

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

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Newsletter: Mickey King:

Coming Events:

All August events are cancelled. The Board will decide if we can resume meeting in September.

New Event: The Union Pacific “Big Boy” arrived in Audubon Park on August 20 late and will stay there Saturday 21 August



in the Butterfly. Let's bring our cars out and show them to people viewing the locomotive.

John Troendle has received his two door phaeton!

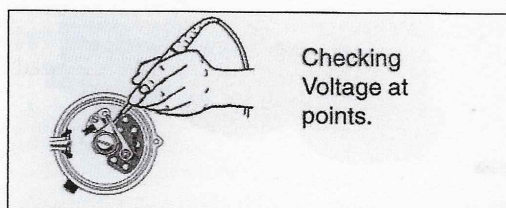


Isolating Road Troubles in 10 Minutes

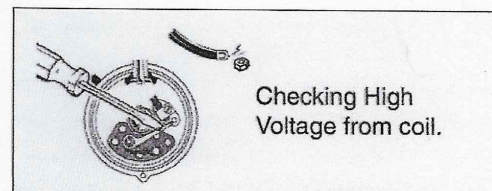
COMPRESSION failures caused by: Head gasket leaking, stuck valve. (1% of all failures)

IGNITION failures caused by: Points burned or closed, condenser shorted or open, coil failure, high tension coil wire open, lower distributor wire broken lower, distributor plate shorted, ignition cable shorted or open, ignition switch faulty, ammeter nuts loose or open circuit, distributor cap carbon button worn or missing, distributor body cracked (shortened), rotor cracked, timing gear teeth broken. (95% of all failures)
The ignition circuit provides voltage to the points and high voltage to the spark plugs.

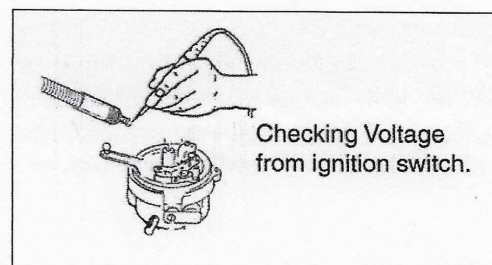
TEST 1- Open the points or place paper between contacts, Ignition switch On, test for 6 or 12 volts depending on your electrical system at the tip of the points. If this test fails, go to TEST 3. You know the problem is in the ignition circuit. If there is voltage at the points, go to TEST 2.



TEST 2- Remove high tension wire from the distributor cap and place or hold it 1'8" from one of the head nuts (or a bare ground). Ignition switch ON, open and close the points with a screw driver. The points should spark each time they open and close. Each time the points open, a bright blue arc should jump from the tip of the high tension wire to the head nut. This tests the coil for high voltage output.



TEST 3- When test 1 fails, the problem may or may not be in the distributor. Remove the ignition cable from the distributor body and test for 6 or 12 volts at the tip of the ignition cable with ignition switch ON. If there is voltage the trouble has been isolated to somewhere in the distributor body. Replace distributor.



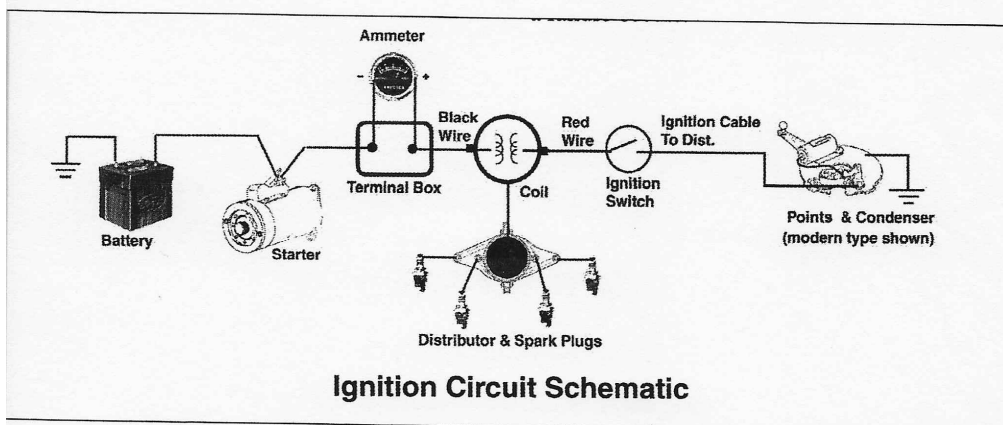
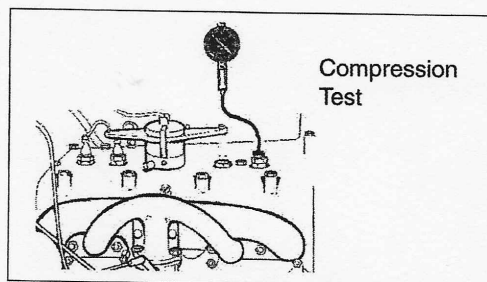
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When test 1 and 3 test OK, the probability is the ignition circuit is OK. When test 1, 2 or 3 fail, the problem is in the ignition circuit and further testing can trace the problem to the failed part. Use the Ignition Circuit Schematic to trace down the problem with the ignition key ON or OFF, there should always be battery voltage measured at both coil terminals and at both wing nuts on the terminal box. Always check for loose connections at the ammeter.

If the Ignition circuit tests OK, the next probability is FUEL.

TEST 4- Remove the fuel line from the carburetor and drain a little fuel in a container (gas shutoff valve ON) to make sure a strong flow of fuel is going to the carburetor. If a strong fuel flow is present, the problem is probably in the carburetor. Replace the carburetor.

Test 5- If tests 1 through 4 test OK, proceed with a compression test of each cylinder. Compression in each cylinder needs to be 55PSI or more. A cylinder that measures no compression or a difference of more than 8 pounds less than the other cylinders, indicates a blown head gasket or a stuck valve.

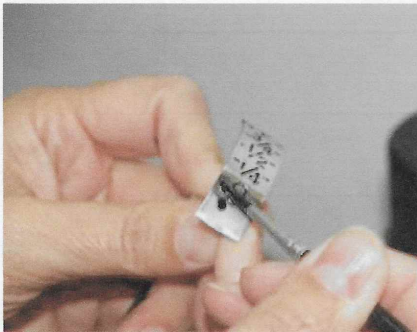


Restoring Fuel Level Indicator

After spending over 80 years inside the gas tank of my 1930 standard coupe, the fuel indicator was looking pretty sad. Paint was missing from the numbers and the overall appearance was dingy and tarnished. I decided to see if I could bring it back to life.

Since the numbers are actually stamped into the indicator, lower than the surrounding surface, I figured I might be able to flow some new paint into the recesses, wait until it dried, and try to rub the paint off the top surface, leaving just the numbers painted. It worked like a champ. Here's what I did.

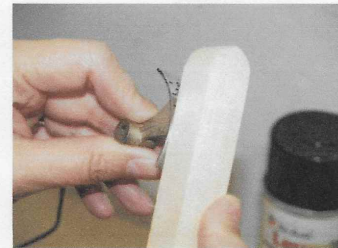
I gathered up a small artist's brush, a tiny cup, and some fuel proof paint. This is the same model airplane paint recommended to repaint your carburetor. After shaking the paint up for at least a full minute, I squirted some into the small cup.



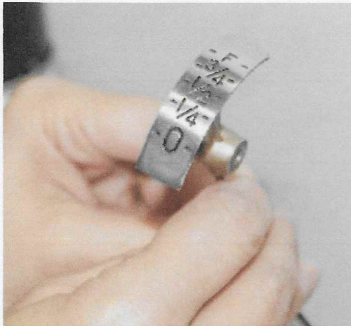
Getting just a bit of paint on the tip of the brush, I let the paint flow into the recesses of the numbers where they had been chipped or eaten away over the years.

Once the paint had thoroughly dried, I looked around for something to rub the surface with. I decided against a cloth as being too floppy and

might actually pull the paint back out of the recesses. I needed something smooth but stiff. A scrap piece of pine, from another project, laying on my work bench caught my eye. A sort of burnishing tool. Perfect!



I rubbed it over the now dried paint and it not only took off the unwanted paint around the numbers but it had a sort of polishing effect on the metal as well.



Whatever the surface of the indicator is plated with, it came right back, shiny as new and the numbers looked terrific (the lovely hands belong to my wife. I'm manning the camera.)

This is going to look great, even behind the old, original bezel.

After cleaning and polishing the inner and outer rings as best I could, my gas gauge is



ready to be reinstalled in the fuel tank and give another 80 plus years of service.

Brian Amato, Kwesting@aol.com, Membership Number 53732, Traverse City, Michigan

NEWSLETTER CHANGES?

I am emailing this August A Frame to all the members. At a recent Board meeting the board members wanted to receive a printed copy. They also were in favor of just a one page announcement of the coming meeting also with some of the coming events. Instead of the current 6 pages with some photos and car information.

Please let me know if you prefer the one page newsletter to be snail mailed to you or if email is preferred. I can easily mail newsletters to six or ten members but using email saves lots of time, money for stamps and ink, etc. I can do whatever the members decide so please let me hear from you.

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Model A Day is coming? Suggestions???