

LETTERS

WHAT'S HAPPENED TO THE QUALITY OF THE MAGAZINE?

We have had a few calls and letters asking why the quality of the paper in our magazine has been so poor. One member even offered to accept a raise in dues if we'd use better paper "like we used to."

Two things have happened. One was that the cost of mailing the magazine has more than doubled over the past few years (38% in 1978 and 19% this year, for an example) and the Board elected to reduce this cost by using a lighter-weight paper in the magazine. This lighter-weight paper would, normally, only reduce the bulk and weight of each issue, not the quality of the printing.

The second item is the on-going shortage of good paper. A good number of American paper plants have closed down due to pollution regulations and the end result has been an increase in paper cost and a shortage of paper - this at a time when the demand for paper is at an all-time high.

Our printer has been caught in this situation and has been unable to get the quality he wanted, at any price within reason. Even when the quality paper was promised by the supplier, such was not delivered and we had to take what we got - or nothing. The paper for the last issue came from Sweden, they tell us.

We have a new supply coming in for this issue. It is supposed to be better. But no promises.

All of this seems to be a part of the new "American Way. (Do as little as possible, for as much as you can get, and don't work too hard because it'll make the others look bad!)

We have received a number of letters asking for detailed coverage on various items of Model T lore. Among these were requests for stories on Model T tools; wood patterns; upholstery and tops, to say nothing of articles on special bodies, carburetors, etc.

Great ideas! But such articles cannot be invented. They must be supplied by someone who knows the subject, has the tools, dimensions or whatever. Since the MTFCA is just a club with quite limited resources, we are unable to field a staff to develop these articles. We must rely on member's contributions and if none are forthcoming, that is that.

We would be interested in hearing from any experts in such fields and in cooperating with them in any way possible to develop this type of material. It is possible we could travel about to photograph items and, indeed, would like to do so, but we need some input if we are to know where to go, etc.

If you would like to help, please let us know.

Another area in which we have received comment is in our method of handling membership cards at renewal

time. As you are no doubt aware, cards are mailed out with the renewal notices and are not officially validated.

A survey over the years prior to our beginning this system indicated that most people (or at least most of those surveyed) didn't really care about a card; that it was "just something to stuff an already overfilled wallet with. Yet there were those who wanted a card.

The cost of mailing out membership cards upon receipt of dues would amount to about 20¢ per member for just postage and packing, to say nothing of the cost in time and effort. Our policy has been to put the bulk of our funds into the magazine, for we feel that this is the major reason most people join our club. At just 20¢ per member, it would cost in excess of \$1100 to mail membership cards; \$1100 that now goes into the magazine.

The choice is really yours, though. If enough think we should handle this differently (as most other clubs do), just let us know. In the meantime, for those who want a validated card, we can provide one easily if you just write in and include the return postage with your request.

Dear Sir:

I am in the process of restoring a 1924 Model TT C-cab one-ton truck. I have run into a problem of not knowing how to put the top on.

Do you have any blueprints, drawings, specifications, etc., that show how the wood was attached to the metal of the cab? I need their width, length, etc. Detailed pictures may be of help also.

R. J. Maxwell
3001 S. Rosemary St.
Denver, CO 80231

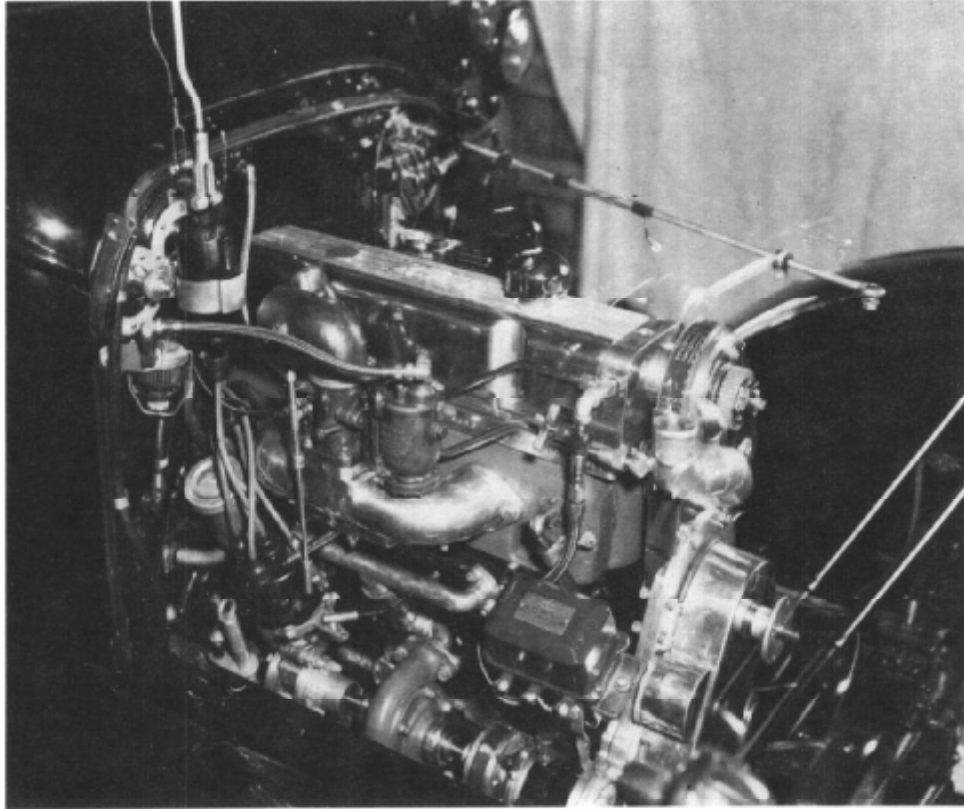
We do not have this information in our files. Hopefully, one of our readers may be able to offer some assistance.

Dear Bruce:

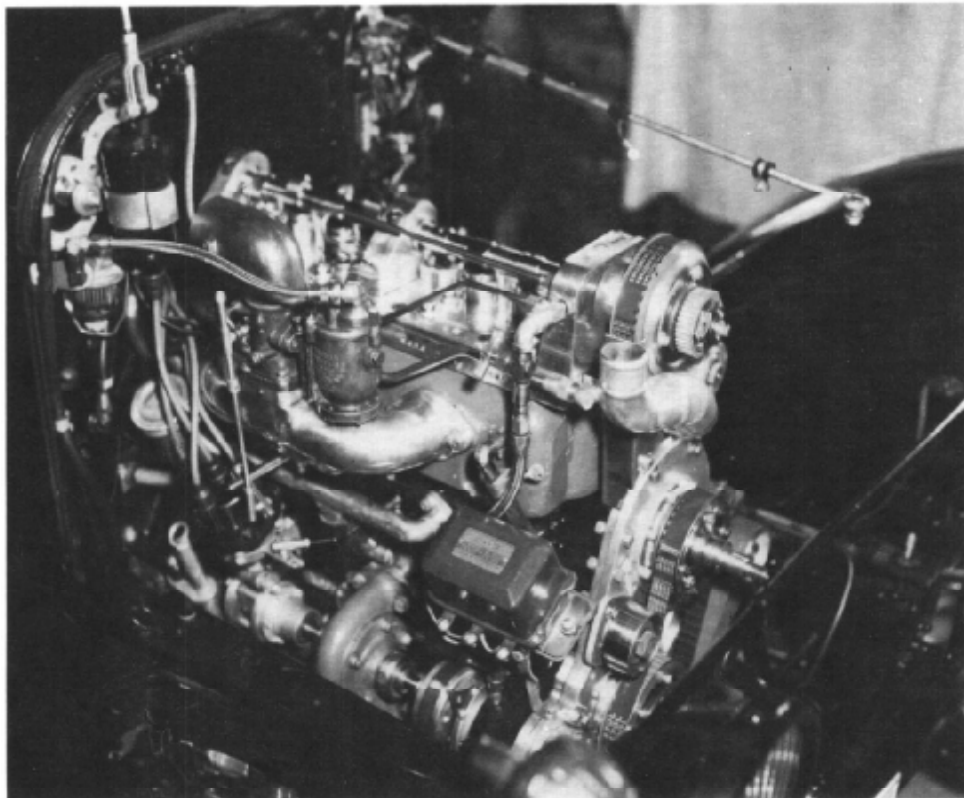
Enclosed are photos of my new OHC RAJO engine. As the pictures show, the starting point was a Rajo head which had seen better days, having been badly frozen and broken in the distant past. I performed the acetylene welding operations and brought it back from the grave. It replaces the 16-valve Roof with the two overhead cams which proved so successful and which you covered in the July-August 1972 issue.

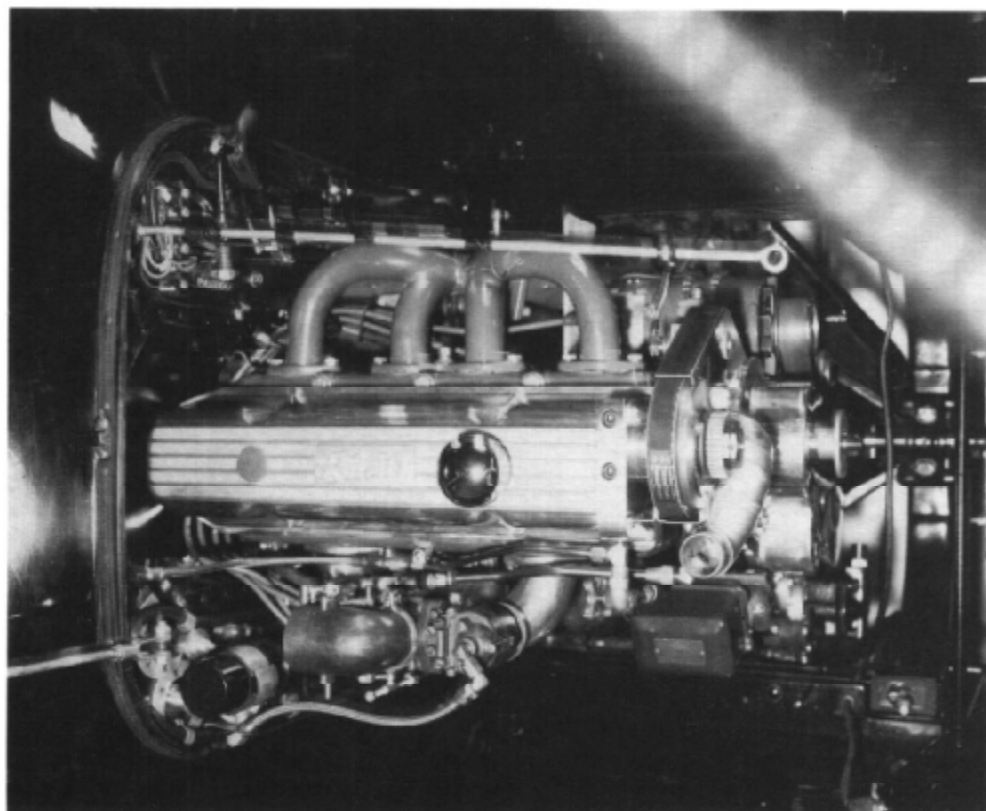
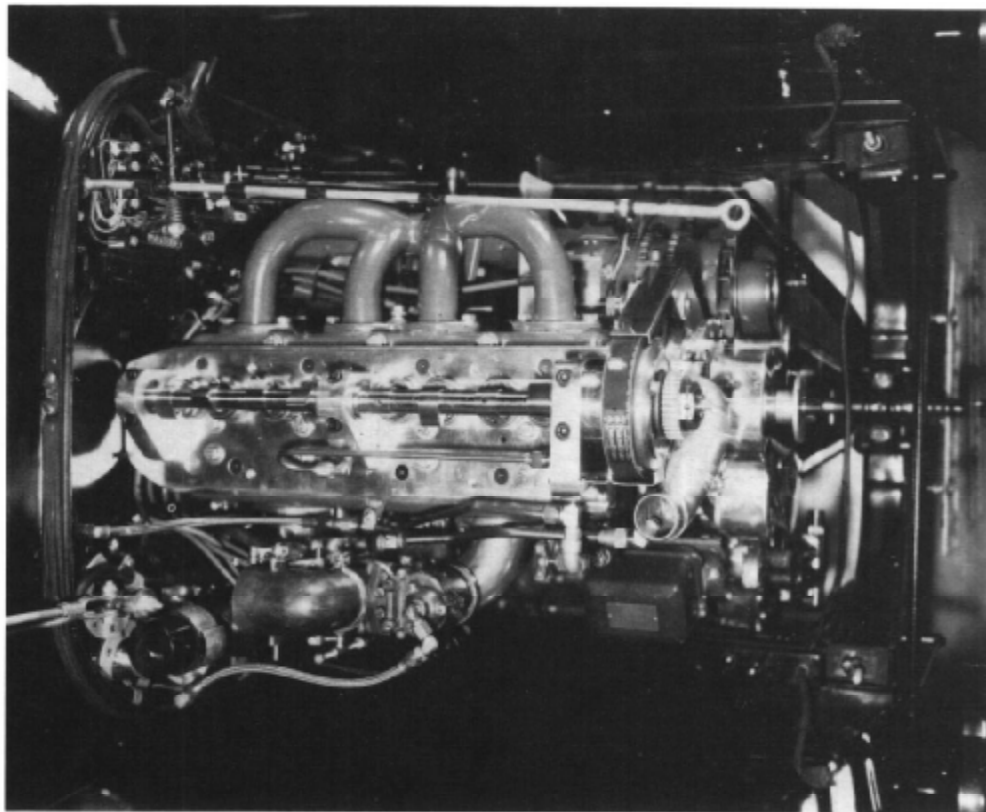
Having built or been deeply involved in overhead cam conversions for more years than I can readily recall, I elected to go the timing belt route for rotation, rather than gears or chains with their attendant lubrication requirements and agony.

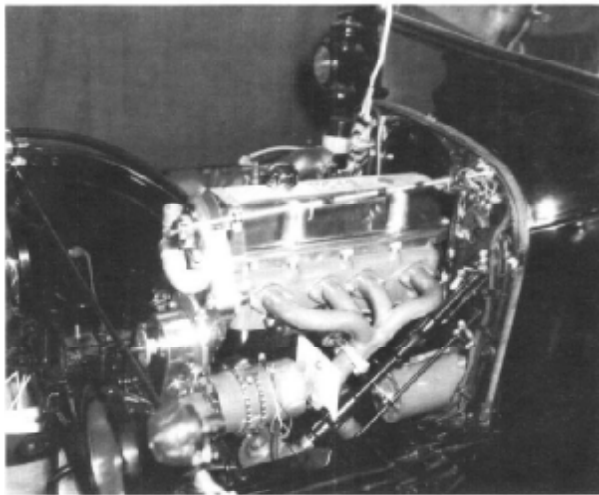
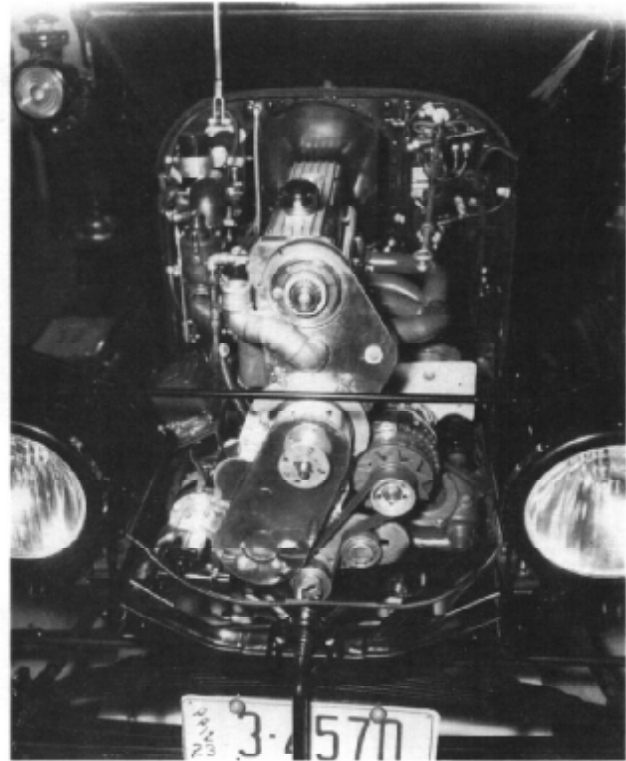
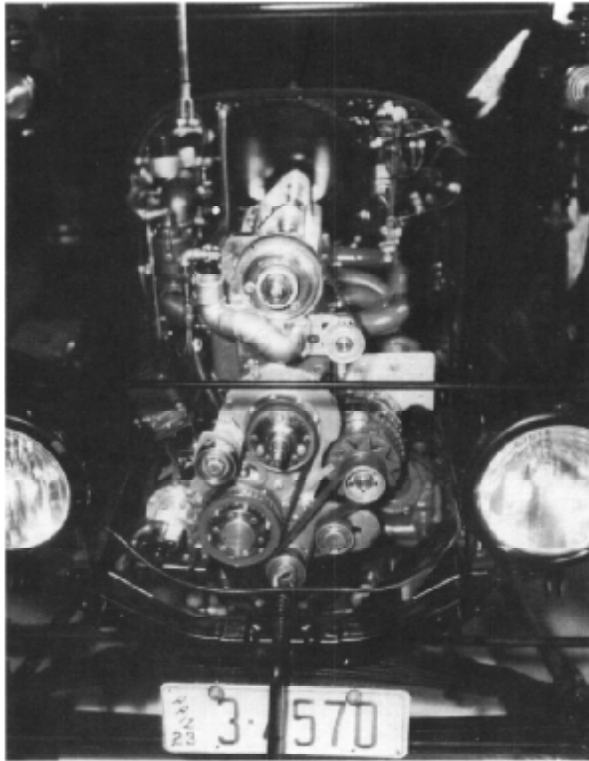
Simplicity was foremost in mind although it gets



Chuck Condron's overhead cam Rajo engine, with and without valve and timing gear covers.







involved at the best. In picture "1 you will notice that the entire cam-cup and bushing assembly is actually integral with the aluminum base plate, held down by readily accessible screws which are threaded in dry holes. With a minimum of effort the whole assembly can be removed. Plate, cam assembly, bearings, cups, etc. come off in one fell swoop and can be laid aside intact. Head removal, if necessary, can proceed in the usual fashion and can be reassembled in reverse order.

The cam has been fashioned from a Model A and is fully drilled for internal oil, metered and supplied from

the Packard pump below. Lift is .375 inches. The cover is from a current Chrysler product, altered as necessary. It has the usual gasket and the front of the cover meets the front cam bearing in a wedge-like action as shown in picture "2. Incidentally, there is a gasket between the head and the cam-plate to insure oil-tight integrity in that area. The cam cups are from a Fiat 1600 engine and utilize various thickness adjustment plates for clearance provision. The manifolds are of my own construction and the carburetor is a Winfield BD-SR. Water temperature is regulated by thermostat and cooling problems do not seem evident.

The lower end employs a Model A shaft drilled for pressure and 292 Ford pistons are presently used. The flywheel (Model A, machined) runs dry and a four-speed Toyota transmission carries the power aft.

This new power plant is in my usual early 1923 roadster-pickup which I had on the Denver Tour. I make no effort to race it and keep the whole thing under the hood. It sure is a pleasure in the hills, though!

The work was done with the help of Carl Schmid, of Stockton, California.

Chuck Condron
Tucson, Arizona

Dear Sirs:

Several years ago a fellow brought a Model T block to me, along with a box of related parts, to build up for a car he was going to restore. While it was obvious that this block was for the 'Improved Ford (1926-27), it