



# Joy of Touring

## Checklist for Car Preparation



CLASSIC CAR CLUB  
OF AMERICA

### Informational Guide to Enjoy Touring in a Classic

Many of our Club members have experienced the joy of going on a CCCA CARavan. We can drive our Classics and enjoy touring many interesting areas in this country with our cherished CCCA friends. Local regions proudly share their finest choices for sites, activities, roads, lodging and dining. When our cars are inspected and well prepared for the tour it is a very gratifying experience when they perform well each day.

Preparing our cars for the tour is critically important. We have adapted the very thorough CCCA publication "Joy of Touring" into a checklist to serve as a guide for preparedness. You might also want to share this list with your mechanic for work you don't do yourself. It can provide a guide to them of things to check prior to the CARavan.

After you have gone through all the steps to prepare your car, it is essential that you test-drive it for a minimum of 100 miles.

## The Fuel System

- Determine age and condition of the engine-driven fuel pump. Check the diaphragm for leaks. Determine if the pump needs an overhaul service.
- Check the flex line at the fuel pump for condition.
- Check system for excessive rust or other contaminants. Clean fuel filters and screens. Be sure they don't leak.
- Check the fuel line back to the fuel tank for dents and kinks that could restrict the flow. Don't overlook proper tank venting through the cap or above the tank.
- Has the fuel tank been checked for signs of deterioration of the liner/sealer?

### Additional Things to Consider

- Does the engine run unusually hot?  
Is there any indication that the car seems to be running short on fuel when accelerating or going uphill?
- How much fuel does the tank hold?
- How well does the fuel gauge work?  
It should be accurate.
- How much reserve fuel is left when it is on one-quarter tank? Don't guess!
- Does the speedometer work?  
Check it carefully for calibration.
- Does the odometer work?
- Does the "trip reset" work?
- Approximate miles per gallon to be expected. Check this on your test drive.
- How many miles can you travel on a full tank?

## Electric Fuel Pumps

- Install an in-line filter between tank and in-line filter. Installation before pump, not after.
- Install an electric fuel pump as close to tank as practical.
- Mount electric fuel pump securely.
- A switch installed under the dash is used to turn pump on, as needed.

## Running Out of Gas

- Many particles of dirt, rust and other items are at the bottom of your tank. When you run out of gas at highway speeds, your fuel system will draw these foreign particles into the carburetor and fuel lines. They can cause trouble with the needle and seat, fuel float and entire fuel system. It is especially harmful to vacuum tank equipped cars. This is why it is important to know what the range of your car is and how accurate your fuel gauge is functioning.



## The Cooling System

- Make sure cooling system is cleaned and the water pump and circulating system are in working order.
- The radiator should be removed and checked.
- Take the time to clean out all water passage areas.
- Check all hoses and clamps to see that they are secure and in good working condition.
- The water pump should be removed, and shaft checked. If shaft is scored or grooved it should be replaced.
- Check to see that the radiator cap fits securely and that the overflow pipe is clear.
- Fill cooling system. Use anti-freeze or clear water with a good quality rust inhibitor.
- Check fan belt and replace if any signs of wear are present.
- Check fan housing, be sure fan bearing is properly lubricated and in working condition.
- Check to see that fan is in line and not wobbling.
- If your car has a thermostat, check to see that it is operative.
- Be sure the radiator shutters are operative and when care is hot that shutters are open in a "full open" position.
- Check the heater core for leaks.
- A hand-held digital temperature gauge (gun) can check the temperature at different spots (top of radiator, bottom of radiator, heads, etc.)



## The Braking System

- On hydraulic systems make sure to check seals and gaskets and fix all leaks.
- Check all steel lines and replace any that are rusted or corroded.
- Check operation of brakes before disassembly and note pulling, locking up, dragging of non-releasing shoes.
- Wheel bearings on all four wheels should be cleaned inspected, repacked and adjusted. Replace wheel bearings if wear is apparent. Be sure wheel bearings and seals were torqued properly when reinstalling.
- On cars with hydraulic brakes, if it has been more than ten years since a complete rebuild. We suggest that all shell cylinders and the master cylinder be rebuilt. Then, silicone brake fluid can be used. Refill system with a DOT3 brake fluid (Avoid mixing fluids—clean system thoroughly
- Check the following: Master cylinder—check for leaks, vent hole open, fluid level, all linkage, all rods, cables, clevis and clevis pins and cotter keys.
- Check all shoes, linings and return springs. Adjust all if needed.
- Check brake hoses for cracks and replace, if found
- On Classics with mechanical brakes — Check all linkage, all rods, cables, clevis and clevis pins and cotter keys. Check all shoes, linings and return springs. Be sure to adjust all linkage and lubricate all cables and rods.
- Pedal adjustment should be checked. Many Classics have vacuum boosters and these should be checked for leaks and proper adjustment.
- Check brake lights (and other lights)

## Drivetrain, Steering and Suspension

- Listen for thumping, scraping or whining noises. Track them down to make necessary adjustments or repairs.
- Check moving parts for looseness and wear.
- Alignment of components in this area is a good thing to check.

### *Check the following:*

- Clutch (operation and adjustment) be sure there is adequate free play.
- Shift linkage (lube and adjusted)
- Springs (broken or loose)
- Steering linkage (not bent, tight)
- Shock absorbers (functional, not “frozen” up)
- Front end alignment
- Transmission (operation, noises)  
Rear end (leaks, noises)
- Perform steering test for play in wheel. There should not be free play when turning the wheel and you should not hear any clunks or noises.



## Electrical and Wiring

- Check generator output and starter motor amperage draw.
- Check battery voltage.
- Clean battery terminals.
- Check battery voltage/age of battery/ability to hold a charge

## Engine and Tune-Up

- Have a manual or notes of specifications for your car (timing) dwell, firing order, cylinder location etc.
- Examine engine compartment for things out of order: missing brackets, loose or improper parts, routing of hoses, wiring, fuel line, etc.
- Make necessary repairs to leaking seals or gaskets, rid compartment of oil, sludge and other debris.
- Listen for unusual noises in engine and correct them.
- Remove oil pan and clean screen to remove all sludge.
- Inspect bearings for wear and/or chipping.
- Schedule: Compression test (indicates valve, ring and head gasket condition)
- Plugs (bring extras) Plug wires and plug terminals.
- Distributor cap (check for cracks and grease)
- Rotor Distributor bushing and shaft wear Points (lube pivots)
- Condenser (bring extras) Coil (leaks and cracks, bring extras), Points
- Electrical connections (clean, tight and condition)
- Vacuum hoses (condition and routing)
- Nuts, bolts, brackets and accessories, torqued or mounted securely.

- Exhaust system (condition, leaks, routing and plugged passages). Check exhaust system for rust-out. Replace if looks marginal Heat rise and/or cutout (operation)
- Vacuum pump operation (if car has one, check vacuum to wipers and brake booster)
- Belts (condition and proper size)
- Ignition timing (check centrifugal and vacuum advance)
- Carburetor(s) (adjust and/or synchronize)
- Be sure engine compartment is clean and tidy.
- Most slow starting issues are bad contacts especially ground straps on frame and engine.

## Wheels, Rims and Tires

*Check the following:*

- Wire wheels (check spokes for trueness)
- Steel wheels (bent, rusted, broken)
- Locking rings (conditions of and fully seated)
- Tires (condition and inflation)
- Proper pressure in tires and in spare(s), check them.
- Tools for tire change, tubes (bring extras).
- Check for rotted stems. Stems rot easily.
- Wheel lugs tight? Hubcaps on securely?
- Balancing (very important this should be done professionally) In connection with wheels and tires.
- Be sure you have all the tools, (jack, wrench, etc.) necessary to change a wheel.
- Test your jack in advance of the tour to ensure it works properly with your car.



## Lubrication

*Inspect the following:*

- Engine oil filter
- Transmission (condition and level)
- Rear axle (check vent) u-joints and/or carrier bearings
- Steering linkage (tie rods, drag link, idler arm, etc.)
- Kingpins, ball joints, control arm etc.
- Springs and shackles
- Shock absorbers (fill and check and leaks)
- Pedal shafts and linkage (also parking brake)
- Mechanical brake linkage (bell crank, clevis pins, etc.)
- Shift linkage engine mounts
- Clutch release bearing
- Steering gearbox (fill with proper fluid)
- Distributor cap
- Starter, generator and distributor oil cups
- Water pump (packing and grease)
- Fan bearings
- Speedometer cable (correct lube)
- Vacuum wipers (remove, lubricate) check and overhaul, if necessary
- Windshield wipers are common problems.
- Oil pressure (check)
- Wheel bearings
- If car has not been driven for years or is newly purchased, it is a good thing to change all the fluids.

## A Test Drive is Vital!

- A test drive of less than 100 miles is inadequate. One full day should be allocated for this. Drive the car around town for an hour or so, then out on the highway,
- Maintain 50-55 MPH for at least 30-40 miles. This will allow the engine and engine compartment to get hot. This cannot be done in two or three miles.
- When you start to test drive your Classic for the first time, it is an excellent idea to have someone accompany you in another vehicle. This way you can have all of the tools and equipment you will need in case of a problem arising, or to help you with some "side of the road" tuning.
- Tops, inspect operation and condition of all tops and top storing equipment. Test functionality of putting top up and down as well as storing. Be prepared with side curtains for inclement weather and know how to quickly and efficiently install them.



## Emergency Supplies

- Owner's manual
- Flares
- Tire inflator or pump
- Tire gauge
- Spare tire
- Extra inner tubes Jack with handle
- Lug wrench Tool kit
- Flashlight or trouble light
- Spare water
- Extra motor oil
- Battery jump cables
- Tow rope
- Fire extinguisher (fresh-adequate)
- First aid kit
- Stop-leak compound.
- Spare keys; ignition, trunk, glove box, spare tire locks
- Go-Jo or hand-i-wipes
- Shop coat or overalls
- Work gloves
- Fuel Gas tank repair kit good to have on hand.
- Mat or rug to get under car
- Floor jack
- Test light
- Tire pressure gauge
- Wheel blocks/chocks
- Rain Ex

## Mechanical Support

- Spare gaskets (head and manifold)
- Extra windshield wiper blades
- Spare fan belt
- Grease gun
- Oil can
- Extra radiator hose
- Extra radiator clamps
- Spare fuel pump, or repair kit

- Gasket cement permeated #3
- Several thicknesses of gasket material
- Water pump grease
- Water pump packing
- Electrical Parts
- Friction tape
- Fuses (spare) what amps \_\_\_\_\_
- Bulbs (spare) what C.P. \_\_\_\_\_
- Spare set of points
- Extra condenser
- Extra spark plugs
- Spare ignition coils
- Electrical wire and wire diagram
- Owner's manual
- Shop manual
- Car club directories (to reference marque experts and/or suppliers)

## Cleaning Supplies

- Specific to what your needs

## Trailer Service

*The following should be thoroughly checked out and properly lubricated:*

- Check brake system.
- Check wheel bearings
- Check all electrical wiring and see that all lights and signals are in proper operating condition.
- Check your hitch on the trailer and the towing vehicle.
- Check safety chains.
- Check all devices used for securing the Classic in the trailer.

## Final Suggestion

The cost of a AAA premium membership is worth it; will tow up to several hundred miles.

