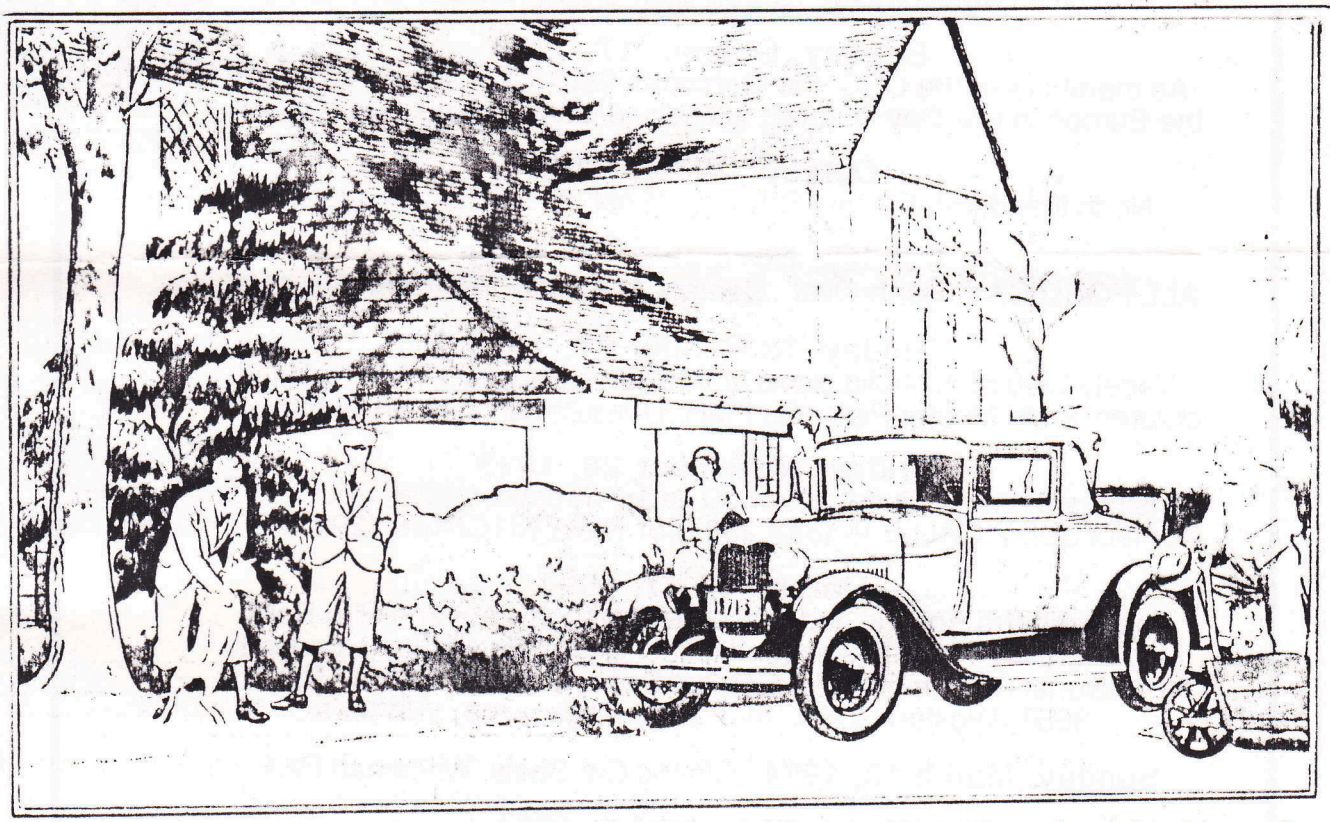
MODEL A RESTORERS CLUB WESTERN AUSTRALIA
Ford Founded in 1980

Western Model A News

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

Year XIV Number II SEPTEMBER, 1993



Editorial

MANY THANKS, yet again, to LOUISE READ for doing locum duty as Secretary/Treasurer/Editor, and to I.P.P. LAUREL COOKE while we shot through to the South Pacific on an Assignment for eight weeks. CONGRATULATIONS to the incoming Office-Bearers and best wishes for your tenure. Thank you for your faith in re-electing the incumbent Editor after four years - game people, do you want more of the same? Must confess to being a bit confused as to how the Vice-President got elected; what sort of "vices" do you want improved? Thanks also to BILL BENNIE for the offer to stand-in to produce your Newsletter. Funnily enough, the Sharps got home from the Kingdom of Tonga last week, and leave for Fiji next week for eight (or so) weeks on another Assignment - so it's over to you for October, BILL!

Any crosses on the back on this Newsletter? Either your Annual Subscription is well overdue and/or your Model A/s have not been inspected. PLEASE send payment of the minuscule $15 (or $10 for country members) and/or make an appointment with STEVE READ to have your vehicle examined - or post him a copy of an Inspection by another approved Club. Club records are STILL out-dated and RAY needs <u>your</u> membership information details to ensure that our records are closer to something like accurate - an option is not to have a Club Register at all if the records are inaccurate. Eh? *Bevan* •

IN THIS ISSUE

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:* ANGELO CALLEJA [redacted] *Secretary/Treasurer:* RAY MAHONY [redacted]
Vice-President: BEVAN SHARP [redacted] *Vehicle Examiner:* STEVE READ [redacted] *Editor:* BEVAN SHARP [redacted]

COPY DEADLINE: for next issue by the 1st of October to:- [redacted] **Kalamunda, 6076**

Tuesday-Friday, September 7 -10, 1993
The WILLIAM's & SMITH's Wildflower Run.

Please note NEW DATE - **Sunday, September 19, 1993**
Mystery Run - Meet at Causway Car Park to leave by 10 am

Saturday-Monday, October 2 - 4, 1993
The ever-willing WILLIAM's dynamic-duo are willing to arrange a 3-day trip to Dongara, Jurien Bay and back. Interest to date is less than zero but if you are interested please contact JIM or NINA now on [redacted]

Sunday, October 10, 1993
V.C.C.'s "AutoJumble" - Cannington Showgrounds. [redacted]

Sunday, October 17, 1993
As members of the CCC, the Mercedes-Benz Club has invited us to the European Car Day. Meeting at Midland Centerpoint 10am - to York.

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.

Friday, November 26, 1993
Christmas Dinner - Buffet at $24.50 each - Freeway Hotel, South Perth.
Contact JUDY CALLEJA [redacted] or NINA KITCHINS [redacted].

March 21 - 27, 1994
The Canberra Antique and Classic Motor Club's Autumn Hub Rally. May interest those with time (and funds) to attend and then proceed to the National Rally in Glenelg! Contact Cec and Naomi Brown - PO Box [redacted] Weston Creek, ACT 2622. Phone [redacted]

Sunday, March 13, 1994 - Classic Car Show, Whiteman Park.

March 31 to April 4, 1994
13th Model A Ford National Rally - Glenelg, South Australia.

July 18 - 22, 1994
2nd MARC/MAFCA Joint Meet - Tacoma, Washington, USA.
[redacted] Woodinville, WA, 98072-1930, USA.

February 26 - March 8, 1996
The Vintage Car Club of New Zealand's 50th Anniversary Run.
Rally Director - [redacted] Christchurch, New Zealand.

May to October, 1998
Around Australia by Model A - 70 years of the Model A Ford in Australia.
Organised by Michael Livingstone (NSW) and Neil Phillips (SA).

MINUTES

of General Meeting held at Langford Park, Jarrahdale on Sunday, August 22, 1993.
with 24 members, plus kids and 9 Model A Fords.

Meeting opened at 12.25 pm

Apologies:- DOROTHY BENNIE, Families:- LETCH, SMITH, READ, COOKE, BLEWETT.

Visitors: Peter & Elaine Gilberthorpe and Paul France, introduced to members and welcomed to the meeting.

New Members: HARTLEY & PAULINE WILLIAMS, Bull Creek welcomed; they are looking for a vehicle.

Minutes of previous meeting were read. Accepted JIM WILLIAMS, Seconded BARRIE GUEST.

Business Arising: ANGELO CALLEJA reported that the proposed SA standards had been discussed by our judging committee and comments had been forwarded to South Australia.

Correspondence In: Ron & Gail Huckstepp, MARC (Aust), Model A Ford Club of SA, VCCWA, Canberra Antique & Classic Motor Club, Classic Car Magazine, The Famous Motor Car Company, The Copperwood Restaurant, Home Building Society, Pickles Classic Auction, Infolink, JOHN LAURIE,

Correspondence Out: MIKE COOKE, Maddington Brake & Clutch, Variety Club, Infolink.

Business Arising from Correspondence: Appropriate items forwarded for inclusion in Newsletter.

Treasurer's Report: Balance at 21-08-93: $13,309.70, Accepted DORA ANNEAR/KYM GREENFIELD.

Special Business: Committee meeting will be convened to organise appropriate action to represent proposed changes to our Constitution.

General Business: BILL BENNIE commented on our MAFCA Chapter Certificate and spoke on the benefits gained by being a member of MAFCA, urging members to join that Club. He will send a membership nomination form for inclusion in the Newsletter.

In response to a question from Peter Gilberthorpe, BILL BENNIE spoke on the Bendigo Swap Meet and offered a spot at the Meet to anyone wishing to go, as he is not going.

JIM WILLIAMS reminded everyone of the VCCWA Auto Jumble coming up on October 10.

Events: Wildflower Run, September 7-10 - JIM WILLIAMS reported everything in hand and going to plan. For more information refer to previous Newsletters or contact JIM or ALAN SMITH. Dongara Run, October 2-4 - JIM WILLIAMS reported no response from members. Vauxhall Club invitation - only one member indicated intention to attend. Variety Club Run, November 21 - members advised that more information is to be received from the Variety Club. Annual Christmas Dinner - JUDY CALLEJA will put details in Newsletter.

Bits & Pieces: Handbook received from L. P. Salvaire for Library; letter of thanks to be sent. RON ANDREWS looking for '28-'29 Roadster rear bumper irons. JOHN HALL wanting 19-in wheels.

ANGELO CALLEJA thanked GWEN & BARRIE GUEST for an enjoyable and successful run.

Meeting closed: 12.59 pm. •

Invitation to Model A Restorers Club (Aust)

TOURING RUN & 25th ANNIVERSARY DINNER

The Canberra Club was formed in 1969 and grew to around 300 members by 1982 when State Clubs catered for their own members. The Club now has around 30 members. Celebrations will begin after the National Rally in Glenelg on Tuesday, April 5, 1994 with a Touring Run to Canberra to arrive on the Friday. The Dinner will be held on Saturday April 9 and perhaps a Farewell Breakfast on the Sunday morning. Accommodation along the route and in Canberra will be participant's responsibility. Cost of the Dinner is unknown at the moment.

Interested? Contact MARC (Aust), [redacted] Dickson, ACT 2602, by November 30, 1993 to confirm your Expression of Interest and advise:- your name and address, if you may attend the Dinner (how many persons) and if you may join the Tour. •

THE GUEST GALLOP

On Sunday, August 22, nine Model A Fords and two "moderns" left Riverton Forum at about 10.15 am. Strangely enough, the Rolls Royce Club had met there at the same time...
Competition; great! Especially when two members of the R.R. Club arrived in their Model A Roadster. Barrie, of course, had already challenged the R.R. President that Shirley and John would be coming with us ... WE WON!
The day was perfect and we drove down the South West Highway, through Byford and turned off along the scenic drive to Langford Park, where we lunched, then held a short meeting.
As a bus tour was arranged, we left our cars at an allocated parking area at the gates to the Alcoa, Jarrahdale mine. There was a very enlightening tour of the mine for over an hour. A very interesting tour and a credit to Alcoa. It was also very picturesque with the wattles in full bloom.
By 3 o'clock it was time to head home after a pleasant day in a friendly atmosphere. Thanks to all who attended. *Gwen & Barrie*

And thanks to the GUESTs for an interesting day out... •

Waste Not - Want Not!

In the early 1900s, Henry Ford operated a northern Michigan sawmill that made wooden frames for his Model T. He looked on in frustration at the growing piles of wood scraps and wondered how they could be put to productive use. He came up with an idea to chip the wood into powder, and compress it into pillow-shaped briquettes. These convenient briquettes were originally sold through the Ford dealerships.

Later, Ford put his brother-in-law, E.G. Kingsford, in charge of the charcoal operations. Together they helped make barbecuing an American tradition. Ford charcoal, later named Kingsford, is still the number one brand sold in the nation today. •

NATIONAL MATTERS

Do you recall the comments in the June, 1993 issue relating to correspondence from South Australia regarding some proposals on trophies and requesting input from Clubs on Touring Class, etc? They have received replies from Canberra, Victoria and Queensland. Responses received to date were along these lines:-

CANBERRA
Were not in agreement with B or C engines, reasoning that the end-product would then no longer be a Model A Ford. Although they would accept any ruling.
They felt that the awarding of any prizes was up to the host club.
Claimed that dog-bone shock absorber links were factory-fitted in many cases and points should not be lost for having them fitted.
The proposal to have a badge common to all National Meets was rejected as they felt that most members attended Meets for the badge, as a collector's item.

VICTORIA
Were disappointed that the second phone link-up to discuss judging had been cancelled.
Felt each club should produce their own badges suitable to be mounted on a trophy or plaque.
On Touring Class, they could not see any proper basis for awarding points and suggested each club arrange their own points system until the clubs could agree on the "ground rules".

QUEENSLAND
Not interested in sharing costs for badges, and against any trophies just being a car badge.
Each Club should mark Touring as it sees fit.

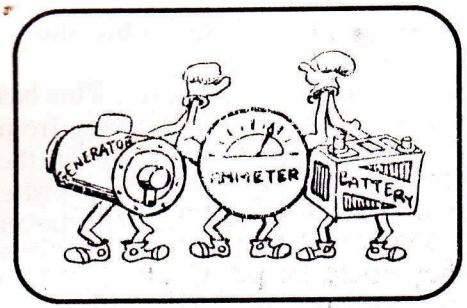
What a wishy-washy, rag-tag-&-bob-tail bunch of clubs we are ... how can you have a bi-annual National event in this country where the rules and points can vary every time vehicles are judged? How can a restorer know how the next host Club will award (or deduct) points? With no continuity, how could you have a vehicle that comfortably wins one event but may not even feature next time because the ground rules were changed yet again? I rambled on in a similar vein six months ago suggesting that we again look at adapting the American Standards to Australian conditions - without any response (so, what's new?). For goodness sake, the bloody cars are up to 65-years old and Australia still cannot decide what a Model A Ford looks like!!! ***Bevan** (but you knew that!)* •

LOOSING TOO MUCH COOLANT?

Purchase a fluid recovery tank and suspend it by two small hose clamps to the left radiator support rod. Connect one end of a hose to the radiator overflow tube and the other to the tank. The system will need to be airtight. Even an air leak around the cap will prevent the fluid from returning to the radiator as it cools. •

POP-OUT SWITCH LUBRICATION

Original pop-out switches grow sticky with age due to gum and electrolysis. Before junking, or waiting until the key breaks, try this:- Turn the key until switch pops out. Under the first "F" in the word "Off", drill a 1/16" hole carefully through the brass shell. Now the cylinder can be loosened with WD-40, using the plastic tube. •



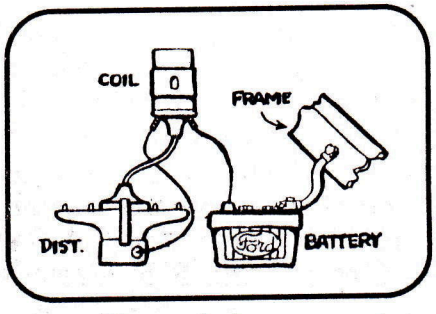
Model A Electrical System

Wiring Diagrams

from "The Restorer"

by Paul Moller, Illinois

Illustrations by George Klecka



For many restorers and owners of a Model A Ford, electricity is a fearsome and puzzling thing. Most of this stems from a lack of understanding of electricity and the inability to read an electrical wiring diagram. Wiring diagrams, or schematics, use symbols and lines to show the electrical circuits, their components and their function in the vehicle.

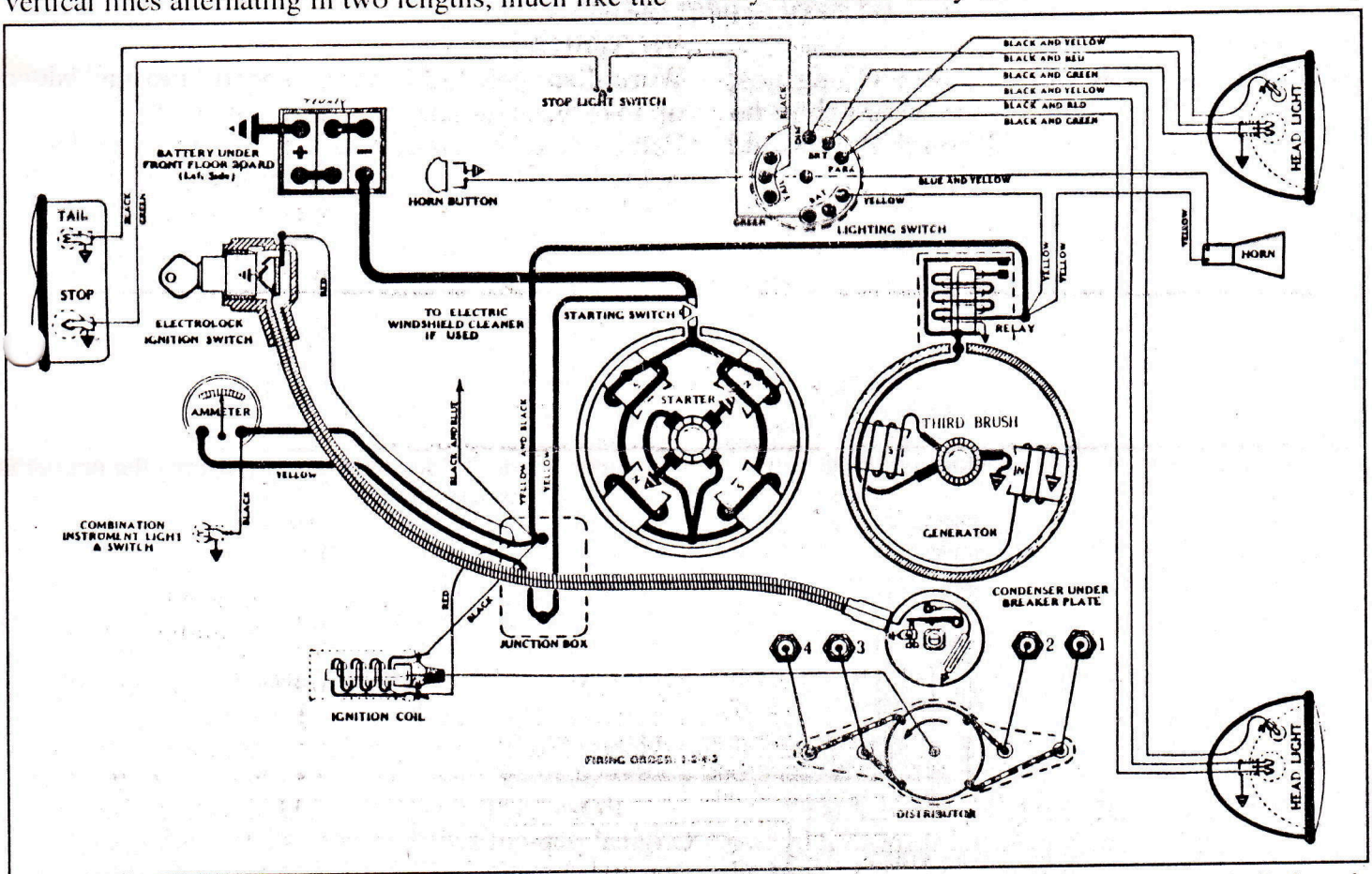
A written description would require many words to explain just what is taking place and how it was done. A schematic diagram tells us what we need to know about the electrical system and its wired circuits using symbols and lines with an occasional descriptive word.

The wiring diagrams found in the *Ford Service Bulletins* are simplified and called "pictorial diagrams". This means a combination of symbols from a regular diagram, along with drawings to illustrate headlights, the ammeter, ignition coil, etc. instead of symbols. The only schematic symbols seen are:- (1) the grounds for components - a set of parallel lines in a triangular shape, (2) the battery - shown as a set of vertical lines alternating in two lengths, much like the actual plates inside a battery, (3) a switch - seen as two arrowheads pointed at each other, and (4) the ignition breaker contacts - which look like a pair of contacts.

The Model A Ford uses a simple electrical system composed of one major wiring harness carrying all the light circuit wires, the light switch contact plate and the horn wires. The instrument panel wiring loom from the junction box on the firewall carries the ammeter connecting wires and the ignition coil to ignition switch wire - a total of three wires. The remaining loom of two wires connects the generator cutout and the battery to the junction box terminals.

All the wires are colour coded to identify the circuit they are part of. Where a line indicating a wire crosses over another in the diagram, a U-shaped loop is drawn at the point where the two lines cross, but are not connected electrically. Plus (+) and minus (-) signs are drawn to indicate positive and negative poles of the battery.

The use of ground symbols indicates there are no wires returning current to the battery positive post. The metal body and frame carry the return current to the battery.



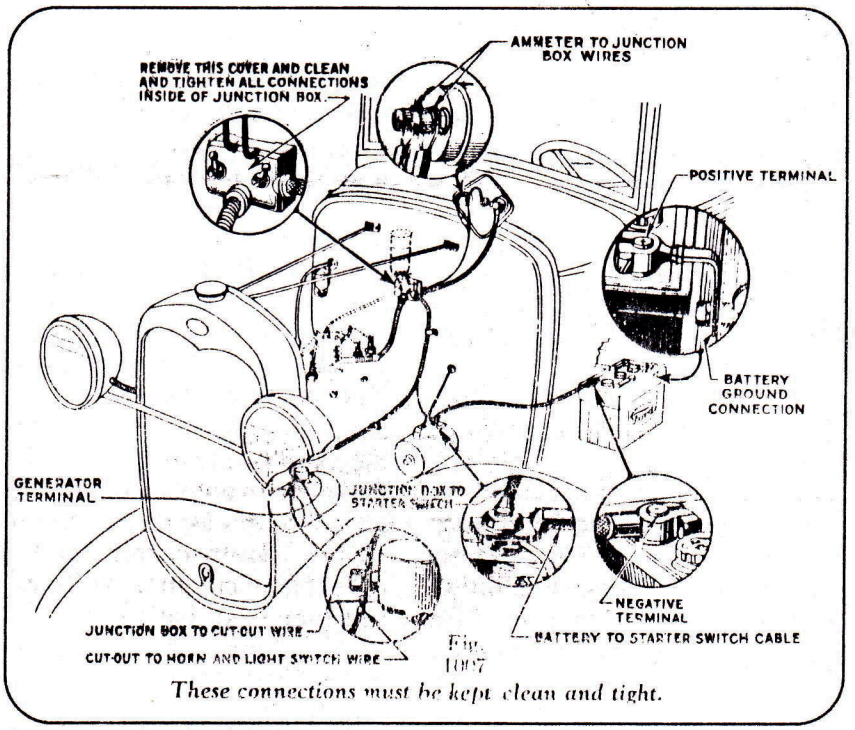
WIRING DIAGRAM showing the internal circuits of the Model A Ford cars not equipped with cowl lamps, with two bulbs in each headlamp. When starting to trace one of the several electrical circuits, begin with the positive (+) terminal of the battery or generator. The battery is the source of supply when the engine is not running, or generator is running very slowly. When the generator speed is increased to the point where its voltage becomes greater than the battery voltage, the relay points close and then the generator is the source of electrical current supply and also charges the battery.

For a component such as a dome light, mounted on wood in the car, a grounding wire is needed (to bring the current back at least to the body or frame). A few short lengths of wire are found in some circuits, such as the pigtail wire in the distributor, a wire for the instrument panel light, and a short wire from the ignition coil to the junction box. An electric windshield wiper calls for an extra wire.

There are two battery cables:- one from the negative battery post to the starter switch terminal, the other a short ground strap from the positive battery terminal to the frame. The cables are thick to carry the heavy current used by the starter motor - about 150 amps.

Each cable or wired circuit can be found in the wiring diagram. While the ignition coil to distributor circuit is shown as a single wire, rather than the ignition key switch and armoured cable, it does serve to show how simple the ignition coil wiring is electrically, and how it can be bypassed with a jumper in the event of a switch or cable failure.

Figure 1007 from the *Ford Service Bulletins* has magnified views of various components to show how connections are made. Each wire end has a connector that is fastened with a lockwasher and nut to ensure that they remain tightly fastened for good electrical connections. Study the illustrations, locate these points in the diagram and then find each in your vehicle. This will help in understanding the wired circuits of your car or truck.



These connections must be kept clean and tight.

Pictorially, the ammeter terminals, right and left, are connected to the junction box terminals, right and left. Electrically, the junction box terminals are equal to the ammeter terminals in voltage. More on the advantage of this later...

Now that we have begun to read the wiring diagram, we can start to use what we have learned. Hopefully you will be referring to the wiring diagram as we go along.

A study of an early wiring diagram shows that the ignition current does not flow through the ammeter. Later vehicles had a small wiring change to show the ignition current flow on the ammeter scale.

With the early-type wiring, the ammeter needle does not flicker as the breaker points open and close, a handicap when troubleshooting the ignition system. The diagram tells us that the yellow wire is the battery circuit. Although the yellow wire is connected to one of the ammeter terminals from the junction box, current for ignition comes directly from the battery and not through the ammeter as we can see when we trace the yellow wire from the ammeter back to the starter switch stud and on to the negative battery post.

We can call one ammeter terminal "Battery". This has the yellow wire from the battery. Current flowing from the battery, through the ammeter, will register on the discharge side of the ammeter scale. The opposite terminal of the ammeter, with the yellow and black tracer wire, is connected to the generator cutout. We call this terminal "Generator". As the ammeter is connected electrically between the battery and the generator, current will flow through the ammeter from terminal to terminal. The direction of flow depends on the source, battery or generator. Current does not flow through the junction box, even though the terminals of the ammeter and the junction box are equal in voltage to the ammeter terminals.

With the exception of the early starter motor and early ignition coil wiring as seen in the early wiring diagram, all the current or amps used for lighting, horn, etc are registered on the discharge side of the ammeter scale.

Charging current from the generator flows through to the ammeter terminal we call "generator", through the ammeter, then into the battery circuit. Current from the generator is thus registered on charge side of the ammeter scale. When current is not flowing in either direction, the ammeter reads "0" at the centre of the ammeter scale. If, for example, the lights used 10amps of current and the generator produces 10amps of current, the ammeter registers "0" or center scale. Equal current flow into the ammeter from both terminals will cause the two to cancel each other. If no current flows from either battery or generator, the ammeter reads "0" for a different reason:- the engine is not running and all switches are off.

The Model A Ford has no temperature or oil pressure gauges. It does have an ammeter. Ford provided the ammeter as an essential part of the vehicle, to keep you informed of the vehicle's electrical condition and to help in times of electrical troubles that might occur. While it does serve to show that the generator is charging the battery or to help in adjusting the charging rate, it can be a great help when its function is understood.

Earlier, it was stated that the Model A Ford wiring is relatively simple, and that the wiring diagram was simplified for an easier understanding of the circuits and components used in the vehicle. The written portion of this article has employed a great many words to describe that which become simple when expressed schematically. For this reason it is necessary to understand the diagram and the function of the ammeter.

Later we will see how the ammeter can be used to diagnose the electrical system.

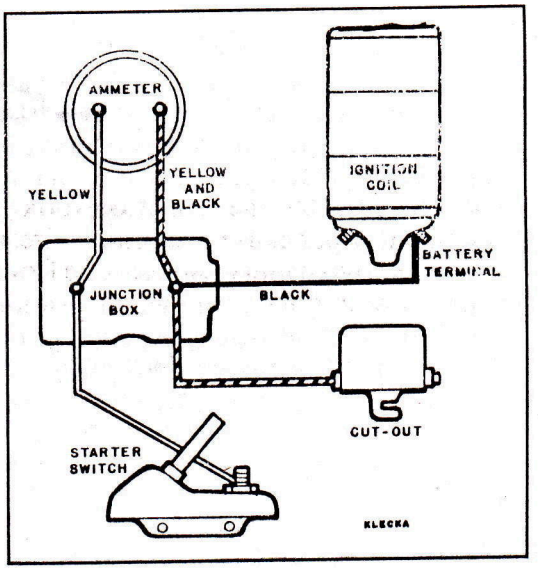
To understand big things, it helps to break them down into small things. Find one circuit of a lamp and its switch in the diagram. A couple of examples are shown in the simple single circuits, below. Find these in the full diagram. It may be one headlight, the dash light or the tail light. Electrically and schematically they are the same except for bulb size or location on the vehicle. Each headlight has the same circuit, which is in parallel, while the components of each are in series. The horn motor and an electrical wiper have similar circuits. The lamps have a switch in the negative side circuit of the battery. The horn has a switch (behind the horn button) in the positive side of the battery circuit

Current flows in the lamp circuit to produce light, and in the horn circuit to turn the horn motor to produce sound. Each circuit has a switch of some sort to stop the flow of current, controlling its operation. Each circuit in our wiring diagram is basically the same.

The ammeter connects battery to generator so we can see where and how much current is flowing in or out of the battery. The junction box is the junction point for the ammeter and vehicle wiring. Junction box wing nuts have voltage from the battery. One junction box terminal will register the charging current if your charger doesn't have an ammeter.

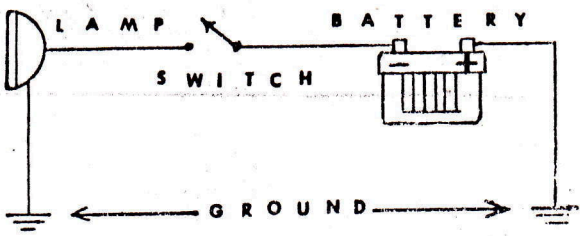
Voltage is always present in a circuit from the battery up to the point that a switch is present but not turned on. The same thing is true for an open circuit up to the place that it is open. This may be due to a broken wire, or very poor connections caused by corrosion, rust or paint. An example might be a headlight reflector with a poor ground contact to the shell, or a tail light mounted on a rusty or well-painted fender.

The horn motor has voltage on both terminals until the horn button grounds the circuit to sound the horn. Then only one terminal has voltage. When the horn motor operates, there is a voltage drop across the motor terminals. If the horn button makes a poor ground for any reason, a full voltage drop is not obtained as some resistance to current flow may (or may not) be present at the horn button. If a loss of 1-1/2 volts is present, the horn motor loses power and the tone of the horn is poor or weak. Resistance in a lighting circuit has the same result, seen as a light dimmer than normal.

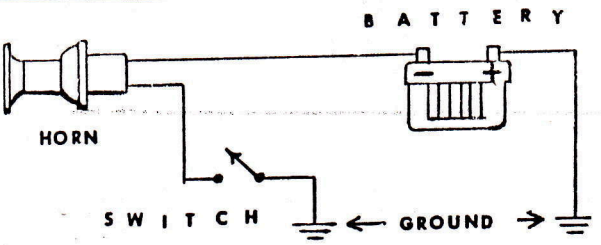


The simple test lamp can be used to find voltage at the junction box terminals, with one clip grounded and one on a wing nut. The test lamp can be used to locate open circuits also. When timing the ignition, the test lamp can be connected to the moving breaker point mounting pin and the other clip grounded. Each time the points close, the lamp will go out.

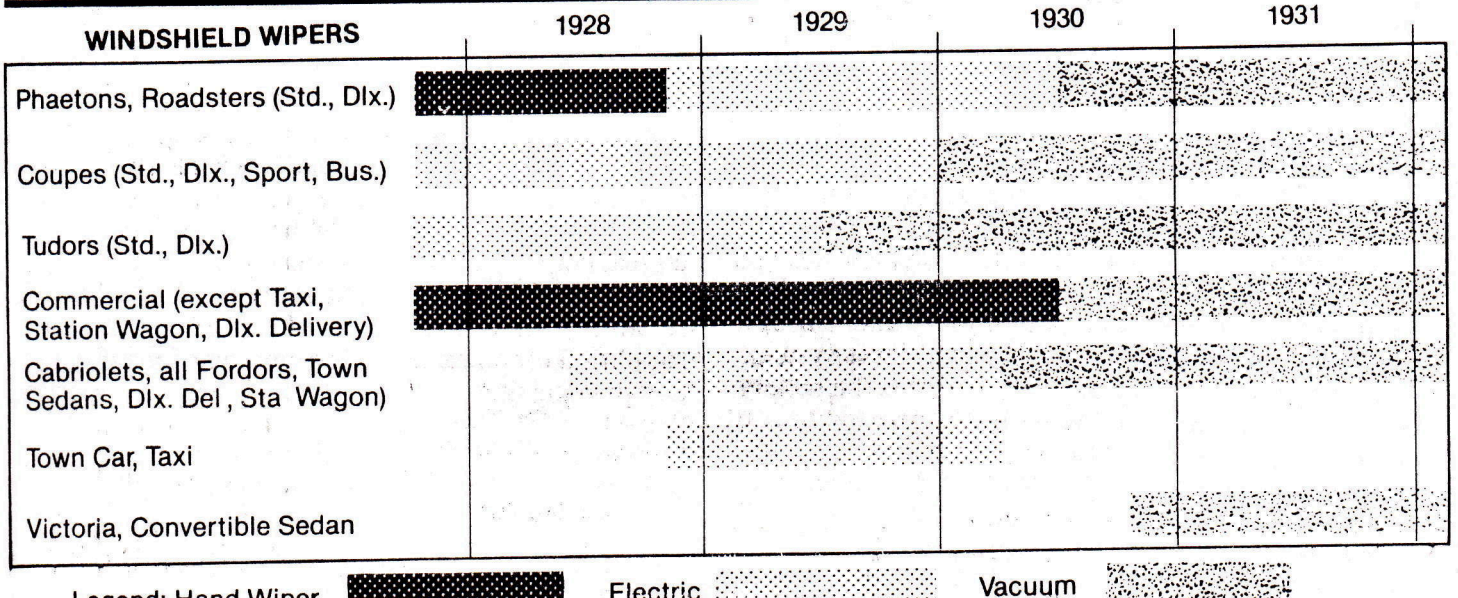
Voltage in an open circuit will be the same at all points up to the break in the circuit, but no current will be present. Both current and voltage are present in a functioning circuit. A voltmeter can be used in place of a test lamp, but isn't something that every Model A-er carries around in the Model A. •



A typical lamp circuit consists of lamp/s, switch, wires, battery and ground connections., The switch is in the negative or "hot" circuit..



The horn is typical of motor circuits:- horn motor, wires, battery, switch. Note switch is in the ground or positive circuit of the horn.



Special Dual-Head High-Velocity Manifold

HEY, LOOK - I'M FLY'N

by CHARLIE YAPP - Member of the SECRETS OF SPEED SOCIETY

There is an old rule of thumb from the hot rod boys that comes back to us from deep out of the 1940s and 50s:- "For best volumetric efficiency, use one square inch of carburettor venturi for every 40 to 50 cubic inches of engine cylinder volume." (*Hot Rod Handbook* by Louis Hochman, 1958).

If this is the case, then the Model A/B could theoretically use about four inches of "venturi". I have seen this formula repeated in several different papers, articles and books.

In the old days, accessory carbs such as the Winfield, Miller, Zenith, Riley, Ruckstell, Marvel, Stromberg, Morton and Brett, etc were referred to as a 1-1/2 inch, 2 inch, etc carb. These figures referred to the venturi bores, the smallest diameter of the intake throat (not the exit throat bore).

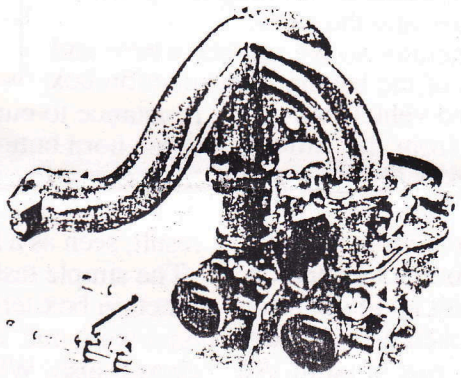
The Model A Zenith carb has a one inch venturi and a 1-3/16 inch exit bore. Using the old theory, we could actually use three or four of these cast iron wonders on our 200.5 cubic inch engine.

In practice it would be over crowded, too heavy and impractical, but I'm sure it would work. I've seen an A engine run with four dual throat Stromberg 97s ... that would be well over eight inches total!

In these pictures you will see one excellent way to use a pair of matched Zeniths for a BIG increase in power and a sure-fire way to attract a lot of attention when you raise the hood.

Creativity is the key here ... there are many other ways to fabricate a manifold for these carbs ... for instance they could be mounted with the intakes pointing to the side, up high for more of a down draft effect, or fore and aft along the valve cover.

On my side-by-side set-up I used two Zeniths with stock jets (I'm still experimenting). The inboard carb is connected to the dash control and the outboard carb's fuel adjustment is turned down completely and



Dual Zeniths. Note throttle and choke linkage. This unit was MIG welded and strongly braced.

adjusted under the hood. The choke driver has a "repro" dash knob threaded on to make adjustments easier.

The throttles are connected with custom-made linkages made up from two throttle control rods. Chokes are connected with heavy gauge wire brazed to the choke legs. A simple rubber gas line is connected between carb filter plugs.

Choice of paint finish? Hey, it's gotta be red, or what about chrome or copper? OK, you can make them Japan black if you have to.

In operation, a simple pull on the choke for one good revolution of the engine will suck in enough gas for a quick start. Adjusting the carbs was usually not necessary.

Each owner should expect to experiment with main jet sizes, timing, spark plug gap, etc to find the "sweetest" spot for power and a compromise between too rich and too lean.

Running with a high compression head of 6:1 to 7:1 and dual Zeniths will put you miles ahead and era authentic to boot.

PROBLEMS TO WATCH FOR

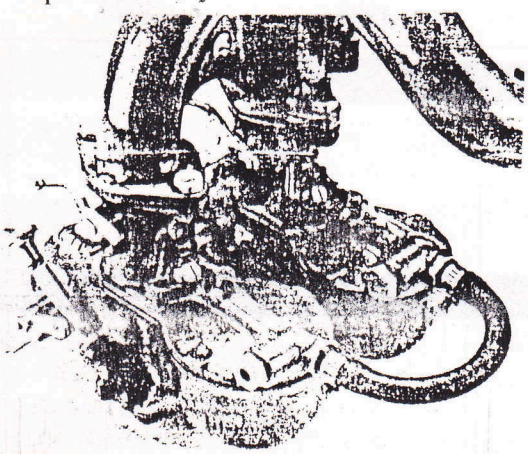
* Vacuum leaks around the manifold mount, carb to manifold mount and throttle shafts. Any miss match in these important mating surfaces will create problems by two-fold and idle will suffer greatly if not perfected.

*Float valve condition will have a serious effect on leakage, again by a factor of two.

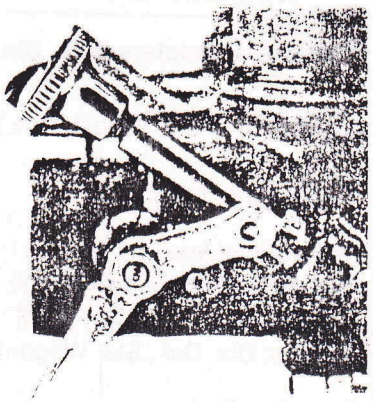
* Carbs must be correctly rebuilt using matched and proper length of jets. (I would direct you to Paul Moller's carburettor book).

* Weight - these carbs are cast iron and your manifold should be firmly anchored to the exhaust manifold.

MORE



Showing fuel connection



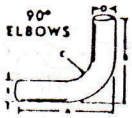
Dash choke knob for adjustment needle

SPECIAL DUAL MANIFOLD
How To Do It

Before welding up this unit, put steel shafts through the throttle and choke bearings to keep the alignment as close as possible.

Match original carb mounting flange angles perfectly - Note that the engine is slighly higher in the front and that the carbs must sit level with the ground.

Use an exhaust flange with a 1-1/2" hole and a "mandrel" bent (smoother air flow) 90° 1-1/2" O.D. exhaust pipe.



Drill a snug-fitting 1-1/2" hole into the manifold area as shown in the photo. Mount your two carbs and rough into position. Tack weld all parts together. Double-check all your measurements and then remove carbs and finish welding.

Use a matched pair of Model A or B Zeniths (Bs have more performance) or Tillitson carbs (lighter). The inside carb will operate from the dash as usual and the outside carb will be adjusted from under the hood. I choose to use a dash knob fabricated to the needle itself.

This set up will have a VERY close to a '28-29 hood (tape a string from the radiator shell to the cowl to determine the hood line). The fit should be OK on the '30-31 models. It will work if you pay close attention to detail.

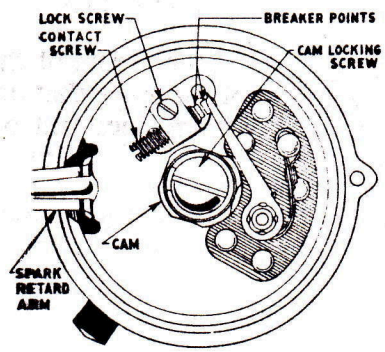
MIG welding is how I do my work, followed by careful grinding and a little spot filler.

Add a 1/8" steel brace plate between the tubes to support the heavy, cast iron carbs. This is very important, because of the heavy carbs and possible vibration. •

You can join the Secrets of Speed Society if you belong to MARC or MAFCA for US$30. Contact:- 4997 Shadow Canyon Road, Templeton, California, 93465, USA.

ADJUSTING BREAKER CONTACT POINTS AND TIMING IGNITION

This may seem basic information but we have several new members over the past few years who are new to the Model A. This is from the ***Ford Service Bulletin*** *of May, 1929.*



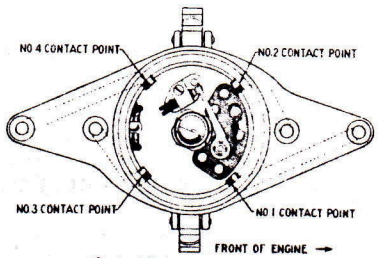
Correct adjustment of the breaker contact points and ignition timing play such an important part in satisfactory operation of an engine that it is absolutely necessary that every mechanic thoroughly understand the correct procedure.

ADJUSTING BREAKER CONTACT POINTS

The gap between the breaker points is set at .018" to .022". the gap should occasionally be checked to see that the points are clean and properly adjusted.
If the points are burnt or pitted they should be dressed down with an oil stone. **Do not use a file.**
To adjust the contact points, proceed as follows:-
Lift off distributor cap, rotor and body.
Turn engine over slowly with the starting crank until breaker arm rests on one of the lobes of the cam with the breaker points fully opened.
Loosen lock screw and turn the contact screw until the gap is at .018 to .022. A standard thickness gauge is used to obtain this measurement.
When correct adjustment is obtained, tighten the lock screw. After tightening the lock screw, again check the gap to make sure the adjustment was not altered when the lock screw was tightened.
Replace distributor body, rotor and cap.

IGNITION TIMING

As the spark must occur at the end of the compression stroke, the timing must be checked from that point. To find the compression stroke and time the spark, proceed as follows:-



Contact Points in Distributor

1. Fully retard spark lever.
2. Check gap between breaker contact points and, if necessary, adjust them as previously described.
3. Screw out timing pin located in timing gear cover and insert opposite end of pin in the opening.
4. With the starting crank handle, turn the engine over slowly, at the same time pressing in firmly on the timing pin. When the piston reaches the end of the stroke, the timing pin will slip into a small recess in the camshaft gear.
5. With the pin in place, remove the distributor cover and lift off the rotor and distributor body.
6. Loosen cam locking screw until cam can be turned.
7. Replace rotor and turn it until the rotor arm is opposite No 1 contact point in distributor head.
8. Withdraw rotor from cam and slightly turn the cam in a counter clockwise direction, until the breaker points are fully opened, then slowly turn the cam back in a clockwise direction until the points just close. Next lock the cam by securely tightening the cam locking screw. This method prevents any backlash in the distributor shaft from affecting the timing.

Before replacing the rotor and distributor cover, the timing should now be carefully checked. This can be done as follows:-
Withdraw timing pin from recess in timing gear. Turn on ignition switch. Again insert the timing pin into opening in gear cover. While turning the engine over with crank, press in on timing pin. If properly timed, just as the pin seats in the recess in the time gear, a spark should occur between the breaker points. If a spark does not occur, some error has been made and it will be necessary to recheck your work until the spark occurs between the breaker points as previously described.
When ignition is correctly timed, turn off ignition switch, replace rotor and distributor cover. **Withdraw timing pin from recess in time gear** and screw it back tightly into timing gear cover. •

MORE MOTORING MEMOS

* Pioneer South Australian Charles Tresowthick met Henry Ford in 1909 and was offered the Australian rights to the new Model T. He said it looked too flimsy so Ford made other arrangements - and sold 340,000 Model T-s in Australia and New Zealand.
* The world had seen over 10,000 makes of car before World War II. •

Lug Nut Warning

Extracted from an article by
Bill Lancaster of Sunnyvale, California
in "The Restorer"

There is a potential safety problem with some reproduction lug nuts. Significant wheel looseness can occur which, if left unnoticed, could result in wheel loss.

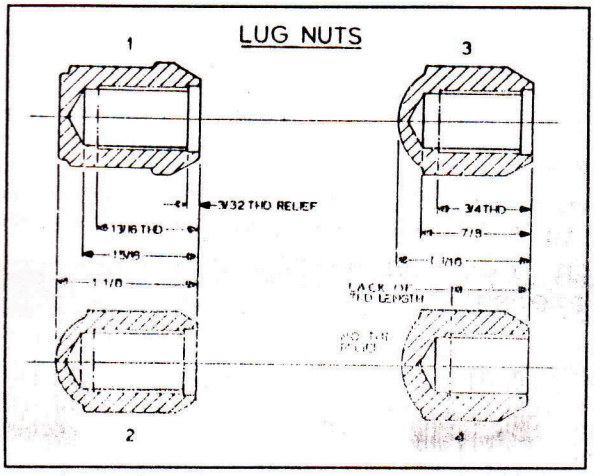
In one case using these nuts, the driver only noticed a loose wheel after several thousand miles. The lug nuts were still tight!

In another case, it became necessary to remove the wheels after about 100 miles. Three lug nuts on one wheel were very hard to remove and they were found to have damaged the threads on the hub stud. Prior to using them, all the threads were again chased and the lug nut threads were verified to be correct. This included tap drilling deeper to provide .75 inches of full thread on these three lug nuts. After driving a couple of hundred more miles, the lug nuts were again hard to remove. After much frustrating analysis, it was determined that a thread relief existed in a normal nut that did not exist in these three defective lug nuts.

The sketch below shows these conditions. The first cross-section is the "AR" lug nut. The second is the best estimate of the 11/16" hex size lug nut used for a short time after the "AR" nut was replaced. Number three is the most common lug nut. The fourth cross-section is the unacceptable reproduction lug nut, which lacks adequate thread depth and lead-in thread relief.

If you have any reproduction lug nuts, check to see if they have the following characteristics:-

1) Overall length must be a least 1-1/16".
2) At the entrance there must be no threads for the first 3/32nds of an inch.
3) The tap drill depth must be at least 7/8 - inch.
4) Full thread length must be at least 3/4", check using 1/2-20 UNF x 3/4" long bolt. •

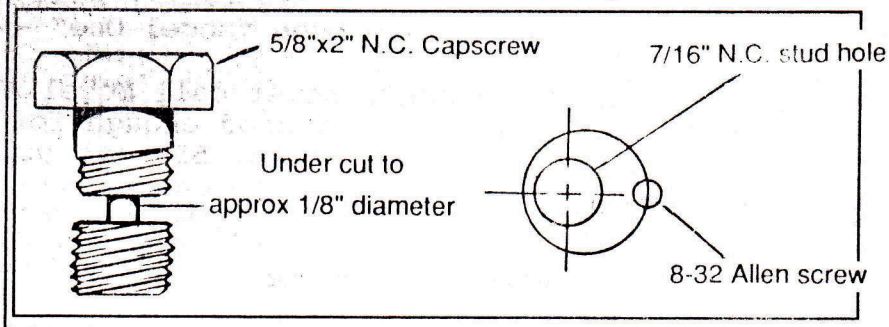


Repairing Threads in a Cylinder Block

Adapted from an article by Robert Condit in "The Restorer"

The following remedy was used following the discovery of a stud hole in the block not being in alignment with the cylinder head following a previous bad repair.

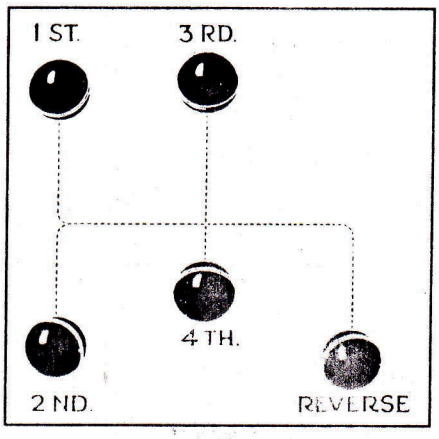
1) Remove bad stud and drill out a hole in block with a 17/32" bit, then run a 5/8" N.C. tap into the block to give new threads.
2) Screw in a 5/8" cap screw with enough thread so it will bottom into the block. Mark the thread with a file at the point where it is flush with the top of the block.
3) Remove cap screw, put it in a lathe and undercut at a point just above the file mark, so it will twist off when bottomed in the hole. Apply some Locktite to the thread before installing. When the bolt shears off, file to fit flush with the cylinder block.
4) Place cylinder head on block to locate centre for the new stud by making a point on the old stud and using it as a punch to make a mark on the plugged hole. The mark may not be in the centre of the new plug.
5) Pick a spot on the plug farthest from the centre mark and drill with a #29 bit, centred on the edge of the plug. Tap hole for a 8-32 Allen screw, 1/4' in length, and screw flush with top of block. Use Locktite on threads. This will lock the plug in place.
6) Drill small pilot hole in plug at the new centre point. Enlarge with a 23/64" drill and tap hole with a 7/16" N.C. tap, apply Locktite to threads on new stud and screw into place. •



Four on the Floor

How many Model A Ford restorers are aware that the AA four-speed transmission was an option on mid-1931 Model A cars and light commercial vehicles?

Page 4 of the July 8, 1931 issue of the *Ford Service Letters* says:- "The four-speed transmission and clutch assembly has been made adaptable to the Model A chassis in order to provide power take off when desired. When installing the truck engine (and transmission) in the Model A chassis, it is only necessary to have a special universal joint, universal joint knuckle retainer, transmission rear bearing retainer and transmission rear bearing retainer screws ... will also be furnished as special equipment at extra cost if you desire same to be installed in new car.." Richard Leffler, "The Restorer" •



. . . Notebook . . .

HAPPY BIRTHDAY to:- BARRY BRISTOW-STAGG, BETH MARTIN, CHRISTINE QUINN, JOHN TEALE, CHRIS WRINGE, MICK KITCHINS.

WELCOME NEW MEMBERS - PETER & ELAINE GILBERTHORPE, [redacted] Ashfield, 6054, and HARTLEY & PAULINE EDWARDS, [redacted], Bullcreek, 6149.

CONGRATULATIONS to ROBERT & DEBBIE TEALE - WILLIAM ROBERT TEALE weighed in, in old "money", at 7lb 12oz on August 2, 1993; well done guys!

"THE GREATEST CLASSIC CHASE" 1993 London-Sydney Movie on video at a "special" rate of $60.00 each (before 30/09/93 when they will be $85) from MRG International, [redacted] Tuart Hill, 6060. Secretary RAY has order forms.

FOR SALE - Ford Script Model A tools. Grease gun $30, Adjustable wrench $40, Adjustable pliers $25 - plus postage. Alan Thompson, "Hiview", [redacted] Tyalgum, NSW 2484, Phone [redacted]

FOR SALE - HUGE MOTOR DEALERSHIP CLEARING SALE. Sunday October 10, 1993 at 10am at Keidon Ford Pty Ltd, [redacted] Boort, Vic 3537. Fords: Model T, Model A, (chassis, motors, transmissions, axles, guards, radiators, lights, bodies). 1932 V8 Racer, 1928 Chev Truck, 1937 V8 Coupe body, 2 x 1948 V8 Pilots, Lots of early V8 parts. Lots more. Phone [redacted] See Secretary RAY for a little more detail.

WHAT'S IN A NAME? Do recall your Editor's minor diatribe in the December, '92 issue regarding the nomenclature applied to the vehicle produced by the Ford Motor Company from 1928-1932? Well, here's another reason that it's "Model A Ford" and NOT "A Model". The letter "A" (in this instance) refers to the first in a series (with me so far?). Well, if Ford had used numbers instead of letters it could have been "Model One" - but NEVER "One Model" - right?

THE UGLY BULB! You could never call Model A tail lamps "bright". The average 20w stop light bulb is not good enough for today's traffic. Vintique of the USA have manufactured 12 volt, 55 watt quartz-halogen stop lamps for older vehicles. These bulbs have two bulbs mounted on a standard base, hence the name "ugly bulb". They are recommended to be installed behind glass lenses only. These bulbs are available from Touring Enterprises for approximately $20 each. Phone [redacted] Fax [redacted] Touring Enterprises also carry a range of Model A and early V8 parts and hardware. *Ron Andrews*

WANTED Two good, 1929 front guards. GEOFF PRINGLE - [redacted] Mandurah. [redacted]

DO YOU HAVE a copy of the Australian Model A Ford Service Bulletins? Now you can buy a copy of the all new Service Bulletins INDEX - Available from MARC Aust) Inc, [redacted] Dickson, ACT 2602 for $5, plus postage. Service Bulletins also available for $38 (including new index), plus postage.

NATIONAL RALLY. Don't forget the "Swap Until You Drop" for Model A parts and accessories - take any spares you want to sell to make it a successful event.

THINK ABOUT IT. There is never any feedback on this sort of suggestion, but here's another try. If you would like to have a polo-type tee-shirt with the Club LOGO **embroidered** on the front; this can be achieved for about $4 (if we can get about twelve people interested) on your own shirt. The logo would be the same as the Club embroidered patch. Interested?

CONSTITUTION. As instructed, your Executive Committee had a long session discussing the Constitution in fine detail and will present their opinions for your consideration. Give the matters some thought yourself as the subject will be discussed again at a meeting soon. •

Western Model A News

MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA (INC.)

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

Note new meeting date: Sunday, September 19, 10am - Causeway Car Park

PAISLEY Ian and Dianne
[redacted]
NORANDA 6062

Please note the address of our new Secretary:-

Mr RAY MAHONY
[redacted] Bedford, 6052
Telephone: [redacted]

If there is a cross in one (or both) of these boxes, please note that.....

... your Annual Subscription is overdue - please remit funds and forward completed Membership Information Update to Secretary RAY MAHONY; ASAP.

... your Model A Ford has not been examined - please ring STEVE READ on [redacted] and/or forward Vehicle Examination by another approved Club; ASAP.

"Otto Mechanic" By Jay Piersanti

It's been a while, but here's more of those

EXPLANATIONS BY DRIVERS TO INSURANCE COMPANIES

* I was sure the other fellow would never make it to the side of the roadway when I struck him.

* I was thrown from my car as it left the road. I was found later in the ditch by some stray cows.

* The telephone pole was approaching fast. I was attempting to swerve out of its path when it struck my front end.

* I had been driving my car for about 46 years when I fell asleep and had an accident.

* I collided with a stationary truck that was coming the other way. •