

GEORGE WASHINGTON CHAPTER Model A Ford Club



JIM AND CONNIE BAKER'S FABULOUS TOWN CAR, RUBY

.....

BUILT TO TOUR!

.....

JULY 2023, GENERAL MEMBERSHIP MEETING.

A Quick Review of the Basics

- 1931 Model A Town Sedan.
- Acquired about 1997.
- It was restored but in an accident, so rebuilt.
- We've driven 40,000 miles on Tour!
- It's been to ~7 Countries, 3 Continents.
- Driven from the top of Pike's Peak to the bottom of the Grand Canyon!!

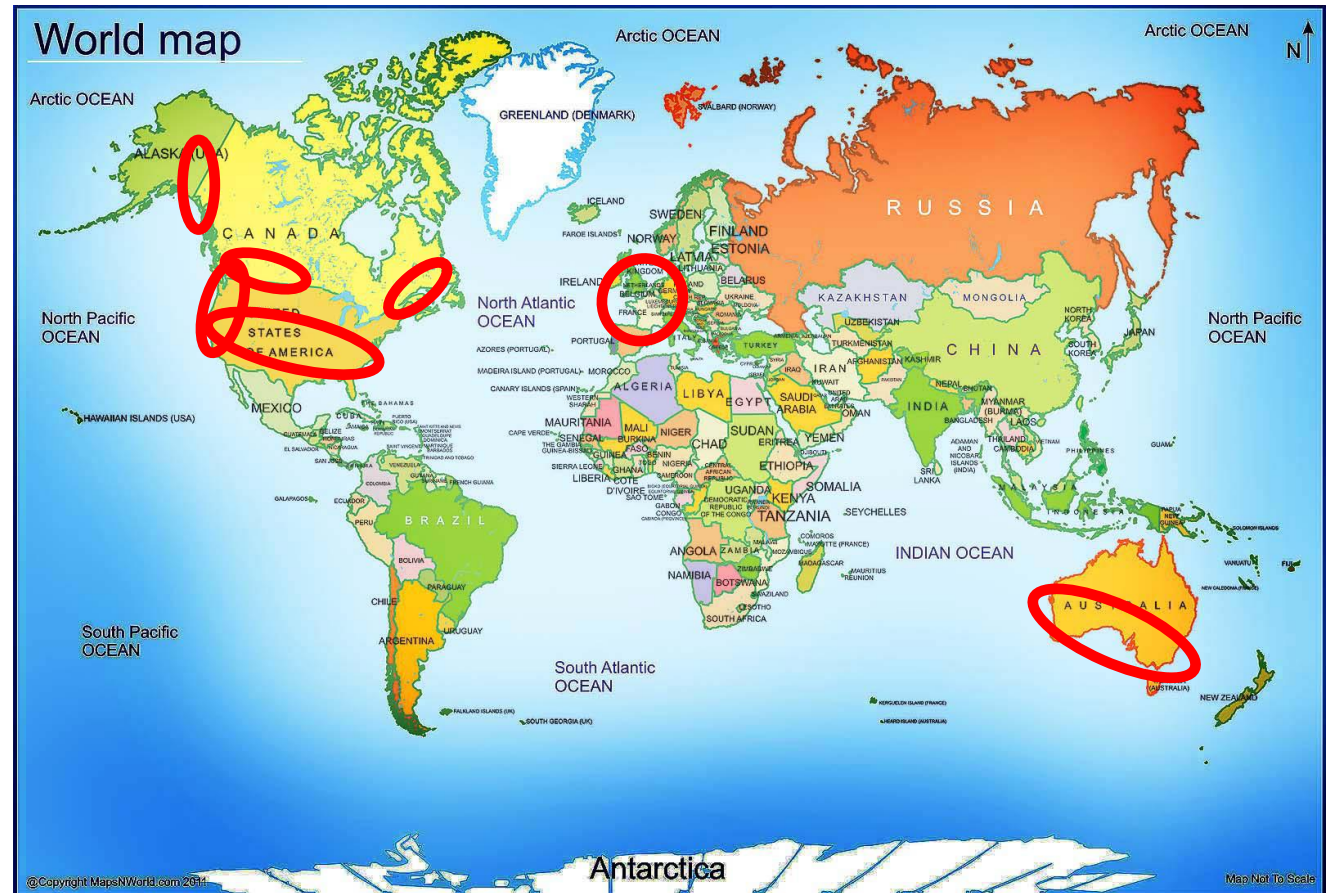
We've been everywhere man!



In Addition to GWC, we belong to:

- Model A Touring Club. (former president)
- Model A Restorers of Arizona
- Veteran (Vintage) Motor Car Club

Where we've been

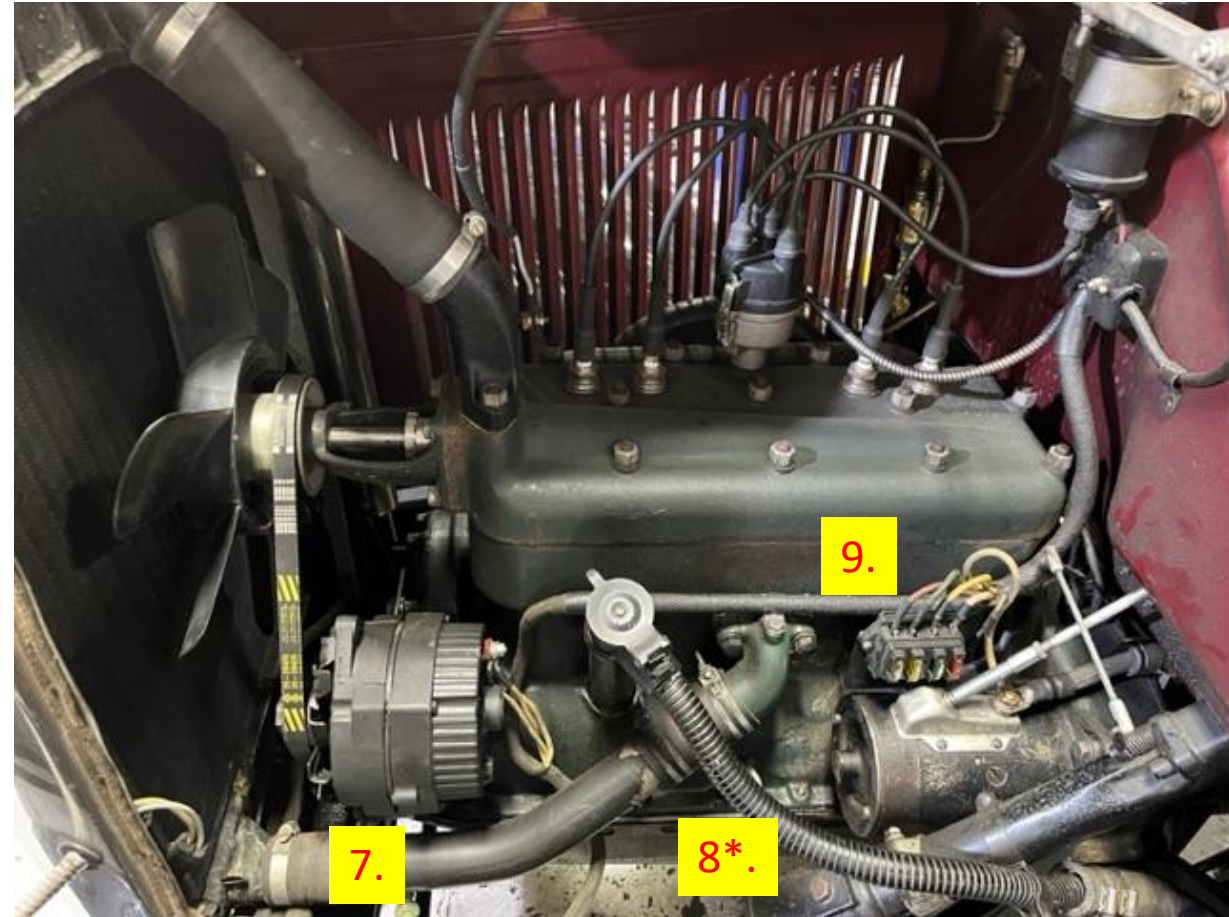
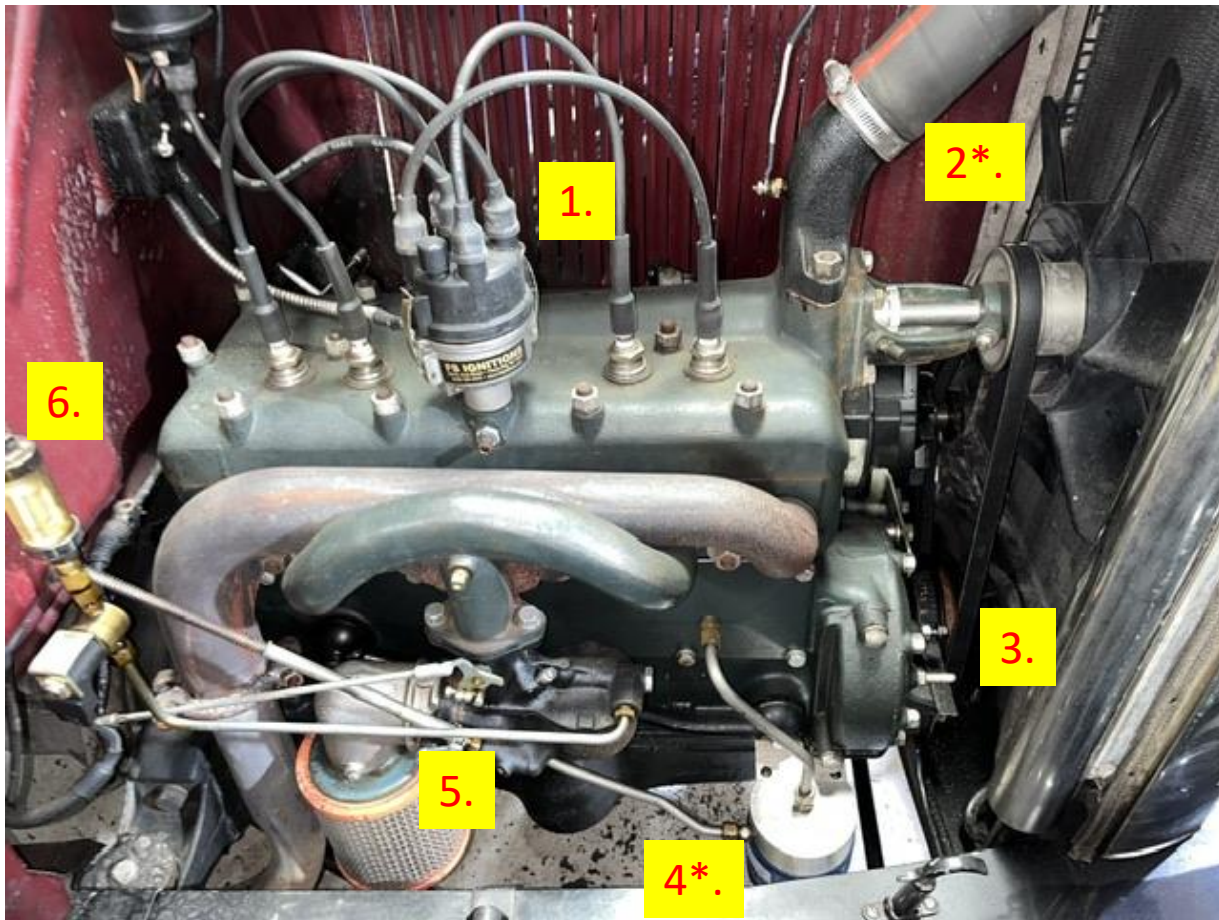


Today's Discussion

- It's a photo journal about the modifications made to this car.
- It's broken down into groupings but there are overlaps.
 - **Engine:** Built by Ron Kelley RK Design of North Dallas TX. Electrical by John Phillips.
Modified radiator by John Cook
 - **Drive Train:** F150 Transmission by Dave Dehune of CA; Mitchell Gear Splitter; 1935 16" Ford Rims with Radial Tires;
 - **Suspension, Steering and Braking:** Modern Shock Absorbers, 1987 F-150 steering, Hydraulic Brakes
 - **Interior/ Controls/ Comfort**
- I'll point out the changes I made with some brief discussion of how it works/ why it was done.
- Its an open discussion and I'd rather take your questions on what is of specific interest to you rather than lecture. I can fill you in on things I would do again and things I would not do again.

Engine (Basics)

Engine/ Drive train built by Ron Kelley of Dallas Texas. (100 New England engines found, 50 purchased and disassembled by local schools. 2 selected as good enough.) Specifically modified for touring. Modified pistons, valves/ valve seats and bearings. Engine RPM strictly held to 2000 when driving. Its all about the lubrication.



1. Distributor

2. Fan/ Radiator *

3. Cooling Reservoir*

4. Oil Filter*

5. Modified Air Maze

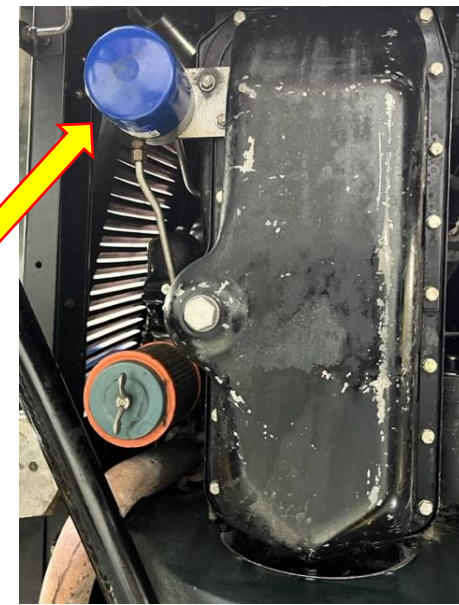
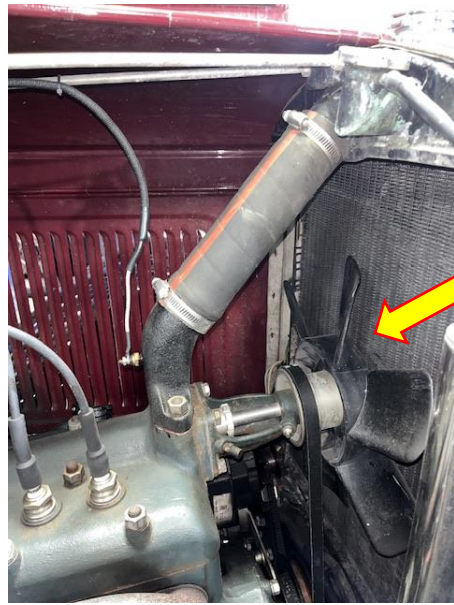
6. Fuel Filter

7. Alternator/ 12V

8. Oil Breather Tube*

9. Fusing

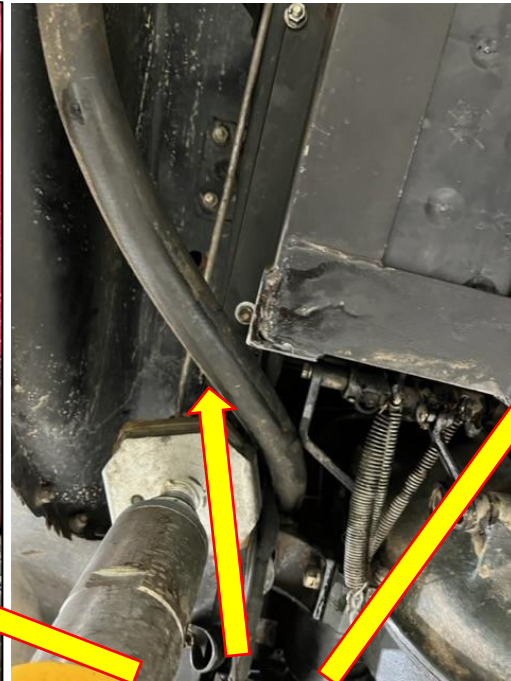
Engine (Extra Photos)



4. Oil Filter*



2. Fan/ Radiator *

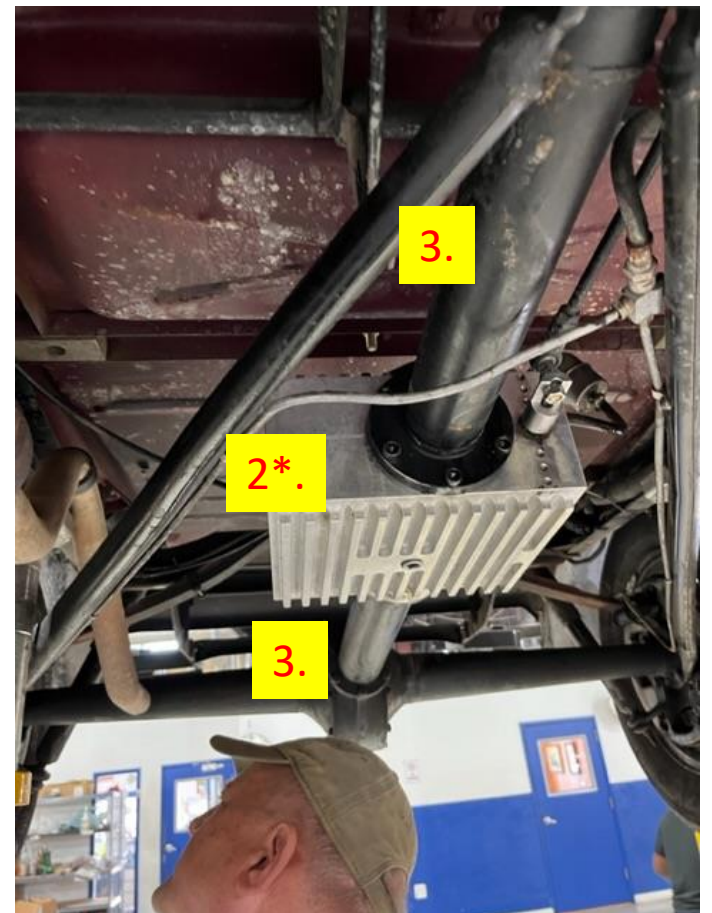
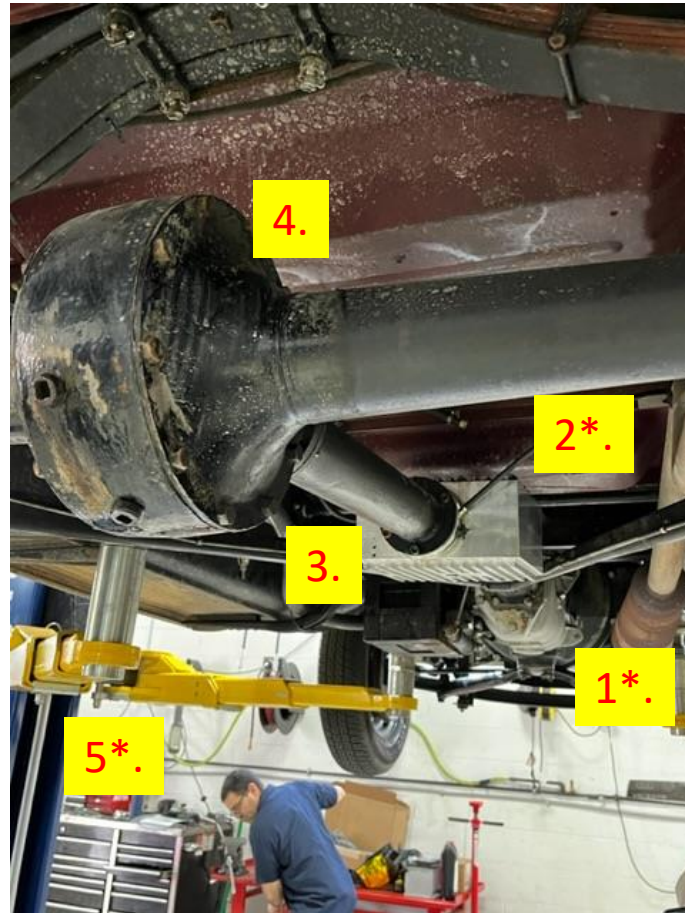
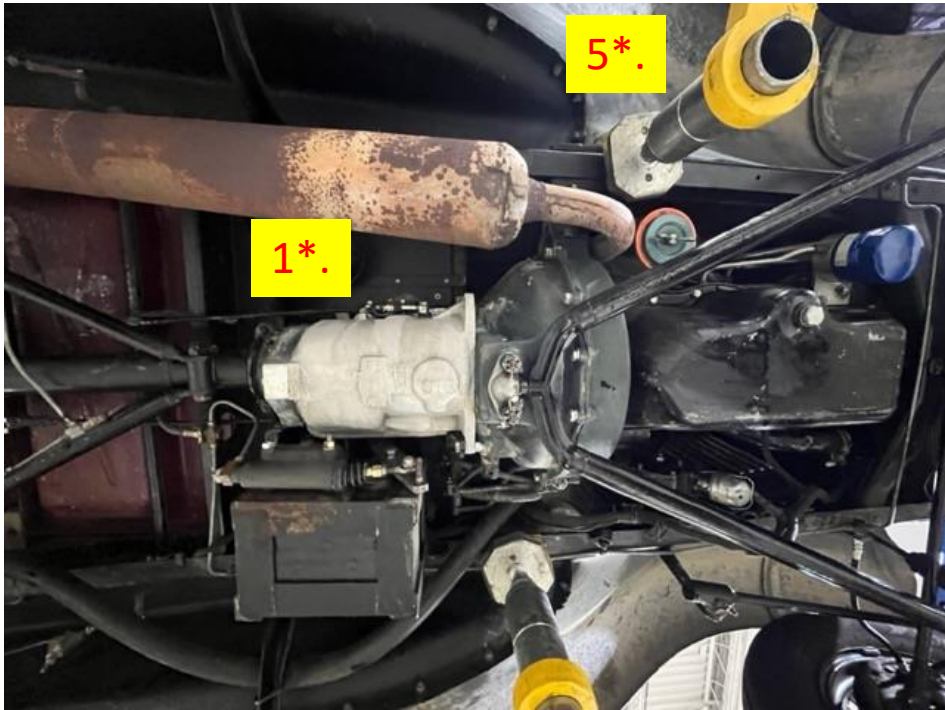


8. Oil Breather *

Drive Train (Basics)

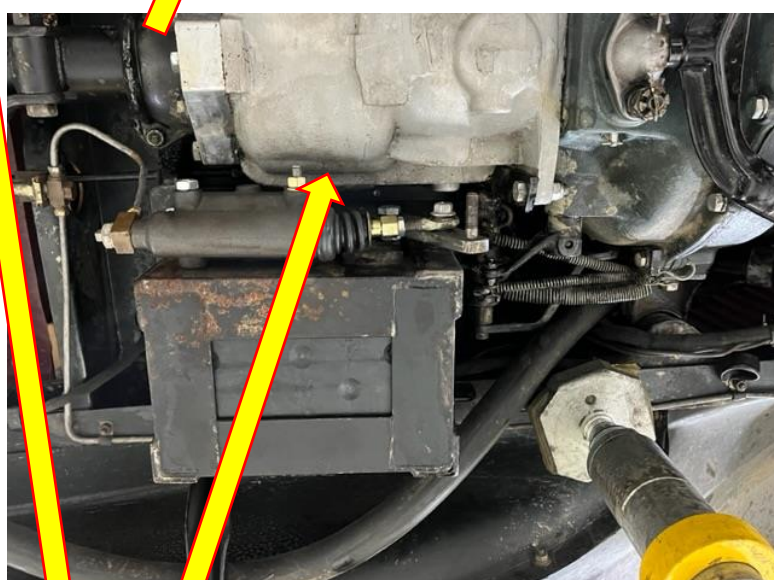
F150 transmission is built from new parts, not a junkyard rebuild.

Mitchell Gear Splitter



1. F 150 Transmission. *
2. Mitchell Gear Splitter *
3. Modified Torque Tubes
4. Stock Differential
5. *Special Lift Points (not part of car)**

Drive Train (Extra Photos)

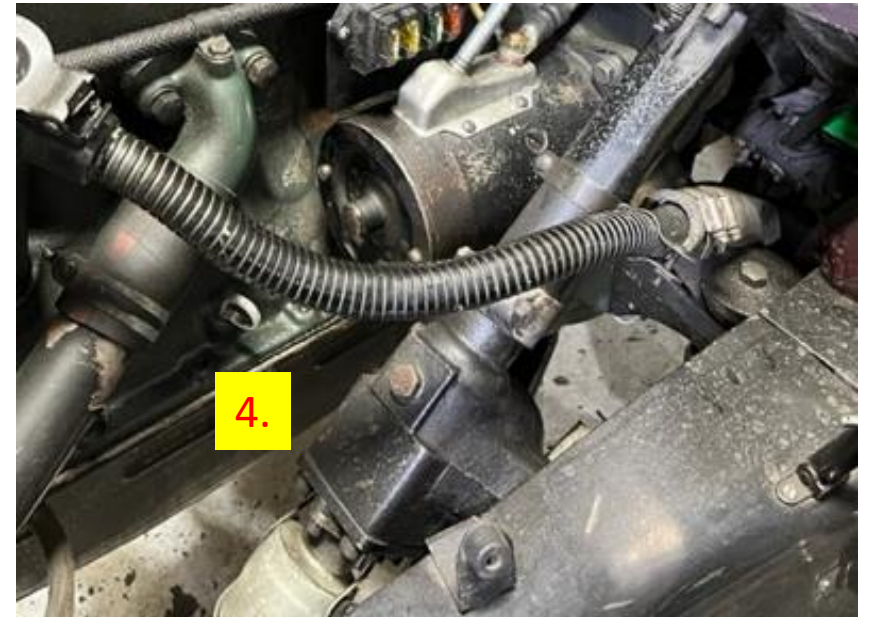
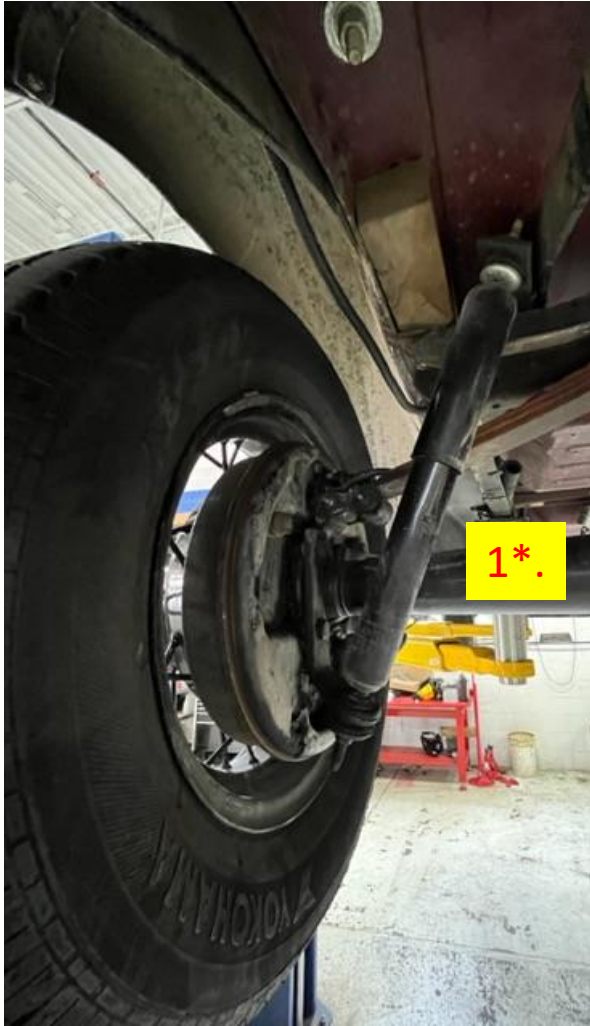


1. F 150 Transmission. *

2. Mitchell Gear Splitter *

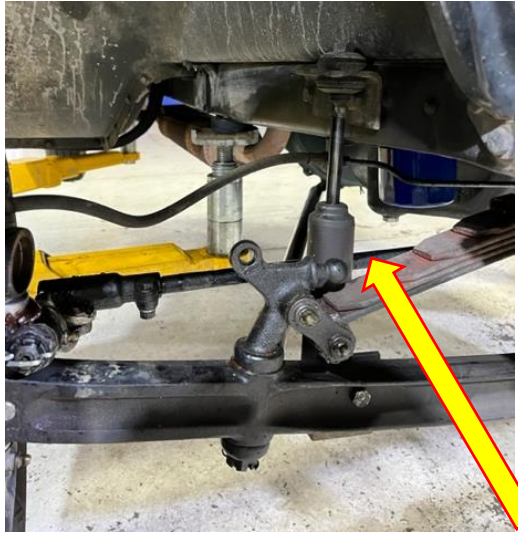
5. *Special Lift Points* *

Suspension, Steering and Brakes (Basics)



1. Modern Shock Absorbers*
2. Hydraulic Brakes*
3. 1935 Ford 16" Spoked Rims and Radial Tires Wheels*
4. F-150 Steering Box

Suspension and Brakes (Extra Photos)

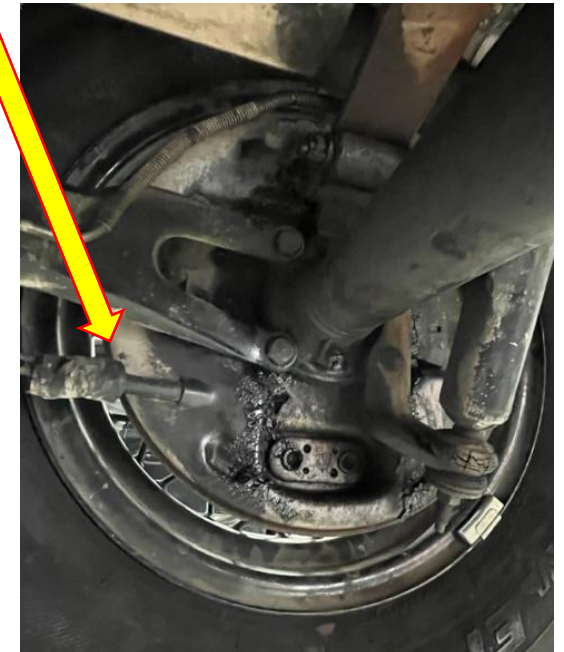


1. Modern Shock Absorbers (left and right front)*

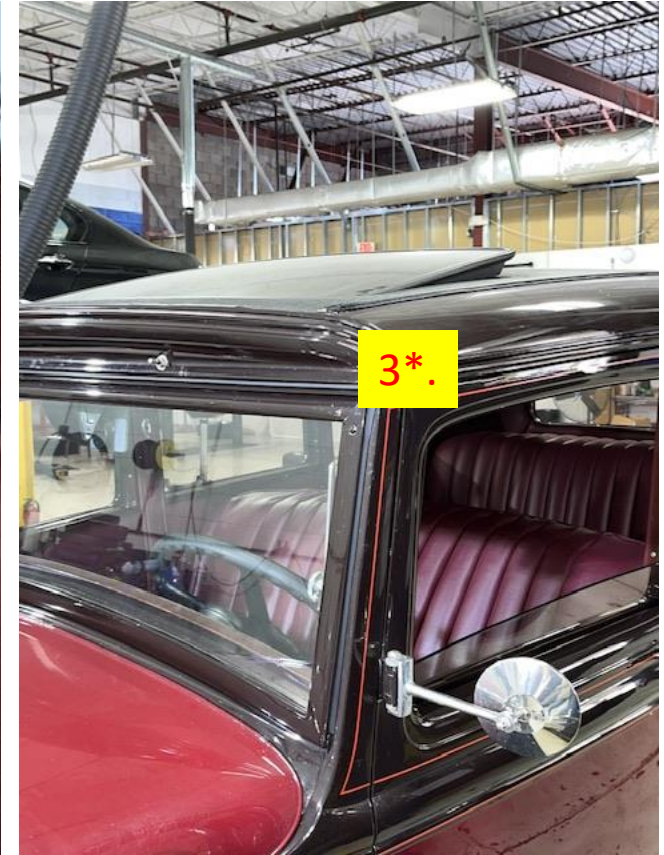
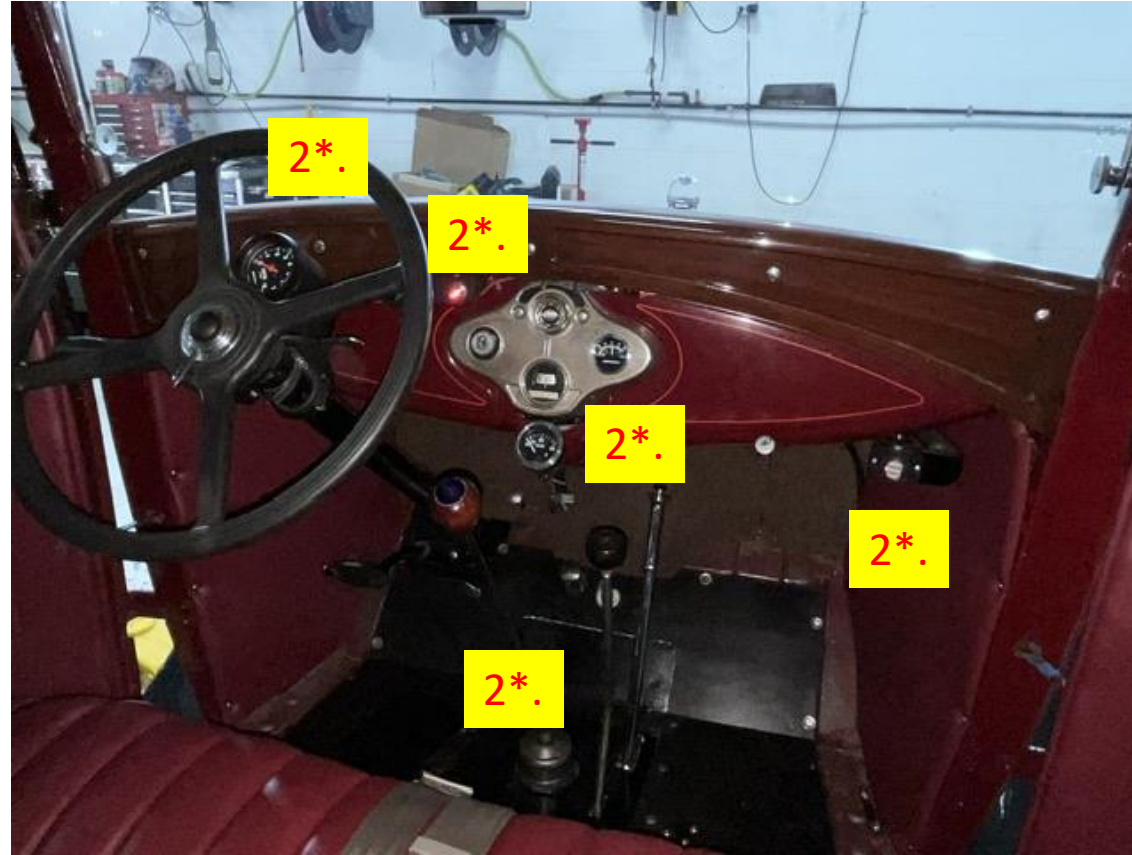


3. 1935 16" Ford Rims and Radial Tires*

2. Hydraulic Brakes*



Interior/ Controls/ Comfort (Basic)



1. Modified Upholstery
2. A few added dash components*
3. Operating Sunroof!*

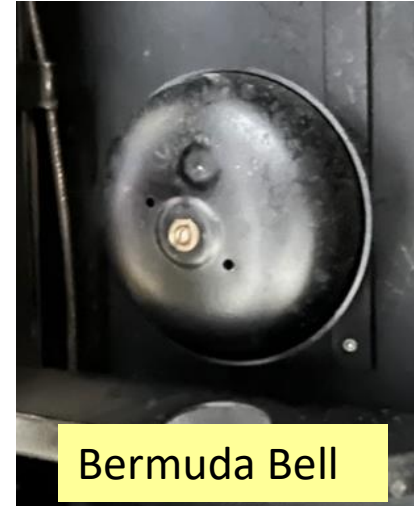
Interior/ Controls/ Comfort (Extra)



There is a reason for everything!



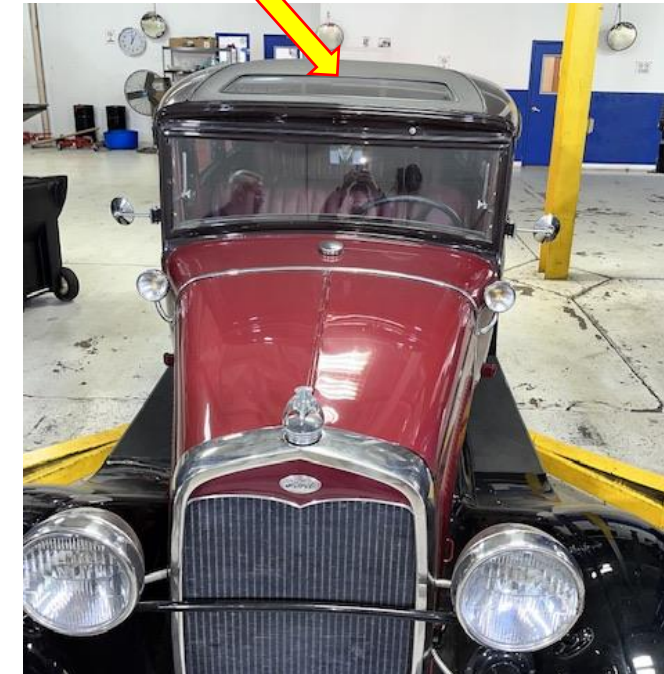
3. Operating Sunroof!*



2. A few added dash components*

- USB Ports
- Tach
- Temperature
- Splitter

Bermuda Bell





QUESTIONS?

