

TINKERIN TIPS

Tinkerin Tips is a regular feature section of hints and tips for the restorer. The newcomer to the hobby will find much of importance: the old-timer may yet have a bit to learn. This Feature can only be continued if YOU will help to write it. Address all contributions to Ted Aschman, Jr. 214 Morning-side Drive. Elizabethtown, KY 42701.

BY TED ASCHMAN, JR.

FROM "DOWN UNDER

A letter from Peter Kabel, the editor of the prize-winning publication of the Model T Ford Club of Australia, the *Bent Wire*, brought besides a tip or two, another form of metric measurements that we may have in this country before long, the kilo-Pascal or kPa for short. A kPa is a unit of pressure in a contained vessel or, as now in common use in Australia, a measurement of tire (tyre?) pressure. A kPa is approximately 6.89 psi, so if you inflate your 30 by 3% to 55 psi, it would be 379 kPa in Australia. In England they use (or did) Kg/cm² and a T tire is inflated to approximately 4 Kg/cm². Some years back, while I was in Germany, they measured tire pressure by "atmospheres". An Atmosphere is one atmosphere or approximately 14.7 psi.

With all this floating around, my only suggestion is to get hold of a "genuine American tire gauge and guard it with your life.

† Poor old Ted. Metric has broken his grip! In our library we have no reference to kPa so we can't say how much pressure it is, but using Ted's figures we come up with either about 7.8 kPa using the 6.89 figure and inflating to 379 kPa would be equal to 2611 psi - a might high even in this inflation era! Perhaps the figures are reversed; 6.89 kPa is equal to 1 psi, but only he or Peter can be sure. In the meantime, I'd be a bit cautious before inflating with other than our usual "pounds" gauge.

Anyway, Peter did come up with a first-rate suggestion on how to rivet a replacement spring to the hand brake handle. Small rivets, of the size needed aren't readily available at the ironmongers in Australia, nor at the neighborhood hardware store here in this country, so Peter used the inner stem (or whatever) of a common "pop rivet". It proved to be just the right size and was soft enough to be easily peened. If you ever need to replace the hand brake spring, give Peter's suggestion a try. Just pull the "nail" out of a "pop rivet" and cut it to length.

ON "T COILS

While it is very important to set and adjust the points (vibrators) of the T coil according to 'specs', it is equally important to have the points as smooth as possible to prevent excess arcing (and heating). The so-called point file used by many on modern cars is really not the thing to use on Model T coil points. Better yet, go to your favorite auto parts house and purchase an aluminum

oxide "flex-stone", which in most cases costs under one dollar. It looks sort of like your wife's fingernail emery board, is quite flexible, and has the same grit on both sides. (It's also called a "burnishing tool.")

To use one, just loosen the tension nut on the coil so you can slip it between the points. When in place, gently press down and with a few strokes your points (or contacts) will be almost as new. When finished, readjust the tension and be sure to blow or clean away all the aluminum oxide dust as it can cause erratic operation if allowed to remain.

While this procedure was not recommended by Ford, with coil points costing up to \$1.50 each, this has almost become a necessity.

WHEEL BALANCING

Out of balance, or out of round tires, for most of us, are not a major concern but to some of the "Barney Oldfields" a thumping tire or excess vibration may be a major irritation. Self-sticking wheel weights, available in strips, notched in half-ounce increments, can be purchased at some automotive stores but do look a little "corny" and do not keep within the period of our cars.

Better do as they did in days gone by - that is, if you have a wire spoke wheel - and use heavy, solid core solder. On the front wheel, just loosen up the spindle nut a mite and when the heavy side of the wheel rests at "six o'clock" wind three or four inches of solder around the spoke 180 degrees opposite. Use whatever amount is necessary to bring the wheel into balance, which might take a little experimenting. When you are satisfied that all is well, clinch the solder tightly around the spoke with a pair of pliers.

It has been noticed that most antique car tires are just a bit heavy at the point where the raw rubber is joined when applied to the carcass during manufacture, and the tube is heavy at the valve stem. So, when mounting a tire, make sure these two points are on opposite sides of the rim. Doing this may eliminate any need for wheel balancing.

Better yet, keep off the freeways and keep your speed down and you won't have to worry about any of this!

DO YOU HAVE A TINKERIN TIP?

We are not being swamped with ideas. Input from the membership is needed if this feature is to continue.