



# Model A Club News

November 2019

[www.CedarCreekAs.org](http://www.CedarCreekAs.org)

## President's Memo

Well, some call it an illness, but the truth is, it's a passion. Yes I've purchased a second Model A. Thanks to Bill Lee informing about this car I have it at home and the fun has started.

Bob Letchworth came out Thursday and we got her started. I've checked the compression and put a new exhaust manifold on it. Changed out the fluids, and adjusted the brakes.

I really hope she's ready to make an appearance at the next club meeting.

It's been an interesting year filled with some sadness, however. We've enjoyed good health and no big disasters. I've lost two siblings, and we are still working on house and property.

It's been a privilege to serve and be a part of the Cedar Creek Model A Club.

You are all pretty good folk, in my opinion.

MAX



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### NEWSLETTER EDITOR

and

WEBMASTER

BILL LEE

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## Editor's Note

The Newsletter last month was a .... well, it wasn't very good since I was away from home with no time to do my usual half-way job! I hope this edition makes up for it a bit!

Bill

## September Monthly Breakfast

The club met on September 17 at the Athens Cafe for a time of good food and good fellowship. Notable missing was Sandra Lee who was empaneled in a criminal trial jury in Canton.



## Birthdays in November

*Happy*  
**BIRTHDAY**

Harold Hemphill  
Yankee Smith  
Clark Clay

11/12  
11/15  
11/20



**Happy Birthday!**



### *CCMAFC Event Calendar*

**NOV 05, 2019 -- Monthly Meeting.** - Tire kicking 5pm. Meeting at 5:30pm Dairy Queen in Seven Points

**NOV 09, 2019 -- Veterans Day in Emory** - More details as they are made available

**NOV 19, 2019 -- Monthly Breakfast.** -8am Location TBD

**DEC 07, 2019 -- Meeting/Christmas Luncheon-Party** - 11am -2pm The RidgeRoom at LakeRidge RV park in Gun Barrel City Bring a wrapped white elephant gift for the gift exchange and loads of fun! bring unwrapped Toys for Tots!!

**DEC 17, 2019 -- Monthly Breakfast** - 8am Location TBD

**JUN 21-26, 2020 -- 57<sup>th</sup> Texas Tour Combined National MAFCA conference** - Kerrville Y O Ranch Hotel Kerrville, Texas

### **Sunshine Report**

#### **Sue Capps**

O.V. is out of rehab and is back at my house. He is walking fair on the walker and can get around in the house. I did get him a wheelchair in case we need to take out to move around. He is sleeping a lot but the doctor says old folks and babies need a lot of sleep. His memory is about the same.

Regards

Robert E. (Ed) Cliver

**Cedar Creek Model A Ford Club**  
**Minutes October 1, 2019**

President Max Westbruck called the **meeting to order** at 5:30pm. Max welcomed everyone and led the pledge. He asked if everyone had read the minutes as printed in the newsletter. Gerald Pharris made the motion to accept. Lynda Dentler seconded the motion.

The **financial report** was read. Jody Letchworth made the motion to accept. Carolyn Vick seconded the motion.

**Sunshine report:** Bill Capps, O V Cliver

**Birthdays:** Bob Letchworth, Herman Dentler The group sang Happy Birthday to Bob.

**Old Business:** None

**New Business:** November is election month.....if you would be willing to serve next year as club president, please let Walt Hellebrand know.

The **Eustace parade** was Saturday, September 28. The Westbrucks and the Letchworths participated. Jody reported that the parade and the group attending was a lot smaller than it has been in years past.

**Upcoming Events:**

DQ car show Saturday, October 12th 11-3pm

Autumn Trails weekend October 25-27

Tuesday Breakfast...Mabank Cafe October 15. at 8am

The **December meeting/Christmas lunch/party** will be Saturday, December 7 at the Lake Ridge RV Park in Gun Barrel City at The RidgeRoom. We will be having ham and brisket. We will have the sign up sheet at the November meeting for the salads, sides and desserts.

The **raffle** was won by Lou Carpenter

Carolyn Vick made the motion to **adjourn**. Bill Lee seconded the motion.

The meeting **adjourned** at 5:57pm.

Sue Capps

**Did you know...**

1. Among the most popular accessory is the welded fender?
2. There were cast and stamped fender braces used on the A?
3. Early in '31 the design of engine numbers were changed?
4. The engine numbers stamped in the Rouge plant bore the prefix A or AA?
5. The prefix AA originally indicated that the engine was fitted with a heavy duty clutch for use in a truck chassis?
6. Prior to April '28 all tools were marked with a Ford Script, but after that, only those actually manufactured by Ford were so marked?

*Copied from Script News September 2019*

## Autumn Trails 2019

Friday morning started off with lots of excitement and a little drizzle.

The "A" drivers left Vetoni's at 8:00am! (6 A'S, 10 members and 1 guest) The drive was enjoyable even though it was slightly raining. Upon arrival all checked into their motels and met later for the stew dinner....still in the rain.



I love everything about the Winnsboro Autumn Trails tour. The cold rainy evening Friday was not exactly what we would have wanted for the Friday night stew supper, but the stew and all the fixings sure warmed us all up. It was a little muddy and sloppy at the farm, but we wore our rain/mud boots and everything went well.

Line-up at 9:00am Saturday morning for the parade, took place at the propane company instead of in the pasture! it worked fine...(we had to do this about 4 years ago) Ken Parker and the other helpers got us all parked and waiting for the parade to begin.

The rain stopped just before the parade and it was great!



We all enjoyed the cars, crowds and some throwing candy to the kids. The "A s" and a few classic cars lined up on Main Street for public viewing. Then we lined up for a mini tour drive thru the country Saturday afternoon.



In the evening, we were off to the banquet for bar-b-que with all the trimmings. Our own, Nancy Cheshire, won the Ima Willis award Saturday night at the banquet for her many years in the Model A hobby, her work putting together driving tours and her work with the fashions.



We finished off Sunday morning with the grand tour. Those who could...feasted on a large array of foods at the Willis home. After the last leg of the drive, we all were home-bound!



What a great weekend! Just have to wait a whole year for the 2020 Autumn Trails Tour!

Walt Hellebrand and Sue Capps

(Photos by Lu Carpenter)

## October Monthly Breakfast

Fourteen club members met on Tuesday, October 15 for our monthly breakfast. This month we were at the Mabank Cafe.



### Blondes

A blonde man is in the bathroom and his wife shouts: "Did you find the shampoo?" He answers, "Yes, but I'm not sure what to do... it's for dry hair, and I've just wet mine."

A blonde man spies a letter lying on his doormat.  
It says on the envelope "DO NOT BEND".  
He spends the next 2 hours trying to figure out how to pick it up.

A blonde man shouts frantically into the phone,  
"My wife is pregnant and her contractions are only two minutes apart!"  
"Is this her first child?" asks the Doctor  
"No!" he shouts, "this is her husband!"

A blonde man is in jail, the guard looks in his cell and sees him hanging by his feet.  
"Just WHAT are you doing?" he asks.  
"Hanging myself," the blonde replies.  
"The rope should be around your neck" says the guard.  
"I tried that," he replies, "but then I couldn't breathe."

## Timing Your Model A

Is the ignition timing correct for your Model A? The timing of the ignition system is very important for a good running engine. Years ago, when most Model A's had a basically stock engine with 4.2:1 compression ratio, the ignition timing could be a little off and the engine would still run well. As owners have desired a little more power and the use of higher compression cylinder heads became more prevalent, ignition timing has become more critical. A lot of owners seem to have difficulty with checking and adjusting ignition timing but it is actually a simple process. I like to break it down into 3 easy steps. First gap the points, then position the engine on TDC (Top Dead Center) and finally adjust the position of the distributor cam for correct ignition timing.

### STEP #1

Check and adjust the gap of the points. Remove the distributor cap and rotor and carefully rotate the engine until the points are fully open. This will occur when the point rubbing block is on the high point of the distributor cam. Using a feeler gauge, check the gap of the points and adjust if necessary. The point gap should be between .018 and .022 inches. I like to set new points at .022 and used points at .020. Setting new points a little wider will allow for some initial wear of the rubbing block. You will find it easier to turn the engine with a special designed wrench on the crank ratchet nut than to use a crank as Ford recommends in the Model A Instruction Book (Owner's Manual).

An alternate way to set the points is to use a "Quick Point Gap Setter" which is available from the better Model A Parts Suppliers. When using this tool, it is not necessary to rotate the engine until the points are fully open. This tool has a sleeve that slips over the distributor cam and a special gauge to check the point gap. I have found this tool to be simple to use and accurate.

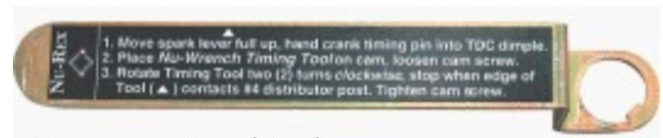
### Step #2

Position the engine on TDC (Top Dead Center) so #1 piston is at the end of the compression stroke. To do this, remove the timing pin on the front of the cam gear cover and insert the opposite end into the timing pin hole. Slowly rotate the engine while pushing in on the timing pin. As #1 piston approaches the top of the compression stroke, you will feel the timing pin fall into a depression in the timing gear. It may be necessary to back up the engine a little and repeat the operation a second time to be sure #1 piston is exactly at the top of the stroke. Replace the timing pin.

### Step #3

Check to see if the position of the distributor cam is correct. When the engine is set on TDC, #1 piston, and the Spark Control Lever is in the full up position, the points should just be ready to open and the rotor should point toward #1 electrode of the distributor body. To check the position of the distributor cam, use a screw driver to carefully rotate the distributor cam clockwise to take up any backlash in the distributor shaft. The points should now be closed but just ready to open. Rotating the distributor cam just slightly in the counter clockwise direction should open the points. Moving the cam back in the clockwise direction will again allow the points to close. If the points do not open and close correctly, reposition the cam by first loosening the distributor cam screw just enough so the cam can be rotated. Then, replace the rotor and turn the rotor until it lines up with #1 electrode of the distributor body. Remove the rotor and turn the cam counterclockwise until the points are fully open and then slowly turn the cam back clockwise until the points just close. Tighten the cam screw and confirm the adjustment by moving the cam back and forth and watching the points. You can also use a test light or continuity meter to check when the points open and close. Replace the rotor and cap.

Another handy tool available from most parts suppliers is a "Timing Cam Wrench Tool" that simplifies positioning the cam and makes it easier to hold the cam while tightening the cam screw. Just use the easy to follow instructions that come with the wrench. This tool along with the Quick Point Gap Setter will make timing adjustment quick and easy. The procedure to check and adjust ignition timing is also available in the Model A Ford Instruction book (Owner's Manual) and Vol. #1 of the Model A Ford Handbook by Les



Timing Cam Wrench Tool



Quick Point Gap Setter

### Tech Tip

Some replacement timing gears are made with a very shallow recess for the timing pin which makes it difficult to determine when #1 piston is at the top of the compression stroke. If the end of the pin is reshaped to make a more pronounced, sharper radius, it will make it easier to determine when the pin falls into the recess in the timing gear.

# TECH TIPS

Courtesy MAFCA!

## Jim's Tech Iip

by Jim Cannon,



### Nut and Bolt Torque - Part 2

I wrote last month about the basics of tightening a nut or a bolt with a torque wrench. As I mentioned, there are tables of recommended torque values to use for guidance on our cars. Let's continue with that theme.

In general, published torque values (unless it states otherwise) are for tightening a nut or bolt with clean, dry threads. This means the rust has been cleaned off of the bolt or stud threads (I use a wire brush) and they have been wiped dry. No oil, grease or anti-seize compound should be applied to the threads that the nut will be turning on. (A drop of oil can be applied to the surface that a nut is tightening against, such as the boss on the top of a head, where the stud goes through the head.)

If you lubricate the threads on a stud or bolt, it will be too easy to turn the nut as you torque it. So when you stop at your target torque (say 55 ft-lbs for a head nut) you will have stretched the bolt or stud more than 2 times as far as you would with the same torque with dry threads. This will be like over-torquing the nut and can result in the stud or bolt breaking, the stud pulling out of the block, or the head or block cracking, due to too much stress on it. That will ruin your day!







So clean the threads before you start, keep the threads dry, use a torque wrench, and stop pulling the instant the torque wrench clicks. You'll be glad you did. Have a Model A Day!

Jim



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## FYI ON BOLT GRADES

Grade	Material	Hardness
 Grade 2	Low or Medium carbon steel	1/4" - 3/4" dia under 6" 74,000 PSI Minimum
 Grade 3	Medium carbon steel	1/4" - 3/4" dia under 6" 110,000 PSI Minimum
 Grade 5	Medium carbon steel, quenched & tempered	1/4" - 1.0" dia 120,000 PSI Minimum
 Grade 5.1	Low or Medium carbon steel, quenched & tempered	1/4" - 1/2" dia 120,000 PSI Minimum
 Grade 6	Medium carbon steel, quenched & tempered	1/4" - 1.0" dia 140,000 PSI Minimum
 Grade 8	Medium carbon alloy steel, quenched & tempered	1/4" - 1 1/2" dia 150,000 PSI Minimum

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