

# The AHOOGAH HORN

Volume 27 Issue 10

Watchung Valley Region of the Model "A" Restorers Club

October 2007

## Annual Club Picnic 2007



### Annual Club Picnic at John Bedner's house

Dick and I loaded ourselves, a salad, and the Italian Ice into the car Sunday morning (I'm beginning to feel like I live in that car) and drove down to John Bedner's house for the annual picnic. It was great to be a guest. No more trying to figure out what everyone is bringing, and will we have enough food, chairs, etc... When we arrived, the party was just getting started: Bocci ball in the side yard, croquet on the front lawn, and some kind of ball toss that looked easier than it really was in the back yard, and plenty of room for the gab fest. John and Betty did a great job (with a little help from Jeannie and her husband Jack) and we all had a great time.



Check out our web site at [www.heavenlymud.net/AhoogahHornWeb](http://www.heavenlymud.net/AhoogahHornWeb)

The Ahoogah Horn is a publication of the Watchung Valley Region of the Model "A" Restorers Club, a non-profit organization established in 1980, and is dedicated to expanding and maintaining interest in the Model A Ford.

The Watchung Valley Region of the Model "A" Restorers Club is an affiliate of the Model "A" Restorers Club. Membership in the club is open to all. Ownership of a Model A Ford is not a condition of membership.

# Front Motor Mount

By Tom Fritz

Is the front of your engine so high that you can't get the crank into the ratchet? If so, read on! If not, at least I finally figured out why I couldn't get the bottom spring onto the coupe's motor mount.

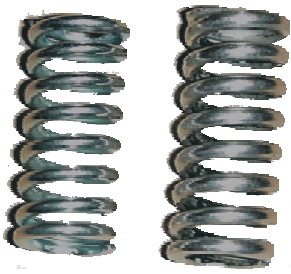


Figure 1

Both problems may be caused by the motor mount upper springs. In figure 1, the spring on the right came with the coupe. Note, that it is both longer and a heavier gauge than the spring on the left (new spring from Butch Klecha). The weight of the engine isn't sufficient to compress the

spring enough to add both the bottom spring and castle nut to the motor mount. If you have someone push down on the engine, you may be able to compress these springs to the point where you can thread the nut on the stud (there are other ways, but some of them result in you shooting the spring across the garage never to be seen again, well at least never seen again in my garage, please don't ask). But this is still likely to leave the front of the engine too high to align the crank with the crank ratchet due to the gauge wire used.

So how do you know if the springs are correct? It's not that hard; simply compress the spring in your vise. The fully compressed spring should not exceed 7/8 of an inch. In my case the oversized spring compressed to 1-1/8" (see figure 2). This is the length that the spring

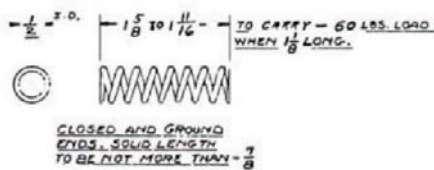


Figure 3

ENGINE FRONT SUPPORT SPRING.  
 ETC'S STEEL WIRE  
 ANNEALED & BEANED  
 ULTRAEDGE

# Upcoming Meetings!



Meetings: 8:00pm  
 Greenbrook Manor Nursing Home  
 303 Rock Ave  
 Green Brook, NJ

October 9 <sup>th</sup>	2008	March 11 <sup>th</sup>	June 10 <sup>th</sup>
November 13 <sup>th</sup>	January 8 <sup>th</sup>	April 8 <sup>th</sup>	July 8 <sup>th</sup>
December 11 <sup>th</sup>	February 12 <sup>th</sup>	May 13 <sup>th</sup>	August 12 <sup>th</sup>

should be under load as shown in figure 3 (taken from abarnyard.com). Even if you manage to align the crank, it may cause excessive vibration since the spring would be fully compressed and therefore not be able to absorb much of the engine vibration.

With the proper springs, work on the coupe should progress nicely. If you're wondering how it's going, the front end is reassembled (or should that be re-reassembled) and installed. The engine should be back in this weekend. I took the transmission tower apart (and there really is a safe way to remove and reinstall the spring, but that's another story). The shift lever looks like it needs a weld buildup on the ball; it currently looks more like a cube than a ball (anyone want to do a little welding?). While the rear axle and torque tube are assembled, I'm probably pulling the spring back off to bevel the ends. With any luck, the rolling chassis will be finished soon and we can start working on the body.



Figure 2

OK Debbie, maybe I was wrong when I said "it only needs a little work!" But, what better praise can you have for a car than "it keeps me off the streets".

## Watchung Valley Region of the Model "A" Restorers Club / 2007 Officers

<b>Director:</b>	Lou Della Vecchia	973-476-4619
<b>Vice President:</b>	Tom Fritz	908-580-0502
<b>Treasurer:</b>	Larry Littman	908-276-8346
<b>Secretary / Editor:</b>	Dick Bettel	973-966-2947
<b>Membership:</b>	John Bedner	732-388-0894

Club meetings are held on the **second Tuesday** of every month at 8:00pm

Greenbrook Manor Nursing Home  
 303 Rock Ave  
 Green Brook, NJ

The Ahoogah Horn is the official newsletter of the Watchung Valley Region of the Model "A" Restorers Club. It is published monthly and is provided to officers and editors of other car clubs upon request. The Ahoogah Horn solicits articles and other contributions of material from members and other sources, and welcomes other club newsletters to reprint its articles, giving credit to both the author and the publication. News concerning club activities, membership and other information may be sent typed or PC form to the following address:

Dick Bettel, Editor  
 170 Crescent Road  
 Florham Park, NJ 07932-2234  
 973-966-2947

Email: AhoogahHorn@heavenlymud.net

Submissions must arrive by the 15<sup>th</sup> of the month to assure publication in the next issue.

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### Minutes of the meeting

Jack LeCarl gave an interesting talk on how to change the timing gear on the Model A. After this, he explained how to adjust the clutch. Following Jack's presentation, there was a short break for goodies. Lou then opened the 330<sup>th</sup> meeting at 8:50 pm.

### Parades and Shows

Lou and Dick attended the East Hanover Columbus Day parade. John Bedner went to the Colonia Parade.



### Treasurer's Report

Larry reported an ending balance of \$1879.07.

### Secretary's Report

Check to see when your program is due. Thanks to Tom Fritz for the great article on the front motor mount. If anyone else has an article, I'm sure we would all like to read it.

### Old Business

Lou said there was no news yet on what the nursing home would like for their 2006 gift.

### Programs:

November: Larry Littman    February: Jack Martin  
December: Dave Lounsbury    March: Tom Petersen  
January: Club Auction    April: George Shoremount

**The member giving the presentation is responsible for bringing the refreshments.**

### 50/50

Larry won \$6.00 in the 50/50.



### Adjournment

Lou adjourned the meeting at 9:37 pm



### More Fun & Games



**For Sale:** 1928 Model A Ford Sport Coupe, disassembled, has been in storage for 44 years. Can be seen in Dillsburg, PA. Between Harrisburg and Gettysburg on US Hwy 15. Best Offer Harry Miller. Office 859-276-6777 Home 859-278-3969 Cell 859-229-1158

ADS ARE FREE FOR MEMBERS AND WILL RUN UNTIL YOU CALL TO CANCEL. SEND TYPED OR CLEARLY WRITTEN COPY TO:

DICK BETTLE, 170 CRESCENT ROAD, FLORHAM PARK, NJ 07932-2234.

YOU CAN ALSO E-MAIL ME AT A.HOOGAHHORN@HEAVENLYMUD.NET

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Watchung Valley Region of the Model "A" Restorers Club  
170 Crescent Road  
Florham Park, NJ 07932-2234



Address Corrections Requested  
Forwarding Service Requested

## Next Meeting:

November 13<sup>th</sup>

8:00 p.m.

Greenbrook Manor Nursing Home

303 Rock Ave

Green Brook, NJ

## November Meeting:

Larry Littman

License Plates

