

SKINDEX - VOLUME 22

In the following index, which covers Volume 22 of *Skinned Knuckles*, each subject listing is followed by three numbers (for a single listing) or a series of three numbers (for multiple listings). In every case the first number is the Roman numeral XXII, which designates Volume Number 22; the second number indicates the issue number; and the third number is page number. Example: ELECTRICAL HAZARDS, XXII-2-19. The subject or topic is "Electrical Hazards," and information on this subject can be found in Volume 22, issue 2, on page 19. Subjects listed include feature articles and major topics covered in various columns such as "Restoration Forum," etc.

ADVERTISING, AUTOMOTIVE, XXII-3-21,
XXII-4-19, XXII-4-35, XXII-5-24, XXII-5-36,
XXII-6-27, XXII-7-36, XXII-10-25,
XXII-11-29, XXII-12-18

AIR COMPRESSORS, XXII-1-17, XXII-2-33,
XXII-3-34, XXII-4-35

ALBRIGHT, BILL, XXII-6-24

AMERICAN AUSTIN/BANTAM, XXII-11-15

AMLIE, THOMAS, XXII-6-35

ARTZBERGER, BILL, XXII-1-15, XXII-2-15,
XXII-3-6, XXII-4-6, XXII-5-6, XXII-6-9,
XXII-7-11, XXII-8-14, XXII-9-11, XXII-10-9,
XXII-11-11, XXII-12-29

AUCTIONS, GOVERNMENT SURPLUS,
XXII-9-23

AUSTIN, AMERICAN, XXII-11-15

BANTAM, AMERICAN, XXII-11-15

BATTERY, 6 TO 12-VOLT CONVERSION,
XXII-9-3, XXII-11-34, XXII-12-32

BEARINGS, ROLLER, XXII-7-21

BELTS, ACCESSORY DRIVE, XXII-7-27

BLASTING CABINET, BUILD YOUR OWN,
XXII-2-15, XXII-2-33, XXII-3-34

BODY REPAIR, XXII-9-11, XXII-10-9,
XXII-11-11, XXII-12-29

BOLTS, REMOVING BROKEN, XXII-6-33,
XXII-7-35

BONDS, A.B., XXII-5-33

BUFFING STAND, XXII-3-6

BUICK, 1947, XXII-2-12

BURMA-SHAVE SIGNS, XXII-7-26, XXII-9-26

CADILLAC, 1937 RUNS BETTER, XXII-3-14,
XXII-6-37

CAMSHAFT, XXII-2-13

CANNON, BILL, XXII-1-6, XXII-1-19,
XXII-2-7, XXII-3-15, XXII-3-27, XXII-4-9,
XXII-8-7, XXII-9-7, XXII-9-31, XXII-12-13

CAR COLLECTING, XXII-6-3

CAR SHOW

Auto-Bratton, XXII-9-6, XXII-10-3, XXII-11-3
Iola, XXII-1-3, XXII-2-33

CARBURETOR TYPES

Stromberg, Misc., XXII-9-27
Stromberg Type 'O,' XXII-4-9, XXII-5-35

CARPENTER, ANDY, XXII-3-33

CASWELL'S BARN, XXII-2-27, XXII-3-9,
XXII-4-28, XXII-5-14, XXII-6-14, XXII-7-19

CHEVROLET CORVAIR

Engine Repair, XXII-9-18, XXII-10-21,
XXII-11-19, XXII-12-23
Misc. Repairs, XXII-8-27

"CHRYSLERS, TALE OF TWO," XXII-8-17
CLONING STORY, CAR, XXII-7-3
CONVERTIBLE TOPS, XXII-1-31
COOLING SYSTEM

Leaks, XXII-3-35, XXII-9-15
Radiator Caps, XXII-9-17
Test Kit, XXII-7-25, XXII-8-34

Thermostats, XXII-9-16

CORROSION, XXII-3-13

CUTHBERT, BILL, XXII-9-29

CYLINDER, IOWA, XXII-4-18

DEUSCH, FRED H., XXII-11-25

DISTRIBUTORS, XXII-4-31, XXII-5-35,
XXII-10-32, XXII-12-32

DODGE, 1925 RESTORATION, XXII-5-19

DOOR AND REGULATOR HANDLES,
REMOVING, XXII-2-34, XXII-4-35

DWELL, XXII-4-31, XXII-5-35, XXII-10-32,
XXII-12-32

ELECTRICAL HAZARDS, XXII-2-19
ENGINE

Detonation, XXII-6-36
Diagnosis Using Starter, XXII-12-17
Dieseling, XXII-11-28
Leakdown Test, XXII-3-31
Noise, XXII-5-21, XXII-6-19, XXII-7-15,
Pre-Ignition, XXII-6-36
Turning, XXII-9-7, XXII-10-32

FREEZE PLUGS, XXII-6-34, XXII-7-35

FRONT END NOISE, GM CARS, XXII-5-17

GARAGE, PIPE-TARP, XXII-1-21

GARY, BOB, XXII-5-3

GILLIS, JEFF, XXII-1-22

GM CARS, FRONT END NOISE, XXII-5-17

GREASE COMPATIBILITY, XXII-7-36,
XXII-8-33, XXII-9-32, XXII-10-31

HANEY, MARK, XXII-3-2

HARDGROVE, JON, XXII-9-27

HARMON, BOB, XXII-5-19, XXII-8-17

HEATER, SOUTH WIND, XXII-1-34,
XXII-3-27

HENNIG, FRITZ, XXII-1-28, XXII-2-30,

XXII-3-21, XXII-4-19, XXII-5-24, XXII-6-27,
XXII-7-24, XXII-8-20, XXII-9-23, XXII-10-14,
XXII-10-25, XXII-11-7, XXII-11-29,
XXII-12-18

HUDSON DEALER, XXII-6-24

HURRY, LEE, XXII-1-33, XXII-4-34

HUTCHERSON, HARRY, XXII-12-9

IGNITION TIMING, XXII-4-31, XXII-5-35
INVICTA, XXII-6-6, XXII-7-7

JAGUAR V-12, XXII-1-11

JEEP, XXII-8-20

JOSEPH, MATT, XXII-1-3, XXII-2-3,
XXII-3-3, XXII-4-3, XXII-5-3, XXII-6-3,
XXII-7-3, XXII-8-3, XXII-9-3, XXII-10-3,
XXII-11-3, XXII-12-3

KAHN, ALBERT, XXII-12-13

"KEROSENE, RUNNING ON," XXII-9-2,
XXII-11-34

KETCHAM'S HANDBOOK, XXII-1-20,
XXII-3-35

KNUDSON, LEIGH, XXII-10-19

KUERZI, JOHN, XXII-2-10, XXII-5-11,
XXII-6-6, XXII-7-7, XXII-8-11, XXII-10-6,
XXII-11-22, XXII-12-6

LAMBERT, CASEY, XXII-11-31

LAMP BULBS, MAZDA, XXII-1-8

LATHE, METAL CUTTING, XXII-8-7,

XXII-9-31, XXII-9-32, XXII-10-19,
XXII-10-30, XXII-12-13, XXII-12-32

LAZAROWICH, OREST, XXII-1-23,

XXII-2-22, XXII-3-28, XXII-4-25, XXII-5-29,
XXII-7-31, XXII-8-27, XXII-9-18, XXII-10-21,
XXII-11-19, XXII-12-23

LEADING, BODY, XXII-12-29

LEAF BLOWER, DRYING WIRE WHEELS
WITH, XXI-1-22

LEATHER INTERIORS, CARE OF,
XXII-4-17

LINCOLN TOWN CAR, 1998, XXII-4-3

MACHINISTS, XXII-1-34

McLELLAN, BILL, XXII-7-21

MAZDA LAMP BULBS, XXII-1-8

MODIFICATIONS, OLD CAR, XXII-12-3

MOODY, JOHN A., XXII-1-21, XXII-3-20,
XXII-3-33, XXII-4-31, XXII-5-2, XXII-9-2

MOTORCYCLE TRIP, XXII-5-11

OILING FREEWAYS, XXII-1-19, XXII-3-35,
XXII-4-35

ORPIN SWITCH, XXII-9-3, XXII-11-34,
XXII-12-32

PAINT

Gasoline, Effect on, XXII-2-34
Stripping, XXII-8-14, XXII-10-30

PANHARD, XXII-11-23, XXII-12-6

PARTS BIN, XXII-1-22

PATRICK, RICHARD, XXII-1-33

PEGASO, XXII-10-6

PERRYMOBILE, XXII-2-7

PLATING, ELECTROLESS NICKEL,
XXII-2-37

POT METAL, XXII-4-15, XXII-5-36

PUMP, TIRE, XXII-10-32

RENAULT DAUPHINE, XXII-5-2

RESTORATION

Beginning, XXII-5-6, XXII-6-9
Failed, XXII-3-3
"RESTORER, DO'S & DON'TS FOR THE AMATEUR," XXII-2-29
REYNOLDS, EARL, XXII-6-33, XXII-6-34
RISHEL, LEW, XXII-4-14, XXII-5-17
ROLLER BEARINGS, BARREL, XXII-7-21

SCAMS, XXII-3-20, XXII-4-34

SIURU, BILL, XXII-1-11, XXII-1-31,
XXII-2-19, XXII-3-13, XXII-3-31, XXII-4-17,
XXII-6-23, XXII-7-27, XXII-9-15, XXII-12-15

SMOG TEST, SUGGESTIONS FOR PASSING, XXII-4-14

SMOG II, XXII-2-10

SOUTH WIND HEATER, XXII-1-34

SPORT-UTILITY VEHICLES (SUVs), XXII-2-3, XXII-4-3

STARK, CHARLIE, XXII-2-21, XXII-8-32

STICKLEY, JAMES J., XXII-11-33

TIMING, IGNITION, XXII-4-31, XXII-5-35

TOOLS

Kit, XXII-1-14
Nuts and Bolts, Removing, XXII-2-30

Restoration, Misc., XXII-4-6

TOPS, CONVERTIBLE, XXII-1-31

TRAILERS, LOADING, XXII-12-15

"TRAVELS WITH AUNTY," XXII-5-2

TUTHILL, JOHN, XXII-9-30

"TWENTY GOOD REASONS: A COLLECTOR'S CREDO," XXII-3-2

URBAN LEGENDS, XXII-1-28, XXII-2-30

VERDONE, JERE L., XXII-4-15

VINYL INTERIORS, CARE OF, XXII-4-17

VOLKSWAGEN BEETLE

Bodywork, XXII-5-29, XXII-7-31

Front Axle, XXII-1-23

Fuel Injection System, XXII-2-22, XXII-3-28,
XXII-4-25

New Beetle, XXII-8-3

Steering Box, XXII-1-23

WASHERS, MAKING COPPER, XXII-11-25

WATER PUMPS, XXII-2-21, XXII-3-35, XXII-4-35

WATERMAN ARROWBILT, XXII-3-15,

XXII-5-36

WEB SITES, OLD CAR, XXII-1-30, XXII-2-32, XXII-3-26

WEBB, MILT, XXII-3-14, XXII-6-35

WEISS, TERRY, XXII-1-14

WELDING, MIG, XXII-1-15

WHAT WENT WRONG?

Coolant Problem, XXII-11-33

Distributor Problem, XXII-5-33, XXII-11-33

Distributor Shaft, Worn Groove in, XXI-1-33

Engine Knock, Frazer, XXII-6-35

Generator, XXII-9-30

Ignition Problem, XXII-8-32

Ignition Switch, XXII-9-29

Oil Pressure, Lack of, XXII-10-29

Starting Problem, XXII-1-33, XXII-3-33

Wheel Hub, Loose on Model T Ford,

XXII-6-35

WHEELS

Drying Wire Wheels with Leaf Blower,
XXII-1-22

Restoring, XXII-6-11, XXII-7-11, XXII-8-35,

XXII-10-14, XXII-11-7, XXII-12-9, XXII-12-32

Spindle Failure, XXII-6-17

WINDSHIELD WIPERS, XXII-6-23

WIRING YOUR ANTIQUE, XXII-1-6

YOUNG, JOHN, XXII-11-28, XXII-12-17

ZAMPA, FRED, XXII-10-29

WHAT WENT WRONG?

The SK feature "What Went Wrong?" tells a story about an actual malfunction of a collector car, what was done to diagnose the problem, and what was done to correct it. SK will pay \$15 for your story and description of what went wrong in your case and what was done to correct it, based on an actual experience.

BY MICHAEL M. ROBBINS

INDIANAPOLIS, INDIANA

A friend's 1962 Porsche came from the previous owner with a replacement ignition switch and a mixed pair of door handles. Consequently, three keys were required where one was normal. I had a matched set of right and left door handles and switch, complete with a couple of keys. Just what the doctor ordered.

After completing the installation, I checked that the appropriate position of the key in the switch produced spark at the coil, operational turn lights, starter (with coil wire pulled), accessory position for the radio, and everything else involved. I didn't actually fire the engine but just checked that everything had juice . . . or so

I thought. I walked away with a feeling of satisfaction at making the car more enjoyable for its owner.

Next day I got a call from the owner saying that the engine would turn over but wouldn't fire. Off I went and began looking for the malfunction. There was spark at the low tension lead to the coil and spark across the points. However, there was no spark from a disconnected spark plug connector while turning the engine over on the starter. An idea began to form. Turn the radio on and see if it goes off when the key is turned to the START position. Sure enough, that's what happened, telling me that the ACCESSORY position of the ignition switch was off when starting the car. There are two terminals at the ACCESSORY position and I had plugged the ignition wire into the second one of those instead of the proper IGNITION position. Consequently, there was power to the ignition upon turning the key to the first notch, but it was killed when you turned to the START position.

You can be sure I'll pay more attention to the positions on the dash switches and instruments in the future.