

September 2023 Tour Surprise—The Engine Valve Story *by Art and Grace Peary*

Nice day for a Model A drive. After the September 2023 meeting the club was going to a tour to Rogue River for lunch. BUSTER, our Model A was raring to go so off we go in a long line of Model A's, but two miles down the road Grace says "what's that engine sound. It sounds rough like it's missing and running rich". So we pull to the side of the road and open the hood. Well it seems like a carburetor change is necessary. Changed to spare carburetor and back onto the road. Twenty yards down the road and the engine runs badly and quits. So on the shoulder we go again. Nothing seems to get the engine running again so an emergency call to AAA and a flat bed arrives to take us home. Thanks to Dale for staying with us.



Now to find the problem using diagnostic equipment with the result being a valve problem. I removed the valve cover and did not find a valve not performing properly.



Next I removed the intake and exhaust manifolds. Well much to my horror was the main carburetor jet lying in the block intake port.



I separated the carburetor and the main jet did break off and found its way into the number one intake port. I next removed the head to check the number one intake valve but did not notice any damage.

I next disconnected and removed all the valves. They were all worn and the guides were also worn. It was interesting that all the intake valves were FORD SCRIPT. I replaced all valves, guides and springs. The valves had adjustable lifters but gap setting was made difficult due to the lifter boss NOT being turned down. MANY CRANK TURNS were needed for proper adjustment.

All back together and running. BUSTER THANKS ALL for their advice and help!

Aren't MODEL A's FUN? Yep sure are. . .

