Updates

In case someone gets this email without seeing the full article on the "new" Model A engine, it is available at http://www.modelaengine.com. This website also has all of the previous updates, pictures, videos, and test data.

If anyone has a question, concern, comment, suggestion, or wants to get on the email list for updates, please email model.a.engine@hotmail.com. We will add your email address to our mailing list and do our best to address any questions you may have.

New Engine

The term "new engine" is loosely used. The only new parts are the cylinder block, crankshaft, and connecting rods. All interfaces for mating parts are identical to the original Model A engine, and they have been documented from the original Ford drawings. In addition, we are making a 30 pound flywheel.

Design Verification

The new engine parts and the optional flywheel arrived in the US and were received by the 3rd-party evaluator during the first week of September 2020. We arrived a few days later for final assembly and testing.

The new engine was tested to conditions beyond expected usage to see if there were any weak points. After assembly, the new engine was brutally broken-in by running it at 3100 RPM (75 MPH without overdrive) for 6 hours straight, followed by a lower RPM run, and the final test was a hill climb.

Engine assembly, test data, pictures, and video have been documented in the September 2020 New Engine Update.

The assembly and testing of the new engine resulted in a few minor engineering changes to enhance the design.

As an engineer, I am always curious to find the weak link in a chain. The connecting rod bolts specified for the new Model A engine are 170 KSI 12-point 3/8-24 UNF x 1.25 inch (McMaster Carr #91271A644).

The weak link could have been the 12-point Craftsman socket, 12-point bolt, or the threads in the connecting rod upper half.

I tightened the bolts in 5 lb-ft increments to 60 lb-ft. At 65 lb-ft, something started to yield. I tightened 2 additional full turns to make it obvious what was yielding.

Upon disassembly, it was found that the bolt yielded and the threads in the upper half of the connecting rod were undamaged.

Production

The engineering changes have been made and production was authorized at the end of October 2020. We are in the middle of a production run and expect to have parts ready for delivery near the end of January 2021.

The attached pictures show parts in China that are part of the production run.

Website

John Lampl, Bill Percival, and a website developer are working on a website that will collect all scattered information about the new engine together in one place.

The new website will include everything at http://www.modelaengine.com, include the "Builders Guide", include an article on how to modify a stock Model A oil pump to double the area of the flow passages, have a section where questions and comments from social media have been captured, and a place to order the new engine parts.

The Team and Responsibilities

Terry Burtz (model.a.engine@hotmail.com), Engineering and Technical Adviser

John Lampl (jrlampl@jrlasia.com), Manufacturing and Distribution

William Percival (wrpercival@gmail.com), business management

Leonard Nettles (ln.lja@sbcglobal.net), USA order processing

Ordering

There are well over 120 people that couldn't wait for the website to become active and they are on a list of buyers being kept by Leonard Nettles.

If you want to get on the list, please contact Leonard Nettles (ln.lja@sbcglobal.net).

There is no deposit required to be placed on the list.

International Orders

Interest (from people on the buyers list) in the new engine from Australia/New Zealand, and Europe has been high enough to send containers directly from China and avoid US Customs.

If you are in Europe, please contact Hans Meijerink, mrmbv1@planet.nl, Phone 0031534319914

If you are in Australia/New Zealand, please contact Dean Roberts, deanroberts@visionsafe.com.au, Phone +61 (0)408913355

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