



The ROAD RUNNER



MAFCA Chapter

MAFCA "Newsletter of the Year 2019", MARC "Award of Excellence" 2019

MARC Region

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Birthdays

Rosemary Smith	06/03	Chili Canida	06/25
Sherry Winkinhofer	06/09	Dennis Hartman	06/26
Cindy Carrier	06/17	John Harmon	06/27
Harley Wahl	06/17	Andy Bennett	06/30
John Layne	06/23	Ray Thompson	06/30

Anniversaries

Walter & Mary Anne Jones	06/03
Lee & Sylvia Donius	06/06
Terry & Peggy Richardson	06/07
Les & Dee Gust	06/09

Monthly Meeting

June 5, 2023

**American Legion, 2607 NW State Route 92
Smithville, MO 64089**

**The Legion provides a dinner menu at a special price
one hour prior to the 7:00 PM meeting.**

Board Meeting

June 15, 2023

**The 3rd Thursday of each month,
7:00 PM, Woodneath Library Center
8900 NE Flintlock Rd, Kansas City, MO 64157
Visitors welcome**

Technical Meeting & Breakfast Club-KC

Big Biscuit in Liberty

Please join us every Wednesday 6:30 am to "whenever"
at the Liberty Corner Shopping Center, at 840 Hwy 291
(816-429-5314)

Technical Meeting & Breakfast Club-St Joe

Every Monday 7:00-10:00 AM

Hy-Vee 201 North Belt Highway, St. Joseph

President's Comments:

Members, Linda and I would like to thank you very much for the prayers cards and calls you sent during her recent hospitalization. I'm glad to report she is home now and improving a bit every day.

I can also report that our recent picnic at Tryst Falls was well attended and we had beautiful weather for the day. Thanks goes out to Bill & Sandy and Larry & Jeanne for their efforts in making this another successful club event!

May 20th we did a modern car trip to the Topeka Kansas Area to visit a private restoration shop that had several completed model A's on display, all in excellent condition. What an inspiration to improve our A's.

This month on the 16th and 17th, the annual Lathrop Gas and Steam Show takes place. We normally man the gas station on Friday school days and Saturday's show. Please look for the sign-up sheet at the meeting!

June 17 is also the Smithville Lakefest parade. Please join me at 10 o'clock for the lineup at the Smithville high school, and enjoy a fun parade! See the sign-up sheet at the next meeting.

See you all soon!

Mike Owen, President

.Experience is something you don't get until just after you need it.

Editor's Comments:

Where has the year gone! I guess it's true, time goes by faster the older you get. At least I feel pretty old trying to keep up with everything!

I'm disappointed I missed the picnic, but the untimely hail storm that took out my windshield (and maybe my roof, still waiting for the inspector) changed my travel plans. The best laid plans and all that. Looks like everyone had a good time, wish I could have been there.

Next month, I'm off to Breckinridge Colorado for the Regional where I'll be presenting a seminar on Era fabric. I'm really looking forward to it, but still a lot of prep work to go, so wish me luck!

I know there is still a lot of Model A fun happening this summer so I'm still hoping to get in on at least a few tours. If nothing else, I'm sure if I show up in a modern car, someone will give a pity ride, at least I hope so! See you all soon!

Happy A'ing—Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING

American Legion Hall Smithville, Missouri

May 1, 2023

Meeting was brought to order by President Mike Owen at 7 p.m. with the Pledge of allegiance.

Vice President Bill Skaggs introduced the guest speaker Mike Mahoney, former KMBC TV 9 newsman, who gave a nice talk.

Minutes that were in Newsletter were approved as read.

Treasurer's Report - Checking \$4370.00 Savings \$10,044.43 Total \$14,414.61.

Activities— Club Picnic Saturday May 13 at Tryst Falls between Kearney and Excelsior Springs; May 20, will be a tour to Todd Williams private collection in Topeka.

No Old business.

New Business—Vote taken and membership approved a \$500 donation to McPherson Technical Collage.

Membership—35 members attended meeting; currently the club has a total of 51 memberships.

Meeting adjourned at 8:30p.m.

Terry Richardson, Secretary

June MAFFI Minute

Planning for MAFFI **Model A Days 2023** is nearing completion. Of course, there will be a swap meet, seminars, memorabilia sales, rides, Model A driving classes, and a dinner tour. Hotel rooms have been blocked for our guests. It will be a mix of the old and proven with a few new twists. **September 15 & 16** are the days. Visit the MAFFI or Gilmore web pages, register and make your reservations.

For those who have never attended before, Model A Days at Hickory Corners is a wonderful ending to the summer season and beginning of the fall season. It is a chance to see and touch some wonderful old cars, to see what has been changed or added to the museum. There are few places like the Gilmore complex. You can sit in the shade of a maple tree and eat a sandwich and ice cream purchased from a diner converted from an old-time streetcar. While doing this you can talk with friends and look at the vintage cars.

"Huff & Puff", the Model AA school bus, will be giving rides. The theme this year will be open cars, so look for a phaeton or roadster to be giving rides around the campus. Finally, the AA stake bed truck should be moving the remainder of the passengers around the streets.

This is a great chance to visit with a large group of fellow Model A'ers, one last time before the seasons force us to choose to move most of our activities indoors.

If you are one of the many Model A Club members who will not be able to attend our event, remember September 16, is a Saturday. Use the day to have your own local Model A Day celebration with a tour, or picnic, or both, with your club. A joint tour with a neighboring club might be exciting.

Happy motoring,




Mike DuBreuil, MAFFI Board of Trustees Secretary



Northwest Missouri Model A Ford Club Merchandise!

Order online at showmelogos.net/modelaclub/

cara@showmelogos.com 816-781-5367 6603 Royal ST STE G, Pleasant Valley, MO 64068-8721

					
Gildan Ultra Cotton T-Shirt	Port Authority Silky Touch Embroidered Polo	Harriton Ladies Advantage Snap Protection Embroidered Polo	Port Authority Challenger Embroidered Jacket	Port & Company Embroidered Visor	Sportsman Cotton Twill Adjustable Embroidered Cap
\$22.00	\$24.00	\$27.00	\$90.00	\$19.00	\$22.00



Activities

"Departure places and times for events will be published on the Website and Newsletter the month prior to the event".

June 16 & 17—School Days at Lathrop Gas Station and manning the station for the weekend.

Sign up sheet at next meeting or Contact Clarence Lawson

June 17—Smithville Lake Festival parade

10 a.m. lineup at Smithville High School parking lot

Sign-up sheet at next meeting

July 4 - Independence Day parade in Parkville

Sign-up sheet at meeting!

Save the Date!

October 29th—Weiner Roast at Smith's

Other Activities

June 11-16 2023 -- MAFCA Midwest Regional Meet

Regional is in Breckenridge, Colorado
Registration online at mafcc.org.

July 16-21—MAFCA National Tour 2023 .

A circle tour of northern Indiana and southwest Michigan
Info: Happy Begg, 803-622-0048, happybegg@gmail.com.

July 30th thru August 4th—MARC National Meet 2023

July 30th – Aug 4th, 2023
Hamilton, Ohio For More Information,
Please Contact Mark Maron 847-302-7900
or email: MARCMEET2023@gmail.com

If you are planning on joining in on any of the tours or activities, please sign-up and include your phone number, or you can contact Chili Canada at 816-726-4101 (home phone.) That way if an event has to be canceled, or has a location or schedule change, he will do his best to make sure you are notified!

ALERT! 92 highway is closed for road construction EAST of the American Legion hall (coming from Kearney,) from Mount Olivet to Long Rd. Hwy 92 from Hwy 169 to the hall is open as normal.

Last Meeting:

Michael Mahoney, former KMBC TV 9 newsman, addressed our club at the May meeting. As might be imagined, he had some great stories to share!



With Sympathy

Sue Long, long term member of the club, passed away May 26, 2023. Sue, a long time companion of Leland Daise, enjoyed many a Model A adventure during her years in the club and she will be missed. Our thoughts and prayers go to her family.



The full obituary can be found at

<https://www.legacy.com/us/obituaries/name/susan-long-obituary?id=52065792>

Sunshine/Concerns



Linda Owen is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let Linda know at
(816) 532-8686 or blackfencefarm@att.net

Club Contact Information:

President Mike Owen (816) 645-8686
All Officers: nwmomodelafordclub@gmail.com
Publications: nwmomodelafordclub@gmail.com
816-519-2630

Any articles or notes without a byline are written by your editor.

Visit www.nwmomodela.com today!

Please mail any info, pictures, questions & suggestions to:

NWMO Model A Ford Club
5606 Five Corners RD
Smithville MO 64089

Or email:

nwmomodelafordclub@gmail.com

Gatsby Days—Excelsior Springs



Topeka Trip—Todd Williams Private Collection



Annual Club Picnic May 13th!

It was a beautiful day for an early picnic! It a well attended event, with a BBQ box lunch provided by the club! The pictures tell the story, and Tryst Park was as lovely as ever! Hope you were able to enjoy the fun!



Straws for Summer

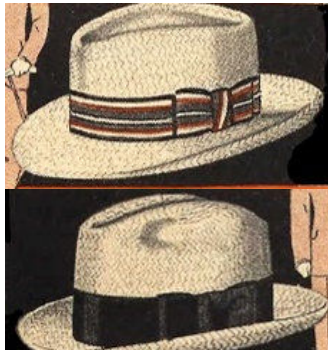
By Sherry Wink

Men's hats had a lot of variety back in the day, but a perennial favorite among Model A's of today what are often referred to as boaters. And while this style was a popular option in the 20s and 30s, did you know there were other types of straw hats that were just as common? Here are a few selections from catalogs of the day.



Wards 1931

Truciola Braid hat on the left, Panama straw hat on the right. Panama braid hats were a popular option.



Sears Spring Summer 1928

Hand woven Panama hats. The one on the top is listed as "in Alpine style."



1929 Wards

Panama and Milan Straws, The top example is a Truciola Style, with a snap brim. The lower version is a light weight Milan straw, with a silk band. 3 3/4 inch crown with a 2 5/8 brim!



Wards 1930

Not always for dress, straw hats were also used for workers. The upper version is referred to as a Harvest Hat, with a 5 1/2 inch crown, with eyelets for ventilation.

The lower illustration is a field hat, with a green celluloid front brim insert which "shades the eyes from sun-glare."



Sears Spring 1931

Famous "Fifth Avenue" style on the left, 4 inch crown, 2 1/8 inch brim. A Milan Straw hat on the right in the "Knox" shape.

Sears Spring Summer 1928
A "peanit straw" version in a "drop tip telescope style," with a snap brim. Peanit straw is split fibers from the leaves of the pandan tree, a palmata-like shrub.



This 1931 Crisco advertisement included several interesting recipes to try:

Carrot Pudding

- 1 cup grated raw carrots
- 1/2 cup Crisco
- 1 1/4 cups flour
- 1/2 cup brown sugar
- 1/2 tsp soda
- 1 egg
- 1 Tbsp water
- 1/2 cup seedless raisins
- 1 tsp baking powder
- 1/2 cup currants
- 1/2 tsp cinnamon
- 2 tsp thinly cut lemon peel
- 1/2 tsp nutmeg



Blend Crisco, sugar and egg. Add grated carrots, raisins, currants, and lemon peel. Add the sifted flour baking powder, salt and spices. Mix thoroughly. Then add the soda, dissolved in water.

You can cook this pudding in two ways: (1) pour the mixture into custard cups, cover with waxed paper, steam for one hour-then bake in a moderate oven (350 F for ten minutes). (2) pour mixture into a tube mold or a pudding dish, that is rubbed with Crisco and bake in a moderate oven (325 F) for 1 hour. Serve with pudding sauces or whipped creams.

Brands We Still Know

Francois Coty found the perfume company Coty in 1904, in France. The name Coty was based on his mother's family name (Coti.) The company's first perfume was La Rose Jacqueminot, which was sold in a bottle designed by the world famous crystal manufacturer, Baccarat. The follow up fragrance L'Origan was launched in 1905. It is noted as being the first example of a quality perfume marketed to not only the rich, but to the less wealthy as well. Coty also began working with Rene Lalique to provide custom bottles for his new products. By 1910, Coty was entering the market in London and New York, and added makeup and other cosmetic items to their sales lines. In the 1920s, over a dozen more new perfumes entered the market, and the company expanded to most of Europe. Many Coty fragrances from the Model A era and earlier are still on the market. Emeraude, from 1921, L'Aimant, launched in 1927, was released as a direct challenger to Chanel No. 5. L'Origan, Coty's second-ever fragrance, is still on the market today!



1928 Ad

Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to
nwmomodelafordclub@gmail.com
Or to Sherry Winkinhofer
PO Box 172, Table Rock NE 68447



Photo courtesy of Mike's A-Fordable
Antique Auto

Last Month's Mystery Part

This is the bracket that is riveted to the frame rail and the front of the body mounts to it.
Did you know?!



Photo courtesy of Snyder's
Antique Auto Parts

Tony's Tech Tip

Tony Flieg, Tech Director

As found in "The Quail", the official newsletter of the Model A Ford Club of Great Britain:

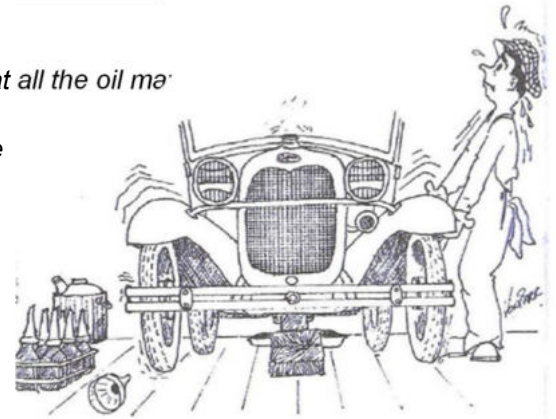
The Old Art Of Flushing the Crankcase

"In draining my Model A crankcase, is it advisable to run the engine so that all the oil may be drained?"

"Is it harmful to run the motor for about 30 seconds or so with no oil in the crankcase?"

"Is it a good policy to flush the crankcase with gasoline or kerosene before putting in new oil?"

"What is the recommended practice in draining and refilling a crankcase?"



How often have you asked those questions and gotten a vague or evasive reply from the lube man? Forty years ago those questions would have elicited a straight-forward reply from a man steeped in experience. For in those days, draining and refilling the crankcase oil was taken quite seriously while these changing times and the wide use of oil filters has practically eliminated the word "flushing" from the grease jockey's vocabulary. As for contemporary car owners, the vast majority of them have never seen their car's crankcase plug! And if they won't take time to flush the engine, as in days of yore, it follows that the lube man won't bother.

Regardless of the use of a filter, crankcase oil is going to get dirty and discolored. In our Model A engines this will come about for all the normal reasons plus the common denominator of engine miles and too many miles between changes.

Flushing the Model A crankcase at each change adds to the life of the engine and is as proper to the maintenance of your car as waxing the body. A regular policy of this not only keeps the inside of the engine clean and free of wearing dirt, sludge, and varnish but will impress that hawk-eyed concours judge who checks your dip-stick after dipping a finger into the radiator spout and finding no rust.

Draining, Flushing, Filling

Clean, good, oil put into a dirty engine with gummed-up bearings simply has no chance of functioning with best results under what, otherwise, would be favorable circumstances. This is due to the fact that the new lubricating oil first has to get rid of the gummy deposits around the bearings before the lubricating qualities of the fresh oil will be manifested.

After the dirty oil has been drained off, the plug should be replaced and about one gallon of kerosene poured into the oil pan through the filler tube. With the ignition switch "off," so the engine will not start under its own power, press-in on the starter button and allow the starter to crank the engine for about one minute. This will allow the crank to splash the kerosene around inside the engine much like a washing machine agitator.

Another neat trick, often used by the old-timers, is to block up the front axle at its mid-point and with the front wheels a few inches off the ground, rock the front-end back and forth, which procedure will allow the thin kerosene to wash the interior of the engine thoroughly. Of course, the normal precautions should be taken during this operation to see that the car does not fall off the blocks.

Now remove the drain plug again and drain off all the kerosene. Allow ample time to drain to be sure that all of the kerosene leaves the crankcase. After flushing, it sometimes happens that there is some smoking and even "missing" of the engine, due to the presence of small amounts of kerosene. However, after running for a short time this will stop and there is no danger to the engine.

For best results it is generally advisable not to start the engine under its own power even after new oil has been put in, until first turning the engine over several times with the starter. This is done in order to eliminate all kerosene from the internal engine orifices and bearings.

It is not advisable to run the motor after draining out all the oil and when there is no lubricant or flushing medium in the crankcase. While it may not be harmful to run the motor now and then for a half minute or so with no oil contained in the crankcase, continuing to do so over a period of time will result in the obvious consequences.

6 Diagnostic Steps For When Your “A” Starts Making Noise

[Adapted from an article by Kyle Smith, Hagerty Insurance]

As found in the Sullivan Trail A's News, official newsletter of the Sullivan Trail A's

Problems will arise with our Model As from regular wear and use, even if you meticulously maintain them. Modern cars have that fancy OBDII port where you can plug in a little computer and get some information, but for most of us, the only On Board Diagnostics ports in our Model As are our ears, nose, hands, and eyes. But just as an OBDII scanner only tells you part of the story on your modern iron, our senses are rarely able to reveal a Model A's issue in full. The following six points may help diagnose your Model A's cries for help.



Is that a new noise? Or lack of noise?

So many problems that crop up often identify themselves first with noise. Squeals, squeaks, clatters, or scraping are all things cars in proper condition do not do. Therefore, if your car is making noise other than a key hitting the dash panel or exhaust sound, it is likely asking for help. The first step is acknowledging you have an issue, now it's time to investigate.



Is it rotational?

That noise you heard probably isn't immediately giving up its location, but the fastest way to locate a noise is by approaching it scientifically. There are only two types of noise in cars: Rattles and grinds. 1. Rattles generally stem from a part that should ordinarily be held in place suddenly being able to move. They tend to be more random, or tied to specific events—a curb impact, a bad pothole, or the failure of a retaining clip or bolt, to name a few. If the noise you're hearing falls under these criteria, use your ears and hands to locate the perpetrator by trying to duplicate the problem and zeroing in on where the sound is coming from. 2. Grinds are versions of your car engaging in an unprompted form of self-machining. The noise will likely have a cadence or timing that matches the rotational motion of some part of the car. To locate a rotational noise, continue and ask yourself these next few questions.

Is it tied to engine speed or vehicle speed?

So, your car is making a rotational noise. Time to narrow it down further. The cadence or timing of the noise will tell you a lot if you take the time to listen. Is it timed with the A's speed while driving? That points towards the suspension, chassis, or wheels. Slightly slower than vehicle speed, and it's time to look at the driveshaft or transmission. If the noise matches engine speed or happens when the A is not moving, start under the hood. Now that you have an area to inspect narrowed down, you must look for witnesses to tell you what happened.

Are there any witness marks?

While our As are comprised of nuts, bolts, and wires that sometimes actively conspire against us and our problem-free travel, with careful poking and prodding you can often get at least one part to flip and spill the beans on which part isn't working as it should. Worn-off paint, a slightly polished finish, oil present where there shouldn't be, or even a small amount of metal shavings are all things that will appear if two things that shouldn't be touching are. Most everything that turns on an A can be turned by hand when the engine is off, so taking a moment to try and turn things with your hands will often reveal a likely culprit, especially if there's a lot of effort required to rotate something that should be spinning somewhat freely. This would be the case for a generator or alternator that had bushings fail and now has more resistance than it should. Look for heavy scratches around brake rods and loose hub caps.

Ooh, that smell. Can't you smell that smell?

Don't leave out your other senses when inspecting. Odors can be very telling once you're acclimated to your car. Failing brakes have a distinct smell; if you catch a whiff, that's a sign to stop ASAP and figure out what is wrong. Driving with a dragging brake can have tragic results for more people than just you. A slipping belt could have a burning rubber odor. An exhaust leak will often reveal itself through a loud sound, but you may also smell exhaust in places you shouldn't normally, like the cabin. These odors are fairly specific, but occasionally you might smell something running at a temperature higher than normal. In that case, here's the next question to ask.

Why is that hot?

The other sense that sometimes gets neglected is touch. We use touch to hunt for things that are hot and either shouldn't be or are just hotter than usual. This is a great way to find wheel bearings on their way out, as a failing bearing often builds far more heat than a properly functioning one. By holding the back of your hand near the center of your wheel, you may detect enough heat to tell you if you need to look further. Same for dragging brakes or a failing U-joint. Friction creates heat, which also discolors metal and paint, thus identifying problem areas. ***

Our Model As are always talking to us and a new noise, smell, or feeling is often a call for help. Ignoring any of these indications often leads down a sad path. Will these steps lead you to investigate and make repairs as needed? Not always, but using these to narrow the problem to a specific area will help significantly if you need to ask others for help.



For Sale / Wanted To place an ad send your information to swinkinhofer@Hotmail.com, or mail to Sherry Winkinhofer

As a service to our members, the area Model A clubs have decided to share our classified ads sections! (this will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

For Sale: 18 ft. open trailer, H&H Speedloader. Model A ready \$1650.
Contact: Harvey Roseberry 816-617 2117 (NWMO 09/22)

For Sale: Rear Bumpers for a 1931 slant windshield. \$225 or \$275
Contact: Junior Blakley 816-289-2875 (NWMO 09/22)

For Sale: For Sale 1930 Tudor Sedan. Green & Brown new body work with pinstripe, new head liner. Not running right now. \$7,000. or best offer.
Contact: Ron Hoover 515-480-7459 (CIMA 05/23)

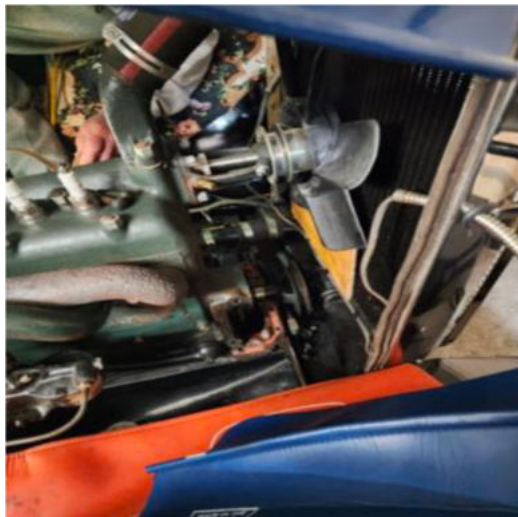
For Sale: Brand new Brookfield Model A pickup bed. Fits all years, never been used. \$1600
Contact: Chili Canida 816-415-4948 (NWMO 02/22)

For Sale: 1930 Model A Boat tail Speedster. Souped up Model A engine, down draft carburetor, straight exhaust, no muffler, electric fuel pump, 12 volt battery, van folding seats with seat belts, a really fun car to drive, clear 1930 title, \$7900. Northwest Arkansas. This is the Speedster that was at our Regional Meet. We are moving to assisted living and I have lots of Model A parts for sale.
Contact: Dick Knapp. 479-586-0070 (POA 05/23)



OIL YOUR DISTRIBUTOR FREQUENTLY

from Hub City News, Hub City A's & republished in Script A News, March 2023



I was called upon to visit one of our longtime members to see if I could get his 1930 Coupe running after a rollback-home incident while he was on a leisurely jaunt around the local area. The coupe hadn't been driven much in the past few years, and while out, it just quit running. No fire during cranking, eh?

I missed the part about a knock recently during running. That's a symptom of a more serious problem than just dirty ignition points. Anyway, I gathered a few tools and arranged a time to see the car. Points and electric all as they should be, fresh gas was there, but no fire during cranking. In fact, the distributor rotor was not turning at all - WHAAAT?

That means the timing gear was probably not turning, or the shaft driving the distributor from the cam was having a problem. After consulting with our trusty Hub City advisor (one of many), I rounded up some Model A guys to share the blame in case I was wrong and decided to pull the timing gear cover.



Sure enough, some teeth were chewed off the timing gear, and you could see, under close examination, where the gear hub was coming loose from the fiber part. That is probably the explanation for the recent noise.

The distributor was next to be removed, and it was definitely tight enough to cause the teeth to be chewed off the fiber gear. The lesson here is, if your A sits around a lot, every time you take it out, oil the upper and lower oil points on your distributor.

Each time you shut your car off after a drive, moisture in the crankcase eventually tends to condense around the distributor. If it sits a long time between runs, the bushings and shaft corrode and get tighter and tighter. Over time, it will cause the timing gear teeth to fail. They are designed to be the weak point in the drive chain so the gear teeth on the cam are protected. Get in the habit of oiling the distributor regularly. Get in the habit of oiling the distributor regularly!

Adjusting Valves

By Chris Wickersham

As found in the December 22 issue of the Spoken Wheel, official newsletter of the Santa Anita A's

Does your engine talk to you every time you start up your Model A? Do you hear a constant Clack-Clack-Clack as you drive down the road? If so, it is possible that your valves need adjusting. A constant click-click-click noise that increases in frequency as the speed of the engine increases may indicate one or more of your valves are a little loose. Valve noise should not be confused with timing gear or cam noise. Timing gear or cam noise usually only occurs at idle or very low engine speeds and will often go away as engine speed increases.

Some published procedures for adjusting Model A valves call for the crankshaft to be rotated until #1 piston is at the top of its compression stroke and then 4 valves can be adjusted. The crankshaft is then rotated 1 full turn and the other 4 valves are adjusted. This procedure MAY work with an original Model A cam but MAY NOT work with most re-ground, Model B or aftermarket cams. The problem is the clearance between the valve stem and the lifter (tappet) must be checked when the lifter is on the heel of the cam and not close to the cam lobe. With the "4 valves at a time" procedure, some lifters are very close to the actual lobe of the cam and the quieting ramp (lash ramp) portion of the lobe may be partly under the lifter. Adjusting the clearance while the cam lobe is in this position will result in incorrect valve lash.

Before we go on, let us review some modern cam design terminology. The "CAM LOBE" is the raised part of the cam that the lifter rides on that causes the valve to open and close as the cam rotates. The "LIFTER", also known as the "CAM FOLLOWER" or "TAPPET", rides on the "CAM LOBE" and contacts the end of the valve stem. As the "CAM LOBE" rotates under the "LIFTER", the "LIFTER" moves up and down causing the valve to open and close. "VALVE CLEARANCE" or "LASH" is the space or clearance between the end of the valve stem and the top of the lifter when the valve is in the closed position.

Valve "LASH" is necessary to insure that, when closed, the valve is tight on its seat and not held partly open by the "LIFTER". The "BASE CIRCLE" or "HEEL" of the cam is the round portion of the cam that is not part of the "LOBE". The "OPENING" and "CLOSING RAMPS" are the portions of the "LOBE" that raises and lowers the lifter.

The "NOSE" is that part of the lobe that transitions between the "OPENING" and "CLOSING RAMPS". Now, as the cam rotates, just before the "OPENING RAMP" there is a "LASH RAMP" or as some of us old timers refer to as the "QUIETING RAMP. This "LASH RAMP" is designed to slide under the lifter and take up the valve "LASH" or clearance just prior to the "LIFTER" contacting the "OPENING RAMP". Taking up the "LASH" prior to raising the lifter results in quiet operation of the valves and lessens the wear on the lobe itself.

It is important when adjusting valve "LASH" to be sure the "CAM LOBE" is NOT in a position near the "LIFTER" and "LIFTER" is truly on the "HEEL" of the cam.

When adjusting valves, the following is the accepted procedure to insure the lifter is truly on the heel of the cam and not close to a lobe.

Start with #1 cylinder FIRST, Rotate the crankshaft in the normal direction as when the engine is running (clockwise when standing at the front of the car) until the #1 cylinder EXHAUST VALVE JUST STARTS TO OPEN (when the valve just begins to lift off its seat). With the cam in this position, ADJUST THE INTAKE VALVE for #1 cylinder.

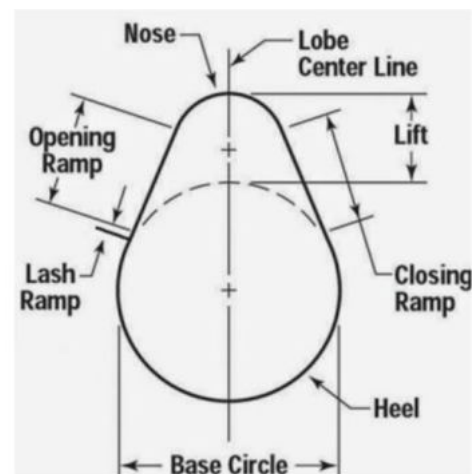
SECOND, Rotate the crankshaft until the #1 cylinder INTAKE VALVE JUST CLOSES (when the valve just comes to rest on its seat). With the cam in this position, ADJUST THE EXHAUST VALVE for #1 cylinder.

Repeat this procedure for the other three cylinders.

When following this procedure, you will find the cam lobe for the valve being adjusted is almost pointing straight down and is not close to the lifter.

To summarize, "Exhaust opens- adjust Intake, Intake closes-adjust Exhaust".

If you are using new adjustable lifters, be sure there are no rough spots or burrs on the head of the adjusting screw where it contacts the end of the valve stem. A burr can lead to an incorrect lash measurement. This procedure will help you be sure your valves will be nice and quiet and your Model A engine will not talk to you as you drive down the road.



Adjustable lifter

● ● ● ●

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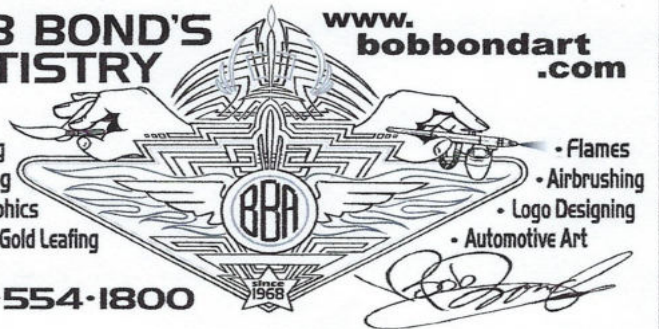
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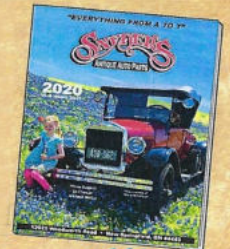
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