



Western Model A News

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

Year XI Number XII

JULY, 1991

JULY EDITORIAL

MANY THANKS to STEVE and LOUISE READ for stepping into the breach upon the temporary abdication of your Secretary/Treasurer and Editor. Great Newsletters, hay! (Sorry, been talking to too many Kiwis in Tonga). Well done guys.

National Meet

Your National Meet Committee are making a whole bunch of decisions on a myriad of subjects as the countdown to D-Day on April 16, 1992 continues. The practice run at Noalimba was obviously a success and we can confidently assure our entrants of a wonderful Model A time in Perth next year. HAVE YOU ENTERED YET? Have you sent in your Accommodation Advice Form so the Committee can be sure you have a bed and meals? Staying a Noalimba will prove to be an essential ingredient for our Club members to enjoy the 1992 National Meet, meet Model A enthusiasts from around the world and enjoy the unforgettable Model A Ford atmosphere.

For those interested in statistics. At the time of writing this we have:- 77 entries with 68 Model A Fords, 167 Adults and 24 children. Three have entered for Concours and an amazing 27 for Touring Class. Where are they from? 22 from NSW, 15 from Vic, 14 from WA, 9 from Qld, 7 from SA, 7 from the USA and 3 from ACT.

Another A.G.M.

The Annual General Meeting is only about seven weeks away as this Newsletter goes to the 'press' so it's time to give some very serious thought to the team which will carry your Club through a milestone in its history: running the Australian National Meet next April (that's only 9 months away!)

The present Executive Team will have served you for two years. During that period your Club membership has increased by 77% from 48 to 85 family memberships and the total number of Model A Fords on our Register has increased by 60% from 73 to 117. This increase, coupled with the number of Model A Fords bought and sold over the last two years, has left our official records somewhat out-dated. PLEASE complete the form you will receive with the start of the new financial year so we can correct this anomaly and bring everything up to date.

Prompt payment of your bargain-priced annual subscription would also be much appreciated without having to send out reminders for the next six months. This will allow the out-dated Club Register to be corrected and printed as soon as we possibly can in the new Club year.

Bevan

Saturday, July 20, 1991
Titan Ford Service Day

Next Meeting/Run: SUNDAY, JULY 21, 1991
Meet at Garden City Shopping Centre car park at 10am

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

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

Wednesday, July 17, 1991

QUIZ NIGHT organised by the British Ford Owners' Club of W.A. for the Combined Car Clubs at Carlisle Function Centre, 174 Rutland Avenue, Carlisle from 8pm. Tickets are \$5 per person (maximum 6 per table). For tickets and details phone John Lyus on [REDACTED] or Mike Brennan on [REDACTED].
Get a table together and support another Ford Club.

Saturday, July 20, 1991

Another Service Day at Titan Ford, Melville. They require about 12 Model A-s to be on display from 8am to 12 noon and intend to publicise this event in the press. Please co-operate with our major National Meet sponsor and offer your Model A. PLEASE telephone PETER LYNCH on [REDACTED] now...

Sunday, July 21, 1991

Organised by the WILLIAMS family who have arranged a hall for you to eat your cut lunch. Meet at Garden City Shopping Centre carpark at 10am.

Saturday July 27, 1991

Tracmac have kindly invited members to attend their Christmas Dinner in July from 7.30pm (dinner at 8pm, dancing from 9.30pm) at the Valley Reception Centre, Midland. Tickets: \$21 per person and gents are asked to bring a \$2 present for their partner - sexual discrimination, eh? There will also be raffles. Contact ALAN SMITH for bookings or further information on [REDACTED]

Sunday, August 25, 1991

Annual General Meeting at the GODWIN residence.

September 28 - 30, 1991

Long-weekend run to Bimbij organised by the SMITH family.
Cost \$12 per adult (\$6 per child under 12 years) per night.
Contact ALAN SMITH on [REDACTED] for information and booking.

October - date to be confirmed

JOHN LUCA is organising a Restoration Run. Details soon.

Sunday, November 17, 1991

All Ford Day Perth Oval - set up Saturday 16th from 10am to 5pm.
Entry fee \$10 per vehicle (includes T-shirt and certificate).
Enquiries to: Steve Rogers on [REDACTED] or Ian Cocks on [REDACTED]

Sunday, October 13, 1991

Veteran Car Club's Annual Auto Jumble.

November, 1991

Date to be advised - organised by LETCH family.

December, 1991

Christmas Dinner (could be in late November). Committee are seeking a suitable venue, if you have any suggestions, please contact a Christmas Dinner Committee member: DORA ANNEAR, EDITH JEFFREE, ALMA LETCH.



HENRY said:

from "My Life and Work by Henry Ford", 1922
As few more quotes from the media master:

"... in 1895 I heard that a Benz car from Germany was on exhibition in Macy's store in New York. I travelled to look at it but it had no features that seemed worthwhile."

"... money is not worth anything, for it will do nothing of itself. The only use of money is to buy tools to work with or the product of tools."

"How could you possibly hate Henry Ford, Laurel? You've never even met the man."

M I N U T E S

of meeting held at Jarrahdale on 9th June, 1991, with 24 members, 5 children in 11 Model A-s and 2 moderns opened at 1.45pm.

Apologies from Angelo & Judy Calleja, Peter & Faye Lynch, June & Alan Smith, Kelvin & Kath Pepper, Mike & Laurel Cooke, Alan & Edith Jeffree, Ross & Alma Letch, Bill & Dorothy Bennie, John & Pat Laurie, Bevan & Helen Sharp.

Acting Secretary Louise Read read minutes of the last meeting which were passed as correct - moved Colin Davidson, seconded Bill Cowlin.

Business arising: Dora Annear advised that the Christmas Dinner committee had a pencilled in booking for Christmas Dinner at the Freeway for 30th November, but because of the increase in cost were also looking at other venues. There had been a few unfavourable reports about the Freeway. Louise Read informed members if they wished to open a Bonus Account with Home Building Society the reference number for the club is OBO6. An application to be made to the Taxation Dept for a tax file number. Comments from those who stayed at Noalimba were sought. There were no unfavourable reports, although Dora Annear would like it made clear to those coming from overseas that it is not motel type accommodation.

Financial Report: Club \$2,201.32 1992 \$13,467.06

Correspondence In: CCC, Dave Slater, All Ford Day, Greater Union, Infolink, Austin Healey Owners Club, VGL Insurance, Mosman Glass Printers, Australian Taxation Dept, Moora Tourist Committee, British Ford Owners Club, Model A Ford Club of S.A.

Correspondence Out: Home Building Society, Mr & Mrs D Slater, Corporate Affairs, Aust Taxation Dept, accounts for advertising.

1992: John Luca asked that those who are coming to the 1992 Rally to please send in their registration as soon as possible.

Bill Cowlin said that he'd spoken to the CB Club and they would like to help out by supplying CB's and men. They only wanted petrol money for their services.

Max Annear mentioned that he had a Mobil 16mm movie on motoring if there was any use for it. Ron Andrews also said there was a video available about racing.

General Business: Discussion about the proposal from SA about financing national Rallies. The majority of members would not support this proposal as it would benefit only a few. Don Philp enquired if we were affiliated with any other club.

Moora Tourist Committee invited us to Moora for the long weekend. Members declined as arrangements have already been made for this year.

John Luca asked if any more Batrolyte was needed.

Louise Read asked if anyone knew where the Brisbane Rally video tape was. 50 Club car badges to be ordered. Moved Don Philp. Seconded Colin Davidson. Colin Davidson advised members that Brian Collins would be giving a demonstration on new welding techniques and asked if there was any interested members who wanted to attend. Time and place to be organised and Colin to advise.

John Luca wished John McLean a belated happy 70th birthday.

Coming Events: All Ford Day, to be discussed at next meeting.

July 21st by the Williams to be finalised. John McLean asked if destination of events could be advised because members might want to visit friends or relatives in the same area. Other coming events details in calendar.

There being no further business the meeting closed at 3.00pm.

The June Jaunt to Jarrahdale

The sun shone brightly on a line-up of eleven Model A-s at Burswood Superdome carpark.

The 9.15am start became 9.40 as we chatted on. The last two cars arrived at 9.30am, one having already been on a mini-tour.

LAUREL and JORDAN COOKE came to see us off, LAUREL kindly waiting with extra Rally sheets for any late-comers. Thanks LAUREL.

Our course led us beside the river, up to the top of two lookouts to our morning tea stop at Manning Park at the historic Azelia Ley Homestead with tractors and machinery on display.

After our break, we travelled beside the sea before heading inland to flatter countryside, passing through Mundijong and up into the scenic hills of Jarrahdale for our lunch break and meeting at the Jarrahdale Tennis Pavilion.

GAIL and RON ANDREWS, WADE with friend and LOUISE READ with MATTHEW joined us for the meeting. Afterwards we returned to Perth via Nettleton Road. Thank you REG & CORAL BLEWETT.

Noalimba Weekend Judging Results

The results of the test run on the proposed points award system to be used at the 1992 National Meet showed most interesting results.

It may come as a surprise to some when the final results were added up but not so when you consider that not one of the cars judged would in fact qualify at Concours level at a National Meet. This in no way is meant to be criticism of anyone's car but in relation to what should be expected of a National winner or place getter.

All of the cars judged would score well in the TOURING CLASS where the very fine point judging is a little more relaxed. Generally the standard of all cars is very high and those members who have experienced both Australian and U.S. Meetings can vouch for the fact that Western Australian cars rate equally with the majority of the restorations found elsewhere.

To all of the members that spent several hours putting the nine cars under close scrutiny I am sure the time was well spent ... at least that was what a number of people told me.

A distinct benefit to all participants may not have been obvious at first:- in going through the whole exercise the effect was to stretch each person's mind

past the normal level that each one tends to use when looking at cars and to really place each item on the car in the particular section they were judging under a magnifying glass and compare and analyse each of the opinions of the other judges in the group.

One or two people said that they were not interested in Concours and I feel that is fair enough too as we all go for what interests us most in the hobby ... when you are restoring you are faced with two basic ways to go:- the correct way (by the book) or the other way (???). I believe the Concours standard gives all of us something to aim for and will help keep the standards of the movement high for future generations.

It is intended to carry out this same exercise several times before the 1992 Meeting. The idea is that those that took part in the Noalimba weekend could take an entirely different section next time and thus expand their knowledge even further. I hope everyone will participate and that others will join us.

Please accept our thanks from MIKE COOKE and myself for your co-operation during what turned out to be a very instructive and pleasant weekend.

BILL BENNIE

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This month's PRE-INSPECTION hints apply to

Model A Ford Electrics

Model A Fords are renown for having poor lights. However, there are some easy ways to improve yours
by STEVE READ

Firstly, make sure that the reflectors in your lights are clean and shiny. Some will only need polishing but others will need replating. This can be done with chrome or silver plating. Personally, I think that re-silvering is the way to go although they need to be polished in order to keep a good refecton; not only is the quality of light better but they also look nicer.

While on the subject of reflectors, don't forget your tail/stop light. The inside of this fitting was originally just silver paint which works reasonably well but what works much better is to use stainless steel. Cut an insert to shape and glue it to the backing plate - or, even better, a chrome-plated insert cut to size to fit around the back of the globe and glued to the tail light bracket. This virtually doubles the brightness of your tail and stop lights.

The next reason that most lights don't work properly (or at all) is because of a poor earth. The worst enemies of a good earth are paint and rust. Most restorers do a really good job of removing rust and then make an even better job of painting. However, in order to have good lights some areas need neither rust nor paint. One of the worst areas of neglect in this regard is the headlight cross bar. We usually paint the bar, the mudguard, the brackets and the chassis. It is important to keep these areas of contact clean so this is what to do:-

First, the swivel base of the headlight should be clean and the socket on the bar should also be scraped clean and shiny so that there is a good contact for the lights to the bar. Next, the underside of the bar to fender bracket and where the two bolts go through the fender brace should also be clean and shiny at all contact points. Often where these rivet to the chassis a poor contact exists as most restorers over-kill with paint on the chassis. It is a good idea to provide a wire from under the crossbar nut down to the chassis bolts to provide a good earth.

While on the subject of headlights, make sure your globes are the correct wattage, that they are a good fit in the holder and all contact areas are clean and snug.

Now, onto tail lights. The same rules apply to the tail/stop light/s inasmuch as over-restoration

with paint (especially two-pack paints) can cause bad earths. The areas of concern are the same: light to support and support to body. As tail/stop lights earth to the chassis via the body there is also another area of concern as it is possible with the aid of paint and chassis belting to insulate the tail light from the chassis. So, it is a good idea to run a small earth wire from the body to the chassis. This will also help with other body mounted electrical items such as windscreen wipers, dash lights, etc.

While on the subject of body earth, it is advantageous to run a heavy earth from the starter to the chassis so that the starter and generator have a good earth which is so important for easy starting.

Next item is the stop light switch, not one of Henry's better designs, but with some care and attention will work well. First, remove the tin cover over the switch and clean the areas of contact with a points' file or emery tape. While the lid is off, depress the brake pedal and ensure that the two contacts touch. Bend and adjust the lower contact as necessary and refit the cover.

While you are working on switches, check that the switch at the bottom of the steering column has not filled with steering box oil, via the light switch seal leaking, and is consequently giving a poor contact.

If you follow all the above, your lights should work as well as original and Model A lights DO work well when working well!

Points to watch: 1) good reflectors, 2) good globe contact, 3) good light to bracket contact, 4) good bracket to chassis contact, 5) good quality globes of correct wattage, 6) good, tight fittings and connections.

If you turn on your lights then put your foot on the brake and the lights go dim you most likely have a poor earth on the lights - or the stop light bulbs are too bright.

So remember:

**Keep it clean, keep in tight -
And your lights will shine so bright!!**

PETROL POURING OUT THE TOP OF YOUR TANK?

Professional drivers reckon that a tank of cold fuel is worth an extra lap at Bathurst. Oil companies reckon that hot gas is worth an extra \$30 million a year in their cash registers.

Like most other materials, petrol shrinks when it is cold and expands when it is hot. Governments apply tax to fuel calculated to a corrected temperature of 15C (59F) when loaded into tankers. But there is no correction at the other end - the petrol pump. The difference between a tanker load delivered on a stinking hot day and then cooling down in the tanks can amount to 700 litres! In fact, the 0.5% volume variation adds up to a staggering \$30 million dollars extra revenue for the oil companies.

We all know what happens when you fill your Model A tank nearly to the brim on a warmish day don't we? As the fuel warms up it starts running down the cowl like Niagara Falls. The solution? Screw cap back on and pour cold water over the cowl to cool the petrol and reduce the volume....

IS THE LAW AN ASS?

(extracted from June 17, 1991 Fortune)

U.S. car makers are faced with a dilemma when it comes to deciding how much 'foreign' content to build into their automobiles. The U.S. Law that regulates auto fuel economy says that a manufacturer's passenger cars must average 27.5 mpg over their entire fleet. If their CAFE (Corporate Average Fuel Economy) comes in under 27.5 mpg the Company is fined \$5 per car for every tenth of a mile per gallon it falls short.

To discourage producers from importing heaps of high mileage small cars to increase their overall fuel economy, the law divides manufacturer's fleets into domestic and imported and requires that each fleet meet the CAFE standard. A car with 75% or more U.S. or Canadian content is considered domestic, a car with less than that is foreign.

The law has backfired. For instance, Ford has converted its Crown Victoria and Mercury into imports with parts from Germany, Spain, Japan and Mexico to escape penalties for selling too many cars that get a low gas mileage. They reasoned that these two vehicles (averaging 24 mpg) could be offset against their 45 mpg Festiva imported from Korea. The result? More U.S. car makers out of a job. General Motors keeps its Cadillac Allante classified as an import although it is assembled in Michigan because the body is fabricated in Italy and flown to the U.S. in a specially-equipped 747. Consequently the car loses big money but if it was made in the U.S. it would add another low-mileage car (20.5 mpg) to their domestic fleet which came out at 27.1 mpg.

U.S. makers have trouble meeting the standard but makers of European luxury cars are having bigger problems. Mercedes-Benz paid out \$20,415,045 in fines in 1989 for exceeding the standard.

It is also possible under the law for an item such as a motor to be assembled in the U.S. using 75% of parts which were manufactured in Japan to be classified as domestic - which does not please U.S. auto parts makers. President of the Automotive Parts & Accessories Association: "The Japanese can bring in \$9 worth of parts and put them together in a \$1 box and the whole thing could count as domestic." Japan now has 29.1% of the U.S. auto market with the value of imported Japanese parts heading for \$22 billion by 1994 when there will be 37 million Japanese cars on U.S. roads - and a huge potential to supply the lucrative replacement spares market.

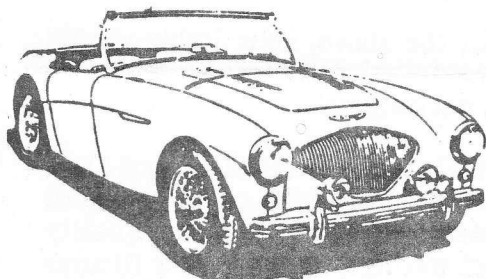
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Getting your 'gear' ready for the National Meet next year?

Here are some **DRESSING UP HINTS**
Thanks to North Island
Model A Club Newsletter.

Ladies: 'Dance 'till you drop look: a long rope of pearls, a band around your forehead, shoes with almond toes and buttoned straps, a feather boa, long cigarette holder (minus fag). Satin or velvet ribbons make great forehead bands - match it to a dress which is straight cut with a sash around your hips, then hitch it up to show those legs....

Men: a fair-isle knitted vest, bow tie, argyle socks, braces, cheese-cutter cap...



SETTING THE ZENITH CARBURETTOR FLOAT LEVEL

If you are having trouble setting the float level on your Model A carburettor you might be interested in the following technique:-

1) Separate top of carburettor and remove from car.

2) Find a wide-mouth glass jar that will accept the float and will fit snugly up to the rim.

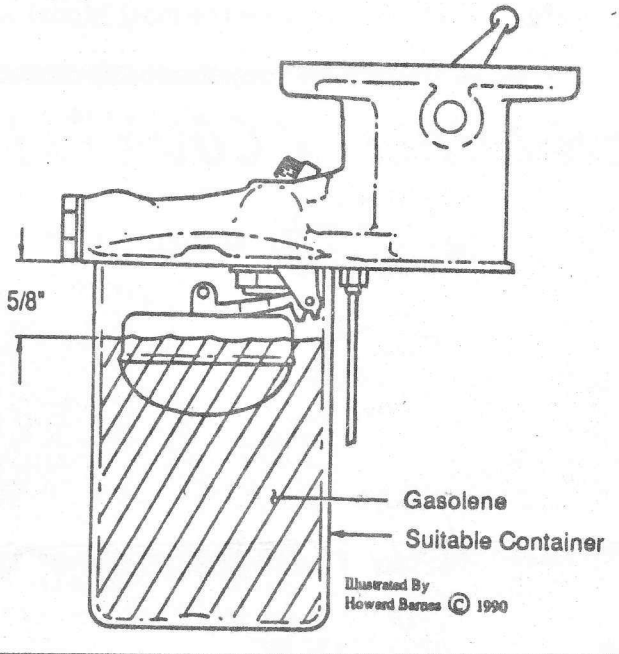
3) Fill the glass with gasoline until the float closes the valve. You can see this and test by blowing into the gas inlet opening to see if air goes through.

4) The distance between the machined surface of the carburettor and the gasoline level should be 5/8" for a Zenith carburettor. If, not, adjust float and keep testing with the glass.

This is the only truly accurate way I know to set your float level.

Note: Be careful with the gasoline, all testing should be done outside.

Craig Harrison, Oregon
from Nov/Dec issue of
MAFCA's 'The Restorer'



HAVE YOU ALSO NOTICED THAT: Everything is further away than it used to be. It is twice as far to the corner, and they've added a hill, I've noticed. I have given up running for the bus - it leaves faster than before. It seems to me they are making steps steeper than in the old days. Have you noticed the smaller print they are using in newspapers and telephone books?

There is no sense in asking anyone to read aloud - everyone speaks in such a low voice I can hardly hear them. The material in clothes is getting so skimpy, especially around the waist and hips.

Even people are changing. They are much younger than they used to be when I was their age. On the other hand people my own age are so much older than I am. I ran into a friend the other day and she had aged so much she didn't recognise me. I looked in the mirror this morning and would you believe they just don't make good mirrors like they used to?

CLEARANCES AND LIMITS USED IN ASSEMBLY OF MODEL "A" ENGINES

Size of Parts

Diameter of pistons 3.8745
Diameter of cylinder bore 3.876
Diameter of crankshaft main bearings .1.624
Diameter of crankshaft pin bearings .1.499
Diameter of camshaft bearings 1.560

Shims .002 thick are placed between all main and connecting rod bearings after burr-ishing. This is for oil clearance.

Clearances

Piston clearance in cylinders .002 maximum.
Piston ring gap - Lower ring .008 to .010.
Piston ring gap - Center ring .010 to .012.
Piston ring gap - Upper ring .012 to .015.

Ring groove clearance .001".

Piston pins are fitted in connecting rod bushings .0003 maximum

Pin assembled in piston .0002 to .0005 shrink fit.

Pistons are assembled with split side of skirt towards left side of engine.

Connecting rod side play at lower end of rod .008 to .012.

Clearance between piston bosses at upper end .010 to .013.

Connecting rod fitted to crankshaft .001" clearance.

Connecting rods are installed with oil dips towards camshaft.

Crankshaft end play .002 to .004.

Main bearing clearance .001.

Camshaft bearing clearance .003 maximum.

Camshaft end play taken up by tension of spring in front cover—Tension of spring, approximately 35 lbs.

Clearance between valves and push rods .010 to .013.

Exhaust valves fitted in valve guides .002 clearance.

Intake valves fitted in valve guides .001 to .0015.

Valve lift .287.

Push rod clearance .0015.

Time gear backlash .004".

End play of water pump shaft .006 to .010.

Flywheel eccentricity and wobble (indicator reading) after mounting flywheel on C/S— not more than .005.

Breaker point gap .018 to .022.

Spark plug gap .035.

Free movement or end play in clutch pedal, 1" minimum.

A Dozen Model A Questions To Test Your Knowledge

1. How many Model A assembly plants were located in the U.S.A.?
2. How many Model A assembly plants were located outside the U.S.A.?
3. What did the prefix 'AA' initially mean when stamped on a Model A engine?
4. Engines were produced at the Rouge Plant and in Canada, where were the other TWO plants located?
5. A total of 4,849,340 Model A engines were produced at the Rouge plant, how many engines were produced in Walkerville, Canada? 266,997? 366,997? 466,997? or 566,997?
6. The Model A had 10 major categories. How many separate models of passenger vehicles were produced?
7. What was a 'Fordalette'?
8. What is unique about a 1929 Deluxe Roadster?
9. About how many different models of Model A Commercial Vehicles were produced in 1930-1931?
10. For how many months was the Model A Ford produced?
11. 5,054,031 Model A passenger vehicles were built world-wide.
a) What body shape was most common? b) What body shape was the least common?
12. 5,054,031 A-s were produced world-wide, in which year were the most Model A Fords produced?

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... Notebook ...

TONY and RITA PARIN are now the proud owners of a 1930 5-window Coupe. By all reports it needs a bit of work but is ready to licence. Well done guys, were you suffering withdrawal symptoms by not having a Model A in the garage?

We had another letter from Jack Porter of VINTAGE FORD in New Zealand who has placed an irresistible advertisement in this issue for their reproduction Model A Ford horns for only A\$150.00 including freight. They still have Model A Air Cleaners available (fit one before you negotiate the sandy road to Bimbijy Station to protect your engine). Have you seen their catalogue? Jack says that they have been getting 20 Model A-s on their Club runs.

OK - who owns the Model A Tudor shown in the 'Sunday Times' on June 16, 1991 with an article on a wine called 'Royally Commissioned Red 1991'?

Which Club member was seen broken down on Nicholson Road, Canning Vale in an old green English car conferring with a tow truck driver? Was it Edgar's daddy? Which mechanic did not stop to help?

YOU can help your Club and help yourself to earn more interest at the same time by opening a Bonus Account at your Home Building Society. We have opened a Club Account earning 10% interest and you can do the same. Home then actually pays extra bonus interest to the Club based on the total of interest earned on Bonus Accounts opened. What to do: just open a Bonus Account at your local Home Building Society Office and mention the Model A Restorers Club (WA). Information on your account is not available to the Club and total confidentiality and privacy is absolutely guaranteed.

Welcome back STEVE READ.....

Recent article in the 'Sunday Times': "BLAST FOR THE BRIDE - A bride made plenty of noise about getting to the church yesterday. Police surrounded the outer suburb of Leda after reports of shots being fired. The report was partly correct. The firing was coming from the back of a vintage car which was taking a woman to her wedding. 'The vintage car backfired so often people thought shots were being fired,' a policeman said. The bride finally arrived at her destination - courtesy of a more conventional transport." Must have been one of those Chevrolet things...

Angle grinders can be dangerous animals, just ask ANGELO CALLEJA, when he gets back from Kiwi-land. Hope your leg is getting better ANGELO and does not restrict your skiing!!!

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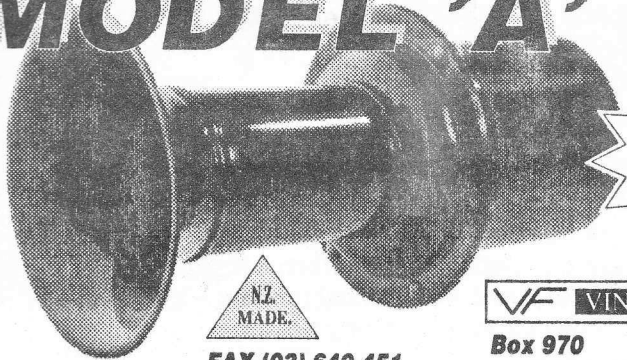
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CROWN WHEEL AND PINION RATIO

Ever wondered which crown wheel and pinion ratio you have in your Model A but don't feel inclined to remove half the rear of your car to find out?

Here is a quick method as described in Victoria's 'Ford Torque'

Jack up one rear wheel, put the car in top gear. Fit and turn the crank handle steadily until it is vertical. Put a chalk mark on the rear wheel and on the mudguard so both are in line. Have someone watch the rear wheel make exactly two turns while you are turning the crank handle and counting the turns it makes.

If the crank handle turns just under 3 3/4 turns: the ratio would be 3.7:1, just over 3 3/4 turns: 3.78:1, just over 4 turns: 4.11:1, while just over 3 1/2 turns would be: 3.54:1.

The reason for requiring two turns of the wheel is the doubling effect of the differential gears with only one wheel jacked up.