



# Western Model A News

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

Year XI Number IV

NOVEMBER, 1990

**IT WILL NEVER HAPPEN?  
Like Hell it won't!**

The Federal government are considering even higher fuel taxes and vehicle registration fees under the very thin disguise of a bid to reduce pollution. A likely story. Where do all those millions in revenue from road-related taxes go now? Certainly not on roads.

**What is even more frightening from our point of view is that they are also considering limiting the age of vehicles which can be registered and forcing up the price of leaded petrol.**

We have all noted examples of 'minorities' who have successfully manouvered legislation to suit their own ends. Well, now it has to be our turn.

You can be assured that unless the Federal Government gets the message loud and clear that they are totally on the wrong track, before too long you will have a vehicle or two sitting in your garage which is not only completely worthless because you cannot take it onto a public road, or you may only be allowed to use it for a set number of days a year (in line with laws proposed in Europe).



## EDITORIAL

We cannot leave objection to this legislation to a few concerned Clubs. This matter will vitally effect YOU personally and it is up

to YOU to do something about it right now. As always, complacency will be the enemy, ignoring the subject will not make it go away.

Please write to the Federal Minister and to your local Federal and State Representatives to voice your opinion and request a more realistic approach - that's why you pay their wages, expenses and super fund. To make it easier we have enclosed a letter to which you can add your address, sign and post to the Minister - today.

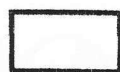
If you don't get a reply in a month or so - write again!

### PRETTY PLEASE

If there is a red cross reminder in the 'subs due' box we would be grateful if you could forward your payment of just \$15 for metro and \$10 for country members by return mail.

Please also advise if there are any changes to the previous Members' Register so we can then have the current list updated and produced very soon.

Next Run/Meeting  
November, 25



IF THERE IS A CROSS IN THIS BOX YOUR SUBSCRIPTION HAS EXPIRED. Please send payment now so you don't miss out!

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

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

**SATURDAY, NOVEMBER 10, 1990**

**AUCTION at 9.30am at Lot 41 Isaacs Street, Busselton.**

**Under instructions from executor of the estate of the late BILL SPENCER**

**If you are seeking Model A parts you can't miss this.**

**SUNDAY, NOVEMBER 25, 1990**

Meet at Dianella Plaza Shopping Centre car park at 9.15 for departure at 9.30 sharp to meet up with north of the river contingent who should arrive at Whitfords City Shopping Centre car park for everyone to leave at 10am. Morning tea will be at Mindarie Keys (limited toilets). Then onto lunch at Dizzy Lamb Park. Entry Fee of \$5 each - we can all drive in and will be shown where to park. Gas barbecues available (.20c). The museum is free but there will be a small charge for the various rides.

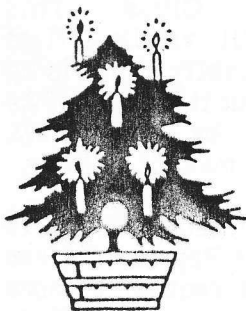
**Organised by BILL & DOROTHY BENNIE.**

**SATURDAY, DECEMBER 8, 1990**

**CHRISTMAS DINNER at the Freeway Hotel - \$21 per person plus drinks.**

**Please confirm your booking and pay one of the committee: NINA**

**WILLIAMS, JUNE SMITH, IVY McLEAN, now.**



**Christmas Dinner - 1990**

**Freeway Hotel - Mill Point Rd, South Perth  
December 8, 1990 at 7pm.**

**If you haven't already - PLEASE BOOKNOW**

## **The HOP to HOUGHTONS**

**Sunday, October 28**

Twelve Model A-s assembled at Midland Gate plus a few 'brand X' and REG & CORAL BLEWETT in their latest acquisition (a beautiful 1947 Jaguar - at least the mudguards were 'Model A' black).

A short drive through the grapevines and a bit of re-organisation, saw the group assembled on the picturesque grounds of Houghton's Winery.

Most partook of several samples of Houghton's red and white wines (plus a meagre supply of cheese and biscuits). Someone should have got totally blotto so the Newsletter could create a bit of scandal - or the Editor could make a buck with some 'hush money'; but no such luck.

After the meeting several looked over the impressive administration office building housed in the old homestead with modern computers and office equipment sitting incongruously on antique desks.

Good to see RAY & TONI MAHONEY along in their blue Phaeton.



**PENRITE OILS**  
*the classic choice*

# MINUTES

of Meeting held at Middle Swan on October 28, 1990. 32 members, 6 kids and 4 visitors in 12 Model A-s and 5 others.

In the absence of President JOHN LUCA, the meeting was chaired by Vice-President LOUISE READ who opened the meeting at 2.50pm and welcomed visitors: Henry Strik, Peter MacFarlane, Kaye and John Miller.

Apologies: MAX & DORA ANNEAR, JOHN & FIL LUCA, COLIN & MAXINE DAVIDSON, ANGELO & JUDY CALLEJA.

Secretary HELEN SHARP read previous minutes. Passed correct. Moved STEVE READ, seconded LAUREL COOKE.

**Business Arising:** GORDON GODWIN advised that he did not yet have his sticker from the Vehicle Inspection. Nor did BEVAN SHARP. TONI MAHONEY advised that extra details such as the tare weight should appear on the Inspection Forms and that she had advised REG BLEWET of the requirements for next year. Numbers and payment required now for Christmas Dinner. BEVAN SHARP reported that he was negotiating for extra Club discount on vehicle insurance, that the next Newsletter would also make a net profit, that Skyjack had donated a ream each of yellow A4 and A3 paper and that members could purchase Batrolyte and Inox through the Club at special prices. JOHN McLEAN advised that mention of recompense for expenses was not correct. Further discussion on travelling in convoy was summed-up by TONI MAHONEY's comment just to use what we all had: "common sense".

**Correspondence In:** Rare Spares (WA), Motorvation '91, VGL Insurance, Toni Mahoney, Frank Sinclair, Dave Yeard, Spicer Video, Prestige Restorations, Vintage Ford N.Z., Penrite, M. Jenkin, Maurie & Maxine Creedy, various advertising letters. **Out:** Shannons, VGL, Tyler & Assoc, Motorlife, Penrite, Bryan Totterdill, Terry Germain (South-West VCC), Teale family, advertising accounts.

The letter from Rare Spares detailed Federal Government intention to consider putting limits on the age of vehicles allowed on roads. A proposal was put forward for the Club to write to the Federal Minister. CHRISTINE QUINN suggested that there would be more effect if every member sent a letter separately and it was agreed that a letter as suggested by other Clubs be sent out with every Newsletter for members to sign and send to Canberra.

**Financial Report:** Club - \$1,186.96. 1992 Fund - \$8,892.53.

**Touring Class:** brief discussion on this new class including advise that mudguards could be certain colours of green apart from brown and black (usually on Sports Roadsters and Phaetons). Members were advised that Queensland and N.S.W. had agreed with our proposals - no advise from S.A. or Victoria.

**Bendigo Delegate's Meeting -** ALAN SMITH not now going but BILL BENNIE will forward a Report from our Club for Alan Stafford to present at the Meeting.

**Club Badges -** discussed and agreed that payment would be from general Club funds.

**Combined Car Club.** Payment for membership agreed, to request information they have on duty on imported parts.

**1992 Meet -** BILL BENNIE asked members to 'take their hats off' to PETER LYNCH and BEVAN SHARP for their negotiations with Titan Ford which had resulted in verbal agreement for major sponsorship. He stressed that fund-raising would still need to continue. BEVAN pointed out that PETER had initiated the negotiations. PETER mentioned various avenues for mutual promotion and publicity.

**General Business:** LAUREL COOKE still required recipes from members but please no more for cakes.

DOROTHY BENNIE gave details for the November Run to Mindarie Keys and Dizzy Lamb Park.

JUNE SMITH gave brief details for a proposed long-weekend run to Bimbijj Station - to obtain more details.

**Autojumble -** raised \$169. RON ANDREWS thanked by members.

BILL BENNIE reported that he was getting a sample casting of the aluminium plate along the door sill and will show to members when it arrives. PETER LYNCH advised that there were still a few reflectors left.

JIM WILLIAMS advised that Perth Radiators could supply a Model A radiator for \$250 and it was agreed that this was a good price.

There being no further business, the meeting closed at 4.05pm.



## MODEL A PISTONS

Never use a wire brush to remove carbon deposits from piston heads as particles of carbon and strands of wire are likely to cause scoring.

When removing or installing a piston pin, immerse the piston in hot water for about a minute. This will expand the piston pin hole sufficiently so that the pin can be pushed in or out with your fingers.

When fitting pistons, use a feeler gauge that extends the full length of the piston on the opposite side of the piston from the slot in the skirt. When properly fitted a .002" feeler can be inserted and the piston moved up and down with slight drag. With a .004" feeler the piston should fit tightly in the cylinder bore.

End gaps for rings should be:  
Lower: .008 - .010 inch  
Centre: .010 - .012 inch  
Upper: .012 - .015 inch

Be sure to stagger the ring gaps so that none are in line.

## Important Re-ringing Information

### 1. Remove Cylinder Ridge

It is advisable that the ridge be removed from the top of worn cylinders prior to removing piston. Failure to do so may result in cracked or broken piston ring lands.

### 2. Bore Condition

The rings in this set are designed to bed in on both a new bore and a worn bore. Honing is not essential but is recommended to give the optimum result, however, it is essential if any of the following conditions are present:

- Excessive wear
- Bore distortion
- Polishing or Glazing
- Scuffing
- Scratching

### 3. Guidelines for honing

- When boring to oversize, allow sufficient honing allowance to completely remove boring marks (.06 is usually needed).
- Finer surface finishes are specified in modern passenger car engines. These can be achieved by honing to size with 180 grit, and finishing with 300-400 grit (stones or flexible hone) or sometimes by using 220 grit with a longer spark out at a low pressure.
- Aim for a high cross hatch angle (30-60° included) and an even cut in both directions.
- Machine hone if possible. With hand honing it is harder to get the desired result.

### Cleaning

Poor cleaning after honing accounts for most of today's wear out/oil consumption problems. Petrol and kerosene are not suitable. Soap and hot water and a nylon scrubbing brush are best. Check with a clean white cloth which should not come out grey. Finally, swab with a light engine oil to prevent corrosion.

### 4. Piston Condition

Replace scuffed, cracked, worn, or otherwise damaged pistons.

### 5. Check Ring Gap in Bore

Always check the gap clearance of new rings in the lower unworn portion. The gap should not be less than 0.003mm per mm of cylinder diameter (.003" per inch of bore diameter).

NOTE: Maximum gap condition is not especially critical but should not exceed 0.01mm per mm (.010" per inch) for compression rings while gap on oil ring rails may be up to 1.75mm (.070") regardless of bore size.

### 6. Installation

Ensure piston, rings and pin are thoroughly clean and then lubricate rings, skirt, pin bores and bearings with engine oil. Use a good quality ring compressor held firm against the engine block at the time of entry of the rings into cylinder.

### 7. To ensure the best results from your ring set

Check the following and replace if necessary: Valve Guides and Stem Seals, PCV Seals, Air and Oil Filters.

### 8. Running in

Correct running in of rings always helps, especially on unhone bores.

First, avoid prolonged idling, and vary the speeds. Give the engine some work within the first 20 kms. Accelerate several times from 60-90 kmh in high gear with a brief return to 60kmh in between. This provides the load to build up the pressure behind the compression rings and help them to bed in.

### Please Note

Your Ring Set Packaging separates and identifies the rings for each groove. Assemble the rings to the piston in sequence starting with the groove furthest from the crown (or top) of the piston.

### Pistons with rings already assembled

Some pistons are packed with rings already assembled for the convenience of the customer. A pre-assembly check should be made to ensure that the rings have remained correctly assembled during transportation — in accordance with these instructions.

Lubricate the pistons before installing carefully using a ring compressor. Be sure that the split in the skirt of the piston (if present) faces toward the passenger side of the vehicle and that the dipper on the big end faces toward the camshaft.

## Pistons

### 1. Fitting to connecting Rod

#### • FULLY FLOATING APPLICATIONS (circlip pin retention)

Ensure bush in connecting rod is in good condition. Lubricate pin and slide it into place and fit both circlips. Note Flat Seeger circlips are stamped from steel and therefore have a slight radius on one side. Fit square edge outwards. Tanged wire circlips must be fitted with tangs projecting outwards.

#### • INTERFERENCE FIT APPLICATIONS

Check connecting rod eye is in good condition and has not been overheated in a previous assembly. Never re-use damaged connecting rods.

There are two methods of assembly: cold press fitting, and heating the rod eye. Use the method recommended by the engine maker. Below are general guidelines:

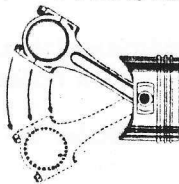
**Cold Assembly** — Ensure piston and connecting rod are adequately supported to avoid distortion of either, and make sure they are aligned so the pin will not scuff the piston.

Lubricate pin, piston and connecting rod bores with heavy engine oil or molybdenum disulphide to reduce assembly friction, and press into place.

**Hot Assembly** — Use proprietary heating machine if available. In any case avoid overheating of connecting rod eye. Lubricate pin and piston bores with engine oil, heat rod eye and slide pin into place by hand. Allow time to cool before moving.

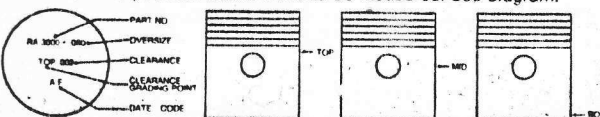
**Check** — Make sure connecting rod falls under its own weight, see diagram. Avoid skirt damage from falling connecting rod.

THE ROD MUST FALL UNDER ITS OWN WEIGHT

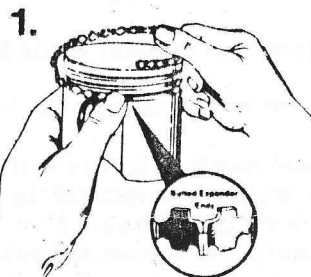


### 2. Piston Clearance

Pistons have recommended minimum clearance stamped on crown. Also shown is position clearance is to be measured. See diagram.



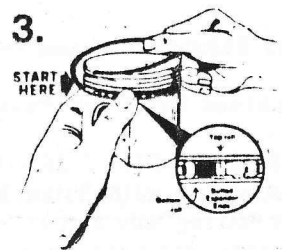
## Assembly of a 3 Piece Oil Ring



Place the expander in oil ring groove. Do not overlap ends.

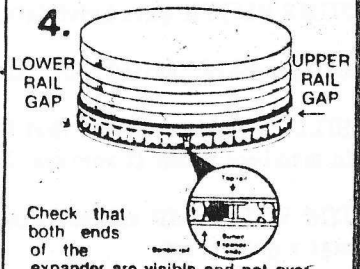


Hold expander ends in place with thumb. Wind upper rail over expander so that end of rail is one quarter of a turn from expander gap.



Wind on lower rail with its ends approximately 1/4 turn from expander gap and on other side of expander gap to upper rail.

Note: The rail gaps must always be separated from each other, and never in line with the expander gap.



Check that both ends of the expander are visible and not overlapped, and that the assembly can rotate in the groove.

### 5.

Check that assembly has sufficient back clearance. With assembly pushed in from one side, rails should not protrude beyond piston groove.

\* CHECK THAT SPACER EXPANDER ENDS ARE BUTTED AND NOT OVERLAPPED.

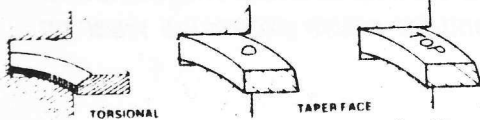
\* Check that ends of UPPER RAIL, SPACER EXPANDER AND LOWER RAIL are correctly positioned (as illustrated).



## Compression Rings

### 1. Top Compression Ring Groove.

- (a) Install torsional ring with inside bevel or counterbore upwards.  
 (b) Install taper face ring with dimple or "TOP" upwards, i.e.

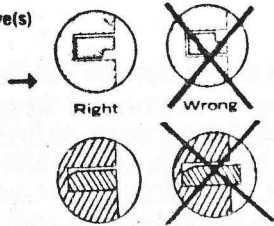


### 2. Lower Compression Ring Groove(s)

- (a) As above for torsional or taper face.

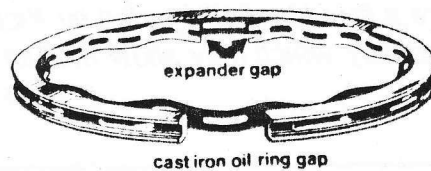
OR

- (b) Scraper type with step downwards as shown.



- ### 3. Check Back Clearance —
- Rings must never protrude beyond grooves.

## Oil Ring- Slotted Expander Type



- 1 Fit expander to groove.
  - 2 Fit cast iron oil ring to groove with gap opposite expander gap.
- NOTE: Some sets are supplied with cast iron slotted oil rings without expanders.

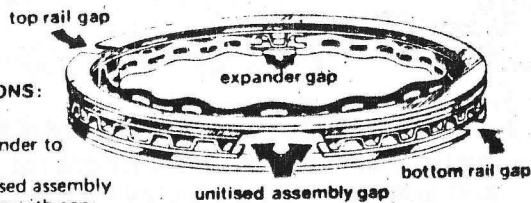
## Oil Ring- Coil Spring Expander Type



clear wear tube, if fitted, to be positioned at gap

- 1 Fit coil spring expander into oil ring groove (upper if two) and slide ends together on joining wire.
- 2 Fit cast iron outer ring with gap opposite the ends of expander.

## Oil Ring-Unitised with Slotted Expander



### FITTING INSTRUCTIONS:

#### Two rail-

- 1 Fit expander to groove.
- 2 Fit unitised assembly to groove with gap opposite expander gap.

#### Four rail- Assemble as above and then:

- 3 Wind one rail into groove below unitised assembly.
- 4 Wind other rail into groove above unitised assembly.
- 5 Insure that gaps in upper and lower rails are as shown in diagram.

## \* THERMOSTATS \*

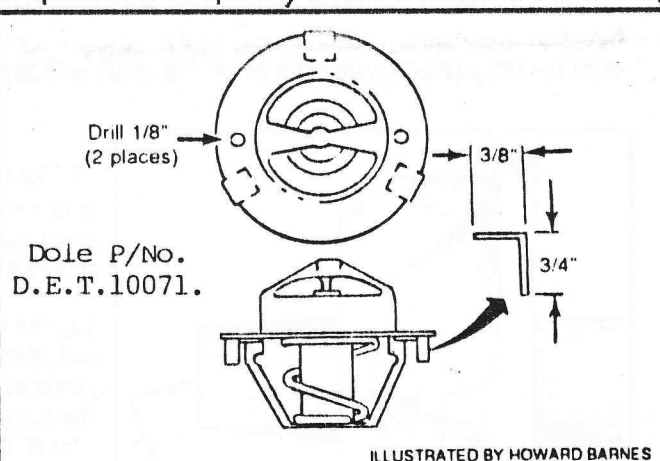
Perhaps summer in W.A. is the wrong time to consider this subject but the basic problem still applies.

Following arguments for and against the use of a thermostat in a Model A, an enthusiast decided to do some comprehensive research and came up overwhelmingly in favour of them. The main reason was their failsafe ability, in cold weather, to greatly reduce the time for the engine coolant to reach a temperature of at least 150 degrees because, as one expert titled his paper: 'Engines Like To Be Warm'.

One of the worst things you can do to any engine is a 'quick warm up'. If you run the motor for a couple of minutes then turn it off you leave raw petrol to run down the cold cylinder walls removing the oil while the cold products of combustion such as sulphur dioxide and sulphuric acid gurgle around in the oil munching on the steel and white metal.

Among unfavourable results of operating an engine too cold are: decreased fuel economy, increased oil dilution (raw fuel running down cold cylinder walls and into the crankcase), increased sludge, rust and ring and bore wear. Also the water-soluble destructive products of combustion such as weak sulphuric acid wreak havoc.

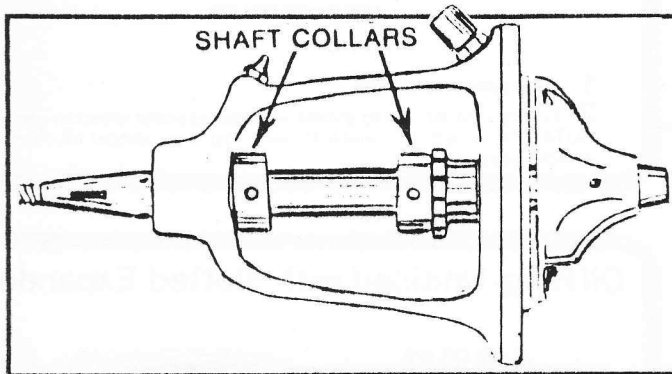
The conclusion is to install one of many 160 or 180 degree thermostats from reputable Model A parts suppliers. You could also make one yourself in about ten minutes using a Dole No D.E.T. 10071 as fitted to early model Holdens, Falcons, etc.



- Notes: (1) The thermostat base is stainless, so burnish it with a steel brush before soldering the three copper strips.  
 (2) Place it over the top of the water outlet, replace the hose, and your troubles are over.

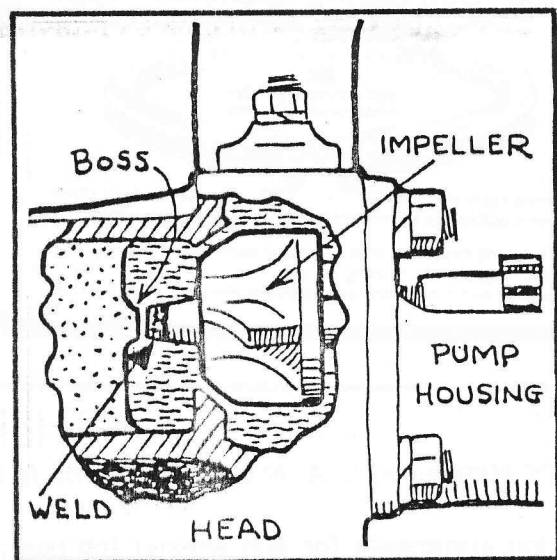
## END PLAY IN YOUR WATER PUMP SHAFT?

Here are a few ideas suggested by Victoria's 'Ford Torque' via various M.A.R.C. magazines to stop end play which may allow the fan to touch the radiator and/or cause excessive wear on the fan belt and pulley.



1 Got end play or worried that the press-fit impeller may come loose and the fan will demolish your radiator? Buy a couple of 5/8" shaft collars (they look like a thick washer with a locking screw). Fit one behind the front bearing (but not touching the casting) and the other in front of the packing nut (which will be greased by seepage from the packing).

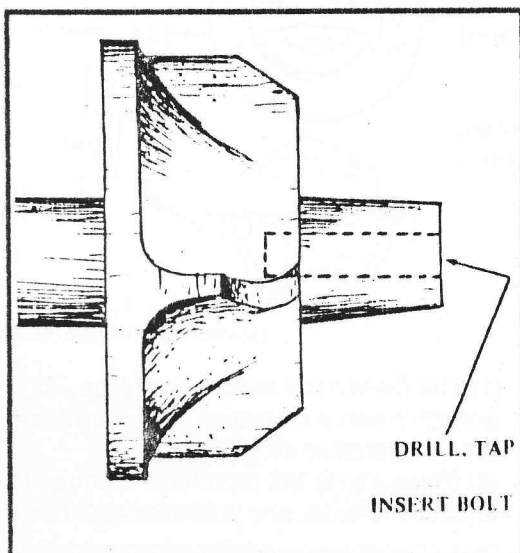
2 Another solution is to build up the end of the shaft about a quarter of an inch using a brass welding rod. Then, insert the shaft in the water pump and grind the end of the shaft down, turning the shaft as you grind, which should leave a slight crown so that only the centre of the shaft will touch the cylinder head. Grind a little at a time until the fit (with gasket) leaves about 10 thousandth inch of end play.



3 Another method is to weld or braze the boss inside the head but some say that this and the previous method, especially if not done properly, can ruin the temper of the metal (through excessive heat), not be good for head or shaft, and result in rapid shaft wear.

4 Placement of one or several washers between the pulley hub and the forward shaft bearing housing will eliminate end play. You may have to drill out washers to fit and then play around with various thicknesses.

5 Get a 2" length of alloy or plastic pipe with an outside diameter slightly smaller than the outside diameter of the shaft. Saw the pipe lengthwise, fit the halves around the shaft and secure with two very short hose clamps with the fan pushed toward the block. The shaft will be held in position.



6 Place the shaft in a machine lathe and use a 17/64" drill to drill a hole in the centre of the shaft to accommodate a 5/16" brass bolt. The hole should be 1/4" to 1/2" deeper than the proposed bolt length.

Tap the hole with a 5/16" tap for the appropriate thread. Fit the bolt until it bottoms on the shaft. File or machine the bolt head to conform to the contour and taper of the shaft. Place the shaft in the body with the gasket and pump in place and rotate the shaft two or three times then remove. Wherever brightness on the bolt appears is a point of friction and may be removed by filing.

Repeat these steps until achieving correct clearance. If there is excessive wear and the thickness of the bolt head is not sufficient to take up the slack, merely place brass washers under the bolt head until the head makes contact with the boss inside the head then proceed as above.

Protect and prolong the life of all your valuable motor vehicles with  
**INOX and BATROLYTE**



## INOX

**THE SUPER LUBRICANT WITH ANTI-CORROSION.**  
*replaces and outlasts the others*

- \* Displaces moisture.
- \* Penetrates.
- \* Lubricates.
- \* Protects.

With a corrosion inhibitor. Also cleans, polishes and protects. Use as a penetrating oil on the most stubborn parts. Also as a machine cutting oil. Safe on electrical components, for marine use and starts wet engines

### ANTI-MOISTURE \* ANTI-CORROSION PETROCHEMICAL LUBRICANT

Does not dry out, become sticky, gooey, gum up or wash off with water.  
 Harmless to metal points and surfaces, plastics, paints, enamels and finishes.  
 Non-conductive, non-staining, non-corrosive and non-toxic.

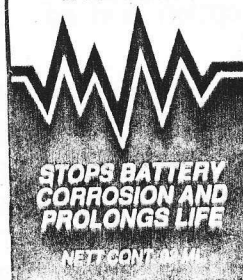
available from M.A.R.C. (W.A.)  
 400g spray can - \$6.00 (retail \$7.50)  
 (ozone safe)  
 5 litre container - \$38 (retail \$43.00)  
 (ideal and economical for restorers)

**POISON**

NOT TO BE TAKEN  
 KEEP OUT OF REACH OF CHILDREN  
 READ SAFETY DIRECTIONS BEFORE  
 OPENING

## BATROLYTE

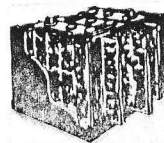
BATTERY  
 CONDITIONER  
 CONTAINS NOT MORE THAN  
 5% CADMIUM SULPHATE



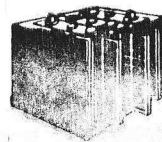
**STOPS BATTERY  
 CORROSION AND  
 PROLONGS LIFE**

NET WEIGHT 100g

MANUFACTURED  
 IN AUSTRALIA



When lead acid batteries are in use, a soft spongy film of lead sulphate (sulphation) forms on the plates. Batteries go dead when this soft film hardens and clogs plates and separators



One treatment with Batrolyte dissolves this harmful sulphation and restores the active materials, allowing the battery to operate at full capacity.

available from M.A.R.C. (W.A.)  
 92ml (for 1 battery) \$6.00 (retail \$7.50)  
 1 litre (11 batteries) \$38 (retail \$43)  
 5 litre (55 batteries): \$159 (retail \$170)

## DOUBLE YOUR BATTERY LIFE

- Instant Starting
- Constant Brighter Lights
- Reduces Internal Heating
- Stops Battery Failure
- Holds charge longer

IDEAL FOR BATTERIES NOT IN CONSTANT USE.  
 New life for mechanically sound batteries up to 2 years old and double life expectancy for new ones. Gives up to 25% brighter lights. Holds a charge longer. Fast recovery rate and reduces damage caused by over-charging.

**DON'T MISS OUT ON THESE SPECIAL PRICES - PLACE ORDER WITH THE CLUB SECRETARY NOW - collect next meeting.**



# HAVE YOU GOT DISTRIBUTOR PROBLEMS?

*Does your distributor point gap seem to be possessed by some hidden force and have an independant life of its own?*

Have you ever set your distributor point gap 'spot on' only to find it mysteriously changed not long after?

Next time you have a few minutes, pull off the cap and rotor then rotate the engine to bring the points to the fullest open position. Measure and record the point gap. NOW, grasp the upper distributor plate spark advance lever and pull the plate firmly toward the rear of the car. Measure and record the point gap. Then, push the plate firmly toward the front of the car - measure and record the gap. Got three different readings? Now, push and pull the arm while watching the point gap (you may even try this option first as the changes can be totally obvious).

The reason for this variance is that, through 60 years of advancing and retarding the spark, wear has occured between the hole in the upper distributor plate and the cast iron hub of the distributor body which is supposed to accurately center and maintain alignment of the upper plate. This allows the upper plate to move sideways and can change the point setting. This point needs lubricating. Henry probably never thought of a bunch of nuts trying to keep the car going in the 1990's and didn't recommend regular lubrication of this point where two dry surfaces grind together.

If the upper plate can move in other than a truly concentric circle, the pivot point of the arm changes relative to the cam surface causing a gap change. A simple diagram will confirm that for each one thousandth of an inch of front to back movement of the upper plate (relative to the centre post), a corresponding change of about two thousandths of an inch occurs at the point gap - or, more dramatically, a 7 thou. movement in the plate (which could be just minor wear) results in 14 thou. change in the point gap! Do you still wonder why the point gap changes when you advance or retard the spark - or even when you hit the brakes?

If this sounds like your problem - pull out the cam and examine the space between the upper plate and the centering hub on the distributor body. If there is a gap, odds are that you will never achieve consistent distributor performance until you do something.

First step is probably to replace a worn upper plate with a new one but if the centre hub is worn you still have a problem. So, next step would be a better distributor body. Check through those spares with a micrometer - chances are that just a visual inspection will reveal wear and even a marked taper toward the top.

If you do not have any spares, there are a couple of choices such as checking out swap meets and friends or resorting to blatant theft (does the prison system include courses on Model A distributor restoration?)

There is one last option: take a distributor body with a worn centre hub and carefully turn the hub undersize then press on a bushing which accurately fits the upper plate you intend to use. There is not a lot of stock on the hub so the undercut must be light and the bushing quite thin. This surgery is quite possible and although it involves the most work will probably give the best result by eliminating all the side-play.

Now, replace the shaft bushings, shafts, worn cam etc and your distributor will perform like new.

Incidentally, if you have a modified upper plate with modern points you still haven't eliminated the problem described above.

Now, you will remember to lubricate that critical wear point regularly, won't you?

*Taken from an idea in 'The Ford Squeaks' Piney Wood A's, Texas, U.S.A.*

## ... Notebook ...

**New members:** MAURIE & MAXINE CREEDY of [REDACTED] Hazlewood Park, S.A. 5066 - welcome folks, see you in '92!

**Resignation:** Max Jenkin of Dianella.

DAVE HEARD in Karratha advises that we may be seeing more of him in the future when he becomes a metro member and hopes to have more time to work on his Model A - ready for the 1992 National Meet Dave?

You will note an advertisement in this issue for Vintage Ford in New Zealand. If they get even a minimal reaction they may take out a regular advertisement. BILL BENNIE has one of their air cleaners if you want to check it out. Jack Porter advises that their Club in Christchurch now has 135 members and have just celebrated their 25th Anniversary. He hopes to make it to Perth for the 1992 Meet.



Which family of four recently had a severe touch of the 'gastrics' and reckoned that they spent the week's housekeeping on lemonade and loo paper?

Who was told to clean out their old Model A carburettor by boiling it up on the kitchen stove in detergent? Things were going well and gunge was coming off very successfully when our keen restorer decided that the addition of some caustic would improve the formula. Some basic chemistry principles resulted in a severe reaction - talk about 'loss of face', nearly lost his whole bloody head. You can locate the guilty party by checking out the condition of kitchen bench tops and the work on repairing damaged stove cooking facilities in the northern suburbs.

New member DIRK HARMSEN is recovering in hospital from being run over and injured by an earth-moving machine while on a recent holiday in Thailand. The skin was ripped off the top of his leg necessitating three skin grafts. Hope you are 'on deck' soon Dirk - if you are taking on machinery of that size you should have no problem with a little Model A!

Visitor at the last meeting, and prospective new member, Henry Strik, has just purchased a closed cab Model A utility. From descriptions it sounds like a 1929 Tudor which has been 'utility-ized' at some stage in its past - we look forward to seeing it with great interest. See, there ARE still Model A-s out there somewhere. Henry saw this one sitting on the side of the road - and drove it home!

### ALL STATES PLEASE COPY TOURING CLASS

Further to the proposed requirements listed last month. Please note that mudguards can also be painted: Robin Hood Green, Cascade Green, Ivanhoe Green, Imperial Green, Fallow Field Brown, Argonaut Brown and Arabian Sand apart from good old Black - but usually on Sports Roadsters and Sports Phaetons. Also it has been suggested that requirements should state that the horn not only be as original but also situated as original. Comments on any aspect of this class, which is new to Australia, to: MIKE COOKE - [REDACTED] Kingsley, 6026. [REDACTED]

Take careful note of the feature on INOX and BATROLYTE. These are quality products. InOX is reputed to be far superior to similar products, especially those which basically contain kerosene. JIM WILLIAMS has used Batrolyte and recommended it at the last meeting. It is an ideal product for batteries that often sit around for weeks without being used. **Don't miss this special offer.** PHONE YOUR ORDERS TO SECRETARY HELEN NOW for collection at the next meeting.

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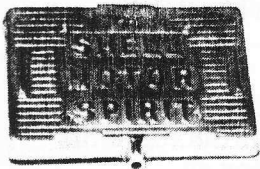


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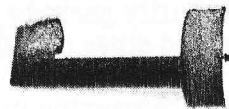
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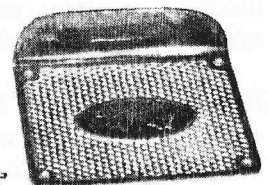
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**STOP PRESS!!!**

New C.E.R. Trade Agreement between Australia and New Zealand (effective 01.07.'90) exempts N.Z. made goods from usual Duty requirements.

## DID YOU KNOW THAT....

I was watching JIM 'The Chippie' WILLIAMS adroitly hand-chiseling a piece of wood for his 'Woodie' last week when he had an accident. The chisel slipped and gouged a great chunk out of his leg but Jim just kept right on working. I commented that he must have a very high threshold for pain as the piece missing from his leg didn't seem to bother him much at all.

Jim then told me that he had only really felt pain once in his life. He was out rabbit-trapping in a Model A truck in his youth and had set several traps around a huge warren when he felt an urgent 'call of nature'. He dropped his trousers and crouched down. Unfortunately, in his haste, he had forgotten where he had set the traps and happened to choose a spot directly over a trap. The rabbit trap sprung and fastened firmly onto his 'family jewels'.

"Good grief," I winced in sympathy, "that sure must have been extremely painful".

"Oh no", said Jim, "I only felt pain when I leapt into the air and the chain on the rabbit trap pulled taut."

Believe ANY of that and you'll believe anything!!!!