, when set correctly, works pretty well and is worth the effort to make it work right. Our old cars are never really finished, and there's always something to do to make them run and look better. Enjoy your cars, and keep 'em driving!



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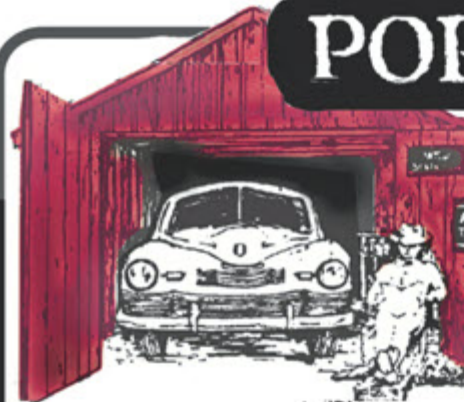
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POP'S GARAGE



GM's Motorama was the subject, as Pop and the guys were in the shop working on Jim's '53 Buick Roadmaster 2 door hardtop. "This car reminds me of the Motoramas I used to go to in the '50's. My favorite one was the 1955 Motorama, with its opening in New York City at the Waldorf-Astoria. GM would open in New York City in January, and take it around the country to Miami, Los Angeles, San Francisco, Boston and so forth, and give 'GM folks' (that's what they called the publication they sent out to us readers to inform us of the latest company news) a chance to see the show. It was a first-class event, with dream cars and trucks, a real close-up look at production cars, and the latest innovations at GM, all done

in theatrical settings with movie and television stars. It was just great! My favorite display was the 'Flying Turntable.' It was a huge, car-sized turntable with a feature car on it, about 12 or 13 feet above the floor, and it spiraled down and stopped just above a large pool of water. The car I saw was a '55 Buick, 2 toned 4 door hardtop, and I'll never forget how it gleamed, with all the colored lights, dancing girls, and music. Broadway columnist Dorothy Kilgallen should have written about it as a Broadway show! It's no wonder their cars sold so well in those days."

"I was there, too," George added. "I was interested in the GM 'Dream' truck called L'Universalle. It was a preview of what we saw later in early '60's van styling, except highly customized. It had a front end with hooded headlights, bumper bullets, an unusual wraparound windshield and the side body panels had sort of a Buick-like side sweep formed into the body. It even had front wheel drive!"

"How many 'Dream Cars' were there, Pop?" Sandy asked.

"Seven cars: The LaSalle II Sedan—a concept car that would later become the Buick Riviera in '63, the Pontiac Strato-Star, LaSalle II Sport Coupe, Olds 88 Delta, the Buick Wildcat II (it was a convertible sports car), a Cadillac Eldorado Brougham 4 door hardtop, and the Chevrolet Biscayne—a series that would be seen later on for Chevrolet."

"Who were some of the movie stars, Pop?" Tom asked.

"They had to be the best of the day: Bob Hope, Milton Berle (Uncle Miltie), Audrey Meadows from Jackie Gleason's 'The Honeymooners,' sponsored by Buick, Dinah Shore, and more! Dinah had a very popular TV show sponsored by Chevrolet, and I can still hear her closing the show with 'See the USA in your Chevrolet!' I loved all of these people, the cars and the times," Pop said. "And this '53 Buick was an icon of that time. '53 was Buick's Golden Anniversary, and they celebrated it with an all-new car with a 322 cid V-8 on the Roadmasters and Supers (the Special retained the straight 8), a new 12-volt electrical system, an improved twin-turbine Dynaflo and Harley Earl styling at his best with round body, flowing lines and that big chrome bar grill that the Europeans called the 'million dollar grin!'"

Jim's '53 looked great in White with Red and Black interior, special V-8 hubcaps and wide whites. Jim got in and showed the guys the dash. It was Red and Black with a Maroon "engine-turned" design in the middle, topped off with a Black cap.

"How did they get that machined look?" Tom asked.

"It's a Dinoc—a decal with the graphic silk screened onto adhesive back Mylar that adheres to the metal dash." Pop told him.

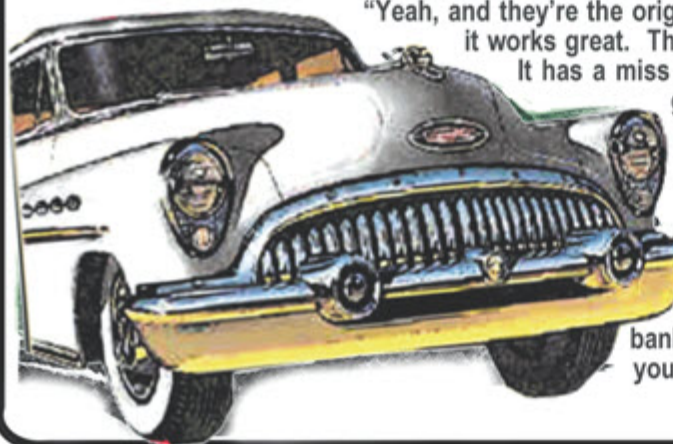
"They really paid attention to every detail. The doors even have 'V' Roadmaster crests on them, and I see your car has power windows and seats," Sandy said.

"Yeah, and they're the original hydro-electrics. We rebuilt the entire system, and it works great. The only thing I'm having trouble with now is the engine. It has a miss we just can't get out and #1 and #3 spark plugs keep going bad."

"Let's take a look!" Pop said.

First he checked the firing order, 1-2-7-8-4-5-6-3, and followed each wire from the distributor to the right spark plug. All were wired correctly and all the wires were the correct stranded kind, and not suppression wire. He checked the left bank wires for positioning and they were correctly positioned in the loom, but on the right bank, #3 and #1 wires were side by side in the loom. "That's your problem," Pop said.

Do you know what was wrong? (Answer on Page One)



EVENTS

TN: Pigeon Forge, Sep-tember 17, 18, 19, at LeConte Center, pre-sented by Atomic Speed Shop. Registra-tion info can be found by visiting rodrun-pigeonforge.com.

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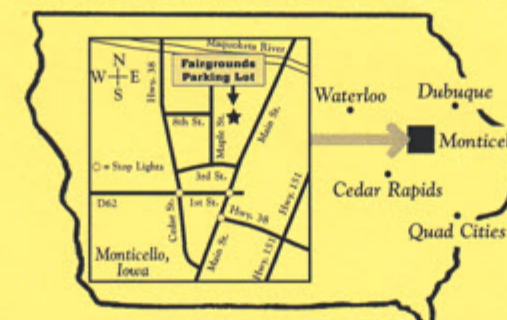
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Swap and Corral Vendors are encouraged to make reservations in advance. Confirmation of reservations will be made by return mail. Vendors can make reservations at the gate on the day of the events. Vendor set-up time: 7:00 A.M. to 9:30 A.M. Vendors are encouraged to remain set-up until 1:00 P.M. No Pets, No Motorbike Riding and No Refunds. Events held rain or shine. General Admission \$5.00 (children 12 and under free with paid adult).

Pass Extra Handbills To Interested Friends . . . Thank You! For More Information (319) 465-5119

RESERVATION FORM: Complete, separate and mail with remittance payable to:
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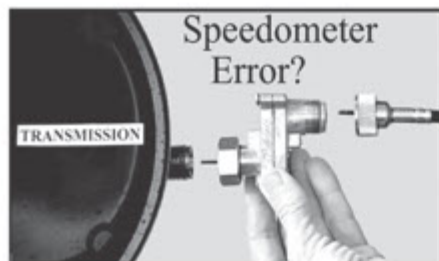
Name _____ Phone (____) _____
Address _____ City _____ State _____ Zip _____
Swap Space Contents _____
Corral Space Vehicle – Make _____ Body/Model _____ Year _____

Auto Parts Swap Meet & Cars For Sale Corral, Sun., Oct. 11, 2026, Fairgrounds Parking Lot, Monticello, Iowa		Before Sept. 25	After Sept. 24	Quantity	Total
10' (wide) x 20' (deep) Swap Space (includes 1 general admission)		\$10.00	\$20.00		
Corral Space (includes 1 general admission)		\$10.00	\$20.00		
General Admission (children 12 & under free with paid adult)		\$5.00	\$5.00		
Grand Total					

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CAR QUIZ

(TRUE OR FALSE)

1. Buick introduced its new V-8 in 1953 on its Super and Roadmaster Series, but not on the Special.
2. Cadillac's new "Dual Jet" exhaust ports were introduced on its '53 models.
3. Chevy introduced its six cylinder in 1929.
4. The "Autronic Eye" (automatic headlight dimmer) first appeared on Oldsmobiles in 1952.
5. Ford's "Ford-o-matic" (automatic transmission) was introduced in 1951.
6. In 1946, Studebaker was the first American car made with postwar styling.
7. The Nash-Healey convertible was first introduced in 1952 and the Lemans hardtop one year later in 1953.
8. In 1948, all Lincolns changed back from push button door openers to conventional handles.
9. All series Cadillacs were re-styled in 1948 with the new "fishtail" rear fins.
10. Packard's Custom 8 356 cid engines from 1940-1950 used hydraulic lifters.

(Answers on Page 1)

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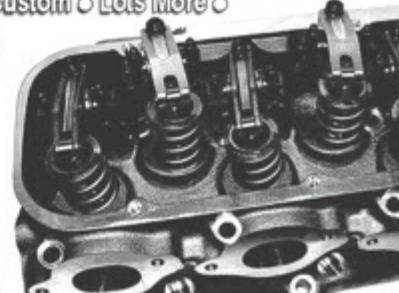
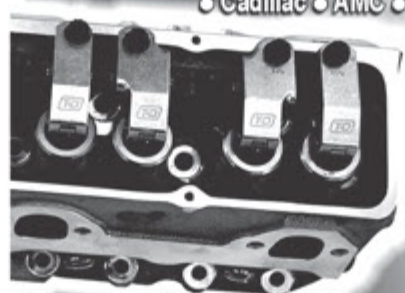
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