New Orleans As
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Coming Events:

March Meeting: Meet at Randazzo's, Wednesday March 24th at 6:30 pm for dinner. The meeting will start at 7:00 pm. Hope to see everyone there!

Several events are on the books for the coming weeks, some proposed by Paulo and friends and are detailed on the website run by John Troendle: www.nolamodelas.com under "events".

Some members working to reinstall Paulo's engine and transmission for the third time in his car. Working this day were Paulo Jr. & III, John Hummel, John Troendle, Bobby Burwell and Bill Pfaff. They are nearing the expert level for this job. John Maiorana is usually there but was away on business. Gary Phillips, Ray Schaub and I were there along with Ray Fuenzalida at times.

ELEMENTARY EDUCATION

Jim Pierce took his Model A Tudor to visit the kindergarten class at St. Rose school. They were studying transportation and to Jim it seemed like a good idea to share a Model A as transportation from another era. The kids loved it and got to sit inside.

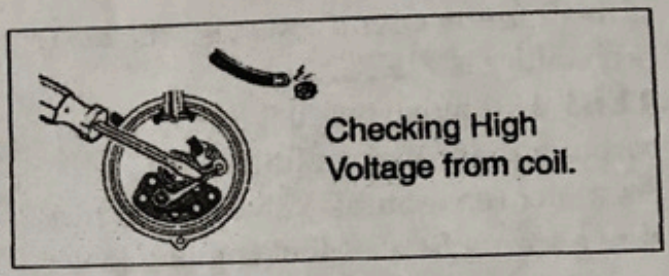
Isolating Road Troubles in 10 Minutes

COMPRESSION failures caused by: Head gasket leaking, stuck valve. (1% of all failures)

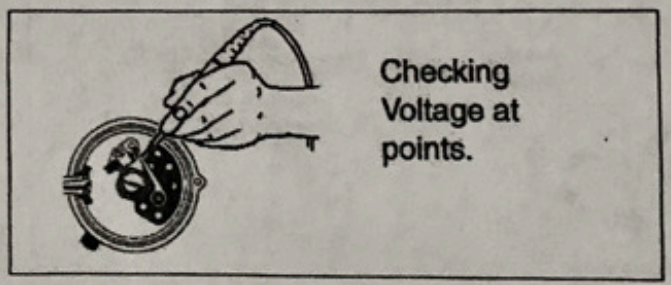
IGNITION failures caused by: Points burned or closed, condenser shorted or open, coil failure, high tension coil wire open, lower distributor wire broken lower, distributor plate shorted, ignition cable shorted or open, ignition switch faulty, ammeter nuts loose or open circuit, distributor cap carbon button worn or missing, distributor body cracked (shortened), rotor cracked, timing gear teeth broken. (95% of all failures)
The ignition circuit provides voltage to the points and high voltage to the spark plugs.

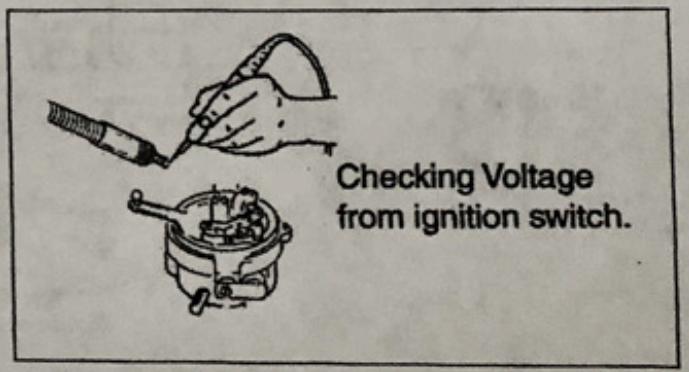
TEST 1- Open the points or place paper between contacts, Ignition switch On, test for 6 or 12 bolts depending on your electrical system at the tip of the points. If this test fails, go to TEST 3. You know the problem is in the ignition circuit. If there is voltage at the points, go to TEST 2.

TEST 2- Remove high tension wire from the distributor cap and place or hold it 1'8" from one of the head nuts (or a bare ground). Ignition switch ON, open and close the points with a screw driver. The points should spark each time they open and close. Each time the points open, a bright blue arc should jump from the tip of the high tension wire to the head nut. This tests the coil for high voltage output.


Checking High Voltage from coil.

TEST 3- When test 1 fails, the problem may or may not be in the distributor. Remove the ignition cable from the distributor body and test for 6 or 12 volts at the tip of the ignition cable with ignition switch ON. If there is voltage the trouble has been isolated to somewhere in the distributor body. Replace distributor.


Checking Voltage at points.


Checking Voltage from ignition switch.

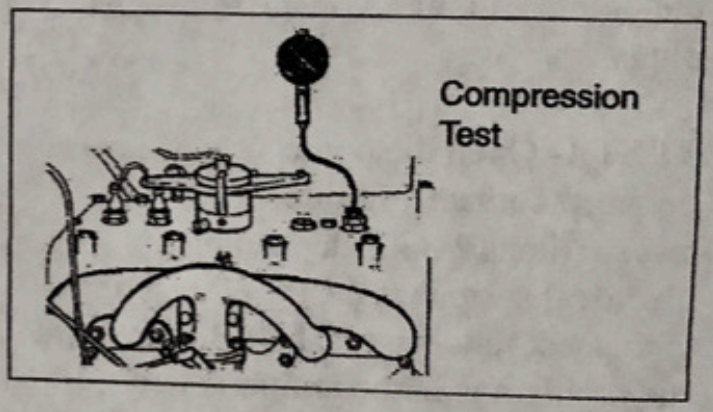
Isolating Road Troubles in 10 Minutes

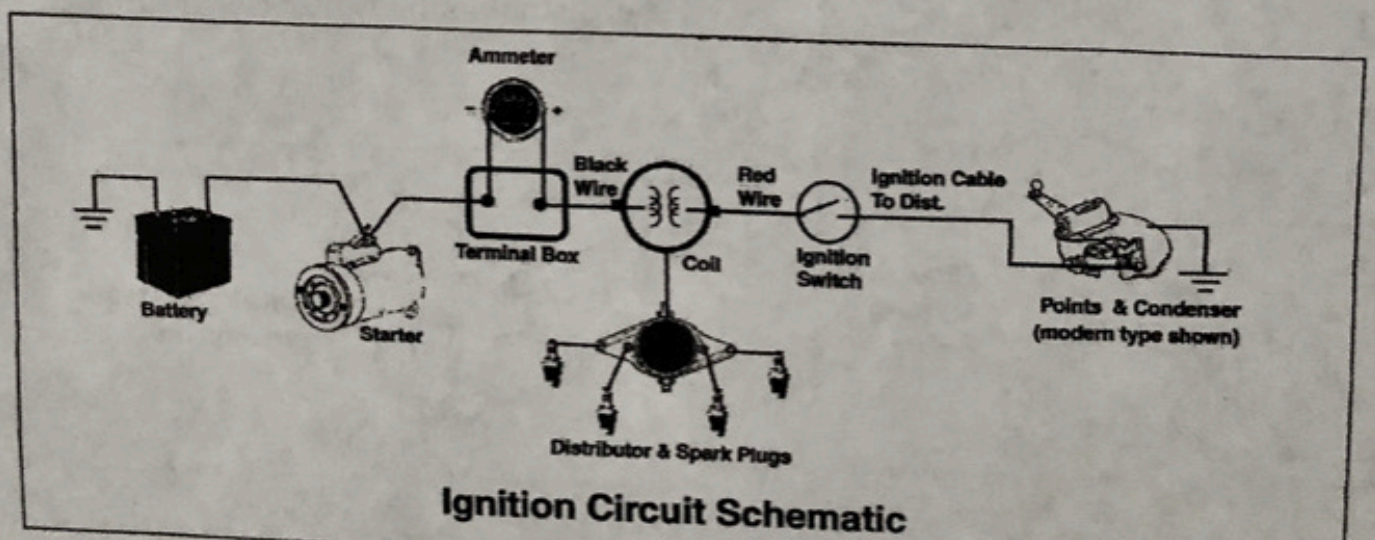
When test 1 and 3 test OK, the probability is the ignition circuit is OK. When test 1, 2 or 3 fail, the problem is in the ignition circuit and further testing can trace the problem to the failed part. Use the Ignition Circuit Schematic to trace down the problem with the ignition key ON or OFF, there should always be battery voltage measured at both coil terminals and at both wing nuts on the terminal box. Always check for loose connections at the ammeter.

If the Ignition circuit tests OK, the next probability is FUEL.

TEST 4-Remove the fuel line from the carburetor and drain a little fuel in a container (gas shutoff valve ON) to make sure a strong flow of fuel is going to the carburetor. If a strong fuel flow is present, the problem is probably in the carburetor. Replace the carburetor.

Test 5- If tests 1 through 4 test OK, proceed with a compression test of each cylinder. Compression in each cylinder needs to be 55PSI or more. A cylinder that measures no compression or a difference of more than 8 pounds less than the other cylinders, indicates a blown head gasket or a stuck valve.





Ignition Circuit Schematic