

May 2021 A Frame
5351 Chestnut Street
New Orleans, LA 70115

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1st Vice President: Ray Schaub
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Parliamentarian: Marie Nicolich
Sunshine Lady: Toni Schaub
Directors: Carl Hunter, Anthony Nicolich
Phone Committee: Carl Hunter, Lynn Welsh, Monique Gardner
Newsletter: Mickey King:

Coming Events:cp

May Meeting: Meet at **Saltgrass**, fourth Wednesday, May 26th at **6:00 pm** for dinner. Meeting starts at **7:00 pm**. Located at 4860 Veterans' Blvd. Hope to see everyone there — useful prizes will be awarded!

Please let me or John Troendle know your birthday so we can get the list completed. Thanks!

For Sale: Bob Heaslip is selling his 1930 Ford closed cab pickup in good condition. Call him for details: (504) 352-9290.

The club plans to drive their cars in the Harahan parade scheduled for Sunday May 30. The throws this parade will be candy and snacks mainly for children. By the size of the snack boxes below it looks like a good time for the children!



April Meeting at Saltgrass: Steaks!

The club's **first meeting** at Saltgrass was held on April 28th. We had a large room just for ourselves and what seemed like a record turnout of some 37 members and a few guests! Food and service were excellent. And even your editor won a door prize. Maybe we will return?



CRAWFISH BOIL AT DIANNE & CARL HUNTER'S HOME

May 1 was our first crawfish gathering held at Dianne & Carl Hunter's home in River Ridge. We had a great showing of Model A cars — so many that I couldn't get them all in the photo. John Troendle brought his truck loaded with tables & chairs and other party needs.

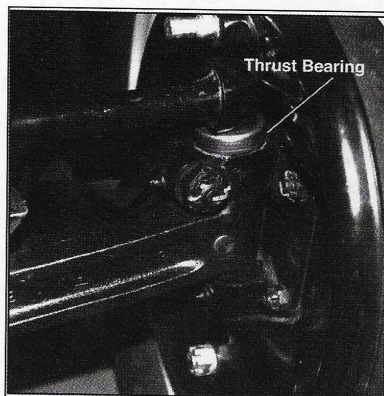


HARD STEERING

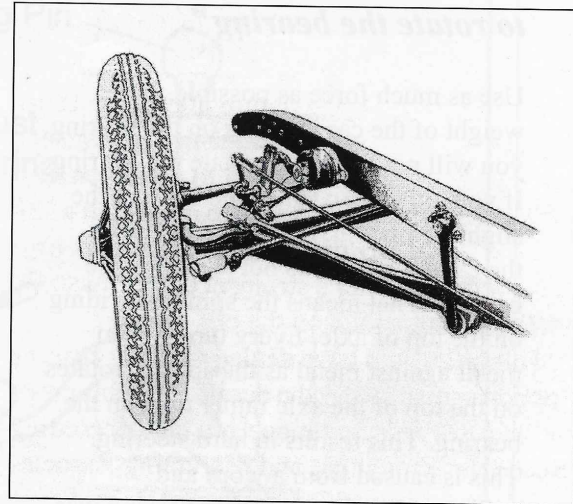
Correcting Hard Steering

It is a shame that every Model A owner has not had the opportunity to drive a Model A that has less than 10,000 original miles, so as to experience how smooth and easy the original Model A steered and handled. I can tell you that I have had this experience more than once. It's a joy to experience how well the Model A was made. When a Model A steers hard, it is because of either badly worn parts and/or an incorrectly installed thrust bearing. Steering an automobile involves leverage and weight distribution for ease of steering and handling. When the steering wheel is turned from center to either side, the steering arms actually lift the front end of the car by as much as $\frac{1}{2}$ inch.

The front wheel spindles are attached to the axle with spindle bolts (king pins), allowing the wheels full motion turning on a vertical axis.



Checking Thrust Bearing



The weight of the car is a downward force on the front axle. With the king pin locked to the axle, this same weight force is transferred to the head of the king pin, forcing the head to the king pin down. With the thrust bearing placed between the head of the king pin and top of the spindle, the entire front end weight of the car is carried on the thrust bearing. The rotating load force on the spindles is carried on the thrust bearings making any vertical rotation of the spindles (turning the wheels right or left) and easy turn on a bearing surface. The first thing one should do when experiencing hard steering is to check the king pin thrust bearing to see if the weight of the car is riding on that bearing.

Hard Steering

“Grab the bearing with the thumb and index finger and try to rotate the bearing”.

Use as much force as possible. If the weight of the car is riding on the bearing, you will not be able to rotate the bearing. If you are able to rotate the bearing the slightest amount, the total weight of the car (front end) is not riding on the bearing. That means the spindle is riding on the top of axle. Every turn is then metal against metal as the spindle rotates on the top of the axle rather than on the bearing. This results in hard steering. This is caused from a worn and collapsed bearing, or a new bearing was installed without proper shims. All new bearings are made .010” thinner than the original bearing so a .010” shim must be installed under the replacement bearing to allow for enough separation between the spindle boss and the top of the axle. Due to wear on the top of the spindle, or an incorrectly dimensioned replacement king pin, some may require two shims under the bearing to provide correct clearance. Without the shim(s), the new bearing will allow the spindle boss to ride on the top of the axle, causing hard steering.

The thrust bearing must be checked on both left and right sides of the car. Replacing the thrust bearings is no a difficult task. *The Model A Ford Mechanics Handbook*, by Les Andrews, fully describes how to disassemble

the spindle for king pin and bearing replacement.

As mentioned in the 2nd paragraph of this article, when the steering wheel is turned from center to either side, the steering arms actually lift the front end of the car by as much as ½ inch. This is created by the built-in angle of the two steering arms. As the car is turned back to center, gravity and the weight of the car assist in turning the car back to straight ahead position. This is obtained by angling the steering arms on the spindles closer together at the tie rod ends. Although the tie-rod moves each arm an equal distance, the angular movement is unequal and the wheels tow out on the curves. This is referred to as the Ackerman Effect. The sharper the turning angle, the more tow-out results. The angular characteristic is used to advance the inside wheel further than the outside wheel in the turn. When the steering arms are positioned inward, the ends of the steering arms are now in different relative positions on their circles; therefore, the inside wheel is made to turn more than the outside wheel, avoiding dragging and scrubbing of the inside wheel and harder steering. Replace tie-rod and steering arms if either appears to be bent. Steering arm balls should also be replaced if not round. Keep the drag link and tie-rod ends well greased.

