

August 2017 A Frame
5351 Chestnut Street
New Orleans, LA 70115

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

President: Ken Falanga
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Sunshine Lady: Toni Schaub
Directors: Carl Hunter, Dianne Hunter, Marie Nicolich, John Maiorana
Phone Committee: Carl Hunter, Angelo Ricca, Bob Sappington
Newsletter: Mickey King

Monthly Meeting: Fourth Wednesday of the month at Randazzo's at 6:30 pm for dinner. The meeting begins around 7:15 pm. Check coming events and photos on our web site: www.nolamodelas.com

Coming Events:

August 26: Picadilly Cafeteria at Clearview Palms for breakfast at 0930 (9:30 am)..

September 16: International Model A Day! We will meet at M. A. Green Shopping Center at 9:30 am (0930) to caravan to Ponchatoula. Join there with the North Lake A's and the Red Stick A's.

Car Clinic: As always YOUR car can be fixed at Angelo's garage if you bring it on the **third Sunday** around 0900 (9:00 am). If you let the club know in advance what needs to be fixed, that will be a big plus!

Visit to Henry Shane's "Cars of Yesteryear" Museum in Metairie. The requirements are to arrange with the local 3 clubs to make it worth his while to open his private collection. Ray Schaub agreed to check with the New Orleans A's and others will check with the North Lake A's and Red Stick A's.

Lunch at Portside Restaurant

On Saturday August 12th some of us met at Lafitte's Landing and then drove to the Portside Restaurant for lunch. Unfortunately Some members thought we were meeting at 1230 while others thought 1:30. In addition it looked like rain (and did rain) so we did not have many model A's in our caravan. We did have a good turnout with Ken Falanga and Ms. Pearl; Carolne, Toni & Ray Schaub; Bill Pfaff in his Model A with sisters Debbie and Gerry; Angelo Ricca; Geoffrey Goodbee; Ruby Dayberry, Mickey King, John Maiorana; Bob Sappington; and John Troendle. I think that the food portions increased! I know that most of us could not eat half a muffuletta sandwich and I could not eat a bowl of delicious gumbo. Just too much for one sitting!



Gumbo and Toni & Ms. Pearl relaxing on the porch after lunch.

The voice of experience

by Bill Furness

submitted by Eric Lynd

Bill Furness is the president of the Metro Toronto Model A Club and has written many articles for the Metro Toronto club newsletter. Many of these technical tips were written by Bill in the sixties but are still applicable today.

SHACKLE BUSHINGS

A very effective tool for installing shackle bushings can be made by removing the grease fitting from an old stock type shackle.

Slide the new bushing on the old shackle and insert the threaded portion of the shackle inside the old bushing as a guide.

The old bushing should be split with a hacksaw blade first and driven out with a hammer. Follow up with the new bushing.

HEAD LIGHT RETAINER SPRINGS

Head light retainer springs that are beyond using can be made new from piano wire. Use wire as close to the original and bend into shape with needle nose pliers.

600W OIL

Heavy duty oil can be used in the Model A transmission for quieter operation, but not for colder weather driving.

SLOW IDLE

Try this. Use a fine swiss file and open the idle port above the butterfly in the cast body of the carb to 1/32". This will help in most cases.

NEW ENGINE

When filling the pan for the first time in a rebuilt engine, put the oil through the distributor hole in the head to be sure the main bearings receive oil at once.

STEERING WHEEL PULLER

A puller for the Model A steering wheel can be made from a 5/8 x 3 SAE capscrow and two 5/8 SAE nuts, one used as a lock nut. Keep puller tight on end of steering post. A few sharp blows will loosen it off.

RADIATOR EMBLEM

When replating, painting or buffing a radiator shell, the emblem can be removed as follows: Obtain a piece of broom handle that will fit inside rear portion of the emblem. A light tap on the broom handle will force the emblem out the front without damage.

The 1928-29 emblem can be nickle plated without damage to the blue or black enamel if handled carefully by a good plater.

Radiator shell metal parts on the 1930-31 cars are made of stainless steel known as Allegheny metal. This metal will polish to a high lustre and plating should not be necessary. Caution should be taken to use the proper wheel compound.

JUNCTION BOX INSULATORS

A 2" section of heater hose will make an excellent insulator to replace those hard to find rubber insulators inside the junction box.

GEARSHIFT LEVER REPLACEMENT

When replacing the gearshift lever after replating, a problem arises in compressing the spring to install the keeper. This may be done by carefully compressing the spring in a vise and tying it with safety wire at two or three places. The compressed spring may then be installed, the keeper slipped into place and the wire cut and removed. This

is a proven trick - it worked for me

TIMING GEAR LOOSENESS

Here is a quick way to check for a loose timing gear: With the engine running slowly, screw out the timing pin and insert the pin end into the opening. Care must be used not to let your hand come in contact with the fan. Press firmly on the pin. If it knock stops, the trouble is undoubtedly due to the gear being loose on the camshaft.

To lessen the possibility of the gear becoming loose on the shaft, the thread limits on the camshaft arc camshaft nut were reduced some time ago. Also a special lock washer was used in partial production.

If an instance is brought to your attention of a cam gear loosening on the shaft, install washer and tighten the camshaft nut. This will hold the gear securely in place.

REAR AXLE SEALS

1947-48 Mercury rear axle inner seals are the same as the Model A.

FAN BELTS

1937-48 Chevrolet, Gates, Vulk No. 700 are all the same as the Model A.

RING GEAR AND THROW-OUT BEARINGS

1928-1948 Ford interchangeable.

DISTRIBUTOR SHAFT BUSHINGS

Can be made from Chevrolet starter bushings.

CAMSHAFT THRUST PLUNGER SPRING

Replacement for this spring is Dodge oil relief spring, part #119996

Model A Ford Ignition Diagnostic

(revised 2010)

by Tom Endy

Ammeter "Jiggle":

Once upon a time I was rolling down the road in Miss Vic, my Model A Ford Victoria A-190, when out of the blue the engine quit. As I coasted to the side of the road I tried to contemplate what had gone wrong. The car is well maintained and therefore there was no reason for this outrage. The problem had to be a lack of spark or a lack of fuel. Nine times out of ten it's usually a lack of spark. Before I climbed out from behind the wheel, I decided to perform a diagnostic test. With the ignition still switched on, I cranked the engine over a few times, not expecting it to start, but intently watching the ammeter. The ammeter needle did a small rain dance, that is it "jiggled" from left to right a couple of notches in each direction as the engine turned over.

A wealth of knowledge:

This visual indication provided a wealth of information. I now knew that the battery was alive and well and still attached to the car and that the primary side of the ignition circuit was functional. Functional means that the ignition switch and pop-out cable was not shorted out or open-circuited, the points were opening and closing and were connected to the circuit, the condenser was not shorted out, the primary side of the coil had continuity and was still connected to the battery at one end and to the points at the other end, and Henry's wayward wire that connects the upper distributor plate to the lower distributor plate had not broken or shorted out. Without even getting out of the car, I had ascertained that the primary side of the ignition circuit was working properly.

Under the hood investigation:

But since the car wouldn't start, it was time to get out and look under the hood. The problem had to be in the secondary side of the ignition circuit, or it had to be a lack of fuel. When I looked under the hood I found that the high tension wire that plugs into the bottom of the coil had fallen out. I plugged it back in and the engine fired right up. The high tension wire is in the secondary side of the ignition circuit along with the secondary winding of the coil, the distributor cap, the rotor, the copper spark plug wires and the spark plugs themselves. Volumes have been written about the Model A Ford electrical system, and the Jiggling ammeter has been mentioned numerous times. But for those folks who aren't electrical types, much of the explanation is meaningless.

Jiggling explanation:

What the jiggling ammeter is all about, is that with a properly functioning ignition switched on and the engine turning over (but not running), the points will open and close as the engine rotates. Each time the points close electric current flows through the ammeter causing the needle to move two notches to the left. Each time the points open the needle returns toward the center, but since the needle movement is undamped, it swings past center to about two notches to the right much like pendulum. As engine cranking continues, the ammeter needle appears to jiggle back and forth and it is telling you that all is well in the primary circuit of the ignition.

Catch 22:

There is a catch! Not all Model A Fords are wired so that the ammeter will jiggle. The early production cars up until November 1929 were wired such that the ignition primary circuit was not wired with the ammeter in the circuit. **There was no jiggling!** The later cars were wired with the ammeter in the circuit (Ford Service Bulletin, page 390), and this now provided the desired diagnostic Jiggling. All is not lost though; you can easily convert your non-jiggling Model A Ford to a jiggling version. All you have to do is move one wire.

Determination:

First determine which way your car is wired. To do this pull the high tension wire out of the bottom of the coil. Switch the ignition on and crank the engine over. Watch the ammeter needle. If it jiggles, your car is wired to the later configuration. If it does not jiggle, your car is wired to the early configuration. It is an easy matter to convert from the early wiring configuration to the later.

How to convert:

Remove the two broken-looking wing nuts on the front cover of the terminal box on the fire wall that a number of wires go to. Remove the cover and locate the small black wire that runs from the coil to the terminal box. On the non-jiggling cars it will be connected to the threaded post that is toward the right side of the car (right as in the passenger's side). Remove this wire and put it on the other threaded post. This one will be on the left side of the car (as in the driver's side). Before you do this, disconnect the battery, or better yet remove the fuse if you have one installed (look for it on the top of the starter). This will prevent an undesired rain of sparks. It's as simple as that; you now have a diagnostic Jiggling Model A Ford.

More information:

If you want to learn more about this diagnostic phenomenon, there is an excellent two-part article that appeared in the Restorer in the 1987 November-December and 1988 January-February publications. Both articles were written by the late Paul Moller of Evergreen Park, Illinois. The two articles were also reprinted in "How To Restore Your Model A", Volume 5 (1994).©