

# October News 2016

## MPOTAC Upcoming Events

**ANNUAL OKTOBERFEST** - Show and lunch -  
**Sunday October 23<sup>rd</sup>** 11:30 AM - 2:30 PM



**St. Matthias Church**  
1685 Cordilleras Road  
(N.E. corner Canyon  
Road) - Redwood City  
invites MPOTAC to their  
autumn Carnival. Free  
lunch to the driver of each

MPOTAC automobile. Food, beverages, music,  
kids' games, etc. Please arrive at the parking  
lot no later than 10:45 for staging. Watch for  
flyer in your email. Contact: Len Flaherty 650-  
759-4129 or [Leonard1068@gmail.com](mailto:Leonard1068@gmail.com)



*For all these events, please display your MPOTAC  
windshield plaque.*

**General Meeting** - at 7:30 PM – **Friday**  
**October 28<sup>th</sup>** at the Highlands Community  
Center 1665 Fernside Redwood City

**ANNUAL INSTALLATION LUNCHEON** –  
Tentatively set for Sunday **November 13<sup>th</sup>**



Restaurant in  
Belmont will again  
provide a private  
room, food and  
drink for this year's  
Holiday Luncheon.

We'll take a few official moments for Officers'  
Installation and Awards; members and  
guests then provide the fun!

Watch for the flyer!



Look at  
last year's  
crowd!



## Other Automotive Events

[ Recurring ]

[Some websites show "CANCELLED  
INDEFINITELY"; T.I Venue office comments  
"redevelopment in progress"] **1<sup>st</sup> Saturday of  
each Month** Cars & Coffee – Treasure Island  
– 8 AM to 11AM - \$10 per car

[Did not answer phone 10/15 or 10/17] - **1<sup>st</sup>  
Sunday of each Month** Cars & Coffee –  
Kaffeehaus 3<sup>rd</sup> Avenue San Mateo 7 AM to 10  
AM - No charge

[ Fixed Date ]

**Saturday, October 22** **San Carlos Airport  
Day** 10:00 am – 3:00 pm Vintage airplane  
and automobile exhibits (650) 654-0200 \$-0-  
for outdoor events..

**November 19-27** **San Francisco - 59th  
Annual San Francisco Int'l Auto Show** -  
10am-10pm - \$10.00  
<http://www.sfautoshow.com>

**Friday Saturday November 12-13** **Goodguys  
Autumn Get Together** Pleasanton \$17.00  
Contact 925-838-9876

## Feature Article:

Our own Membership Chair, Bill Mitchell journeyed to Pennsylvania earlier this year to purchase and bring home his “dream car”, a 1920 Mitchell automobile named “Lucy”. Your July **News** carried the beginning of this story. The following pages complete the adventure. We understand it has been submitted to the Mitchell Car Club for publication. **NOTE** – Bill’s original layout has been altered to fit the two-column format of this **NEWS** publication. Text and photos are Bill’s.

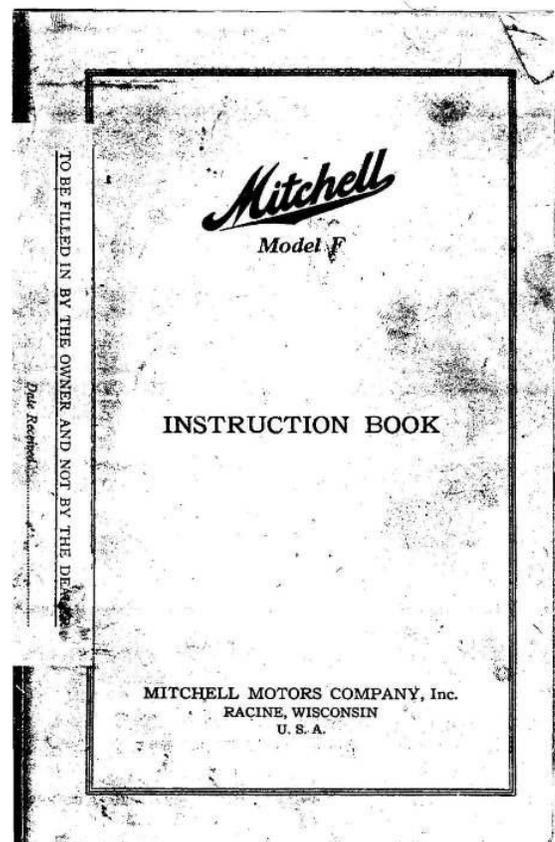
MPOTAC encourages you to share your old car adventures. Did you find a rare or remembered car? Restore one? Drive your treasure on a trip? Let us hear about your adventure and we’ll try to include it in upcoming **NEWS**.

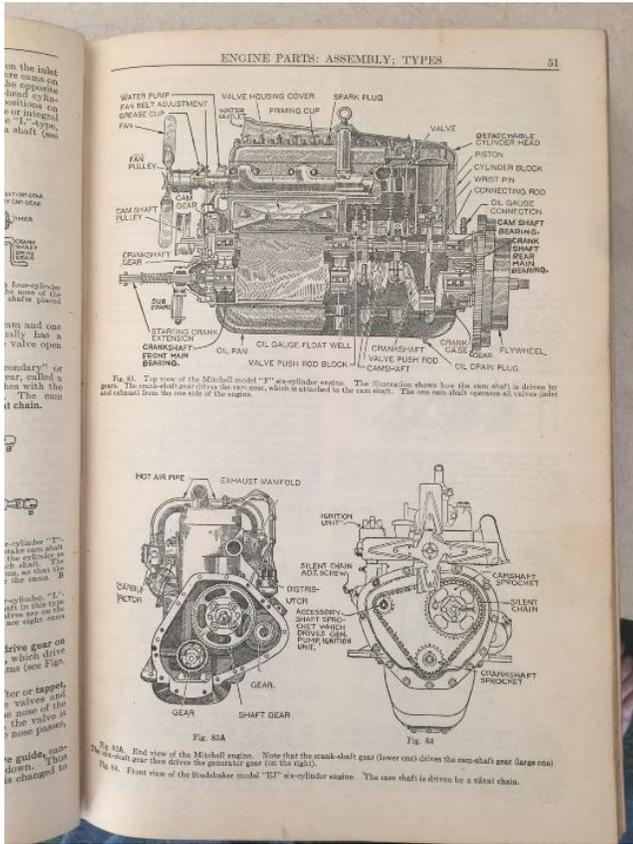


With Lucy settled in now the work begins.

Well I told you a bit about picking her up and the efforts we went through to get her out to California but now the real work begins. So much to learn the excitement is killing me. This 1920 Mitchell F40 5P Touring is so different than my first car 1956 Ford or my 1958 Corvette (wish I still had that one). Only a few similarities to my

1929 Ford Model A Town Sedan. So there is a lot to learn. The Mitchell Club we belong to is a great source for many of those questions. I’m sure you’ve tried to Google some questioning and finding it had no idea or was totally useless. The internet can be a help in some cases as we’ll see later on. One thing I did get with the car was a rough photo copy of the owners “Instruction Book”. However I soon found I needed to get my hands on an early Automobile Repair Handbook as well. With the help of EBAY (\$45.00) I found a clean well preserved copy of a 1923 Dyke’s Automobile and Gas Engine Encyclopedia (13<sup>th</sup> Edition) Check out page 51 below.





OK so what is wrong with this picture? 6 cups of oil should be just below the axle tubes going out to the wheels. If that is so why is there oil coming out of the upper most screw on the cover? Well drain her I did overnight just let her empty while I sleep on it. Would you believe the next morning I measured the oil that came out of the read end and it was 16 ½ cups. I then removed



the rear end housing cover and found it clean no sludge but with a drain plug on the botto

m and a fill inspection cover on the top there is no real way to inspect for proper oil levels like all cars I

A quick look over the car I found a few things that I thought I should address right out of the box. There are a lot of little things I'm wondering about. First the Lady's brakes, they are saturated with oil and this has to be an easy thing to take care of right! Not so fast the brake linings made today can be way to hard of a material and cause excessive wear on the brake drums. Furthermore why are they saturated in oil? That has to be addressed before I reline the bands. The rear axle wheel bearing have seals to hold back the oil from migrating onto the brake drums. On page 35 of the Mitchell Instruction Book it say's to "Fill the differential with about 3 pints of semi-fluid lubricant of about the consistency of 600-W steam engine oil". 3 pints, that's 6 cups so I get under the car and decide I'll drain the old oil and see what I've got.



ever worked on there is a plug in the cover just at the right height so you can never overfill it. My brake bands were out being relined at well over \$500.00 this was an expensive repair I didn't want to happen again in the future so I put the cover back on temporarily and put 6 cups of 30 weight oil in the rear end then drained it quickly took the cover off and saw a clear line where 6 cups should be. Then I drilled a 1/2" hole on the right side so as to be clear of the ring gear and welded a 1/2-13 stainless steel nut inside the cover. The Fillister head rear end housing screws are 1/4" not coarse so I ordered new 1/4-28 standard fine thread to replace the beat-up screws I removed but go figure the threads are a none standard 1/4-24 thread, even internet searches I'm coming up empty. Harley-Davidson uses these on their old bikes. Well the old screws are back in the cover and the cover has a fresh coat of paint.

I'm not going to find a felt seal so option two how about a modern day neoprene seal. Down to Bearing Engineering with the old seal in hand and knowing I'll have to come up with some sort of adaptor. This seal SKF 24911 is my choice. With new seal in hand I call another friend and machinist Irwin Abrams to see what we can do to mount this seal into my wheels.

Irwin machines a small aluminum adaptor that is just a few thousands larger than the place in the wheel that holds the seal and tells me to put the adaptor into the freezer for a couple hours then tap it into place with a rubber mallet.

Thanks to Frank Pomposo for the beautiful paint job I could see myself in it. Now I had to address the seals on the wheels. They are felt seals and they are as hard as rocks I'm surprised at the job they actually did do.



So step one repack the bearings with Marine grease while the adaptor gets cold. I'm not going to be able to pack them later. With the wheel on saw horses I tapped the adaptors into place and then the seals. I hope this is a permanent fix at least for my life time.



Until next time, keep the faith