

Don't Get Hosed

Simple inspections can prevent a breakdown that's been years in the making.

By Lynn Sondena

Photo 1: My upper radiator hose had dry rot cracks.

DOING A SIMPLE CHECK on my Model A, I was crawling under the engine to check the torque of the oil pan bolts. These can loosen over time due to the shrinkage of the pan gasket.

As I was moving from the front, to the pan, I was met with a drip of antifreeze in my face. *What is up with that?* I wondered.

I inspected the radiator, and it was fine. The lower radiator hoses were good so I checked the upper radiator hose. It had dry rot cracks (photo 1) and on the bottom side, a two-inch-long tear (photo 2). The hose was 10 years old, so I replaced all of the radiator hoses.

I was lucky, because this breakdown occurred in my garage, and I was not in a hurry to leave.

“The hose was 10 years old, so I replaced all of the radiator hoses.”



Photo 2: On the bottom side of the hose I found a two-inch-long tear.

THE MORAL OF THIS STORY is to check your tires, radiator hoses, and fan belt for dry rot or cracks. If cracks are present, replace them. The work is a lot easier in your garage, where you have all the comforts of home.

Lynn Sondena of Sandy, Oregon, purchased his first Model A while in the 7th grade. He and his wife, Patty, are members of the Beaver Model A Club of Portland, Oregon, and own a 1929 Roadster Pickup and a November 1930 Victoria.