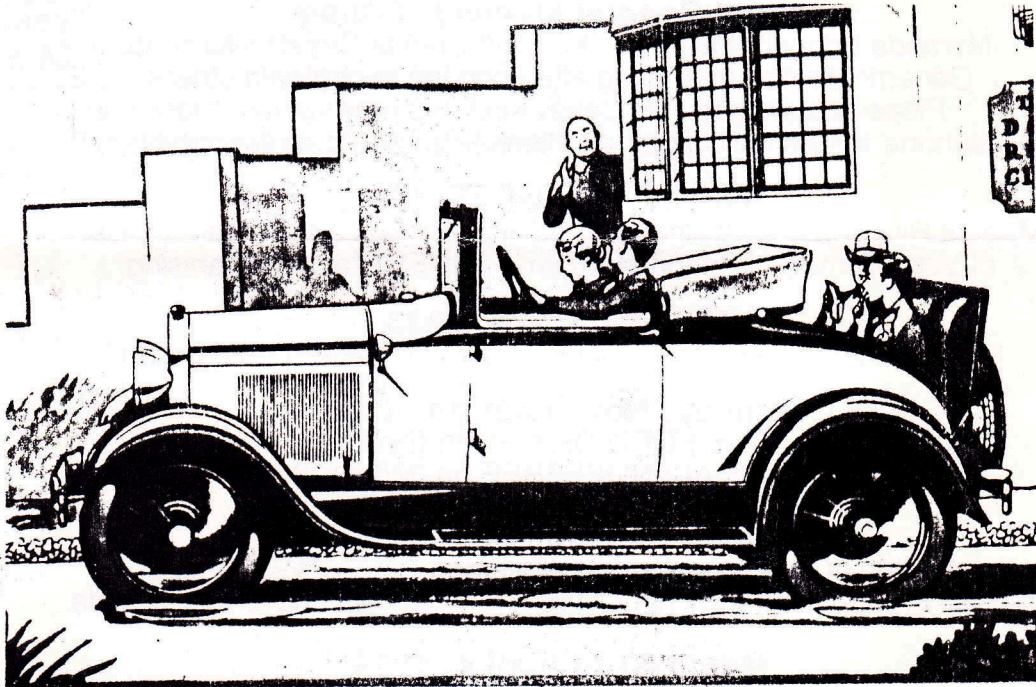


Western Model A News

Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XIII Number XII

JULY, 1993



THE NEW FORD CONVERTIBLE CABRIOLET

EDITORIAL Here are a few points for you to contemplate before the Annual General Meeting on Sunday, July 25. Every Club belongs to its members, and this one is no exception. • When you see the final accounts for fiscal year 1992/93 you will note that, for the first time to my knowledge, the Club has actually made a trading loss. This is due to the free Christmas dinner which most members enjoyed last year. • Consequently, there will need to be a decision made as to whether an increase in the lowest annual fees in Australia is warranted. Bear in mind that some members have already paid in advance for 1993/4 and an increase may involve some logistical problems. • Currently full annual subscription rates do not cover the postage of the Newsletter to overseas members (this could be viewed as a service). • By the time you read this, the Sharps will have departed for the island of Vava'u - a speck in the South Pacific, part of the Kingdom of Tonga - see you in about 8 weeks. • Please contact President LAUREL [redacted] or your ever-faithful surrogate Secretary/Treasurer/Editor LOUISE READ on [redacted] with any queries. *Bevan* •

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July 4 - Vehicle Examination, 8am-5pm • July 25 - A.G.M., 1.30pm Noranda School (see Calendar)

This Club is the **WESTERN MODEL A-s** Chapter of the Model A Ford Club of America, Inc.
 MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA. - Foreign membership:- US\$24.00 per year.

OFFICE BEARERS: *President:* LAUREL COOKE [redacted] *Secretary/Treasurer:* HELEN SHARP [redacted]
Vice-President: ANGELO CALLEJA [redacted] *Vehicle Examiner:* STEVE READ [redacted] *Editor:* BEVAN SHARP [redacted]

COPY DEADLINE: by the 1st of every month to: [redacted] Palmyra, W.A., 6157

VIEWES EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF M.A.R.C. of W.A.

Sunday, July 4, 1993

FREE VEHICLE INSPECTION FOR YOUR MODEL A FORD

Unit 5, 8 Carole Road, Maddington from 8am until 5pm.

Free "Sausage Sizzle" for lunch. Take your Vehicle Licence papers.

If not convenient, phone STEVE READ on [REDACTED] for an alternative.

Monday, July 5, 1993

CCC Concessional Licence meeting - Wentworth Plaza Hotel, 6.30pm

Wednesday, July 21, 1993 - CCC Quiz Night
(organised by the Jaguar Car Club). Details not advised.

Sunday, July 25, 1993

Annual General Meeting. 1.30pm.

Noranda School, Walmsley Drive (off Crimea Street), Noranda.

General Meeting first. Bring afternoon tea to pool with others.

Please be on time - Mr Calvin King, the new manager for Shannons' Insurance will give an interesting talk before the meetings.

Sunday, August 22, 1993

Meet at Riverton Forum Shopping Center car park, High Road, (corner of Willeri Drive), Willetton at 10am. - GUEST family organising.

October 23/24, 1993

North Mandurah Primary School - ALAN JEFFREE coordinating.

Sunday, November 14, 1993

ALL FORD DAY, Perth Oval.

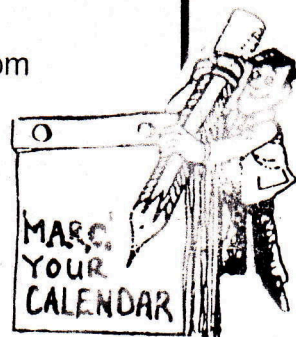
Contact ALAN JEFFREE on [REDACTED]

Sunday, November 21, 1993

Variety Club of Australia picnic at Whiteman Park for W.A.'s "special" children. From Mueller Park near PMH. Treasure hunt and fun for the kids.

March 31 to April 4, 1994

13th Model A Ford National Rally - Glenelg, South Australia



THE SMITH'S "OBSERVATION" RUN

An encouraging turn-up of 13 Model A Fords in Midland. We could have called it a "limping day" with ANGELO CALLEJA, GAIL ANDREWS and IVY McLEAN having difficulty with one of their respective feet. Good to see new members RON & JENNY PERRY and JACK BERKSHIRE, plus some members not on recent runs.

An enjoyable drive through some steeper hills which could have tempted the more foolhardy to cruise down them in neutral - also known as "angel gear" or, in New Zealand, "Maori gear" or, if you are in California, "Mexican overdrive".

After a somewhat circuitous route, all arrived at the Perth Observatory, where we were permitted to use their lecture room for lunch away from the threatening drizzle and for our brief meeting.

The meeting was cut short to enjoy the guided tour of the Observatory and view the slides and all came away much more informed about our solar system.

After the tour it was too late to resume the meeting and there was considerable unfinished business but, no doubt, members had a much more enjoyable day!

Many thanks to the SMITHs for most interesting and educational day. •

RAY ABBOTT ENGINE RECONDITIONING

Recommended by MARC member

- * Cylinder Head Service
- * Reboring and Sleaving
- * Crankshaft Grinding
- * VETERAN and VINTAGE ENGINES



Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

MINUTES

of Meeting held at Perth Observatory on June 20, 1993 with 40 people, plus kids and 14 Model A-s

Vice-President ANGELO CALLEJA opened the meeting at 12.30pm.

Apologies:- COOKE family, FAYE LYNCH, KATH PEPPER.

New members JACK BERKSHIRE and RON & JENNY PERRY, also visitors John & Leslie Smith were welcomed to the meeting.

Secretary HELEN read minutes of the April meeting, Passed JIM WILLIAMS/MAX ANNEAR.

Business arising:- Manifold cooking run to Harvey was successful, books ordered from MAFCA, flag sent to Ralph Owen, embroidered patches received.

Financial report:- total balance of \$13,225.45 but only \$48.96 in cheque account. BEVAN mentioned that working funds were very low (although annual subscriptions were now due). HELEN reported that the accountant who had previously audited our books would not do it this year. Other quotations received varied from \$180 to \$1,000. LOUISE READ had contact with an accountant who was qualified but did not currently belong to an official body who would independently audit our books for no charge. The members unanimously agreed to accept this kind offer and to offer him two free dinners at our Christmas function.

It was agreed to send a 21st birthday card to the New Zealand North Island Club.

Correspondence:- Famous Motor Car Company, Clive Carrington, Avon Valley Vintage Fair, Smith's Snackfoods, Brewer's Barn, American Car Day, Airtrack Pacific, Automotive Image, Variety Club, Aust Classic Car Monthly, Brake Cylinder Services, Classic Auto Restorations, MAFCA, CCC, Shannons, Pickles.

BEVAN proposed that the Variety Club's picnic for kids from PMH be an official Club run - decision was postponed to next meeting.

SHIRLEY HALL was thanked for the Model A scarf she had knitted and which was raffled - members can order these, or any other, special scarves from SHIRLEY.

ALAN & JUNE SMITH were thanked for the successful day.

The meeting had to be closed at 1.10pm to take in the Observatory tour and it was too late to resume after the tour had finished. Balance of business transferred to July meeting. •

PHOTOGRAPH ALBUM

It is hoped that the photograph album of the 1992 National Meet will be finished in time for the Annual General Meeting, therefore LAUREL and I would like to thank the following families and individuals who contributed to the cause; your photographs were greatly appreciated. Apparently the other 300 plus people who attended the Meet didn't have cameras.

Families:- R. Blewett, Eckerich, Guest, Huckstepp, de Keijzer, Mahony, McLaughlin, Pepper, Sharp and MARC (Aust).

Individuals:- D. Blewett, R. Blewett, L. Booth, B. Cowlin, D. Foster, A. Jeffree, D. Jeffree, P. Krikke, G. Mathews, E. Maneguzzo, A. Stafford, R. Teale, J. Williams, A. Calleja, K. Pepper. *Louise Read. •

QUICK TIP - CONDENSOR CHECK

Using a cheapie volt-ohm meter.

- Set meter to "R x 10,000" or other highest resistance scale.
- Touch one lead to "hot" end of condenser and the other to outside of can. If resistance drops immediately to zero, then condenser is grounded internally. It's no good.
- If needle swings rapidly away from "infinity" (where it should be just before you touch the second lead to the can), and then slowly "leaks" back down to infinity, then it's OK.
- If needle doesn't move away from infinity, condenser is shot - but be sure to check your meter battery/s before rejecting any condenser - they may be flat and produce a faulty reading. •

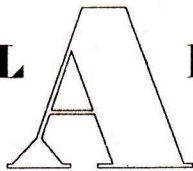
FOR SALE

from N.S.W. Club's June, 1993, "The Going Thing"

1928 Model A Ford Tudor - Green with orange wheels, good restoration. Full Registration, \$18,000 - Eddie DeYoung - [REDACTED]

Early '28 complete running gear - \$750. '29 front guards, pair needing minor repairs - \$300. '28-29 steering column and box - \$50. Rear bumperettes with brackets - \$160. 28-29 rough rear guards for Coupe/Roadster - \$60. Fuel tank gauge with locknut - \$50. '28-29 coupe floor section under front seat - \$60. '28-29 rear floor section for Coupe - \$50. Contact:- Tony Parker [REDACTED] •

Part Two Of The **MODEL A FORD**



from *The 50th Anniversary of the Model A*
by **LESLIE R. HENRY**

Of course, many of Henry Ford's peculiar ideas were very good. One of these was his single control for choking and adjusting the carburettor from the dash panel. No other automobile had such a convenient manual control, if any at all, for adjusting for smooth warm-up or economical fuel consumption.

Another of his good ideas was that of forging the rear axle and differential gear in one piece. This unit was not only stronger but six machining operations were eliminated along with the labour of assembling the gear, key and two lock rings on a separate shaft, as in Model T. Such ideas became practical with the advent of new alloy steels and Henry Ford's new forging plant.

Harold Hicks indirectly made one more contribution to Model A - because of an automobile accident! He was road-testing one of the experimental cars when an old truck pulled right in front of him. In the resulting crash, Hicks and a passenger were thrown through the windshield and were badly injured and severely cut. Henry Ford and Edsel both looked at the wreck and decided then and there to put laminated "safety glass" in the windshield of Model A. This was another Ford "first", as was their method of making the glass in a continuous strip rather than in small batches.

As Model A's chief engineer, Sheldrick pointed out, "Messrs Martin and Sorensen influenced the design of the car as a whole, as well as did Mr Ford, as far as making things suitable for economical production." While Mr Ford's actions did not indicate he was

always "economy minded" as Sheldrick mentions, this coordination between design and production was extremely important, for many new machine tools had to be designed and built. And the new tools had to operate at higher speeds and on tougher alloys than those for the old Model T.

Gene Farkas, who was in charge of developing the suspension, the all-welded wire wheels, the axles and new four-wheel brakes, progressed admirably with all but the brakes. And there he was handicapped by some of Ford's ideas that were either illegal or impractical.

Since Henry Ford would have nothing to do with any four-wheel designs already on the market, Farkas had to design a new system that would not be a complicated mechanism nor a patent infringement.

An uncomplicated brake mechanism meant, to Henry Ford, one with a simple linkage of the hand brake lever to "pick up" and "set" the brake shoes for parking. All early model Model A Fords with the hand brake on the left side had this system. But shortly after the cars appeared on the market, the district of Columbia and Pennsylvania both banned these brakes and forced the redesigning of Model A to include a separate set of "emergency" or parking brakes. Gene Farkas then had to redesign the hubs and drums, install a separate pair of brake bands, change the wire wheels, and relocate the hand brake lever from the side to a central position in front of the gear shift lever.

Farkas had an easier time with his

other assignments. His first job was to improve the suspension for Model A. This had to include Henry Ford's two transverse springs mounted *across* the frame rather than the conventional four lateral springs placed *along* the frame. Many people believed that the two transverse springs must necessarily give a "harder" ride than four lateral springs. But Henry Ford believed otherwise so no Ford cars since 1908 had any lateral springs until after his death in 1947.

Regardless of what was *believed*, Henry Ford *knew* that transverse suspension made the springs carry their own weight and so relieved the axles of that much unsprung weight. Then lighter axles and bearings could be used to advantage, and lightness and strength was Model A's biggest advantage over its competitors.

The new suspension, while a great improvement over that of Model T, did not satisfy Mr Ford. He asked Gene Farkas to "get the best shock absorber on the market" for the new car and Farkas chose the same type Houdaille double-acting shock absorbers which they were then using on the high-priced Lincoln.

Never the butt of jokes, Model A was greeted with enthusiasm and held in esteem. "Henry made a lady out of Lizzie" was the closest people ever came to joking about this car - many called it the "Baby Lincoln", in recognition of its qualities, its appearance, and its miniaturisation of many Lincoln parts.

The popularity of Model A practically eclipsed the Model T; it was everything expected of it and more.

Thus Model A came to pioneer expensive hydraulic shock absorbers on a low-priced, "popular" car - all the others soon followed.

Although Harold Hick's injuries had taken him away from the Model A work during the last days of its creation, he kept in close contact

with it through Henry Ford and others. Hicks recounted later, "The new Model A pleased Henry Ford very much. He told me: 'Well, you go out and drive a Model A wide open. The other fellows will stick with you for a while. Pretty soon they get tired and then you just go right ahead of them all!'"

"At that time there were few autos that could go above 75 miles an hour; most around 70. The Model A was right out there competing with them. Up to 30, the Model A could skin the pants off anything that was on the road, Lionel Woolson, Chief Engineer at Packard, called me one day and asked, 'Hicks, what are you fellows out there trying to do? You really have just made us look silly below 30 because we can't catch those Model A's.'"

Finally came Model A's birthday - Friday, October 21, 1927! The day before, Henry Ford had unceremoniously stamped "A1" on the first engine which was installed in a Model A Ford Tudor which Henry Ford then used personally for testing

and inspection before giving his final approval of the new car.

Since it was neither Henry Ford's idea, nor his ideal, every engineer working on the car outdid himself to be sure the end result would not only be acceptable to Henry Ford but might actually please him. It did.

It pleased the public too, with its powerful 4-cylinder engine, its 4-wheel brakes, safety glass, transverse springs, double-acting hydraulic shock absorbers, and sliding gear transmission.

However, Henry Ford apparently considered Model A just an interim car for, by 1930, he had assigned several of his engineers (there were only 32 on his engineering staff!) to work secretly on a new engine - a V8 engine to be cast "en bloc" meaning one piece. This work was so secret that it was not done in the engineering building but in Thomas Edison's laboratory building which had just been relocated from Fort Myers, Florida to Henry Ford's Greenfield Village in Dearborn. •

FOR THE RECORD

In April, 1931, a new record was established for the fastest road time from Auckland to Wellington in ten hours, forty-nine minutes and the entire journey was travelled in sealed top gear.

In April, 1931 a Model A Ford Coupe pulled out of Auckland, New Zealand, in sealed top gear with a driver and observer weighing 14 stone each, besides petrol and baggage, bringing the total weight to 25cwt and a pile of Auckland morning papers just off the press.

At a fuel stop after two hours and forty minutes they stopped for petrol - just a little past the pump. The crew were having coffee and the attendant could not push the car back - it being locked in top gear - so a bystander obligingly held in the clutch while the Coupe was pushed closer to the bowser.

They drove through abrupt corners and over steep hills avoiding sheep and cattle on the roads.

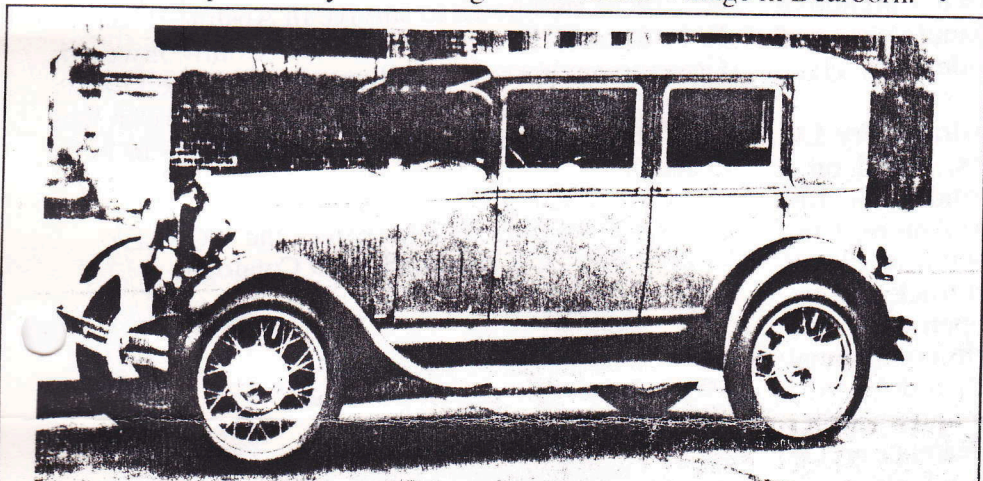
On a particularly steep hill a lorry moved very slowly. The Ford was almost stationary, but by retarding the spark and slipping the clutch they were able to pull away strongly with the low-reving Ford engine.

They pulled up in front of the General Post Office in Wellington, with the radiator only warm and a bystander was handed an Auckland morning paper - before the evening was out!!

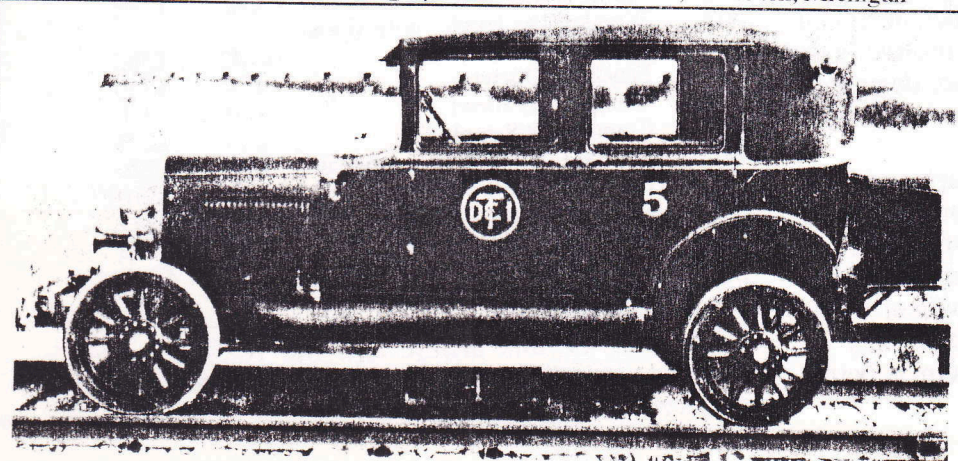
Driver Ken Wilkinson said: "I have just driven 471 miles from Auckland G.P.O. in 10 hours, 49 minutes, and I feel fresh as a pie."

The concourse murmured and looked at the car in wonderment. •

Irishman to a lady of the night: "I hope you haven't got AIDS?" "Certainly not," she replied, "and why do you ask?" "Well," said Paddy, "I don't want to catch it a second time." •

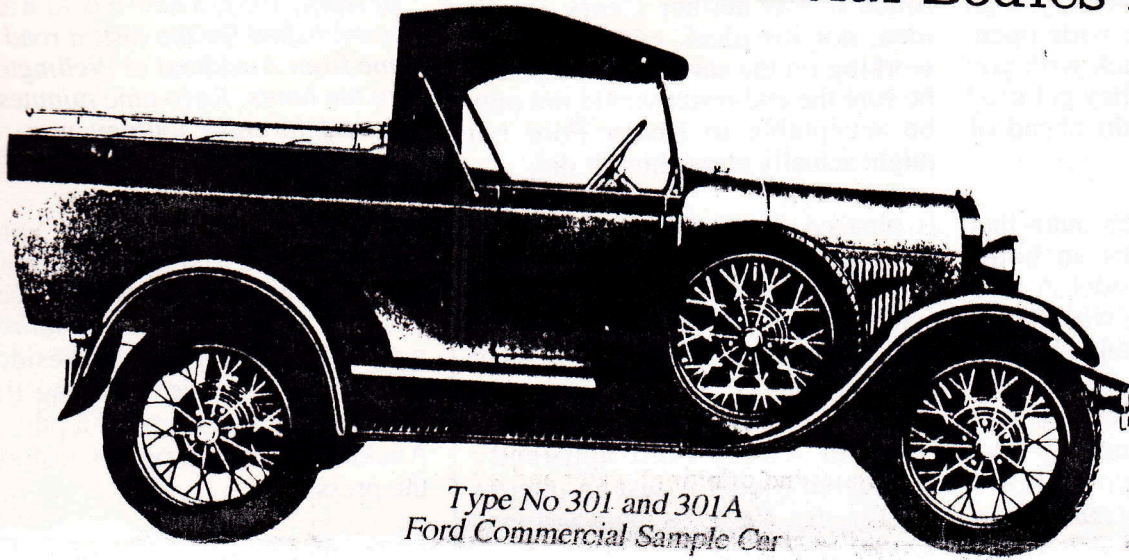


1928 "Fordor" Sedan - Photographs from Ford Archives, Dearborn, Michigan



1929 Ford "Fordor" Sedan converted to a railroad inspection car.

Origin of this information is unknown - received from Ford Australia
Model A and AA Commercial Bodies in Australia



Type No 301 and 301A
 Ford Commercial Sample Car

Morley's 1929 catalogue also identifies a £7 conversion job for conventional business roadsters to become milk delivery vehicles. Four types of wheels were at different times fitted to Model AA chassis in Australia. Initially the welded-wire Kelsey-Hayes type wheel, similar to that fitted to cars, was fitted with split rims to early AR series AA trucks. Around mid

1928 models, these gave way to the disc wheel, which, by the introduction of the 1929 models, had developed breather holes for cooling the brakes. These continued to the end of production.

In addition to these three types, the fourth type was the wooden spoked artillery wheel. This was apparently an option, but certainly proved very popular on Australian Model AA trucks.

It is worthwhile recording here that no 1930 Model AA trucks are known to survive in Australia today*. It is known however, that the Commonwealth Government possessed at least one of these models in its Canberra fleet, and the radiator shell from that has recently gone to a Rotorua restoration in New Zealand.

Selections of Body Styles from the MORLEY
 MOTOR BODIES 1929 Catalogue

Type	Standard Body Type	Body Cost	Total Cost
501	Standard chassis 30cwt with cab		£250
502	Standard Dropside Truck 30cwt	£17	£267
503	above with Extended Sides	£21	£271
505	Stakeside Truck 30cwt	£22	£272
506	Combin. Stakeside/Dropside 30cwt	£22	£272
507B	Low-loading Dropside 30cwt	£21	£271
550	Sheep Truck / to dropside 30cwt	£42	£292
560	Wooden Tip Truck - with Woods hydraulic hoist 30cwt	£142	£382
520	Panel Van 30cwt	£70	£320
521	Canopy Van 30cwt	£70	£320
301	Commercial Sample Car	£46	£235
302	Special Light Delivery, tonneau	£37	£226
303	Flare side Light Delivery	£21	£210
304	Well-type Light Delivery	£26	£215
305	Table Top Light Delivery	£33	£222
408	Light Panel Van	£41	£230
409	Light Wire-side Van	£47	£237

* The date of this article and the basis for this comment is unknown but obviously several would question its validity. BS •

As in so many other areas concerning the Australian Model A, the facts about the commercial Model AA series production are clouded and our information is limited.

At least some commercial styles were assembled with bodies at the Geelong plant whilst some were imported assembled. It is known however that the most common Ford practice in Australia was to authorise the manufacture of Ford-designed Standard Body Types by recognised automotive body builders in each state. The manufacturers of these bodies was conducted under the close supervision of Ford engineers.

The Ford Motor Company of Australia Pty Ltd designed a variety of body styles, based on a lengthy association with the conditions and requirements existing in Australia. Amongst the designs were bodies to cater for open tray, closed van and tip-tray work, on the 30cwt truck chassis. And light delivery, closed and open vans and utilities of various styles on the light commercial (car) chassis for economical suburban deliveries and light commercial travelling, the latter popular with produce merchants, hardware dealers, service men, florists, confectioners, grocers and wholesale tobacconists.

In addition to the Standard Body Types designed by Ford, there were facilities with automotive body builders to construct bodies to customer design on either the 30cwt chassis of light commercial chassis.

The accompanying table depicts the approximate costs of bodies built by Morley Motor Bodies of Rosbery, Sydney in 1929. It is interesting to note the conflict between the Morley body prices and the AA Truck, series H, heavy duty six wheel truck reviewed in *The Australian Motorist* of May 1, 1929, the cost of which was stated therein as being £457 with tray body and cab.

SPARE PARTS AND TOOLS FOR TOURING



By Bill Reeder in "The Restorer" (plus some additions) for newer members and those driving to the S. A. Rally in April.

This list has been made up from actual needs that have arisen on various tours - every item has been required on the road. The emphasis is on (1) tools and spares that are peculiar to the Model A and for which there are no modern substitutes available and (2) items that will enable you to keep running as far as a good garage.

All these items can easily be stored in the car. Many of the pieces are small and weigh next to nothing; these can be wrapped in plastic and tucked into corners and voids under the seat, after the larger tools are stored. The total additional weight over and above the standard Model A toolkit is only about 35 pounds (16 kg). Carry a 2 gallon (10 litre) container of radiator (and drinking) water and a blanket.

Here are some random comments on storage of spares and touring in general.

1. All rubber items, ignition coil, condensers and insulated wire should be stored away from the heat of the muffler.
2. Fragile parts should be wrapped in rags and stored safely in small tins.
3. Parts that must be kept clean to function (points, etc) should be wrapped in plastic and sealed with something like masking tape.
4. Test **every** part, actually running it on your Model A before placing among your spares. Test for both fit and function. Some Zenith replacement jets have been supplied without any holes in them, the water pump may not fit.
5. Pre-lubricate spares that require it (generator, water pump, etc).
6. Check condition yearly. Hoses deteriorate, soldered connections shake loose, etc
7. Don't use a "knock off" puller on your rear wheel hub. These pullers are light and easy to carry, but they can cause chipped gears and stripped axle threads when used by back yard mechanics. K. R. Wilson make excellent hub pullers - ABV-156 (won't fit some early hubs) and A115BV - plus some other brands.
8. Carry new gasket (in cardboard) mounting hardware & cotters for each spare.
9. Carry a list of your spares and where they are located.
10. Use only copper-asbestos head gaskets. Wartime black composition gaskets have a cast iron inset which rusts, sometimes within 1,000 miles of service.
11. Never get under a jacked up car. Work from side or use wide-based jack stand.
12. 5/8-in brass drift is for replacing front wheel bearings, should be 8-10-in long.
13. It's a good idea to install a 20-25 amp fuse in the wire running from the starter switch to the terminal box. This will prevent burning the whole wiring harness and ammeter should a short occur anywhere in the system apart from the starter circuit - which is hard to burn out and is easily repaired. If you use 50 candlepower headlights you will need the 25amp fuse.
14. Always check the ammeter whenever you stop the engine. If all lights and accessories are off it should read zero. If it reads 2-5 amps discharge, the cut out is probably stuck closed. Try rapping top of the cutout cover sharply with your knuckles. If it fails to open the circuit, restart the engine and stop again. If it still sticks, disconnect at the battery and replace the cutout. Don't discard if it's an original Ford script unit - they can be repaired, or even rebuilt.
15. Try to locate an original Model A adjustable (monkey) wrench which opens very wide and will fit nuts that are too large for some modern adjustable wrenches.
16. Don't try to work on a timing gear nut with a chisel or punch. The nut will be damaged, and your brand new timing gear may part with a tooth. Either the standard Model A monkey wrench or a Ford timing gear wrench will fit this nut.
17. Don't try to drive more than 250 to 275 miles a day. Stop early for a swim. Also stop every hour or two and walk around. If the engine is running near the boiling point, swing the front licence plate up into the horizontal position. Keep the speed down to 45 to 50 miles per hour. The forces on the fan blades, rod bearings, etc increases as the *square* of the engine speed. •

KIT No 1 - carry every day TOOLS

- Jack and handle • Starting crank
- Tyre pump • Ball pene hammer
- Socket wrench set 5/16 - 7/8
- Adjustable wrench, small
- Box wrench, 5/8 x 3/4 (generator)
- Box wrench, 1/2 x 9/16 (battery)
- Screwdrivers - set of 3 • Pliers
- Wire cutter-crimper-stripper
- Ignition tools- feeler gauge, file, etc
- Grease gun - for your fittings • Oil can
- Battery terminal puller • Flashlight
- Knife, scout type • Inner tube patch kit
- Electrical circuit tester
- Distributor shaft wrench
- Tyre irons - 2 • Scissors - for gaskets
- Model A spark plug wrench
- Drift 5/8-in diameter, brass
- Model A adjustable wrench

PARTS

- Fan belt • Radiator hose set
- Light bulb set • Wiper blade
- Water pump packing
- Accelerator spring • Coil (tested)
- Ignition points • Spark plug & strips
- Condenser (tested) • Ammeter (tested)
- Ignition switch (tested)
- Cable for ignition switch
- Generator cutout (tested)
- Tie rod and drag link spring
- Stop light switch (tested)
- Starter switch • Starter Bendix spring
- Set of fuel lines and fittings
- Tyre valve cores (2), caps
- Brake spring assortment
- Timing gear (check size)
- High tension coil lead
- Fuel shut off valve • Rear axle key
- Rear axle taper shims
- Front wheel bearings, races

SUPPLIES

- Copper wire #2 insulated, 10-ft
- Iron baling wire, 10-ft • Heavy string
- Electrical tape • Fuel valve packing
- Assorted nuts, bolts, cotters, etc
- Gasket sealing compound • Rags
- Gasket material - 12-in square
- Assorted small springs • Fuses
- Set of carburettor gaskets
- Sanding paper - fine grade
- Soap and talcum for tyres
- Length of wood - 2x4x6-in
- Wheel bearing grease - small jar
- Service manual • Tow rope • Engine oil
- Syphon hose • Fire extinguisher
- Small hacksaw

KIT No 2 - In bag for long trips TOOLS

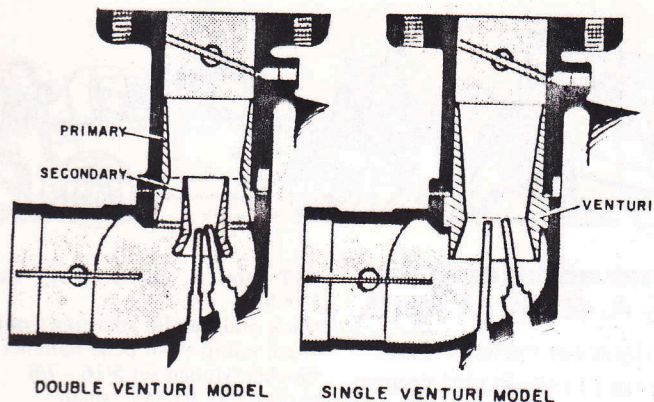
- Timing gear wrench-Ford 5-Z-1832
- Valve guide remover
- Valve spring compressor
- Rear hub puller - screw type

PARTS

- Water pump, with key, pre-greased
- Water pump gasket • Valve guides (2)
- Fan, inspected for cracks • Valves (2)
- Generator, oiled and tested
- Carburettor, tested • Valve springs (2)
- Distributor, tested and timed
- Distributor, lower, shaft, cap, lid, rotor
- Head gasket • Manifold gasket

- A CB radio would be very handy
- ~~Ranex~~ to keep rain off the windscreen

RMW-A



CARBURETTOR VENTURIS

by Paul Moller and Ed Eaton
Photos by Walter Malchin

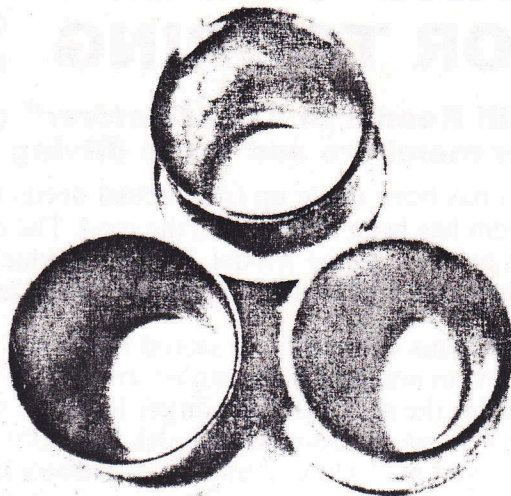
The carburettor has a tube of special shape called a venturi fitted inside the air passage leading into the intake manifold of the engine. The function of the venturi is to increase the air flow through the carburettor caused by the suction of the pistons of the engine during the intake stroke. At the same time, the venturi causes a drop in air pressure resulting in a partial vacuum at the narrowest section of the venturi, creating the greatest suction at the nozzles of the jets. The design of the carburettor places the jet nozzles at this point.

While a single venturi was used in most of the Model A Ford carburettors, the early carburettors used a double venturi system. The first carburettor designed for use in the '28 Ford models was built by Zenith. This was followed by a Holley-built carburettor. Later, in 1928, both of these companies changed over to a single venturi type carburettor. While many changes were made in the following years, the single venturi was used in all the succeeding years through 1931. Examining an original venturi we find that the top edge tapers off to a thin, smooth edge. These are usually marked 27/32 or .843. Both figures are the size of the narrowest section of the venturi.

A new replacement venturi has a blunt top edge or the edge may have been machined to a taper. Both of these designs may offer some restriction or turbulence to the flow of air but, for all practical purposes, they function decently. For all out engine performance, the original venturi should be better. At lower engine speeds no handicap is apparent.

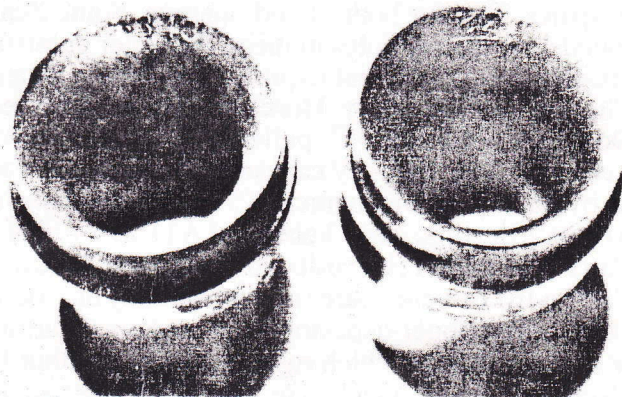
The double venturi, as its name indicates, consists of a pair of venturis, an outer or main venturi, with a smaller or secondary venturi mounted inside the main venturi. The outer venturi increases the rate of air flow through the carburettor throat while the inner venturi opens at the point inside the primary venturi where suction is greatest to take advantage of the difference in air pressure at the two ends of the venturi. Atmospheric pressure at the lower end, and the increased vacuum at the upper end, results in an even higher velocity for the air stream in the secondary venturi. This arrangement increases the degree of

suction at the jet nozzles without seriously effecting the air flow capacity of the carburettor at higher engine speeds. The increase of the partial vacuum increases the fuel flow, especially at lower engine speeds.



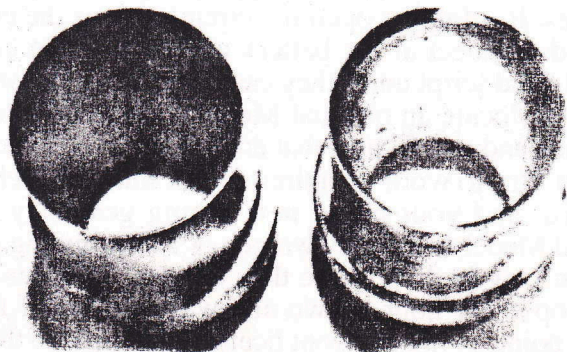
At the lower left an original venturi. Top is a machined edge and lower right A blunt edge replacement venturi.

A carburettor of the double venturi type will generally be found to give excellent low speed, full throttle performance, such as pulling well on hills and faster acceleration due to the fuel being well atomised and directed into the centre of the air stream.



A pair of original venturis - marked 27/32 and .843.

The venturi fits into the upper and lower bodies of the carburettor with a gasket between the two to prevent air leakage around the venturi, not for gas leakage. This metal to metal fit leads to a problem when rebuilding or cleaning the carburettor as it seems that any two pieces of metal that have been assembled and allowed to remain together for a long period of time are determined to stay married and resist all attempts to divorce.



At left is the top edge of an original venturi. At the right a replacement venturi with a machined edge.

CARBURETTOR VENTURIS - continued

Heat is generally the best answer in separating metal assemblies. With iron or brass parts no real problem is encountered, just heat and allow to cool then separate. Unfortunately, the pot metal used to form the venturi has a low melting point. Extreme heat will melt or deform the venturi into a useless blob of metal. However, there are several methods of removing venturis for reuse.

First the upper and lower bodies must be separated. Loosen the bolt that fastens the two bodies together, tap the head of the bolt with a hammer while holding the lower body in one hand. An application of manifold heat riser solvent used for modern cars is helpful in freeing up the assembly. As the bolt is loosened a few turns, tap and loosen until separation is obtained.

A second method is to heat the carburettor in an oven at 400°F for half an hour, remove, wrap in paper and place in a freezer for an hour or so. Usually the venturi will slip out readily. This operation may need to be timed for some moment when your wife is not at home as some odour results.

The venturi may stick in the upper body after the bodies are separated. A tool can be made to remove the venturi intact. (See diagram for details.) This tool might become part of your Club tool library.

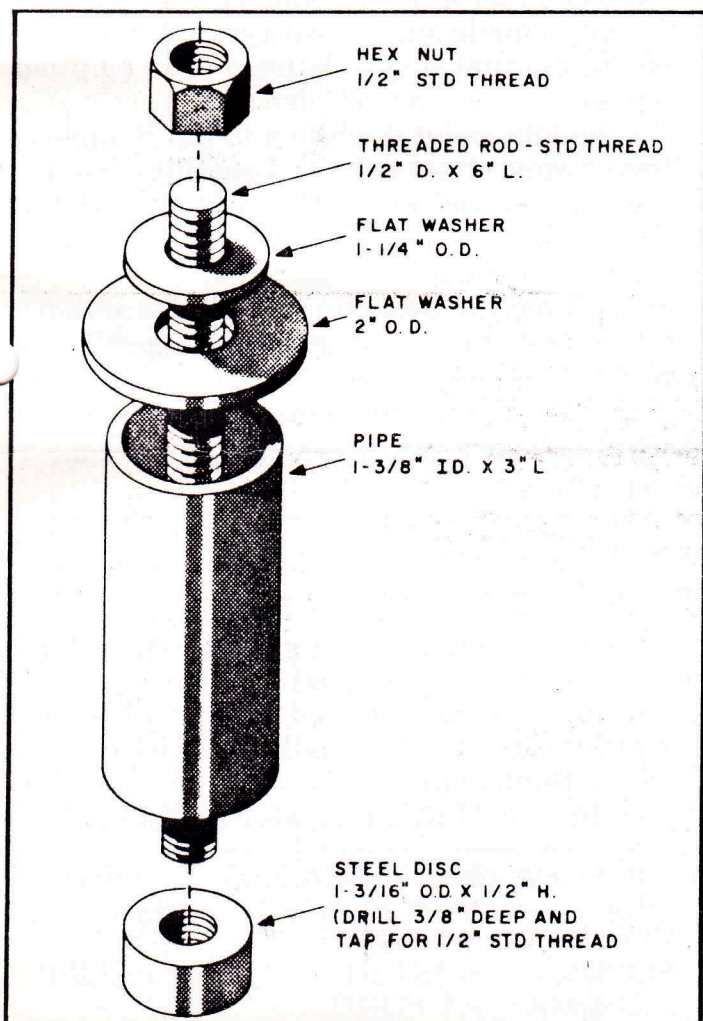
If the venturi is broken, heat from a torch will melt it out completely. A new venturi can be purchased for replacement. The double venturi assembly is only used in the early models designed for this assembly. The double

venturi carburettor lower body may be identified by the location of the main and cap jets as they are in a straight line, front to rear, along with the absence of threads for a secondary well. The lower body carries the name Zenith without a numeral 1 or 2 following

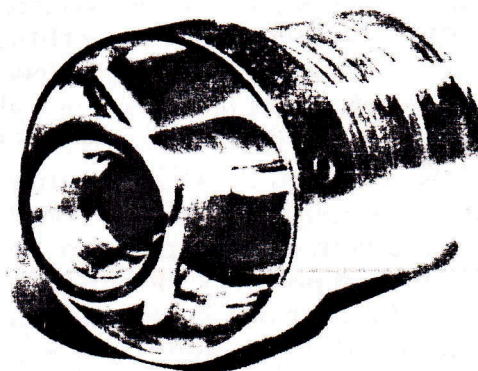


An original double venturi assembly

the name or a single letter "H" at the throat for a Holley-built unit. These markings may also be found on single venturi models. The single venturi lower body has the main and cap jets offset from a straight line and threads for a secondary well. The latter characteristics offer positive identification for a single venturi carburettor. The upper bodies are interchangeable with a letter "Z" for Zenith and a letter "H" for Holley at the throat of the upper body. •



Venturi removal tool for Model "A" carburetor.



A replacement double venturi of current manufacture.

HANDY TINY TIP **REDUCE VIBRATION** Balance your fan blade

Take two Gem razor blades and fix them to each end of a 3/4" diameter by 5" long piece of wood dowel with epoxy cement - allow to dry overnight. The blades must protrude and be parallel. Clamp the dowel in a vise with the blades level. Place the fan blade shaft (with fan and impeller attached) on the razor blades. The heavier end of the blade will rotate to the bottom. Grind off a little at a time from the heavy end until the shaft stays in position without rotating. *This removes a potential vibration and the bearings will love you - BS.*

10

Do you recall the Snakes & Ladders Game requiring a bell housing to play the game? Here are another...

THINGS TO DO WITH A BELL HOUSING

from South Australia's "Model 'A' Torque" by Andrew Millar

There is one thing common to everyone who's attempted to restore a Model A. They all end up with at least 5 spare bell housings stacked untidily in the corner of the garage!

You can't remember buying them. Don't remember needing them. Can't do a thing with them.

It's a common problem, so I've tried to find new uses for them.

So, thinking cap on, I've come up with a list of alternative uses and/or methods of disposal.

Why not give one or more of these a try...

(1) Use them as value-added bonuses for other parts you have for sale. An advertisement might read:- "For Sale. One gear box (includes bell housing)." Or:- "For Sale. One wheel nut (still attached to bell housing), .50¢, o.n.o."

(2) Remove the pedals and turn upside down. They then make great Christmas tree stands. Use multiplate for small trees, single plate for trees with wider trunks. Trouble is you need to store them for 50 weeks of the year.

(3) Spray the inside with silver paint, fit a 60w globe and use them as outdoor light fittings. If you have 6 of them, weld them to long poles and sell them as a tennis court set. They are the same as those used at the M.C.G. - well, that might be stretching the truth but you climb the tower and disprove it.

(4) Weld a plate to the gear box end and use as a wok on your outside barbecue. If the 'throw-out fork' is still attached, all you need do is push the clutch a couple of times and your stir-fry will be stir fried.

(5) While we're on the subject of cooking, you could convert one to an "Hibachi" barbecue. Actually, if you had two you could make a webber-style oven - just weld on some legs.

(6) Flower pots. They would look nice next to the 'swan made out of a car tyre' planter.

(7) Make them into the world's largest ashtrays. So big that they only need to be emptied once a year. (No future in mass-marketing these as smoking is a "dying art", isn't it?)

(8) Stick a sort of electronic-looking thingy in the middle, paint it white and put it on your roof. Neighbours will hold you in awe for being the first on your street to have a satellite dish for your television. Find the right electronic thingy and it might jolly well work. *First with Pay-TV?*

(9) A salad bowl? Wash it well or your cucumbers could taste like burned grease. Could make an attractive centre piece for the dining room table. Maybe not.

(10) (And probably the silliest!) With a little bit of trouble you could turn one into a sink for the shed. The gear box hole could become the drain. Block off the rest of the openings. All you need is a couple of taps and you've got a place to wash your hands, face and old engine parts.

Well, there you have it. Suddenly, with a bit of thought, worthless junk becomes valuable metal.

If you'd like to try a few of these suggestions and have used up your supply of housings, give me a call. I can assure you I have my quota of spares. •

Do "really good" ideas come from California?

Here's one such "idea" - add egg whites to your oil!!!

Believing that the oil pump (being at the bottom of the oil pan) was sucking up mostly water condensation instead of oil - as oil floats on water that makes the water settle to the bottom - this nerd theorised that the engine was wearing faster with just a dose on dirty water - so he added egg white to the oil as everyone knows that egg white and water actually mix with oil, so guaranteeing oil on all surfaces. Now why didn't someone think of that?

Some clown from the San Fernando Valley Chapter did - on APRIL 1 what a FOOL!

Geoff Worthington, Victoria, took time to note some unusual number plates at the New Zealand Rally:-

MY 180 A	MY A	1928 A	A FORD A	28 A	OUR 29 A	OLDIE
1929 A	A VICKY	A FORD	A 1930	FORD AA	MY 1930	1930 A
ALAYDE	29 WAGN	LHD A	29A	FORD 2	RDSTER	A COUPE
A LADY A	MY 4ORD	PICKUP	FORD 30	FORDMA	AA FORD	

. . . Notebook . . .

HAPPY BIRTHDAY REG BLEWETT, KELVIN PEPPER, NINA KITCHENS and to that ALAN SMITH look-alike:- HENRY FORD, who would have been 130 on July 30.

WELCOME New members: RON & JENNIFER PERRY, [REDACTED], Mundaring, 6073, [REDACTED] '30 5-Window Coupe restored; and JACK BERKSHIRE [REDACTED], Parkwood, 6147, [REDACTED] '29 Phaeton, restored.

OOPS Ray Abbott Engine Reconditioning's phone number was incorrect in the last issue - the correct number is as shown in this issue - [REDACTED]

GET YOURS NOW Embroidered patches of Club logo (as on front page) are back in stock. 84mm diameter in three colours (yellow background). Great for sewing onto hats, tracksuits, jumpers. Only \$3.00 each (\$3.45 posted).

THANKS To KELVIN PEPPER we now have a full set of Newsletters - Louise.

DESERTION This subject has been discussed previously but, despite assurances, members still have a tendency after a run (particularly on a long run) to go their own way. We usually proceed TO any destination in an orderly, organised fashion. However, AFTER the event some members are inclined to roar off individually. The reason for this reminder is that the same thing happened on the weekend run to Harvey in late May. Participants started off roughly together but any semblance of a "convoy" quickly dissipated. Ninety-nine times out of a hundred nothing goes wrong but this time JIM WILLIAMS broke a rear axle in his Station Wagon and was left to his own devices. Now, JIMMY is quite capable of looking after his vehicle himself (and he did) but the situation could have been something even more serious, or it could have happened on a secluded stretch of road, or to a member not as adapt as JIM to effect repairs (or whatever was required). The solution? Show some concern for fellow members and keep in touch until you have to leave to turn off to proceed to your own home.

NEW ZEALAND RALLY Their 4th National Rally will be held over Easter in 1997. To register for regular information, send NZ\$12 to: The Secretary, [REDACTED] Hope, Richmond, RD1, Nelson, New Zealand.

AIRTRACK PACIFIC 5% off packages booked July for 1993 travel to Grand Prix packages, car rental in UK, USA, "freewheeling" accommodation in Europe, UK and North America - [REDACTED] Heidelberg, Victoria, 3084.

AUTOMOTIVE IMAGE Paul Blank started this service to compile a register of owners interested in offering their vehicles to photographers, advertising companies, etc, for a fee. Registration is free. LOUISE has the forms.

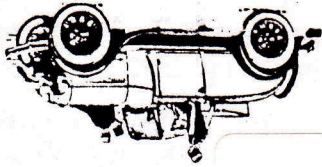
The Australian CLASSIC CAR Monthly A new magazine, this one out of NSW. Now at your newsagent, \$3.95. 12 issue subscription at \$39.00 from Reply Paid 656, Australian Classic Car, [REDACTED] Darlinghurst, NSW 2010.

WANTED 1928 drum tail light by ROBERT TEALE [REDACTED]

CONCERN has recently been expressed about a members' privacy being infringed by their personal information being released to an outside party. Members have a right to assume that their personal details will remain private. If a member wishes to advise anyone outside the Club of another members' personal information it would only be reasonable to request them to contact the member first to ask for their permission.

WOODIE DRIVERS "On average a man passes wind 12 times a day compared with a woman's seven." "...anything from 3 to 38 a day is normal. The difference between sexes is that women have more bacteria to convert big amounts of hydrogen to small amounts of methane in their colons." From the Australian Gut Foundation, quoted in *The West Australian*, June 12, 1993.

NOTICE Is hereby given of the proposed changes to the Constitution as listed in the June Newsletter to be voted upon at the meeting on July 25.

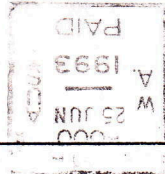


If undelivered, please return to:
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**Western
Model A News**



**DON'T
FORGET
YOUR FREE
MODEL A
FORD
VEHICLE
INSPECTION
JULY 4, 1993**

**8am until 5pm
Unit 5, 8 Carole
Road, Maddington.**

**VEHICLE INSPECTION IS
REQUIRED FOR ANY MODEL
A FORD TO PARTICIPATE IN
A CLUB EVENT.**

Phone **STEVE READ**
on 459 4200 for an alternative
arrangement if this date does
not suit you.

FREE sausage-sizzle lunch!!

Take your current Model A
Vehicle Licence/s. If your vehicle
has been inspected by another
approved Club, please forward a
copy of that Examination
Certificate.

The Confusing English Language

these from the North Island Model A Ford Club

I have a spelling checker,
It came with my P.C.
It plainly marks four my revue,
Mistakes I cannot sea.
I've run this poem threw it,
I'm sure your pleased to no.
It's letter perfect in it's weigh,
My checker tolled me sew.

The plural of Fox is Foxes,
Yet the plural of Ox is Oxen, not Oxes.
A Goose is a Goose, but two are called Geese,
So why isn't more than one Moose quoted Meese?
A Mouse and his family are mentioned as Mice,
But the plural of House is Houses, not Hice.
The plural of Brother is Brothers or Brethren,
And yet we say Mothers, but never Methren.
If more than one Tooth, we designate Teeth,
Why isn't more than one Booth termed Beeth?
You can readily double Foot and have Feet,
But try as you might, you can't make Boot, Beet.
We classify pronouns as he His and Him,
But never, it's certain, as she Shis and Shim.
No wonder then, some of us nearly go mad
And speak our English atrociously Bad!