

MODEL A CLUB NEWS

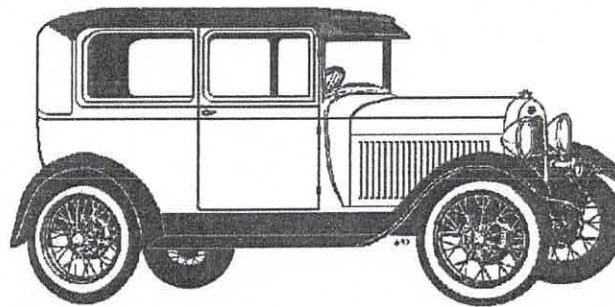
April, 2006

PRESIDENT'S MESSAGE

The roads of East Texas are calling. I want CCMAFC to answer: we are coming. CCMAFC is fortunate in our location, the gate way to beautiful East Texas. I hope we can plan one or two road outings a month before July and August. There is something going on every weekend in East Texas. The Ennis Bluebonnet Festival is the 3rd week of April and Emory Founders Day is in May. The Texas Tour is in June. If you have an idea for an outing, that's good, if you want to plan an outing that is better. I have never planned an outing, but I am ready to learn.

The March outing to Mark

Ham's Model A Garage was a nice drive with the Dogwood's and Redbud trees in bloom. Mark opened his shop doors for the club to see the services his business offers. Mark's Model A Garage specialize in frame and chassis restoration. We were able to see chassis that were in the process of being restored. They seem to do everything but paint and body work. Lunch was a picnic in a road side park.



Ken Parker's workshop hosted by the Seabourne's was well attended and very interesting and informative on the Model A Zenith carburetor. Shorty had his carburetor gone though and Harris got the hot foot. Janelle served her now famous Plan B lunch and it was great. Thanks Janelle.

A special thanks to Ken Parker for this months Tech Tips article. Next month's Tech Tips will also be provided by Ken. If you have something of interest you would like to see published just submit it to the editor.

I am acting on the suggestion for a Breakfast Club. The first meeting of the Breakfast

Club will be determined at the April Meeting. I think this should be held on a Saturday, so that working members will be able to attend. Once a date, time, and place is determined I will notify you by email and telephone.

A water pump workshop has been talked about. If you have a water pump that you want to rebuild get the pump body to me and I will sand blast and paint it. Then when a date is determined everyone will have a nice casting to use for the rebuild. When the workshop is finished everyone will have a nice rebuilt water pump.

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2006

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Tech Tips

All of us are plagued by the leaking fuel lines and dripping carburetors at one time or another. The smell of gas in the garage from the constant drip and ugly look of stains on the firewall and carburetor not to mention Mamas clean floor. None of the scenarios are pleasant or desirable and can be even dangerous.

Several things cause these problems and all are fixable. You can bet Mr. Ford would not have tolerated dripping gas in his garage.

1. Start with the fuel shut off valve inside the vehicle (or on the firewall if you have a late 31). It should be able to stop any seepage at any pressure, albeit the only pressure is from the weight of

the fuel. It should stop ALL fuel flow. Even some fuel moisture is unacceptable. Sometimes the brass mating surfaces inside the valve have been scored or worn from 75 plus years of twisting and turning. Removing the valve and lapping the mating surfaces with valve lapping compound can renew the two surfaces or the easiest solution is to replace the valve with a new one available from your local fix-it-yourself Model A Parts dealer. Another problem is the packing behind the handle. Look for seepage around the handle or nut that holds the handle. To fix this remove the handle nut and handle and using a wrench (3/4") tighten the cover nut. If that doesn't stop it replace the packing.

2. All of the joints in the fuel lines

from valve to carburetor must be tight. If there is even a hint of moisture or leakage, take the joint apart – clean the threads and polish the mating surfaces then reassemble. Some of the joints are flare fittings and some are brass ferrule fittings. Most of the time cleaning and honing with emery cloth will improve the joint. Worst case scenario require replacing a section of fuel line. I am not a fan of the Micron filters that fit up in the gas tank – above the shut off valve. They stop up too easy. Use the regular screen one that cuts out the large chinks.

3. The float valve, like the shut off valve, should be able to STOP ALL FUEL FLOW into the carburetor. If it does not – replace it. Continued on page 3

Nuts & Bolts

HAPPY BIRTHDAY :

Walt Hellebrand 4/8/??

GET WELL SOON:

Lorene Cliver

CONGRATULATIONS:

Sandra Tregre: winner of the March door prize

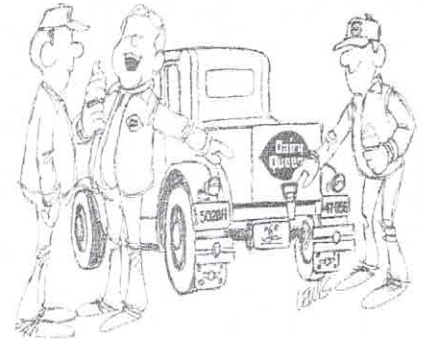
THANK YOU:

Charles and Janelle Seabourne

Ken Parker

Wanda Bell

Dairy Queen of Seven Points
Danny, Shirley & staff>>>>>



COMING EVENTS

CCMAFC meeting: May 2, 2006.
5:30PM Seven Points Dairy Queen

Pate Swap Meet: April 27-30, 2006

43rd Texas Tour: June 8-11, 2006
Victoria, TX

PIRANIO'S is planning an April motor workshop. Date to be announced.

CCMAFC is co-hosting with the Tyler Model A club the 44th Texas Tour

2007.

We need CCMAFC members to help with this event.

CEDAR CREEK MODEL A FORD CLUB

My preference is the two ball bearing "Grose Jet" style. Second choice is the "Viton Tip" style. If you are having your carburetor rebuilt, or doing it yourself insist on one of the two style float valves. The cheapies in the rebuild kits are just that - cheap and will leak. The extra \$10.00 part is well worth the expense and the peace of mind.

4. Use the right type of jets in the carburetor throat, main jet, and cap jet. The style with the indented tip stops the capillary action of the gas which cause seepage/leaking. The style with the rounded tip leak.

The gas level in the tips of the jets is controlled by the level of the float valve. When the float is set correctly the level of the gas in the jet is within 1/8 in. of the tip. In the round jet the capillary action makes the gas climb the jet and overflow— leaking, where as the indented style stops this action.

5. And last. Set your float level right. The level of the gas in the bowl should be 5/8" below the joint between the upper and lower halves of the carburetor. Correct level in the bowl controls level in the jets and determines whether your engine runs rich or lean. Rich and Lean is another problem to be discussed in another part of this series.

Specifications You May Need For Your Model A

JLP
'93

Crankshaft bearing clearance	.001 to .003
Cooling system	3 gallons
Connecting rod to crankshaft	.001 to .003
Crankshaft end play	.004
Distributor point gap	.018 to .022
End play of water pump shaft	.006 to .010
Engine compression	76 PSI
Gas tank 1928 - 1929	10 gallons
Gas tank 1930 - 1931	11 gallons
Crankcase oil capacity	5 quarts
Pistons to cylinders	.002
Piston ring gap - upper ring	.012 to .015
Piston ring gap - center ring	.010 to .012
Piston ring gap - lower ring	.008 to .010
Main bearing clearance	.001 to .0015
Rear axle grease	1 1/2 pints
Spark plug gap	.035
Steering gear grease	1 pint
Transmission grease	1 pint
Timing gear backlash	.004
Tire pressure	35 PSI
Valves in valve guides	.001 to .0015
Valve to tappet clearance	.010 to .013