



# GOING PLACES



## Web Site

[www.modelacolumbus.com](http://www.modelacolumbus.com)

## May 2011

Membership meetings are held on the 2<sup>nd</sup> Sat. of the month unless a change is announced. The meetings are held Sept. through May, at the Golden Corral, 1250 N. National Road at the corner of US 31 and 10<sup>th</sup> Street in Columbus. The meal will be at 6:00 p.m. with the meeting following at 7:00 p.m.

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### President's Corner

Our monthly board meeting was at Jack and Katherine's home. The board approved a new Membership Application. For those of you who missed the April Regional meeting, the form was presented then to the membership. We discussed the

tours for the year and our upcoming swap meet.

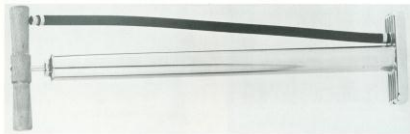
By now you should have your updated Tour Schedule, and it is time to tune up our Model A's for the upcoming tours. If you are a Tour Master please send a write-up about the tour to our newsletter editor and publisher, Susan Riss.

At our April Regional meeting we had two new members. I would like to welcome Robert "Bob" and Joyce Roney. They have a 1931 Sport Coup with 51940 miles on it. They live at 522 Riverview Dr., Salem, IN. Phone 812-883-1985 and Cell 812-350-4637. Please add them to your 2011 Columbus Region Roster. We now have 80 families in our club.

Of all the things you've ever lost, you miss your mind the most. At our last 2 regional meetings I passed out **Lubrication & Periodic Maintenance - Model A Ford**. I am at the stage in my Golden Years that I can **forget**. I am allowed to **forget**. With the **Lubrication & Periodic Maintenance - Model A Ford** I can check a box for the maintenance after I do it. We have added a copy of **Lubrication & Periodic Maintenance - Model A Ford** to this newsletter for those who could not attend the meeting, and I hope you won't **forget** to check

the box after you perform the maintenance. The chart is also posted on the website under the Tech Talk section.

I **forgot** to add to last month's President's column the answer on "Who built the tire pump for the Model A". It was the Indianapolis Pump and Tube Co. which later became Arvin Industries.



This is the first product that Arvin (as you know it today) had built in 1919. I will write an article on the tire pump before the end of the year.

If I don't **forget!**

Below is another article that I wrote when I was working for Arvin on Model A Jacks.

### **Webmaster Notes**

Check out the Tech Talk section of the website where you will find Tom Bruce's instructions for installing Flat Head Ted's brake floater kit. Also, the lubrication and maintenance schedule is posted there. There is also a new tip contributed by Jerry Dirig of the Old Fort Model A's explaining a creative way to replace spring shackles and bushings.

### **Board Meeting**

The next board meeting will be 7:00pm, Thursday, May 19, at the Riss' house.

### **Tours**

#### **May 1, Sunday**

### **Columbus Swap Meet**

(Morlock, Herbert)

All members are needed for this event. It is the only fund raiser we have, and we need everyone in the club to work together to make it a success. Please drive your Model A to the meet. See you all there!! And be sure to bring your "A's".

#### **May 7, Saturday**

**Spring Blossom Parade (on your own)**

#### **May 8, Sunday**

**Happy Mother's Day**

#### **May 14, Saturday**

**Membership Meeting**

#### **May 21, Saturday**

**Paris, Illinois Car Museum**

(Morlock, Miller)

This is a trip to visit Charlie Glick's car museum, which also has some WWII vehicles. Leave West Hill at 8:00am, pick up Bloomington A's at 9:00am at the east side McDonalds, meet Don Miller at 10:00am at the Junction of Hwy 46 and 59. We should make Paris, IL, by 11:30am for lunch (10:30am Illinois time), then go to Charlie's Museum. Distance from Columbus to Paris is about 120 miles.

#### **May 25 & 26**

**St Meinrad Trip**

(Engs, Sutton)

We will have an overnight adventure to St. Meinrad and northern Kentucky. On May 25 we will take back roads to Jasper and take in the sights including the geode grotto, the 100 year old downtown hardware store where you may find some bolts from the Model A era, and lunch at the Schnitzelbank restaurant.

We will then head for Ferdinand and some antiques. Then, on to St. Meinrad and our home for the night. We will have lodging and dinner at the Monastery. On Thursday the 26th we will head south with stops in Tell City and Cannelton crossing the river into Kentucky. We will follow the river to the bridge at Mauckport. We then head north with stops in Corydon, and then home. If you would like to join us call Phil at 336 8672. We need to know our final number by April 22.

#### **May 29-31**

**Memorial Day Weekend**

#### **June 4, Saturday**

**Young Eagles**

(Morlock)

Anyone interested in providing Model A rides to young kids, meet at the Columbus Airport terminal building at 8:00 am. The kids are given a free airplane ride and really enjoy the Model A rides as well. We will be finished by noon.

#### **Other Events**

May 18-21 Tri-State gas engine and Swap Meet, Portland, IN

May 20-21 Hoosier Auto Show and Swap Meet at Marion Co. Fairground.

#### **For Sale/Wanted**

Wanted: Model A Fordor. Any year. Vehicle will be for touring thus strong mechanics first consideration followed by reasonable aesthetic. Tom Bruce. Phone: 765-349-7645 E-mail: 3226tb@gmail.com.

## Lubrication & Periodic Maintenance - Model A Ford

### EACH 500 MILES

- inspect radiator hoses
- adjust fan belt
- inspect fan for cracks
- change crankcase oil (if not using filter)
- check fan bearing for looseness (side play)
- test windshield wiper
- check wiper blade rubber

### EACH 1,000 MILES

Left Right

- front spindles (upper & lower)
- steering tie-rod
- front brake camshafts
- front spring shackles
- front shock links
- rear spring shackles
- rear shock links
- rear brake camshafts <sup>1</sup>
- rear wheel bearings <sup>1</sup>
- do all 500-mile items
- test emergency flashers <sup>2</sup>
- test wheel bearings for looseness, spin <sup>3</sup>
- tighten accessory mountings (windwings)
- tighten spring u-bolts, front & rear <sup>4</sup>
- tighten all wheel lug nuts
- test lights (head, tail, stop, dash, etc.)
- inspect all engine compartment cotter pins
- inspect all brake system cotter pins
- inspect all steering system cotter pins
- service brake cross shaft
- parking brake cross shaft
- engine control link joints
- wipe out headlight switch
- door dovetails (light coat of vaseline)
- door striker plates (same)
- door latch mechanism & lock (white graphite)

- go over entire fuel system for leaks
- go over entire exhaust system for leaks
- clean distributor cap, lid, rotor, and check each for cracks
- check steering wheel free play (1" max.)
- battery high discharge voltage test <sup>5</sup>
- check battery with electrical tester
- clutch pedal bearing
- brake pedal bearing
- drag link (both ends)
- U-joint
- check lubricant level in differential
- check lubricant level in transmission
- check lubricant level in steering gear
- fan bearing
- water pump bearing
- check for tight electrical connections <sup>6</sup>
- distributor shaft (fill oiler)
- distributor cam (very light coating)
- check points gap. (.018" to .0223"
- check points for pits, misalignment
- remove crank from front of engine
- generator bearings
- clean & re-oil air cleaner
- clean battery cable clamps & vaseline
- tighten battery ground connection
- oil horn bearings
- clean horn commutator
- clean generator commutator, check brushes
- drain fuel sediment bowl
- clean carburetor filter screen
- oil main throttle shaft (rear of engine)
- door hinge pins (1 drop light oil)
- hook hooks (same)
- check clutch pedal for 1/4" free play
- check tail lamp lens mounting screws
- test ground wire on all power tools <sup>7</sup>

### EACH 2,000 MILES

- do all 500 and 1,000-mile items
- check shock fluid
- inspect starter commutator & brushes
- grease steering gear sector shaft
- examine tires for wear, cracks, damage
- clutch release bearing (under floor board)
- check engine timing <sup>8</sup>
- remove crank from front of engine
- adjust service brakes
- inspect main leaf springs for cracks
- repack upper ends of shock links
- test parking brakes for hold on hill
- drain & flush radiator with clear water <sup>9</sup>

### EACH 5,000 MILES

- do all 500 and 1,000-mile items
- check headlight focus and aim
- drain, flush, refill transmission
- same for differential
- tighten engine, chassis, body bolts & nuts
- front wheel bearings: clean, inspect, pack
- inspect front brake drums, linings, springs <sup>10</sup>
- spark plugs: clean & regap (.035")
- give cooling system a chemical flush <sup>9</sup>

### EACH 10,000 MILES

- do all previous items
- clean, inspect, pack rear wheel bearings
- inspect & clean rear drums, linings, springs <sup>10</sup>
- lubricate speedometer cable
- polish headlight reflectors

1. Rear wheel bearings and rear brake operating shafts must not be over-lubricated. These areas, already subject to oil seepage past the axle housing seals, have a tendency to drip lubricant onto brake drums.
2. This concerns the battery-operated portable red flashers some owners carry for road emergencies.
3. Be sure there is no excessive looseness in the fronts, and no gritty sound or drag in any.
4. The large U-bolt's holding the leaf springs to the frame cross members should be kept very tight at all times. This is a precaution against cracks in the cross members and broken springs.
5. Check each cell with a high discharge tester; this shows whether the battery will hold its voltage under actual operating loads.
6. To test for tightness, try to wiggle the connection with your fingers. If it gives, tighten it. Check also that the wires are not loose in their crimped-on terminals. Look for frayed or cracked insulation, and for spots where wires rest against metal to cause worn insulation. Open up the junction box and check for these items.
7. This obviously has nothing to do with the Model A, but is a good check for the restorer. Use ohmmeter to see that there is NO resistance between the exterior metal case of the tool and the ground prong of the three-prong plug (with plug

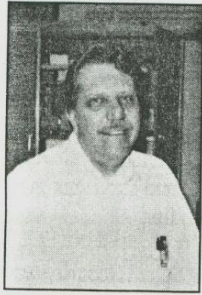
pulled out of wall outlet). Even after making this test, the safe practice is never to touch the tool while standing on a damp surface or while touching or standing on any metallic or wet object as ground circuits within your shop or garage are not always reliable.

8. A very accurate way to see exactly when distributor points open is to hook up a six volt DC voltmeter across the points. With ignition on, the meter needle will jump from zero to about six volts at the instant the points open. When not performing this test, keep ignition switch off, or slip a piece of paper between the points, to keep battery from discharging through the coil primary winding.
9. Drain radiator immediately after running engine for about ten minutes, 50 that sediment and loose scale will be stirred up into the water. Do not pour cold water into a warm engine. If hot water is not available, allow engine to cool completely before refilling.
10. Clean every trace of grease from brake drums and brake shoe lining with rags dampened in lacquer thinner. Dry off with clean dry rags. Also remove any excess grease from bearings, bushings, and backing plates, so that none will later drop down onto drums or shoes- With everything sanitary, inspect for scored drums, worn linings, broken springs.

Arvin History

# Jacks of All Trades

by Ron Lawson,  
Quality Control



Many people don't know that Arvin was once a major manufacture of jacks. All jacks were made to specification supplied by Ford. However minor differences did occur between manufacturers in the location of holes and rivets and the contour of forged gears and pressed steel parts. There were four suppliers of these jacks in all: Ajax-Racine, Wisconsin; Walker-Racine, Wisconsin; Auto Specialty - St. Joseph, Michigan; and Noblitt-Sparks - Indianapolis, Indiana.

The A-17080 jack was a ratchet type with a folding 2" top extension, 10 1/4" total height. This jack was first built in 1925 at the Columbus Plant (25,000 were produced the first year). It was a carry-over from the Model T Ford and was discontinued as a Model A jack about August 1, 1929. It was painted black. The handle, (A-17081) was also a carry-over from the Model T. It was made of 1/4" flat steel and 7/8 wide and 16" long. It had a tire iron curve on one end and a round hole on the other which, when in use, lined up with the hole in the sleeve of the jack. It was painted black.

In October of 1928, the A-17080-A jack was introduced in two versions. They were identical in design to A-17080, but did not have the extension. These two jacks were nearly identical, except for the contour of the bases. One jack had square corners on the base, while the other had rounded corners on the base. Jack A-17080-A was 9 1/2" high. Because of the design of this jack, a new 20" handle had

to be made. Only the tapered tire iron end would fit the sleeve of the jack; the handle end was too big. The new handle (A-17080-A) was made of 1/4" flat steel, 7/8" wide and 20" long, with a twist 3-7/8" from one end and a tire iron on the other. Jack 17080-A was discontinued in November 1929.

In November 1929, jack A-17080-B1 was introduced. The base and overall contour of this jack was similar to jack A-17080-A. It was 8 1/2" high because of the smaller wheels used on 1930 models. It used the new handle (A-17080-A). Jack A17080-B1 was discontinued in August of 1930.

In January of 1930, jack A-17080-B2 was introduced. It was 8 1/2" high. This was the first screw type jack, made by Auto Specialty. All jacks made by them, even in the late 1930's, were the same basic design in that the base and screw housing were one solid cast steel piece with no rivets.

A new handle (A-17081-B) was required. It was made of 3/8" rod stock, was 39" overall length and 19 3/4" when folded. The A-17081-B2 was discontinued in March of 1930, but the handle was re-issued later that year.

In March of 1930, jack A-17080-B3 was introduced. It was a screw type, open geared, enclosed screw, 8 1/2" high and made by Ajax. The handle (A-17081-C) was made of 3/8" rod stock, was 35" long, did not fold, was painted black, and did not fit under the front seat. The square hole in the sleeve of the jack required the 1" long, 3/8" squared end of this handle. The handle was not interchangeable with other jacks. Jack A-17080-B3 was discontinued in August 1930.

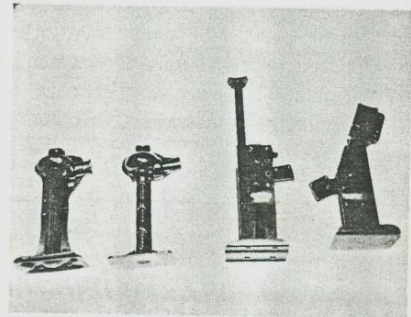
In August 1930, jack A-17080-C1 was introduced. Like the A-17080-B2, the base and body were one solid piece. The gears were enclosed with a pressed steel casing with no rivets. It was 8 1/2" high. It used handle A-17080-B, the same one issued in January 1930 with the A-17080-

B2 jacks. A-17080-C1 jacks were used throughout the remainder of Model A production.

In August 1930, jack A-17080-C2 was introduced. The gears and the screw were completely enclosed with a pressed steel casing and no rivets. It was 8 1/2" high and painted black after assembly. It used a folding handle (917081-B). A-17080-C2 jacks were used throughout the remainder of Model A production.

In March 1930, jack A-17080-C3 was introduced (Noblitt-Sparks). It was 8 1/2" high, and had the folding handle (A-17081-B). This jack was used throughout the remainder of Model A production. ■

*Note: Noblitt-Sparks jack first in the photograph to your left. For those with keen eye sight you might be able to see the "NS."*



*Different types of jack handles. In my opinion, all jacks and jack handles should be painted with enamel.*



