

Classy Chassis

Volume 54

Westerly-Pawcatuck Region AACA

September, 2020



Roving Cruise Relieves Cabin Fever

For the last few weeks a number of our members have been getting together for an impromptu ‘cruise’. The location and time are announced by email and any member interested is welcome to attend. Members are always advised that they are welcome to wear masks, especially when close to other folks.

The get together pictured here attracted about 15 people who sat in the breezy shade in two separate and large circles. It was good to finally reconnect with our friends and share a few stories. There were also some non-members in attendance who brought along their own antique automobiles. Watch your email for announcements of future outdoor gatherings.



An Orient in Connecticut (part 3)

by George King III

My last couple of weeks has resulted in some good progress. The big news is that a shop in California that builds motorcycle wheels has completed the wheels for the Orient. This is the second of four phases of building the wheels. **(Note: this article first appeared some time ago)**

Phase one was machining Harley Davidson front wheel hubs to make them look like old-fashioned originals. Charlie did a very nice job of machining these parts as well as making steel cores for the rear wheels. **(Photo one** shows Charlie's hubs and cores.) Currently, Frank is



mounting the hubs to the core which will prepare them for phase three.

I spent weeks trying to buy new rims for the Orient. The original size tires were 29 ½ inch which are no longer available. Seeking something that would work on a car that must be driven, I decided to use Model T Ford front wheels of 30 x 3 ½. The new wheels will only be ½" larger than the originals.

It took four weeks of effort to find new rims. None are available now and may not be available until July if the company in New Zealand is on schedule. I went to Lang's and bought four used rims which were in decent shape

and I sent them to California. I was very pleased with the quality of work done by Buchanan Wheels and Spokes which was suggested by bike historian Charlie Gallo. (**Photo two** is of a wheel awaiting the next step.)

I received all of the blasted, primed and painted under-car parts a short time ago. Since then I have prepared two other loads of parts to go to the paint shop. One set was a load of parts to be prepped and primed. They will be painted with the Crimson color found under the car which will result in the majority of these parts being complete. The second load was parts that only had to be glass bead blasted. These were completed this week. The radiator for the car was a beautiful part with all the brass and copper pieces polished by the glass blasting (**See photo three, below**)



It has; however, been painted with a special black paint that conducts heat rather than insulating it. This allows the radiator to perform its important job.



Brass and Copper Radiator after glass blasting

The differential for the car contains the chain sprocket from the engine and the spider gear for the axles. It also has two drums that are covered with bands, not unlike a model T, for brakes. One drum is iron and the other is bronze. With the bronze drums and black painted iron, the differential looks very attractive.



Differential before restoration

This week I brought the wooden body of the Orient to H&B Cabinet Shop in Plainfield, CT. This is the shop where owner Matt Malley helped me build the WWI ambulance in 2011 and 2012. We had to make a new section of floor board and a cover for the rear of the car as well as some small parts. My research for Amesbury, Massachusetts, where the car's body was built, gave me the reference that the wood should be ash. So, ash it is!

Today, I continued work on the body making repairs to the wood that has cracked in the last 119 years. All in all, the body is in amazingly good shape.



Body with new ash parts installed

Dave Joslin is selling his 1940 Ford Deluxe Coupe

1940 Ford Deluxe Coupe for sale. Very good maroon paint, excellent running 85-HP flat head V8 and very nice interior. Includes hot air heater. Gas gauge not working and speedometer may require new cable. Condition indicates that it may have been frame-off restoration. Converted to 12 volts. Includes original style radio (not hooked up). See photo to the right. Priced for quick sale at \$27,000.00 OBO
Call Dave Joslin at 401-632-7681 ,(ad placed Sep. 2, 2020).





I have been doing a little more work on my 1941 Buick. You would have to look real hard to notice, though, since most of the work, including that done on the radio, is electrical. So, here is my update and possibly enough hints to encourage you to repair your own radio. This is not a comprehensive discussion of radio repair! This is just an introduction. Radio repair should be approached with **caution** and a good deal of research. The list that follows is not all inclusive and you need not adhere to all of my “steps”. They are there mostly for clarity. *Whatever you do, leave the testing to last and be safe.*

First, there are some essential tools you will need. Here is a short list:

Circuit diagram for your radio

Digital camera and/or drawing pad

30 watt and 100 watt soldering irons, solder, flux, sandpaper, sponge

Bench power supply that provides 6 and 12 volts at about 6-10 amps

Multimeter

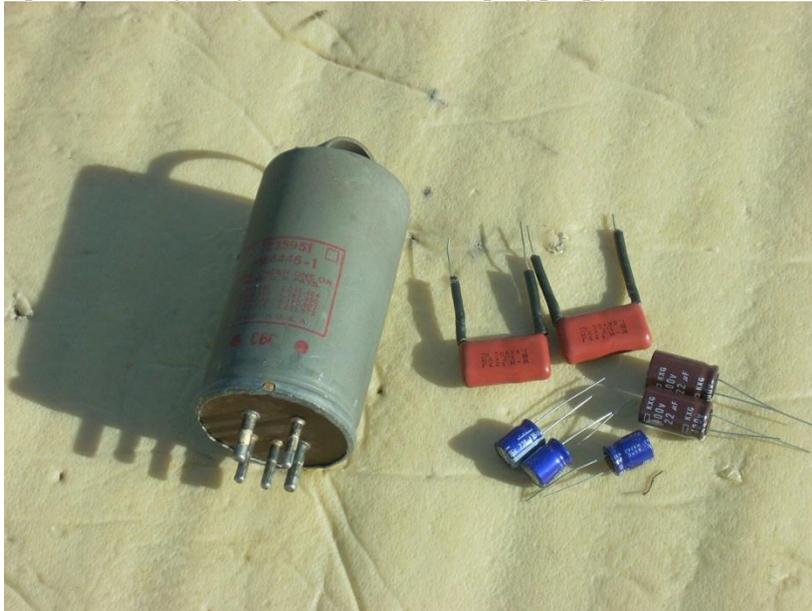
I recommend that you document everything you do. It is real difficult for some of us to remember what goes where after it has been removed. By taking photographs as you go along you will have something to fall back upon when you are putting the radio back together. Also you must do everything safely. Unless you are skilled at radio repair do not put your hands inside a radio when it is turned on. *The current in these old car radios can kill you!*

Step No. 1 – Clean the radio, inside and out. A dry paint brush and forced air are helpful. While doing this make a visual search for problems. Look for crumbling wire insulation, burnt parts, poor solder junctions, and replacement parts that indicate a past repair.

Step No. 2 – Replace all capacitors. Most capacitors are one of three different types: mica, paper, or electrolytic. The mica capacitors can be left alone since they rarely develop a problem. All paper capacitors (made of layers of tin foil and wax paper) need to be replaced. After 40 years or more they are all bad or ready to go bad. Electrolytic capacitors also need replacing. Some electrolytics look like paper capacitors and others look like tall metal cylinders mounted on the top of the radio rather than the underside. Electrolytics, unlike other capacitors, have positive and negative ends (polar) and they must be replaced with the proper orientation. If an electrolytic is put in backwards it will usually explode upon powering up the radio.

Capacitors are rated for capacitance in microfarads. Their power handling rating is expressed as ‘working voltage’. Thus a capacitor may be rated as 0.10 mfd @400 volts. It is OK to exceed the value in mfd’s by about 10%. Do not go low. It is never safe to replace a capacitor with one that has a lower working voltage but it is OK to use one that is substantially higher in working voltage. So, using the 0.10 mfd@400 volts unit as an example, you might replace this with a 0.10 mfd@600 volts capacitor and it will work just fine.

Old car radios usually have one or more specialized capacitors called ‘buffer capacitors’. These are high voltage (1,000 volts or more) capacitors that absorb voltage surges and prevent arching of contacts such as the contacts in a vibrator. They wear out quickly and must always be replaced. They may be of the mica or polypropylene (modern replacement for paper) types.



Left to Right: vibrator, buffer cap's., electrolytic (eBay photo)

Step No. 3 – Test all resistors.

If a resistor is 15% above or below its labeled value it should be replaced. You will need to know how to read values by decoding the colored bars on the resistor. Charts and apps are available to help. When testing a resistor with your ohm meter you must disconnect one end of the resistor from the circuit if it is in parallel with another resistor. Otherwise you will not get a correct reading. If the resistor is in series with other resistors you do not have to disconnect it. Also, resistors

are designated by the wattage they can withstand and you must always meet or exceed this rating when making replacements.

Step No. 4 – You must have a working vibrator. These are difficult to test. Just replace it if all else in the radio has been repaired and the radio will not come on at all. Note that it is possible but difficult to rebuild a radio vibrator. The vibrator changes DC to AC to obtain high voltages.

Step No. 5 – Test all tubes and replace any bad ones. Clean the tube pins with some contact cleaner and then insert and remove them from their sockets several times. This ensures a good connection. Do not use moisture to clean painted surfaces on glass tubes. The paint will vanish.

Step No. 6 – Repair mechanical parts of the radio. This includes pushbutton tuning, tuner bearings, tuner clutch, knobs, dial string, power and antenna connectors, station indicator, and dial face. Also replace spent bulbs and fuses.

Step No. 7 – Test the radio. You will need a benchtop power supply. If you do not have one you will have to drag your automobile battery into you shop. Most automotive radios attach one lead to the metal enclosure of the radio. The other lead will be by way of a special power cable. It is important that you know whether the car the radio came from is positive or negative ground. If the positive cable of your car battery goes to ground (the car frame) then the positive lead must go to the metal radio enclosure. If you have a negative ground system the negative lead must go to the radio enclosure. If you get this wrong you may destroy the vibrator, especially if you are using a solid state replacement. You also need to attach an antenna.



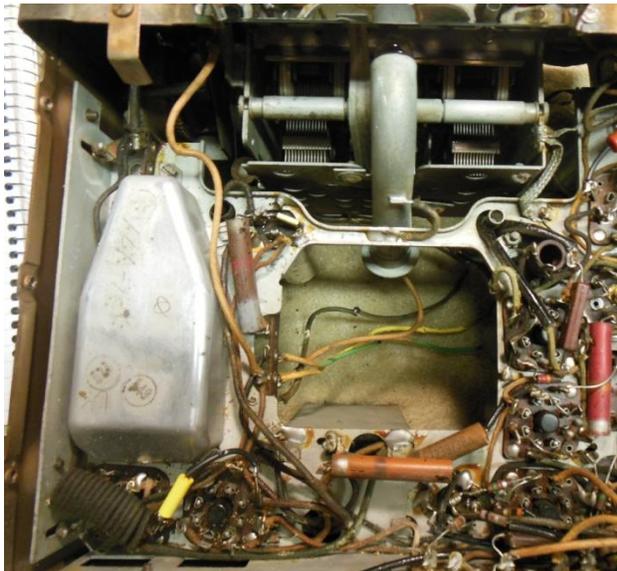
Top view: Radios from 2 diff. years are identical; great source of parts



Left: old dual buffer capacitor



Dual electrolytic (middle, 3 wires) being replaced; tuner and pushbutton clutch to left



Underside of radio; buffer under shield; yellow component is replacement cap.



Old paper (wax) capacitors and new polypropylene replacements

What does your back seat look like?

By Bob Sundman

You may recall that in one of the email notices you received there was a request for photos of the back seat of your special antique automobile. The responses were not overwhelming. Fortunately we did receive an especially nice set of photos from long time member Bob Sundman.



Happy passengers in back seats of 1948 Ford Station Wagon

From Bob:

Ken,

Here are a couple of pictures of the back seat of the 1948 Ford woody and the 1912 Model T.

Grandkids are going for a ride in the back seat.

They coined a new phrase. "Woody you doing".

They used it extensively on the ride with lots of laughs each time someone said It.

The phrase seemed to stick during their visit with Grammy and Grampy here in Stonington.



The back seat of a 1912 Ford Model T

Seen above is the youngest granddaughter bored in the back seat of the Model T while the driver is having a ball beeping the horn. Life is tough when you're young.

They all had fun riding around town in the old cars - all 11 of them - but the ice cream treat was more fun - now I have to clean the seats from the dripped ice cream.



1948 Ford Station Wagon, Bob Sundman driving

By the looks of the rear axle there is a lot of weight in the back seats.

Bob Sundman

Thanks so much to Bob Sundman for these great photos. So here I go again. Who will submit some “back seat” photos for our next newsletter? The photo can be as simple as a plain old back seat without any

passengers or it can be delightfully cute like the photos Bob sent in.

Just to get you started I have a photo of my back seat below.



1941 Buick Roadmaster Touring Sedan

Recent Event Notices:

Monthly Meetings: Regular meetings can be considered as “by notice only” for the duration of the COVID19 pandemic. You will get an email notice prior to any meeting that we hold.

[North Stonington Baptist Church Fish Fry](#): We have been invited to bring our cars to the North Stonington Fair Grounds on **Saturday, September 19**. The event usually features professional entertainment. This event will be held at North Stonington Fair Grounds. This is a family picnic so bring your blanket and chairs. They have tables available for handicapped and elderly. They usually serve fried fish, clam fritters, fried pickles, salads and chips fried Oreos. Admission and food are free to club members who bring their old cars. Click the title for directions to the Fair Grounds. **(Time to be announced) This is a club event.**

[Laferriere Cars and Coffee:](#)

Sunday, September 20:8:00 – 11:00am

[6 Lark Industrial Dr](#)

6 Lark Industrial Dr, Greenville, RI 02828, USA

:Coffee Truck Available. If you want to go with a group you may meet at the Wyoming, RI McDonald's on route 3 for a 7:00 AM departure. This was well attended last spring and many folks expressed a desire to return.

[Calabrese Picnic](#): The Calabrese Picnic, hosted by Pat and Dave Calabrese, will be on **Saturday, September 26, at 11:45 AM**. Please note this date change. Come on over to the home of Pat and Dave Calabrese (address in members' section of website or click blue link). Annual picnic for WPRAACA. **Arrive by 11:45 AM**. Bring your old car and park on Dave and Pat's lawn. All members welcome and bring your classic car or your regular car is OK too. Hot Dogs, Hamburger, and Chicken, corn, and possibly pork loin will be provided with soft drinks. Members invited to bring pot luck sides, salads, and deserts. **This is a club event.**

[The Yankee Yesteryear](#) fall show in Brooklyn, CT is **cancelled**. Please click on the blue link for additional information.

[The New England Wireless and Steam Museum Steam-Up](#): This event was slated to occur on Saturday, **October 3, 2020**. It will happen but it will just be online and open to a limited number of participants. Our participation as a car club is still up in the air. Check the museum website for updates.

Update from Gerry Lynn:

I saw in the [New London Day](#) where they had a picture of 3-4 old cars with this outdoor traveling art show set up in downtown Norwich. It's run by the Norwich chamber so I emailed them some ideas as to where they could find more old cars to display when they run it again next year. The two emails I sent mainly contain links to other car clubs in the area (including

us). Dream Machines club has a very good list of everybody's car events in the area on their web site.

Audrain News: They do that "cars & coffee" every 2 weeks on a Sunday. Most of the future ones through early Oct. will be at Ft. Adams in Newport. The dates & details are all listed under events/cars & coffee on their home page drop down menu. You have to sign up for their mailing list on the cars & coffee to get notices. The email notice usually comes out the Monday before the upcoming cars & coffee (about noon). You have to sign up from a click on the email to get a ticket to get in. The maximum of people who can attend is 250. There's also occasional reference to a max of 100 cars. On the signup they do want to know if you're going to bring your one guest allowed and that guest gets included on the admission ticket they reply with. They made some mention of a Porsche club attending this coming Sun. (8/16/20) so that may have influenced the early cut off.

Interesting Internet Links

This from Bill Ricker

The lady with the 1930 Packard. Those of you who have never seen this before will love it.
https://youtu.be/qxCpK1W_Gjw

From Gerry Lynn:

[11 automotive DIY YouTube channels you should be watching | Hemmings](#)

and

[The Mad Englishman and the Black Shadow / Hagerty Media](#). This is a lot more than just a story about an eccentric Englishman and his Black Shadow. Hope folks like it.

[Cars For Sale](#) – Exactly what it says. These are mostly cars owned by AACA members.

[Pre-WWII Photos](#) – All original photos of cars from this era. No new stuff. Amazing!

[Old Car Videos](#) – Expect the unexpected here.

Please let our contributors know that you appreciate their article submissions. This month we were happy to hear from:

George King III

Bill Ricker

Bob Sundman

Gerry Lynn

Ken Carr

Dave Joslin

Brought to you by:

Club Officers

President:	Merrill Moone
Vice President:	Charlie Nash
Secretary:	Ken Carr
Treasurer:	Dave Calabrese

Volunteers

Newsletter:	Ken Carr & Gerry Lynn
Sunshine:	Camille Carr
Trip Coordinator:	Don Oster
Webmaster:	Ken Carr

