

## Canadian Model A Ford ENGINE NUMBERS

The following information was provided at the Judging Seminar at the Membership Meeting in Toronto, Canada.

Basically, the Model A built in Canada was the same as U.S. built models, but differences did appear. One of the main differences was the engine numbering. However, after 50 years it is possible an owner might have used a U.S.-built engine as a replacement; or, in fact, a Canadian engine may have been used as a replacement in a U.S. car. So, to identify the origin of a specific car, one must look further.

Another obvious feature was the bumper clamp. The Canadian clamp was flat, or with a bolt head, and did not have a colour insert; this could have been replaced. One Canadian feature which was difficult to replace in its entirety was the Robertson screws. That is a screw with a square hole in the head in place of the usual slot.

There were some differences in exterior colours and interior upholstery; but we have not been able to find formulas for any variations of paint colours or sources for duplicate upholstery. We, therefore, suggest the restorer use the paint colours and upholstery that are available and acceptable.

There are other minor differences which should be considered by a judging team in serious judging.

The following list of Canadian-built motor numbers is to assist restorers of Canadian vehicles. These numbers are from written records of the Ford Motor Company of Canada and are complete and accurate.

### Canadian Model "A" And "AA" Engine Numbers:-

The prefix "CA" was allotted to the first 15,000 and was used from the starting date of February 1, 1928 to August 31, 1929.

Month and Year	Serial Numbers
February 1, 1928	CA- 1
February 28, 1928	479
March 31, 1928	3329
April 30, 1928	7172
May 31, 1928	13772
June 30, 1928	22563
July 31, 1928	32817
August 31, 1928	44610
End of 1928 Model production	

September 30, 1928	53531
October 31, 1928	63174
November 30, 1928	71370
December 31, 1928	78127
January 31, 1929	89474
February 28, 1929	102209
March 31, 1929	115460
April 30, 1929	128690
May 31, 1929	137105
June 30, 1929	141953
July 31, 1929	146518
August 31, 1929	150120

End of 1929 production

Starting in September, 1929, twelve additional letters were used for 1930 and 1931 models. Numbers one to 10,000 were used with each prefix, with the exception of CAD which used only one to 6877, thus making the terminal number CAD6877.

CAQ 1 to CAQ 10000 - Sept 4 1929 to Nov 4, 1929
CAW 1 to CAW 10000 - Nov 18, 1929 to Feb 4, 1930
CAE 1 to CAE 10000 - Feb 4 to March 14, 1930
CAR 1 to CAR 10000 - March 14 to April 14, 1930
CAT 1 to CAT 10000 - April 22 to May 13, 1930
CAY 1 to CAY 10000 - May 13 to June 11, 1930
CAU 1 to CAU 10000 - June 12 to August 7, 1930
CAI 1 to CAI 10000 - August 7 to October 16, 1930
CAQ 1 to CAQ 10000 - Oct 16, 1930 to Feb 9, 1931
CAP 1 to CAP 10000 - February 9 to April 1, 1931
CAS 1 to CAS 10000 - April 1 to June 2, 1931
CAD 1 to CAD 6877 - June 2, 1931 to Feb 11, 1932

Production totals for 1928 were 78,127; for 1929:- 86148; for 1930:- 71,619; for 1931:- 30,100 and for 1932:- 861. Total Canadian production:- 266,855.

No independent record exists of the CAA numbers, but from investigations, it is believed that CAA numbers and CAAQ, CAAW, etc were taken from the numerical order, and selected for AA trucks, receiving the additional stamping to designate the heavy duty clutch needed in the assembly-for use in the truck. In effect then, the numbers CA69256 (car) and CAA69257 (truck) and CA69258 (car) could have followed in sequence along the assembly line.

MAFCA's John Hargrave (last year's Technical Director, current President) says he received many letters complaining of engine knocks and rattles coming from Model A engines where the cylinders have been bored out to .100" or more. In most cases, the noise has been traced to the top edge of the oversize pistons striking the head gasket. Although head gaskets are now available with an oversize opening for oversize pistons, a number of owners he heard from elected to machine a 45 degree bevel to the top edge of the piston. This has worked well and permitted use of a standard head gasket. There have been a few cases where the problem was traced to inadequate clearance resulting from milling the top of the block. Within limits, the same solution is applicable.

Steve Pargeter of Nashua, NH, USA, was having problems when buffing headlight rims when the buffing wheel would grab them and throw them across the room. His solution was to cut a circle from plywood just large enough to fit inside the headlight rim (8-1/2" seemed about right). He then secured the wooden circle to the headlight rim with plastic ties. With the wood inside the rim it was a simple job to buff them out. When the buffing wheel tried to grab the rim it hit the wooden circle instead.