

Classic Car Adventures

Club members, I deeply apologize for the delay in printing our tech newsletter. Originally, club member, Larry Kwolek, was going to reprint a past tech newsletter on Winter Car Storage. However, he had difficulty in locating this past article. For members, interested in this article, go to our link tech newsletter and scroll down.

My current project, a 1961 Thunderbird is coming along. All mechanical systems have been rebuilt. I have started body work; including repairing rust in the hood and deck lid, stripping all the paint in the door jambs, under the hood and trunk lid.

This past week I stripped all the chrome, and removed all the windows and their mechanisms. I tested two of the four window motors and they checked out. I will be rebuilding the gear boxes and regulators soon.

My next step will be priming and painting the door jambs, under the hood and deck lid, and inside the doors. I will then mask these areas off and start the body work outside the car.

While working on this 56- year old car, I have come across several dilemmas every hobbyist runs into restoring or working on a classic car:

*First, and foremost, the mouse hotels and waste that must be disposed. Always wear gloves and masks when doing this job. After I took the seats out of my 61, and had new upholstery and seat buns installed, 80% of the nasty smell disappeared.

*Bolts and screws that are rusted stuck, that need to be chiseled, ground, or torched off.

*Hidden rust and rot after one purchases a vehicle, after lifting up the trunk mat or replacing the carpet. That red chariot you bid on at the auction, is not the car that it appears to be.

*Losing a special bolt or fitting that falls on the floor, and you spend a half hour looking for it.

*Having to replace a bulb in your car that you don't have. You have many others, but not the one that you need.

*Removing an exhaust manifold and breaking a bolt off in the cylinder head. A common ailment on all 58-68 T-birds equipped with a 352, 390, or 428. I have never had much luck removing broken studs. When rebuilding the engine in my 61, I broke seven studs in a cylinder head. It cost me \$105.00 to have a machinist remove these broken studs. It was money well spent, in my younger days, I tried to remove a stud and drilled into a water jacket, ruining a cylinder head.

*Rebuilding a part on one of the many systems on a vintage car, and it leaks, won't work, rotates in the wrong direction, etc. After tearing it apart several times, it finally works.

These are a few of the dilemmas working on any vintage car. There are many more.

Happy Holidays to All,

Larry L. Sneary