March 2016 A Frame
5351 Chestnut Street

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Officers of New Orleans A's Chapter
Model A Ford Club of America

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COMING EVENTS

Monthly Meeting: Fourth Wednesday, March 23rd. Meet us at Randazzo's at 6:30 pm for dinner. Meeting at 7:30.

April 2: Go with North Shore Club to Ted Lewis' home.
April 9: Ponchatoula Strawberry Festival.
April 17th: All Clubs Picnic. Pontiff Playground, Shelter #5. Bring a dish or something.

For Sale: Frank Culotta selling his 1929 Roadster. Call him at 504-512-0972 for details.

1929 Tudor Sedan, no rust, very nice older restoration. New model B engine, 12 volt system, turn signals, new carpet, etc. and many upgrades. Louisiana title. Price $19,500 negotiable. Russell Stevens: stevens43@bellsouth.net; 318-540-6182.

Model A Wagon: Earned awards of excellence in fine-point judging from both MAFCA and MARC at the 2008 joint world meet in Dallas. Since then I've converted to 12 volts and added a Mitchell Overdrive for easy cruising. The wagon (aka *Miss Maple*) is in excellent mechanical and cosmetic condition. No disappointments. $38,500, negotiable. Tom Torget ttorget@gmail.com. 830-257-8966, Kerrville, TX.

1931 PickUp: Restored back to the original dark green w/black fenders as it was when it came off the production line. The bed is natural oak & there are quite a few new parts. Nick Maniscalco, (985) 230-8015.

Engine & Parts: Rebuilt Model A engine for sale or trade plus spare parts. Call Bob Maurreau: (504) 246-4326

The New Orleans A's Enter the Modern Age!

John Maiorana has started a Facebook group expressly for the New Orleans A's. It features Model A related articles and videos as well as ongoing discussions about our events and Model As in general. It will also serve to expose the hobby to new prospective members. Please feel free to join and share. **https://www.facebook.com/groups/neworleansas/**
Jacques LeBlanc has created a New Orleans A's webpage. The address is: **http://theneworleansas.webs.com/**

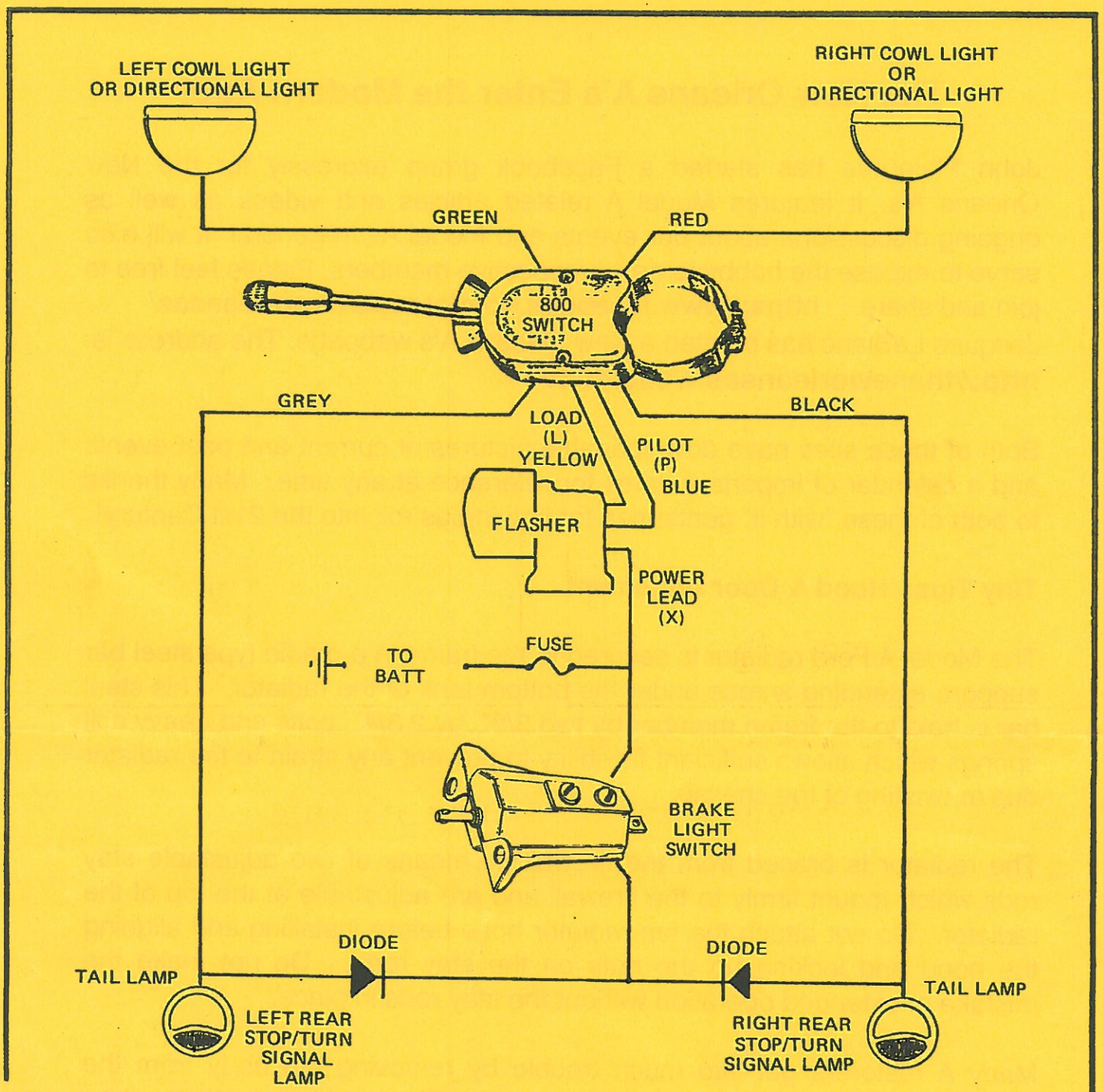
Both of these sites have downloadable pictures of current and past events and a calendar of important dates for reference at any time. Many thanks to both of these "with it" gentlemen for helping us roll into the 21st Century!

Tiny Tips: Hood & Door Alignment

The Model A Ford radiator is secured to the frame in a cradle type steel bar support, extending across under the bottom tank of the radiator. This steel bar is held to the frame member by two 3/8" by 2 3/4" bolts and heavy coil springs which allows sufficient flexibility to prevent any strain to the radiator due to twisting of the chassis.

The radiator is braced from the firewall by means of two adjustable stay rods which mount firmly to the firewall and are adjustable at the top of the radiator. Do not attach the top radiator hose before installing and aligning the hood and locking up the nuts on the stay rods. Do not make the mistake of extended operation without the stay rods in place.

Many A restorers get into much trouble by removing the body from the frame to do a good job of restoration. The problems occur when reassembly takes place since much careful shimming is necessary to make proper hood alignment and door fit. In order to successfully accomplish this job it is necessary to begin by mounting the radiator and the cowl section of the body. These steps must be done first and with the greatest of care to make proper alignment of the hood. Tighten the cowl mounting bolts securely. This operation can be followed by shimming to make proper door fit from front to back and finally securing the rear body bolts.



Many of us Model A'ers have been thinking about directional signals, after being introduced to some heavy traffic with modern cars whizzing by right and left. After all the work and money I put into my Model A, I thought I had better protect myself and others. The problem was–how to get the single filament stoplights to work as directional lights also. Here is one solution I came up with:

I went to the automotive store and bought a directional switch that fits on the steering column. Mine is a Signal-Stat Series 800. I used the cowl lights as the directional lights with No. T63 bulb and in the rear stoplights a single filament No. T1129 bulb. I installed two diodes (also called silicon power rectifiers) which can be obtained in most electronic stores. General Electric's GEMR-1 diode is good for carrying up to 12 amps, but other makes are readily available. Just be sure they will carry 12 amps or more. The diodes come in forward or reverse bias direction which does not make any difference. If lights do not work, interchange the two wires that you have connected to the diodes.

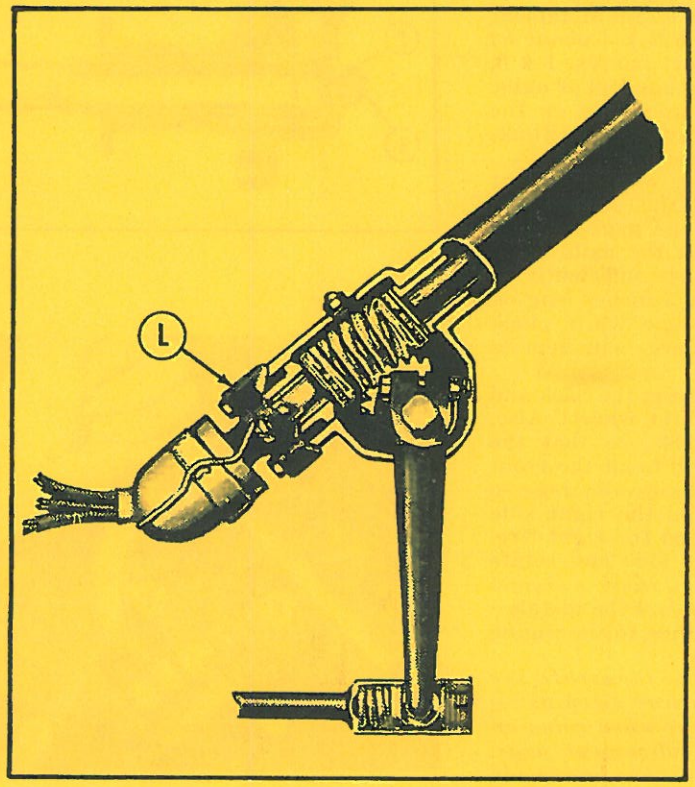
Now comes the test. Flip the Signal-Stat Switch, which also has a pilot light at the end of the lever, and the directional lights will start blinking. However, when you depress the brake pedal, closing the brake switch, both stoplights will now be on. Immediately upon release of the brake pedal, the directional lights will again start blinking as you proceed to turn the corner.

The Signal-Stat Switch, also has a hazard switch. In case of car trouble it can be switched on, and all four lights will begin blinking.

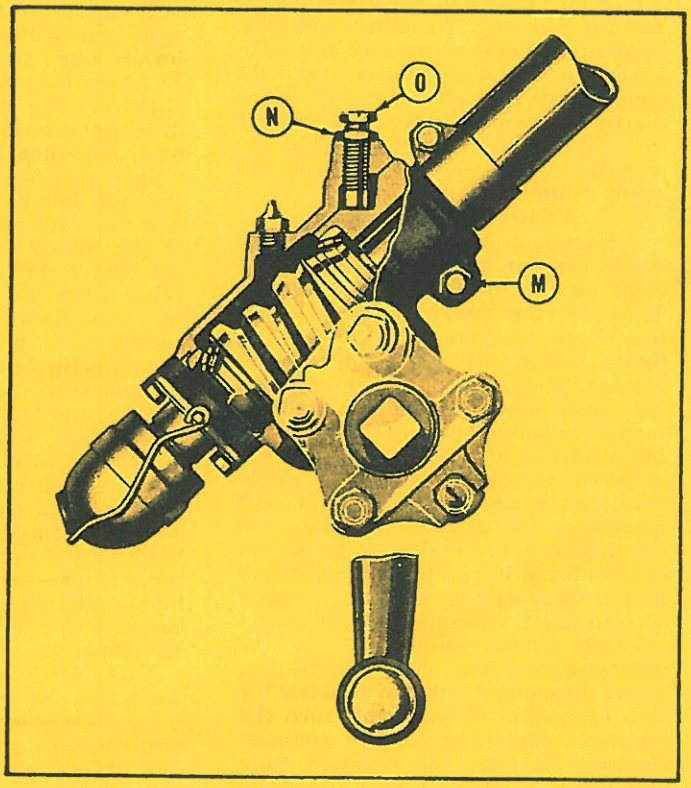
I hid the diodes and flasher behind the left cowl kick panel (lots of room in there). The diodes come with stud mounts and must be mounted on a piece of fiber or other insulated materials, so they will not touch the frame. They can also be tied underneath the car. In this case, put a piece of heat shrinkable tubing around the diodes, isolating them from the frame.

Holger T. Jorgensen
Sturtevant, Wisconsin

CLUTCH CHATTER . . . TECHNICAL HINTS



Seven-tooth sector gear



Two-tooth sector gear

Suggestions for Better Steering

Under any traffic condition, the steering wheel, more than any other item on our Model 'A,' is in constant use; and any pleasures that we can derive from driving is largely determined by ease of steering. In order to make the car steer more easily, the front axle is designed to give the wheels a tilt so as to bring the portion of the tire in contact with the road more nearly under the spindle body bolts. This tilt tends to make the wheels run out or away from each other. To counteract this action, the wheels are given what is known as "toe-in." At first, the toe-in dimension for the Model "A" was given as 3/16 to 1/4 inch, but it was later found that a toe-in of 1/32 to 3/32 inch causes less tire wear and gives easier steering.

Many front-wheel alignment garages no longer possess data for setting toe-in on the Model "A". However, you can save some money and do a good job right at home with nothing more than a wooden 2 x 4, a couple of boards and a few nails. But before the wheel alignment is attempted, it is advisable to reduce the play in the steering gear and linkages to a minimum.

When the Model "A" steering gear was designed, Ford's engineers took into account that eventually some parts would wear and, therefore, several adjustments were provided. A screwdriver and ordinary wrenches are the only tools needed to make these adjustments. To determine if these adjustments are needed, check the amount of play in the steering wheel. If the amount of play exceeds 1 1/4 inch, one or more of these adjustments may be necessary.

There are three adjustments which can be made with the steering gear assembled in the car, namely: end play in the steering shaft, end play in the worm sector, proper mesh of sector teeth in worm (two-tooth sector-type only). In order to effect satisfactory adjustment, *the drag link should be disconnected.*

Steering Shaft End Play

End play in the steering shaft on the early seven-tooth sector worm can be reduced by removing one or more of the brass shims which are (or should be) between the lower end of the housing and the end plate, better known as the lower bearing assembly. These shims (A-3559-AR) were made in three thicknesses and are used to take up any end play in the steering shaft. Refer to drawing at (L).

On the later design two-tooth sector, a worm adjusting screw is provided at the top end of the steering gear housing. To adjust the worm for end play, turn the steering wheel to either end stop, then back up 1/8 of a turn. This leaves the steering shaft bearing free of side thrust. Next, loosen the housing clamp bolt (M) and the lock nut (N) on the worm adjusting screw (O). Turn down the adjustment screw tightly, then back off 1/6 of a turn. Then retighten the lock nut and the housing clamp bolt.

Worm Sector End Play

End play in the sector shaft of either design, seven-tooth or two-tooth sector, can be corrected by turning the steering-worm-sector thrust screw located on the side of the housing next to the motor. A special offset screwdriver is required for this adjustment.

First, check that the housing cover nuts are tight. Next, turn the steering wheel to either extreme, then back up 1/8 of a turn to remove load from the sector. Gripping the steering arm at the sector shaft hub, push and pull to feel for end play. To reduce end play, loosen the thrust screw lock nut (P), turn the sector thrust screw (R) *tightly, then back off* 1/16 of a turn. When correct adjustment is obtained, be sure to tighten the lock nut, keeping the screwdriver in slot to prevent the screw from turning.

Sector Teeth Mesh

Adjustment for proper mesh of the sector teeth in the worm can only be made on the two-tooth sector design. Turn steering wheel to the mid-position of its complete travel or turning limits (drag link previously disconnected). Next, loosen the three housing cover stud nuts (S) exactly 1/4 turn, then loosen housing cover adjusting stud nut (T) 1/2 turn. Turn the eccentric adjusting sleeve (U) clockwise, very gradually, checking at each movement the amount of play still existing at the steering arm. Adjust only sufficiently tight to eliminate all lash at steering arm (no more), being sure to finish movement of the eccentric adjustment sleeve (U) in the clockwise direction. Turn the steering wheel throughout full travel to test for free operation. If too tight, turn the eccentric adjustment sleeve counterclockwise to free, and readjust more carefully as above. Next, securely tighten the housing cover adjusting stud nut (T) and follow by tightening housing cover nuts. It is important that the adjusting stud nut be tightened before tightening housing cover nuts.

With the foregoing adjustments to the steering gearing being complete, reinstall the drag link.

Tightening Ball Plugs

Another item which invariably is overlooked in setting front wheel alignment is the ball plugs at the ends of the drag link and ends of the spindle tie rod. After 36 years of use, the steering arm and spindle arm balls will have considerable wear. Remove the cotter pin and, with a large screwdriver, tighten the ball plug. Do not re-use the old cotter pins but replace with new ones.

Front Wheel Alignment

To make the front wheel alignment gage, you will need a 2 x 4 about 64 inches long; two short boards, 1 x 3, 18 inches long; and a handful of nails. Construct the gage as shown on the drawing suggested by Ernest Flinkman, Michigan Region.

Jack up both front wheels so that the nails line up with the center of the hub caps and place the gage in back of the wheels so that the nails touch the tire. Rotate wheels sufficiently to cause a fine line 2 or 3 inches long on the tire. Rubbing some white chalk on the tire, in advance, will help to show up the line.

Remove the gage from the back and place at the front of the wheels. Also, rotate each wheel 180° so that the mark on each tire will be at the front of the wheel. Next, locate the gage so that the nail point on the right side centers on the mark on the right tire. Walk to the opposite side and rotate the left wheel so as to cause a second line on that tire. Measure the distance between these two lines to determine the amount of toe-in.

Note: At the start of the article, the dimension for toe-in was given as 1/32 to 3/32. This is only true when using an original type wheel alignment gage. The dimensions for the homemade gage should be 1/16 to 1/8, because it is measured at the outer circumference of the tire.

If adjustment is required, remove the cotter pins and loosen the two spindle tie rod end clamp bolt nuts, then turn the spindle tie rod either in or out to approximately correct the toe-in. Each time the tie rod is rotated you must check toe-in again from the beginning by erasing the lines on the tires and scribing new ones. This trial and error procedure may have to be done several times before the correct toe-in is obtained. When the correct toe-in is obtained, tighten the two connecting rod clamp bolt nuts, making sure to replace the cotter keys.