

Columbia Crier

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Columbia Basin Model A Club

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<www.cbmac.org>

Inside Features:

- Christmas Lights Tour
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Meeting Location:

Reatta Springs Baptist Church
2830 Leopold Lane, Richland, WA
January 8th, 7:00 p.m.



Marshall and Sharon Hauck are at the 2014 National Convention in Puyallup, Washington. Mount Rainier, Puget Sound and Tacoma are shown in the background.



Leadership

President:	Marshall Hauck	783-1444
Vice President:	Jan Jackson	967-2801
Secretary:	Janet Budzeck	943-2522
Treasurer:	Vernita Coffey	947-2668
Historian:	Pete Jackson	783-3317
Correspondence:	Mara Jackson	967-2801
Sunshine:	Bev McGillicuddy	627-1254
Editor:	Jan Jackson	967-2801
Web Master:	William Sperry	572-2459
Restorer:	Robin Eldhardt	967-3081

Meeting Schedule

January:	Tom & Robin Eldhardt/Mary Fraser
February:	Dean & Teri Hinkson
March:	Dave & Deb Hannah
April:	Rick & Janet Budzeck
May:	Pete & Grace Jackson
June:	Garry & Joanne Bryan
July:	Club Members Potluck
August:	Jan & Mara Jackson
September:	
October:	Frank & Laura Osterwyk
November:	Calvin & Vernita Coffey
December:	Christmas Brunch

“Even a mistake may turn out to be the one thing necessary to a worthwhile achievement.”

Henry Ford

Calendar of Events

Ladies Lunch	January 7
Second Harvest	January 14

BIRTHDAYS

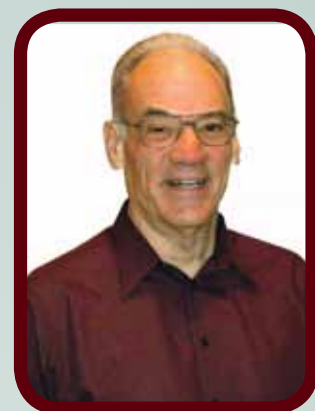
BILL WHITE	5TH
MARY FRASER	22ND
FRANK OSTERWYK	27TH

ANNIVERSARIES

JAN & MARA JACKSON	31ST
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Rick's Ramblings

Well, another great get together has come and gone and I know I had a great time as I always do with the wonderful people of our club. This will be my last attempt at trying to entertain you with my note writing as next month you will have a new president, fresh from Hawaii. I have enjoyed my time as your president, although not so much trying to write something new and interesting every month.



This club has great people and I have enjoyed all our time together touring, eating, meeting and many other events. Start thinking about possible things we might do on tour next year so we can get our tour schedule filled up with your exciting ideas. They don't have to be elaborate, just a visit to a local site or business and a sandwich is a perfect tour, anything to get us out on the road.

Don't forget, we already have an event scheduled for next year; we will meet at Magills at 9:00 a.m. on the 14th of January and then go sort food for 2nd Harvest from 11:00 a.m. to 2:00 p.m.

Our first meeting of the new year is at our new time of 7:00 p.m. so hope to see you all there. It may be a little cold to drive our old cars, but not too cold for us drivers to find a way there.

Keep it between the lines and we will see you all in the New Year with lots of new ideas for our old cars.

Rick



Christmas Lights Tour



Former members, Dwight and Paula Johnson, invited our club to their farm in north Pasco to view their amazing light show. Of course, we stopped at Cousins along the way for a really good meal to make sure we had the sustenance required for the 20 minute ride. As we approached their residence we could see an oasis of bright lights in the far distance. As we got closer and entered through the archway we were completely surrounded by Christmas lights and music. I had to wear my Elvis Presley sunglasses to keep from going blind! Dwight began working on the lights in September and it was awe inspiring to view. After a brisk walk around their property we were invited into their home for cookies and cocoa which warmed us up enough to get back home. Dwight pulled his Model A out of the shop in honor of our tour and we thank them for being such gracious hosts.

Submitted by Jan Jackson

The purpose of the club shall be to serve as a medium of exchange of ideas, information and parts for admirers of the Model A Ford, and to aid them in their efforts to restore and preserve the car in its original likeness. Membership in the Model A Ford Club of America is a requirement to joining the Columbia Basin Chapter. To join MAFCA, see the web site at www.mafca.com. Requirements for membership in the chapter shall not insist upon the actual possession of a Model A Ford, merely an interest in the objectives of the club and a desire to take an active part in club activities shall be the primary requirement for membership. (Excerpt from Columbia Basin Model A Club Bylaws dated December 2006.)

2015 Officers

Officers elected for 2015 are:
President, Marshall Hauck
Vice President, Jan Jackson
Secretary, Janet Budzeck
Treasurer, Vernita Coffey

Appointed positions include:
Historian, Pete Jackson
Newsletter, Jan Jackson
Correspondence, Mara Jackson
Sunshine, Bev McGillicuddy
Webmaster, William Sperry
Restorer Articles, Robin Eldhardt



Newly elected officers include Janet Budzeck, Jan Jackson and Vernita Coffey. Newly elected President Marshall Hauck was unavailable for the photograph.



Presidential Message

First, I would like to thank you for having the confidence to elect me as president! In addition, I would like to thank those who served on our Board this past year. While serving our club is usually a pleasant task, it is still an added responsibility. Specifically, I would like to thank Grace Jackson for her 18 years of service as our treasurer and Rick Budzeck for filling the presidential position for 2014. I have no idea how many times Rick has served in this position, but I think he's got it right!

I am anticipating another great year for our club with many opportunities for activities and service for all of us. I know that Jan, in his new vice presidential position, will be welcoming any ideas that you have for club activities and your willingness to lead them. **See you on Thursday, January 8th, at 7:00 pm.**

Marshall Hauck



2nd Harvest

If you are planning to participate in sorting food a 2nd Harvest this month, we will meet at Magills restaurant in Pasco on Wednesday, January 14th, at 9:00 a.m. After eating breakfast, we will leave for our 11:00 a.m. to 2:00 p.m. sort at 2nd Harvest.

In October, several members of the club helped sort food and decided the evening was a great experience and a good way to give back to the community. I hope you can join us on the 14th.

Submitted by Rick Budzeck

Christmas Brunch



The Columbia Basin Model A Club Christmas brunch was held at Meadow Springs again this year (thank you to Blaine and Bev McGillicuddy). Twenty-six members attended the buffet brunch and Chinese gift exchange including: Bryans, Budzecks, Coffeys, Corsons, Eldhardts, Mary Fraser, Hannahs, Hinksons, Pete Jacksons, Jan Jacksons, McGillicuddys, Osterwyks, Thompsons and Bill White. It wasn't quite the same without Fred Fraser stealing gifts in his lighthearted manner and I missed Don Meyers walking in with reindeer antlers and blinking lights!

The last person to draw a number, Alyce Thompson, drew the number one ticket and even though she had the opportunity to steal anyone's present, she graciously declined and took her designer lunch box home with her. I'm most appreciative that she didn't steal my blue knitted socks that I've been wearing around the house. Rick Budzeck led a quick business meeting and we all exited feeling full from the buffet and full of Christmas cheer. A good time was had by all!

Submitted by Jan Jackson

MAFCA News

Just a reminder that it is time to renew your MAFCA membership. If you have not done so, you can renew online in the MAFCA Store www.mafca.com or you can mail your check to: MAFCA 250 S. Cypress, La Habra, CA 90631-5515.

The Judging Standards Committee (JSC) is seeking people who love the Model A Ford and have the desire and skills to serve on the committee. We are seeking knowledgeable individuals who are willing to perform research and write about the Model A to help the hobby. Travel to face-to-face meetings is required. For additional information on the JSC, go to www.mafca.com or call MAFCA at (562) 697-2712.

From the 2014 MAFCA President, Dan Foulk:

Here we are in December and my time as your National President is drawing to a close. Since I have been on the board for four years, my time there is done, too. I only recently became familiar with the term 'Deferred Maintenance' - my house and yard are crying out for it! Maybe now I'll have a little more time.

This week we will be heading out to Arkansas to attend the National Awards Banquet in Little Rock. My first trip to Arkansas was forty-nine years ago. Why do I remember it so well? It was the year after I got married. I was going to Arkansas to meet some of my wife's relatives. Many times since then we have been back and it is always enjoyable. Forty-nine years ago, the front porch was much more of a family gathering place than it is now. Thank you television and air conditioning for spoiling that! I asked my wife's cousin why everybody waved when you drove by. His answer was that they figure you are from here and left and are now back for a visit, or you have kinfolk here. He was right.

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Fashion Feature

This is the first of several articles about fashions of the Model A Ford era, i.e., the 1928-31 time frame. Although fashions were moving to more store bought clothes, many people living in the late 1920's and early 1930's were very adept at both hand sewing and using a sewing machine. Therefore, these articles will be focusing on clothes made from patterns from companies like McCall's, Simplicity, Fashions For All, etc. Also, sales ads found in popular magazines such as *The Saturday Evening Post* or by companies like Wards Department Store for some manufactured clothing and accessories may be included.

This month's article is a review of a 1928 McCall pattern #5292. From the picture you will notice the three designs were of knee length dresses. They could be made with or without a low waistline belt. An option for two below the waistline pockets was available. They could have long or short sleeves. Also, a bow could be added to the neckline placket.

The versatility of these type of patterns allows the seamstress a free hand in creating the look and style they are looking for. Many of the companies making these patterns are still in business today although they now focus on current fashions.

Submitted by Robin Eldhardt



Northwest Regional Meet

Now is the time to get excited about this summer's Northwest Regional Group Convention hosted by the Walla Walla Sweet A's. Plan to spend your time experiencing the unique culture of the Walla Walla Valley, with its rich historical heritage and diverse agricultural environment. Nestled in the foothills of the Blue Mountains this area sports the best sweet onions on the planet and is also home to over a hundred wineries, many with International Award Winning Wine. There is plenty to keep you busy.

The Walla Walla Sweet A's invite you to Wine With Us in Walla Walla, Washington this June 23-27. More information can be found at www.nwrn2015.org

The Columbia Basin Model A Club is teaming with the Apple Valley A's from Yakima to provide the man-power for the car games.



Don't pay any attention to the red fenders in the logo, "It's an abstract. Don't think of them as red but more as influenced!"

How It Works – Part 19

Clutch Assembly

How do the Clutch assembly parts work together and how do you replace them? Many people decide to replace the Clutch and Pressure plates and Throw-Out and Pilot bearing whenever any one of them fails. Tear down and reassembly time to replace any one of them can take many hours and involve multiple workers.

Clutch plate – This is a 9” diameter double-sided fiber disc with an internal grooved center piece that engages with the externally splined main (pilot) shaft of the Transmission. When installed, it is located between the Pressure plate and the Flywheel faces. It is normally held firmly against the Flywheel by the Pressure plate.

Pressure Plate – This unit is bolted to the Flywheel with 12 bolts. Its four major components are: a 9” diameter steel disc, a set of 12 heavy-duty springs, six fingers (arms/levers) and a cover housing to hold these parts together. In its relaxed state it exerts 3,300# pressure against the Clutch plate to prevent its free spinning. When the Throw-Out Bearing is pushing on the six Pressure plate fingers, the Pressure plate disc is pulled back compressing the springs and the pressure on the Clutch plate is removed letting it free wheel (in a sense).

Throw-Out Bearing – This sealed bearing is mounted on a bearing carrier that slides on the outside of a tube-type bracket. The Transmission’s main (pilot) shaft runs inside of this tube. Pushing on the Clutch pedal through a series of joints and levers pushes this bearing forward and against the Pressure plate fingers. It takes about 33# of Clutch pedal pressure to push the Throw-Out Bearing forward enough to fully actuate the Pressure plate and release the Clutch plate. A spring is used to pull the bearing backward.

NOTE: Throw-Out Bearing carrier grease fitting (under the Bell housing inspection plate) lubes the carrier where it interfaces with the tube-type Transmission bracket, and NOT the bearing.

Pilot Bearing – This can be either a solid oil-impregnated bronze bushing or a roller bearing. It is mounted (driven) into the Flywheel at its center. It aligns the engine’s crank shaft, Flywheel and Transmission. It keeps the Clutch plate centered to the Pressure plate.

Component Alignment Hints:

1. During reassembly of the components, place the Clutch plate between the Pressure plate and the Flywheel.
2. Loosely tighten the Pressure plate mounting bolts, align the Clutch plate using an alignment shaft tool, then tighten the Pressure plate mounting plate bolts.
3. Temporarily installing four of 5/16-xx X 4” bolts to hold the Bell housing to the Flywheel housing will align them.
4. Slightly turning the over the engine using a hand crank, will provide final alignment such that the Transmission’s main (pilot) shaft external splines will mesh with the Clutch plate’s internal grooves. Push/pull the Bell and Flywheel housings together.

Problems encountered:

1. New Pressure plate adjustments – New Pressure plates need to be checked prior to installation. In reading of both Les Andrews and on-line articles it is often noted that the “factory settings” are wrong. The fingers may be set too high or at different heights.
2. Clutch chatter – Per a review of the MAFCA site: A noise was heard whenever the Clutch pedal was depressed. The problem turned out to be that the Flywheel ring gear had moved forward and would hit the flywheel housing.
3. Clutch plate won’t disengage –
 - a. Recently in a club member’s car, a spring on the new style Clutch plate came loose and became jammed between the Clutch and the Pressure plate.
 - b. Sometimes after sitting all winter the Clutch plate will stick to the Pressure plate and the Flywheel due to moisture.
 - c. The Clutch pedal assembly may need to be adjusted such that it will fully disengage the Pressure plate from the Clutch plate.
4. Clutch plate slips –
 - a. The two Clutch plate discs are held to the Clutch plate assembly with rivets. After long use the discs can wear down to these rivets, causing it to slip, damaging the Pressure plate and/or Flywheel faces.
 - b. If the driver rides the clutch pedal (rest their foot on it) the two Clutch plates discs can become glazed, causing it to slip, damaging the Pressure plate and/or Flywheel faces and the Clutch plate discs.

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5. Transmission slips out of 3rd gear –
 - a. Per the MAFCA site: A worn Flywheel pilot bearing will allow the Transmission main shaft too much lateral movement, causing the gear to disengage under load.
 - b. Per the MAFCA site: If the Flywheel housing is out of alignment with the Flywheel or with the crank shaft it will also be misaligned with the Transmission drive line, causing the gear to disengage under load.

NOTE: During disassembly note which bolts were Safety Wired. Ensure that bolts that should be Safety Wired are properly Safety Wired back on during reassembly.

Disassembly method #1 – Pulling back of the Transmission, Torque tube and Rear end.

1. INSTALL: Chock the front wheels.
2. DISCONNECT: Rear Shock Absorber links, brake rods to Service and Emergency brakes.
3. REMOVE: the four Rear spring u-bolt nuts and two spring plates.
4. REMOVE: the rear tires and support rear end on jack or SET rear hubs on floor.
5. SUPPORT: frame with jack-stands. Rear springs will need to clear rear cross member.
6. DISCONNECT: speedometer cable.
7. SUPPORT: Transmission with Transmission jack.
8. UNBOLT: Bell housing from Flywheel housing.
9. BACK: Bell housing away from the Flywheel housing to obtain a good work clearance.
10. REPLACE: Pressure and Clutch plates, and Throw-Out and Pilot bearings, as needed.

Disassembly method #2 – Engine removal.

1. DISCONNECT: Wiring at battery negative (-), at Starter, headlights, horn, generator.
2. REMOVE: Hood, Radiator support rods, Radiator, and spark and gas connector rods.
3. DISCONNECT: Fuel line to carburetor.
4. DISCONNECT: Ignition cable and coil wire to Distributor.
5. DISCONNECT: Exhaust pipe at exhaust manifold.
6. UNBOLT: Front and rear Engine mount bolts.
7. UNBOLT: Bell housing from Flywheel housing.
8. REMOVE: Engine with engine hoist/cherry picker.
9. REPLACE: Pressure and Clutch plates, and Throw-Out and Pilot bearings, as needed.

Submitted by Tom Eldhardt



Original Clutch plate and Pressure plate. NOTE: The original Clutch plates don't have springs.



Pressure plate (top view).



Clutch plate/disc alignment tool



Clockwise: 9" Clutch plate w/springs, Clutch plate alignment tool, Throw-Out bearing and Flywheel Pilot bearing. (newer type)



Throw-Out bearing carrier



Oil-impregnated bronze Flywheel pilot bushing

Meeting Minutes

December 13, 2014

The Model "A" Club Christmas brunch was held at the Meadow Springs Country Club. Those enjoying this special time together were: Rick and Janet Budzeck, Garry and Joanne Bryan, Jan and Mara Jackson, Tom and Robin Eldhardt, Blaine and Bev McGillicuddy, Dave and Debbie Hannah, Bill White, Mary Fraser, Dean and Teri Hinkson, Pete and Grace Jackson, Scott and Alyce Thompson, Frank and Laura Osterwyk, John and Walteen Corson and Calvin and Vernita Coffey.

A short business meeting opened by the president took place prior to beginning the social time. The minutes from the November meeting were approved with a motion and the treasurer's report was given by Grace. An envelope was circulated to collect the \$10.00 per couple dues for next year. A sign-up sheet was passed around for members to host the monthly meetings for 2015.

Rick announced that Wednesday, January 14th, has been set to sort food at 2nd Harvest from 11:00 a.m. to 2:00 p.m. Those choosing to participate can meet at Magill's restaurant in Pasco at 9:00 a.m. for a late breakfast and then proceed to 2nd Harvest.

A motion was made, seconded and passed electing Marshall Hauck as president and Jan Jackson as vice president for the new year. Vernita Coffey volunteered to assume the responsibility of treasurer and Janet Budzeck will retain the secretarial position. Club members extended a special thanks to Rick for serving as president in 2014.

Rick shared birthdays and anniversaries for December and thanked Bev and Blaine for setting up the yearly brunch event.

Respectfully submitted by Janet Budzeck, Secretary

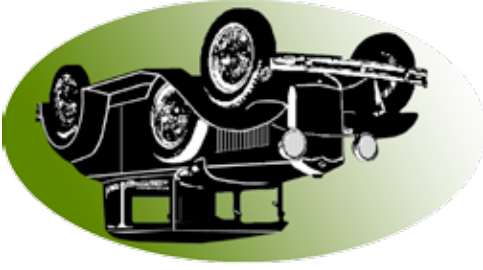
MAFCA News *Continued from page 5*

MAFCA is in good shape financially. We end this year with a slight profit. We are blessed to have an Office Manager who spends MAFCA's money like it was her own. Sandra Aguirre and her staff keep us all on the straight and narrow as a club. We don't know how lucky we are to have them.

It is not illegal for a "Not for Profit" organization to make a profit. What is required is that the profit be reinvested back into the organization. This year, we repainted the building and made the bathrooms as ADA-compliant as possible in an old building. In our case, this involved installing grab bars in the bathrooms and insuring that the toilets were the correct height to meet ADA compliancy (they already were). Most of the work was done by volunteers under the tutelage of Dave Vestal; we are much indebted to Dave for all the work he does. Last year, we installed a new air conditioner and a new front door. Our building is probably one of best maintained in the entire area. So, you can see we are reinvesting the money.

I could not begin to list all the people who have helped me this year. The nice thing about being President is there are eight other board members you can go to for advice. Thank you, Board, for being there for me! Most of all, thank you MAFCA members - you are the BEST!

If you have any questions, please do not hesitate to email me at president @ www.mafca.com. My home phone number is (661) 393-2795 and my cell phone is (661) 303-1114.



Columbia Basin Model A Club
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