

Announcements

Volume XXXX- #2 February 2024

Official Publication Of The Adirondack A's Model A Ford Club

Winner of the MARC Newsletter Award of Excellence 1998-2019

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Hello Fellow Model A'ers

February 2024

January, February & March club meetings will be held at the Clifton Park Elks Club.

February is our **Covered Dish Dinner** meeting.

Dinner will be **served at 6:00 pm.** Please bring a dish to share with others.

Tom & Beth will purchase the ham for the dinner, the club will reimburse them.

Reminder; the **club dues** are due, if you have not already paid, please send \$20 dues to; Bill VanDorn, 5526 Lake Rd, Galway, NY 12074

Our good friend and longtime club member **Bill Gordon** passed away on January 26, 2024. A memorial service will be held on Saturday, February 17th 2024, our club will meet at the Reilly & Son Funeral Home, 1200 Central Ave, Colonie at **12:15** prior the memorial service.

At the January meeting; With some minor changes, the proposed 2024 club budget was approved.

2024 Christmas Party: A more centralized location for the party will be located.

40th anniversary committee : Beth, Sue, Mike Vincent, Ryan and Jess Gulliksen. will make recommendations on how to celebrate it.

Financial audit: Nancy Cooper and Frank Spor have volunteered for the Job

Youth Program : Tony Cavotta has located a garage stall for rent for the club and Youth Program, Tony, Joe Farina and Bill Gorman will investigate.

The restoration of our 1930 Yellow Coupe is on hold.

Sham; Look out, shammers are everywhere.

Thought of the Day; Anytime three New Yorkers get into a cab without an argument, a bank has just been robbed. (Phyllis Diller)

Marv

ADIRONDACK A's MEETING JANUARY 23, 2024

Meeting was held at Clifton Park Elks and was called to order by President Livingston with the Pledge of Allegiance at 7:34PM.

Secretary report: There was no report due to November and December meetings being combined with the Christmas party.

Treasurer report: Beth read the treasurer report due to Sue Brignull being on vacation. The cost of the Christmas party was approximately \$1000. Beth also read the proposed budget for 2024. Beth had a few questions about the proposed budget and she will address them with Sue.

President's report: Marv reported that Bill Gordon was not doing well and is under hospice care. Marv made a motion to wave Bill and Carols dues due to his health. The motion passed. Marv spoke about Bob Nevin's memorial service. It was well attended by the club. Marv suggested that the club reimburse members for food when they sponsor a meeting. Joe Farina made a motion to reimburse up to \$100 and to increase the 2024 budget \$1000 to cover the expense. Motion was passed

Bill Gorman requested we donate \$200 to the Saratoga Car Museum in exchange for a group rate for the club to attend their car show. He would also like the club to develop a time line display of the Model A Ford to be displayed at various club events. Bill made a motion to increase the budget \$200 for the car show and additional \$300 for the time line display. Motion passed.

Tony Covata had been in contact with Bruce Tanski, a developer in the Clifton Park / Malta area, about possibly renting warehouse space for approximately \$1000 per month to be used for the Youth Program. It could also be used for meetings and other club activities as well as a storage facility to store all the club property in one central location. Tony will look further into it and report back at next month's meeting. The next 2 meetings will be held at the Clifton Park Elks with the February meeting being our annual Pot Luck Dinner.

Looking for volunteers to host 2024 meetings. The following signed up:

April - open, May - open (possibly Rick Guyer for one), June - Farina's,

July - Hoffmans, August - Brignulls, September - Shatleys, October - Spores.

Christmas Party will be. December 8th. Beth will make some calls for a new location, and ideas forward the to Beth.

40th year committee has not yet met, They are looking for ideas.

Financial audit, Nancy Cooper and Frank Spore volunteered. Thank you both.

The next meeting will start at 6:30. Tom and Beth will pick up the ham and the club will pay for it.

Dues are due, see Bill VanDorn with your cash.

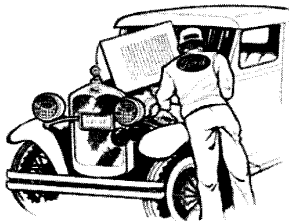
Birthdays of the month were read for Nov, Dec, and Jan.

Steve Norton won the 50/50 again and donated it back to the club.

22 members attended, adjourned at 8:29PM

Dave Mesick
Secretary

Lets get our brake's ready for spring



SERVICE HINTS

Les Andrews - Technical Director

Brake Adjustment For Greater Stopping Power

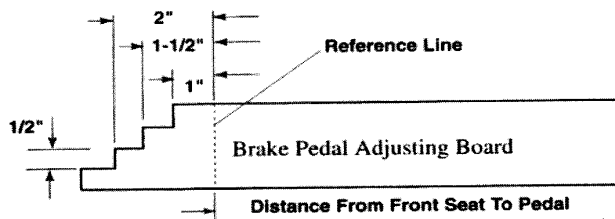
In the March/April issue of The Restorer [talked about improved stopping power with the use of front brake floaters. With the installation of the aftermarket front brake floaters, the front brakes become self centering and self energizing, providing increased leverage and greater stopping power. Adjustment of the Model A brakes has always been specified as adjusting for 60% braking on the rears and 40% braking on the fronts. That's because the rear brakes use a floating cam and are therefore self centering and self energizing, giving greater stopping power than the fronts. With the installation of the front brake floaters, brake adjustment should be made to provide 60% braking at the front wheels and 40% at the

rear wheels. This can give you the same stopping power you have on your modern car.

The adjustment of the Model A brakes is only effective if the entire brake system is within tolerance and in specified operating condition. Before any adjustments are made to the brakes, the entire mechanical system should be inspected and corrected. This adjustment will not correct for worn mechanical linkage, out of tolerance drums, worn and incorrectly fit brake shoe linings, or worn roller tracks and bushings. Good brakes are dependent on round and within tolerance drums, in tolerance brake shoes, and the shoes properly arced to the drums.

Brake Adjustment

A brake pedal adjusting board is needed to make an effective and accurate adjustment_



NOTE

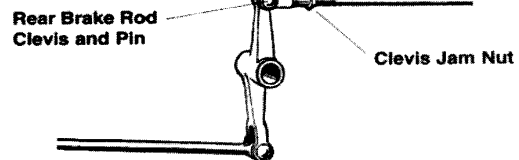
A slight drag in one or two spots at 1/4 or 1/2 revolution will do no harm. Use judgement in determining a free spinning wheel.

4. Make certain the brake cross shaft is in a vertical position and is in the center of its travel.
5. Remove the rear brake rod clevis pin at the cross shaft actuating lever.
6. Unlock the clevis jam nut on the brake rod so the clevis can be adjusted. Pull the rear brake rod forward enough to take up all free travel (without actuating the brakes).

NOTE

Always make adjustments with the brakes cold

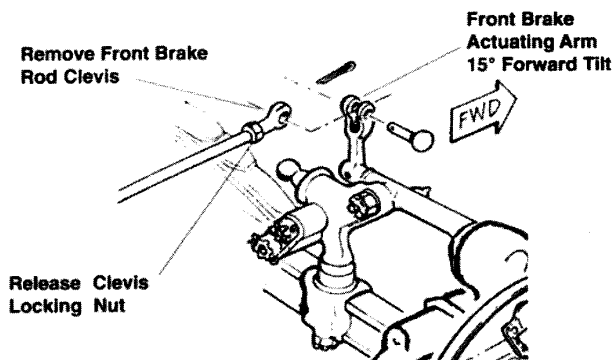
1. Place a jack, or jack stands, under all four wheels (under the axles, not the frame).
2. Place the gear shift lever in neutral and release the hand brake. Remove all four wheels and drums and inspect the drums and shoes for correct fit. Install front brake floaters and reinstall all four drums and wheels.
3. Turn the brake adjuster on the back of the backing plate clockwise until the brakes start to drag, then back the adjuster out 1 or 2 notches, or enough to allow the wheels to rotate without drag. Always spin the wheel in the forward direction when testing for drag. Repeat adjustment for all four wheels.



7. Adjust the clevis on the brake rod until the hole in the clevis lines up with the hole in the cross shaft lever arm pin hole, allowing the clevis pin to be inserted. Tighten the jam nut against the clevis.
8. Repeat steps 5, 6, and 7 to remove free travel from the other rear brake rod.
9. Remove the front brake rod clevis pin at the front brake rod actuating arm.
10. Pull the front brake actuating arm back to take up free travel. With no free travel, the actuating arm should be positioned 15 degrees forward of perpendicular.

NOTE

Correct adjustment of the front brake cannot be made until the front brake actuating arm is 15 degrees forward with no free play. This can be corrected by replacing a worn brake operating pin, located through the center of the king pin, or by adding pill shims between the operating pin and the actuating wedge.

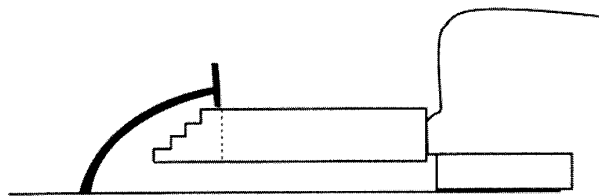


11. Release the front brake rod clevis locking nut. Pull the brake rod forward and adjust the clevis to line up with the front actuating arm pin hole and reinsert the clevis pin. Tighten the jam nut against the clevis.
12. Repeat steps 9, 10 and 11 to remove free travel from the other front brake rod.
13. Make sure new cotter pins have been installed in all four clevis pins that were removed.

NOTE

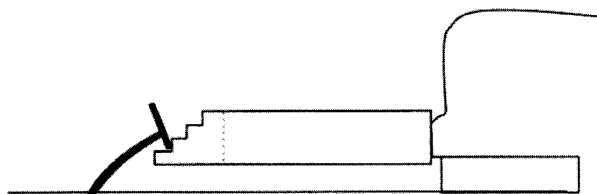
The brake pedal adjusting board should be used for the following adjustments.

14. Insert the brake pedal adjusting board and check that the fully extended brake pedal is at the reference line, then set the pedal in position 1 (pedal depressed 1").



15. Turn the adjusting wedge on the front wheels until the front brakes just begin to hold. Adjust both front wheels accordingly.
16. Move the pedal to position 2 (pedal depressed 1-1/2") on the adjusting board. The two front brakes should be very tight, but not locked.
17. Adjust the rear brake adjusting wedge until the rear brakes just begin to hold.

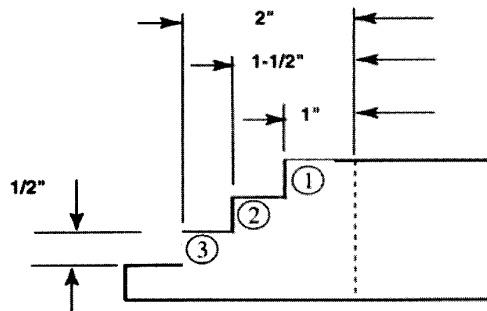
18. Move the pedal to position 3 (pedal depressed 2") on the adjusting board.



19. Front brakes should be locked solid. Rear brakes should have very heavy drag (not locked).
20. Check, all four tires for correct tire pressure (35 lbs). Make sure all cotter pins have been installed.
21. Lower the car off the jack stands and test drive. At 20-25 MPH apply full brake pressure. The front wheels should skid evenly, without pulling to either side. The rear wheels should leave little or no skid marks. (A light skid mark on the rear brakes will give better stopping.)
22. If the car pulls to one side during the stop test, turn the adjusting wedge in one click (clockwise) on the opposite side of the pull and retest.
23. After the braking test, return to the shop and jack up each wheel. Spin each wheel to see that it is not binding or dragging. If dragging occurs, the drums may be out of round or the shoes not properly arced to the drums. Scored shoes and drums can cause a mushy pedal and fading brakes, preventing a full lock adjustment of the brakes.

Pedal adjusting board results

- (1) Front brake just starts to hold
- (2) Front brakes very tight (not locked)
Rear brakes just start to hold
- (3) Front brakes locked
Rear brakes very tight (not locked)



Pedal board notch positions

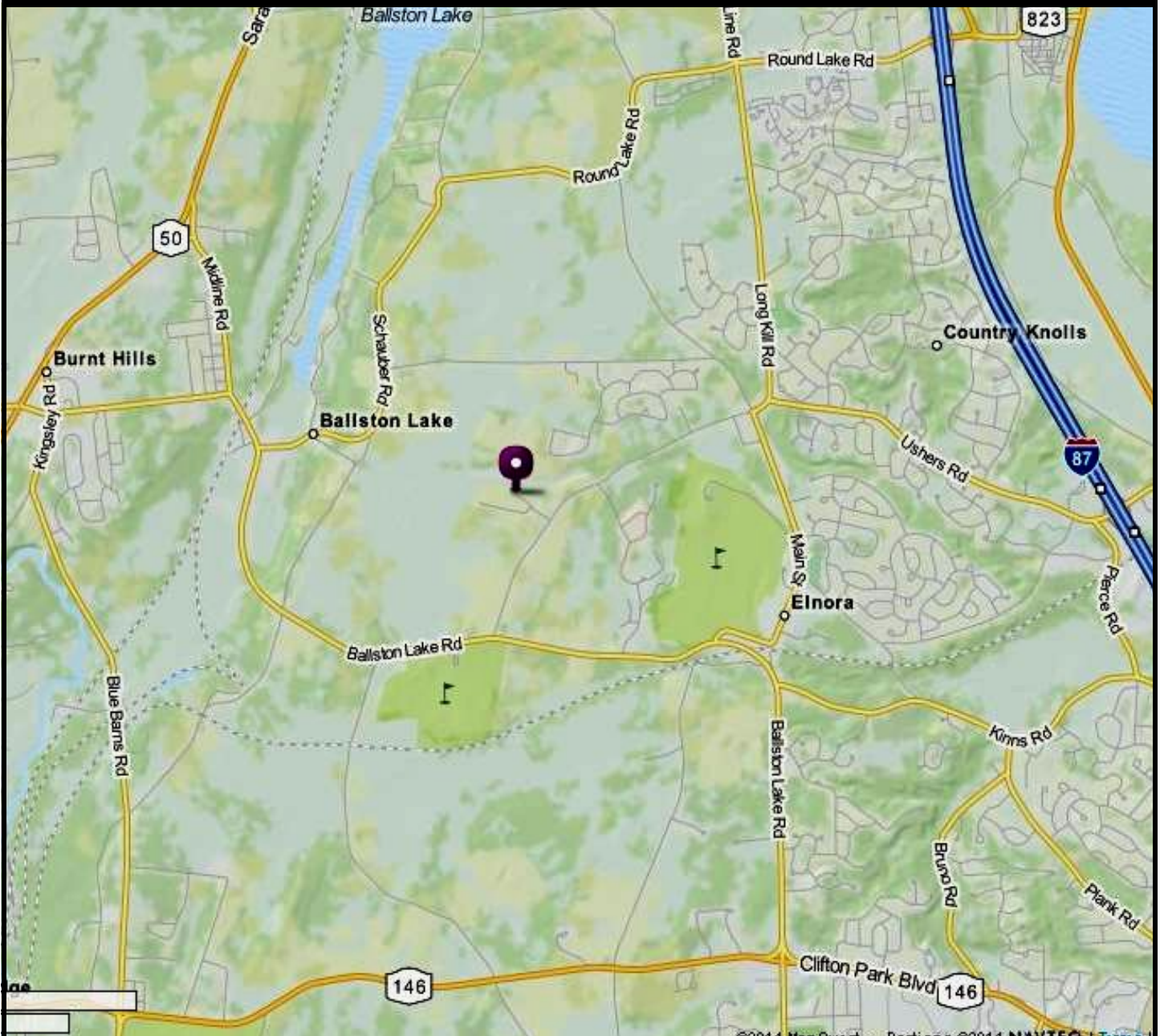
The February meeting will be held at :

Clifton Park Elks lodge

695 Macelroy Rd.

Ballston Lake, NY 12019

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CLUB DUES REMINDER

2024 DUES payments are due

January 1st

Leads & Needs

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Contact Joe Farina 518-399-1238 or mcfarina45@yahoo.com

For Sale:

Your advertisement could be here!

Somebody must have something **Model A** for sale.

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Contact Larry Estill, PH# 518-664-6236

For Sale : 1928 (Woodie) Station Wagon.

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Needed: 28-29 Fluted Headlight Lense . Also could use a 29-31 later one .
Call Stephen Lester at 518-893-7986

For Sale : 1928 – 1929 CLOSED CAB PICKUP

Ray Lyon Lchazz38@aol.com 518-813-1976

For Sale: 1930 Ford Radiator Grille Shell - Good Condition - minor dents that are repairable - \$100. Contact Woody Sloat 518-928-4242 or

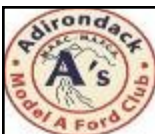
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Adirondack A's Model A Ford Club

PO Box 1246, Clifton Park NY 12065

Founded in 1984, the Adirondack A's Model A Ford Club is dedicated to the restoration, preservation, and general enjoyment of the 1928 through 1931 Model A Ford.

2023 Club Officers & Committee Chairmen

President	Marv Livingston	518-399-7070	modelamarv@nycap.rr.com
Vice President	Bill VanDorn	518-882-9729	wvandornsr@nycap.rr.com
Secretary	Dave Mesick	518-470-5761	dmesick@nycap.rr.com
Treasurer	Sue Brignull	518-229-5713	suebrignull@yahoo.com
Newsletter Editor	Joe Farina	518-399-1238	mcfarina45@yahoo.com
Sunshine Chairman	Nancy Sangster	518-399-3642	rsangster@nycap.rr.com
Club Video Library	Woody Sloat	518-928-4242	dsloat8145@aol.com
Club Librarian	Frank Spor	518-895-8278	handymanfrank@juno.com
50/50 Club Chairman	Tom Utting	518-924-2550	cookieandtom288@yahoo.com
Christmas Party Chairman	Beth Keehan, Sue Brignull, Mary Goldstein	518-399-3115	bethkeehan1@nycap.rr.com
Website—Webmaster	Bill Gorman	518-587-9545	wgorman@nycap.rr.com
Youth Program Director	Hank Ashton	518-792-2517	hshazmat@roadrunner.com
National Club Coordinator	Dave Mesick	518-470-5761	dmesick@nycap.rr.com

Club dues are \$20.00 per year for club members and \$25 for 1st year members and \$35.00 per year for Business Sponsors. Sponsors are entitled to have their business cards displayed in A'nnouncements for a period of one year. Membership checks should be made payable to the Adirondack A's and mailed to: Bill VanDorn, 5526 Lake Rd, Galway, NY 12074. Business meetings are held at 7:30 pm the fourth Tuesday of each month at the Elks Lodge at 2455 Macelroy Road in Clifton Park. The National Award Winning, Adirondack A's newsletter, A'nnouncements is published monthly and is mailed to each paid member. A newsletter will also be mailed free of charge to any other chapter in exchange for their newsletter.

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A'nnouncements welcome any articles or information associated with the Model A Ford that is suitable for publishing. Please submit material to the Editor of A'nnouncements, Joe Farina, 2826 West Glenville RD. Amsterdam, NY 12010 or e-mail to mcfarina45@yahoo.com.

The club is affiliated as a chapter, with both national Model A Ford organizations.

MAFCA Website

<http://www.mafca.com/>
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250 Cypress Street
LaHabra, CA 90631

Adirondack A's

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Model A Restorers Club (MARC).
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