

Todd's Model A Ford Expanded Addiction

by Todd Calvert

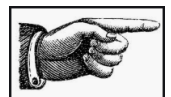
As some may know, I've been working on a 1930 Tudor that I bought about a year ago. It was a nearly complete car ravaged by time in some North Dakotan barn for who knows how long. I have had a great time replacing and building parts for the car to bring it back. An old piano provided the maple for the top wood, old chicken wire, burlap and some painted canvas stretched out over the top made a real nice roof. I worked to keep the patina intact and I learned an awful lot in the process of keeping busy. But now that I'm almost done with the car I have my sights on the next wreck to peck at.



It's been an interesting month or two in the old Ford world. I have been expanding my parts inventory through the art of recycling. Dale assembled the perfect yard art car and so didn't need the White's burned out car remnants any longer. So I dragged them home. Those cars have traveled a lot of miles since the fire! My goal is to save nearly everything I can from them before letting the rest go to the scrappers. That was a very hot fire and all the axles are bent, drive train fused together and rust is rapidly worsening. But still, some cast iron parts are worth keeping and many other various parts too. I'm keeping some of those bent drivelines and axles to turn parts from on my lathe and making jack stands out of the bent rear axle housings. Waste not want not right?

A few weeks ago, John and I went to an estate sale on the last day, where things were moving at a reduced price. There was a lot of model A ford parts and so, I started making a pile of valuables that are pretty expensive if you go out and buy them out of a catalogue. I threw a couple of boxes and buckets of mystery parts into the mix as well for entertainment purposes and came out pretty well for my \$75 dollars.

Last week I went to get an extra engine from McKey farms. It was something he had picked up from a friend and offered to me. We both have many engines in various states of disassembly and condition, but this one has good intentions of being my spare engine. It's a diamond block that seems to have come out of a combine or other piece of farm equipment. The bores look good and the bottom end looks to have good babbitt and clean journals. We think it blew a head gasket and was set aside. I think I'll clean it up, hone the cylinders, put new rings in, lap the valves and reassemble it. I'd like to hear it run on Johns new engine test stand.



Todd's Model A Ford Expanded Addiction *continued*

I'm starting to question the rationality of keeping all these odds and ends. I am seeing that my shop space is way too small and empty floor space is getting hard to find. It feels good to have saved the stuff from impending doom though. I am considering building something from scratch on the backburner to use up some of my "stock" until the next car comes along for reassembly and sale. If you ever find yourself replacing parts on your car and don't want to hang on the old stuff be it tires, tubes or anything else, consider donating it to a club member instead of tossing it into the trash. It may just find a good use sometime in the future by somebody. Addicted or just having fun, you decide. Hope to see you on the road or at a gathering of great, fun, Ford fanatics!

