

WESTERN

A MODEL NEWS

THE OFFICIAL NEWSLETTER OF
THE MODEL A RESTORERS CLUB (WESTERN AUSTRALIA BRANCH) INC.

NEXT MEETING: Date: SUNDAY, FEBRUARY 7TH 1982
*Time: See below
Place: Eric & Nene Richards, [REDACTED] Gooseberry Hill.
* IF the day is sunny and hot - BYO BBQ lunch and bathers - 12:30 onwards
IF unsettled weather - 2:00 p.m. meeting.

LAST MEETING: Sunday, 6th December at Max & Dora Annear's took the form of Annual General Meeting and was ably Chaired by Eric Richards.

CLUB NEWS: At the December meeting, Bill Bennie (Pres), Eric Richards (Vice Pres) and Mike Cooke (Sec./Treas.) were re-elected for a further period of one year. We have made some constructive moves in 1981 and notably - Incorporation of the Club - The start of our own newsletter and very recently - acceptance by the R.T.A. as a Club entitled to examine and licence our own vehicles at concessional rates. Ray Mahony is the Club's official vehicle examiner.

RESTORATIONS: Many of our members have been very active during recent months with restoration work well under way and after all - thats the name of the game isn't it!!

New members Peter Lynch and Ross Letch are flat out on their woodwork. Having just completed mine, I know what they are facing. Secret is to have a good set of patterns to copy. Don't waste time with the drawn patterns that originally came from Canberra - they don't work. Original old wood can be copied if you take care. Despite some opinions to the contrary, the mortice and tenon joints to the three cross pieces should be glued and screwed to give you a rigid frame. I hope to print an article soon regarding other aspects on the wood frame work.

Bill Spencer and Eric Richards have now unpacked all the goodies from Snyders USA and I believe are very happy with the results.

Both are busy on restorations. Bill's coupe is currently all over Duck Egg Blue - he says it is only spray putty, not the finish coat - no accounting for taste William !

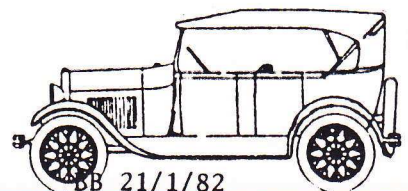
GENERAL: Peter Ortmueller and family visited several members in Perth over the Christmas break. Good to see country members taking the invitation to visit city folk when in town. Peter's car is almost finished. Hope to see it in Perth one day.

Believe Father Xmas left a copy of the new Judging Standards (US Edition) in Max Annear's stocking but was not able to put a Quail in Ray Mahony's in time. Any wifely members looking for suggestions (Gift suggestions that is) Phone me

Congratulations to Rhonda Annear and her new husband Andrew Goss. The spectacular wedding cars were provided by club members Eric Richards, Ray Mahony & Mike Cooke with honorary chauffeurs Frank Cocks, Frank Sugars and Mike. It was the MODEL A difference that did it !!

Hope you all enjoy the following articles.

SEE YOU AT ERIC & NENE'S ON SUNDAY, 7TH FEBRUARY.



ENGINE COMPARTMENT FINISHES

CODES

Metal finishes:

A - Cadmium or zinc plated
 B - Copper plated
 C - Nickel plated
 D - Terne steel
 E - Blued steel
 F - Raven (black oxide)
 G - Steel (unfinished)
 H - Aluminum (buffed)
 J - Brass
 K - Copper
 L - Lead

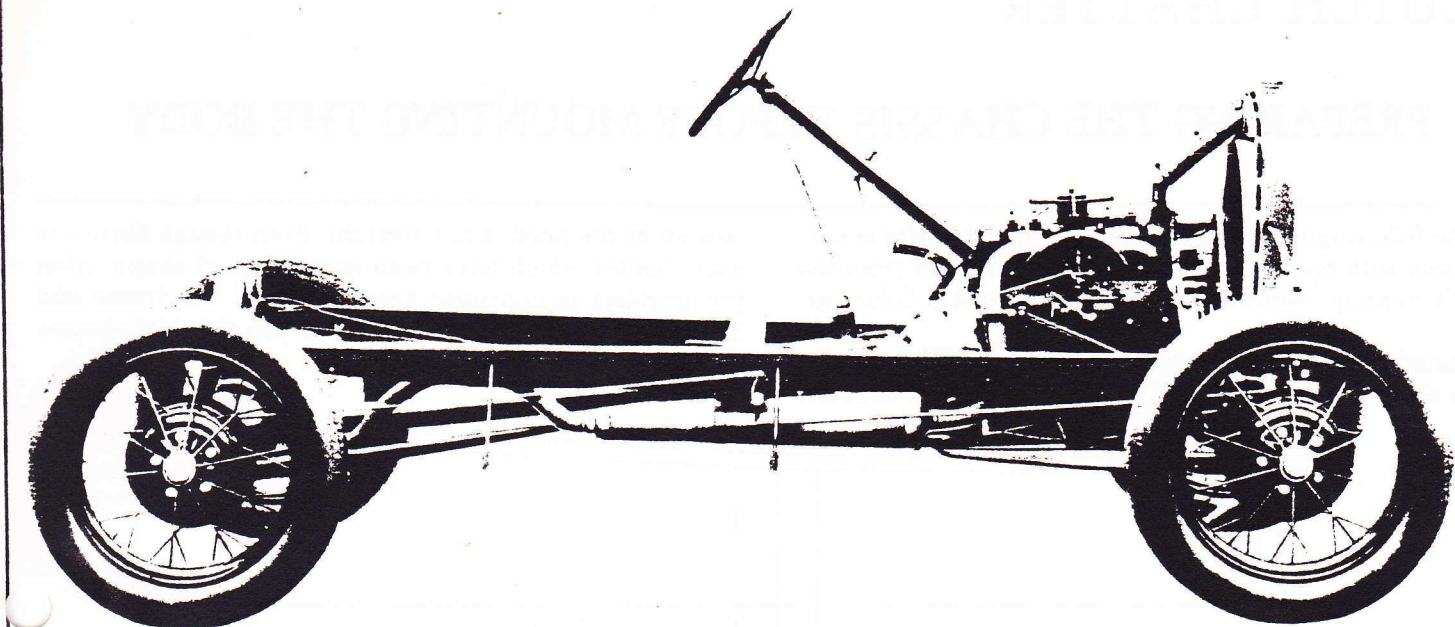
Paint finishes:

P - Black
 Q - Hi Temp Grey or Black
 R - Ford Engine Green
 S - Lower body color
Other finishes:
 U - Black woven cover
 V - Paper
 W - Leather (natural)
 X - Copper/Asbestos
 Y - Black bakelite
 Z - Red rubber or black rubber with red stripe

Note: In the interest of preservation, the following changes are acceptable:

1. Any item which is unfinished and subject to rust (G) may be painted black enamel (P).
2. Cadmium may be substituted for zinc plating.
3. Cotter pins may be cadmium or stainless steel.

Accelerator assembly	P	Distributor base	P	Fuel line	D
Throttle links	A	Cap and body	Y	Fittings (1928-30)	J
Pedal	A	Spring clips	E	Fittings (1931)	G
Battery cable	U	Clip rivets	C,A	Fuel Shutoff valve	J,S
Bell Housing	R	Oiler	C	Handle	A
Carburetor body	P	Set screw and nut	A	Firewall grommet (1931)	S
Bolts/lockwashers		Electrical conduit (to generator)		Gaskets	unfinished
(manifold)	A,F,G	Early to Feb. 1930 (metal)	P	Head, manifold, water inlet/outlet carb	X
Bolt (main)	A	Late 1930-31	U	Water pump	V
Fittings (1928-29)	J	Clips	P	Valve chamber cover	V
Fittings (1930-31)	A	Clip bolts	F	Timing gear cover	V
Gasket (bowl)	V	Tangleproof washers	P	Crankcase pan	cork
Gasket (carb/manifold)	X	Electrical loom		Generator, powerhouse (1928-mid '29)	P
Lockwasher	F,G	(lights/horn)	U	Rear cover	H,A
Choke Rod	A	Electrolock cable	P	Generator and cover (1929-31)	P
Knob	H	End and clip	A	Bolt, nut, washer	G
Sleeve	A	Engine block	R	Pulley	P
Spring	P	Plug (above oil pump)	G,R	Pulley bolt, washer	G
Cupped steel washer	F,G	Head	R	Cutout (early 1928)	K
Leather washer	W	Engine splash pans	P	Cutout (1928-31)	A
Coil and bracket	P	Bolts, nuts	F,G,A	Cutout screws	A
Machine screws to firewall	A	Engine mount (front) forging	P	Lockwashers	G
Lockwashers	G,P	Bolts, lockwashers	G	Terminal nut	K
Terminal nuts	J	Springs	F	Head, engine	R
Terminal nuts (early slotted)	C	Bushing	J	Gasket	X
Lockwashers	A,G	Leather washer	W	Studs	F,G
Condenser	A	Castle nut, cotter	G	Head nuts	A
Ground screw	A	Exhaust, clamp	Q,G	Hood, underside	S
Lockwasher	G	Manifold	Q,G	Lacing rivets (brass)	P
Bus bar screw	B	Clamp nuts (1928, early '29)	J	Hoses, radiator	Z
Crankcase (oil) pan Early (to Feb. '28)	A	Clamp nuts (1929-31)	G	Clamps	A
All other	P	Pipe and muffler	Q,G	Intake manifold	R
Bolts, lockwashers	G,A	Fan and pulley	P	Plug	G,R
Cleanout plate (same as crankcase)		Castle nut	F,P	Light switch body	A
Cleanout bolts	F,A	Cotter	G	Bail	A,F,G
Lockwashers	G,A	Fan shroud	P	Bracket	A
Crankshaft nut	F,G,P	Firewall	S	Spider	A,G
Pulley	R	Flywheel housing	R	Mounting plate	P
		Cover plate	P	Bolts, washers	G
		Bolts	F		
		Lockwashers	G		



You will be wise to take care of a bent frame even if it means disassembling a completed chassis.

The front cross members of the '28-'29 models have a raised boss where the radiator mounting bolts are located. This type of cross member must be used only for a '28-'29 car. The '30-'31 cross members have a lowered boss at the mounting point. Original replacement and current replacement cross members have the lowered boss and can be used on all models. When used on a '28-'29 model, more rubber spacers are used to raise the radiator.

Chassis

I prefer to assemble and road test the chassis before installing the body.

1. Correct front cross member.
2. Install steering column, shift lever, emergency brake lever.
3. Assemble the hood.
4. Install radiator shell with hood lacing.
5. Install frame welt with trim cement, full length of the frame including the horns.
6. Install frame welt on the rear hood latch brackets and the 2-hole bracket mounted on the outside of the frame (position 2 & 3). Punch holes in welt to match all holes in the frame.
7. Install painted splash aprons.
8. Front fenders may or may not be installed. I prefer to install them, especially on the 1930 models with two piece splash aprons.
9. After assembly of chassis, check the distance from the frame to the ground to make sure frame sets level on axles.

Make the following checks to be sure that you are ready to put the body into place.

1. Doors have been fitted to the body. (May be removed while mounting the body.)
2. No upholstery or glass. (Weight.)
3. Painted except for stripes.
4. Install cowl lacing, term. box, coil, patent plate, sediment bowl, cowl band on '30-'31s, and even the instrument panel complete with speedometer and cable, switch and wiring to terminal box. This is not necessary but is easier.

Materials

1. Set of body bolts (black), nuts (black or raven), lock washers (cad.), washers (raven). NOTE: See pages 30 & 31 of *The Ford Model "A" — As Henry Built It*. This book shows bolt sizes, lengths and locations for all Model "A's".
2. Set of body blocks painted black. (None on A-400 and Victoria.)
3. Rubber pads. Dense rubber with a woven reinforcement was used. Garlock gasket material is excellent. Use 1/8" thickness and it is handy to have some pads 1/16" thick to make adjustments. Cut the pads to fit the body blocks and tack them in place.

On '28-'29 models, drive the front body block in place; on '30-'31s, secure the front block in place with a wood screw. Check all other body blocks to see that they fit and are relieved to clear rivets. Most body blocks can be slipped into place after the body is installed, however, on any body with a curtain pan it is best to install body blocks in the curtain pan area and secure them in place.

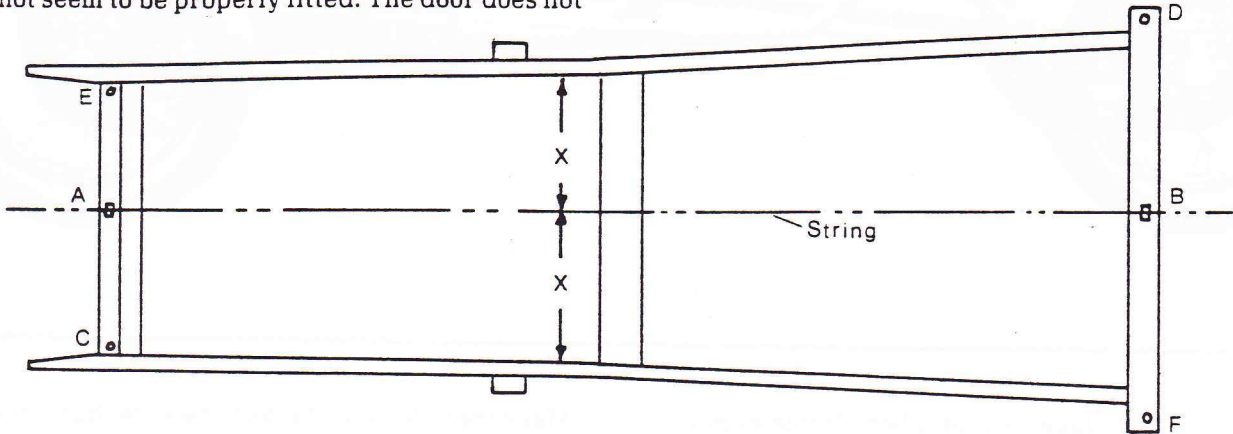
CLUTCH CHATTER

PREPARING THE CHASSIS BEFORE MOUNTING THE BODY

The following text was prepared by Fred Laurita in conjunction with his club seminar. It is reproduced from the club's monthly "Newsletter," Mile High Region, Colorado.

Sometimes you see a restored Model "A" where the body does not seem to be properly fitted. The door does not

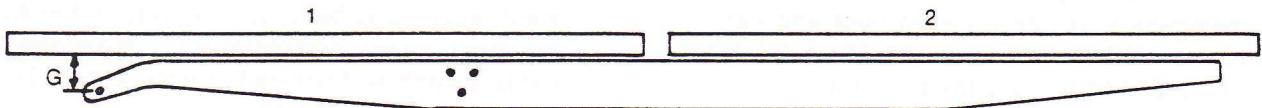
line up or the hood is not straight. Even though there are some bodies which have been sprung out of shape, often the problem is improper preparation of the frame and chassis. Here are some of the things you should do before mounting the body.



Frame

Is the frame straight? Stretch a string from A to B exactly at the center of the square holes. The distance X must be exactly the same on each side of the string. Measure diagonally from C to D and from E to F. These dimensions should

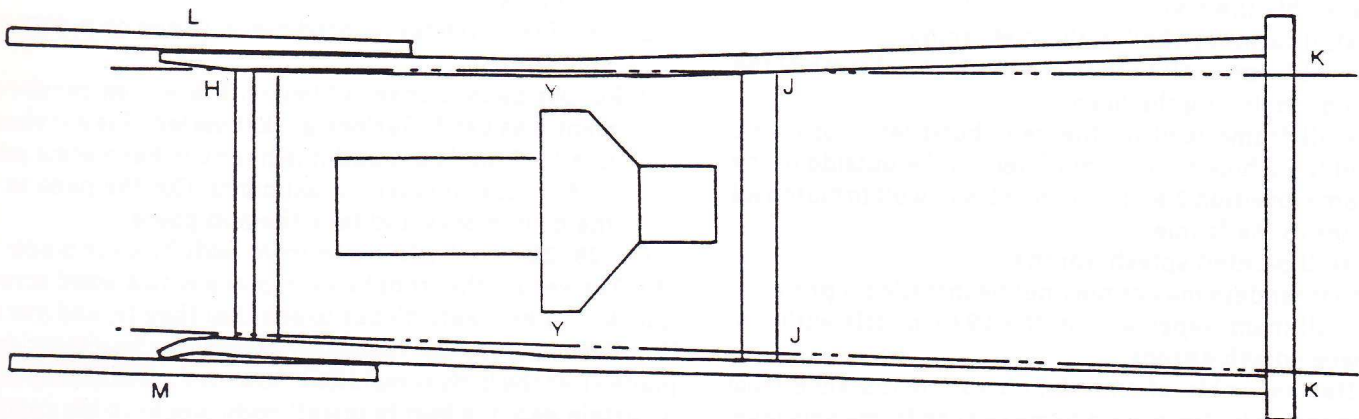
be within 1/8". Measure carefully from the center of the holes or measure from corresponding rivets. I would be very concerned about a frame that measured more than 1/4" out of square. If a frame is out of square it will cause the car to run like a "bird dog."



Lay a straight edge at position 1, then at position 2, or stretch a string at these locations. The most common place for a frame to be bent is in the area of Y near the rear motor mounts. They are often bent down or to the right or left. Measure the distance G on both sides to be sure the frame

horns are shaped the same.

If the chassis is already assembled, make the following checks. They are not quite as accurate but will warn you the frame is bent significantly.



Stretch a string along the inside edge of the frame H to J and on back to K. Repeat this on the other side. The distance K that the string is inside the inner edge of the frame should be exactly the same. The frame in the sketch is bent

to the right. Notice also when the string is stretched from H to J the bent portion of the frame is located at Y. Use a straight edge at L and M to check the front horns.

Place the body directly behind the chassis. Four men can lift the body of an open car, six men are needed to easily handle a closed car body. Carry the body forward, the two front men raise the body over the steering wheel and very carefully and slowly lower the body into place.

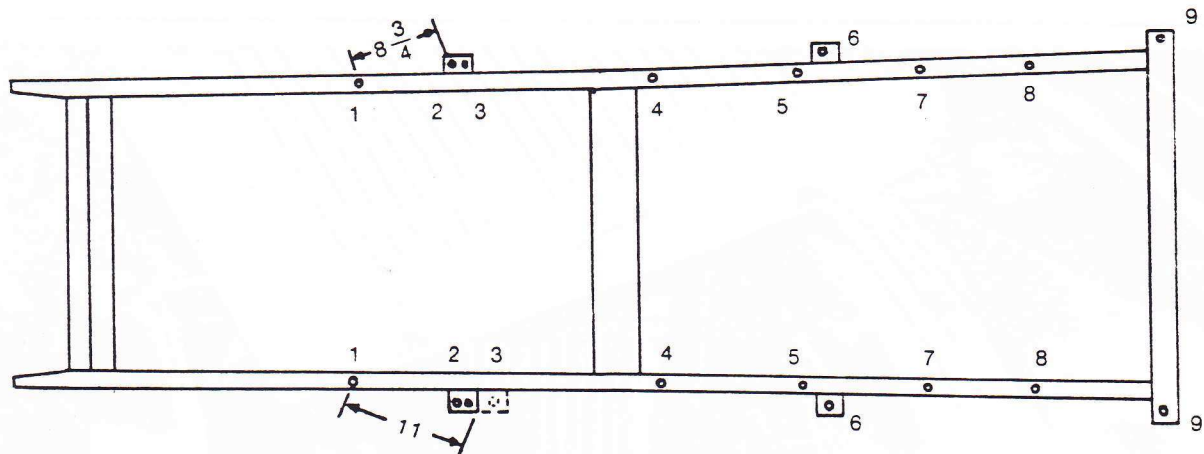
CAUTION Before moving the body, check to see if any of the metal at the bottom edge is resting on the splash apron. If so, raise the body slightly and install a rubber pad to protect the paint.

Install a rubber pad at the front body bolt position and drop a bolt in place.

Install the hood.

Check alignment of the hood at the top rear edge. There is usually enough slop in the body bolt holes so that the body can be moved slightly to the left or right to align the top rear edge of the hood. Check the relation between the hood latch (rear) bolt holes and the latch riveted to the side of the hood. Quite often the hood seems to be forward too far. Moving the body to the rear as far as slop in the mounting holes will allow is the only thing I know to help this condition. Get the top rear edge of the hood aligned as perfectly as possible: some additional adjustment can be made by moving the radiator slightly to the left or right.

NOTE: While making the above adjustments, it is best to set the rear body blocks in place and drop a bolt through the holes so that the rear of the body is not later found to be off to one side or the other.



Check the alignment of the hood sides at the lower rear edge. If the gap is too wide, place additional rubber pads under the front of the body (position 1). If the gap is too narrow, the radiator will have to be raised by putting extra pads under its mounting points.

Tighten the front mounting bolts and recheck hood alignment.

Install two carriage head bolts on each side (position 2 & 3). Use a flat washer and a lock washer. Tighten these two bolts. Check door alignment. If the door is too low, install an additional pad at position 2 & 3. On some frames the bracket for position 2 & 3 is located 2-1/4" further to the rear. Also on some body styles only one of the carriage head type bolts goes through the bracket; the other car-

riage bolt secures the block to the body. See pages 30 & 31 of *The Ford Model "A" — As Henry Built It*.

Install body blocks and bolts at positions 4 & 5. If door alignment is good, the body blocks and pads should fit snugly so that the body will not be pulled down in the center when the bolts are tightened. After tightening the bolts, check door alignment. If center of body has been pulled down (door is now too high), additional pads will have to be placed under positions 4 and 5.

Body blocks at position 6 (Cabriolets, Fordors, Victoria Coupes and Town Car deliveries only) should fit snugly so that body sills are not pulled downward when the bolts are tightened.

Body blocks at positions 8 & 9 should also fit snugly. Some small amount of door alignment is possible by adding pads at 8 and 9 (or removing some pad thickness). For instance, if the rear door is low, a pad could be added under position 8 but not under position 9.

In general, closed bodies are quite rigid. The doors should have been fitted during body repair. Mounting these bodies is a process of raising or lowering the front of the body to get hood alignment, then fitting the body blocks and pads so that the body is not pulled out of shape or put in a stress when the bolts are tightened.

Open style bodies are quite flexible and depend entirely on the frame to hold the doors in alignment. Begin at the front, raising or lowering the cowl to obtain hood align-

ment. The doors can be raised by adding or lowered by removing rubber pads from positions 2 & 3. The door opening is next adjusted by adding or removing pads from positions 4 & 5. For instance, adding a pad at 4 will make the door opening wider (after tightening bolts), while adding a pad at 5 only will close the door opening. On all but Phaeton bodies, the remaining pads are fitted snugly in place to prevent placing any stress on the body or throwing doors out of alignment when the bolts are tightened. On Phaetons, the body blocks at positions 8 & 9 are used to align the rear doors. An extra pad at position 8 will raise the rear door and widen the door opening, an extra pad at position 9 will lower the door and close the opening. An extra pad at both positions 8 & 9 will raise the door but maintain the opening.

ENGINE COMPARTMENT FINISHES (Continued)

Manifolds, intake R	Bowl glass	Timing gear covers R
Exhaust Q,G	Wire clamp, cup, and jam nut A	Bolts, lockwashers F
Gaskets X	Steering column P	Gaskets V
Studs, washers F,G	Gear housing P	Timing pin F
Nuts A	Spark/throttle levers P	Washer (1928) K
Bolts (hold manifolds together) G,A,F	Springs P	Valve chamber cover R
Washers G,A,F	Column clamp A	Bolts, lockwashers F,A
Main bearing bolts F,G	Bolt, nut F	Gaskets V
Castle nuts, cotters F,G	Lockwasher G	Vacuum line to wiper D
Oil dip stick A,G	Lube fitting A	Fittings J
Oil drain plug (1928) J	Plug G	Water pump, casting R
1929-31 A,F,G	Sparkplug body E	Grease fitting (rear) J
Gasket K,X	Gaskets K	Grease fitting (front) G
Oil filler pipe P	Connectors Bronze	Packing nut (1928-29) J
Cap P,A,G	Speedometer cable housing F	Packing nut (1930-31) A
Oil return tube P	Spark linkage A	Shaft nut (at fan) F,P
Bolts F	Starter and cover P	Cotter G
Washers K	Bolts, lockwashers F,G	Studs, lockwashers F,G
Radiator P	Starter switch (early 1928) P,A	Nuts A
Support rods P	1928-31 A	Gasket V
Support rod nuts/washers F	Bolts F	Water inlet casting R
Shell bolts, lockwashers A,F	Pushrod A	Bolts F
Shell nuts G,F,P,A	Terminal washer A	Lockwashers G
Rods, spark & throttle A	Terminal nut K	Gasket X
Sediment bulb P	Speedometer cable clips P	Water outlet casting R
Drain plug, spring P	Bolts, lockwashers F	Gasket X
Retainer washer L	Terminal Box and cover Y	Water return pipe P
Screen J	Wing nuts J	Drain petcock J

