



# Gas Gauge



December 2008

## Monthly newsletter of Ye Olde Car Club



President	Martha Shreve	582-7530
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## Terry's Question

Terry Shegrud sent this tip and question to Auto Restorer Magazine , and recieved this response.

### Vinegar rust removal and broken taps.

Vinegar is a tool that you can use to remove rust from car parts. I have various size tubs to de-rust small nuts and bolts or even larger body parts. It takes about two weeks of soaking in the vinegar and then, after drying the parts, use a wire brush in a drill or in a drill press to finish cleaning off the rust.

Vinegar will clean a corroded battery cable in 5-10 minutes and leave it much cleaner than soda, and vinegar is cheaper than catsup. I use and reuse my vinegar.

Now, I also have a question. I am restoring a 1925 Model T Ford and broke a tap in a screw hole. Is there any help for me on this?

Teny Shegrud Richland, Washington

*Vinegar will, in fact, remove rust because, as the taste tells us, it contains a weak acid.*

*This acid, called acetic or ethanoic acid, will dissolve rust but care must be exercised because it also will dissolve other things, including zinc and nickel.*

*So if, for example, you have a nickel plated part that has rust on one portion, be mindful of the fact that vinegar will likely remove the nickel plating in addition to the rust.*

*The broken tap can be very difficult to extract. If part of it is sticking out of the hole you may be able to weld a nut to it and then use a wrench or socket to turn the nut and tap out of the hole.*

*If the tap is broken flush or beneath the surface then you can try drilling it out. It is*

*crucial to drill through the center of the broken tap and this may be virtually impossible if the break is jagged.*

*Another possible option is to dissolve the tap using a plasma cutter or EDM (electrical discharge machine). An advanced machine shop will sometimes have one or both of these and in the hands of a skilled operator they may be effective in removing the broken tap if the surrounding material on your antique car part can stand up to the process.*

### Some Tips Regarding Broken Tap Extraction.

In response to Terry Shegrud's December question about broken tap removal, he should try a broken tap extractor made . by Walton tools. Check their Web site.

The extractor consists of four fingers that slide down the flutes of the broken tap. A barrel and collar hold everything together, and a tap handle fits on top.

You need to be careful and gentle in backing out the broken tap, but it works very well.

Here are some other approaches: If the hole is not a blind hole, a brute force method is to take a flat-nosed punch and just smack the bugger and drive it out. Of course, some thread damage will result, but maybe not enough to matter. If there's lots of damage, you can drill the hole and thread it to the next largest size, or use a Helicoil.

The torch method works pretty well (with large taps), because the broken tap is high carbon steel and sometimes will bum out neatly before the lower-carbon or cast iron bums, but you need luck and finesse, and will have to clean up the threads.

John Brower Whitehall, Montana

Broken taps can be easily removed with a Walton tap extractor. Check out their Web site for pictures and details on how the tool works:

[www.waltontools.com/products/extractr.htm](http://www.waltontools.com/products/extractr.htm)

Paul Johnson Oregon, Illinois.

*The Walton Company also can be contacted at: 600 New Parle Ave., West Hartford, CT06110*

*phone: 860-523-5231;jax: 860-236-9968.*

## Thanks Terry !

## More on Dennis Jackson's project



Remember this is what I want it to look like when it is done.



Lets get started With some disassembly.



There I got the white painted.



And now the black is done.



Looks like I need a little work done in here too.

One would think every thing is going smoothly, Au Contraire Bon Ami. The disassembly was one problem after another, but any of you that have done any amount of restoration know just what I am talking about



## Prez Sez

Well it seemed like a short fall and winter is here. It is time to get your cars winterized and stored away until spring. But before the year is over, we still have important things to do. We need to elect our new officers for next year and PARTY!

We will be looking forward to a big turn out for the Christmas party December 12th at Magill's on Rd 68 in Pasco. This is always a great opportunity to make new friends and visit with each other.

Hope you all had a happy Thanksgiving and aren't too full of turkey and dressing. See you December 12th.

Jim Vetrano came out and got the Ye Olde Car Club trunk from my basement that contains records from our past. He has been going through it and getting the contents organized. In the process, he discovered the First Edition of the Gas Gauge. Dennis Jackson is reprinting that issue and you will be getting it in the mail sometime in December. Our thanks to Jim for the time and effort he has put into this project. If anyone has anything they think should be included in this collection, please let Jim know.

### Veterans Day Parade

A small but hardy group braved the possibility of rain to be in the Veterans Day Parade in West Richland. We had 6 cars - Bob and Delores McClary, Jack Yale with Dave & Paula Stands, Joe Kuhns, Martha Shreve and grandson, Jake McNinch, Ed Edwards, Phil Prather and Mert LaFontaine. Bob and Delores brought coffee and Ed brought the spudnuts to keep us from freezing and starving while we waited for the parade to start. This is a large event in West Richland so there were lots of entries.

After we drove through town on the parade route, we each went our separate ways.

**Starting the 1st of the new year, your dues are payable to the treasurer.**

### Christmas Party:

Friday, December 12th at  
6:00 PM

Magill's Restaurant at the  
corner of Rd 68 and Argent in  
Pasco

Each member will receive  
\$5.00 to offset the cost of  
their dinner. We will order  
from a limited number of choices off their regular menu.

**Election of officers will occur.**

If you wish, bring a gift with a value not to exceed \$10.00 for a gift exchange. Each person who wants to participate should bring a gift. Please specify if it is for a man or woman.



## Thoughts to Ponder

What can be added to the happiness of a person who is in good health, out of debt, and has a clear conscience ?

All animals except man knows that the principle business of life is to enjoy it.

The really happy person is one who can enjoy the scenery on a detour

## December Birthdays

1st	David Stands	17th	Lindell Smith
5th	Dwight Underwood	18th	Lorraine Williams
5th	Karla Jackson	22nd	Bruce Stinsman
7th	Willie Gould	23rd	Bob Rupp
10th	Fred Fraser	23rd	Denise Moberg
16th	Sherrie Boob	24th	Kay Sundgren

## Anniversaries

11th Dave and Paula Stands

## More history from Jim

The Gas Gauge has not always been published by the club. It was 6 years after the formation of the club before the first Gas Gauge was printed. Prior to that time news of up and coming events and other club business was circulated by phone calls and personal contacts. By 1968 the club had grown to a sufficient size to warrant a monthly newsletter to keep members more informed of club activities and thus the Gas Gauge was launched in December of 1968 with the expressed hope that it would become a regular monthly feature. And it has been published more or less regularly right up to the present day.

It so happens that Bob Heinrich, an early member of the club and the restorer of a perfect Model T Ford tucked a copy of the first Gas Gauge into the club trunk where it still resides. This is the only copy of the original Gas Gauge known to exist. Dennis is planning on making copies and sending it out as an additional 40th anniversary issue in December.

December 2008

FIAT ORGANIZED 1899 IN ITALY, and has CONTINUED THERE SINCE THEN.

**1916  
AMERICAN  
FIAT**

"RIVIERA GRANDE  
LIMOUSINE"  
6 CYL.  
46-55 H.P.  
RIGHT-HAND DRIVE

**\$ 6150.**  
and up

FROM 1910 TO 1918, AMERICAN FIATS WERE BUILT AT POUGHKEEPSIE, N.Y. (LUXURY CARS ONLY; SMALLER FIATS WERE EXPORTED FROM ITALY.)

135" W. B.

AD 1-15

"OTHER 'RIVIERA' MODELS ON 20, 24, 30 HP CHASSIS."

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### 1916 American Fiat

The Fiat is an Italian car, and it has been in production in Italy since 1899. Originally (until 1906) it was known as the "F.I.A.T." (an abbreviation of "Fabbrica Italiana Automobili Torino"). The founders were Giovanni Agnelli di Bricherasio and Count Carlo Biscaretti di Ruffia.

Luxury Fiats from Italy were first imported to America by O. H. Keep of New York City—followed by Hollander & Tangeman, also known as the "Hol-Tan" Company. Hol-Tan's Fiat-importing contract was cancelled in 1909, and a diamond importer named Ben Eichberg became the president of a new American Fiat company. The factory in Poughkeepsie, N.Y. was completed in the first half of 1910.

The Italian Fiat company received royalties for each car that American Fiat built. The Type 56 was a model produced and sold only in the U.S.A. All American Fiats (in various series) were large and luxurious! Back in Italy, Fiat built both large and small cars.

American Fiats were built between 1910 and early 1918. In February 1918, the Duesenberg brothers purchased the American Fiat factory in Poughkeepsie, but they moved all the machinery to Elizabeth, NJ.

Italian Fiat imports to the U.S.A. stopped in the early 1920s, but resumed in the later 1950s. Because of a low sales total of only 15,000 cars in America in 1982, Fiat stopped sending cars to the U.S. in the spring of 1983.

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