



MAPLE "A" NEWS

Newsletter of the Green Mountain Chapter/Region of M.A.F.C.A. and M.A.R.C. Inc.

1968 Our Forty Third Year 2011

Volume 39, Issue #1 January / February, 2011



See Us On The Web
www.vtmodelaford.org



Above: Activity after the meeting in November, Dick Phinney takes aim to shoot at the clay pigeon just going by on the right of the photo. Charlie Shapiro looks on with Lou Ahlen in the foreground. See page 4 for other photos. Right: Pierre and Betty Pepin getting into the spirit of the moment at the Christmas party in December. See page 5 for other photos. By Peter Crosby

Warning on Club Dues

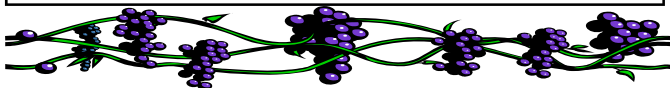
Dues are due now for 2011. If your address label has 2010 your dues were due as of January 1, 2011. Please send them to the Treasurer Richard Phinney, 66 Featherbed Lane; South Hero, VT 05486. Dues for 2011, are \$20.00.



The Grapevine

The grapevine is news about our fellow members, Please let us know when your birthdays' and anniversaries are so they can be included. Contact Peter Crosby at 802-878-6376. peter.crosby@myfairpoint.net

Jan 25th
Pierre Pepin



You should know...

That the club has a number of video tapes for members use. Contact: Charlie Shapiro; 802-877-8332 or email atshellmt@together.net

Video Tapes: Carbs and Carbos; Dial D for Distributor; Gennin' Along with Lloyd & Floyd; Henry Ford Biography; How to Avoid Fahrenheit Fright; How to Stop on a Dime; Model A Horns.

Books: *Model A Ford Mechanics Handbook* (we have 2 copies of this)

A View Down The Road

If you would like to host a meet please let us know so you can be included in our Spring, Summer and Fall activities.

Treasurer's Report

Dick Phinney

Ending Balance-checking\$609.43

Ending Balance-savings.....\$1676.06

Charity Fund \$0.00

0/1/11

PLEASE NOTE

Please send your current email address to Richard Phinney. We have many old Email addresses on file that are dead. Please forward to Richard Phinney modelanut@comcast.net.

Chapter Flea Market

If you have something for sale, trade or what ever let me know. 802-878-6376

peter.crosby@myfairpoint.net

Peter Crosby

WANTED: Seat slider rails (floor & seat frame) and adjuster mechanism for a 1930 Coupe (802) 878-8892. NOTE: Seat is currently bolted to floor rails in one position.

For Sale: Two (2) new 1930/31 rear fenders for a coupe, roadster or pick-up. These are old, but not N.O.S. and have never been on a vehicle. \$550.00 firm. Neal Rand, 802-763-7371.

For Sale: Ford tools, Model "T" tire pump cast base steel two Ford Script, \$60.00; 1928 Model "A" tire pump cast base one Ford script, \$75.00; Miscellaneous Ford tool kit tools wrenches, screwdrivers, lug wrenches tell me what you need. Toe-in alignment gage old original in good condition just like the one in the Service Bulletins. \$100.00. Peter Crosby, 802-878-6376, peter.crosby@myfairpoint.net.

You also Should Know...

The very latest Club Roster with all of the up-to-date revisions is always available by just be emailing the Secretary Nancy Valcourt. We also have available our Club's, M.A.F.C.A's and M.A.R.C's applications as well as copies of our club bylaws.

Name tags are now available

They are \$7.00 each contact:

Robert Davis
49 Dakin Road
Ferrisburgh, VT 05456
802-425-7766
charbob@gmavt.net



We are on the Web!

Our domain is

www.vtmodelaford.org

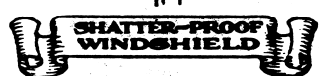
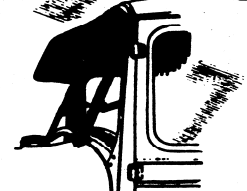
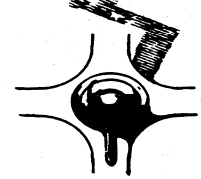
Check often for the latest updates

GREEN MOUNTAIN CHAPTER
MAFCA/MARC/MAFFI
FY (NOV 2009 - OCT 2010)

SAVINGS ACCOUNT BALANCE:	\$1688.20	
CHECKING ACCOUNT BALANCE:	<u>\$537.43</u>	(FY09 \$866.52)
TOTAL ASSETS:	\$2225.63	
INTAKE:		
DUES	\$995.00	
TOTAL INCOME	\$995.00	\$995.00
EXHAUST:		
POSTAGE	\$ 204.80	
NEWSLETTER PRINTING	217.52	
MAFCA/MARC DUES (PETER)	78.00	
MAFFI DUES/DONATION	50.00	
WEBSITE DOMAIN	136.55	
HOLIDAY PARTY	250.00	
PICNIC	110.00	
FLOWERS (L. JOHNSON)	66.73	
P.A. REHAB, L. JOHNSON	50.00	
ROSTER SOFTWARE (EXCEL)	160.42	
TOTAL EXPENSES:	\$1324.09	\$1324.09

Respectfully submitted,

Richard Phinney
Richard Phinney
Treasurer



Dues and Updates

When you send in your dues please take a moment to inform us with your email address. At some point this year we would like to send newsletters via email. This will save the club hundreds of dollars and save the newsletter staff (Me) work in printing, collating, folding, etc. So do your part and send us your information and keep us informed of any changes. Send your dues and information to the Treasurer Richard Phinney. Address is on page 8 of the newsletter. Thanks in advance for your corporation.

The staff (Me)

Blowing My Horn Peter Crosby, Editor

The other day I received a pre-registration card for the Manchester, VT car show which used to be called the Hildene Car Show. I was surprised and disappointed to see the registration fee they are asking. Pre-registration is \$25.00 and on site registration is \$35.00! I have attended that show for many years and to get there and back I have to burn about a tank full of gasoline, which will cost about \$35.00 to \$40.00 dollars. I guess I will pass this year. The Manchester Chamber forgot that without the car owners bringing their cars they can not have a show. If their goal is to make money on a car show and not fill the hotels and restaurants and stores they will be sorely disappointed. Let's plan a Club meet that weekend. Our \$20.00 Club dues for year looks like a bargain.

Annual Meeting November 7, 2010 Ferrisburgh, VT



The 2010 Annual Meeting was well attended and all had a terrific time. Our host and hostess Charlie & Deanna Shapiro again pulled out all the stops and provided a wonderful meal and a beautiful and spacious place to have our meeting and enjoy conversation. After the meeting some of the men went outside to participate in the trap-shoot which has become an annual tradition. I personally was hitting them pretty consistently using a borrowed Remington 12 gauge shotgun. Thanks again Charlie & Deanna for a fine time and your dedication to our Club.

Peter Crosby



The Club Christmas Party (see page 5) was held at Rosie's Restaurant in Middlebury, VT. This meet was also well attended. Thanks go to Bruce Bushey, Nancy Valcourt and Doug Leithead for organizing the event. Vicki Williamson was the MC of the party and organized the gift swap. It was interesting to see how many times a specific book or toiletry item would change hands. It seems that the ladies get into swapping gifts a little more than the men but that is only my opinion and can't back that up with any solid statistics. I'm just saying... Again thank you to all that organized and attended to make this party a success.

Peter Crosby



Christmas Party December 11, 2010 Rosie's Restaurant



Middlebury VT

Photos by Peter Crosby



Model "A" Ford Front Axle and Steering Alignment

By Peter Crosby

Just imagine if we did not have the ability to steer our cars and trucks in the direction we desired, most all land transportation would no doubt still be relegated to run on railway tracks or be pulled by draft animals. Automotive engineering designs that are incorporated in the front axle assembly are complex. Position of the front wheel mounting with the correct placement in relation to the road and the axle are essential to allow the driver to steer with a minimum amount of effort, and to allow the tires to wear at the slowest possible rate. A designer must make compromises with the positions of all of the front end components, because the vectors formed from one of the component's position and travel has a direct effect on another. The design is further complicated by the fact the vehicle's wheels are deflected as they roll over bumps and unlevel road surfaces, all with keeping in mind that the driver has to remain in full control of the vehicle's steering at all times.

To understand the engineering of automotive front end wheel alignment there are five basic wheel positions relative to the axle and the road that are necessary to make your Model "A" steer and roll efficiently. They are wheel Camber, Kingpin Inclusion, Caster, Toe-in and Toe-out. Camber and Toe-out are for steering efficiency Caster and Toe-in are more to keep the car traveling in a straight line. Kingpin Inclusion aids in steering and straight down the road control.

Camber and Kingpin Inclusion

Camber is the vertical inclination of the front wheels. Looking at the front of the car the wheels in relation to one another are spread out at the top

and tilted inward where they touch the road. The reason for Camber is simple; it allows the front wheels to be steered left or right with minimum of effort from the driver. How it achieves this is, if you extended an imaginary line straight through the axis of the king pin to a point on the ground. This point should also be common to the center point of the tire where the tread contacts the road's surface. In other words,

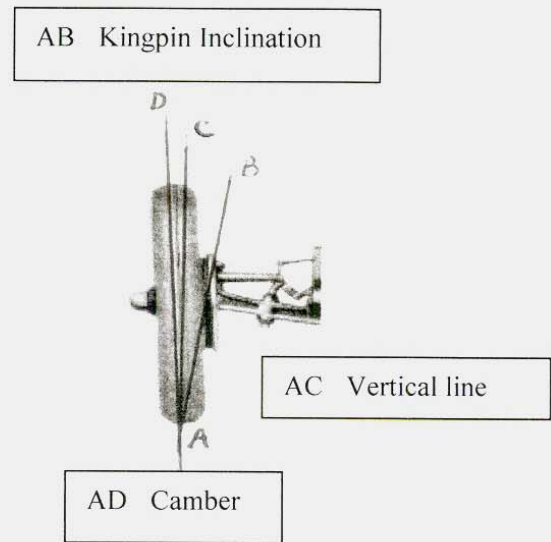


Figure 1

Camber places the weight of the car over the pivot point projected from under the kingpin. To avoid excessive wear on tire's outside edge, the wheel cannot be tilted too much, so the kingpin is also tilted to meet it. This compromise is called Kingpin Inclusion. See Figure 1.

For Example: We can calculate the amount of torque required to turn the front wheels without the benefit of Camber and Kingpin Inclusion. Imagine for a minute that the wheel and kingpin are in a parallel and perpendicular relationship and the center point of the tread contact and the kingpin pivot point were say six inches apart. Then assume that the weight on just one front wheel may be 600 pounds of more (weight of a Tudor sedan with driver divided by the number of wheels).

6 inches X 600 pounds = 3600 / 12 = 300 ft. lbs.
300 ft. lbs. X 2 front wheels = 600 total ft. lbs.

As you can see by the above formula, reducing the distance between the tread center point and the kingpin pivot point will reduce the amount of work required by the driver.

Another benefit of Camber is more of the car's weight is shifted more to the inside part of the spindle where it is the strongest. That is one reason why the inner wheel bearing is larger than the outer one.

Due to the kingpin being inclined, the spindle must swing or travel on a curve. Lower pointing to the extreme front and rear with the highest point of its travel when the wheels are straight ahead. This inclined swing works in concert with caster to help right the wheels to a straight ahead position after a turn. See Figure 2.

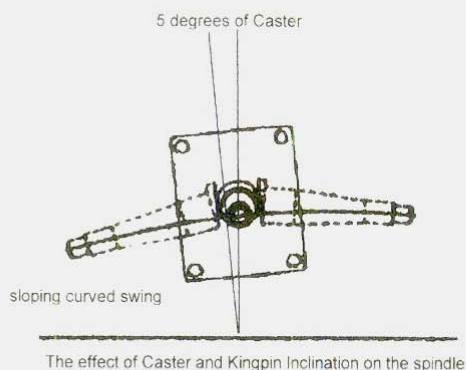


Figure 2

On your Model "A" improper wheel camber would be caused by a bent axle or spindle and would be noticed by excessive pulling to one side and or abnormal wear on one edge of the tire's tread. With a carpenter's framing square it is possible to compare the camber of one wheel

with the other. With the car parked on a flat surface and the wheels straight ahead, stand the square against the wheel and measure the distance from the top of the rim to the square then, the bottom of the rim to the square. These measurements should be the same for the wheel on the other side. A bent wheel or loose wheel bearings along with a soft tire will contribute to inaccurate measurements so correct these possible issues first. There is no adjustment for Camber on a Model "A" short of bending the "I" beam axle; replacement of the defective parts is the only viable remedy for bad Camber.

Caster

On a Model "A" Caster is a non adjustable wheel position that is forged into the design of the axle, spindle, front radius rod and spring. Caster helps your front wheels recover to a straight ahead relation after a turn, and keeps the front wheels from wandering. In other words Caster holds the wheels to track in a straight line down the road. Think of the swivel casters on a chair; when you push it the wheels all move in the same direction. This happens because the weight of the chair rest on the axle of the chair caster which is mounted in a fashion so it trails behind from the direction of travel. On your Model "A" the steering knuckle (the joint formed by the kingpin, spindle and axle) is set 5 degrees to the rear. See figure 2. This position is held steady by the radius rod that holds the "I" beam axle at the 5 degree angle. . Because the steering knuckle and spindles are held at 5 degrees off vertical, their swing is on a slight slope lower pointing back and higher pointing to the front. As with Kingpin Inclination when you turn your steering wheel this sloping swing will force the front end to be raised on one side and lowered on the other. The weight of the vehicle will tend to oppose the effort of the operator to turn the wheels, and will always aid in the wheel's recovery to the straight ahead position. Like Camber, Caster adjustments to

Continued in the next issue.

Club Officers

President-Douglas Leithead; 1856 Darling Hill Road; Newport, VT 05855 Phone 802-334-2584; douglasleithead@yahoo.com

Vice President-Paul Boozan 1364 Stebbins Rd.; Jeffersonville, VT 05464; Phone 802-644-5688; pboozan@myfairpoint.net

Treasurer-Dick Phinney; 66 Featherbed Lane; South Hero, VT 05486; Phone 802-372-5230; modelanut@comcast.net

Secretary- Nancy Valcourt; 1856 Darling Hill; Road, Newport, VT 05855 Phone 802-334-2584
nancy.valcourt@explornet.com

Region Director-Rod Dolliver; 430 Dolliver Rd.; Charlotte, VT 05445 Phone 802-425-2745; rcdbjd46@aol.com

Newsletter, Webmaster-Peter Crosby; 19 River View Dr; Essex Junction, VT 05452 Phone 802-878-6376;
peter.crosby@myfairpoint.net

Chapter Flea Market

- ◆ Send description of items for the Flea Market to Peter Crosby via mail or Email to peter.crosby@myfairpoint.net.
- ◆ Items should be described For Sale, trade, wanted, or take it away.
- ◆ For Sale items must be listed with asking price.
- ◆ Flea market is open to all members free of charge for auto and fashion related items only.

The Green Mountain Chapter / Region M.A.F.C.A. & M.A.R.C. Inc. is a tax exempt organization under the 501 (c) (7) of the Internal Revenue Code. Federal Employer Identification Number: 30-0357749



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MARC / MAFCA Inc.
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