

February 2019 A Frame
5351 Chestnut Street
New Orleans, LA 70115-3054

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

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Phone Committee: Carl Hunter, Lynn Welsh, Anthony Nicolich
Newsletter: Mickey King

Coming Events:

Monthly Meeting is held on the 4th Wednesday of the month at Randazzo's Family Restaurant, 4462 Wabash Street at 6:30 pm for dinner (meeting begins about 7:15 pm).

March 23: Portside Restaurant. Meet at parking lot corner of Williams and Jefferson Highway at 12:30 for caravan.

April 6: Spring Fiesta Parade.

April 13th: Crawfish boil at Diane & Carl Hunter's home on 135 Moss Lane.

May 4th: Meet in parking lot at M. A. Green for trip to Bobbie & Vic Zaidain's place in LaPlace for our annual picnic.

June 9: Lunch at Des Families Restaurant.

LUNCH AT ORMOND PLANTATION

Sunday morning February 3rd the NOAs met and drove in their Model As and a few newer cars to Ormond Plantation for lunch. Caroline, Toni & Ray Schaub, Dianne & Carl Hunter, Phil Strevinsky & Kim, Jim Pierce, Lynn Welsh, Marie and Anthony Nicolich, Bobbie & Vic Zaidain, and Brad Persons & Terry Polt. The reports were that the food and service were excellent and everyone had a very nice time.



Helpful Hints Cont.

(Checking front wheels for side play)

The front wheels should be jacked up periodically and tested for smoothness of running and side play.

To determine if there is excessive side play, grasp the side of the tire and shake the wheel. Do not mistake the looseness of spindle bushings for loose bearings. Insert a cold chisel between spindle and axle when making the test to take up any spindle bushing play.

G. C.

(Adjusting front wheel bearings)

If there is excessive play in the bearing it can be adjusted as follows: Remove the wheel, withdraw the cotter key and tighten adjusting nut until the hub starts to bind. Then back off the adjusting nut one or two notches, until the hub can be freely revolved. After replacing the wheel make sure the cotter key is replaced. (Preferably a new key)

G. C.

(Water pump leak)

Inside packing nut will be found packing material which if tightened up properly will stop the water from around the water pump shaft. A fairly large screwdriver will do the trick. Tighten packing nut just enough to stop the water from leaking around the shaft.

G. C.

(Clutch Pedal clearance)

The correct clearance or play for the clutch pedal is approximately $\frac{3}{4}$ of an inch. That is when the clutch pedal is depressed, there should be $\frac{3}{4}$ inch movement of pedal before it starts to engage the clutch.

As the clutch facing wears, the clearance or movement gradually grows less. Consequently it should be checked occasionally. Under no circumstances should the car be driven without this clearance or play in the clutch pedal. G. C.

(Adjusting clutch pedal clearance)

The adjustment is easily made by removing the steel pin and turning the release arm rod, screwing the rod towards the rear of car will give you your clutch clearance. Turning rod toward the motor will decrease the clutch clearance.

After the adjustment of clutch be sure that the pin is replaced, also cotter key.

G. C.

(Brake cross member)

Anyone having trouble with the brake cross member rattling and thumping can stop it.

This method will not take out the looseness of the cross member, but it will help to deaden the sound.

Get some felt material and build it up to the thickness you need and cut it to the length you will need in order to fit the material on the top and bottom of the ball which is located on the bottom of the frame. Work in a quantity of grease as used in the lubricating of running gears of cars, into the felt. As time goes on the felt can be oiled and the clamps will not have to be removed in order to do the job.

Submitted by Frank F. Johnson, 1820 Fitch Ave., Marquette, Michigan.

Tiny Tips

An alternate way to install rear wheel hubs

by Paul Ranney, Lone Star Model A Ford Club
Georgetown, Texas

If you have difficulty installing rear wheel hubs when you place the axle key in the axle keyway with the keyway positioned at the top of the axle, try reversing the procedure.

Position the axle with the keyway at the bottom of the axle and place the axle key in the keyway in the hub. Using this system will allow you to push the axle key in if it does not slide in with the hub. Keep a punch or Phillips head screw driver handy for that purpose.

When installing the hub with the axle key placed in the axle you may inadvertently slide the axle key inward and partially out of its keyway which can cause it to jam the hub onto the axle, making it very difficult to remove later.

Stop that slow leak

by Paul Ranney, Lone Star Model A Ford Club
Georgetown, Texas

If you are experiencing an insidious slow leak in your inner tubes with metal valve stems, try this solution.

Remove the tube from the tire, remove the nut and bridge washer and with all air released, thoroughly clean away all dust, powder, etc. from between the stem and the tube. With a toothpick or small screw driver tip force a small amount of Liquid Nails or similar product between the stem and rubber and about 1/4" up on the stem from the bottom. Reassemble and allow the adhesive to set for an hour or so before reinstalling and airing up.

Liquid Nails seems like an unlikely product to use in this manner but it will adhere to rubber, metal, glass, wood and many other surfaces. And what the hey, it works.

Easy steering is "in the bag"

by Paul Ranney, Lone Star Model A Ford Club
Georgetown, Texas

When working on your front end, whether it's adjusting your toe-in or just needing to turn your steering wheel while the car is parked, I have found that jacking the car up slightly and inserting a plastic trash bag, plastic bread bag or plastic newspaper bag under each front wheel, then lowering the car off the jack to let the wheels rest on the bags works wonders.

As you turn the steering wheel, the plastic bag under the tires lets the wheels turn with the ease of power steering - one side of the bag slides over the other side of the bag letting the wheels turn with ease.

A crank handle, Handle

by Jack Rasmussen, Greenbank, Washington

Slide a 3/4" section of either heater hose or water hose over the crank pins and around the bends. It keeps from scaring the paint and makes a nice handle for cranking.

Curing backfiring

by Patrick Wells, Cape Town, South Africa

I tried all the usual remedies with only partial success until I fitted a sleeve at the joint of the exhaust manifold and the exhaust down-pipe where there was an air leak which was not obvious. This sleeve is available from Snyders (part number A-5234 at U.S. \$3.95). I now have no backfiring under any conditions.

Curing front wheel shimmy

by Patrick Wells, Cape Town, South Africa

Again I tried all the usual remedies without success. The shimmy was particularly bad when cornering and light application of brakes. I finally solved it by fitting new front wheel bearings. These are available from Snyders (and other parts suppliers) as part number A-1201/17 at U.S. \$23.50 per wheel. Again this solved my problem.

Oil filler tube tool

by Ed Hyland, Chippewa Falls, Wisconsin

This is my answer for removing the oil filler tube from the Model A block without damage. I made this tool for about \$10. It would make a great addition to the Chapter tool box.

Parts List:

- 1-3 1/2" NC nuts
- 1 1/2" x 12" rod or redi-bolt
- 2 1-1/4" pipe caps
- 1 1-1/2" pipe cap
- 1 1-1/4" x 3" pipe nipple
- 1 1-1/2" x 6" pipe nipple

Assembly:

1. Cut the 1-1/2" pipe nipple in half, split lengthwise (use hack saw, air grinder or chop saw).
2. Deburr the halves; pinch them together in a vise until they fit snugly on a filler tube.
3. Drill 1/2" holes in the two 1-1/4" pipe caps and install them tightly on the 1-1/4" x 3" nipple.
4. Thread the rod 1/2" NC on each end. Fit the assembly to the 1/2" rod.
5. Drill the 1-1/2" cap and tap to 1/2" NC.
6. Install the 1/2" NC nut on the rod; then install the pipe assembly on the rod; screw the rod into the 1-1/2" cap.

To use the tool:

1. Install the 1-1/2" nipple halves, threads up, on the filler tube.
2. Carefully align the threads and screw on the 1-1/2" pipe cap over the end of the tube. Because of the taper of the pipe threads, the more the cap is screwed on, the tighter it will fit. A few slides with the pipe cap assembly will remove the tube undamaged.

If taps and dies are not available, you can use 1/2" redi-bolt and a nut on each side of the 1-1/2" cap.

Technical tip:

Reproduction gas caps have a quality issue that can cause you some amount of grief. A large single rivet in the center on the bottom of the cap holds the assembly together. The rivet goes through the bottom metal grabbing device, a red colored gasket, and a brass flat washer. Off to the side is drilled a vent hole through all three parts. Without a vent hole the tank would experience a vacuum lock as the gas in the tank is depleted. Eventually it would stop the gravity flow of gas to the carburetor and the car would appear to run out of gas.

It is possible, and extremely likely, that as the cap is twisted on and off the tank numerous times, one or more of the three parts will rotate out of position on the center rivet. When this happens the vent hole will be blocked off and the vacuum thing will happen. When you remove the cap you are liable to hear a "Whoosh" sound as air rushes into the tank to equalize the vacuum.

Before you allow the vent hole to become blocked it is a good idea to modify the cap. Drill a second hole through the three pieces. Be careful not to drill clear through the top of the cap, just the three pieces. Tap the hole for a 6-32 screw. Lock-tight or epoxy it in place so it won't fall out into the gas tank. The screw will prevent the three parts from rotating out of position and the vent hole will maintain alignment through the three separate parts.



Modified gas cap with a small rivet epoxied into place opposite from the vent hole.