

THE SULLIVAN TRAIL A's NEWS

"Coming together is a beginning; keeping together is progress; working together is success."

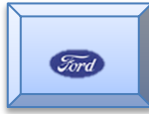
- Henry Ford



<http://www.sullivantrailas.com>
2008



1903



1927-1931
4,849,340 Produced



September 2017
Volume 11 Issue 1



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Sullivan Trail A's Meetings:

- Monthly
- 2nd Tuesday September - June
- 7pm
- United Methodist Church
1034 W Broad St
Horseheads, NY

<http://sullivantrailas.com/>



<https://www.facebook.com/Sullivan-Trail-Model-A-Ford-Club-456895717849225/>



More on the "AA" truck in the
"Did You Know"
section.



In This Issue

- From The President's Garage
- Meeting Minutes
- Upcoming Events will reappear next month
- Photos.. IMAFD and MARC Gettysburg 2017
- Tech Tips... light bulbs
- For Sale/Wanted
- Did you know this about the AA truck?
- MAFCA Membership

FROM THE PRESIDENT'S GARAGE

Hershey is almost ready to open its gates, leaves are fading from green to earth tones of browns and yellows and reds, and I think once again how fast time sneaks away. One of my life philosophies is that it's important to plan ahead, to make plans for future events that will leave with you with a smile and smiley memories so as the summer season has ended and fall is underway I think of Hershey and roads not yet traveled. This reminds me of a tentative plan the Club has to have a fall tour after Hershey on October 14, a Saturday, so mark that date on your calendar. We'll discuss this at our next regular business/membership meeting on Tuesday October 10.



Our sincerest condolences go out to Rich Phillips whose wife passed away on September 1.

Although we had a small number of members participating in the International Model A Ford Day, and concurrently MAFCA's 100,000 Mile Challenge, the day was cheerful under sunny skies with a breakfast at Chef's, a short drive to the International Motor Racing Research Center in Watkins Glen, and then on to Sampson State Park for a picnic lunch and more socializing. Read this? Tell Jim. Our combined mileage for the Tour was over 500 miles; I'll send this total to MAFCA for our contribution to the 100,000 Mile Challenge.



All for now, Jim



Meeting was called to order at 7PM by President Jim Morris. Fourteen members were present.

- Motion to approve minutes of May meeting by Steve, 2nd by Don. Motion carried.
- Treasurer reported our balance. Motion to approve Treasurer's report by Bruce, 2nd by Monty. Motion carried.
- Don told of some of the great presentations at the MARC Tour in Gettysburg. Jim said he learned about the 1 and 2 piece pulleys used on engines.
- IMAFD was discussed and Jim suggested touring to the Motor Racing Research Center in Watkins Glen and then on to Sampson. Some members will meet for breakfast at Chefs diner then drive to Watkins Glen. They will arrive at MRRC at 10:30 and leave there at 11:30. There will be a supply your own lunch for a picnic at Sampson.
- Steve Organ suggested we have a "safety day" in the spring to be sure the cars are ready for summer touring.
- Jim reminded everyone to get their nominations in mind for the upcoming election in November.
- The Christmas party will be held at the church again this year. Everyone agreed last the party last year was the best one we have had. The party will be on December 12th.
- Jim reported a couple of cars that are for sale. Bob Congdon has a 29 Phaeton for sale and in-coming prospective member Ron Leopardi has a 31 Coupe for sale. He will try to get more info regarding the Coupe but members can contact Bob at a meeting or email the secretary for his phone or email address. Secretary's email is STMAFC@aol.com
- A tour on the 14th of October was suggested and we will have further discussion at the October meeting on the 10th.
- Steve Smith Read this? Tell Bev volunteered to bring refreshments for Oct. Bev provided the refreshments for our September meeting.
- Steve Organ won \$20 in the 50/50 raffle.

Respectfully submitted,

Bev Harding, Secretary

INTERNATIONAL MODEL A FORD DAY 2017



MODEL A RESTORER'S CLUB NATIONAL MEET

GETTYSBURG 2017



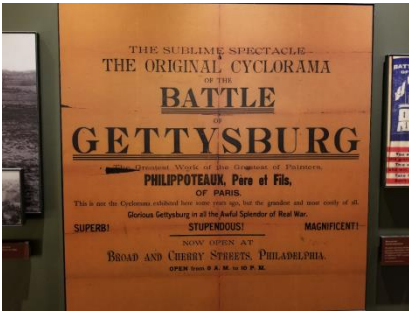
MODEL A RESTORER'S CLUB NATIONAL MEET

GETTYSBURG 2017



MODEL A RESTORER'S CLUB NATIONAL MEET

GETTYSBURG 2017





This one from MAFCA.....

Jim's Tech Tip for September

by Jim Cannon

2017 MAFCA Technical Director



Instrument Panel Light Too Bright?

I have always found the instrument panel light on my Model A to be too bright (and too hot! Ouch!). I would turn mine on for a few seconds, and then turn it right back off. Here is a simple fix: put a 12-volt, 3 candlepower tail light bulb in your 6 volt Model A instrument panel. That would be a #67 bulb, available at any auto parts store. Instead of being so bright, it will glow a nice, soft orange color because it's operating at half of the voltage it was designed for. Once your eyes get used to the dark, it gives all the light you need to see the instruments. You will gladly leave it on for the entire night drive.

PS - the bulb number to do this on a car that has been converted to 12 volts is a #623 bulb. Harder to find, usually special order.



In-coming Sullivan Trail member Ron Leopardi has a '31 Coupe for sale. See Jim Morris for details (that I don't have at press time!)

The Sullivan Trail A's News

Did (or do) you know ...

.. these facts about the AA Truck?

From Wikipedia.... The Ford Model AA is a truck from Ford. As the Model T and TT became obsolete and needed to be replaced, Henry Ford began initial designs on the Model A and Model AA in 1926. Basic chassis layout was done rapidly and mechanical development was moved forward quickly. Body design and style was developed and then outsourced to various body manufacturers, including Briggs and Murray. The designs of the Model A shared parts and materials with the Model AA Ford, notably the body, engine and interior. The AA usually received plainer interiors than their car counterparts. The Model AA followed similar design changes to the Model A during the AA's four years in production, often delayed anywhere from three to nine months. The mechanical changes and upgrades were done during production of the vehicles. Body changes that occurred between 1929 and 1930 were also integrated into AA production, but leftover parts were used longer in the heavy commercial trucks.

Mechanical details

The Model AA Ford is powered by the same 201-cubic-inch (3.3 L) engine I4 engine that the Model A Ford used. The engine produced a maximum of forty horsepower at 2,200 rpm. The engine featured an up-draft carburetor, six-volt generator, 2-blade fan, mechanical water pump, mechanical oil pump, electric starter and four-row radiator. All of these features were identical to the Model A Ford except the radiator. The engine could also be crank started if necessary by a hand crank that is inserted through a hole in the radiator shell. The Model AA was based on a chassis that was similar in design to the Model A Ford, except it was substantially larger and heavier to accommodate the work this truck was designed for.

Model AA Ford has a four-speed manual gearbox. The transmission is geared lower than the Model A Ford to provide more torque to move a loaded truck. This lower gearing reduced the top speed of the truck when compared to the Model A Ford. The transmission also featured a lock-out on the shift knob for reverse that required a lever to be activated with the thumb so reverse could be engaged. This was done to prevent accidental engagement of reverse while the truck was in motion. Early trucks had a worm gear rear-end that limited the top speed of the truck. That rear-end was replaced by a ring and pinion differential to improve

the speed of the truck. Later models were fitted with braces on the outer casing of the rear-end to provide additional support to the rear-end housing.

The suspension of the AA Truck was similar to the Model A Ford in the front end. A leaf spring is centered in the front 'A' frame over the front axle. Shock absorbers were available for the front end. The rear suspension differed from the Model A Ford. Read this? Tell Jim ASAP. The AA had leaf springs mounted to the chassis and shackled to the rear axle. The rear suspension did not have shocks.

The controls in the Model AA are entirely mechanical, except the windshield wipers in later models. The brakes are mechanical and the truck has four oversized drum brakes to stop the vehicle. The mechanical system is a pull lever system that applies the force from the pedal to a pivot that pulls the brake rods that expand the brakes in the drums. The brake light is activated when the brake pedal is pushed. The brakes are proportioned more toward the rear drums. The parking brake is a chrome lever on the floor with a release button on the top. The windshield wipers started as hand operated and later models were powered by vacuum diverted from the intake manifold. The horn button is mounted in the middle of the steering wheel assembly. Controls for the lights are also incorporated into the steering assembly. The switch was a three-stop switch for parking lights, headlights and high-beams. The tail-light lens colors on the AA underwent several changes during the production run. Two levers are mounted on the steering column to adjust the engine. The left lever controls the manual advance of the timing. Adjusting the timing of the engine changes the time that a spark will occur in the combustion chamber and those changes affect the performance of the engine. The right lever is a manual control for the throttle. The throttle can be adjusted to ease the shifting of the transmission and the idling speed of the engine. Underneath the dash on the right side is the choke rod. The choke can adjust the flow of fuel from the carburetor into the engine. Turning the knob on the choke rod clockwise closes the fuel flow, leaning out the engine; turning the knob counterclockwise opens the fuel flow to the engine.



1929 Ford Model AA at the Texas Transportation Museum

The gauge cluster includes three basic gauges. The cluster is in a diamond formation, with the start key and pop-out locking switch is on the left point. The top of the cluster holds the gas gauge, which directly connects into the gas tank, behind the dashboard. The right point holds the amp gauge, which shows the charge rate of the generator. The bottom of the dash holds the speedometer and odometer. Additional gauges can be mounted below the cluster if desired.

During the production of the Model AA, the wheels were also changed. Spoked wheels similar in appearance to Model A wheels but much heavier were used during 1928–1929. Twenty inch 6 slot disc wheels were produced by Budd for Ford. In

1930, a new style 20 inch 5 slot disc wheel was adopted. These wheels were used for 1930 and part of 1931. The final wheels were a further modification of the 1930 wheel, with a raised center to reinforce the wheels and allow spacing of dual wheels in the rear so the tires would not rub against each other. The dual wheels



1929 Model AA

were used for a variety of body styles, including dump trucks, tow trucks, tankers, fire trucks, and flatbed stake trucks. Wheel nuts changed with each new style of wheel to meet the changes made in the designs of the wheel. Special wheels were produced for ambulances, buses, and funeral coaches (hearses).

Variants

The Model AA was available with a number of options. Two wheelbases were available, 131.5 inches (3,340 mm) and 157 inches (4,000 mm). Various body styles were available on different chassis.

The Model AA Ford was available in a variety of body styles from the Ford Corporation. Specialty bodies include: Funeral Coach, Ambulance, Express Pickup, Dump Truck, and a cab without a bed. The cab only model was sold to customers who wanted a custom body to be built by an after-market company.

Corporations could have custom paint and other modifications made by Ford for fleets of vehicles. The U.S. Postal Service purchased a fleet of vehicles from Ford that had custom built bodies by outside builders.

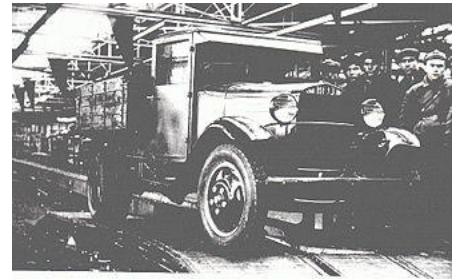
Overseas production

Ford licensed the manufacture of the Model A and AA to a variety of nations, notably the Soviet Union. More than 985,000 GAZ AAs were built in USSR from 1932 to 1950. The GAZ version had a cargo capacity of 1,500 kg (3,300 lb). A model with stronger 50 HP engine and wartime simplifications is often named GAZ-MM, after the engine.

In October 1931 a Model AA was the first vehicle produced at Ford's own new Dagenham plant in England. The Model AA was also built in several nations in mainland Europe under license from the Ford Corporation. At least three Danish armored vehicles (FP-1, FP-2, and FP-3) were based on the chassis

Source: https://en.wikipedia.org/wiki/Ford_Model_AA

For more information here's a web site dedicated to the AA: <http://fmaatc.org/>



Final assembly of the GAZ-AA., 1943



1920 1921 1922 1923 1924 1925 1926 1927 1928 1929

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