



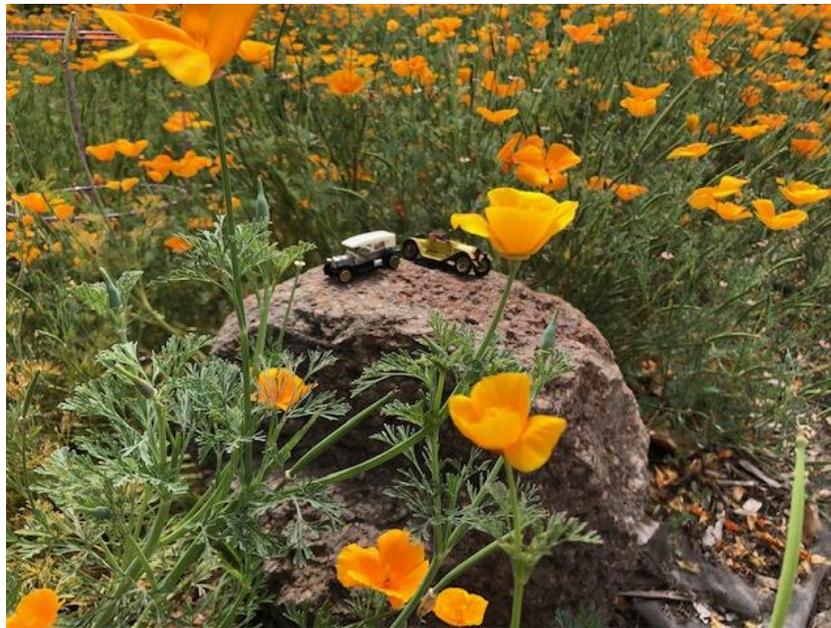
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★ **CELEBRATING OUR 71st YEAR** ★  
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Founded November 15, 1948  
Chartered December 10, 1948

**JUNE 2020**

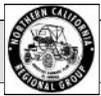
VOLUME 68 ISSUE 6

# THE BRASS NUTS



## What's Inside this Issue

- |    |   |    |  |
|----|---|----|--|
| 2  | Information page  | 12 | General Meeting Info & Updates and Ham Radio Car |
| 3  | Messages  | 13 | Blast from the Past                              |
| 4  | Calendar of Events  | 14 | Product Recall—Jack Stands                       |
| 5  | The Many Covers of <i>The Brass Nuts</i>                      | 15 | HCCA National News Issue #6                      |
| 6  | From the Toolbox & Caption This!                              | 16 | Birthdays, Anniversaries, Reminders & For Sale   |
| 7  | I Think I Need Help With This Engine #3                       | 17 | Advertisements                                   |
| 11 | Fashion, COVID19 & Mail and Days In Automotive History (June) |    |  |



*The Brass Nuts* is published by the 5th of each month by the **NORTHERN CALIFORNIA REGIONAL GROUP OF THE HCCA**. Permission to reproduce articles appearing in this publication is granted provided credit is given to the original source. *Brass Nuts* subscriptions are available to non-members for \$15.00 per year.

The mission and purpose of the **Northern California Regional Group of the Horseless Carriage Club of America** is to bring together people interested in the preservation of antique and vintage vehicles and their accessories, to preserve and maintain antique and vintage vehicles, and to serve as an accurate and technical source of information concerning the vehicles for the benefit of the members and the general public. We value and enjoy sharing our cars and their history through public educational events.

#### **THE HORSELESS CARRIAGE CLUB OF AMERICA**

The Horseless Carriage Club of America is a nonprofit international association of people dedicated to the enjoyment, study and preservation of early automobiles manufactured prior to 1916.

The club was organized in 1937 by a group of horseless carriage enthusiasts who foresaw the need for an organization dedicated to the preservation of automotive history. From this beginning the Horseless Carriage Club of America has grown to include members from all parts of the United States, Canada, Europe and other parts of the world. [www.hcca.org](http://www.hcca.org)

**NCRG General Meetings will be held the third Thursday of each month (no meeting in December) at the Sacramento Sewer District Office Board Room, 5026 Don Julio Boulevard, Sacramento, California.**

#### **NCRG 2019—2020 BOARD OF DIRECTORS:**

Jan Charpier, Mike Huff, Sandy Maye, Stephanie Mozell, and Diana Squire.

#### **NCRG 2020—2021 BOARD OF DIRECTORS:**

Bill Charpier, Raul Cornejo, Bob Hopkins, Jr., Gordon McGregor, and Roger Mitchell.

2020

**NCRG-HCCA**

**QUESTIONS? CONTACT**

**Web site address: [www.ncrghcca.com](http://www.ncrghcca.com)**

#### **OFFICERS**



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**Vice President** Gordon McGregor



**Secretary** Stephanie Mozell



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**Welcoming** Sue Hill

**Tour & Safety** Gordon McGregor

**Publicity, Historian** Sandy Maye

**Sunshine** Elaine Rose

**Webmaster** Thomas Roush

**Education** Frank Squire

**Certificate of Insurance** Cat Roush

**Editor** Diana Squire

Sue Hill, Editor Emeritus



“Bee” Safe



**President's Message:**

Due to the ongoing COVID-19 problems, the Club's General Meeting for June is cancelled. In addition, all of our Spring and Summer events have been cancelled or postponed. The only

currently scheduled event that hasn't been cancelled is the Holiday Progressive Dinner. Let's keep our fingers crossed that the situation will have improved to the point that we can get together for the Dinner and celebrate!

Last month's edition of *The Brass Nuts* was full of fun and fanciful articles to fill the gap left by having no tours to write about. I want to give a special thank you to Diana Squire and Stephanie Mozell for their virtual tour articles and to the members' vintage cars for sharing their "Car Thoughts" with us. All of the work that went into producing this entertaining newsletter is greatly appreciated, especially at a time when we all need something extra to smile about.

Speaking of *The Brass Nuts* articles, I have been enjoying the series "I Think I Need Help With This Engine" by member Wel Snibbod (If you haven't already figured it out, spell the names backwards). Although it is about an engine for a boat, much of it applies to our vintage car engines. When reading about the challenges in the article, I find myself sighing and saying "I remember dealing with that." The humorous telling of this story brings smiles to my face. Thank you Wel, for making us smile!

Our Editor can use your help, so keep sending her items to include in "The Brass Nuts." This is a chance to use those creative talents!

Jan and I hope you enjoy the start of Summer, and we wish you the best as you continue to keep you and your family healthy and safe.

*Bill*



**Editor's Message:**

The restrictions are starting to be lifted, but the virus hasn't taken the hint and gone into hibernation. We are still reluctant to get out and about, and it

isn't easy with all the guidelines to follow as well as our underlying fear of having the virus catch hold of us. In the meantime, work on those cars, plan tours to be held in the future, be kind to each other, and be safe. Please make good choices for your health and the health of others.

If you take a peek at page 15 you'll see that your Club's newsletter and website were recognized by the HCCA as outstanding. Our newsletter received Highest Honors and the Website, Honors. Even though Thomas Roush and I have our names on the plaques, it takes teamwork, member in-put and encouragement from our NCRG members to make our newsletter and website a success.. Thank you.

Members are emailed copies of many of the outstanding newsletters that are found on page 15. I get many ideas and much inspiration from the work of their editors. I appreciate the time and effort they put into sharing their club's information and articles of interest with us. I hope you enjoy reading them.

On that note, please keep information coming in to me. It's a challenge to keep up the news without touring articles. There's always something of interest out there. Share it with me and I'll pass it on.

Wishing You Good Health and Safe Travels—

*Diana*

**NEXT GENERAL MEETING**  
 Thursday, 7:00 P.M.  
 June 18, 2020

Sacramento Sewer District Office  
 5026 Don Julio Boulevard  
 Sacramento CA

**CANCELLED**



**NCRG HCCA CALENDAR OF EVENTS**

(NOTE: NCRG sponsored events are in bold print)

**2020**

- June 14th **Pava's Multi-Club Old Car Tour**  
**Postponed**
- June 18th **General Meeting, Cancelled**
- July 16th **General Meeting 7 PM—TBD**
- August 5-9 **Ryan Ramble Cancelled**
- December 20 **Holiday Progressive Dinner**

**Plan a tour**

**Let's set a future date!!!!**

Contact Gordon McGregor, Tour and Safety Chairman, with your tour dates and information.



**SWAP MEETS, OTHER REGIONAL CLUB HAPPENINGS AND NATIONAL EVENTS:**

**2020**

- June 6—*Downtown Lincoln Car Show* presented by The Rods and Relics Car Club.  
**Change of Date to October 6, 2020.** For updated information go to [www.rodsnrelics.net](http://www.rodsnrelics.net)
- June 7—Mother Lode Model T Club Swap Meet **Cancelled**
- June 8-12—*Nickel Era Tour*, Moscow, ID. Nickel Era Touring Registry (HCCA). **Cancelled**
- June 17-20—*64th Annual HCCA Regional Midwest Tour*, Omaha Regional Group **Cancelled**
- June 21-25—*51st Franklin Westrek*, Prosser, WA. For more information go to [www.franklinwestrek.com](http://www.franklinwestrek.com). **Cancelled**
- June 21-27—*HCCA National Tour Circle Missouri Progressive*, . **Cancelled**
- July 11—*Knight Rider Car Show*, Jackson, CA. Sponsored by Amador County Council 1849, Knights of Columbus. For information go to [www.kofc-1849.org/Car-Show](http://www.kofc-1849.org/Car-Show).

*Please see your latest Horseless Carriage Gazette "Coming Events Section" for more spectacular events coming your way or for cancellations.*



**June 10th National Black Cow Day**

Which would you choose to celebrate?



a Black Cow

**OR**

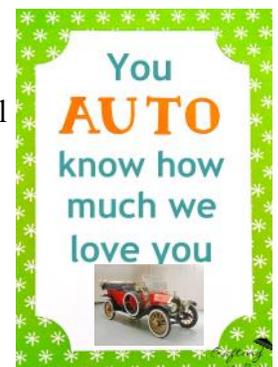


A Black Cow

- Root Beer
- Vanilla Ice Cream
- Chocolate Syrup—drizzle in glass
- Whipped Cream
- Maraschino Cherry—optional

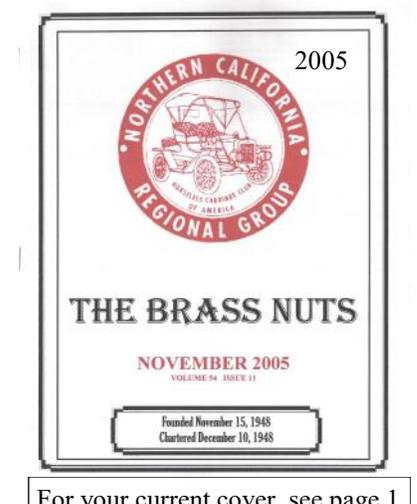
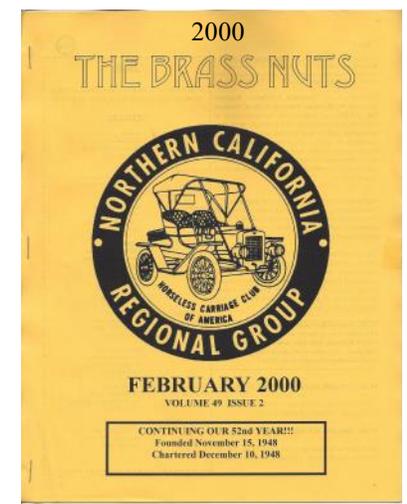
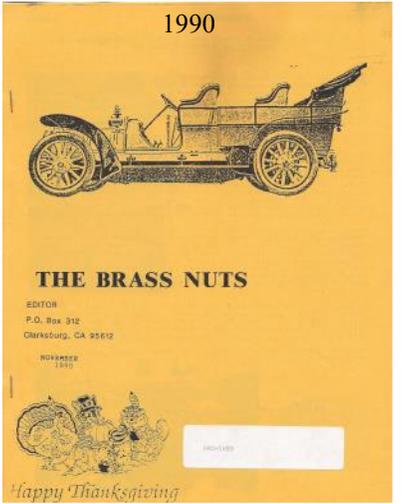
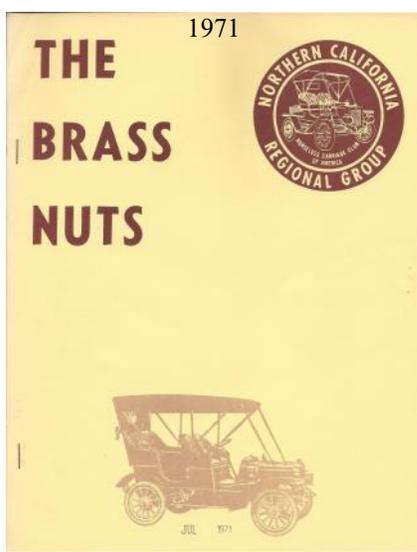
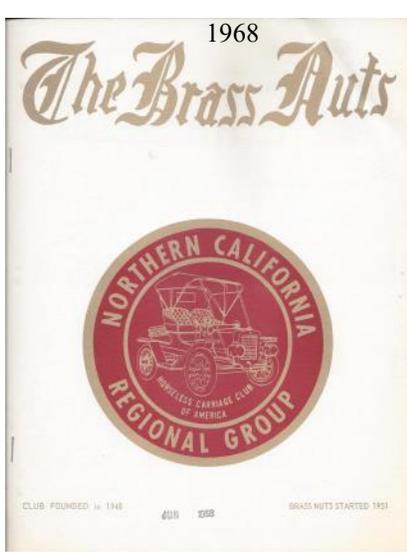
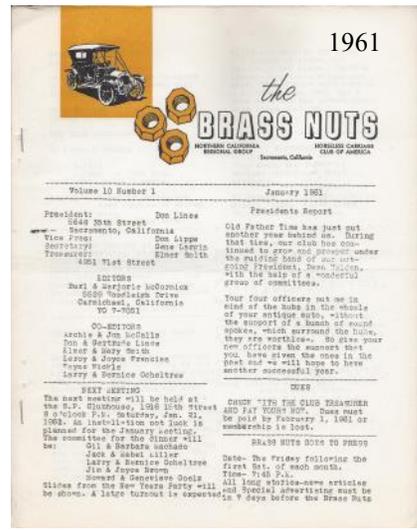
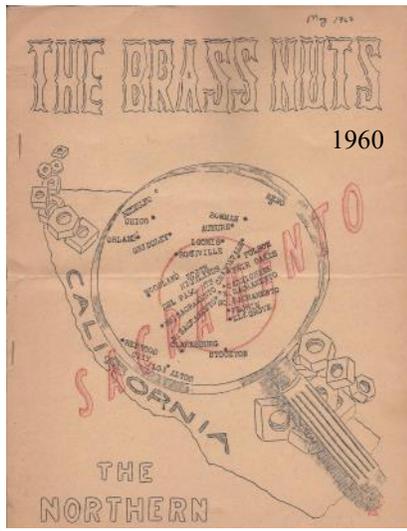
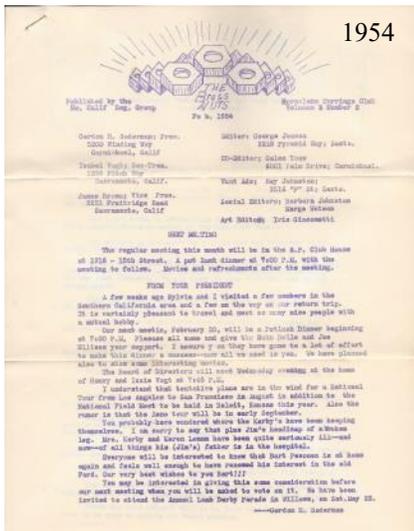
**June 21st Father's Day**

Father's Day is a day of honoring fatherhood and paternal bonds, as well as the influence of fathers in society.

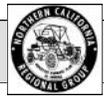




# The Many Covers of The Brass Nuts By Sue Hill



For your current cover, see page 1



## From the Toolbox

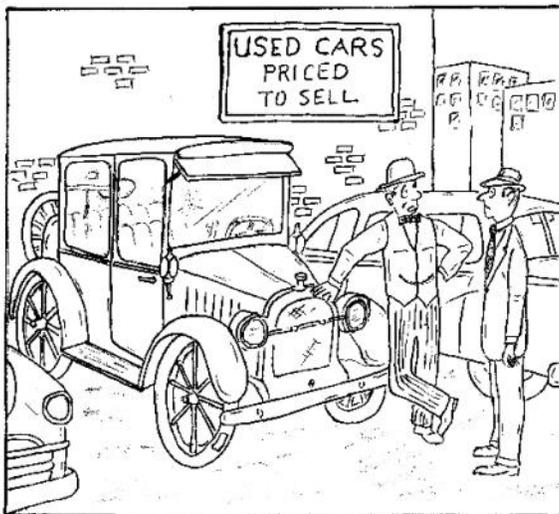
By Bill Charpier

This month's subject is about getting light where you need it. If you are like me, there is almost never enough light available when you are working on your vehicle. This is especially true when I'm working under the trailer or a vehicle and I need another hand to hold a light. It gets quite uncomfortable holding a flashlight in my mouth! Now I use a **Lisle Flashlight Holder** and it works like a third hand. It has a strong spring clamp and a flexible 9" goose neck that bends over 90 degrees and rotates 360 degrees allowing a light to be conveniently aimed at the work area. It holds a variety of flashlights or trouble lights using the two positions of the red flexible fingers.



The Lisle Flashlight Holder with Clamp retails for around \$20. Lisle also makes the holder with a magnet in lieu of the clamp. I have not tried it, but I did note that a few of the product reviews stated that the magnet was not strong enough to hold onto metal surfaces while holding a light and the magnet had to be replaced with a stronger one. Other reviewers seemed to be happy with it. The magnetic version retails for around \$15. I feel that these holders help solve an aggravating problem at a reasonable price.

If you have a favorite tool and you would like to share the information with the members, send me a write-up and I will include it in "From the Toolbox." You can also call me with the information and I will write it up for you.



### CAPTION THIS:

Welcome to Hudson's Used Cars, I'm Franklin and I "Auto" show you the best car on the lot.

Let me tell you a bit about her.

1. *This is a real beaut....we call her "Patches." I'm sure she'll take you and the new Mrs. on many adventures.*
2. *She's had One owner— has low mileage*
3. *Definitely a Good Investment...Can't depreciate anymore.*
4. *It's a miracle she's still around and running...a genuine piece of living history your grand-kids will love!*

The prospective buyer asks about who owned the car before.

Reply: *The former owner, yes she lives in Pasadena. Why do you ask?*

And, the buyer notices something: *Windows, in case it rains on Ryan's Ramble!*

But the Best Part is ***Well..... It's A-FORD-ABLE***

Another happy customer thanks to (caption submissions in italics) in order: Jan Charpier, Gordon McGregor, Lancey Wilson, Pete Kneedler, Bill Charpier, Raul Cornejo, and David Pava. Intro from the Editor.

## I Think I Need Help With This Engine? Part 3

### By Wel Snibbod

Boating season is just around the corner and The Kid and I need to get that ol' Chris Craft MBL back together soon. With everything back from the machine shop and we got most of our new parts, I'm rarin' to go! Now I'm a gear head from the sticks and know my way around most old engines. But I have been gett'n the idea from tearing this engine down that marine engines do have their fair share of differences compared to auto engines. But as we put this back together, I am sure that The Kid will remind me! So let's once again enter The Gear Head Zone! Not for the faint of heart.

The first thing to be done is to inventory everything that we got back from the machine shop and all of the new parts we have. We did (or The Kid did) make a list of everything before we headed for the shop. With everything verified that came home in the ol' war wagon, cleaning commences. The Kid asked why we need to clean the block and other parts considering that they just came back from being cleaned and machined. I explained that the slightest bit of dirt or any shavings left from machining is our enemy and can ruin a good engine job.

We start with the block after it is bolted to the engine stand. Now the shop may have installed new freeze plugs, even if we did not request it. That's ok as what we are mostly concerned about is anywhere that oil can go or ports to and from the cylinders. Now the shop did install freeze plugs and all water and oil galley plugs. I had The Kid unscrew all of those but we left the freeze plugs in. The steam cleaner came out with a good environmentally friendly (cause I can't spell biodegradable....) soap. We blast and scrub the inside and outside of the block and force the jet of soapy steam through all of the oil passages. The use of long pipe brushes ensures that we get everything nice and clean. The same goes for the head, crank shaft oils passages, transmission and various housings.



Fresh from the shop.  
Steam cleaned.

that we got back from the machine shop and all of the new parts we have. We did (or The Kid did) make a list of everything before we headed for the shop. With everything verified that came home in the ol' war wagon, cleaning commences. The Kid asked why we need to clean the block and other parts considering that



Cleaned Parts

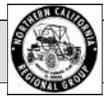
Once clean, the cylinder and bearing surfaces, need to be dried and lightly oiled to prevent any rust. After all surfaces are dry, we shot the outside of all castings with Zinc Chromate rattle can paint. Finally we can start assembly. We talked about keeping things clean yet again and I said to place a plastic bag over the engine to keep the dust and small critters out when not working on the block!



Bare Painted Block

Now, even though the shop turned (ground and polished the crank shaft journals) to a new size as we directed, we still need to measure all clearances when we put the bearings in the block for the mains and then the connecting rods. I had The Kid carefully feel the main bearing saddles of the block for anything other than a clean smooth surface. He then placed one half of each main bearing set in the saddles keeping the other half of each set marked. While placing these in the block, he verified that the oil pressure holes in the bearings lined up with the oil pressure port. This feeds pressurized oil into each main bearing but also sends oil through the drilled passages in the crank to the rod journals and to the drilled orifice in the snout of the crank that feeds oil to the reverse gear. After re-cleaning the crankshaft and the drilled oil galleys, we can set it gently down onto the bearing halves he placed in the crank saddles of the block. As we are making clearance measurements, we do NOT place any lubrication on the bearings at this time. He then placed the other half of the bearings into the main bearing caps and got the bolts that hold them ready.

In order to measure for the desired bearing clearance, we use Plastigage again. A piece of this clay like round material is placed lengthwise on the crank main journal. The main bearing cap is then gently placed into position and torqued down to spec. For our MBL, the bearing clearance is .0015" to .003" (One and a half thousandths of an inch to three thousandths). I yanked out a red beard hair and had The Kid measure it with a micrometer just to get the idea. He said it was .003"!



### *I Need Help.....Continued*



It gave him an idea and reference of the bearing clearance. There are two different sizes of main bearing bolts in these engines. The smaller bolts are installed in the bearing caps at the rear and middle of the engine and each holds 4 bolts. These are torqued to 70 foot/

pounds. The remainder of the 7 main bearing caps use two larger bolts and are torqued to 80 ft/lbs. I reminded him to make sure he does NOT turn the crank while making these measurements.

Now we unbolt the main bearing caps and carefully remove them. The torqued bearing caps will have slightly crushed and flattened the round Plastigage material. The more clearance, the less the material will be flattened. The tighter the clearance, the Plastigage will flatten and spread out wider. Using the markings on the paper Plastigage tube, we can now compare this to the flattened material to determine the clearance. The look on the Kid's face was amazing as he checked all 7 mains. Now we can clean the material from the crank and/or bearing with a little lacquer thinner. Can't have any debris!

The crank comes carefully back out of the block so we can lubricate the bearings. When an engine fires up, it takes bit of time before the oil pressure gets to all bearings. So we use an assembly lube to pre-lubricate the bearings. Now I was lucky and found a large stash of Molybdenum-Disulfide in a surplus store when I was a young gear head in school. This is expensive stuff that is usually just used on camshafts and lifters. It really works well and is hard to get off your hands and clothes. In other words, it takes a lot for the oil to wash it off the internal parts that are coated. We brush it onto both halves of the bearings, set the crank back in and bolt and torque the front 6 bearing caps down.

Now the machine shop did the line hone/bore of the seven main bearing saddles to ensure that they are perfectly in line with each other. And they drilled and installed roll pins to perfectly place the caps each time they go back into place. This now allows us to turn our crankshaft with one finger. Had we

not "indexed" these caps, we would have had to spend a lot more time with a small hammer and tap and move the caps a few thousandths at a time to find this perfect alignment as we tighten the caps. Today's engines do not have this problem as everything is well indexed. But remember, these were tractor engines and low cost. They did not care. But that increased wear and robbed horse power!

The Kid asked why I did not have him install the rear main cap yet. I got out the set of four brass, keyed thrust plates. These control the back and forth movement or end play of the crank shaft.

Factory spec is .002" to .004". If the crank is not badly worn and turned correctly, then we should be able to hit that spec. But if there is wear on the thrust surfaces or those surfaces



**Thrust Plate 1 & 2**

were ground, then we need to modify or thicken these 4 thrust plates. 50 years ago, different size plates were available. Today we have to make them or modify what we have in order to hit the spec.

Once the thrust is measured and we do not have to remove the last bearing cap again, the bearing is lubed and torqued back down in place. These thrust plates are important for a long life of the engine and correct running. If there is excessive end play, the crank will slam back and forth between acceleration and deceleration. When this happens, it will change the timing relationship between the crank position and the cam position. There is an angle cut gear on the cam and crank that are in constant mesh. If the crank were to be moving back and forth, it would affect rotational position of cam shaft, thus changing valve and ignition timing. The foot bone is connected to the ankle bone. The ankle bone is connected to the leg bone.....

The next steps are determined by experience and knowing what access you have as you are installing more parts and pieces. In a flat head engine, the

### *I Need Help.....Continued*

rods and pistons can go in next but it will make installing the lifters, cam and valves a lot harder.



Cam Bearing Oil Feed Hole

That said, I had The Kid verify that the oil feed holes in the cam bearings that the shop installed are aligned with the holes in the block. If they were not, we would have to remove them with a cam bearing puller and reinstall correctly. As a lot of us gear heads don't have this special tool, we have the machine shops install the cam bearings. Knowing we will get good lubrication, he uses the moly and installs all 12 lifters and then the cam shaft. He knows that he has to align the timing dots on the crank and cam gears. I reminded him not to forget to install the fiber wear washer behind the cam gear. This keeps the gear from riding directly on the block face as we do not want steel on steel. It is also important for maintaining that correct cam timing.

Time for a beer while we roll the engine over on the stand so it is right side up. This allows the lifters to settle down onto the cam. Now we can install the valves, springs and keepers. Once you do this, you will only want to work on overhead valve engines such as V-8s. They can be assembled on the bench and are easy to roll around to work on them. With this engine, there is limited access and clearance in the "tappet galley" on the side of the engine. Now the shop did a precision grind of the valves and valve seats as well as installing new valve guides. So each valve should mate with the seats tightly. Some shops will custom fit an individual valve with a specific seat and number things to make sure they stay a matched pair. Ours are not matched so theoretically any intake valve can mate with any intake seat and same for the exhaust.

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Bearing & Lifter Lube



Cam Gear Timing

Because we only wish to do this ONE TIME, we are going to use a Prussian Blue indicator grease to look at the mating pattern. The kid used his finger to place a small amount of the grease on the face of the valve and then wiped it all the way around the face. Carefully lowering it into the valve guide and down onto the seat, he rotated the valve around for several revolutions by turning the stem. Then pushed it up and out so we could examine the mating pattern. As we had hoped, all twelve had a perfect narrow (about 1/3<sup>rd</sup> the height of the valve face) band where the blue indicator was pressed out from the seat to face contact. If we did not get this perfect pattern on the valves, we would go old school and use a valve lapping compound, put some on the face, rotate on the seat with pressure for several revolutions and repeat the steps of above. This has a sharp fine grit in a grease that actually does a fine grinding to better mate the contact area of the seat and valve face.



Valve Checking

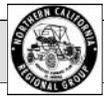
Now the valves and seats are cleaned up, installation and adjustment can start. It is often easier to install one valve at a time and adjust the valve or tappet clearance. Then move on to the next. There are two oval openings in the side of the block, each allowing access to six valves. The one at each end of the two openings are the most difficult to work on due to the rounded corners. We start with these 4,



Installing Valve

Now I have big meat hooks see, and it already takes three hands to complete this job! So I show The Kid how to install and adjust the first one and then turn it over to him. He has helped before but never flown solo. The installation is easy after the first one. The valve stem to tappet clearance adjustment takes a bit more from the thinking department.

Now the Kid said he knows how to do this. So I asked him to explain to me, and with a gulp of Nehi cream soda, he did! First, turn the crankshaft in order to rotate the camshaft so the cam lobe, for the valve you are installing, is pointing down in the



### *I Need Help.....Continued*

valve's completely closed position. This has the tappet at the lowest position possible. Next, set the



Valve Tools

spring and spring base into position and set on the top of the lifter (tappet). Carefully slide the valve down into the guide and through the spring and spring base. Now we use the flat head valve spring compressor. This is the forked jaw tool that opens up as you turn the wheel of the tool. One of the jaws seats around the lifter casting of the block and the other jaw grips the spring base. When the wheel is turned, the jaws separate, compressing the spring, while the bottom of the valve stem comes into view. The valve has two grooves at the bottom of the stem. A pair of half round keepers that have mating ridges wrap around the stem. Then the spring can be slowly released to cover the keeper and locking the valve into place. I was impressed so far but did remind him that he may wish to use a sticky grease to position the keepers on the stem to hold them in place as the spring is decompressed. So I asked what now? How do you adjust for the clearance between the bottom of the valve stem and where it meets the top of the adjustment screw of the tappet?



Adjusting Valve Clearance

He went on to explain that the tappet was a threaded bolt with a hex head and a locking jam nut below the head. These are thin hex areas for a wrench to get on, so we use our very flat tappet wrenches to adjust the tappet and then lock it with the jam nut. So, one hand holds the valve feeler gauge flat surface between the valve and lifter. The second hand holds and adjusts the tappet wrench on the bolt head. The third hand holds a wrench on the flats of the lifter body so it will not turn when turning the bolt head up or down. Now I am starting to tear up as I am so proud! But I had to ask....what size feeler gauges do you use for

intake and exhaust????? Silence, I grab a beer! After thinking for a few, he says: "Let's look in the spread sheet of specs you got from that Lew guy!"

So one by one, he installed the valves, springs and keepers and used the .010" feeler gauge on the intakes and the .018" gauge on the exhaust valves. I asked how do you know when you have it adjusted to 10 or 18 thou? He said by feel of course! When the valve and tappet just start to pinch the feeler gauge, it is good! Wow! He turned the crank to position the cam lobes for each valve as he continued. I checked his work and did not have to change anything!

Now it was getting late and RJ, that's my wife, said it was getting close to dinner time and for us to come in. While we cleaned up and put tools



Checking Lift Valve

away, he said we can start on the pistons and rods in the morning with excitement. I said we need to make another measurement on the valves first. With a puzzled look, I got a huh? I explained that we will need to measure and write down the full open valve height from the top of the block. When an engine has been rebuilt a time or two, we need to make sure that when the valve is open, that it does not hit the underside of the combustion chamber in the head. He said that would not be a good thing! So we will pick this up in our next chapter as we wrap up the bottom end of this Chris Craft MBL for our Racing runabout. So stay tuned, same time, same channel for more from the Gear Head Zone.

***Chapter 4 in this series to follow in a future edition of this newsletter.***

\*Wel Snibbod is Lew Dobbins name spelled backwards.



## COVID-19 Related Warning

By Bill Charpier

While perusing recent hobby publications I have noticed a couple of instances where someone had microwaved their mail to inactivate COVID-19. This didn't sound like a good idea to me, so I did a little research.

A study published in the New England Journal of Medicine found that the COVID-19 virus can live on surfaces like cardboard for up to 24 hours, and can live up to 72 hours on plastic and stainless steel. According to the CDC, it may be possible that a person can get the virus by touching a surface or object that has the virus on it and then touching their own mouth, nose or eyes. However, the chances of contracting the COVID-19 this way are low since the virus primarily spreads from person to person through respiratory droplets or close contact. If there is a concern about the mail, it is advised that people let the mail sit for a few days to inactivate any viruses sitting on the surface.

Concerning microwaving, the sources I checked described how microwaves heat food and how this could kill viruses that are on or in the food. But, they pointed out that microwaving paper is a **fire hazard and it should never be done.**

For more information you can do a Google search where you can find articles discussing the possible effects of the virus on the mail and recommendations for **safe** handling of the mail.

## Makeup Looks

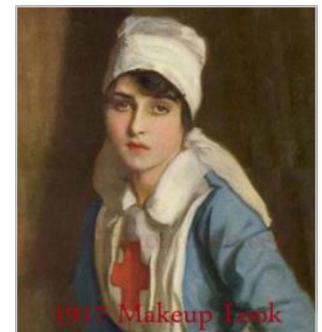
Pictures from  
Glamourdaze.com.



1913



1914



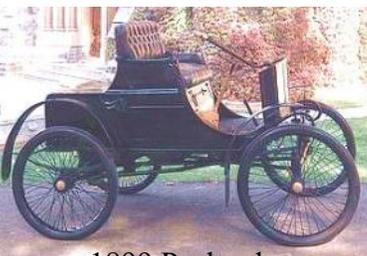
1917



1918

## Days in Automotive History - JUNE

**10th 1899**—Alexander Winton offers a challenge to unsatisfied customer, James W. Packard, to build a better automobile. This leads to the birth of the Packard Motor Car Company.

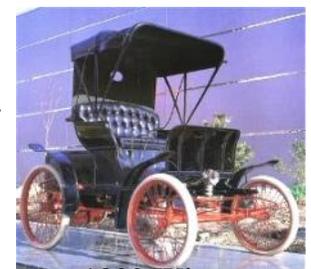


1899 Packard

**17th 1899**—George L. Weiss sells his interest in Winton for \$12,000 and invests \$3,000 into the new Packard concern.

**16th 1915**—The Packard Twin-Six is awarded the Grand Prize at the Panama-Pacific International Expo in San Francisco, California.

The Packard was produced from 1899-1950's. The original company merged with other manufacturers throughout the years, but the last Packard was produced in 1957.



1899 Winton

(NOTE: The Winton Motor Carriage Company, the first American company to sell a motor car in 1898, ceased automobile production on February 11, 1924.)



**Northern California Regional Group of  
the Horseless  
Carriage Club of America  
General Meeting Minutes  
Stephanie Mozell, Secretary  
No Minutes April meeting Cancelled**

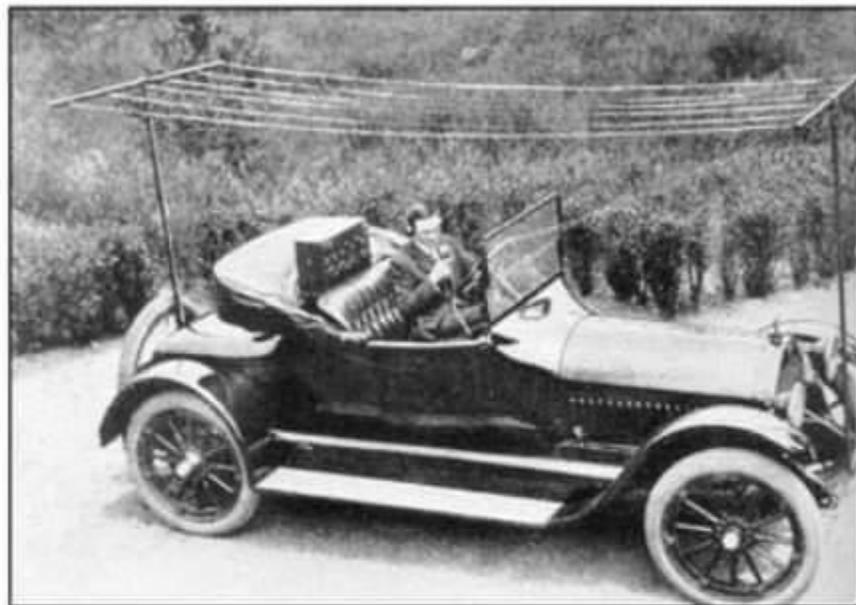
The **May** meeting was **Cancelled** in accordance with governmental requests to limit meeting sizes due to the possibility of infection by the Coronavirus.

The **JUNE Meeting** has been **CANCELLED????????**

**Treasurer's Report—Update from Jan Charpier:**

Since last reported in the May issue of *The Brass Nuts*, 23¢ of Interest was deposited to the Checking Account, and \$12.89 of Interest was deposited to all other accounts. The Club is solvent.

**The JUNE 2020 General Meeting has been CANCELLED????????**



Radio manufacturer Alfred H. Grebe installed an amateur radio station in his vehicle in 1919—even before entertainment radio began. Notice the elaborate wire antenna stretched between the two masts.



# *A Blast from the Past*

By Sue Hill

**From *The Brass Nuts*, August 1969:**

**Excerpt from: *Newsletters*, Peter Bechtel, National Groups Chairman**

Life Membership fees were raised by the HCCA Board from \$100 to \$125 to be effective as of May 18, 1969.

President Lawrence suggested the National look into a possible post 1915 tour, 1916-1931. A motion was made and carried that the Horseless Carriage Club of America adopt a National tour for 1916-1931 autos.

**From *The Brass Nuts*, September 1969:**

**Excerpt from: *Regional Groups Newsletters*, Peter Bechtel, National Groups Chairman**

**Corrections—Post 1915 Tour:**

In the July Newsletter the minutes were quoted in reference to a Post 16 Tour. It read “There will be a Post 16 Tour.” This is still under advisement on the National Board and any further information will be sent on in the *Newsletter*.

**Commentary on the two items above by Sue Hill:**

Oh my goodness, the Life Membership was so reasonable back in the day; however, Lee and I had five kids and a new home in Orangevale so the cost was prohibitive for us. Dang...missed opportunity for sure!

Can you imagine the excitement for many members of the National club in 1969 that did not own pre 1916 cars? It was exciting news that the National was thinking about a post-1915 Car Tour. In talking with my brother, Bob Hopkins, Jr., we recollected that the idea to hold a post 1915 tour was so good that it was discarded. Too many people wanted to go on the tour. It would have been nearly impossible to handle the number of people and cars.

**From *The Brass Nuts*, July 1969**

• • • • •

•           **THE OLD CAR RESTORER**           •

•

• The Restorer stood at the pearly gates,   •

• His face was worn and old.                 •

• He meekly asked the man of faith,         •

• Admission to the fold.                         •

• “What have you done, St. Peter asked,     •

• To ask admittance here?”                   •

• “Oh, I labored on antique cars, he said,   •

• On Earth for many a year.”                 •

• The gates swung open wide and clear,     •

• As Peter sounded the bell.                   •

• “Come in, he said, and take a harp,         •

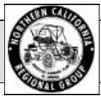
• You’ve had enough of hell.”                 •

•

•   *Kansas City Cranker*             •

•

• • • • •



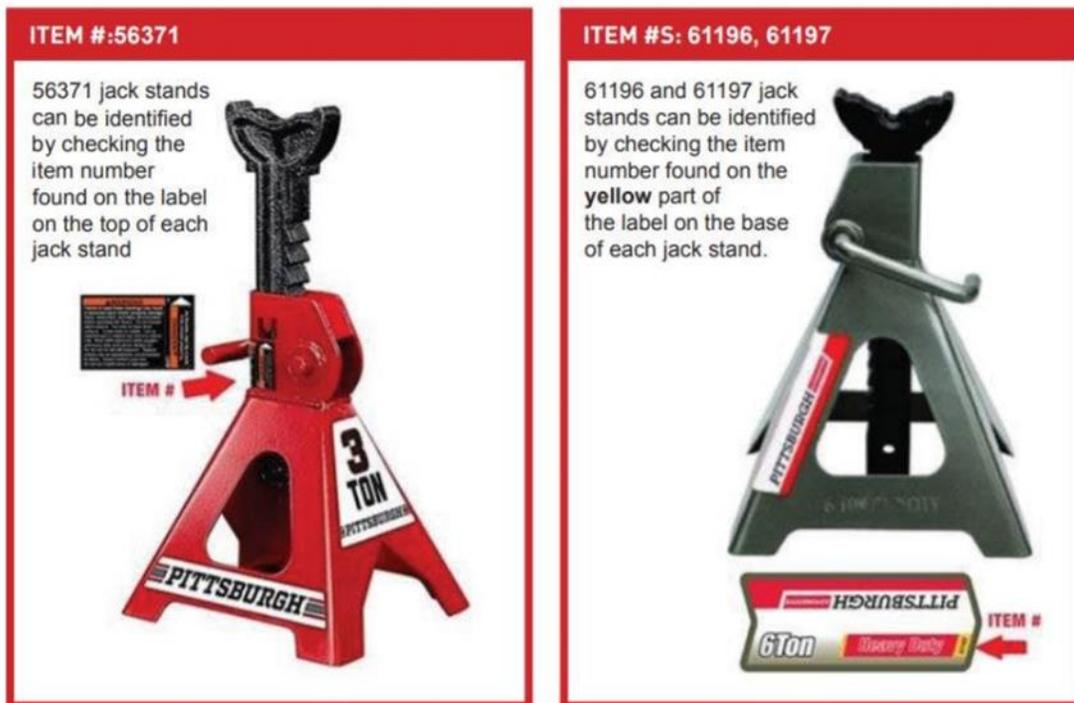
From "The Drive"  
www.thedrive.com

Thanks to Bill Charpier for sharing this information.

If you've got a set of Harbor Freight jack stands somewhere in your garage, stop using them immediately because many of them have just been recalled over pawls that could "disengage from the extension lifting post" under a shift in weight, causing them to suddenly collapse. We feel like this shouldn't have to be said but we'll say it anyway: bad jack stands that could suddenly fall are extremely dangerous and being underneath a car supported by one could very easily result in serious injury or death.

According to Harbor Freight, the recall applies to three-ton and six-ton heavy-duty steel jack stands with item numbers 56371, 61196, and 61197. The number on the three-ton units can be found on the label at the top while the six-ton stands have their numbers printed in the yellow section of the label found on the base.

## STOP USING THESE JACK STANDS IMMEDIATELY



**THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS #61196, 61197, or 56371**

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand. The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

Based on the [NHTSA filing](#), the recall applies to a total of 454,000 jack stands made between 2013 and 2019 and the issue is apparently blamed on old tooling used by the factory. Naturally, affected stands that have yet to be sold have already been removed from Harbor Freight's inventory.

If you actually own one of these stands, you can bring them to your [Harbor Freight Tools](#) location where they can be exchanged for a gift card equal to the "shelf price" of the stands in question. Whether or not you own a set of Harbor Freight jack stands (or even know what a jack stand is), consider spreading the news to somebody who you think might be using these. This may sound melodramatic, but it might just be the difference between life and death.



# HCCA NATIONAL NEWS

Re: 2020 HCCA Officers; Marian Welch Award; Newsletter, Website & Social Media Awards ....  
Issue: 2020-05-01 #06

- **2020 HCCA Officers –**

<b>Chairman</b>	Steve Cook
<b>President</b>	Don Plumb
<b>Vice President</b>	Keene Brewer
<b>Secretary</b>	Andy Wallace
<b>Treasurer</b>	Mike Reid

- **Marian Welch Award** – The Marian Welch Service Award is the Horseless Carriage Club's most prestigious Honor, awarded to members whose dedication and service to HCCA has had a huge impact on our club and our hobby. The 2020 Marian Welch Award recipients are:

**Bill and Anne Ottemann** - Congratulations!

- **HCCA Publication and Website Award WINNERS** – A Thank You to all those members whose efforts make the local newsletters and websites available to the rest of us. This year the award winners are listed alphabetically:

Bay Area / *Gaslight Gazette*  
Mark Cerruti, Editor Highest Honors

La Jolla / *Cap Sheet*  
Boyd Goddard, Editor Highest Honors

**Northern California / *The Brass Nuts***  
**Diana Squire, Editor Highest Honors**

Portland, Oregon / *Portland Gas Leak*  
Bruce Spainhower, Editor Highest Honors

San Diego / *Brass Facts*  
Diane MacPherson, Editor Highest Honors

Sioux Falls / *The Running Board*  
Odell Overgaard, Editor Honorable Mention

Southern California / *Coilbox Courier*  
Chris Gorman, Editor Highest Honors

Southern Ontario / *The Commutator*  
Paul Gockel, Editor Honors

Twin Cities / *The Horseless pAge*  
Cindy Dorholt, Editor Highest Honors

Western Michigan / *The Gearbox Chatter*  
Rosebud, Editor Highest Honors

Wichita / *The Spark Plug*  
Candace Parry, Editor Highest Honors

## Websites:

Bay Area / [bahcca.org](http://bahcca.org)  
Jon Eugenio/Mark Wheeler Honors

Colorado - Facebook Page / Social Media  
Christina HoganHighest Honors

**Northern California / [ncrghcca.org](http://ncrghcca.org)**  
**Thomas Roush, WebMaster Honors**

Portland, Oregon / [portlandhcca.com](http://portlandhcca.com)  
Bruce Spainhower, WebMaster Highest Honors

Southern California / [socalhcca.com](http://socalhcca.com)  
Chris Gorman, WebMaster Honors

## Register and Registries:

Rambler and Jeffrey Register  
Ed Grace, Editor Highest Honors  
Jennifer Lancaster, social media Highest Honors

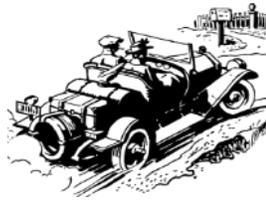
Cole Motorcar Registry / [coleregistry.com](http://coleregistry.com)  
Kevin Fleck, Editor Highest Honors  
Kevin Fleck, WebMaster Highest Honors  
Kevin Fleck, social media Highest Honors

Early Ford Registry / [earlyfordregistry.com](http://earlyfordregistry.com)  
Dave Dunlavy, Editor Highest Honors  
Dave Dunlavy, WebMaster Highest Honors

Nickle Era Touring Registry  
John Manifor, Editor Highest Honors  
[Nickletouringregistry.org](http://Nickletouringregistry.org)  
John Manifor, WebMaster Highest Honors

## Outstanding Efforts All! Thank You.

*Doug Tomb* / [Douglas.tomb@verizon.net](mailto:Douglas.tomb@verizon.net)  
Board Member – HCCA NN Editor ...



Traveling down the road for another year...



**JUNE BIRTHDAYS**

- 03 Carolyn McGregor
- 06 George Sherman
- 07 Leta Nichols
- 09 Bob Hopkins, Jr.
- 16 Maryjoan Kleinen
- 18 Evie Pharis
- 28 Clifford Hyatt

**JULY BIRTHDAYS**

- 03 Jerry Catchot
- 09 Julie Gordon Celidote
- 12 Ralph Brown
- 14 Taylor McGregor
- 15 Roberta Cornejo
- 19 Joe Ticer
- 21 Adam Day
- 22 Jennifer Roberts
- 24 Rosemary Lawrence
- 28 Felicity Davis



**JUNE ANNIVERSERIES**

- 11 Cliff and Norma Hyatt
- 15 Frank and Diana Squire



**JULY ANNIVERSERIES**

- 05 Jerry and Joan Catchot
- 06 Warren and Donna Berg
- 10 Thomas and Cathleen Roush
- 12 Gordon and Carolyn McGregor
- 17 George and Diane Sherman



**REMINDERS...**

**June 18, 2020, Thursday 7:00 pm**  
**Next General Meeting**  
**CANCELLED**

Tour to Jackson CA **Postponed**

Tour "Mine and Wine" Tour Placerville Area  
**Postponed**

Pava's Multi-Club Old Car Tour has been  
**Postponed**

Ryan Ramble (2020) **Cancelled**

**June 25th** - Last Day to Submit Information  
for July 2020 Issue of *The Brass Nuts*



**For sale: 1936 Morris Roadster**

With very nice smooth-running rebuilt engine. New radiator and upholstery. Sale includes five extra spoke wheels.

Car is one of seven in North America.

**Price Reduction: \$8,500** or best offer.



Call Pete Kneeder  
Email:  
petesuzi2014@gmail.com

CONGRATULATIONS AND  
BEST WISHES  
FROM ALL OF US IN THE  
NCRG-HCCA



9-30-2020

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Admission to the California Automobile Museum (CAM)

NCRG has a group of free admission tickets for the CAM.

As you plan your outings in 2020, keep in mind that they are available to NCRG members. Contact Jan Charpier to obtain tickets.



## Buy - Sell Donate - Consign



VehicleSales@CalAutoMuseum.org 916-442-6802  
2200 Front St, Sacramento www.CalAutoMuseum.org

Business card size advertisements accepted for this newsletter...  
 \$25.00 per year. Send business card information to the Editor of the **Brass Nuts**.

Club members can advertise for sale and wanted items for free. Send your information to the Editor of the **Brass Nuts**.



Remember  
Those Days??



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## THE BRASS NUTS

First Class Mail