

## Starting a Model A in the Olden Days - by anonymous

Recently I was asked by my eight year old grandson to take the Model A to school because his class was studying "the olden days". All the children sat in a half circle as I explained the difference between a new car and an 85 year old car. They then asked some very astute questions, including where do you buy parts for the car, can you still buy tyres and does it has a GPS.

One student asked if the car had indicators, whereby I showed some hand signals. What about turning left someone asked. I asked my grandson to sit in the passengers seat (which he has done often) and when I said I am turning left he simply put out his left hand. He has also been trained to flick his index figure in and out to act as an indicator!

As I was about to leave I sat in the car and, as we all know, in a Model A you can turn the engine over without turning on the key, which I did. Of course the car did not start. Snigger, snigger. So I tried again. Same result only this time there was louder sniggers and laughter. I hopped out of the car, looked around, and said I needed a volunteer to help. All hands went up. Pick me, pick me they all cried. I selected a charming young girl from the front row.

I explained to everybody that if the car won't start you sometimes have to kick the wheel. I asked the young girl to kick the front wheel when I said "Now". I hopped in the car and this time I turned the key on. Just as I said "now" the young girl kicked the wheel, I stood on the starter pedal and the car started instantly. All the children looked in amazement and then all applauded. The young girl glowed.

I explained to everybody that if their mother had trouble starting the car in the morning, you should offer to kick the front wheel! So, if you see a young person kicking the front wheel of a car while a frustrated mother is at the wheel, you will know where that has come from!

*Now as a competition, write to the editor with your guess on who wrote this story, and why you selected that person. (The answer is not The Keystone Cops!). Answer in the next edition.*

## Model A Rear Hub Bearings - by Steve Driver

Many years ago before one was aware of replacement inner sleeves to fit onto the axle housing and a sleeve and bearing to fit into the hub one had to apply some initiative to effect a repair to provide a solid wheel bearing without all the play & flop of worn components - I resolved my worn axle housings and worn hubs by fitting cup / cone bearings back to back into the rear hubs as follows.

With the rear axle stripped one has the axle housing bearing and seal surfaces turned down to 52mm. They are originally 52.36mm (2 & 1/16") so there is not a huge amount of material to remove. In fact a lot less than if one was fitting the sleeves at approx. 44.35mm I D. A ceramic tool will be required due to the hard material one is turning. A quality surface is required as a seal will still run on this surface. The hub is approx. 81mm (3 & 1/8") I D - the whole bore of the hub requires turned out to 82mm and a groove to accept a snap ring is to be turned into the bore 8 mm below the existing seal retaining ring. The bottom of the hub is also to be dressed square to the bore as a spacer ( to be made up) seats on this surface . The spacer thickness is calculated to set the bearing up with zero play when the snap ring is fitted. a seal is fitted outside of the snap ring and one can fit the original seal retainer ring after that. The hubs should be packed before assembly and they will accept grease in the normal way thru the zerk in the axle housing - one can also make up a lubing plug which can be fitted into the bearings and grease can be pumped back up through the bearings on the bench without removal from the hub.

Not a Henry Ford move I know but - it appears to work OK - I have a heavy vehicle and have done quite a few miles with no issues - as I wanted to have some spare components available for my vehicle I proceeded and did this system to another rear axle and this is now in a light weight vehicle going well. I have since done this mod to another rear axle in another car yet to be tested . On a cost basis it compares fairly well - parts ex Snyders for inner sleeves and hub sleeve/bearing kits is just over \$100.00 US per hub and one still has to have the axle housing turned, bearings and snap ring and seal per hub to do the above is about \$100.00 NZ and the only added costs are the machining of the hub and of the spacer- the price difference of the parts will make up a good part of that expense.

