

Burtz Block for the Model A Engine – Presentation Invitation


Club members are invited to the September 20th Greater Baltimore Model A Club meeting. At this meeting the GBMAC will be hosting John Lampel, who along with Terry Burtz has brought to market the new Burtz Block for the Model A. John has extensive knowledge about manufacturing and has worked hard to get this project off the drawing boards and into cars and on the road today. As a co-sponsor of this event, Bratton's will pay for shipping to their Mount Airy facility if 5 or more kits are sold. This benefit will allow customers to pick up the kit at Bratton's and save on shipping costs.

When: Tuesday September 20th 7:00PM

Where: Lincoln Tech








9325 Snowden River Parkway
Columbia, MD 21046

Let's Car Pool to the GBMAC meeting.
Contact Webmaster / Rick Baldasarre
if interested in attending or want
more information about this event.



5-MAIN MODEL A BLOCK

- New** Five Main Bearing Engine Design
- New** Four Forged Connecting Rods
- New** Dynamically Balanced Crankshaft
- New** Lightened Flywheel
- New** Five Bearing Touring Camshaft
- New** 6.5 High Compression "stock" Cylinder Head



The fully machined **BURTZ BLOCK** is oil pressurized and made with modern grade cast iron & includes hardened exhaust valve seats & cam bearings. The balanced crankshaft has 8 counterweights and is supported by five, 2" diameter main bearings. The forged connecting rods are designed for standard Model A pistons and have 2" diameter bearings. The block has in total 16 pressurized bearings fed from a main oil galley. All assembly parts are standard Model A parts and "off the shelf". The crankshaft accepts a standard Model A flywheel and utilizes a rear main radial lip seal to prevent oil leaks. All components needed to complete the build are stock 1928 to 1931 Model A engine parts. The optional new 6.5:1 compression ratio head is made from modern material, the exterior was derived from a laser scan of an original head, the machined surfaces are from Ford drawing A-6050, the cooling water flow at the rear of the cylinder block is increased, and all 4 water pump stud holes are blind.

NOTE: Above ad is from the Restorer Magazine to provide some additional information regarding the topic of the GBMAC presentation. Pricing and contact information was removed from the above advertisement.