

July 2018 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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Monthly Meeting: July 25th at Picadilly at 6:00 pm for dinner. The Arthur Hardy will be our guest speaker. Bring your friends and learn about Carnival and Madi Gras. Check all **coming events** at **your** web site: www.nolamodelas.com for latest event times and places.

Please wear your Model A shirts to the meetings and events!

Happy Birthday to your editor. I need to know **your** birthday month too. Who knows, you might receive a present.

Coming Events:

August 28: Meeting at Picadilly on Clearview with Arthur Hardy as guest speaker! Please bring anyone interested in learning about Carnival and Mardi Gras.

Sundays: Angelo is usually at his Oak Street “car barn” working on one of his cars or *yours* if you ask him ahead of the date. Let members know at the meetings what we can do to help YOU.

For Sale: Steve Willey has a 1930 chassis with engine. Call him at 504-884-2004.

Jim Cruse has a 1930 Fordor in good/fair condition. It does have a rusty gas tank and is not being driven. Give him a call at: 504-428-4182 for more information.



Figure 1

Repairing the Gas Gauge, Its location and Parts

by John Costenbader, Reading PA

As we all know the gas tank is right in front of the driver on the instrument panel on the right of the steering column under the windshield. See Figures 1 & 2. The gasoline is right there and shows through the glass in the gas gauge. It is part of the gas tank and inside is a mechanical float with a piece of cork to float on the gas. Cork was the original standard and it can be replaced by a neoprene float which supposedly is more gasoline proof. The float is at the end of a 14 inch wire. See Figure 4. The float moves up and down depending on the level of gas in the tank. Just inside the glass in the gauge is a level indicator which tells how much gas is in the tank - Full, $\frac{3}{4}$, $\frac{1}{2}$, $\frac{1}{4}$, or empty. See Figure 3.

Most problems with it involve the float and gasket deterioration. Today's ethanol can make it worse. Cork destruction can clog the valves, filters and carburetor jets. See Figure 4. Care must be taken in doing repairs because removing the gas gauge involves work inside the tank. Since a hole into the tank is opened when the gauge is removed for repairs most of the gas must be removed and care must be taken not to get tools and parts into the tank. Drain the tank down to or below $\frac{1}{4}$. The best way to do that is to connect a hose to the tube at the carburetor, put the other end into a gas can, and then open the gas valve.

Remember gas is flammable and harmful to humans. Do this in a well ventilated area.

There are two different types of tools available to remove and replace the glass, gaskets, inner nut, and outer nut. The one resembles a 'spanner wrench' and is used to remove the Outer Nut. The other one is a 'star' wrench and is used to remove the inner nut. See Figure 5.

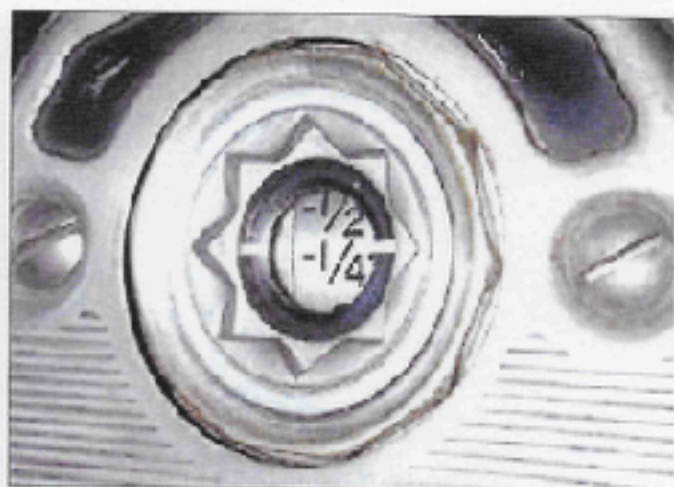


Figure 2



Figure 3

The procedure:

1. After the gas is out of the tank. Open the gas cap on the cowl and remove the filter screen. It can be in the way when you remove the gauge wire and cork. Put the cap back on the tank to prevent things from getting into the tank.
2. Remove the 4 screws that hold the instrument panel cover. Two are at the top on either side of the gauge. The other two are at the bottom on either side of the speedometer and odometer. The '31' cover is different than the '28 to '30 cover but this procedure works the same on both types. The speedometer cable can be used to hold the cover but be very careful not to bend it or damage it.



Figure 4

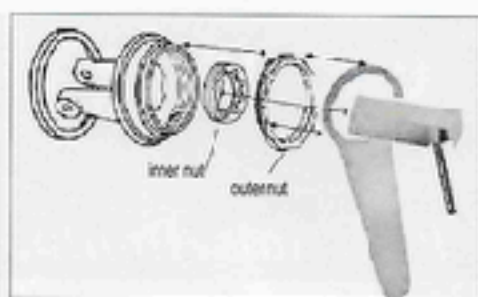


Figure 6

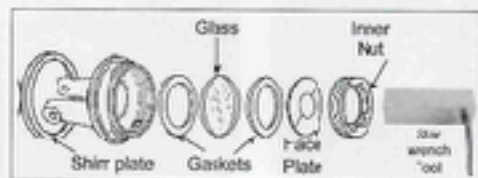


Figure 7

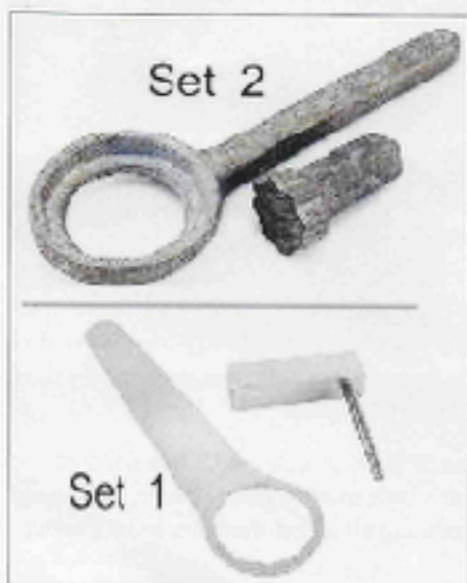


Figure 5

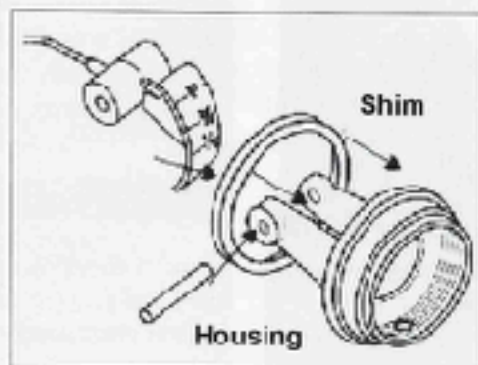


Figure 8



3. The outer and inner nuts on the gauge unit now must be removed to be able to pull out the gauge mechanism. Put the spanner wrench onto the outer nut and insert the star wrench through the spanner wrench hole to be able to hold the inner nut. Turn the spanner wrench counter clockwise to remove the outer nut. The entire gauge assembly can now be removed from the tank. Be careful when you pull the cork through the hole in the tank. See Figure 6.

4. If you only need to replace the cork (neoprene) float you don't need to remove the inner nut. It might, however, be a good idea to replace the gaskets and maybe the glass. Sometimes the glass was changed to plastic and that deteriorates faster than the glass. The gaskets should be replaced.

5. Replacing the gaskets: You can now proceed to remove the inner nut. Use the Star Wrench to hold the housing unit, clamp the housing into a vise on the work bench. Be careful to only make it tight enough to hold it while you turn the star wrench to try to remove the inner nut. Lacquer thinner or carburetor cleaner will help to dissolve a varnish-type coating which has built up from the gasoline. See Figure 7.

6. Inner parts: It's important to replace these parts in the same way they were when you remove them. A washer holds the cork at the end of the wire. Coat the new cork with Shellac because it's impervious to gas. You may have to solder the washer to the end of the wire. Replace the gaskets and screw the inner nut back in on top the gaskets, glass, and face plate.

7. Re-attach the float wire unit to the housing. Insert the gauge into the rear of the housing and insert the pin. Move the shim up against the housing threaded part. See Figure 8.

8. With the gauge unit and front nut with the glass and gaskets row in place you can re-insert it back into the tank opening. Bending the wire will help to accurately measure the gas level but that's difficult to estimate. Temporarily insert it and then open the tank cap. Shine a flashlight into the tank and you might be able to get a good estimate of the cork float level. If it was OK before you started simply leave it as it was. As a guide if the cork is at or near the top of the tank when showing "F" (Full) then there will be about a gallon left in the tank when it reads empty.

9. Use a little sealant on the cork gaskets and a little oil on the brass washers that fit inside the outer ring nut. With the whole unit inserted and the gauge indicator showing vertically, lightly screw on the front nut and brass washers. With it snug, insert the star wrench into the inner nut and hold it in place while you screw down the outer nut with the spanner wrench. By holding the inner nut you can keep the indicator showing vertically.

If you've done this right it won't leak when you refill the gas tank. Cross your fingers.

The Model A's Future

By

Bent Wheel Willie

Most Model A folks share similar sentiments when it comes to their beloved steed. They span a trilogy ranging from, first, the superficial possession of an antique vehicle for bragging rights, much of the time with the vehicle sitting in storage, gathering dust and falling into disrepair through ignorance and neglect; to the second, a pure and simple investment by well healed individuals who own a piece(s) of transportation history which will hopefully appreciate in value over-time—pure and simple economics.

The above stated are alien and offensive to the third and final group of people who pursue their addiction/ownership of one or more of these horseless carriages for intangible reasons, represented by family heritage, passed-down between generations in appreciation of history which symbolizes a segment of a millennia, e.g. 1929 thru 1931, much akin to the rings of a cross-cut tree trunk. The tangible aspects would include the engineering/technology, colors, materials and the-like, again, encapsulating a frozen segment in time for history buffs, as well as the uneducated eye to appreciate.

Subscribing to mindset three in the aforementioned, it's an honor for me to own three Model A Fords, caring, driving and sharing them as I drive the country roads surrounding my home. The history, aroma and sounds emanating from the machines really get-me. Since I'm in my seventies now, I've planned for each of my A's to be passed-on to my nephews, thereby perpetuating the future of the vehicles and my family heritage.

The one remaining concern is the **future of the Model A movement**; after-all, to us A-folks, these vehicles epitomize the ideal antique car, both in sheer numbers, as well as raw sentimentality.

Much has been written about the future of our hobby/movement, with concern expressed in our publications over the dwindling numbers of A-folks. A few weeks ago, I attended a car show with a desire to nurture inter-



Above photo—targeted youth reading biography about vehicle

Above insert—pre-show setup with biography mounted on pedestal

touting the wonders of the Model A Ford and specifically, the peculiarities of my '31 Budd Body, wide-bed/ metal top pickup (see above photo and insert).

It worked! I was astounded by the number of viewers, both young and old who clustered around my A with follow-up questions and photo-ops. Let's ban together, marshal our resources and ensure the future of our beloved Model A. We can attain our goal with a concerted effort!

FINI

Please fill in this form for your license plate ad turn in so that we will have a count of how many plates to order. The cost for the license plate is \$12.

Just tear off the bottom part and turn in. Thanks!

Name: _____

How Many?: _____