

MAKING A TAIL LIGHT and NUMBER PLATE BRACKET for a 1928 FALCON KNIGHT

I wanted to install the correct tail light and number plate bracket on my Falcon Knight as it had a Ford "A" tail light in the centre of the car. I had the bones of a light and purchased a lens from Bendigo Swap Meet some years ago. Eventually I restored and made the light work. However, I could not find a bracket to hold this and the number plate. I decided I would make one, at the time I had no idea how to do this. I managed to borrow an original from Glen Shumacher to copy.



One morning I went down to the shed and studied the bracket. It is basically a "U" shape but tapering in its length and has 3 bends on each plane or side. I thought if I get the empty cereal box left from breakfast and trace each face onto the cardboard, I may be able to cut these out of 3mm sheet steel and weld them together. I did this on the three faces, marking the centre line of each bend and adhered these to a piece of 3mm flat steel with spray contact.

I left the templates slightly (10mm) oversized. I then cut out the three pieces on the band saw leaving the ends approximately 15mm long.



I then tidied up the cut edges on the linisher and by hand filing.



I then transferred the bend lines to the other side of the material with a scribe, then removed the cardboard templates and cleaned off the adhesive, again transferring the bend lines to the other side of the pieces so I had a line on each side.



At the centre of the longest of the sections I clamped the back and right hand side together over a piece of 32 x32 stock using the centre lines to line up the pieces then tacked welded these together.



All welding was oxy acetylene fusion welding. Then bend tack weld, bend tack weld etc., the three pieces together leaving the top bend until last.



I then completed all welding and finished off all welds and round over edge to make it look like it has been pressed.



One advantage with fusion welding is it takes off the edge therefore less rounding of the edges with the linisher. The

other reason for fusion welding is this is the only method of welding I can do successfully on thin metal.

Then a bit of hand filling in the corners where the linisher could not reach and a wire brush to finish. Next cut the ends to length on the scribe's lines and clean up ends.



I then marked out and drill the two holes for fixing to the chassis and two for the tail light.

Now for the number plate bracket - I found a piece of 38 x 38 x3 angle and marked out the two straight pieces and the slots. Drilling 17/64 diameter holes at the end of each slot, then cut out the slots with the jigsaw, and tidied these up with a file.

I then cut the brackets to width and length. I used angle as it is easier to hold, to jigsaw and file than flat bar. I then found a piece of 35 x 35 tube cut out a piece for the centre of the bracket.

Clamped the three pieces together and welded together.



As the two components were originally spot welded together and did not have access to a spot welder, decided to bolt these together. This would help if any of the angles were slightly out and the number plate did not sit straight. It could be adjusted on these bolts. Then it was only a matter of cleaning up and painting them, installing the bracket, number plate and light onto the car.



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