

The Oil Leak

JULY 2005

Volume 43 Issue 7

2005 Officers

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Bob Wright	Peter MacDonald

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Sunshine	Helen Johnson 508-877-3152
Webmaster	Bruce Marshall 617-448-7373
Programs	Doug Linden



The Prez Speaks....

Six of eight Model A Fords leave "The Grange" early on a Friday morning headed for Manchester, Vermont and the annual car show at Robert Todd Lincoln's *Hildene*. These six fine automobiles stop at *Johnson's* on route 119 in Groton so that their passengers might enjoy a light breakfast and meet two more cute Model As for the scenic ride to southern Vermont. The tour leader takes us on an absolutely lovely trip through rural Massachusetts and further north we wind through the Jaffrey, NH area on some great "Model A roads." The air is heavy with humidity and once the Sun comes out is it humid *and* hot but it's a big improvement over the terrible weather we have just suffered through in May so nobody's complaining.

All of the hours we have spent over the Winter and Spring making these 75 year old cars more than just "road worthy" are now paying off and we eventually turn left, pass under an old railroad bridge and are now on VT route 5 headed north towards Bellows Falls. The views of the Connecticut River are great to our right and just as we crest a hill and pass the Red Barn gift shop a concerned voice on the CB radio says: "I have a problem". The group gently pulls off the road onto the shoulder but it's decided to get the hurting vehicle off the highway and into a parking lot adjoining a trucking terminal where we can safely attempt a repair. The ladies instantly recognize this as an opportunity for a little early shopping and proceed into the gift shop while the mechanics in the group look at the disabled Model A. While this is happening another car in our group has what sounds like a clunk-clunk-clunk (technical term) problem in the engine that a couple guys decide to look at also. Well, the clunking turns out to be a frayed fan belt but the first car is the victim of what appeared to be a broken overdrive unit. A *third* car now develops a fuse blowing problem! Yikes, this is cutting into our lunchtime. Eventually the car with the broken "big part" has to go home on a (continued on page 4)

Minuteman Model "A" Club Membership Meeting

June 7, 2005

The meeting was called to order by the President, Bruce Marshall at 8:00 PM at the home of Harold and Sally Legge in South Natick, MA. Sixty members and guests were in attendance plus many Model A's and a couple of 1940s automobiles.

The President thanked Harold and Sally Legg for hosting the meeting at their home.

Bruce reported that the Executive Board met on May 25, 2005. The Secretary's and Treasurer's report were accepted as printed in the *Oil Leak*.

Vice President: Tom Zappala read invitations from neighboring clubs and organizations. All invitations will be on the front desk for anyone who is interested to look at them.

Sunshine: Clyde Kelton has undergone surgery and is on the mend. Our best wishes to him for a complete and fast recovery.

Membership: Nan Linden reported a total of 169 active members. New members: John and Betty Flannigan and Gene Laks.

Oil Leak: Doug Linden: Deadline for submission in the *Oil Leak* is June 22nd. Myron Brennan, from Yarmouth Port, has old *Restorer* magazines and would like to sell them. Pat Callan is looking for information about "woman inventors" relating to the automobile industry.

Aldie Johnson thanked Jim True and John Jacobson for assisting him with the head gasket and distributor on his mail truck.

Web Master: Note on the first page of the web site is a picture of Jill Linden's wedding. Our Web Site is being constantly up-dated.

Videos: Tom Zappala: If you have any of the Club's video kindly return them. NO fines or late fees will be assessed.

Tour Director: Dick O'Brien reported on the following shows and tours:

June 10th, 11th and 12th. Members going to the Hildene Car Show in Manchester, Vermont, will meet at the Grange at 9:00 AM. John and Shirley Jacobson will be serving lunch at their motor home on the show grounds at Saturday noontime.

June 12th – Wellesley College Alumni Parade

June 15th – Ice Cream led by Tom Zappala

June 23rd – Food and Ice Cream

June 30th – Ice Cream only

July 4th – Independence Day Parade in Sudbury

July 9th – Annual Club Picnic at Terry and Pat Sullivan's in Andover

Club Merchandise: Wayne Champagne showed golf shirts in tan w/black trim and navy w/tan trim with the Club logo. Sizes S, M, L, XL, and XXL @\$25.00 each. These shirts are of excellent quality and appear to run large. Harold Samuels will be taking orders. (continued on page 3)

(continued from page 2)

The July Summer meeting will be held on July 5th at John and Shirley Jacobson in Wayland.

Club Picnic: Bob Wright reported that all was going well with plans for the picnic to be held July 9th at the Sullivan's' in Andover.. Don't forget to bring chairs. A group will be leaving from the Grange to Shamrock Farm at 9:30 AM.

Winnepesaukee Tour: Sally Legge reported on the Fall Tour on October 14th, 15th, and 16th. Reservations for accommodations for 2 nights should be made at the Center Harbor Inn, Center Harbor, NH at 603-253-4347 (mention Model A Club). Plans are for dinner at the Canoe Restaurant (we will be chauffeured from Inn) on Friday night and at Hart's Turkey Farm on Saturday night. On Saturday a 2 ½ hour trip on the Mount Washington or Castle in the Clouds and then shopping. Keepsake Quilt Shop and Pattern Works, a yarn shop, are within walking distance to the Center Harbor Inn. On Sunday morning we may possibly view a private car collection.

New Business: Shirley Jacobson will be conducting a **This Lady Drives a Model A Seminar** at the Club Picnic. Club ladies will learn how to drive a Model A. They will drive their own Model A with another male member **not** their husband or significant other. Upon completion she will receive a "**This Lady Drives a Model A Ford**" patch.

The President, Bruce Marshall, passed around a Model A Ford calendar with club members and their cars pictures featured. The calendar was received with much enthusiasm. This calendar will be sold at a reasonable price for 2006.

Guest for the Evening: Bruce introduced David Holtzwasser and Peter Whilcomb, guests for the evening.

Refreshments for the July 5th meeting will be provided by Joci, Jo Johnson and Lorraine Dion.

On a lighter side, Dick O'Brien announced that Peter Kaptain finished a 1931 Pick-up truck in 30 days plus 3 other pick-ups to a lesser degree.

The meeting was adjourned at 8:47 PM.

Respectfully submitted,
Janice Wright
Secretary

An Interesting Request:



Pat Callan wrote to me recently asking for help with a project she working on, that being Women Inventors. Pat would like any information relating to women's inventions in the automobile business and related fields. An example of a related field invention would be the street sweeper. We are not suprised that a women invented the dishwasher, but a street sweeper? Any ideas are welcome. You can email Pat at ford-song@msn.com.

TREASURER'S REPORT

May 16, 2005 though June 15, 2005

Ordinary Income/Expense

Income

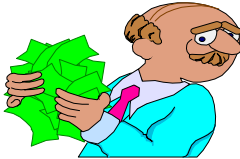
Club Items Sold	132.00
Coffee Can	38.55
Raffle (Club)	<u>88.00</u>
Total Income	\$258.55

Expense

Admn. Expense	118.59
Oil Leak Printing	109.15
Postage	269.71
Raffle (Club)	28.33
Tour Expense	<u>91.00</u>
Total Expense	\$616.78

Net Ordinary Income \$-358.23

Net Income \$-358.23



(continued from page 1)

flatbed truck but we did fix the short that caused the blowing fuse in car number three. Two for three isn't bad and we still had time for lunch.

Experiencing the past, with all it's joys (and troubles) is a pleasure in itself and is, I think, the only way to properly appreciate the trend of history. Those who have never, say, played golf with a hickory shafted golf club or driven a vintage car can't really understand the fullness of their experience in the present because they have nothing concrete from the past to gauge it against.

By the way, the owner of the disabled car returned home and, undaunted, drove another of his Model As to Manchester!

Bruce

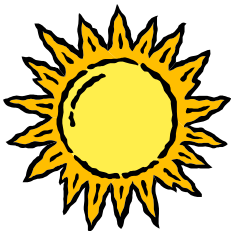
President's Tour

The President's Tour to Fenway Park and the Mary Baker Eddy Maparium has been rescheduled. The new date is **August 27**. The original date now conflicts with the Rolling Stones Concert. Change the date on your tour schedule.

Service Department

The recent trip to Vermont prompted a number of repair sessions last week. Wayne Champagne removed and returned his overdrive to Mitchell for repair. Dick O'Brien replaced his clutch, adjusted the bearings on his motor and replaced the timing gear. Harold Legge removed his motor and sent it out for a rebuild. Bruce Marshall adjusted the bearings on his motor and also needs to replace the timing gear. It's interesting to note that two timing gears were faulty. The teeth were badly worn and could have easily failed while touring. How about checking yours next timing you service your motor.

SUNSHINE REPORT



No cards were sent out again this month. There must be someone out there that needs a card. If you know of anyone please call me. My number is--508-877-3152.

Helen Johnson "Sunshine"

FROM THE ARCHIVES (Submitted by Roy Johnson - Historian)

35 Years Ago: July 1970.

No Meeting was held in July 1970 - no Oil Leak was printed.

25 Years Ago: July 1980

There were 27 members and guests at the meeting. Next months meeting will be at Bob Noyes' home because the weather has been so great. (Historian Note: This may have been the beginning of what became an annual ritual: summer meetngs at members homes)

Treasury Balance - \$502.06

Coming up in late July is the 9th annual Minuteman Show and Picnic at the Clark's

15 Years Ago: July 1990

There were 18 Model A's and 35 minutepeople at the meeting held at Mike Gulbankian's shop.

Treasury Balance - \$14,115.85

Jim True is really working on his AA and will have it ready "very soon." (About 10 more years, Jim?)

The next meeting will be at the Batstones in Berlin



Tom Zappala proudly displays his trophy award for 3rd place at the Farther's Day show on June 19th



Barbara Tallone was also happy and surprised to be awarded a trophy for the best Tailgate Display.

The Father's Day Show is hosted by the Massachusetts Horticultural Society and is held at the Elm Bank Conservation area on the Wellsley/Natick town line. There is a wide variety of cars on display.

TOUR REPORTS

June 1, Riley's Roast Beef: This June 1st event was successful indeed. The cold, rainy May was replaced by a warm, sunny June. Even the turnout was exceptional for a Riley's tour thanks to everyone's need to get out with the "A" after a miserable spring. Everyone seemed to enjoy the back road tour through parts of Sudbury, Marlborough and Framingham. Joe Breed, Riley's owner, was the generous host as always, providing free ice cream as well as three raffle prizes which were won by Wayne Champagne, Joyce Croci and Jim Hickey.

Helen counted 19 A's, 2 moderns and 42 Minutepeople in attendance including the: Bunces, Champagnes with Michelle and Tom, Crocis, Dions, Doyles, Rick Gadbois, Bob Griffin, Jim Hickey and Joanne O'Leary, Gary Hoyt, Jacobsons with 3 grandsons, Jo Johnson and Jack Stokinger, Roy and Helen Johnson, Lindens with Jill and Jordan, Legges, Guy Morse with Kathleen, Dick Stitt with Matthew, Wrights and the Wlodykas.
Submitted by Roy and Helen Johnson

June 6, Tuckers Tour: Thanks to Tucker, guided by Jack and Jo, the group was led to C&L Frosty's in Sherborn. A good group of Model A'ers assembled at the Grange for a great tour following some beautiful Model A roads over to Sherborn. The weather was also very cooperative which contributed to the good group on hand. The food and ice cream was plentiful, it was a great night out for all - thanks Tucker.

June 10, Hildene Car Show: Bruce's report covered the trip to Hildene for those that left in the morning. A few others left later in the day. The Linden's and O'Brien's made up one of the later groups, and their trip to Manchester was without incident. Once checked into the Aspen, we socialized and then went out to dinner.
The next morning it was off to the show field to enjoy the small flea market and looking at

the 900 cars that were registered. John and Shirley again provided members with a wonderful lunch spread by the motorhome. Many of us left in the early afternoon and headed back to the motel and to the pool to escape the heat. On Sunday we all packed up and headed home after enjoying another great weekend of friends and Model As.

June 12, Wellesley College Parade: See report elsewhere.

June 19, Elm Bank Show: The Fathers Day show was another success, although the weather could have been little nicer. The organizers estimated 200 cars would be on hand and there may well have been, but what makes this show nice is the wide variety of vehicles that attend and the grounds of Elm Bank. Our club was well represented at the show with the following members present: the Zappalas, Lindens, O'Briens, Champagnes, Giustis, Tallones, Jack Stokinger and Jo Johnson, Vin Delmastro, the Basiles (no car), Gary Hoyt, and Bob Griffin. The Minuteman club had quite a spread set-up, but nothing like the Rolls Royce Club had. Tom Zappala set plans to out do them next year...so lets get a real good turn out.

June 23, Food and Ice Cream: Dick O'Brien planned an evening of food and ice cream for the 11 Model A's carrying 24 people on this pleasant evening. The first stop on the agenda was the Papa Gino's restaurant in Stow. Everyone ordered something to eat all while chatting Model As and other topics, then it was time to eat. Since Dick figured we listened to our mothers by eating everything on out plates, he felt it was time to hit Eriksons Ice Cream just down the road for some dessert. We made the quick trip to Eriksons and took our place in line. The night was warm so the ice cream was especially refreshing. Even Jack and Jo's dog Tucker got to have a special doggie treat.

MODEL A ENGINE REBUILDING - THE WILSON WAY

During the 1930's Ford authorized the KR Wilson Tool Company exclusively to make all it's dealer repair tools. This special relationship lead to a factory approved standard for rebuilding model "A" engines using KR Wilson tools. Dealer rebuilt engines were known as "Wilsonized" engines. These rebuilds had the reputation of holding up better than non-dealer rebuilds. This reputation was well earned because Ford, Wilson and the Babbitt companies worked together to make this process successful.

KR Wilson had made some of the tools that were used in the actual production of the "A" and was in a unique position to modify them for dealer use. The dealers also had been instructed on the proper handling and installing of babbitt and preparation of the block. This technique and information was not available to the general motor rebuilding trade. Even to this day there is a considerable amount of confusion and misinformation on babbiting, much of it handed down from one technician to another. Wilson called the Ford/Wilson "chill pour" method controversial by standards of his day. We do know now from hindsight that it was in fact the method that held up best. Pouring Babbitt into a cold saddle still runs contrary to many of the books and articles, which deal with the Subject.

Some of the main points which Ford and Wilson required for block rebuilding are:

- That neither the block nor jigs be heated for cast iron components prior to the Babbitt pour. They had metalurgical proof that the Babbitt had the best chemical and physical composition if this procedure was followed. Ford Babbitt was composed of 3 metals, Tin, Antimony and copper. The melting points of each of the metals is different(tin-470 deg., antimony-1050 deg., copper-1980 deg.,Fahrenheit). The "chill pour" method was important because if the molten babbitt does not solidify(cool) rapidly the metals seperate due to their different liquid temperatures in the babbitt rather than have a uniform composition which is so important. Wilson stated it this way "the copper could solidify while the tin was still liquid if the babbitt didn't chill rapidly. This would cause the metals to seperate and make an unacceptable weak bearing.". The result will be a bearing which will not hold up. Heating componets that can retain heat will contribute to this negative effect on the babbitt and adversely affect the cooling rte of the babbitt. Even today many vintage engine restorers heat either the block or mandrels or both before they pour because they lack this information and the crystalline structure of their babbitt bearing suffer for it..
- The block should not be tinned. The "A" engine block as well as any cast iron block that has been used becomes "seasoned". Its pores become saturated with oil. Heating the block will not expel the oil it will just draw more oil to the surface as it cools. During a pour this vaporizing oil causes porosity and blowholes in the Babbitt. The plain fact is a seasoned block is almost impossible to have its oil content removed unless it is annealed for several hours in an annealing oven at 650 degrees. Heating the block with a torch would most definitely create a micro thin layer of oil between the bearing and the block, which affects adhesion ,the transmission of friction and heat to the block, these functions are necessary to cool the bearings during actual engine operations. It is also for this reason you should cut out the old babbitt rather than trying to melt it out.
- After the bearings were poured the Ford/Wilson method required that the bearing be peined immediately.

There are two reasons for this. They had to do with the chill pour method. Immediately after the pour the babbitt would shrink away(microscopic in size) from the cooler surface of the block and

cap. Peining stretched it back in place. Secondly it insured good contact with the bearing saddle. Good adhesion is most important for the bearings to remain in place, to avoid being cracked during the operation of the motor and helping to dissipate heat from the bearing into the block. The peining is done while the bearing is still warm and soft. The illustration on the left shows both the peining tool and the rear bearing clamp. the clamp is only used on the rear bearing in the block and rear cap not on the front and center bearings.

- The front face of the rear main bearing thrust face were established with a set of jigs.

When the engine was manufactured at the Ford plant the rear-bearing cap holes were used as a reference point for the machining and boring of the engine block and the rear main thrust faces. It was and is important that any engine which was subsequently rebuilt had to maintain these reference points. The left pictures show the drop in jig which establishes the front face of the rear thrust bearing.the picture next to it includes the filet cutter.

- The flywheel housing case which attached to the block had to be miked to the flange of the crank. Because mis-alignment of the case to the block will shorten the life of the bearing by causing them to crack, to pound out the bearing material, cause oil leaks, rough running and transmission and clutch failures as well as ruined parts. The lack of understanding how important this step is, has probably accounted for the greatest number of all Model "A" engine and drive train failures

If the above issues where observed and the procedure followed the rebuilt motor was considered to be "Wilsonized" and did in fact enjoy a longer life than its non-Wilsonized counterparts



KR Wilson produced a wide array of service tools for the Ford service departments



MINUTEMAN MODEL A FORD CLUB ANNUAL PICNIC

JULY 9, 2005

RAIN DATE: JULY 10, 2005

11 A.M. Arrival Time

AT SULLIVAN'S SHAMROCK FARM

261 HIGH PLAIN ROAD

ANDOVER, MA

978-475-1177

GROUP LEAVING FROM GRANGE IN SUDBURY, SATURDAY AT 9:30 AM

DIRECTIONS: FROM THE EAST: Route 133 go past Route 28..at 2nd stop light go right on Greenwood Road for .8 mile to first full intersection. Turn left onto High Plain Road...go .8 mile to 261 High Plain Road.

FROM THE WEST: On Rte. 133 take left at first stop light after Rte. 93 onto Greenwood Road and following directions above.

Signs will be up from Rte. 133 and Greenwood Road, Andover.

Enjoy Terry's collectable from the oldest car, a 1927 Chrysler to the newest, a 1964 Sunliner. Signs, bicycles, carriages, license plates and so much other "junque"—you won't want to miss it!

Hot dogs, hamburgers and soft drinks will be provided.

Please bring your own wine or beer.

Last Names A to J: Please bring a salad

Last Names K to Z: Please bring a dessert

DON'T FORGET TO BRING YOUR OWN CHAIRS

THIS LADY DRIVES A MODEL A FORD: Shirley Jacobson will be conducting a seminar for all the ladies to learn how to drive a Model A. Ladies will drive their own Model A with another male member **not** their husband or significant other. Upon completion of the course, she will receive a "This Lady Drives A Model A Ford" patch.

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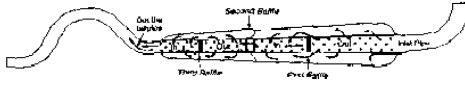
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Tech Tip (Oil Pump)

When dropping the oil pan on a Model "A" engine, there is a loose oil pump to bither with. This condition can be corrected by removing the 1/8 inch pipe plug on the side of the block and replace it with a brass square ended pipe plug that has been drilled and tapped for a 10-32 screw approximately 1-1/8 inch long. The screw holds the oil pump in place while the pan is removed. After the pan is replaced do not forget to

put the original pipe plug back. This tip really works as was recently shown during the adjustment of the connecting rod and main bearings on Dick O'Brien's and Bruce Marshall's Model A motors. Wayne Champagne made up one of these devices and it worked perfectly.

Wellesley College Alumni Parade



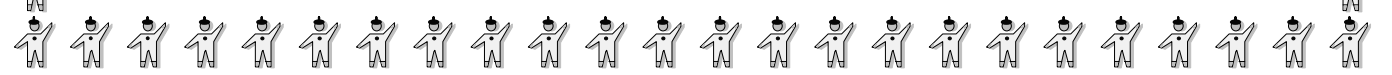
In spite of their hoopla, they (Wellesley) were no more organized this year than other years. We arrived at the appointed hour (0930) only to find that we were 15 minutes early and that 0945 would have been OK for their schedule to start loading the ladies into the vehicles at 1000 and step out on the parade route at 1015 (dreamers). At 1015 the ladies were just starting to get out of chapel services and it was about 1030 before the Class of 1935 was settled in to the first cars and they started on the Class of 1940. By about 1100 the first car started out and into the parade queue. This is only to establish perspective on sitting in the sun for these older ladies on a very hot, humid and muggy day. The "limo" service consisted of seven Model T's (I think they were all from the Central Mass. Club) and five or six Model A's (Minuteman Club supplied). The reason I say five or six is that both Art and I seem to recall a sixth car, but we cannot recall who was driving it--someone from the Club, we think, but not often at meetings or events. I have a call in to Tom Zappala to see if he can recall.

We would all be very embarrassed if we had left someone unacknowledged! OK, taken in order of position in parade (random selection for that) was Aldie Johnson, Art Callan, Bob Priore, John Pierce and Tom Zappala. If you want to count a couple of Minuteman members who came in "old" cars, (Dave Mailly and Bob Noyes who came in their T's) there were at least seven members so we probably qualified for our appearance money!



COMING ATTRACTIONS

- ◆ **July 4, 2005...**Sudbury Parade Meet at Chiswick Park at 12:00 Noon
- ◆ **July 6, 2005...**Chinese Buffet, starting at 6:30PM, Leaders: The Ervin's
- ◆ **July 9, 2005...**Annual Club Picnic...see flyer for complete information
- ◆ **July 10, 2005...**Endicott Estate Car Show, East Street, Dedham
- ◆ **July 14, 2005...**Pizza and Beer, 6:30 start time, Leader Art Callan
- ◆ **July 16, 2005...**Start of Super Tour to Nova Scotia
- ◆ **July 30, 2005...**Blueberry Picking at the Clarks, 11AM
- ◆ **Aug 4, 2005...**Ice Cream Tour, 7:00PM Start Time



What's New for the Model "A"

(From the Ford Service Bulletins)

July 1928

Service information for this month cover the correct procedures for adjusting and equalizing the emergency brake system. Also cover was the correct way to install grease retainers on the axle and drive shafts. July was also the month that Ford offered a number of "profitable" accessories for sale to customers. These included the Quail Radiator Cap and the Motometer Cap, a Spare Wheel and tire lock for both rear and side mounted tires, a U. S. Tire Pressure Gauge and a Schrader Gauge, and front and rear spring covers.

July 1929

New Valve Guide Bushings became available. The new bushing was 1/4" shorter and reported to help prevent sticky valves. A new Breather Pipe was introduced to help prevent oil working out of the breather. The baffles inside have been repositioned to direct oil to the center of the pipe. A new Rear Main Bearing Cap was made available for cars the had worn crankshafts, also the engine block was redesigned to increase the thickness of the rear wall of the block by 3/32". Additionally, a third reinforcing rib was added to the center of the rear wall. The Starting Crank Bearing is now fitted with a 5/16" oil hole. A few drops of oil through this hole provides lubrication for the top of the spring. New Headlamp plugs and sockets are now available. These new parts will make it possible to use them in either one bulb or two bulb headlamps. Service instructions were also provided for the adjustment of the Two-Tooth steering gear.


July 1930

This issue of the Service Bulletins was devoted to having dealers maintain clean and professional service departments. No technical information was provided to dealers.

July 1931

This month the issue of oil consumption was addressed. Several improvements have been made to lessen oil consumption. A shield is now provided that fits around around the oil pump that insures a more uniform distribution of oil to cylinders. The oil pan try has been lowered 1/8." The piston ring pressure has been reduced to approximately 5 pounds. The oil control ring received a larger slot.

For the AA trucks, two new designs of rear hubs are being used. The primary change is that the bearing sleeve is now an integral part of the hub. These new hubs are interchangeable .




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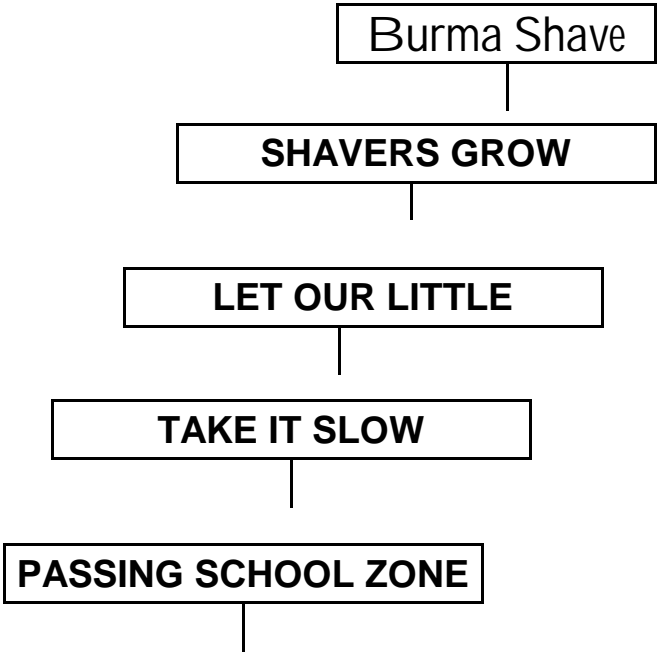


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- ◆ **For Sale:** Motor Stand, also Mechanic Cabinets (two doors with two shelves) one is 3 1/2 ft wide the other is about 2 1/2 ft. Call Art Callan (617) 332 3363



**Minuteman Model "A" Ford Club
P O Box 545, Sudbury, MA 01776**



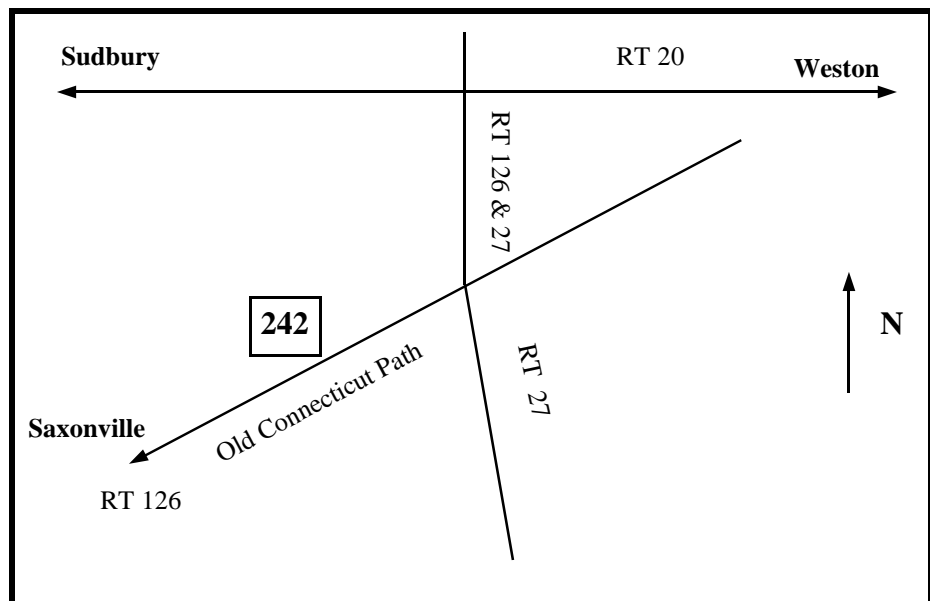
JULY 2005

**Please
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REMINDER

The July 5th meeting will be held at the home of John and Shirley Jacobson in Wayland, MA. There will be a good showing of Model As in the yard. Plan to attend the meeting.



The map above will help you find the home of John and Shirley Jacobson. John always has a few "unusual" vehicles in his garage (and house). If your not away on vacation, join us on Tuesday July 5, 2005.