



Western Model A News

The Official Newsletter of
THE MODEL A RESTORERS' CLUB (WESTERN AUSTRALIA BRANCH) INC.

JANUARY, 1990



There goes the 1980's (well, they went past - just like that - didn't they?). Although a new decade does not begin until 1/1/91, we now face the 1990's together.

Depending on your particular predilection you are either chomping at the bit and ready to charge like Paul Keating's interest rates, or peeking around the corner tentatively like Bambi taking a first step!

As our only Life Member (BILL SPENCER) commented at the Christmas Dinner, this club has continued to grow since its humble beginnings in 1980 with just a few stalwarts. It is a credit to those members, and to the format of our operation, that some of those initial members are still very active.

The 12th National Meet in 1992 will give us all an additional opportunity to work together to contribute our ideas and efforts, ensuring an event (Four Days Of Ford A-s) to be remembered for many years.

We still continue to attract new members and it

would be great if existing members could contact former members (even those who have subsequently sold their Model A-s) to invite

them to our 10th Anniversary celebration presently being planned. Although only a newcomer to the ranks myself (and in spite of some members being initially wary and hesitant about my 'motives') I have come to have a great affection for our Club and it's members and look forward to continuing growth and camaraderie in the '90's.

We are about to print our 1990 Register of Members although some are still not 'financial' and many did not return their 'update' forms so the accuracy can only be as good as the information received.

The common problem confronting all Editors is the content of their publication. If they fill it with their own product they are 'egotists' if they fill it with reprints they are 'lazy', if they only produce one page they are 'useless'. - Therefore, many thanks to STEVE READ for the great article on keeping your Model A going - keep a copy in your car for emergencies!

**NEXT MEETING/RUN - Picnic in the park at Peppermint Grove
10.30 am on Sunday January 21, 1990**

OFFICE BEARERS: President: JOHN LUCA [REDACTED] Secretary-Treasurer: HELEN SHARP [REDACTED]
Vice President: LOUISE READ [REDACTED] Editor: BEVAN SHARP [REDACTED]

COPY DEADLINE: by the 7th. of each month to : [REDACTED] Palmyra, W.A., 6157

IEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.) INC.

Sunday, JANUARY 21, 1990

Annual PICNIC IN THE PARK

10.30 am at Manners Hill Park, corner Keane and Lilla Streets, Peppermint Grove.
B.Y.O. picnic lunch. All members: old, new and 'lapsed' welcome.

Also - Sunday JANUARY 21, 1990

Aqua carnival at St Albans Road, Baldivis

Saturday, FEBRUARY 17, 1990

Big Al's Poker Run starts in Fremantle at 4pm

Sunday, FEBRUARY 18, 1990

Annual B.Y.O. Breakfast Barbecue ('champers & snaggers?')
Meet at 7am in park at Ley Street, Como

March 3, 4 and 5, 1990

Boyanup Weekend - entry form this issue.

ALAN JEFFREE will advise arrangements next issue.

Sunday, MARCH 25, 1990 - ANGELO & JUDY CALLEJA arranging

Sunday, April 1, 1990

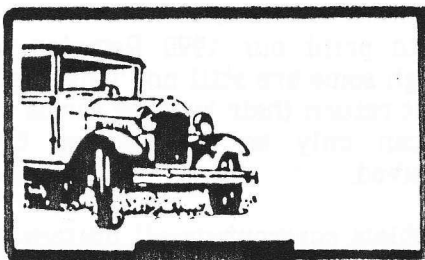
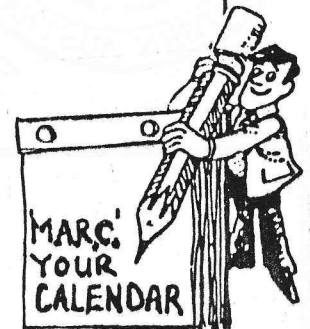
Toodyay Moondine Festival - we have been invited again.

EASTER - APRIL 13 - 16, 1990

National Meet in Brisbane or:

Run to Fonty's Pool organised by ALAN & EDITH JEFFREE.
2 on-site vans and 3 powered sites booked - details later.

MAY, 1990: (JOHN & IVY McLEAN). **JUNE, 1990:** 10th Anniversary -
STEVE READ to co-ordinate. **JULY, 1990:** (COLIN & MAXINE DAVIDSON).
AUGUST: A.G.M. **SEPTEMBER, 1990:** (KELVIN & KATH PEPPER)



THROUGH THE REAR-VIEW MIRROR

A NOSTALGIC LOOK BACK
At past issues of our 'Western A Model News'

August, 1982

"For the past two years we have been able to contain our costs, etc. within the \$5.00 p.a. However since then postage had risen to .27c for each newsletter..."

March, 1983

"It was amazing - last month's meeting had the best turn out of restored Model As in the history of the club - it was great to see. Six As and about four moderns made a pleasant trip..."

February, 1984

"We also welcome back Stephen and Louise Read from their trip to the U.K. We have three newly licenced cars on the road since our last newsletter. Mike and Laurel Cooke's Tudor, Bill and Mavis Spencer's Sports Coupe and Ross and Alma Letch's Phaeton. Bill and Dorothy Bennie's Phaeton is currently in the upholstery shop and just might be ready for our Mandurah run."

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The Boss speaks...

1990 - A BIG YEAR!

As a member and your new President I have seen lots of new activities being introduced to our ever-growing club. Like runs and rallies to all parts of our State, enjoyed by all who participate.

In the fund raising which we are currently all involved (and doing well for our 1992 Nationals) our members have really got together behind the Club. I would like to see these standards continued throughout the next few years for all members and visitors to be able to enjoy a very memorable National Meet to the full.

I recently attended our 1992 National Meet committee members' meeting and can confidently assure everyone that all those involved are doing a fine job (with many late nights planning and pondering).

Coming Events: As usual our Peppermint Grove 'Picnic in the Park' will start the new year and I hope to see all our regulars plus many NEW members to experience our first meeting/run for 1990.

Down the track, Alan Jeffree is organising another run to Fonty's Pool for those not travelling to Queensland for the National Meet. Once again Western Australia will be well represented at the bi-annual Nationals by our Club with 5-6 Model A-s making the trip to Brisbane.

Next June will be the Club's 10th Anniversary which we hope to celebrate in a big way - Steve and Bevan will keep us informed of plans.

All-in-all another busy year coming up with Club runs and, undoubtedly, some enjoyable fund raising events in between.

I hope all members had a Merry Christmas and I wish you all a very Happy New Year.
El Presidente - John Luca.

SWAPMEET

Sunday, December 3, 1989

\$321.30 was raised through the efforts of MIKE and LAUREL COOKE with much assistance from JUNE and ALAN SMITH, KATH and KELVIN PEPPER, JOHN LUCA, ALMA LETCH and ALAN JEFFREE. Many thanks also to members who contributed the goods to be sold. We were told that it takes a lot of .10c and .20c sales to make \$321.30!

JOHN and MIKE lined up at 6am and were in the sixth row of 40 cars. Some sellers had camped out on Saturday night to get in early but our team didn't need to be that keen.

Once again...many thanks to everyone.

The Three Ages of Man

1. Two YOUNG men meet and one says to the other: "I met a wonderful girl last night, we went back to her place and made love all night...."
2. Two MIDDLE-AGED men meet and one says: "I went to a restaurant last night, went right through the menu and had a wonderful meal of...."
3. Two OLDER men meet and one says: "I had a wonderful bowel movement last night."

When Bevan first took over as your Editor, LAUREL COOKE seemed a little perturbed as to what he would write. Not one to miss a golden opportunity, he produced a one-off, somewhat controversial, copy of this Newsletter and posted it to Laurel without comment as an authentic issue.

The result was that Laurel did accept it as the 'real thing' which promptly sent her blood pressure bubbling (the same way that St. Helen's, or Krakatoa, 'bubbled') and threw her into a state of confusion until the real copy turned up in her letter box - then she couldn't stop laughing.

When STEVE READ, COLIN DAVIDSON and BILL BENNIE travelled to the Bendigo Swap Meet recently the devious mind of one STEPHEN READ was evidently in overdrive.

During the annual delegate's meeting at Eaglehawk, a raffle was held with a parts washing machine as first prize. Knowing that Bill was very interested in procuring one of the Canberra Club's

GOTCHA Bill Bennie

Don't you just love a practical joke which does no one any harm and really works?

new stainless steel exhaust systems, Steve arranged with the raffle organisers to have a false draw and magically produce a winning ticket which matched Colin's ticket as the winner of a stainless steel exhaust system (allegedly donated by the Canberra Club) - a result which left Bill blatantly envious and almost speechless (no mean feat in itself). If it is possible, the delegates from Canberra were probably almost as shocked as Bill!

Subsequently they each purchased a system, with Bill Bennie still firmly

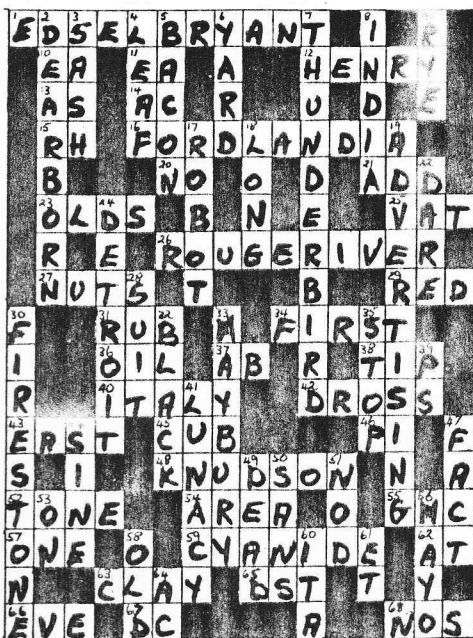
convinced that Colin had won his in the raffle.

The beauty of this 'sting' was that Bill compounded the effect himself as he then related the story over and over to all and sundry from Eaglehawk to Perth of how he had bought a stainless steel exhaust system but bloody Colin Davidson didn't have to pay for his, he won one in a raffle! Consequently this became an Australia wide practical joke.

Sorry Bill, you can stop telling that story now - or maybe tell it with a different twist? Steve says to remember that he told you he would "have the last laugh."

Now, how will Bill take it we all ask - he will laugh his head off, that's how ... won't he? Just watch him at the next meeting when he meets up with Steve and Colin

CROSSWORD - Answers



NEW PARTS FOR YOUR MODEL A FORD BY MODEL A CLUBS IN AUSTRALIA (information should be checked before ordering)

Copper Head Gaskets are available from the N.S.W. Club for \$15.00 each plus freight. They were holding some of these for us but they are probably going fast so place your order with Secretary Helen Sharp RIGHT NOW who will then order in bulk to save on freight.

Stainless Steel Muffler and Exhaust System plus Tailpipe extension. Looks and sounds like the original. Muffler: \$265. Extension: \$20, plus freight. Ask Steve, Bill or Colin if you have any queries. From Model A Restorers Club Australia, [redacted] Dickson, ACT 2602.

Cast Iron Brake Drums at \$145.00 each plus freight. From Keith Rawson Princes Highway (Upper Beaconsfield Rd), Officer, Vic, 3809, [redacted]

Change-over, Leakless RECONDITIONED WATER PUMPS. Send your clean pump with brass nut and \$80-\$85 plus freight to: Jack Walton, [redacted] Avenue, Dee Why, NSW 2099. [redacted]

PISTONS - standard +20 +40 +60 or + 80 thou for \$220 per set plus freight from: M.A.F.C. (SA) [redacted] Tynte Street, North Adelaide, 5006.

WOODWORK PLANS for '28/'29 in 'Ford Torque' from Secretary.

ROLLING REMEDIES

by Steve Read

So you're on your way home from a run on your own and suddenly your trusty Model A fails to proceed. If you are not sure, just place hand over the exhaust pipe, if you cannot feel anything, the motor has stopped.



3) Motor backfires under most conditions. Most likely cause is the condenser.

Remedy - this is the most blamed part in a Model A but is not always the problem, even though it may make the car run better. However, it is probably the simplest item to change so go right ahead - it can't hurt much!

You all know the scenario: busy traffic, hot day, tired and grumpy family...

So, let's get you going again. There are three areas to cover which will stop your Model A and these are: Fuel, Ignition and Compression - all of these must occur at the right place and at the right time.

Firstly FUEL. In most cases you usually have it or you don't! How do we diagnose fuel problems?

1) Is the fuel tap fully on?

2) Has the small filter in the tank come loose and is the outlet hole blocked? Check by loosening the pipe at the carburettor and see if fuel is running out, if not, the hole in the tank is covered by rust or scale.

Remedy - remove the fuel line from the carburettor and blow back along the line to eject any rubbish from around the hole. This will allow the fuel to run but in order to keep more large rubbish away from the hole it may be necessary to repeat this procedure several times to get you home.

3) Has the small nut holding the choke arm come adrift allowing the choke flap to close fully, so causing the engine to flood?

Remedy - keep the flap in the open position by inserting a piece of folded cardboard under the edge of the flap to hold it up or use a clothes peg to hold the choke flap open.

Now, ELECTRICAL. This is a little harder but if you follow a set procedure you should soon be good at diagnosing.

Firstly, are your battery terminals clean and tight?

Now, a list of symptoms and likely solutions:

1) Slow and increasing loss of power resulting in a final stop and possibly overheating. Most likely your points have closed or the screw holding the timing cam has loosened allowing the timing to retard itself.

Remedy - reset points or timing.

2) Motor idles reasonably but misses badly under heavy load or high revs on hills, etc.

Remedy - most likely cause is the coil. Replace. Not with that old Ford script you keep under the seat, but a shiny new one you keep under the seat!

4) Engine winds over but will not start. Check for spark at points. If no spark the most likely problem is the wire under the distributor plate.

Remedy - dismantle the distributor and repair. As this entails retiming, etc. it is usually better to swap the distributor assembly as this can eliminate in one hit a large range of suspects.

If you have a spare distributor, make sure that before putting it in your tool box you have installed and pre-timed it so that it can be dropped straight into your car and as long as the rotor button is in the same position on the one you replace the car will run. Usually it is easier to crank the motor until the rotor is straight ahead, this will give you a reference point from which to work and will save you having to retime by the side of the road.

This brings us to our next section of having everything happen at the right time. There are usually only two reasons for the loss of timing on a Model A:

a) Loss of timing through distributor as already discussed, or

b) Through the camshaft. If this happens then we have to walk home, but how do we diagnose this type of problem? Simply by winding the motor over and watching to see if the rotor turns. If it does not turn you can reasonably assume that you have no cam gear teeth. To be doubly sure, hold your timing pin in its hole and crank the motor over. You will feel if the cam shaft is moving. Also, there will be no compression as the valves will not be working.

Remedy - Replace cam gear. Although this job can be done with relative ease on the side of the road it is best done at home far from the madding crowd.

OK. Until now we have been able to get our vehicle going without a lot of drama by using our spares from under the seat. But what do you do if you have no spares? Don't despair as there are quite a few alternatives available, let's try a few ideas:

1) No coil? Hard luck here as we must have a 6v coil.

2) No condenser. Not a problem as almost any condenser from any modern car can be made to do the job by removing the old condenser and simply

ROLLING REMEDIES continued.

fitting a condenser to the coil bracket and the wire to the distributor side of the coil. Make sure the condenser is earthed. Normally the condenser wire would go to the positive side of the coil, but in the event that your car has been converted to negative earth, make sure that the wire always goes to the distributor side of the coil.

3) Broken rotor button. Unlikely but possible, yet simple to fix. Take the rubber cap from the end of the coil lead and push the cap down over the rotor shaft, then poke a small split pin or wire through the top of the cap in line with the key way in the rotor shaft so that it just clears the contacts in the distributor cap. Then fit a bit of tin foil down the centre of the cap to conduct current from the top of the cap. Refit cap and drive home. This actually works well but is not recommended for long runs as the rubber cap can move around.

4) Rust keeps blocking the hole in the fuel tank. Use a thin piece of wire. Poke one end into the fuel outlet in the tank through the fuel filler hole. This will prevent large pieces from covering the hole but will still allow enough fuel to pass around the wire, as long as the wire is smaller than the internal diameter of the fuel pipe. It can be hard to find the hole in the bottom of the tank but don't light a match to see!

5) Our amp meter or regulator have stopped working resulting in a flat battery and we are still a long way from home. Run a wire direct from the generator terminal to the starter terminal. But beware, first start the motor before connecting and be sure to remove the wire as soon as the engine is stopped or damage to the generator could occur. If you do not have a wire in an emergency do not forget that the stoplight to switch wire is over 2 meters long and can be removed and fitted as needed.

6) We have lost our timing pin and the timing has moved. Not a problem. Use a nail or pen or key or any object to feel the indent. This can be made much easier if you have a paint mark on the crank pulley to show the position of Top Dead Centre. You do this at home by marking a line on the pulley and one on the motor when the pin drops in the hole. This will then show you when the indent is about to come around. Don't forget that it only comes around every second motor revolution so you could be 180° away.

7) Another thing that can prevent our return journey is a major mechanical breakdown such as steering, transmission or differential but as these are seldom occurrences in a Model A they don't really concern us. Even in these cases emergency repairs can be carried out and the vehicle can be driven to where help is available. In most cases help for a serious breakdown is only as far as the next phone and as handy as your fellow Model A club member so don't hesitate to call.

8) As long as you have a roll of tape, pliers, screwdriver plus (shock horror) a crescent spanner and, most important, your Coles Junior Hacksaw, you should get home.

9) Remember if you fail to proceed - DON'T PANIC!! Don't start pulling the car to pieces until you have gone through your trouble-shooting and diagnosing procedure. Always stick to the same procedure so you don't get confused. Remember - you bought the car, you restored it - you CAN fix it!

Trouble-shooting procedure:

- 1) Check fuel flow and quality, water, etc.
- 2) Check spark at points. No spark then condenser, wiring or wire under distributor plate.
- 3) Check spark to plugs. If no spark out of distributor then probably the coil or rotor button.
- 4) Check points for gap and timing.
- 5) Check for stripped cam gear.

MOTOR PROBLEMS?

So you think there is something wrong with your Model A motor but you do not want to perform radical major surgery to check it out. What can you do? Here are a few hints which may narrow down the possible problems:

To check out the big ends and small ends - remove the spark plug and stick a screwdriver in the hole so it is resting on top of the piston. Then rock the engine gently back and forth using the crank - if you cannot feel any movement with the screwdriver you have obviously located one (or more?) problems.

Now, what about bore, rings and valves? Even if you don't have a dead giveaway like clouds of black smoke out the exhaust pipe it's onto the next test.

Run a compression test on each cylinder. If you get a reading variation of 10 psi or more there is obviously a problem with that cylinder (or cylinders). Then; Inject a good quantity of oil into each cylinder and do another compression test.

If the pressure on the previously low-reading cylinder jumps significantly this is because the oil has now created a seal around the cylinder and that pot obviously needs new rings and/or a re-bore. If the compression tests on the other cylinders increases, this would indicate that they would also need rings or a re-bore.

If the pressure on the second reading remains low that would indicate a burned or unseated valve as the oil in the cylinder could not seal off the valve gap. If you are also burning oil you probably have a problem with worn or broken valve guides.

DECEMBER DOINGS

Well, no Run, no Rally, not even a Meeting, but we could not have a month go by without some sort of activity.....

CHRISTMAS DINNER - Thanks to the efforts of the organising committee: HELEN SHARP, CORAL BLEWETT, MAXINE DAVIDSON and FAYE LYNCH a total of 64 members and friends enjoyed a dinner and night out at The Oyster Beds. As BILL ('Lord Busselton') SPENCER said in his 'address to the nation': great to see such a turnout from our Model A Club.

Members will, no doubt, be very pleased to hear that, thanks to the efforts of the Committee, the total cost to the Club for the evening was a grand total of just \$7.92 - and that includes the raffle prizes and two free meals by way of saying 'thank you' to our auditor David Palmer and his wife.

OK, so there were a few complaints such as the cost of drinks and the wait between courses - were you going somewhere else? Overall everyone enjoyed themselves. Who's taking it on next?

Thanks to Houghton Motors for the calendars and to the Royal Automobile Club for the maps - also to the BLEWETTS for organising the gift bags for everyone.

Very special thanks must go to EDITH JEFFREE for her much appreciated time and effort in making and icing not one but two wonderful Christmas cakes for the night. Edith's meticulous efforts not only provided a slice of Christmas cake for all those present but also one as a raffle prize, the receipts from which helped greatly with the overall costs - thanks again, Edith!!

MODEL A PARTS SALE. Thanks to the organising efforts of JIM WILLIAMS and members' co-operation, the sale of parts from JEANANNE RICHARDS went off very well, most left by 12 noon. Many, including some country members, were obviously able to gain needed parts and spares for their Model A Fords.

Is one member making up a 'straight eight' from two Model A engines? He will need to push the radiator a few feet forward!

The shed will be open again on Sunday, February 4, 1990. However, please note that this time it will also be advertised in the V.C.C.'s 'Early Auto'.



WHAT IS A MODEL A OWNER?

Is a Model A owner really unique,
Or is he just some kind of freak?
When the points close up
And the motor says "nup"
Does he drop into a fit of despair
Throw a tantrum, pull out his hair
Or dive under the bonnet again, as now
With a feeler gauge set at 20 thou.?

When the rear main bearing
Sounds like it's wearing
And the pool of oil on the floor
Is about to run out the garage door.
Does he reach for a wrench
And tools from the bench
Then use rude words like 'copulate'
Disassembling what took years to create?

When the brake is applied by its master
The Model A can seem to go faster.
As he pushes his foot through the floor
And his wife is half-way out the door.
Does he throw out an anchor
Grab his wife and spank her
Or just eat a tasty piece of cake
Then re-adjust the bloody brake?

When he starts to wonder if he can afford
To retain his wonderful Model A Ford.
As the cost of parts, tax and rising duty
Make him seriously consider a mutiny.
Does he abuse the dog and kick the cat
Or just ring up a mate and 'chew the fat'
Until he can convince himself
That without his A he'd be 'on the shelf'.

Well...

He continues to restore and polish and rub
(With morale support from his Club)
To retain possession of his Model A
Through thick and thin - come what may!
The Quail

"Watch The Fords Go By"

The Quail Tale



Happy
New Year

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Western
Model A News



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... Notebook ...

- * Eliza Travel in Victoria are organising an HISTORIC & CLASSIC CAR TOUR to the 1990 Pebble Beach Concours and Laguna Historic Car Auction. August 14-25, 1990 Cost: \$4,700 per person.
- * THE MOTORING RALLY OF GEELONG for vehicles 1890 - 1972 will be held from June 9-11, 1990. They hope to display a model of every Ford from 1900-1972. The 'Best Ford' will win a trip for two to the Ford Museum in Dearborn. Five other 'world trips for two' are also offered for other classes.
- * South Australia's 1990 BAY to BIRDWOOD RUN and other events will be held over two weeks from September 24 - October 4, 1990.
- * The Super Southern Swap Meet will be held in Ballarat from March 2-4, 1990 with 'unlimited sites'.
- * World Wide Spares at Unit 2, 12 Morgan Street, Botany, NSW 2019 claim that they can get those elusive car parts for you through extensive world-wide contacts.
- * NEW MEMBER - DON WRIGHT of 66 Berehaven Avenue, Thornlie, 6108 [REDACTED] Has an unrestored 1930 Roadster - mechanically good needs: rear mudguards, dickie seat lid and hood bows.
- * LOTTO - Sorry folks, the Lotto tickets taken out at the Christmas Dinner resulted in nothing!