

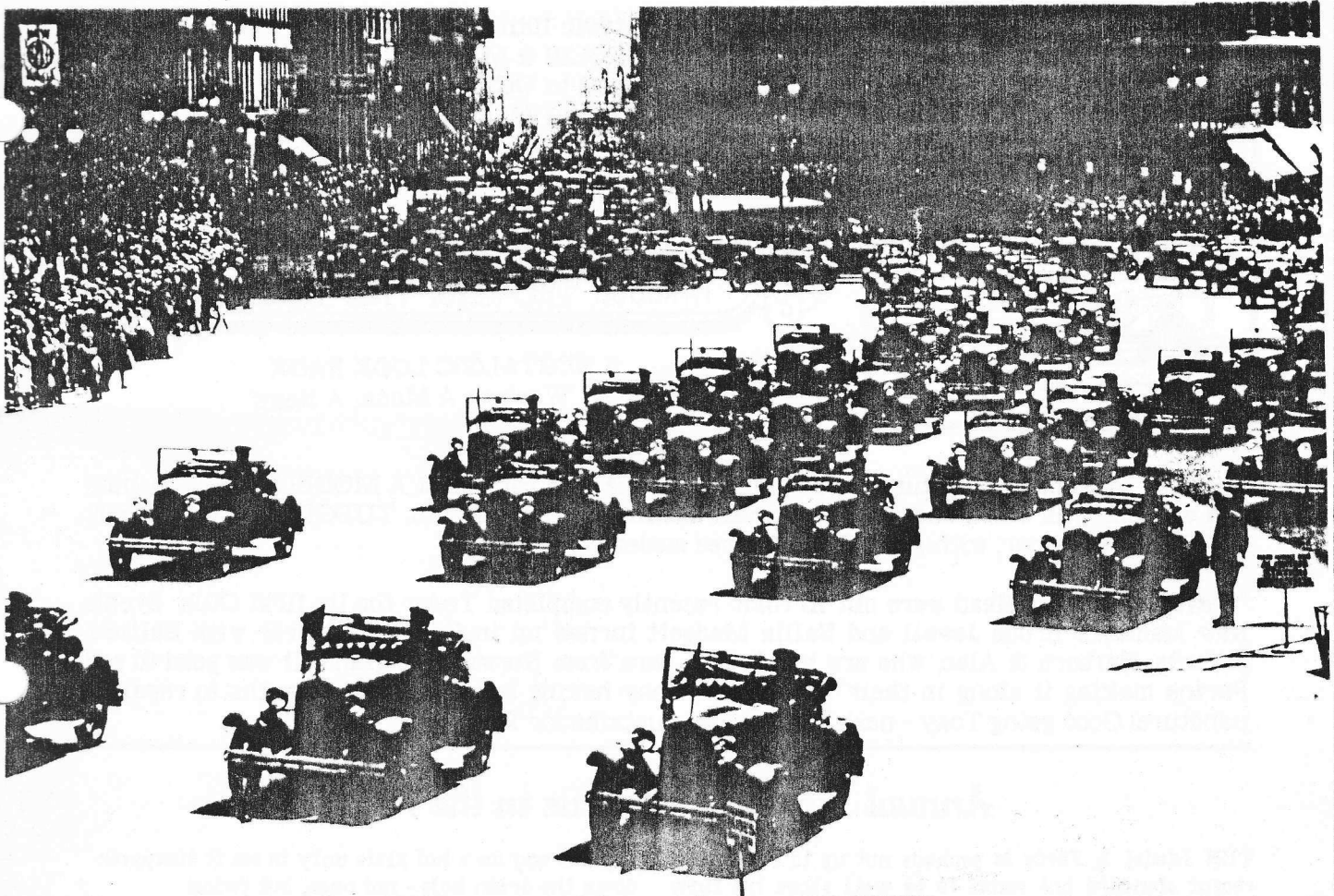


Western Model A News

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

MARCH, 1990

Rehearsal for the 1992 National Meet parade?



An imposing lineup of 200 Model A Roadsters and 50 Fordors
of New York City's police department.
Originally from a 1931 issue of 'Ford News' - shown in 'Model A News', 1967.

NEXT RUN/MEETING: to Lake Leschenaultia on MARCH 25, 1990.
Meet at Dianella Hotel at 9.15am. Park entry fee: \$3 per car.

OFFICE BEARERS: President: JOHN LUCA () Secretary-Treasurer: HELEN SHARP ()
Vice President: LOUISE READ () Editor: BEVAN SHARP ()

COPY DEADLINE: by the 7th. of each month to : () Palmyra, W.A., 6157

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

March 3, 4 and 5, 1990

Boyanup Weekend - Meet at Pioneer Village at 9.45am for 10.00am departure. B.Y.O. lunch to eat on the way.

Sunday, MARCH 25, 1990

Meet at 9.15am at corner of Waverley Street and Alexander Drive, Dianella (Dianella Hotel) for 9.30am departure. Morning tea stop then on to Lake Leschenaultia. Entry fee: \$3 per car. Electric BBQ's (take .20c). Swimming facilities - ANGELO & JUDY CALLEJA.

Sunday, April 1, 1990

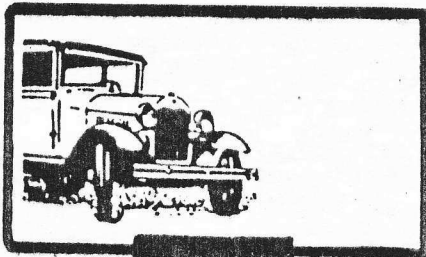
Toodyay Moondine Festival - we have been invited again.

EASTER - APRIL 13 - 16, 1990

National Meet in Brisbane or:

Run to Fonty's Pool organised by ALAN & EDITH JEFFREE.

MAY, 1990: (KELVIN & KATH PEPPER). **JUNE, 1990:** 10th Anniversary - STEVE READ to co-ordinate. **JULY, 1990:** (COLIN & MAXINE DAVIDSON). **AUGUST:** A.G.M. **SEPTEMBER 29 to OCTOBER 1, 1990:** Long weekend Run to Busselton (JOHN & IVY McLEAN).



THROUGH THE REAR-VIEW MIRROR

A NOSTALGIC LOOK BACK
From 'Western A Model A News'

October, 1984

"Sunday, September 30th turned out to be one of the best rollups of A MODELS for some time and we hope this was a warm up to our next meeting on October 28th. TUDORS numbered four; TOURERS also four; with one UTE and three moderns.

"Steve and Louise Read were out in their recently completed Tudor for its first Club Event. New members Bruce Jewell and Sallie Madgett turned up in Cooke's Tourer with Sallie's parents, Barbara & Alec, who are holidaying here from Norwich, England. It was good to see Parins making it along in their Ute again - Tony having taken some six months to repair a puncture! Good going Tony - next it's the side curtains for Rita."

Annual Breakfast Barbecue in the Park

TEN Model A Fords is perhaps not up to our usual recent standard but seems to be well above the turn out for many other car clubs in Australia!

Some arrivals still looked a little bleary-eyed at the unaccustomed sight of the sun at 7am on a Sunday morning, but ultimately even the late arrivals enjoyed a breakfast. A few were recollecting a previous occasion when STEVE READ attempted to

fry his egg on a hot plate only to see it disappear down the drain hole - not once, but twice!

After a relaxing breakfast and a quick meeting a few members took the opportunity to visit the 1992 National Meet Headquarters at Noalimba to look over the accommodations and facilities. All seemed suitably impressed by the Centre with its grounds of lawns and trees.

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MINUTES

of Meeting held at Park in Ley Street, Como on February 18, 1990
with 35 members and 2 visitors in 10 Model A-s and assorted varieties of 'Brand-X'.

Apologies from: ANGELO & JUDY CALLEJA, FIL LUCA, REG BLEWETT

President JOHN LUCA welcomed new members: ALF and PHYL FERNIHOUGH and visitors: Joe Wojdylo and Edie Ingram.

The Minutes of the previous meeting were read and accepted. Moved DOROTHY BENNIE, seconded BILL SPENCER.

Business Arising: ALAN JEFFREE reported on Boyanup Run: meet at Pioneer Village at 9.45am (Jeffrees, Sharps, Lucas, Peppers, Andrews) and Fonty's Pool: arranged for train ride on Sunday morning and a barbecue at ALAN DUNS'. BEVAN SHARP distributed copies of the proposed BY-LAWS - members to consider and discuss at next meeting. San Diego Trophy - Max Annear not present. Head gaskets: ordered and paid for but not received from NSW yet (ordered 50 but only getting 20). STEVE READ to present prototype of leather water pump cover at next meeting. SALLIE JEWELL to be contacted for details and suggestions on another Quiz Night (DOROTHY BENNIE and BEVAN SHARP offered to assist). Meeting advised that the Lotteries Commission had supplied us with 50 Instant 'Scratch and Match' tickets for prizes. Some members going to Toodyay-Moondyne Festival. Concessional Licence stickers: BILL BENNIE to order from Combined Car Club. STEVE READ to contact U.K. Model A Club re receiving our Newsletter.

Financial Report: The Secretary/Treasurer reported a balance in the Club funds of: \$1,190.90 and 1992 Fund of: \$5,265.53 making a total of: \$6,456.43.

JOHN LUCA reported that members (Lucas, Jeffrees, Letchs, Peppers, Lynchs, Andrews and Godwins) had a good time on the Poker Run.

Members were asked to place orders if they wanted Club name badges.

JIM WILLIAMS reported that another sale of parts may be held at JEANNANE RICHARDS after he returned from Brisbane.

Letter read from Queensland Model A club requesting \$65 toward trophies for the National Meet. Moved STEVE READ, seconded ALAN JEFFREE and passed that we send the \$65 but not dictate a specific section for the trophy.

BILL BENNIE reported on the 1992 National Committee Meeting: Video with our film plus W.A. Tourism Commission and Australian National Railways about to be sent to South Australia for editing. 200 magnetic stickers about to be ordered for Brisbane. Tourism display and Eyre Highway kits to be taken to Brisbane.

JOHN McLEAN reported on the proposed run to Busselton on the September long weekend. Members indicated interest - JOHN & IVY McLEAN to book accommodation and arrange details next week as bookings were already heavy.

STEVE READ spoke on screen printing of the logo on Club tee shirts. Members confirmed their support for the efforts of DENISE BROWN.

There being no further business, the meeting closed at 9.45am.

"Twenty percent of Americans would rather have a tooth extracted than take their car in for repairs." - '100 Americans'

"Nothing has come along that can beat the horse and buggy." U.S. businessman Chauncey Depew's advice to his nephew who intended to invest \$5,000 in Henry Ford's Company.

suggested

CLUB BY-LAWS

It is an indisputable fact that we are over-governed by three tiers of government (with a plethora of 'Qangos' and semi-government bodies) in this 'lucky country' of ours. However, we do have a responsibility to protect our Club and its members (sometimes from themselves). Hence members decision to adopt a set of guide-lines. A few suggestions are listed below. Please read and add or subtract your own thoughts ready for voting at the next meeting.

1. All Club vehicles must have an annual safety and road-worthiness check by the official Vehicle Examiner or by another approved Club's Vehicle Examiner. In the latter case a photo-copy of the examination certificate must be supplied for Club records.
2. Any vehicle not examined, and passed, within three months of the official examination day will not be permitted to participate in Club events until passed by the vehicle examiner and a sticker and certificate issued.
3. Apologies for non-attendance at meetings to be advised to the organiser of that month's run.
4. Meetings/Runs/Rallies will never be cancelled because of 'the weather.'
5. A departure time for return journeys will be set on longer-distance runs.
6. Any member who has not paid the annual subscription fee by December 31 (Constitution says 'September 30') will be considered to have resigned. Their name and details will be removed from the Club's membership and they will not receive future newsletters or benefits or be eligible to attend Club runs until payment is received.
7. The Club vehicle examiner may examine any Club vehicle at a Club event. Potentially dangerous mechanical faults on Club vehicles bought to the owner's attention should be repaired before being permitted to participate in future Club events.
8. All drivers in official Club events must possess a current drivers' licence.
9. All vehicles in official Club events must be licenced fully or concessionally.
10. Concessionally licenced vehicles must abide by all relevant conditions and display a sticker on the windscreen.
11. All drivers and passengers participating in official Club events shall do so on the condition that they have no claim against the Club, its officials, servants, agents or sponsors either jointly or individually for any personal injuries, or damage caused in any way.
12. The conduct and actions of any visitors to any official event Club event shall be the responsibility of the host member.

"Watch The Fords Go By"

The Quail Tale



CLUTCH CHATTER Technical Hints

RESTORING LEAKY GAS SHUTOFF VALVES

By A. N. Lepore

I smell gas! How many times have you entered a Model "A" and been confronted with the penetrating odor of gasoline? The usual reason: gasoline leaking from the shutoff valve, and evidenced by the telltale dark spot on the floor mat. You may not observe much leakage, but it's as irritating as a dripping faucet, and it only takes a few drops a day to fill the interior with odorous fumes that are appealing only to a limited number of sniffers. The "fix" of tightening the packing nut a bit may have worked a decade ago, but chances are looseness and dried packing won't respond as expected.

Restoring a valve to working efficiency is not difficult since the internal construction is relatively simple. There are three distinct types of valves which were used in the "A", two of which are illustrated in Fig. 1.

These two were located under the tank inside of the car. The third was mounted on the firewall, in the engine compartment. This article will cover the two inside the car which have brass bodies with steel hardware. But, here the similarity ends.

The shorter style with the spring under the cap and cast handle is normally found on 1928-29 models. The improved type with packing nut and sheet metal handle was used on all later models. The very last Model "A's" and some later years were equipped with a vertical type externally mounted on the firewall. Two stem packing sizes were supplied and fit all models. They consist of graphited asbestos and flax composition. Figure 2A shows dimensions for the smaller packing #A-9193 used on the 1928-29 models. Figure 2B is used on all later valves, (BB-9193) and Figure

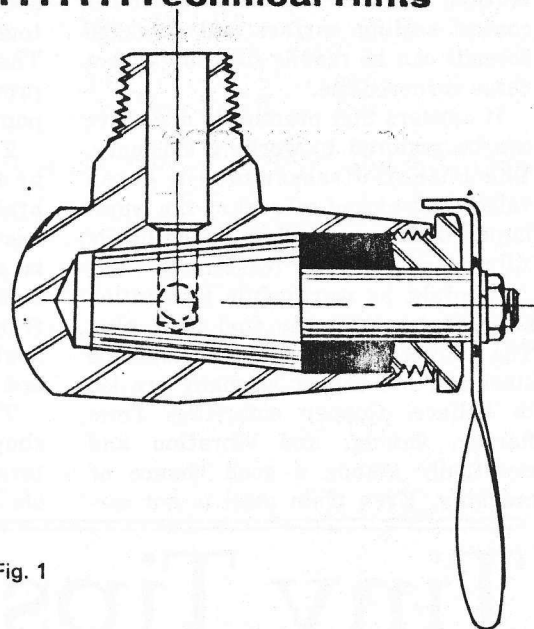
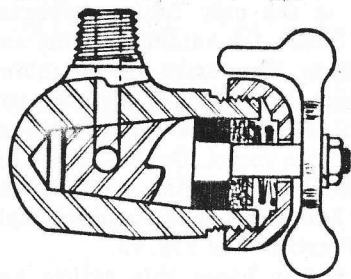


Fig. 1

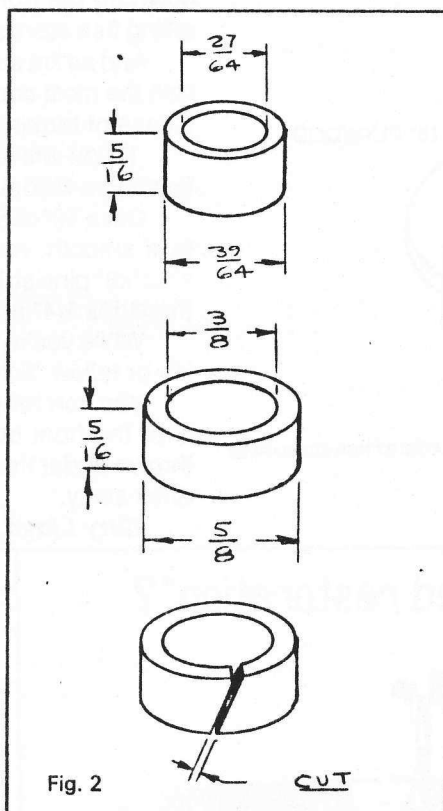


Fig. 2

2C shows alteration to the larger packing to fit 1928-29's when the correct size is not available. (Cut off a section diagonally using a razor blade.)

To disassemble the valve loosen up the packing nut or cap and yank out the stem. It may not come out too readily, but assuming the valve turns, the only thing that is holding it back is the packing. It is not necessary to

remove the valve from the car for disassembly. Once apart, clean out all varnish and remove old packing. Examine tapered section and file off any nicks. Concentric grooves in this area are not serious, but for those who desire perfection and are willing to put in the extra effort, it is possible to lap the cone sections together. The trick here is to use a compound made especially for soft materials and turn the stem around until the desired fit is achieved, and then clean out all traces of compound. Ordinary emery won't do as it has a tendency to imbed in brass. The real key to leakage control is to use a small amount of stop leak compound on the working parts. There are numerous compounds available for petroleum base fluids, which are non-hardening and really work; even fumes won't get by. The aerospace industry uses them extensively to seal refrigerants and toxic fluids (also useful on leaking fittings or fuel gauge gaskets).

Coat the tapered stem and new packing with the stop leak compound and reassemble. On the early model valves it is advisable to precompress the packing in place using a hollow wooden rod. The reason is that only a spring acts on the packing in these models. On the later models tighten packing nut until there is a drag on the stem. Orient the valve stem in the proper position and install handle using nut and washer. The correct lock washer is a $\frac{1}{4}$ x $\frac{3}{8}$ extra light

series and the nut is a 1/4-28 with 3/8 hex special size. Where the fitting ends are beat up they will need attention. File off any nicks from the conical sealing surface and damaged threads can be readily fixed up with a three cornered file.

It appears that practically any valve can be restored to working efficiency. The author disassembled a dozen valves and picked several of the worst hundred-thousand milers in the batch. All worked fine after reassembly.

It might be worthwhile to mention some facts about the fuel lines also. The tubing for these lines should be steel and not copper as many are led to believe. Copper embrittles from flaring, flexing, and vibration and eventually stands a good chance of cracking. Even plain steel is not cor-

rect; the proper tubing being a wrapped steel sheet (wrapped and brazed brass was also an original specified material) which is brazed together (see illustration, Fig. 3a). The majority of this tubing has a protective copper finish, hence the popular misconception.

This is the only tubing approved by the S.A.E. for automotive fuel and brake lines. This extra strong tubing has unexcelled fatigue resistance and is about the only tubing capable of being double flared. On the large line from the tank to the shutoff, the double flared end is the correct style and is illustrated in Fig. 3b.

The writer hopes this article has simplified one small phase in the restoration and preservation of the durable Model "A".

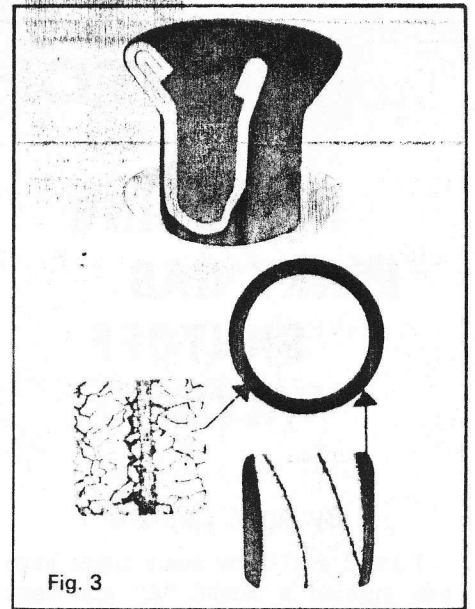
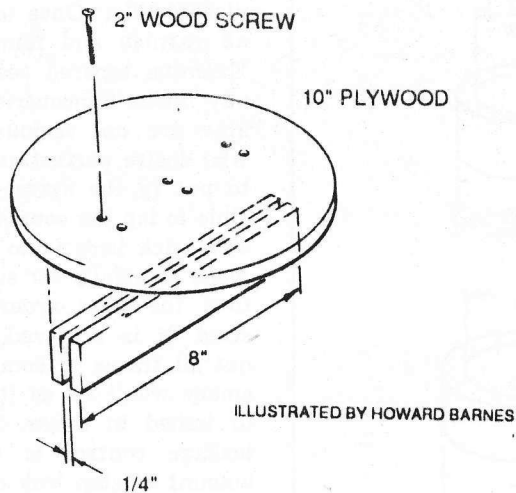


Fig. 3

Tiny Tips



Even though a Model A comes with two running boards, have you ever noticed Model A'ers always seem to plop down on the front bumper when they are "kicking tires or telling fish stories?"

And as I'm sure you've found out, that 1/4" piece of steel isn't the most comfortable sofa made - I always end up with a case of terminal bumper rash.

If you are tired of getting Model A bumper rash, try building a Model A bumper seat.

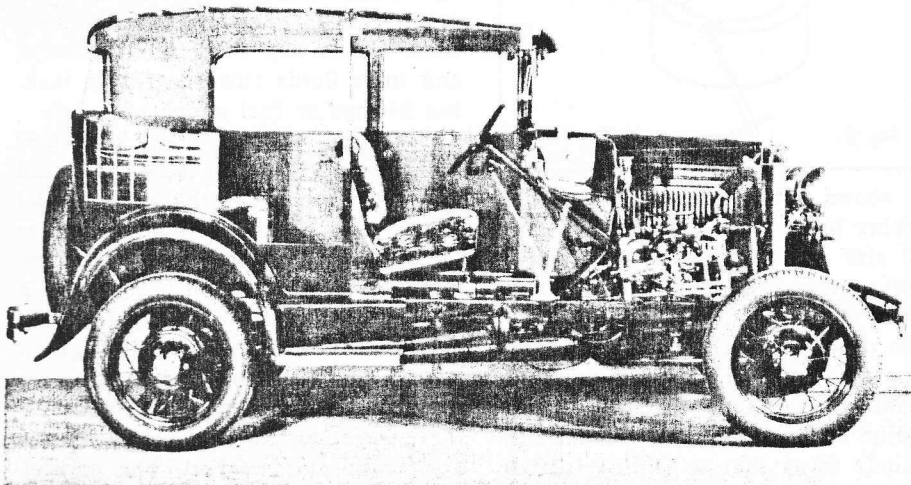
Cut a 10" circle out of 3/4" plywood. Sand and ease (roll to a smooth, rounded edge) the top edges. Attach two 1"x2"x8" pine strips on the underside with 2" screws. Space the strips 1/4" apart.

While you're at it, make a pair so your traveling companion or fellow "fish story teller" has a place to sit too.

You now have a comfortable seat that quickly slips down over the front bumper and is just as easily removed and thrown under the seat (or in the trunk) when you're ready to drive away.

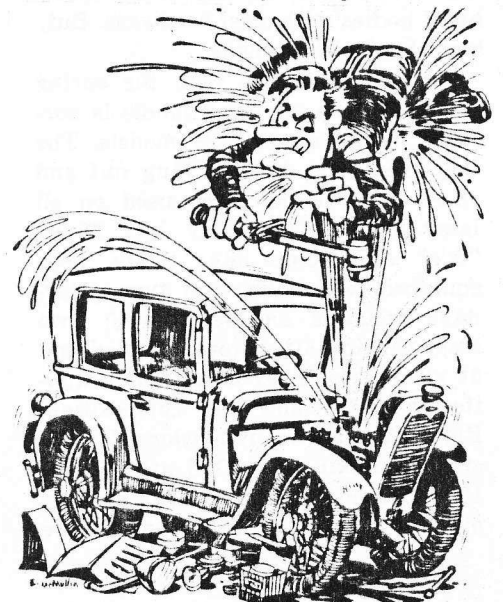
Gary Lloyd, Dallas Model A Ford Club

Is this a "half-finished restoration"?



A 1930 standard tudor sectioned to show all the parts. The rear quarter shows the paint procedure from bare metal to final paint.

Mild water pump leak!



... Notebook ...

Add to your Register. ANDREW AINSWORTH [REDACTED] Esperance 6450. '29 Truck (unrestored?).

New Member - JOHN and PATRICIA LAURIE, [REDACTED] Gidgegannup 6555. 547 7019. '29 Tourer which has been 'uted'. Engine Number CAQ9927. Needs heaps of parts and is eager to 'get the thing on the road and have some fun.' That's the attitude we like! Add to your Register.

Well, it's not been easy but we now have a total of 60 Family Memberships. Most past members did not respond to letters and we had one refusal but 60 is not too bad - eh?

The keeper of the Club Photo Album would like to bring the album up to date so if you have any photographs of the following: Ningham (September), ALCOA (October), All Ford Day or Tall Timbers Tour (November) OR any before/after photos of your restoration, please contact LAUREL COOKE on [REDACTED] or just bring them along to any meeting.

The Second PAN PACIFIC RALLY will be held in New Zealand from 8th to 21st of February, 1992 (you could still be back for our National Meet in April). The comprehensive programme is for all motor vehicles up to 1960. Contact: Rob Knight, [REDACTED] Palmerston North, New Zealand.

Please support those businesses who advertise in our Newsletter. Tell them their support is appreciated. We are running out of advertisers - any thoughts to the Editor urgently please.

As your Editor and your Secretary are off to Brisbane in a few weeks for the National Meet - please contact either now if you have any questions or requirements. The next Newsletter will be produced in early April but the May issue will not appear until about mid-May. Articles and any copy STILL required so if you have ANYTHING, please send it in now - Ta.

HEAD GASKETS - have arrived at last but as there was a snafoo with numbers in N.S.W. we only received 20 (not 50 as ordered). Those who ordered may collect at the next meeting.

CLUB NAME BADGES - Those who ordered may collect at the next meeting - only \$6 each.



This is the official 1992 National Meet logo and badge as designed by the very clever (and very helpful) ROSS LETCH.

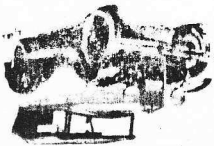
Your 1992 Committee have produced a brochure inviting Model A owners to our Meet. Please contact the Committee if you would like copies of the brochure to send to any Model A owners you know anywhere in the world. They also have a special brochure on train travel to our Meet.

The Committee members going to Brisbane are taking a display unit (2m high by 3.5m long) on loan from the W.A. Tourism Commission to erect at the Meet Headquarters.

The father of one of our Club members scored a real win last month when he purchased a Tudor (apparently in good condition) from Kununnura advertised in the V.C.C.'s 'Early Auto' for just \$500. Whatever the freight came to it must be the buy of the decade. Who. 's jealous? Everyone probably!



"...it would certainly seem that two Fords standing side by side, looking exactly alike and made so exactly alike that any part could be taken out of one and put into the other would be alike. But they are not. They will have different road habits. We have men who have driven hundreds, and in some cases thousands, of Fords and they say that no two ever act precisely the same - that if they should drive a new car for an hour or even less and then the car was mixed with a bunch of other new ones, also each driven for a single hour and under the same conditions, that although they could not recognise the car they had been driving merely by looking at it, they could do so by driving it." "My Life and Work" by Henry Ford, 1922.



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Western
Model A News

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TIP FOR REAR
SPRING SPREADER
By Paul Braun
Pittsburgh, Pa.

