

## Santa Anita A's new Technical Director

A few weeks ago, our new president, John McDannel, asked me to accept the position of Technical Director and I agreed. Part of the job description of Technical Director is to submit articles for our newsletter. I am by no means an accomplished writer but I will give it a try so here goes.

First, a little about my involvement with the Model A hobby. I purchased my first Model A Ford, a 1930 Tudor Sedan, in 1956 when I moved to St Louis, Missouri to start college. The local Gas Station near where I was living had this '30 Tudor for sale with the asking price of \$200.00. It was relatively straight except the fenders were banged up a bit. It still had the original interior that was much worn but still serviceable. The top had recently been recovered and the exterior had just received a fresh application of bright yellow paint that had been applied with a brush. This yellow Tudor was to be my main means of transportation for the next four years.

To save money I did all my own repairs. I would either rebuild a failed component myself or buy used parts from one of the local junk yards. I slowly was able to get the car in better condition and even repainted it bright red. I found the Model A to be relatively easy to repair and keep running and also fun to drive. The last two years of college, I ran a small repair garage for Model A's. During these years, I learned a lot about Model A Fords and met other Model A owners. We started a local Model A Club that eventually turned into the Missouri Valley Region of MARC which I am one of the founding members.

After graduation, I sold the Tudor and became involved with other "more modern" cars but I always had a soft spot in my heart for the Model A. About fifteen years ago while reading Hemmings Motor News, I saw a 1930 Tudor for sale and could not resist. I purchased the car and once again found myself involved with the Model A Ford hobby.

My approach to these cars has always been to keep them basically original and for the most part the way Henry built them. The Model A is a simple car but very well designed and engineered. It was Ford's philosophy to build a car that was affordable, reliable and could be easily repaired with simple tools. When properly repaired and maintained, these cars are still reliable and fun to drive and enjoy. It is not necessary to make a lot of modifications or changes to Ford's original design and for the most part just returning the car to the way it was originally built will give you a car that is dependable and enjoyable.

Future columns will deal with issues involving dependability, reliability, drivability, safety and overall usability of our cars. The enjoyment of the hobby is being able to drive our cars with confidence and that we will not

be having ongoing problems with reliability. However, if we do encounter a problem we will have the ability to solve it in an efficient manner. I plan to also deal with questions about sources for information, parts, component repair and restoration and repair work by others. Hopefully, you will find this column to be interesting, informative and helpful.

Happy motoring in your Model A Ford.



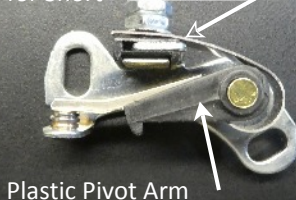
CEDAR BREAKS NAT MON. 10,250 FT. ELEVATION

### Tech Tip - Poor Quality Points by Chris Wickersham

Recently we have run into two cases where poor quality "Modern" ignition points have failed causing the engine to stop running. The insulator where the wire attaches was so thin that when it got warm, it collapsed and the spring shorted against the metal frame of the point set. Buy only quality ignition parts. Good quality modern points are being supplied by Motorcraft, Borg-Warner and Standard. (Borg Warner part number A101V or equivalent)

#### Poor Quality Points

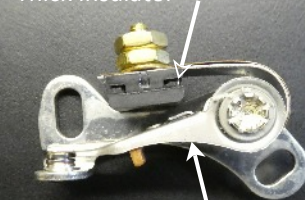
Thin Insulator- Potential for Short



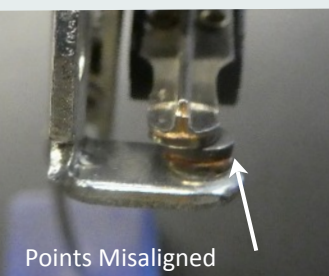
Plastic Pivot Arm

#### Good Quality Points

Thick Insulator



Metal Pivot Arm



Points Misaligned



Points Aligned