

**FORD "A" SPEED
TECHNOLOGY**



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BOY'S AND THEIR TOYS!



Dan Price - Westerville, Ohio

COVER STORY

DAN PRICE'S TOYS / PROJECTS



DAN'S 1934 KRASEK

On our way to Nova Scotia for a Model A Tour in September, Carol and I stopped by for a visit with Dan Price thinking that we would get a picture of one of his cars, put it on the cover and do the usual "stuff". However once you see what Dan has, it is a little hard to do his collection justice with just a car. So this issue's centerfold is a little different and believe me when I tell you this is not all of Dan's "stuff". Dan will give us a little background and then he will explain what's in some of the photos in the centerfold. H4H4

I got my first Model A in 1964; it was a 30 Tudor Sedan. Pretty much all stock. It didn't take me very long to discover that there was hop up equipment for these four bangers. I found a Simmons high compression head, a two carb intake and a Mallory. I later removed the fenders and probably had the first high-boy in Ohio. That thing ran really good and knocked like hell, but the motor never broke anything. One time, while making a fool of myself, I was showing off for my buddies and raced the engine and dumped the clutch and nothing happened. Now we all know a car is not supposed to do that. It wouldn't go backward and didn't have low and second gear. The bottom of the transmission case broke open and the cluster gear fell out on the pavement. There was gear oil and bearings all over the street. I just grabbed the gear with a rag, threw it in the back seat and drove home using high gear.

It seems like I have always had the ability to operate machine shop equipment. I don't know where that came from, as my dad was a postman. Around 1975, I had acquired the original patterns for the flathead Thomas and the OHV Rutherford (the rocker arm version). I was beginning to learn the pattern making trade with this stuff. It was a challenge to me to figure out how this stuff could make a casting. No foundry around me would even touch the stuff. It was around 1985 that I started making the flatheads and that led to marketing aluminum intake manifolds and cast iron exhaust manifolds. Besides this stuff, I've made and still make the aluminum oil pan for B

motors, oil pumps and filter systems for B motors. The Riley head copy that I made fifteen years ago was a challenge of "bet you can't do that", and one hell of a learning experience. By the way, this head was never a Riley marine conversion. Those patterns were made in Detroit, Michigan in the early thirties. They were made by a man named Kurshuck. I bought them at Hershey in 1992 from his son. Those patterns never produced any castings in their life until I got hold of them, and it was my idea to change them to down draft intake ports and stud mounted rocker arms like small block Chevy's. So, now you know the rest of the story. That head and all the mistakes I made, I attempted to correct when I took a clean sheet of paper and designed the Cragar I now sell. F-Head designs suck. To many problems from a manufacturing point of view in addition to being really limited as to how much compression and timing you can build in the motor. We know what works good in racing today for the Chevy racers and lots of those ideas can be adapted to what we do with our four bangers. Just pay attention to what they are doing.

I think my next project is building a new block and producing another run of Cragar heads with some improvements I have in mind. I have the Rutherford patterns for the five main and three main bearing versions of his block that will accept any OHV head, except an F head, as there are no ports in the block. These patterns and the tooling for the D.O. Lyon head I've been sitting on for some time now. So, I don't know if there's enough years left in my life to do all the stuff I want!



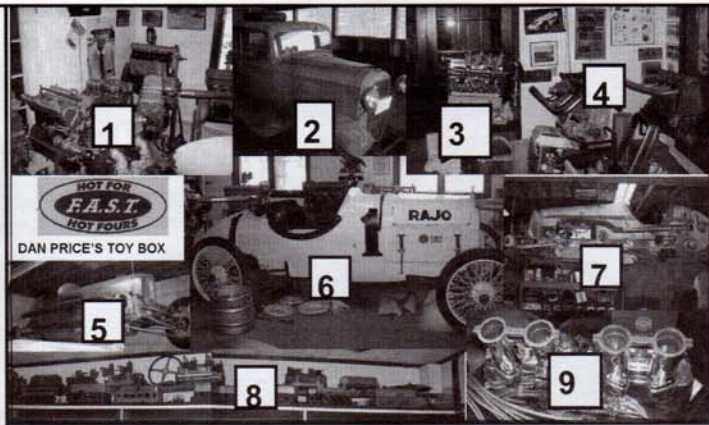
Aluminum Oil Pans
Crossdrilled Crankshafts
B Engine Oil Pump Systems
Oil Filter Systems

CRAGAR
Four Port Heads



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CENTERFOLD INFORMATION

1:

- On the right is a Model T D.O. Fronty
- In the rear is a Model A with a S.O. cam Hal head
- Is a B block with a S.O. McDowell 4 port
- Is a Model T Fronty Model SR, 2 port head
- Is a B engine with an aluminum 4 port Riley with cup system around the valve springs
- Is the D.O. Krasek engine out of my race car. This engine was Krasek's block with a Model T Gallivan D.O. head

2: Is all original 32 5-window coupe, four banger, runs great. I'll never restore this car. It might get a healthy four banger some day.

3: This is racer's ingenuity at work. It's a Model T engine with an 8 valve Rajo head adapted with the left bank of an overhead cam assembly from a 1922 Willis St. Clair V-8, shaft drive, all complete.

4: In the corner is Slim Rutherford's first single overhead cam engine. I met Slim at the Winchester Old Timers Reunion in the late 80's and showed him these photos of this engine, and he identified them as his first fabrication of an overhead cam conversion. This head is made from steel plates welded together. Cam is driven by a very wide silent type chain. Oil pump is driven from the bottom of the front chain cover. Engine on the left is a Rutherford block with a Fronty Stagger-valve, 16 valve, 2 cam conversion.

5: This old race car is Ira Hall's car from 1929. It's a Dreyer chassis and body, powered by a Model T D.O. Fronty 16 valve motor. All original. I've had this since about 1985 and maybe some day when time permits, I'll get it down and run it.

6: This is a 1920 Aimes bodied, Model T speedster, T engine with Rajo head, 8 valve. Car has all the really neat chassis brackets a racer could get in those days to lower his car. Pasco 23 inch wheels, too.

7: Of all my cars, this is my first true love. Leo Krasek's race car from about 1934. It's all original and all his design. Earlier you saw a photo of his D.O. engine that was in this car in 1939-40. The engine in it now is what made this car famous. It is the single overhead cam head he designed, 2 port, on his five main block of 212 cubic inches. The head is all gear drive. This car competed right up through the late 40's. I've run this in the AARA events for the last 25 years; and just this past year, it started to run bad and was losing power. So I pulled the head and found it needed a valve job in the worst way.

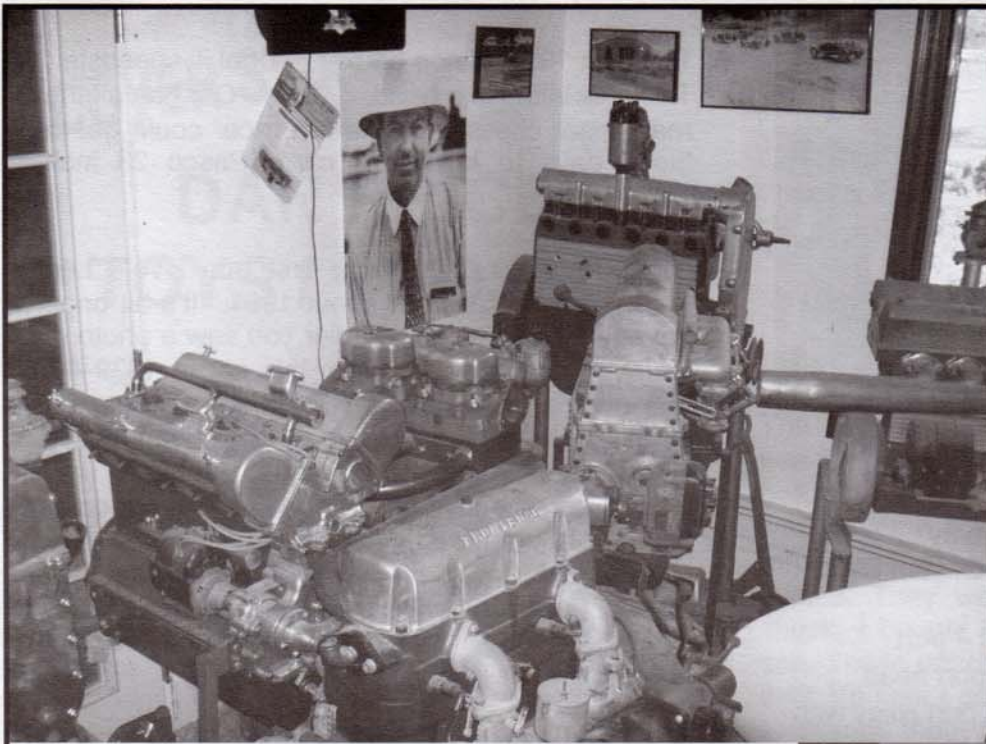
8: LEFT TO RIGHT, BOTTOM ROW

- Craig-Hunt for Model T Ford, 16 valve, single overhead cam, driven by a bicycle chain. I believe it's about the first piece of speed equipment made for Model T's — 1915.
- Morton-Brett head for Model A—8 valve, rocker arm
- Slope sided Miller head, 1928
- Your run of the mill, boring, 2 port Riley
- 2 Port McDowell rocker arm, 8 valve
- Alexander rocker arm, 8 valve

TOP ROW

- Gallivan rocker arm, 8 valve, only one I've ever seen for Model A/B
- Roof Cyclone head, F-design, four valve
- Cragar cross flow, 8 valve, huge intake ports
- 4 port McDowell rocker arm, 8 valve
- Rutherford 4 port rocker arm, 8 valve

9: This head is one of the two Riley copies I kept for myself. I made these heads about 15 years ago. This one is all polished up looking like grandpa in his casket. I made and cast my own Hilborn style fuel injection that I'm converting to electronics. This engine will make it into my 32 3-window coupe..... someday!!! **Dan Price**



DAN PRICE'S TOY BOX

