

Well, another interesting day. Unfortunately, I didn't think to stop and take pictures. My plan was to just do some minor last minute maintenance items on the Model T, get things together that could go in the car early and be ready to pack and get on the road tomorrow. One of the things I was going to do was to adjust the brakes. They are non-standard Model T items. They are hydraulic rear drum brakes that are not only actuated by the brake peddle, but also the mechanical cam for the parking brake. I would set the parking brake part way on, then tighten the shoes until there was a little drag on each side.

I jacked up both sides of the car, and adjusted the passenger side. I rotated the wheel to check for drag and it was about how I wanted it. I then adjusted the driver's side and went to rotate the wheel on that side to check the drag and there was up and down movement of the wheel. There is not supposed to be that movement in the wheel. I got out my wheel puller and removed the wheel on that side and there was a lot of play between the sealed roller bearing and the axle. I knew that it would require a more extensive shop than my mom's garage. So, I called Lee, again!

He was available and said "yeah, bring it over". I put it together enough to drive over there and we then jacked it up and pulled the wheel again. Then we both brainstormed as to what would be the best way to take care of this without having to pull the entire rear axle assembly. We finally came to the conclusion that we should create a shim and drive it in between the axle and the bearing. We measured as best we could and it would take, we thought, about .040" material. We dug through his sheet metal and found some .050" and tried it thinking it would be too thick. It was. We then found some .035" (approx.) and decided to try that. I cut it and got it rolled fairly round and tried it. It pressed in and gave a pretty tight fit. Just what we wanted.

After getting that put back together I helped Lee get his bands adjusted and his rocky mountain brakes adjusted. He had put new lining on them and they needed a little adjusting to get them working well. It was good to be able to help him out a bit since he was such a big help to me the past few days. Thank you Lee!!!

I was also still having problems with the car dying for no apparent reason. I had narrowed the problem down to the switch assembly. Rather than try to disassemble the switch assembly and repair it now I pulled a toggle switch out of my tool box and just bypassed the key switch for now. It seems to be working OK as it has not died since doing that.

By the time that I got all of that done the afternoon was mostly gone. Mom and I went over to Tanya's and got in the pool and spa for a while and had dinner there. Then we came back to mom's and I started gathering stuff up and getting them packed into the car. I plan on getting on the road mid-morning tomorrow. I am only planning on going as far as Yuma, AZ tomorrow as it is either stop there or there is really nothing for another 100+ more miles. It will be good to start the return trip with a fairly short day to see how all of the repairs that were done are holding up. After being on the road for a couple of days I will have to decide if I am going to do the Pike's Peak trip or not. With all of the problems I have had of late with wheels and brakes it might have to wait for another time. I will be making that decision on the road.

'Til tomorrow.