



# Western Model A News

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

Year XII Number X

MAY, 1992

## MAY MEANDERINGS

Well, the National Meet has been and gone. It's hard to imagine that over two years fairly constant work was over in just five days - although tying up loose ends, finalising finances, paying accounts, making sure that everyone that should be thanked has been and a whole bunch of other on-going details has still to be attended to before it is really over.

Time to start contemplating your trip to South Australia for the next National Meet in 1994, New South Wales in 1996 - and before you know it, Western Australia in about 2002!! Any volunteers for Rally Director and Committee.....

The Meet attracted several enquiries from prospective new members. One man rang your Editor to advise that he had purchased a Model A in Perth and wanted to know what it should be worth. After being told that someone would have to look at it first he said that the motor ran, it had a bit of rust and needed some new woodwork. He then said he had paid \$2,000 - I told him he was well in front....

It was a treat to see some W.A. cars at the Meet that we do not usually see. Also wonderful to see new restorations: hearty congratulations to: ANGELO CALLEJA, BARRIE GUEST, ROBERT TEALE, ALAN DUNS and ALAN & DARREN JEFFREE on getting their respective Model A Fords on the road. Also some with new paint work and many with considerable mechanical work - well done one and all...

It's time to get back to "normal" now and get on with mundane day-to-day operations. The JEFFREE Family jumped into the breach to organise the May run - now we need a bunch of volunteers (good grief, where did everyone go at the mention of that word?) to organise the runs from June to November....please call President LAUREL if you can assist.

You will note that we are still in need of a Secretary, Treasurer and Editor for some three months from June to about September. The June Newsletter will be done on time but someone will be needed to be Secretary for the next meeting in June.

Next Run/Meeting - Sunday, May 17, 10am  
Meet at Woolstores Shopping Centre, Fremantle - see Calendar.

OFFICE BEARERS: *President:* LAUREL COOKE ( ) *Secretary/Treasurer:* HELEN SHARP ( )  
*Vice-President:* ANGELO CALLEJA ( ) *Editor:* BEVAN SHARP ( )

COPY DEADLINE: by the 1st of each month to: ( ) Palmyra, W.A. 6157

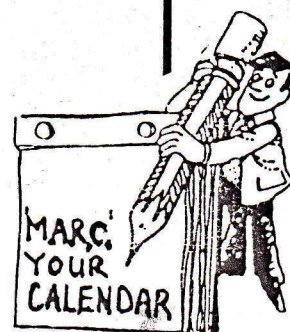
VIEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.)

**Sunday, May 17, 1992**

Meet at the car park behind the Woolstores Shopping Centre in Beach Road, Fremantle - opposite the Passenger Terminal at 10am for a leisurely drive to Kings Park for a picnic lunch.  
Organised by the JEFFREE family.

**Wednesday, July 22, 1992**

Annual QUIZ NIGHT for the Combined Car Clubs Association  
Organised this year by the Triumph Car Club.  
At "Cascades" function room, Maylands Hotel, Guildford Road at 8pm.  
Tickets are \$5 each. Enquiries to: Malcolm Miller on [REDACTED]



### WANTED

Volunteers to arrange runs for the rest of this year.  
Looks like a case of:- six volunteers, you, you, you, you, you and you.

### MORE

## LOCATION OF THE FORD MODEL A POWER PLANT TROUBLES MADE EASY

Authorative Chart Outlining The Common Derangements That Interfere With Proper Action Of Engine And Auxiliary Systems Chart Arranged By VICTOR W. PAGE, ME, Author Of "The Ford Models T and A Cars", Etc., Etc.

### MOTOR STOPS WITHOUT WARNING

Broken primary wire.  
Broken timer spring (Rare).  
Gasoline shutoff valve jarred closed.  
Gasoline supply pipe clogged.  
No gasoline in tank.  
Spray nozzle stopped up.  
Water in spray nozzle.  
Particles of carbon or oil between spark plug points.  
Ignition short-circuited by ground in wire.  
Air lock in gasoline pipe or tank.  
Battery wire loose at either terminal.  
Inlet valve stuck open.  
Pistons seized on account of defective oiling.  
Broken camshaft or crankshaft (rare).  
Seized main bearings (rare).  
Insufficient lubrication.  
Flywheel wedged by foreign matter in engine base (rare).  
Sheared key in crankcase gear operating valve mechanism (rare).

### MOTOR STOPS GRADUALLY

Fuel supply pipe partially clogged.  
Air vent in tank-filler cap stopped up.  
Float needle valve stuck.

Water or dirt in spray nozzle.  
Mixture adjusting needle jarred loose.  
Loose terminal at battery.  
Valves stuck open.  
Motor overheating due to defective oiling or cooling.  
Spark advance rod broken.  
Throttle rod breaks.  
Sticking contact points.

### MOTOR RACES

Control rods broken.  
Defective induction pipe joints.  
Leaky carburettor flange packing.  
Throttle not closing.  
Timer stuck in advance position.  
Clutch slips (in high speed).

### MOTOR NOISY IN ACTION

A) Mechanical depreciation producing knocking:-  
Foreign matter in engine, Such as loose nut in engine base.  
Carbon deposits in combustion chamber.  
Incandescent spark plug points or carbon particles.  
High piston.  
Loose wrist pin bearings.  
Loose connecting rod big end bearings.  
Worn main bearings.  
Piston worn permitting side slap.  
Cylinder worn out of round.

Cylinder head retention bolts loose.  
Play in valve operating mechanism.  
Timing Gears worn  
Loose flywheel.  
Poor oil or lack of oil.  
Piston rings tight.  
Broken ball in gear set.

B) Mixture troubles:-  
Too much gasoline - mixture rich.  
Carburettor float chamber flooding.

C) Ignition troubles:-  
Spark timed too early,

D) Other causes of knocking:-  
Climbing steep hills on high gear.  
overheating due to defective cooling.

E) Hissing and squeaking sounds:-  
Broken insulation on spark plug.  
Spark plug leaks.  
Loose joint between motor and exhaust manifold.  
Valve spring chamber covers loose.  
Leaking cylinder head packing.  
Poor lubrication (causes squeaking).  
Muffler leaking or ruptured.,  
Broken piston rings (blowing sound).  
Tight piston rings (scraping sound).

IF YOU WANT MORE - PLEASE ADVISE...

# THAT WAS APRIL 1992

Wow - what a month ...

## CLASSIC CAR SHOW

An article was promised on this annual event but nothing has turned up so apparently it is up to the Editor to make up some comments even though he wasn't there:-

The weather was pleasant as Model A-s of: REG BLEWETT, KELVIN PEPPER, ALAN SMITH, MIKE COOKE, BILL BENNIE and ANGELO CALLEJA arrived at Whiteman Park along with hundreds of other, lesser, "classic" motor vehicles. Those on duty fended off the usual questions and comments like: "that car is just like the one my grandfather had, only it had wooden wheels." The event attracted a good crowd who enjoyed the day. The exhibits were spread around the Park in an unusual format for this type of show. There were considerable traffic jams as the hundreds of vehicles left after the Show. Many thanks to all those who displayed their vehicles and helped out on the day.

## Easter

During Easter an event was held in Perth called the Model A Ford 12th National Meet. Some members predicted that we would be very lucky to attract 80 entrants to travel to remote Perth, so an eventual total of nearly double that number at 154 entries could be considered a successful achievement.

The Perth National Meet was unusual in that: some arrived weeks before the event, the great majority of the participants stayed at the one location and the event was virtually still going five days after the "last day".

It is far too difficult to name those who helped out and contributed to the running of the Meet but you know who you are and members know who you are so THANK YOU to all those who helped out in any capacity.

Your Editor was too close to the event to make an objective analysis so will decline to go into detail, however, ANY comments would be welcomed. I would just register a special thank you to LOUISE and HELEN who worked tirelessly, unselfishly and almost continuously before, during and after the Meet in spite of the fact that they were both unwell.

The last train contingent were bused to the SMITH residence for a farewell party to the DAVIDSONs, along with several local members, who wished them a safe trip and a successful stay in Oman - we all hope to see them again soon... Thanks SMITHS.

## MODEL A FORD 12th NATIONAL MEET TROPHY WINNERS

### CONCOURS d'ELEGANCE

First: RON MacDONALD - '31 Coupe  
Second: DARREN JEFFREE - '28 Phaeton  
Third: JIM WILLIAMS - '29 Station Wagon

**BEST 1928-1929 OPEN CAR**  
DARREN JEFFREE - '28 Phaeton

### TOURING CLASS

#### Overall Winner

BILL COWLIN - '28 Roadster.  
1928

First: BILL COWLIN - Roadster  
Second: ALAN JEFFREE - Phaeton  
Third: ERNIE MENEGUZZO - Phaeton  
1929

First: LES BOOTH - Phaeton  
Second: COLIN DAVIDSON - Phaeton  
Third: BILL COWLIN - Tudor  
1930

First: ANGELO CALLEJA - Phaeton  
Second: REG BLEWETT - Phaeton  
Third: GORDON MATHEWS - Roadster  
1931

First: DAVID BLEWETT - Coupe  
Second: PETER KRİKKE - Coupe  
Third: PETER LYNCH - Coupe

#### Commercial

First: KELVIN PEPPER - AA Truck  
Second: DOUG FOSTER - Pick-up  
Third: ROBERT TEALE - Pick-up

**LONGEST DISTANCE DRIVEN**  
DICK & MARVEL WASHNOK

**LONGEST DISTANCE DRIVEN BY  
AN AUSTRALIAN**  
*Bill Spencer Memorial Trophy*  
RAY & MARGARET GIBSON

**LONGEST DISTANCE TRAVELLED**  
SHELDON & NATALIE LAKE

**HARD LUCK TROPHY**  
RAY & MARGARET GIBSON

**CLUB PARTICIPATION**  
Model A Restorers Club (Aust) - A.C.T.

**PEOPLE'S CHOICE**  
REG BLEWETT - Pick-up & Trailer

**AUSTRALIAN NATIONAL TROPHY**  
NEIL PHILLIPS

**BEST DRESSED**  
Lady Evening Wear - MARVEL WASHNOK  
Lady Day Wear - NINA KITCHENS  
Man Evening Wear - RUSSELL BOYLE  
Man Day Wear - ANGELO CALLEJA

# Servicing the Model A Steering Box

by RAY MAHONY

Part Two

The Model A Ford has three different steering boxes.

1. Two-tooth sector, used in 1928 and some early 1929 models.
2. Seven-tooth sector used in 1929 models.  
Both the above are non-adjustable with respect to gear tooth backlash.
3. In 1930 a fully-adjustable steering box was introduced.

The advantage of the seven-tooth sector is that, as you move towards a lock, a more constant tooth contact (and therefore a more constant backlash) is maintained. With only two teeth, as the sector starts to move away from the straight ahead position, the teeth begin to move out of mesh. This increases the backlash.

The Steering box in my vehicle, being a late 1929 model, has a seven-tooth sector, therefore the following applies specifically to that model. There is, however, very little, if any, difference in overhauling the 1928 and 1929 model steering boxes. Therefore the following is applicable to both.

The steering worm and sector teeth in my steering box showed no appreciable wear. I am lead to believe that the majority of steering worms and sectors are quite serviceable and do not require replacement. Approximately 0.004" wear was evident on the sector shaft and the bushes were considerably worn. The steering lower bearing surface and bush were also badly worn. Both main shaft thrust bearings were rough and required replacement.

Needle roller bearings were chosen to replace the sector shaft bushes. The steering box housing needs to be machined to fit the bearings. A slightly tighter fit than normal is recommended because the bearings are in fact a little big for the shaft. A tight fit in the housing will close the bearing down on the shaft. I also fitted a neoprene seal to the housing. The seal chosen has two lips; one to keep the oil/grease in and one to keep dirt out. The bearing used was one listed in the "East Coast" or "Snyders" catalogue, although purchased locally.

Some people make an eccentric main shaft lower bush, which moves the worm sideways and closer into mesh with the sector. Although I believe this to be very successful, I chose to use needle rollers. The roller bearing selected has an outside diameter that is as close a fit as you will get the steering box end and bush housing but the main shaft needs to be turned down to

0.650", or a fraction less to allow for a slightly tight fit of the bush in the housing.

## Assembly and Set-up

Fit all bearings and the seal to their housings and lubricate well.

Fit the worm shaft thrust bearings; one above the worm and one below. Fit the shaft with worm and bearings to the steering box.

Fit the worm shaft and bush housing. Brass shims fit between the bush housing and the steering box housing to adjust the main shaft end float. The shim stack should be adjusted to remove all end float from the shaft but should not put any pre-load on the thrust bearing.

I used a nylon washer in the end housing to rest against the end of the main shaft and act as a seal. I don't think it was very successful, so you might be able to think of something better.

Assemble the rest of the steering box; fit the steering sector shaft with its thrust washer. Fit the steering box cover and gasket.

Adjust the sector shaft adjusting screw (located on the cover) to remove all end play from the sector shaft. Do not put any load on the shaft.

Check the backlash by measuring free play at the steering wheel. Up to 50mm is acceptable. If you wish to adjust the backlash, it can be done by reducing the thickness of the sector shaft thrust washer on a surface grinder. How much must be removed from the washer is a matter of trial and error but remember, if you take too much off, you can't put it back again.

By doing what I have just outlined, I reduced the free movement at the steering wheel to about 50mm. This would have been less if I had fitted the sector shaft bearings a bit tighter (we learn with every job we do), still the car handles much better, feels safer, is lighter to steer and even has some self-centering after a corner - and it never had that before.

Unfortunately I have lost the receipt for those bearings, so cannot quote part numbers for the bearing or seal. However, if you take some steering box parts with you when you get the bearings you will have no problems.

## NUMBERING DIRECTION OF CYLINDERS

The cylinders are numbered consecutively 1,2,3, etc in the order in which they would be intersected by an imaginary reference plane which, as viewed in the direction of the side opposite the power-output end, is located horizontally to the left when numbering commences and which is then moved clockwise about the engine longitudinal axis. If there is more than one cylinder in a reference plane, the cylinder nearest the observer is given the number 1, the other cylinders being assigned subsequent numbers. Cylinder 1 is to be given the number 1.

RAY MAHONY found the above "gem" - any comments? There maybe questions at the next meeting.....

## HERE ARE THE LYRICS OF THE SONG SUNG BY PAT GREENFIELD ON SATURDAY NIGHT OF THE MEET

It's great to get together, it's great to celebrate  
The Model A 12th Nationals with folk from every State.  
Now some have drove the Highways and crossed the Nullarbor Plain  
And some have done it leisurely and rode the big A-Train.  
Marg and Richard Anderson from Queensland they did stray,  
They love attending Nationals in their Tudor A,  
For Richard he grows sugar cane and there's money in that job,  
They'll drive their A the whole way - that's gunna cost a bob.

Chorus

**Why do all the experts keep driving Model A-s?  
They could be driving Cadillacs, Rugbys and Chevrolets,  
But we turn down Mercedes, the Auburn and the Cord  
Because we love the Lady that was built by Henry Ford.**

To co-ordinate the A-train, Neil Phillips was the guy.  
But problems found in NSW would almost make him cry.  
John Hyland from the Sydney end was called into the fray  
And according to his wife Marie, here's what she heard him say:  
"Listen here you railway mugs, I'm a Kiwi tough.  
I mined for coal and mixed cement and all that sort of stuff,  
I'm giving you a warning, if the train becomes unstuck  
Don't let me see you on the road - I'll squash you with my truck."

Chorus

He dreamed to drive across the world - that really is some drive.  
In '88 young Bevan Sharp he kept that dream alive.  
With Geoff McEwan, a Model A, the two they took the chance  
From London Bridge to Sydney Town, via USA and France.  
"About the Ford I don't know much," Bevan he would say  
And I believe that he still says the same today.  
So he just writes his story books and gets on with his life  
And he loves that Tudor Ford and Helen, his first wife.

Chorus

Carrol and Sandy Harris from Sacramento came  
They stayed a while in Adelaide, then boarded the A-Train,  
To join with us on National Meets they've come twice to our land  
With half a dozen Model A-s it helps us understand.  
From Florida we welcome Sheldon and Natalie Lake  
They own a string of Model A-s that would be hard to take.  
They brought with them to Rally drive a 1930 "Vic"  
I wish that I could be like them - that too would be my pick.

Chorus

The Hoylands from New Zealand were here in '88.  
Stella and her old mate Len love to participate.  
And now at home out in the west and keeping A-s alive  
The Bennies and the Michael Cookes enjoy the shortest drive.  
The Hilders from good old S.A., way back in '61  
Chanced to buy a Model A - the bug it had begun  
It was for sale 10 years ago but it wasn't meant to be  
And Murray joined the Adelaide Club - now Model A-s, they've three.

Chorus

From Queensland comes "the cowboy", in every State he's been.  
A fairly docile fellow, but heard before he's seen.  
He dearly loves his Bundy Rum and his '30 Coupe,  
I just don't know where Meredith can fit into the group.  
His job puts him into the air and causes some concern  
For he heads an active Aerial Service firm.  
"In the erection business," he says, "I've no regret,  
A once-a-year erection. A.N.Z.A.C. Day, lest he forget."

Chorus

Alf Haddock comes from NSW, but really's not true blue  
Because he owns some hotrods but owns a Tudor too.  
When he was in the U.S.A., some Model A-s did mend.  
At Zelambo's household he was fixer, guest and friend.  
Carl and Ethel Zelambo to the Aussies took  
A great meal of spaghetti the Zelambos they did cook  
"Now get the boys some bibs to wear" Ethel stated clear  
But Carl turned off his hearing aid - he didn't want to hear.

Chorus

Joy and Clarry Hoffman have a Tourer '28.  
They come from sunny Queensland, with a story to relate.  
He counts upon his fingers and really does it fine  
But he's got one missing, and that only gives him nine.  
When he goes to a Swap Meet and something takes his eye  
He throws two hands up in the air and says that he will buy.  
The vendor thinks the price is ten, expecting that amount,  
But Clarry gives nine dollars and says "Buddy, can't you count?"

Chorus

### DO YOU BELONG TO THE MODEL A FORD CLUB OF AMERICA?

And are you having any problems with your membership?

I have been having extended correspondence with MAFCA concerning "lost" subscriptions two years in a row. Also I (and other WA members) have not received all copies of "The Restorer".

MAFCA are under the impression that they do not have any problems concerning subscriptions, responding to correspondence or delivery of "The Restorer". I hope to sort out several problems concerning local members of MAFCA while I am in Dallas for the Convention. So if YOU have any problems or comments you would like conveyed to the Executive of MAFCA I would be pleased to bring them to their attention. I leave Australia in early June so please let me know urgently and I will attempt to find solutions or answers for you.

Bevan Sharp - [REDACTED], Palmyra, WA, 6157 - [REDACTED]

# MODEL A PART NUMBER INTERCHANGE

The following is from San Fernando Valley's "Rumble Sheet"

Some may have been discontinued or may not be available in Australia.

If you have any information, or can add to the list your comments would be most welcome.

Category	Ford Part No	Description	Industry No	Brand	Alternate	Brand	
BEARINGS	A-10095-AR	Generator Bearing Commutator End		BCA		New Departure	
	B-10094	Generator Front Bearing double-sealed	203-SS	BCA	Z-99503	New Departure	
	B-1201	Front Wheel Inner Bearing	15118	Timken			
	B-1202	Front Wheel Bearing Inner Cup	15250-X	Timken			
	B-1216	Front Wheel Outer Bearing	09074	Timken			
	B-1217	Front Wheel Outer Bearing Cup	09196	Timken			
	B-1225	Rear Wheel Bearing					
	B-3123	King Pin (Spindle Bolt) Thrust Bearing	T-83	Timken			
	B-4221	Carrier Bearing & Pinion Bearing	28156	Timken			
	B-4222	Carrier Bearing Cup	28317	Timken			
	B-4616	Pinion Bearing Cup (Double)	28318-D	Timken			
	COOLING	B-8620	Fan Belt	700	Gates		
	ENGINE	A-6155	Piston Ring Set	434-X	Sealed Power	E-101-X	S/P E-R
		A-8501	Water Pump	AW-1	Air-Tex		
A-8501-K		Water Pump Kit		Air-Tex			
GASKETS	B-6600-K	Oil Pump Kit	K-18	Melling			
	A-18510	Valve Grind Gasket Set Copper	HS-7013C	Fel-Pro	HS-800-C	Victor	
	A-6008-C	Full Engine Gasket Set Copper	FS-7013C	Fel-Pro	FS-800-C	Victor	
	A-6051-C	Head Gasket Copper	7013-C	Fel-Pro	800C	Victor	
	A-6521	Valve Cover Gasket	PS-1066	Fel-Pro	VS-22512	Victor	
	A-6781	Oil Pan Gasket	FDS-4	Fel-Pro	OS-30300	Victor	
	A-7153	Transmission Gasket Set	TS-2820-A	Fel-Pro	TS-22870	Victor	
	B-4035-A	Rear Axle Housing Side Gasket	RDS-2836-A	Fel-Pro	P-23974	Victor	
	B-9433-S	Intake & Exhaust Manifold Gasket Set	MS-2388-S	Fel-Pro	MS-9800	Victor	
HARDWARE	B-6066	Cylinder Head Stud 3-1/2" long	675-013	Dorman			
	B-6067	Head Stud - Water Outlet 5-23/32"	675-015	Dorman			
	B-6068	Cylinder Head Nuts	680-012	Dorman			
IGNITION	A-12199	Ignition Point Set	FD-1718	STD	FF-14-15	Niehoff	
	B-12200	Ignition Distributor Rotor	FD-15	STD	FF-12	Niehoff	
	B-12300	Ignition Distributor Condenser	FD-11	STD	FF-13	Niehoff	
LIGHTING	B-13007	Headlamp Bulb 32C/32C	1000	GE			
	B-13007-50	Headlamp Bulb 50C/32C	1088?	GE			
	B-13465	Brake lamp Bulb	1129	GE			
	B-13466	Cowl, Parking, Dash, Tail Lamp Bulb	63	GE			
OIL SEALS	B-1175	Rear Wheel Seal	450096	National	49024	Victor	
	B-1190	Front Wheel Seal		National			
	B-4245-A	Rear Axle seal & Torque Tube Seal	450045	National	49029	Victor	

## TINY TIPS

After chrome-plating has been done on bumpers, grill, kick plates and anything STEEL - the unsealed side should be treated with Fisholene Oil to prevent the dreaded rust getting into the steel.

A short piece of windshield wiper hose can be used to cover hood latch hooks to prevent scratching the hood retainer flanges - *Jim Newton, Salt Lake City, Utah.*

Die-cast materials suffer from a condition known as "cold short" - ie: bend or attempt to repair it at room temperature and it will fracture. To cure this, place the item in boiling water for a short period before attempting to repair or straighten the part. On the other hand, brass material has the reverse effect known as "hot short". Brass will fracture if it is worked on while it is hot. Try straightening brass parts gently at room temperature.

# ... Snippets ...

## Heard during the National Meet

Did you hear about the local Model A expert who collected one of the visitor's Model A-s to store in his workshop? He collected the car at night, started the engine successfully, then turned on the headlights. Result? Huge swing on the ammeter but no headlights. "Oh dear me," he said (or something similar). Turned the switch off - ammeter normal. On again and the needle took another long walk. Got out, looked at the tail light, that was working OK but surely not having such a huge effect on the charge rate? He sat in the car for a while pondering the complexities of the situation and decided to take a look at the non-working headlights - just for fun. Wise move - when you take the covers off the headlights, light comes out....

In talking to the Washnoks from South Dakota, Dick said that they pay a licence fee for their Model A of \$5.00 - for life!! Of the car or the owner I'm not too sure....

When speaking to Sir Charles Court's secretary, she told me that Sir Charles had gone into the office after the Meet and was bustling around. When she asked what the problem was he informed her that he had such a good time with our lot that he "would much rather be with the Model A people."

### THANK YOU

Judy and I thank all Club members who have helped in any way with the restoration of our car. We feel certain that without their assistance and advice, we would not have completed the car in time for the National Meet. We would also like to say a personal "thank you" to those members who contributed to the organisation of the successful National Meet at Easter. It was our first Meet and will undoubtedly be our most memorable. ANGELO CALLEJA

### CAN YOU HELP?

At the State Delegate's Meeting I was given the task of compiling a detailed history and records (including winners of Perpetual Trophies, etc) of the Model A movement in Australia from its inception, so that this information is not lost forever. If YOU have any material, relevant photographs of historic significance, trophy winners, etc I would **greatly appreciate** copies or details for inclusion in this document. Present plans are for perhaps a couple of volumes which will be handed on to successive States to hold and update when they host the National Meet. BEVAN

### PLEASE GIVE THESE MATTERS YOUR CONSIDERATION

At the State Delegates' Meeting a few proposals were made for consideration by all States and you will be required to vote on them in the near future:- That an Agenda be circulated at least three months prior to a Bendigo Meeting or a National Meet to give all States time to consider the motions and that the State Delegates be empowered to vote on the motions on behalf of their States, if the vote is unanimous all States to agree to the result. Additional motions presented at a Delegates' Meeting to be debated and then taken back to the respective Clubs for consideration by the members and the resulting votes to be collated by the host Club of the next National Meet. That a separate National Concours Judging Panel to be set up with, preferably, two Delegates from each State to discuss judging, trophies, etc and they will hold a separate meeting and make a separate report.

### GOD SPEED COLIN & MAXINE

Our club is temporarily (a few years) without the company of two very popular members in COLIN and MAXINE DAVIDSON who have left for a stay in Oman. COLIN has helped many members and will be sorely missed. Those at the Meet will now know what MAXINE had been up to for the past several months as she spent hours and hours putting together the very successful Saturday night entertainment, including the two acts put on by our Club members. You will recall that MAXINE was without a voice for quite a while and you can just picture the scene of four men with two left feet each being choreographed by someone who could not speak!! Those that participated in those acts consider that the long rehearsals were not only enjoyable but an integral personal highlight of the Meet - thanks MAXINE we will all miss you.

### CLUB LIBRARY

Please remember to hand in any technical articles on restoration tips which can be included in the Club Library. This material may help new (and old) members in their restoration and upkeep of our beloved Model A-s. Club Librarian ANGELO CALLEJA

### THIS IS GETTING SERIOUS, FOLKS

We STILL need someone to take-up the positions of Secretary, Treasurer and Editor. The Club will be without a Secretary/Treasurer from after the next meeting and the Editor should be able to put together the June Newsletter - but after that ... there is a gap until about September sometime. The SHARPS will be in America for the MAFCA Convention and then in Tonga on an assignment. STEVE and LOUISE READ filled the positions last time but they will also be away for most of June/July. Contact President LAUREL COOKE if you can step into the breach....

# IT'S NO GOOD SAYING: "IT COULDN'T HAPPEN HERE"

*Extracted from an article by Joy Hart in the "Rumble Sheet" from our friends in San Fernando Valley, California.*

Joy and your Editor occasionally compare problems with regulations in driving "old cars" in Australia and America but we have yet to have a proposal as radical as the following.

**Sen. William V. Roth of Delaware has introduced a Bill into the U.S. Senate which seeks to eliminate pre-1980 cars.**

The Bill has already been dubbed the "Roth Clunker Bill" and proposes to give auto manufacturers a "credit" on the Corporate Average Fuel Economy limit for every pre-1980 car they bring into on trade **and destroy**. The good Senator estimates that each credit would be worth about \$2,000 to the auto maker; an amount which may be passed onto the new car buyer in the form of a "clunker rebate".

The fear in America is that if enough people do not object that the Bill may just be passed....

It would come as no surprise that the big three auto manufacturers and the American Institute of Scrap Recyclers are right behind this Bill.

An article stated that car thieves would "have a cash incentive to prey on poor people's old Plymouth or Chevys, as well as rich people's Mercedes and BMWs" to get their hands on the proposed \$2,000.

To compound the problem, the survivors would most likely be required to modify their vehicles with emission control equipment. This would negate the cars "original" status OR turn them into "display only" cars by prohibiting them from using the streets.

The fact remains that the old car may well be generating less pollution in today's urban environment than a late model car equipped with a catalytic converter which is supposed to eliminate oxides of nitrogen and hydrocarbons.

A recent study by the National Academy of Sciences shows that two decades' worth of stringent regulatory effort on hydrocarbons has yielded very little in the reduction of air pollution, certainly nothing like the progress predicted.

The catalytic converter further oxidises the incompletely burned fuel, that is hydrocarbons, in the raw exhaust...which are burned with the help of the platinum catalyst (which explains why the converter gets so hot).

The converter also acts as a catalyst on sulphur, a component of all gasoline. In the combustion process, this sulphur is rendered into sulphur dioxide which, as it crosses the platinum in the converter become sulphur trioxide which, with the addition water (another consequence of gasoline combustion) become sulphuric acid. All cars equipped with catalytic converters are miniature sulphuric acid factories ... and when released into urban air laden with metal particles, produce metallic sulphates, many of which are toxic.

The hydrocarbons released from the newer cars are more reactive, even if there are less in toto.

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Some European countries have recognised that unleaded fuel has not been the answer to pollution problems and they have reverted to using leaded fuel! Remember that next time you follow a car which is emitting that distinctive "rotten egg" smell !!!

To finish on an Australian note, I was informed recently by someone who was in a position to know that there is a double-standard here as certain class of new vehicles in this country are not even required to fit catalytic converters...

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## SECRET INFORMATION FROM THE SECOND-HAND CAR BUYER'S GUIDE

*When the seller says this:-*

Quiet motor  
Needs major overhaul  
Burns no oil  
Immaculate  
Concours  
Desirable classic  
Rare classic  
Other interests conflict  
Call any time  
No time to restore  
Rough  
Must sacrifice  
Solid as a rock

*He really means this:-*

Using 600 weight oil  
Ready for the wreckers  
Just throws it out  
Just had it washed  
Had it polished  
Nobody likes it  
Nobody liked it new  
The wife said "Get rid of it"  
It's hard to sell  
Parts don't exist  
It's too bad to lie about it  
Can't give it away  
Everything is rusted together



## . . . Notebook . . .

**HAPPY BIRTHDAY** - this month to:- ANDREW AINSWORTH, DOROTHY BENNIE, BARBARA BLEWETT, ALAN JEFFREE, JOHN LUCA, JOHN McLEAN, BEVAN & HELEN SHARP, HENRY STRIK, REX WILSON, LOUISE READ, SONIA HEARD and JOE WODJDYLO. What happens in August?

**NEW MEMBERS:** RAYMOND & CAROLINE STITT, [REDACTED] Bateman, 6150 (seeking a partially-restored Model A), RON & GAIL HUCKSTEPP, [REDACTED] Cloverdale, 6105 (from NSW-car in Sydney). Welcome back MALCOLM & PAULINE WOOD, [REDACTED] Duncraig, 6023.

When we were fund-raising, KELVIN PEPPER loaded up his Truck to the brim with nearly a quarter of a tonne of crushed aluminium cans! Onya KP.

**FUL-FIL** - If you would like to order some of the "plastic lead" demonstrated by JACK BARRIE, he is putting an order together to get a low price. Contact JACK on [REDACTED] before May 15, 1992 with your order. Thanks, JACK.

PHIL RACCUIA is seeking a radiator shell for his '28 - please call [REDACTED]

Had a call from a Trevor Franklin [REDACTED] who sold his '30 Tudor several years ago. He recently located the fittings that stop the doors from opening right back. If you have that car he would like to pass on the fittings to you.

**PISTON RINGS?** STEVE READ has located a source of piston rings for your Model A at only \$42 per set (inc tax). Phone STEVE if you need rings.

You may recall that the NSW Club were going to have new gears made for the Model A but needed a quantity to make it worthwhile. If you are in need of any new gears (or want some for your stock) please advise as soon as possible so they can get a good order together at the best rate.

**BEWARE** - we are advised that new wheel studs available are slightly longer than original studs. This is not a problem if you are using new, cast iron, brake drums as they are a little thicker than the original cast steel drums. However, one member in the A.C.T. Club has discovered that if used with all original parts then, when the wheels are replaced, they are loose and could cause damage to the hubs - or, even worse, result in an accident.

**Stainless Steel Exhaust System** (exact duplicate of original system) for \$285, plus freight. Also: **Australian Model A Ford Service Bulletins**. \$35 inc postage - both from MARC (Aust), PO Box 320, Dickson, ACT 2602.

**FOR SALE** - 14-inch Buffalo Blower for a blacksmith's forge. Also a Circa 1920 garage jack. Offers to JIM WILLIAMS on [REDACTED]

**WANTED** - MALCOLM WOOD would like to borrow some wood body blocks to use as templates. Please phone him on [REDACTED] if you can help.

**WANTED** - restored (or almost completely restored) Model A - preferably a Coupe. Contact: Arnold Carter, [REDACTED] Booragoon. 364 7582.

**PARTS WANTED** - For '28 (separate brake system):- Single plate type pressure plate, Complete set of Phaeton door hinges, Good cluster gear, 4 running board brackets, Steering sector shaft or complete steering box, Handbrake lever and cross shafts, Front apron, 2 headlight rims and reflectors. Phone MICK KITCHENS on [REDACTED] if you can help with any...

Western Australia, 6157  
Palmyra, [REDACTED]  
If undelivered, please return to:

PAISLEY Ian and Dianne  
[REDACTED] 6062



Western  
Model A News

### Model A Ford

Distributors - Water Pumps - Rear Ends - Steering Boxes - Rear Hubs  
Shock Absorbers - Generators - Starters - Universal Joints - Oil Pumps  
Pitman and Steering Arms Re-balled and Crankshaft Pulleys re-sleeved.  
*Enthusiast specialising in quality re-built 1928 - 1934 4cyl Ford exchange units.  
Most items in stock for immediate exchange.*

### DAVE'S EARLY FORD EXCHANGE SERVICE

7 PARKSTONE DRIVE, BAYSWATER NORTH, VICTORIA, 3153. Phone: (03) 729 0049

## CONSTITUTIONAL CHANGE

*Please give this matter your earnest consideration before the next meeting*

*The Constitution may be amended under Clause 13 as follows:-*

"This constitution may be amended at a General Meeting or Extraordinary General Meeting of the Club convened for that purpose provided that the amendment is accepted by a majority of two-thirds of the active members voting at that meeting. Proposals to amend the Constitution shall be given in writing signed by seven (7) active members at a General Meeting of the Club. Notice of such proposals shall be given to all active members at least fourteen (14) days prior to the subsequent General Meeting or Extraordinary Meeting convened for the purpose."

*At the Annual General Meeting on August 25, 1992, the following motion was passed:-*

"The suggestion of changing the Club's name and amending the Financial Year was discussed and agreed that after the National Meet the name be changed to 'Model A Restorers Club of Western Australia, Inc.' and the date amended. BILL BENNIE, LAUREL COOKE, ANGELO CALLEJA, GORDON GODWIN, STEVE READ agreed to sign the official proposal to change the Constitution."

THE ABOVE IS OFFICIAL ADVICE REQUIRED TO CHANGE THE CONSTITUTION