

Vol. 8 No. 9

September 2017

Cars Remember When Open House and Car Show

On July 30th, Cars Remember When held their first annual open house and car show. The weather was great and a lot of really great cars (and owners, of course), showed up. Crusin' Dave was there along with Archie's Dogs to spice up the event.

Cars Remember When has a impressive facility, so if you missed the event, call them to set up a private tour. You will be rewarded for the effort.



More photos from the Cars Remember When Open House and Car Show





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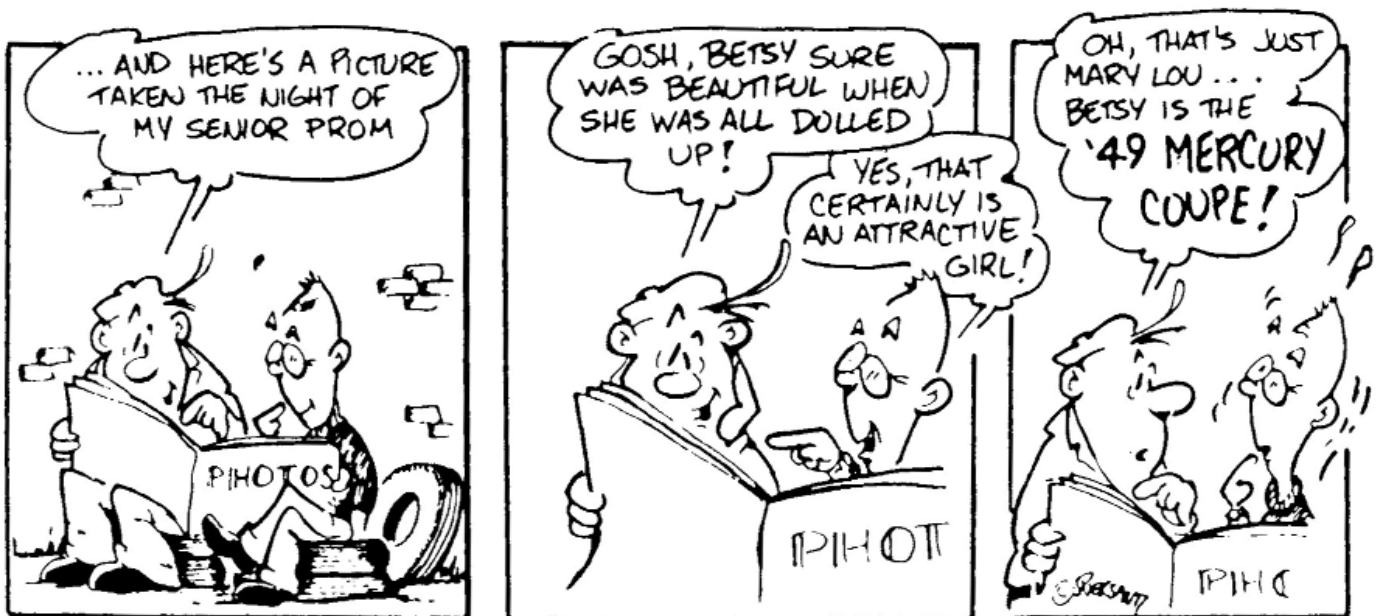
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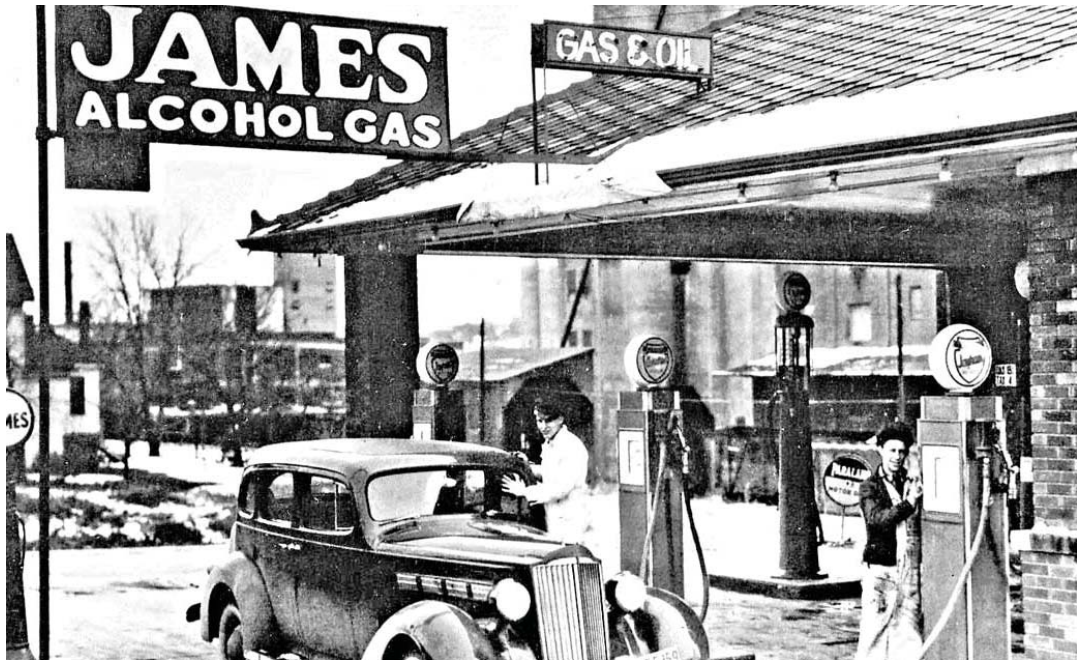
By Jay Piersanti



1930s Packard Sedan Fills Up With James Alcohol Gas

Many of us have had to deal with getting older cars to run correctly with today's E10 gasohol, but none of these efforts apparently are anything new. Gasoline-alcohol fuel blends were sold during the 1930s and possibly earlier in the midwest.

This image was taken at a James Alcohol Gas station in an unknown location with two gas pump jockeys and a late-1930s Packard sedan. How



drivers were able to keep their vapor lock prone cars of the time running in warm weather on the mix is a mystery, and may account for it not being commonly sold during and after World War II.

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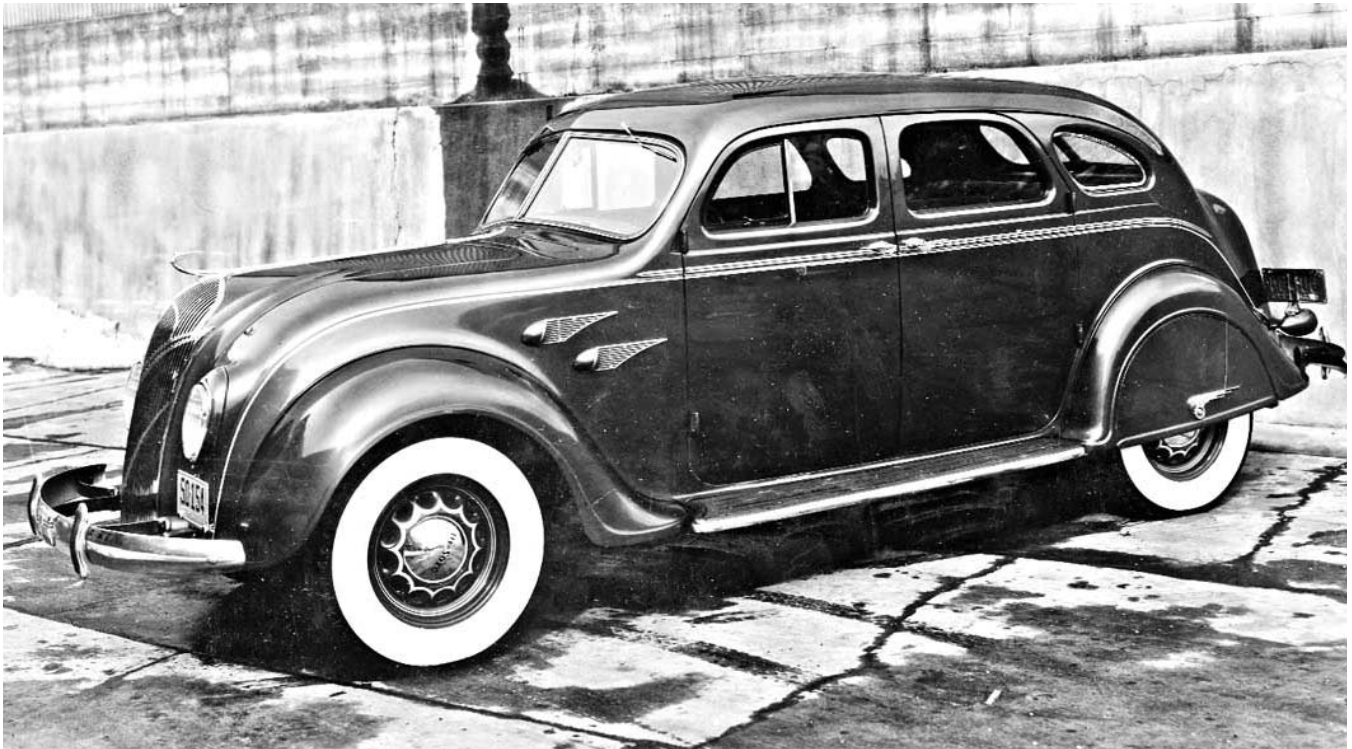
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The American car buying public has a history of being fickle when it comes to purchasing a new car that is very advanced when compared with the other conventional cars offered at the time. In this case, the Chrysler and DeSoto Airflows were designed in much the same way as other streamliners available to the public in the 1934 to 1937 period, but the unique aerodynamic front end styling as seen on the 1936 DeSoto photo never caught on with car buyers of the time.



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Car of the Month

1939 FORD V-8 60 COUPE

Owned by Tom Webb



(Ed - I have been asked multiple times by readers to ask Tom what he has done to his Coupe to make it so road worthy. So, I asked Tom to write something up to let you know what he has done.)

No one wanted this car in December of 1967 for \$400.00 because it had a V8-60 hp (too underpowered - especially in the mountains). The only reason I own this car 50 years later is the engine. So I'm trying to prove them wrong.

One of my goals of each of my Lone Wolf trips is to "prove the road-worthiness" of my V8-60 Coupe. The question has been asked by readers of my stories, what modifications have been made to make journeys in such a trouble free manner. A few mods have been made. These include rebuilding the original engine, (STD to .030 O/S bore, 030 rod bearings .020 mains) in 2011. The block now has 39 K miles. The best upgrade made was the installation of a rebuilt Columbia 2 speed overdrive (now with 36 K mi). It gives the engine a 30% reduction in RPM with O/D engaged and allows me to go downhill at highway speed, (4.44:1 under and 3.20:1 O/D). Without the Columbia I would coast. Another mod that is a must - is an auxiliary electric fuel pump. With today's ethanol gasoline and seasonal blends, it's hard for a flathead not to vapor-lock! Just used when the Coupe starts a "buckin"! Pushing gas to the carb bowl when hot on initial start-ups is also beneficial.

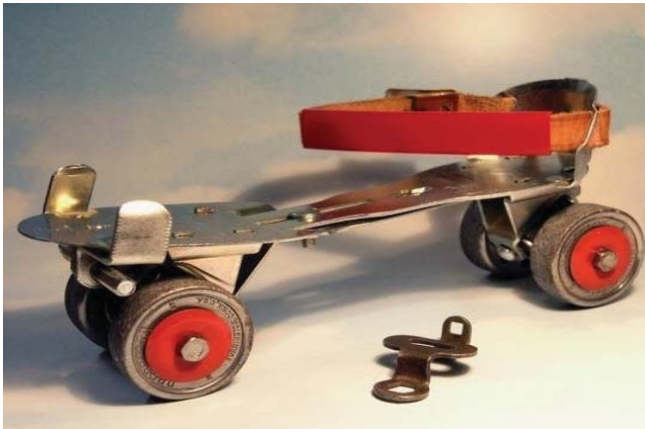
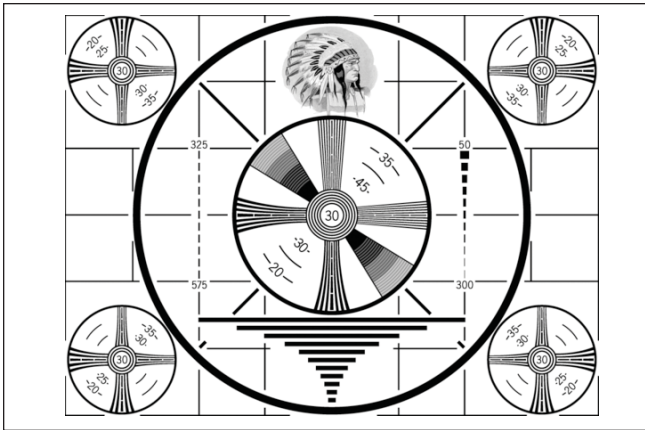
This year, for the first time, I went to a 4# max pressure radiator cap and recovery. After pushing out coolant on a 2016 trip this seems to solve that issue. I run water and "No-Rosian" additive from May to October 1st and then anti-freeze the remainder of the year. Water runs cooler.

My theory is you must have confidence in your car and you get that by drivin' it! I always have yearly "shake-down" cruises of my Coupe before long trips. It's much easier to fix things near home than out on the road! Many folks ask me on my trips "How's your car runnin'?" I answer "great" and immediately knock on my wooden belt buckle. Good fortune is helpful. I carry many back-up parts (that are mileage tested). Just parts you can replace yourself: belts and hoses, carb, distributor & coil, fuel pumps, water pumps, etc.

Tools to replace those parts: jump box (12V) to spin that 6V starter if needed, 15' nylon tow strap, aluminum floor jack w/stands, and a 12 V tire pump (stuff you have with you so you'll never need them!).

Maintain your car, keep the fluids movin' by drivin' it, keep extending the length of trips, bring a roster of National Club Members (which I haven't had to use). There are a lot of good car guys coast to coast if you need help. Good luck and Happy Travelin'.

Photos Baby Boomers can appreciate.



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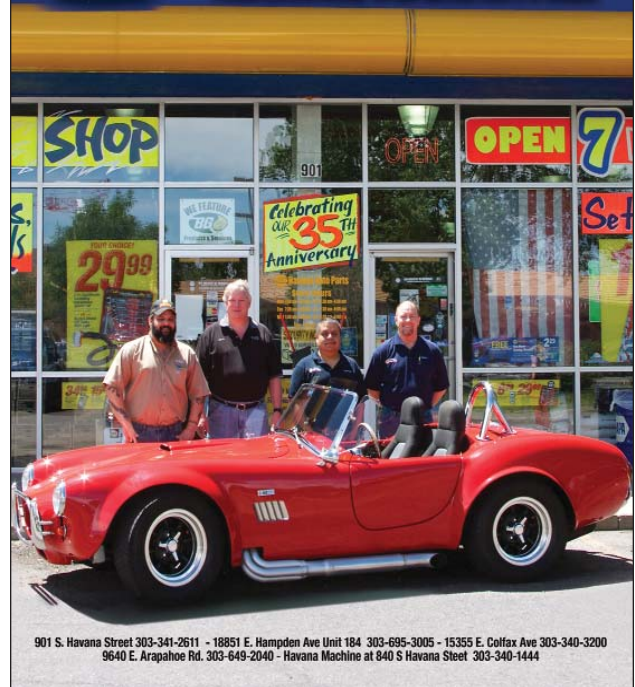


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Greg Akiyama / Publisher / 303-680-8298

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Colorado Collector Car News

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

Collector Car Council of Colorado (CCCC)

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