



CELEBRATING OUR 71st YEAR

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May 2020

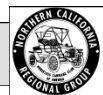
VOLUME 68 ISSUE 5

THE BRASS NUTS



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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

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 Sharpier, Mike Huff, Sandy Maye, Stephanie Mozell, and Diana Squire.

NCRG 2020—2021 BOARD OF DIRECTORS:

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

**2020
NCRG-HCCA
QUESTIONS? CONTACT
Web site address: www.nerghcca.com**

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Getting Ready to Tour..
See Page 14.

**President's Message:**

Since the COVID-19 problems do not appear to be ending in the near future, the Club's General Meeting for May is cancelled. Also, Jan and I were looking forward to hosting the

Placerville Mine and Wine tour during May; however, in consideration of everyone's health and well-being we are postponing the tour.

It has been a little over a month since the shelter at home notice was issued. As may be expected, some people are getting "cabin fever" from the imposed isolation. Our old car hobby meetings, shows, swap meets and tours have been cancelled as far out as July, so you may be falling into this category. What can we do to find alternate ways to enjoy hobby-related events and still stay at home? The internet comes to the rescue! Many automobile museums have set up on-line virtual tours of their collections. A Google search yields a list of museums providing virtual tours including the Blackhawk, Henry Ford, LeMay, Nethercutt and Petersen as well as many others. Another possible activity is watching short clips or movies of old cars on line. You can find many of them on YouTube including "Laurel and Hardy's Model T's" (1900s vintage slapstick comedy), "A Trip Down Market Street, 1906," and "Only Known Footage of the Opening of Union Station." The Market Street clip gives a wonderful view of people, horses and wagons, brass-era vehicles and street cars all vying for space along the busy street just days before the 1906 Earthquake. I highly recommend the film clip for the Union Station opening in Los Angeles. This movie was filmed in 1939, two years after the founding of the Horseless Carriage Club of America in Southern California, and it includes several hobbyists, possibly HCCA founding members, driving their early cars. The film was shot by Ward Kimball who was a well-known animator for Disney, a railfan and antique car enthusiast. For those with children at home you can download car images for them to color from Hemmings. If you spend a little time searching, you may find lots of old car related items to do and watch.

Jan and I hope you enjoy Mother's Day, have a happy Memorial Day and continue to keep you and your family healthy and safe.

Bill

**Editor's Message:**

Life goes on, but unfortunately, tours continue to be cancelled. See the calendar on page 4. The CAM needs our help to survive. Friends, and family are at a "social distance." However, we adapt, as we recently celebrated our granddaughter's 16th birthday with a parade of fourteen decorated cars being driven past her house. A BIG SMILE was our reward.

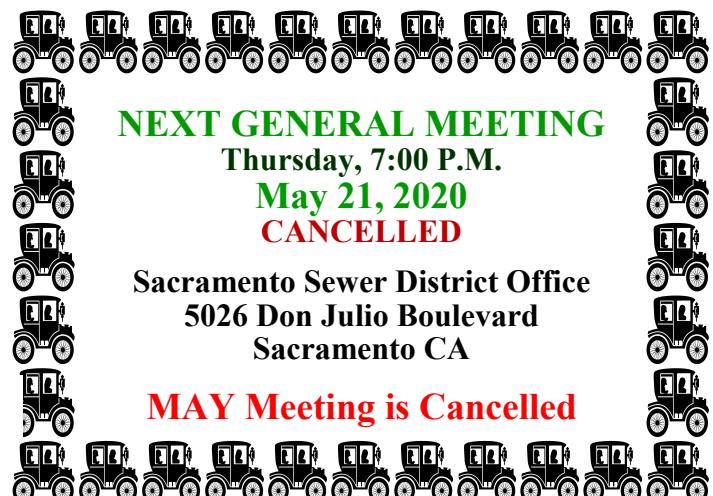
Mother's Day is coming up. Take a moment to remember or contact your mother and celebrate mothers everywhere. And, on Memorial Day, take time to celebrate those who gave their lives so we could continue to have the freedoms we have today.

Since we aren't out touring in our cars, you've got a virtual tour and a whimsical tour to go on in this issue. Hope you enjoy them. You also get a glimpse of what's being said in our garages. If your car(s) would like to contribute to Car Thoughts for the next issue, please send those "thoughts" to me.

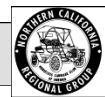
Thank you to all who contributed to this issue. You answered my plea and helped keep the pages full. I can't wait to see what you send me for the next issue! (Please submit items to me by May 22nd.)

Wishing you Good Health and Safe Travels—

Diana



June 18th General Meeting
to be Determined



NCRG HCCA CALENDAR OF EVENTS (NOTE: NCRG sponsored events are in bold print)

2020

- May 16 or 17 **Tour “Mine and Wine”, Placerville area** **Postponed**
- May 21st **General Meeting** **Cancelled**
- June 14th **Pava’s Multi-Club Old Car Tour** **Postponed**
- 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.



May 12th—National Limerick Day

A rascal whose name was LaMar
Knew a way to abscond with a car.
If the owner should leave
It unlocked, he would grieve
When LaMar took the car very far

Written by Grace Diane Jessen



May 16th

National Do Something Good for Your Neighbor Day

SWAP MEETS, OTHER REGIONAL CLUB HAPPENINGS AND NATIONAL EVENTS:

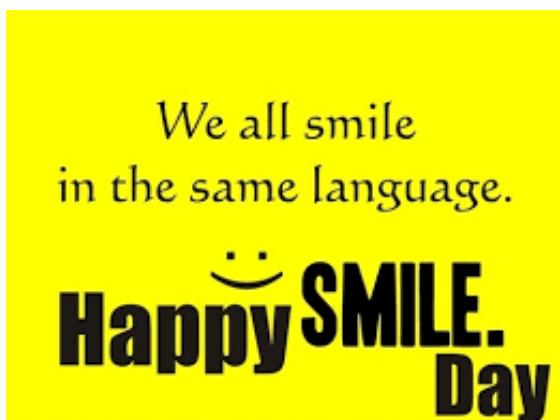
2020

- April 17-18—*Bakersfield Tour and Swap Meet* **Cancelled**
- April 19-22—*HCCA National Convention*, Stateline, Nevada. See <https://hcca.org/calendar> for more information. **Cancelled**
- June 6—*Downtown Lincoln Car Show* presented by The Rods and Relics Car Club. For information go to www.rodsnrelics.net. Check their Website for updated information.
- 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, Don & Marlene Ohnstad, 402-203-7131. **Cancelled**
- June 21-25—*51st Franklin Westrek*, Prosser, WA. For more information go to www.franklinwestrek.com. **Cancelled**
- June 21-27—*HCCA National Tour Circle Missouri Progressive*,
- July 11—*Knight Rider Car Show*, Jackson, CA. Sponsored by Amador County Council 1849, Knights of Columbus. For information go to www.korc-1849.org/Car-Show.

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

Don't Forget May 10th—**Mother's Day**
And May 25th—**Memorial Day**

May 31st—**National Smile Day**





VIRTUAL TOUR to the FOOTHILLS

Thanks to Stephanie Mozell, Tour Director



This tour starts at 10:00 A.M. in the Safeway Parking lot off of Highway 50 on Bass Lake Road, El Dorado Hills in El Dorado Hills.

Our first destination of interest is an early lunch at Poor Red's. Poor Red's is located in the town of El Dorado on Pleasant Valley Road at Highway 49. Originally constructed as a weigh station for Wells Fargo, it previously operated under the name Kelly's Bar from 1927 until 1945.

Poor Red won the bar in a game of dice, and he and his wife and bookkeeper Rich Opal took it. The murals currently on the walls of Poor Red's were installed in the 1940's. They depict former employees and patrons, including their dog, which used to sit out front. It is rumored his dog ran for office, but he lost. They are well known for their Bar-b-que and Golden Cadillac that is made with Galliano liqueur. My favorite is the pulled pork sliders.



We're all fueled up and ready for Part 2 of our adventure as we head off to Jackson to visit the Hein & Company Used and Rare Bookstore that is located in the old Krabbenhoft building, built in 1932. The bookstore fills the first two floors of the four-story-



tall building. The building is described in an undated article (circa 1932) in the Amador Dispatch entitled "Fine Building Manifests Confidence." Hein & Company Bookstore came to the Krabbenhoft in the summer of 1997. After opening its doors, it became the hub of Main Street Jackson, hosting poetry readings, book clubs, writing groups and workshops, murder mysteries, Mrs. Santa Claus's Storytime, Amador County Historical

Society meetings, lecturers' series – including Frank Totorich's The Gold Rush Trail – and author signings, particularly local authors writing about Amador County, the Sierra Nevada, and Gold Rush history. Hein & Company is an independent bookstore that may well be the largest used bookstore left in California. Besides featuring local history, one can find books on any subject from sports, photography, natural history, travel, art, cooking, science, classics, and fiction, as well as DVDs, CDs, computer games, art, and collectibles. While one is browsing or spending time at Hein & Company, the front windows afford a vast view of what's happening downtown – local events, parades, historical re-enactments, and even fire department call-outs! Many folks come down just to browse their front windows, where fliers for all local events, workshops, and important announcements are posted.



Upstairs is 221B Baker Street West. This is the interactive venue of Sherlock Holmes and Dr. John Watson. The club selected to take a docent given tour with cookies and tea. The docent tour allows you to view The Great Detective's flat from the perspective of the characters from Sherlock Holmes books.

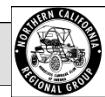
We hope to return to be able to experience one of the Sherlockian Plays with a catered Victorian dinner and no host bar.

Our 3rd stop is the Poor Man's Bronze located at 824 N. State Highway 49/88. The large cast sculptures are cast aluminum. They make most of their art from reclaimed scrap metal, an assortment of junk, debris or refuse.



My kind of art!

We had a fun time on our virtual tour. Come and join us again. Perhaps we will make this an actual tour in the future!



Car Thoughts

Ever wonder what your car in thinking?

We contacted some of our member's cars and this is what they had to say.....

Thanks to Bill Charpier, David Pava, Cindy Pharis, Sandy Maye, Bob Hopkins, Jr. Frank & Diana Squire, and Kathy Ryan

1922 Franklin



I'm not sure what is going on? I got sick at the Franklin Westrek in June of 2018. Bill and Jan hauled me home and put me in the garage. I have been waiting since then for Bill to get me back on the road. Last year was truly sad as he took another old car on adventures instead of me! Finally, last fall he started paying some attention to me, but he seemed to be easily distracted by other projects and activities. Earlier this year, he started fussing with my carburetor. He would take it off, fiddle with it, put it back on and start me, but the ailment was not cured. Bill repeated this scenario so many times he could probably take the carburetor off and put it back on in his sleep. Recently he had Jim Ryan pitch in and machine a new part. After trying again, I feel better, but I'm not 100% yet. You would think with the spare time gained from staying home due to the coronavirus, Bill would get this job done!

I am a 1910 Ford Model T Touring Car. My garage-mates include two younger siblings; a 1929 Ford Model A Roadster Pick-up and a 1936 Packard 8 / 1400. I generally hibernate for most of the winter but as spring arrives I typically get cranking again as I have for the last 110 years. This year something is different – my owners are spending most of the time inside and I have not seen many of my friends who belong to the NorCal HCCA, the Sacramento and Mother Lode Model T Clubs. The same is true for my stable mates. Nobody seems to be getting out and about. My owner comes around every few days to look longingly at me and I anticipate a shakedown run – but no – he just makes sure that my tires are inflated and that my hibernation feeding tube (a trickle charger) is still attached. Hopefully this will end soon – the days are getting warmer and I am anxious for a run.



Been feeling a bit under the weather lately, no it's not the virus that's been going around, doc said it's my joints, my U-joint to be specific. Doc's been prescribing grease for it; however, somehow all that greasing didn't work and he said I needed surgery! It was outpatient surgery thank goodness, now I'm recovering with a new U-joint that will hopefully keep me moving for another 105 years! They say I've got to be careful and stay home for a while so I don't get this darn virus. It's awfully hard to sit around at home right now, I'm ready to get up and give these new parts a spin!



More Car Thoughts



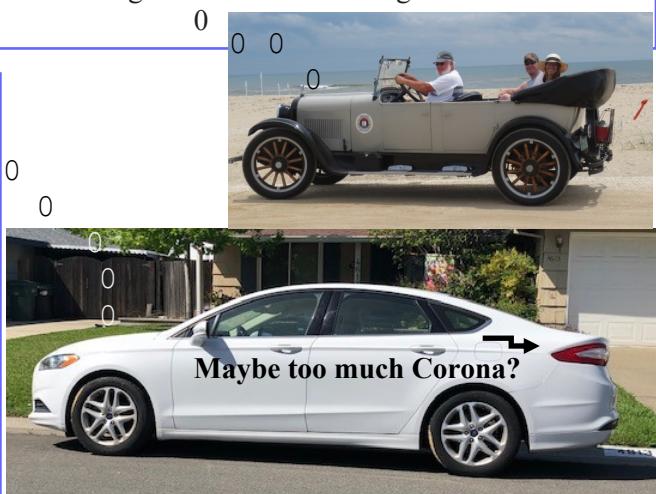
Hello...Hellooo...Who's in here? Hey Buick, it's me, Daytona. Hi Daytona. Not so loud Buick, Packard and Lincoln are sleeping. Buick said under his breath, There is no sleeping going on when loud Daytona is talking; even his whispers are noisy. Shhh, did you hear that sound? Someone is coming! Hey Buick, use those bucket eyes of yours and look through that knothole. Is it Big Bob!!!! Is it, is it? No, it's that other Big Guy and his Pandacub, Hudson. Here they come! Quiet everyone. Giggle, giggle. Oh that Hudson loves to climb into my rumble seat. Giggle, giggle. Oh my, his shoes tickle my tufted tush. I will be glad when this virus situation is over and we can all go out and run around with the Big Guy at the wheel. We turn heads wherever we go. He's so proud of all of us too. The people love seeing us go by. Soon we will be on the road again. Can't wait!

My name is Big Blue and I'm a 1915 Hudson. I don't like this sickness . I can't have any fun. My people got my brakes fixed and after much time I had many parts fixed too. Some parts had to be made new. This took a long time and all I did was look at the walls of the garage. I like to go-go-go on many tours but here I sit. I sure am looking forward to many tours in the my future.



I'm Frank's 1924 Dodge Brothers Touring car, Sally, and boy do I miss seeing those kids at school. They like it when he brings me to visit. They get to sit on my seats and sometimes honk my horn. The teachers like it too. I sure do miss those rides when I get to see some of my touring buddies and make new friends too! I won't be seeing all my extended Dodge family this year. They've cancelled the Spring tour. I'll miss riding the levee roads with all those Dodge grand-auto-parents and uncles, aunts and cousins. Oh well. I'll be out again. In the meantime, I have fond memories to keep me company - the kids, those tours and the time I got to see the Blue Ridge Mountains and the Atlantic Ocean.

Well, I feel so much better now, but they still aren't driving me around much. I thought I had that virus that's going around. I was so tired and then I couldn't even start! My friend Mini Van came to help and gave me quite a jolt. I started up but could feel my oomph draining away. My humans put me on life support, but after they took me off I still just couldn't get going. Then I looked out my rearview mirror and saw a yellow van with red letters—AAA. They'd called in the specialist. After a few diagnostic tests, he said I needed a transplant. It could be an out-patient procedure, thank goodness. No tow for me! Now I have my old get-up-and-go back. But I did notice that my neighbor's car recently had the same trouble—maybe it WAS the VIRUS after all.





More Car Thoughts

Conversations around Ryan's Roost...



0 0 0 0 '15-T

Come on Jim, you have a lot more time now, please put me back together. With a new starter we can get up and go faster, and I look forward to that. Those rough roads near Grass Valley didn't defeat me, I was built for the rough roads and will always be dependable for you.

'15 Hudson:

Hang in there Mr. T. Jim is working with me right now.



Guess what?! I am getting reinforced doors (some new wood and fixed latches) and pockets built into each one. It is going to be great having a place for gear besides gouging me on the seat.

'31 Franklin:

I thought I was going to have a week in the tri-cities area of Washington this summer but learned the Westrek has been cancelled. Really bummed to not see my fellow Franklins this year. I heard most of the tours are being cancelled, sigh. I will look forward to touring next year



0 0
0 '31 A

Did you guys hear about my outing? Jim and Kathy decorated me all up with bunnies and we drove in a 45-minute Easter Parade seeing some of the home-bound members of their church. There were 22 cars in the parade, and I was the oldest one! Lots of modern cars, but they were fine in the parade as they had streamers, banners, and could honk their horns. My horn isn't working right now, but Jim and Kathy did a fine job yelling "Happy Easter" to all the people who saw us. We were even mentioned on the local NextDoor website and Orangevale Happenings with people wondering who we were and thanking us for spreading a little holiday cheer. Matt and Maya went too in their black and white Metro, and the little car had fun blowing its wolf whistle.

'56 Metro:

I wanted to be in that parade too. Matt thought I would look really cute, because I am a better Easter color than their car. Kathy won't drive me until Jim fixes my brakes. I miss going out with her.

'32 Chevy:

Hey, I only need a quick voltage change, and I'm ready to go!

'11 Overland:

With this stay-at-home order I keep hoping my turn will come soon. Of course, I realize Matt's house comes first, then maintenance on your other cars, but someday I am going to surprise you all. I am beautiful you know.

All cars:

We are glad that Jim and Kathy are following the self-isolating rules. If everyone would do that we would be over this sooner rather than later. We hope all the cars we tour with, and some that we haven't, are getting some spit and polish for when we can tour together again. For now, stay home, and stay safe.



From the Toolbox

By Bill Charpier

In the last issue I mentioned that I'm always looking for new tools that make working easier and/or more efficient and that I would continue to share some of my favorite tools. This time the "From the Toolbox" subject is digital angle gauges. Setting up angles for tasks using miter saws, table saws and band saws has always been a time consuming process for me.



Now I use a magnetic digital angle gauge whenever possible. The one I use is the Wixey Digital Angle Gauge with Backlight, WR300 Type 2. It has magnets inside the bottom of the gauge which allow it to be securely attached to saw blades or other metal surfaces. The gauge has a range of $\pm 180^\circ$, a resolution of 0.1° , and an accuracy of ± 0.2 degrees. It uses one AAA battery and it has an auto shut off for extended battery life. It also is backlight for easy viewing of the readout. All of this is accomplished with no moving parts in the unit!



The Wixey gauge like mine is listed at \$29.99 on their website. They also sell the WR300BT which has Bluetooth connectivity that allows it to communicate with a person's smart phone. This model is listed at \$49.99 on their website. Either model can also be purchased from Amazon for about \$3.00 less. I chose the Wixey gauge because it had the features I needed at a reasonable price; however, there are other manufacturers that sell similar gauges.

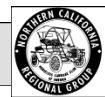
As I mentioned before, if you have a favorite tool and you would like to share the information with the members, send me a write up and I will include it in "From the Toolbox." If you would prefer, you can call me with the information and I will write it up for you.

UPDATE: The California Automobile Museum – They Can Use Our Support

The following is an except of April 22nd information from the California Automobile Museum

- The Museum remains closed to the public. We do not yet have clarity on when we can re-open, nor what re-opening will mean. We continue to expect a slow recovery to 'normal' business, which may include reduced hours and an inability to rent our usual spaces such as the Alhambra area as large gatherings will not be allowed.
- Our only employee at the moment is Executive Director Mark Steigerwald. We are in the process of validating our expenses, to confirm our estimated \$18k+ per month is trending accurate.
- We have received some cash and vehicle donations -- heartfelt thanks to those who have made a contribution. We have also had a surge in memberships purchased and appreciate that support very much too - some are renewals, and many are new members of the Museum. These donations and sales have been adequate for us to tread water from a cash reserve perspective (i.e. we have about 2 months' worth of closed-expense reserve).
- Volunteers have successfully sold several non-accessioned donated vehicles. We have received other donated vehicles to sell – we are still keen to take more donated vehicles. Our volunteers are willing to take consigned vehicles **for sale** as well.
- **Big Day of Giving (BDOG).** May 7th is this year's date to put on your calendar. If you are presently considering any cash donation, we request you make it through our portal there: <https://www.bigdayofgiving.org/calautomuseum> **Our goal is \$75,000.**
- We continue to ask at this time, if you can, to donate property – cars, boats, RV's, etc. - to the Museum that our volunteers can sell. Renew or extend your membership. Purchase a gift membership for a friend or relative. There are memberships available for virtual tours of the CAM.

We thank you for your continued support of the Museum.



I Think I Need Help With This Engine? Part 2

By Wel Snibbod

Let's tune in once again to the gear head channel with Wel, RJ and The Kid and see what kind of trouble they are getting up to with that Chris Craft MBL. We left our host in a pool of oil and parts at beer time, getting ready to go to the machine shop. So here we find Wel thinking again.....

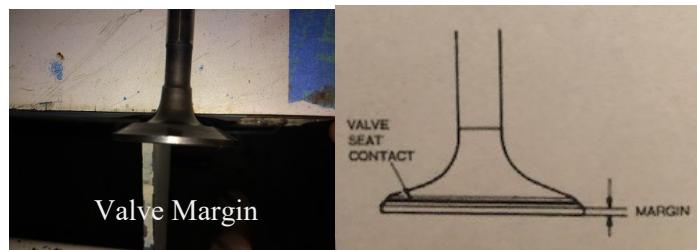
"I'm a gear-head from the mountains see, and I'm no slouch around rebuilding a motor. So a while back, when I was get'n ready to go through that Chris Craft MBL in my racer, I figured no big deal. After all, what ol' wrench can't deal with a flat head engine? Well, that Lew guy I talked to a couple years back said to call him when I started in. And when I saw this article on What Makes a Marine Engine a couple issues back in the Western Wood, it got me think'n..."

What could be so different about this from my old Dodge truck 6? "Dad?" That's The Kid, my son, "I read an article....." After all, aren't they from the same block? Somebody had said that Chris Craft engines were all Chryslers. But then I read that they did use some Chrysler sixes but most all were built by Hercules for and with Chris Craft. "That's what I was trying to tell you!" Well, I guess I do have a lot to learn. Think I'd better ring-up that Lew guy...again.

The Kid was help'n me with the tear down and was really interested in how this was coming apart. I was explaining things as we went. We still had to inspect a few more things before we loaded it all into the ol' War Wagon, Dodge Military truck and headed to Sparks, the big city, for machining. After more steam cleaning, The Kid removed the oil galley threaded plugs in the block, Welch freeze plugs from the head and scraped the gasket remains from the head surface. This way he could measure the flatness of the head the same way I showed him on the block. Place a long precision straight edge on the head and see if you can slide any thickness of feeler gauge between the head and straight edge. Yep, he got a .006" gauge in, no problem. He was so excited from doing it and getting results that he spilled his Nehi Cream Soda!



Next we looked at the valves and valve seats. Replacement valves are about \$16 a pop, so any that are still good saves us a buck or three. First we rolled the valves around on a steel bench to see if any were bent. All looked close enough with that first pass test. Then into the lathe to spin each one and look closer for bends. All good there! At the same time I showed The Kid what the margin of the valve is.



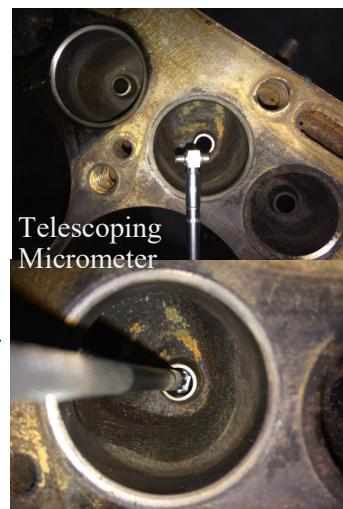
The area at the top edge of the face to the top of the valve. If a valve has been ground before, this margin may be too small or very sharp and should not be used again. When it is too sharp, it is harder to dissipate the heat and can burn easily during operation. So two of them were pretty thin and would be thinner when the valve surface was reground. Can't use them, into the junk steel box they went. I used a wire wheel to clean the remaining 10 valves of the carbon and mung.

The Kid remembered when we rebuilt Gwendolyn's engine, that's my red 59 Caddy, a couple years back. So he looked at the block to see if it had insert valve seats or not. This engine looks like it had been rebuilt once anyhow, but did not have hardened exhaust valve seats installed. The valve seats were ground out of the block metal itself. I was so proud that he remembered that when the feds took the lead out of the gas, that we had to make some changes in our old engines. Lead or as we called it, ethyl gas for the added tetraethyl lead additive, is, or was, a lubricant and helped with cooling in the combustion chamber. The intake valves, because they are cooled by the cold gas and air from the carb, don't seem to get too hot and burn up. But the exhaust valves are not so lucky. They have to pass scorching hot exhaust gas and the valve and seat get much hotter. I read a book once, a few years back, that the hot exhaust valve cools itself by making contact with the "cooler"



head which sucks away the heat. Now the same thing works here as the block, via the exhaust valve seat, helps to cool the valve down. And the lead lubricated the contact area between the face of the valve and the seat as well as the valve guide. This allowed heads and blocks to be made of low cost grey cast iron along with the valve guides. But without the added lubricant, the grey iron seat can get hammered to death and not seal or cool. The use of hardened seats allows running without the lead. Hardened valve seats and bronze valve guides were used in aircraft technologies from the 1920's and although American car manufacturers rolled back these improvements in the name of low cost, we use them now.

Now this was just way too much talk and not enough work for me. But I think The Kid was learn'n. But it was also time for another Nehi and a Hamms. While we relaxed, I told him that we also needed to put a zinc additive in our oil to help better lubricate these older flat tappet engines. The zinc is a lubricant too that helps with the valve guides, camshaft, lifters, or tappets as older non-hydraulic lifters were called. I was start'n to lose him at this point but we needed to finish our inspection and measurements. I got the telescoping mics out. These are really cool as you can stick them down a hole, like the valve guides and then loosen the handle end. That allows springs to push two little pistons out from the shaft to the full inside diameter of the valve guide. Then just tighten the handle and pull it back out of the guide and use an outside mic to measure it. The same outside mic is used to measure the valve stem at bottom, middle and top to ensure they are not worn out. We have to make sure that we have the correct clearance for almost all parts inside this engine.



The next day we loaded up the truck with all the parts and headed to the big city. RJ, that's my wife, did not want to come as we were in the ol' War Wagon with the chromium plated fully illuminated genuine accessory shift knob, a touch tight for the 3 of us, not to mention noisy, slow and hot. But she is cool and always gets the looks, maybe it is the "I Like Ike" bumper sticker? And it also meant that The Kid and I could choose what junk food we wanted! At the machine shop, we unloaded and started with the counter guy to list what we wanted. Now he was a little bit sore that we were not gett'n our parts from him. But when he realized that we were working on a Hercules Industrial/Chris Craft Marine engine, he was ok. After all, his books did not even show a Herc JXLD, let alone a Chris Craft MBL. He knew he could not get parts any more for these. But that Lew guy told me to always call Carl at Sierra Boat Company, Jim Staib at Fine Wood Boats and a couple others for parts.

When Lew was talk'n with me, he said to get the block, head and crank magnafluxed for cracks and to also get the block "sonic" tested. I guess this is like when the doc sticks that cold thing on a pregnant woman's belly to look at the kid inside. But this measures the thickness of the cylinder wall into the water jacket of the block. They usually measure in 4 places around the cylinder and then up and down from bottom to top. Some of these old blocks have had so much water in and out of them that they rust and rot from the inside out. You don't want a cylinder to collapse after all the work and cost. So the shop will hot tank or bake the block and head to clean them inside and out prior to these tests.



The machining starts then with decking or surfacing of the block and head, grind out the exhaust valve seats to insert new hardened or Stellite valve seats, grind them and the intake seats for a new clean mating face. Grind the valves to mate with that seat face, replace valve guides when worn too far. Bore the cylinders and hone to fit new pistons with the correct clearance and cylinder wall pattern. Reconditioning the connecting rods. This is where they check that the rods are straight and they hone both ends to ensure they are perfectly round and have the



correct size. Rods are often magnafluxed for cracks too. The crank shaft needs grinding to make the journal diameters fit the next oversize bearings available. Now, as I told The Kid, these are tractor motors and are kind of thrown together. A good engine builder will go a few steps further to make these run a little better, save fuel, deliver more horsepower and produce less heat from friction.

Now any self-respecting gear head does not care about some of that, just more power (seems to me that I have heard that somewhere) and the sound has to be cool! To do this, a little more work and cost is done at the machine shop. There are 7 main bearings that support the crank shaft. These all need to be the exact same size for the bearings to fit right AND they all need to be in perfect alignment. Talk about getting your ducks in a row! The bolts that hold the bearing caps in place have a little slop in them and allow the cap to move a touch and not be in a perfect row when tightening. Modern engines are designed to always hold them in perfect position. So we have to use roll pins and drill the cap and block to index everything so it always goes together the same way. Then, with the bearing caps torqued down and in place, the shop will line-hone the bearing saddles to that perfect size and alignment. This ensures it always goes together correctly and will produce less friction or drag. Another thing that can be done is to have all of the rotational parts precision balanced. Any good hot-rodder has been doing this for years. All the internal parts are weighed to a tenth of a gram and compared against the others. Connecting rods, pistons, etc. will have little bits of metal ground from one another to make sure they all weight exactly the same. Now this mostly makes a difference in high performance engines at high speed. But our boat motors will run better and idle better by having this done too.

While we were enjoying a big burger and fries, The Kid said that it seemed like a lot goes into building an engine correctly. He did not think that his buds with cars did all that? I told him that they do not have all the “tribal knowledge” yet and that it costs more to really do everything. But we want this motor to run great! Another burger? The trip home would not be complete without a stop at Summit Racing to pick up some bits and pieces and drool of



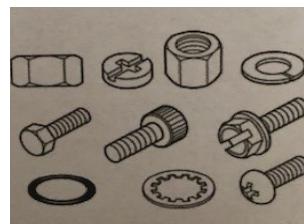
Main Bearing Saddles Line Honed

course! Back up the hill we went with the obligatory stop at the malted shop. Home just in time for dinner.

While we wait for the machine shop and the new parts to get here, we still have a lot of work to do. All the parts that did not go to the shop need to be cleaned and primer painted in prep for assembly. That Lew guy said he always uses zinc chromate for primer paint on marine engines as it coats well, holds up to the moisture and any engine paint will stick very well to it. He also explained that there are three different paint colors for these Chris Craft engine depending upon the year they were built. The pre-war paint is really close to rattle-can Old (or Dark) Ford Blue. And the 1957 and newer “Pompano Blue” or V-8 Blue is available in rattle-cans as Chris Craft Blue and is a light, almost, powder blue. But of course, the correct blue to use from after WWII until 1957 is no longer made by Tempo in a rattle can! So we take samples to a paint store and have it matched. I also found a current formula on the chat pages of the Chris Craft Antique Boat Club.



L-R Zinc Chromate, Dark or Old Ford Blue, Tempo Post war blue, Pompano Blue



We ordered a boat load of the nuts and bolts as the originals are now over 60 years old and we don't know if they are still strong. Besides it takes a long time to wire wheel and clean them for reuse. We ordered a carb rebuild kit and purchased a new bucket of carb cleaner so we can do a rebuild on that big ol' Zenith pot. We will do the fuel pump as well. The starter and generator along with the 6 Volt cut-out relay went to a shop that does great rebuild and test work. We heard that a great place to send the camshaft and tappets to is Delta Cam in Tacoma, WA. They will regrind and re-Parkerize the cam and surface the bottom and top of each of the 12 tappets for a great price and turn around in a week! They are worth talking to also about their “mild torque improvement” for the flat head cams. This increases the power a little bit.



We will take the transmission apart and inspect and clean it. I understand that we can get new replacement forward clutch plates from Carl at Sierra Boat if needed. The gaskets and seals all come in the over-haul gasket set. The output shaft seal always needs replacement. And if the mating seal surface has a groove in it from wear, "Speedy Sleeves" are available to install over the original surface and work with the same replacement seal. We will open up the oil pump and check her condition and clean the pressure relief valve. This engine has a bronze gear type water pump, so we should not have to replace the impeller gears. It will just take cleaning, gasket and grease. At the worst a little milling or surfacing of the wear plate. Lots of little bits to do while we wait for the machine shop and then we can start the assembly.

I decided to make this look as original as possible for the shows. That opened a whole new can of worms! What is and is not painted, what is the correct starter solenoid, ignition coil, spark wires, wire ends, plug nuts, etc. It seems that it goes on and on. So the research starts. I am lucky that there are a lot of good resources in our ACBS chapter.

When we get our parts back from the shop, The Kid and I will start the precision cleaning and assembly of this engine. So stay tuned, same time, same channel for more from the Gear Head Zone.

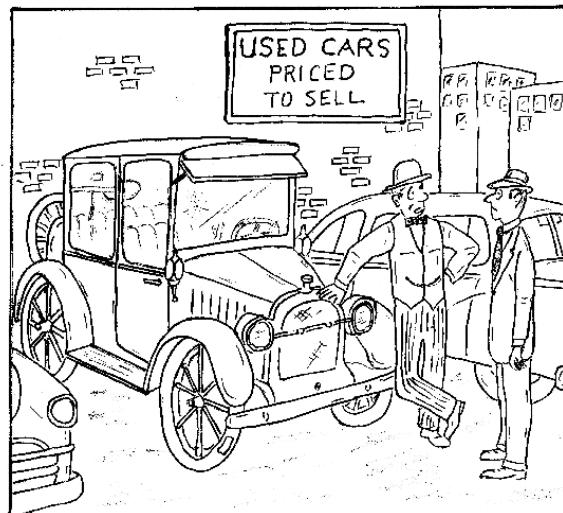
Chapter 3 and 4 in this series to follow.

*Wel Snibbod is Lew Dobbins name spelled backwards.



Provide a Caption

Write a
submit it to
Captions
next issue



Caption for this frame and
the Editor. Submitted
will be published in the
of *The Brass Nuts*.

Thank you, Cindy Pharis

Fashion and

A Poem Written in 1869, reprinted during the 1919
Pandemic—and Today..... (author unknown)

And people stayed home
And read books
And listened
And they rested
And did exercises
And made art and played
And learned new ways of being
And stopped and listened
More deeply
Someone meditated, someone prayed
Someone met their shadow
And people began to think differently
And people healed.
And in the absence of people who
Lived in ignorant ways
Dangerous, meaningless and heartless,
The earth also began to heal
And when the danger ended and
People found themselves
They grieved for the dead
And made new choices
And dreamed of new visions
And created new ways of living
And completely healed the earth
Just as they were healed.





THE PURR-FECT TOUR TO LEGOVILLE, CA

Tour Directors, Diana and Frank Squire with technical assistants, Lily and Owen. Quality Control, Roses the Cat.

We all know that we haven't been able to get out on the roads with our Club members. However, I was able to go on tour with some of our grandchildren's help. Our granddaughter has collected Lego Friends sets for several years. She has enough to make a small village. So we decided to pay her village a visit.



We stopped for fuel, saw the school and the shops along the main street. We had a little excitement



when some dogs chased one of the trucks, but it all worked out fine. Our dog shared her bones with her new friends while we stopped at the ice cream parlor for a mid-afternoon snack. It hit the spot as it was a warm day.



We managed to make it to the hotel and parked so



we could walk around the village.

And, there just happened to be a car show going on and they let us enter our cars!



Before long it was time to leave the village and go back home. We enjoyed a special afternoon tour.





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

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

The MAY Meeting has been CANCELLED

Treasurer's Report—Update from Jan Charpier:

Since last reported in the April issue of "The Brass Nuts," the checking account has received \$50.47 in Interest and as Reimbursement for shared use of our website hosting by the Franklin Westrek and has disbursed \$371.37 for printing of "The Brass Nuts" and items for the Welcome Committee including binder updates for a net difference of (\$320.90). Savings account balances have been increased due to monthly interest earned. The Club is solvent.

Welcome Committee Update: Did you know that one of our club members:

From Sue Hill

- Was one of the founding members of the local Model T Club?
- Had to get special permission to join the NCRG at age 15?
- Moved from Amsterdam to the USA at age 18?
- Owns a 1932 Chrysler Convertible Coupe once owned by Bill Harrah?

Recently, all our members were sent new Membership Binders or inserts to update their binders. Due to our sheltering in place you probably had time to read the autobiographies about your club members. If so, you could have answered all of the above questions and learned many other interesting details about them...especially the wonderful cars they have owned or still own.

Thanks to your Welcoming Committee, the members who never received their membership binders, now have them. Plus everyone else received updates to their binders. In addition, you also received **name badges that you can wear to club meetings or events**. Thanks to all of you who provided new biographies and those who updated their old ones, we were able to complete the project by the due date of March 31, 2020 when all items had been mailed.

Many thanks to those who worked with me on this project; namely, Stephanie Mozell, Leta Nichols, Kathy Ryan and Diana Squire. What a team...the best ever!

Guess what?! We're not done...when this virus crisis is over we plan to do some social interacting by planning events where we can meet one another, kick tires, and eat, drink and have fun again!

Sunshine Committee Report—Update from Elaine Rose:

Long time NCRG member, **Pete Kneedler** recently suffered a mild stroke. He sent a letter to the Club thanking us for our prayers and cards. In the letter he says that he hopes to make a full recovery, but it may take up to a year before he will know. The stroke effected his speech and balance and words seem to escape him. His wonderful wife, Suzi, is caring for him and his son, Chris, is helping out too.

Please continue to send cards of encouragement to Pete. Prayers are always welcome.

The May 2020 General Meeting has been CANCELLED



13th Annual **Ryan Ramble 2020**



Sacramento Delta Region / Mt. Diablo, CA – August 5-9, 2020

CANCELLED

We are sorry to inform you that this year's Ryan Ramble is being cancelled due to COVID-19. Maybe by August things will be better, but we are unable to finish up the planning stages with the museums and parks closed. We will plan to do this tour next year with more thorough planning and lots of fun for everyone. The following year Clay is wanting to do another tour in WA, and in 2023 Matt is looking forward to planning a tour in the Hetch-Hetchy region near Yosemite. So, the Ryan Ramble is alive and well for future years ahead. We will keep you posted through email as to dates when they are finalized.

In the meantime, we wish you all good health and safety during this time of self-isolation. It is a good time to work on your cars getting them ready for touring next year.

We hope to see you on tour next year..

The Ryan Family



Bob Hopkins, Sr. with his first antique, a 1919 Fordson Tractor.
Also in picture, Bob Hopkins, Jr. sitting on the plow to weigh it down and Marianne.



HCCA NATIONAL NEWS



**Re: Emergency Extended, AACA Update, NY Auto Show, The Henry Ford, Zoom Board Meeting .
Issue: 2020-04-01 #05**

- **National Emergency Extended** – President Trump on Sunday announced that “All Americans must continue to avoid nonessential travel, going to work, eating at bars and restaurants, or gathering in groups of more than 10 for at least another month and perhaps until June.”
- **AACA Event Cancellations & National Headquarters Shutdown** – “The AACA Western Spring Nationals and Founders Tour in April have been canceled.” . . . “The AACA Central Spring Nationals in Auburn in May has also been canceled and will not be rescheduled.” “Pennsylvania Governor Tom Wolf has ordered a statewide shutdown of all non-life sustaining businesses in an effort to prevent the spread of COVID-19, therefore our national headquarters and library are in fact closed.” . . . “We are hopeful that our normal schedule can return beginning in June, but all of that remains to be seen.”
- **New York Auto Show Rescheduled** – “After the cancellation of the Geneva International Motor Show earlier this month, the organizers of the New York International Auto Show announced this week that they are rescheduling the show from April 8-19 to August 26 to September 6. For more information, visit AutoShowNY.com.”
- **The Henry Ford** – “The Henry Ford has closed all of its public venues, including the Henry Ford Museum of American Innovation, the Ford Rouge Factory Tour, the Giant Screen

Experience, and the Benson Ford Research Center for a week with a re-evaluation of the decision to keep the venues closed” . . . For more information, visit TheHenryFord.org.

- **Chickasha Swap Meet Cancelled** – “The 30th International Chickasha Pre-War Swap Meet at the Grady County Fairgrounds has been cancelled.” . . . “The Grady County Fairgrounds and Events Center announced they will be postponing all events through April 1, following the guidelines regarding COVID-19.”
- **Bakersfield Swap Meet Cancelled** – As seen on “the Kern County Model T Ford Club's site. They have canceled the April 17-18 swap meet.”
- **BBC National Tour & Flea Market** – “Unfortunately, HCCA has canceled both BBC events due to Corona Virus.”
- **HCCA President-elect Don Plumb** – “Now that we have shut down the convention and attendant board meetings, we need to find a new way to move forward. Our two upcoming board meetings are scheduled for April 20.” “I propose” . . . “we hold the two April 20 board meetings as planned, at 4 PM PDT.” . . . “We will do this using ZOOM videoconference . ” Stay tuned.

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

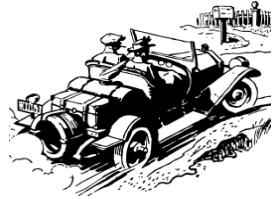
May 21st 1901

A Day In Automotive History



Connecticut became the first state in America to pass a speed limit law. Cars were not to exceed 12 mph within city limits and 15 mph on rural roads. They were required to slow down as they approached an intersection. Autos were to slow down when approaching a horse and if the horse seemed to be upset they were required to come to a complete stop.





Traveling down the road for another year...

MAY BIRTHDAYS

- 09 Jack Maye
- 11 Chris Roberts
- 16 Wilma Hren
- 25 Dick Lawrence
- 31 Sandy Maye



JUNE BIRTHDAYS



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

MAY ANNIVERSARIES



- 01 Taylor McGregor and Ilia Potanin
- 10 Christopher and Jennifer Roberts
- 15 Lew and Debra Dobbins
- 20 Ed and Elaine Rose
- 24 John and Leta Nichols
- 29 Steve and Blanche Gordon

JUNE ANNIVERSARIES



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



REMINDERS...

May 21, 2020, Thursday 7:00 pm
Next General Meeting
CANCELLED.

Tour to Jackson CA **Postponed**

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

June 14—Pava's Multi-Club Old Car Tour has
 been **Postponed**



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.

\$9500 or best offer.

Contact Pete Kneedler thru our Web Master



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





May 2020

The Brass Nuts

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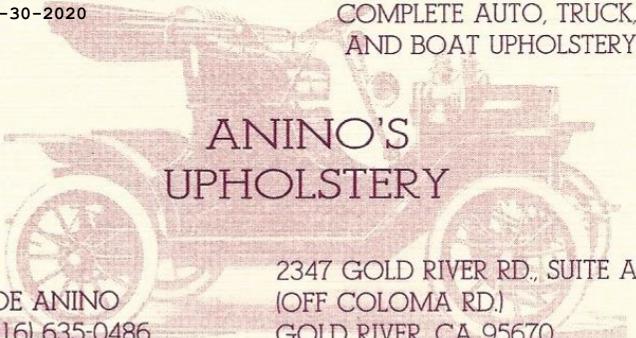
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Admission to the California Automobile Museum (CAM)

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.

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**.



A Sign of the Ages.....

- Be Safe - Stay Healthy -



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