

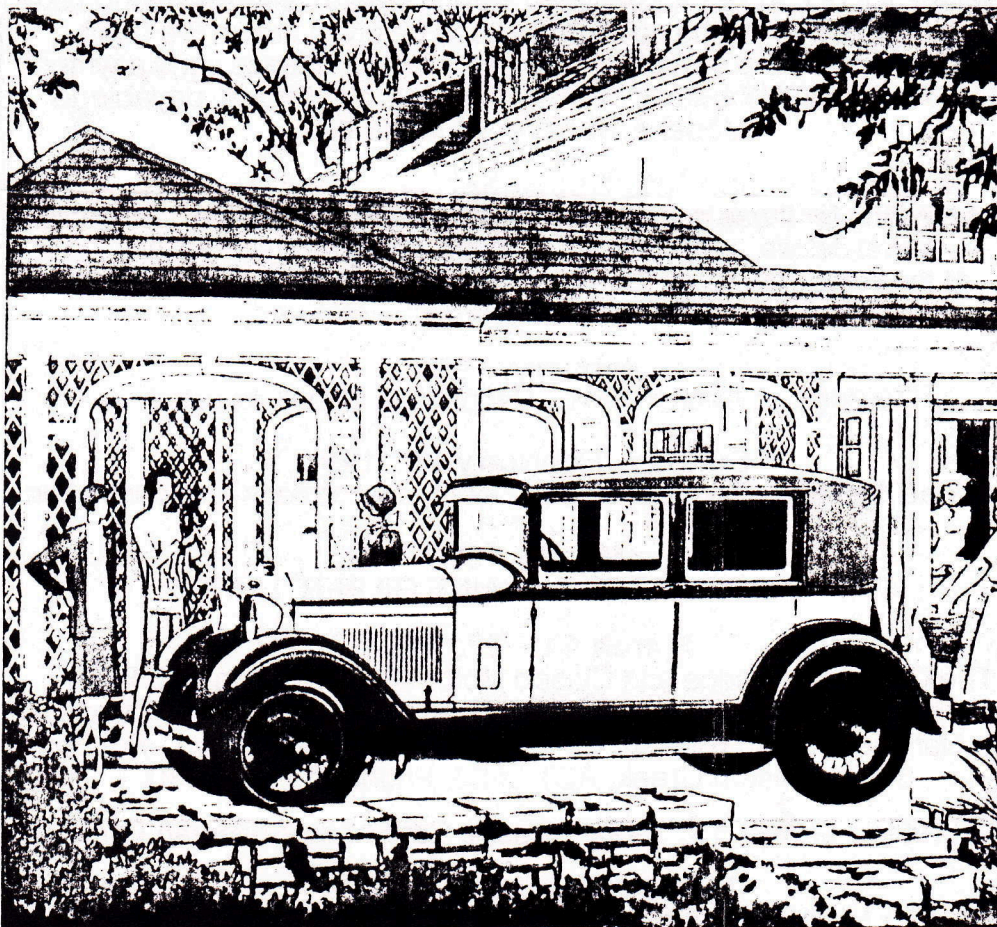


Western Model A News

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

Year XIV Number IV

NOVEMBER, 1993



Strikingly beautiful are the lines
and colors of the new Fordor Sedan

(Illustration and headline from an advertisement in *Good Housekeeping*, October, 1928)

THANKS to BILL BENNIE for producing the last Newsletter. The Club photo copier decided to disgrace itself as BILL started to print. After phone calls, and Executive decisions, a Newsletter was ultimately produced, collated, stapled, labelled and mailed.

YOU HAVE HAD 5 MONTHS FREE MEMBERSHIP - THIS IS YOUR LAST NEWSLETTER IF FEES REMAIN UNPAID.

YOUR MODEL A HAS STILL NOT BEEN EXAMINED !!!!!!!

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 *Secretary/Treasurer:* RAY MAHONY
Vice-President: BEVAN SHARP *Vehicle Examiner:* STEVE READ *Editor:* BEVAN SHARP

COPY DEADLINE: By the first day of the month to: Palmyra, Western Australia, 6158

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

Sunday, November 21, 1993

Variety Club of Australia picnic at Whiteman Park for W.A.'s "special" children. From Mueller Park, cnr Roberts & Hamilton Roads (near PMH) at 9am for a 9.30am start. Each car will take a few children at the start and deposit them inside the gate at Whiteman Park. You will collect them again at 3pm and return them to PMH. Be sure to return as many children as you took! Free entry to Whiteman Park. Free barbecue pack for driver only. Treasure hunt and fun for the kids. Let's have a good turn out.

Friday, November 26, 1993

Christmas Dinner - Buffet at \$24.50 each - Park Room (private room with dance floor) at Freeway Hotel, South Perth, 6.30pm to midnight. Contact JUDY CALLEJA [redacted] Each person is requested to take a gift (wrapped) to the value of \$2.00 to be given out on the night - please indicate if it is suitable for a male or female. Please send payment to RAY MAHONY before November 17 - if by cheque, payable to "Model A Restorers Club of WA".

Sunday, December 12, 1993

First meeting for those going to the National Rally in Adelaide, to organise travel details, accommodation, times, carrying of spares, etc. At the Read residence [redacted] Thornlie) from 11am. Take chairs and food (barbecue provided).

January, 1994

10.30am at Keane's Point, Peppermint Grove, as usual.

Sunday, February 20, 1994

Breakfast Meeting - 7am Ley Street, Como - discussions on Constitution

March, 1994

Organised by PETER & ELAINE GILBERTHORPE.

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 - [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/MAECA 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 - PO Box 13502, Christchurch, New Zealand.



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 General Meeting held at Yanchep Park on October 17, 1993
with 23 members, 5 visitors and 11 Model A Fords.

The meeting was opened at 1.34pm

Apologies:- Dorothy Bennie, Kath & Kelvin Pepper, Mick & Nina Kitchins, Jack Berkshire, Peter & Faye Lynch, Alan Jeffree, Mike & Laurel Cooke, Jim & Nina Williams.

Visitors:- Daniel, Deanne and Wade Andrews, Troy Bogaers, Steven Koomer.

New Members:- David & Patricia Bussard in their 1928 Roadster.

Minutes of the Previous Meeting were read. Accepted Bill Bennie, seconded Peter Gilberthorpe.

Business Arising from Previous Meeting - nil.

Correspondence In:- Antique and Classic Motor Club: Canberra Autumn Club Rally accommodation details and programme; Neil Phillips: Judging, Perpetual Trophies and Delegates' Meeting; Neil Phillips: personal thoughts on Delegates' Meeting and Concourse Judging (copy our thoughts attached); Combined Car Clubs: Minutes of Annual General Meeting on August 30 and information on general liability insurance policy, motion for AGM, events calendar for remainder of 1993; Fred Spencer, MAFCA member, re voting for Board of Directors (needs to be done by October 15); La Villa Reception Centre advertising Christmas Dinner functions. Accepted Toni Mahony, seconded Alan Smith.

Correspondence Out:- Imprint Plastics: order for name badges; Combined Car Clubs: request for information on insurance and advising them that Peter Gilberthorpe will be our delegate at meetings; Model A Ford Club of SA: covering letter with cheque as our donation towards trophies at 1994 National Rally; Mr A. Tuvik: invitation to Christmas Dinner; Combined Car Clubs: covering letter with subscription. Accepted Bill Cowlin, seconded Barrie Guest.

Treasurer's Report:- Income \$395.46. Expenses \$60.76. Balance as at September 30, 1993 \$1,3863.25. Accepted Bill Bennie, seconded Max Annear.

General Business:- Bill Bennie outlined problems that were experienced with the photocopier during the production of the Club Newsletter. Quote for repair was approximately \$530 and to purchase a rebuilt unit was approximately \$750. Bill and Angelo Calleja decided it was best to have the copier repaired. Peter Gilberthorpe moved that the decision to repair the copier be supported. Seconded Alan Smith. All in favour and carried. The Secretary to write a letter of thanks to Sandra McCarthy for her assistance with the Newsletter.

Considerable discussion took place as to whether the matter of the Constitution changes should be dealt with before Christmas or if it could be left until after Christmas. Peter Gilberthorpe moved that we hold a special meeting on February 20, 1994 for the purpose of discussing and voting on changes to the Constitution. All in favour. Shirley Hall to investigate the possibility of using the hall at McDougall Park after breakfast meeting in February. Max Annear raised the question of using unleaded fuel in a Model A - some discussion followed.

Events:- Variety Club Run on November 21, six members indicated their intention to participate, details to be published in next Newsletter for members wishing to participate. The Variety Club to be advised of numbers but this should not stop any other members from attending. Annual Dinner - 41 members have indicated their intention to attend, payment for the Dinner must be made to Judy Calleja by November 17, 1993. North Mandurah Primary School - October 23/24, contact Alan Jeffree. March Meeting - Peter and Elaine Gilberthorpe offered to organise.

Max Annear thanked John & Shirley Hall for organising a very interesting and enjoyable run.

Meeting Closed at 2.40pm. •

Model A Ford 13th National Rally

Adelaide, South Australia - 31st March to 4th April, 1994

Accommodation Update

for Glenelg as at 1.9.93.

Mention the National Rally when booking.

Morphettville Motor Inn, 444 Anzac Highway
(08) 294 8166 - 24 rooms. \$69.30 double.
\$76.50 for 3 persons. This is a 10% discount.

Adelaide International, 521 Anzac Highway.
(08) 294 2155. 10 rooms. \$73.00 double.

Anzac Highway, 626 Anzac Highway. (08)
294 1344. 30 rooms. \$75 double. \$85 deluxe
double. \$10 extra person.

Buffalo Inn, 766 Anzac Highway.
(08) 294 6244. 15 rooms. \$65.00 std. double.
\$75.00 deluxe double

Taft Motor Inn, 18 Mosely Street. (08) 376
1233. 15 rooms. \$75.00 double.
Will hold until 31.12.93.

Haven Motor Inn, 6 Adelphi Street. (08) 294
1555. 40 rooms. \$74.00-\$92.00 double.

Patawalonga Motor Inn 13 Adelphi Tce (08)
294 122 . 25 rooms. \$85.00 std double.
\$135.00 deluxe double

Esnada, 13 Colley Terrace. (08) 294 5822
10 rooms. \$74.00 std double. \$79.00 deluxe
double

West Beach Caravan Park, Military Road.
(08) 356 7654. Fax (08) 235 1492.
15 on-site vans \$31.00 double, \$3.00 extra
person. 13 cabins. \$49.00 double, \$4.00 extra
person. 2 sea view cabins \$53.00 double (no
extra persons). Powered site \$13.00 double,
\$3,00 extra person. Minimum 4 nights.

The Glenelg Motel and The Norfolk Motor Inn
are both fully booked.

Presentation Dinner

The theme for the Dinner is "black and white"
dress, particularly for those who do not plan to
dress in 1920 -1930s style. However, they would
appreciate it if those not "dressing up" would
follow the black and white theme. This does
NOT mean a dinner suit and bow tie for the
men, but ANY style and any type of clothing
following this colour scheme, for men and ladies.

Gymkhana

The events planned will test your ability in
driving and knowing the limitations of your
Model A. They are events that will not damage
your car.

Mandatory Tour

The Saturday run to Victor Harbour is shaping
up to be a great day. The local council have
reserved parking in the centre of town. The
tourist train (Cockel Train) will be running
between Victor and Goolwa as well as a craft
fair, along with the usual tourist attractions
that Victor holds at this time so there will be
plenty to see and do.

Meal Forms

If you have entered the Rally then we would
appreciate you returning the meal order forms
as soon as possible, also orders for the
windcheater and other goodies. They would like
to begin collating orders and, hopefully, avoid a
last minute rush.

ALL MEAL FORMS MUST BE RETURNED
BY JANUARY 1, 1994.

Entries

Entries are rolling in and there is still
accommodation available in the Glenelg area.
So, if you have not entered - think about it, they
are planning a great time. •

*If you have not yet entered and would like an entry form,
phone or write to:*

Bill Neck, [REDACTED] Ridgheaven, SA, 5097.

Telephone: [REDACTED]

A Canadian friend was recently touring around New Zealand in a rental car. He figured that he had to follow Highway 50, and was proud of himself when he found signs for Highway 50. He had been driving for about half an hour when he realised that he was going in the wrong direction and could not understand why - until he figured out that he had been following speed limit signs!!! •

It will soon be summer again!

ENGINE OVERHEATING PREVENTATIVES

By Leslie R. Henry, Curator of Transportation, Henry Ford Museum

The Model A engine is normally cool-running but, when some part of the cooling system is not functioning properly, there may be overheating. This trouble, when accurately diagnosed, can usually be cured without too much difficulty.

LOW WATER LEVEL IN RADIATOR. This may seem quite elementary, but many Model A drivers neglect to check water level regularly until the radiator boils. Some loss of water is normal in an "atmospheric" cooling system, such as the Model A, where the radiator overflow pipe is vented to the air. Modern cars have a pressurised system sealing in the water at pressures of 7 to 15 pounds per square inch.

LOSS OF WATER THROUGH THE OVERFLOW PIPE. This is especially true with the early Model A Fords. At high engine speeds, the circulating pump "piles up" water in the radiator neck so that some is continually splashed out the overflow pipe. On the early models this pipe should be bent as shown in the service manuals to lessen this effect. Later, the pipe was redesigned and shielded by a flange at the top of the filler neck.

CLOGGED WATER JACKET OR RADIATOR. Keep these clean by regular flushing of the cooling system to wash out sediment and by use of a suitable radiator cleaning compound about once a year. An old standard practice was to dissolve half a lb. [226 grams] of washing soda in 3 gallons [14 litres] of hot water in the cooling system, run the engine for 20 minutes, then flush out well with clear water. Fill the system with clear water, preferably rain or "soft" water and add a rust inhibitor.

POOR FAN BELT ADJUSTMENT. A loose or slipping belt will cut down efficiency of the fan and water pump (and the generator!). Keep the belt tight enough to prevent slipping but not so tight that it will overload generator and pump bearings.

PUMP PACKING LEAKAGE. The pump packing should be soft enough to be compressed by slight pressure from the packing nut; do not tighten packing nut any more than is necessary to stop leakage at the gland, or the pump shaft may be scored by the packing. A recent suggestion is to use a piece of chesterton teflon valve packing cord, available at large plumbing supply stores.

WORN OR DAMAGED PUMP IMPELLER. Because of age, some pump impellers in the Model A become worn, corroded or chipped so that they do not effectively circulate the water. Early cars had a five-blade impeller which, if available to the restorer, may help improve cooling in place of the usual three-blade impeller.

LEAKING HEAD GASKET. Any leak of the high-pressure gasses in a cylinder, when fired into the water, will "aerate" it in the form of many tiny bubbles which, expanding, lift water into the

radiator neck and out the overflow pipe. Generally, this results from a leaking head gasket which should be replaced after the cylinder head is checked and resurfaced if warped. A cracked engine block or engine head will give the same effect but must be repaired by welding or should be replaced.

COMPRESSION TOO HIGH. Early Model A engines had about 75 pounds per square inch compression; this was later reduced to only 64 pounds per square inch, which reduced earlier tendency to overheat. Accumulation of carbon can increase compression and heating, as can excessive machining of the cylinder head to correct "warp" (which often causes a high pressure gas leak). Note that the 1928 Fords were mostly equipped with a fan shroud which greatly increased the efficiency of the fan and provided plenty of cooling for a high compression head.

DRIVING WITH RETARDED SPARK. This is a common fault since the car is started with the spark lever in the retarded position, or is so placed when slowing down, and is then forgotten. A good Model A driver makes constant use of the spark lever, always moving it in accordance with engine speed and load. However, it should never be in full retard when driving.

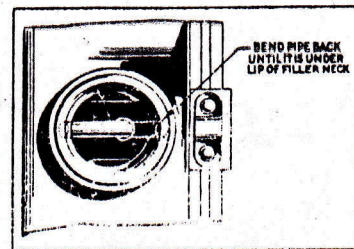
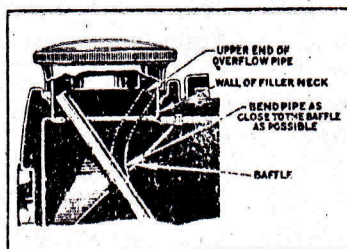
ENGINE IMPROPERLY TIMED. If the engine timing is not set correctly, the spark advance lever will not function properly and will result in engine knocking, if too far advanced, or in engine overheating, if too far retarded. Either situation results in loss of power and may damage the engine.

IMPROPER AIR MIXTURE. Any air leaking in the intake system will result in "too lean" a mixture. Poor carburettor adjustment (too lean or too rich a mixture) will also cause overheating.

OVERLY PAINTED RADIATOR. Heavy, thick paint on the outside of the radiator core will reduce air flow and radiation. Radiator should be painted with a thin coat of flat, black paint.

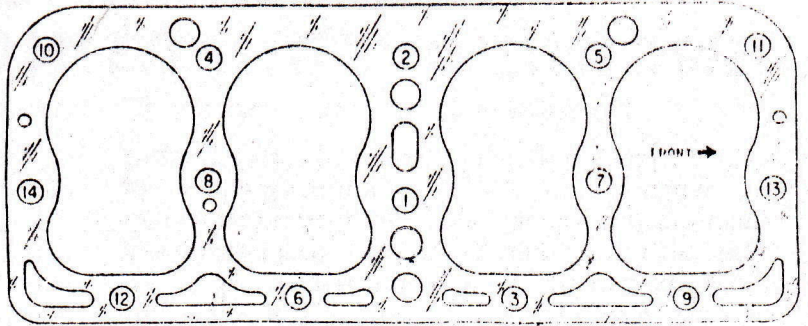
RACING ENGINE IN LOWER GEARS. At 35mph, the Model A engine makes 1,500 revolutions per minute in high gear. In intermediate, it makes the same number of revolutions at 20mph, while in low it makes 1,500rpm at 12mph. To keep from overloading the engine it is best to shift gears at these speeds.

POOR DRIVING HABITS. Over use of foot brake, resting the left foot on the clutch pedal, dragging brakes due to improper adjustment and driving too slow (such as in a parade) put unnecessary loads on the engine and can also cause overheating. •



Adjusting Vintage Cylinder Head Bolts for More Power

by Murray Fahnestock
from Victoria's "Ford Torque"



The idea that more power could be obtained by "adjusting" the cylinder head bolts of a Model A engine rather startled Ford mechanics a third of a century ago, and seems to have been generally forgotten since then. However, K.R. Wilson, noted toolmaker for Model A Fords during their production years, proved this true by mounting a Model A Ford on a dynamometer and taking actual horsepower readings while varying the tension of the cylinder head bolts.

As K.R. Wilson explained, everything is a "jelly fish" and the apparently heavy, cast iron cylinder block of the Model A Ford is no exception. We can easily prove this to ourselves by placing an inside micrometer in one of the cylinders, lightly touching the walls and parallel to the crankshaft. Now, squeeze the block between your own two little hands. What happens? The inside micrometer drops down, demonstrating that the cylinder bore has been forced slightly (very slightly) out of round.

Of course, the distortion isn't much. But then pistons and rings are (or should be) fitted to thousandths of an inch, and the pressure of one's two hands can hardly be compared to the distortion that may be caused by over-tightening a heavy cylinder head bolt.

Builders of all auto engines are limited as to the placing of the cylinder head bolts by the need to leave spaces for water passages, valves and cylinder bores. They have to use the leftover spaces for the cylinder head bolts which have to be pulled down really tight to hold the gasket against the leakage of gasses and water.

To pull down the bolts tightly, without distorting the block, it is necessary to pull them down evenly, which requires the use of the proper tool - a torque wrench, even if you have to borrow one.

It is often true that a difference of several horsepower can be caused by the differences in the tension of the cylinder head bolts. A rough test can be made by jacking up the wheels of a car on which the cylinder head bolts have not been evenly adjusted, and setting the throttle to maintain a 25 mph speed of the rear wheels. Then, by using a torque wrench to adjust the cylinder head bolts to equal and predetermined tension, the increase in speed, even at this comparatively low output, usually shows that proper adjustment of the cylinder head bolts really does make an important difference.

The fact that cylinder head bolts can pull blocks out of alignment is shown by the fact that Ford used

dummy or skeleton cylinder heads, with bolts in place, to prevent distortion of valve seats when grinding valves on Lincoln cars.

To restore a Model A to its original performance, it is necessary to restore factory adjustments. The Ford Motor Company recommended a torque of 50 foot pounds for each and every cylinder head bolt on the Model A Ford.

Standard shop practice is to adjust the tension of cylinder head bolts when the engine is warm.

Not only should the cylinder head bolts be adjusted to the proper tension, but it is also important that they be tightened and loosened in the proper order.

Since torque wrenches are precision tools, they should be given the same intelligent care that micrometers and other precision tools receive. Since the torque wrench is a measuring tool, it should be used only for checking the tension of the bolt, which should have previously been tightened to nearly the correct tension with a socket wrench.

We call them torque wrenches because measuring the torque or turning effort is the only practical method of measuring the actual tension of the bolt. A properly tensioned bolt should be stretched .001 inch for each inch of its length, but this is impractical for cylinder head bolts.

The importance of proper order in tightening the cylinder head bolts will be appreciated when we realise that the cylinder head gasket contains asbestos (a yieldable material that beds down as the bolts are tightened). Consequently, if the bolts at one end are tightened, the cylinder head will teeter on the gasket which, when unevenly compressed, may result in gas or water leakage. This may also result in distortion or warpage of the cylinder head. -See above sequence, Ed.

The proper way is to start at the bolt nearest to the middle of the cylinder head, and then work alternately from end to end and from side to side. May we suggest doing this in two stages using 25 foot pounds of torque for the first time around, and following this with the full 50 pounds for the final tightening.

Let's use the same intelligent order of tightening the cylinder head bolts as is sometimes used in tightening a wheel on a hub.

Not only should the cylinder head bolts be properly torqued when the cylinder head is replaced, but when we took our own new Ford to the dealer for the first inspection, we were glad to see that the mechanic checked all the cylinder head bolts for proper torque after the first 1,000 miles of use. We felt, "Ah, there is a mechanic who knows his stuff." *continued >*

Adjusting Vintage Cylinder Head Bolts for More Power

It is also good shop practice, although perhaps not quite so important, to loosen cylinder head bolts in the same proper order that they should be tightened to prevent distortion of the cylinder head. Since this is just as easy to do, why not do it?

In the Model T Fords, the head was held by cap screws threaded directly into the block, but when the threads in the block became worn, it was necessary to use oversized cap screws, cut oversize threads and ream the head for oversize bolts. To eliminate this trouble, a change was made to replaceable studs in the cylinder block of the Model A, one of many reasons for its long life.

Before adjusting the cylinder head bolts with a torque wrench, or any other, it is important to see that the threads on the studs are in good condition to allow the nuts to screw down farther onto the studs than they will when the cylinder head is in place. Otherwise, battered threads may give a misleading impression of torque and tension, regardless of how the nuts were tightened.

Slight differences in thread size and dirty or damaged threads may affect the amount of torque needed to tighten a bolt. Part of the torque will be wasted in overcoming thread resistance, so that the bolt tension as measured by the torque will not be correct.

Also, the contacting surfaces between nut and the cylinder head should be clean, smooth and oiled. The nuts may be checked on the studs by hand to see if they have about equal resistance.

Some mechanics may not have noticed that the threads on the two ends of the 7/16 inch studs of the Model A are different. Of course that is because the cylinder head block is of cast iron and requires the deeper 12 U.S. threads to get sufficient grip, while the steel nuts can be tightened more securely, and are less liable to loosen, with the 29 thread S.A.E. standard.

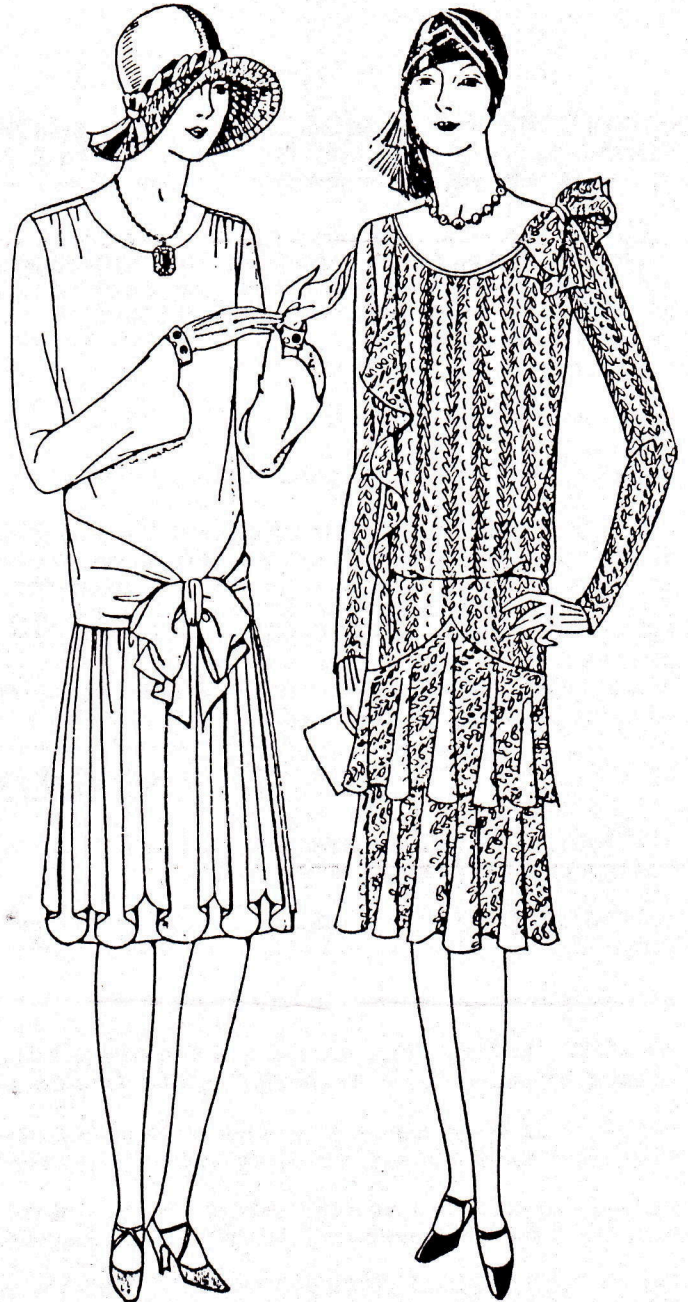
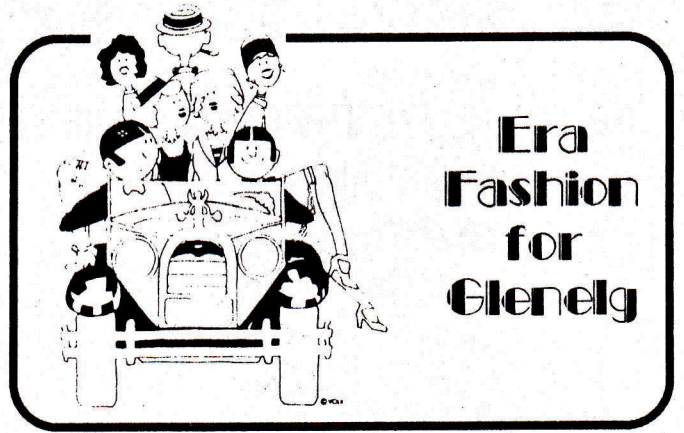
Some mechanics have reported that, after doing jobs that involved removing the cylinder head, the engine did not seem to regain standard performance; even though everything seemed to have been done properly.

This may be due to the cylinder head bolts not being properly adjusted during a previous service operation. This may have caused the pistons and rings to act as a hone and wear the cylinder bores to an oval shape under that cylinder head bolt tension. Then, when the tension of the cylinder bores assumed different shapes they no longer fitted the pistons and rings.

NOTE - Spark plugs are another part where a torque wrench is used to advantage, since proper torque on the not-so-husky spark plug shell is necessary to maintain proper pressure between spark plug shell and cylinder head, to ensure the proper transfer of heat from plug to the water-cooled cylinder head.

It is obvious that improperly-tightened spark plugs may result in compression leaks or breakage, but another secret trouble may arise from distorting the spark plug shell enough to cause a change in the gap between the points.

That's why the Ford Motor Company recommended a torque of 34 to 38 pounds for the spark plugs of the Model A Ford. •



As with all Model A Ford National events, participants in S.A. will be encouraged to wear era fashions to the Presentation Dinner. If you do not have anything suitable, you are requested to wear something for their "black & white theme." Do members (that's you) want more information on era fashions? •

CHANGES

BETWEEN 1928 and 1929 MODEL A FORDS

<u>ENGINE</u>	<u>1928</u>	<u>1929</u>
Suspension	4 points	3 points
Camshaft bearings	5	3
Length Front	1-3/4 in	1-3/4 in
Length second	7/8 in	omitted
Length third	2 in	2 in
Length fourth	7/8 in	omitted
Length fifth	1 in	1 in
Valve material	Carbon chrome nickel alloy	Chrome silicone alloy
Spark plug gap	.015 to .020	.025 to .030

HEADLIGHT DESIGN - Parabola or Acorn. New twolight headlamps were introduced in February, 1929. Parts A-13004-A and A-13005-A (headlamps) were succeeded by either A-13005-C, a two-bulb headlamp for body styles without cowl lamps, or A-13005-D, a single bulb type for cars equipped with cowl lamps.

CLUTCH - The clutch originally used was a multiple disc, dry plate type, designed with four driving discs and five driven discs. In November, 1928 all dealers were informed that a new single plate clutch was now standard on all A cars and AA trucks. The new unit consisted of the cover plate assembly and the clutch disc assembly. The cover plate assembly (A-7563) was made up of a cast iron outer driving plate and a stamped cover plate in which 12 pressure springs and 6 release levers were mounted. The clutch disc assembly was made up of a flat steel disc, on each side of which a moulded friction facing was riveted. No adjustment of the release levers was necessary with the new clutch.

REAR AXLE - Gear ratio:- 1928 - 3.7 to 1. 1929 - 3.77 to 1; 4.111 to 1 optional.

FRONT WHEEL TOE-IN - Original adjustment of 3/16 in; modified September, 1928 to 1/16 in, plus or minus 1/32 in.

BRAKES, EMERGENCY - When the Model A was introduced, the emergency brake lever was located on the left side (*for left-hand drive models*), and actuated the service brakes. In June, 1928 an independent emergency brake system was introduced. It consisted of a lever mounted near the gear shift housing that actuated two internal expanding brake shoes operating on rear wheel drums adjacent to, but somewhat smaller than, the rear service brake drums. This provided a braking surface of 57-1/2 square inches in addition to the 168 square inches of service brake surface. Total brake surface area then equalled 225-1/2 square inches.

TYRE SIZE - 1928 - 4.50 x 30. 1929 - 4.50 x 21. - *I've not heard of a 4.50 x 30 tyre on a Model A but that's what the "Model A Restoration Manual A-1" published in 1955 by the Ford Motor Company, Dearborn, Michigan, says!! - BS •*

CHANGES MADE DURING 1930 and 1931

STEERING COLUMN - increased 1 inch in length and the steering column bracket was shortened 3/8 in to provide easier steering and handling (**February, 1930**).

ENGINE SUPPORTS (rear) - redesigned and made of heavier gauge metal. The bolts used with the new supports were 1-17/32 in long instead of 1-7/8 in long as had been true formerly. (**March, 1930**).

STACK FASTENER STRAP - to hold the top in place when folded - furnished as standard on all Roadsters. (**March, 1930**).

BRAKES - the brake drums are now rolled instead of being ground as formerly. Rolling the drums produces a surface which considerably minimises the possibility of scoring. (**March, 1930**).

BRAKES - the adjustment for the parking brakes has been discontinued. It was found that the wear on the brake was so slight that it was unnecessary to provide any adjustment other than that of the original installation at the factory. (**March, 1930**).

COUPE - cross Cobra grain artificial leather is now optional trimming for the Coupe. This leather is similar to that used in the open cars. It should be particularly attractive as trimming for Coupes used exclusively for business purposes. (**March, 1930**).

DeLUXE COUPE, DeLUXE SEDAN and TOWN SEDAN - trimming material changed. Trimming will be brown mohair or deep tan Bedford cloth. The purchaser has the option of either cloth. There is a dome light in the DeLuxe Coupe. (**March, 1930**).

STEERING GEAR - steering ratio changed from 11-1/4 to 1 in the old gear to 13 to 1 in the present gear. (**March, 1930**).

SPARK PLUG GAP - increased from .027 in to .035 in. (**May, 1930**).

WINDSHIELD WIPER - changed from electric to vacuum type on open body models. (**June, 1930**).

TYRE COVER - two pieces metal design in black enamel or black enamel and chromium plate as an accessory. (**June, 1930**).

FUEL TANK (Part No A-9002-C) - was replaced by a new tank (Part No A-9002-E). The gasoline line used with the new tank was redesigned because the sediment bulb was removed from the front of the dash and was replaced with a filter bowl attached to the carburettor. (**May, 1931**). •

"We were flipping end-over-end through the air, and rolling from left to right while travelling approximately 350 feet after the impact."

Taken from an article in "The Restorer"

Seat Belts in a Model A

by Marian Blaydes, Springfield, CA.

Just after lunch on that beautiful sunny day, we were travelling at our usual 45 mph and had just commented on the speed at which we observed most of the other cars travelling. Practically as soon as that observation had been made, the most horrendous explosive sound occurred. The next few moments are somewhat blurred in memory, but our speed had increased approximately 15 mph! We had been struck from the rear by one of those speeding modern cars. The impact burst and shredded both rear tyres, which was the explosive noise. The offending vehicle buried the front half of its length under our Model A past the rear axle. We were no longer on a horizontal plane. Our car had been launched like a rocket, more than slightly off kilter. We were flipping end-over-end through the air, and rolling from left to right while travelling approximately 350 feet after the impact. On one bounce the right front wheel was severed from the axle at the king pin. Before it reached its final resting place, the Sport Coupe skidded backward for about 50 feet in the sandy Florida soil. The car ultimately rested on the passenger side with the door folded back to the hood. Our projected tour of 10,000 miles was cut short to only 3,019 miles!

The point of this whole article is to laud the use of seat belts. If belts had not been installed before our trip, we, like the entire contents of the car, would have been thrown out. For that is exactly what happened to all the contents of the car including Thermos jug, purse, spare parts, maps, etc. There was nothing in the interior of the car but us!

We and the occupants of the other car were basically unhurt, for they too had their seat belts secured.

We thank God for his ever-vigilant care, Henry Ford for making such a wonderfully well-built car, and I especially thank my husband Carson Blaydes for installing seat belts. Without them, I am convinced this story would not have been written! •

Model A Judging Standards and Restoration Guidelines:- Seat belts are an acceptable safety feature but should be neatly installed.

EDITOR'S NOTE: The *Model A Judging Standards and Restoration Guidelines* permit the installation of seat belts without penalizing a car's score during judging. As with all safety items permitted by the *Judging Standards*, "they must be neatly installed and in good working order."

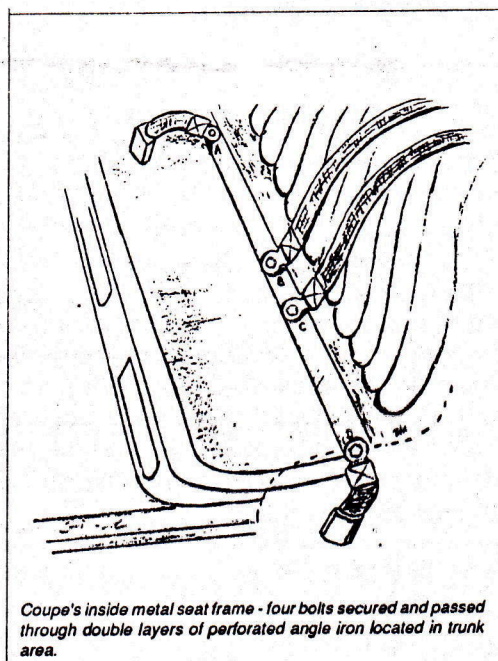
Whether you are a purist who believes "Henry didn't put 'em in there, so they don't belong," or, "Model A's should look just like they did when they came from the factory," if you ever drive a Model A, **YOU NEED SEAT BELTS**. That Model A dash rail is not padded; that steering wheel is not recessed; that flat windshield is only 24 inches from your face. And with today's highway speeds and the possibility that a modern car will top a hill at 70 m.p.h. and plow into the back of your precious, poorly lighted Model A doing 40 m.p.h., you face considerable risk of death or serious injury.

Totally original, or restored from the ground up, a 65-year-old door latch is NOT going to hold in a major collision or rollover. The contents of your Model A - spouse, children, grandchildren, picnic basket, ice chest, etc., and YOU, are going to be thrown from the car. Statistics prove you have a much greater chance of survival if you stay INSIDE the car during an accident, and seat belts will keep you and your loved ones where they belong. I have often feared for a child's safety while they rode in the rumbleseat. As a grandparent wouldn't you feel more secure knowing that child was belted in and wouldn't suddenly stand up and fall out as you are cruising down the road?

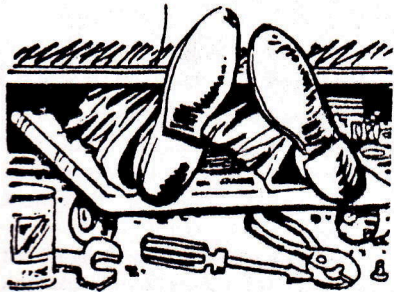
A State Trooper once told me that in his 20+ years of working hundreds of major traffic accidents, he has never unbuckled a seat belt from a dead man.

Go to the wrecking yard and spend the \$5-10 it will take to buy the seat belts and install them this weekend! You may be surprised but I'll bet you can talk the wrecking yard owner out of a couple of sets if you tell him what you're putting them in. Then maybe you'll live long enough to finish that basket case you brought home from the last swap meet.

It is important to secure your seat belts into some steel - whether it be cross frame members, steel seat frames or side rails. Each body style will require the owner's evaluation to find the best location for anchoring sites. If you own a sedan with multilple seating you will be faced with double the task. Strengthen fixing points with steel supports.



Coupe's inside metal seat frame - four bolts secured and passed through double layers of perforated angle iron located in trunk area.



“GET UNDER” IN THE GARAGE

Then you will not have to “get under” out on the road.

Thanks to the “Modesto Area A-s” for the following article from their Newsletter “The Vibrator”.

Here are some little known facts about a very important shim that is located under the spindle bolt thrust bearing. Usually there are four of these supplied with the spindle bolt replacement kit. This shim has two functions that affect the steering and braking of your Model A.

The first function of this shim is to put the weight of the front of the car on the spindle thrust bearing instead of between the spindle and the axle. This can be checked very simply. With the front wheels on the ground, try to turn the spindle thrust bearings with your fingers. If you can turn them they are not doing their job. This makes steering your Model A take more muscle power.

The second function of this shim is to remove all vertical travel of the spindle. To check the amount of free play between the spindle and the axle, raise the front wheels off the ground, place a pry bar between the spindle arm and axle and see if you can lift the spindle. If there is any vertical movement of the spindle, then more pedal pressure is required to fully engage the front brakes. As the front brake linings contact the drums, some of the pedal pressure will be

taken away from the front brake shoes and be used in an attempt to raise the front axle. Removing this free play in the front spindle will increase the efficiency of the front brakes.

Now, to decide what thickness of shim to use. With the wheels off the ground, raise the spindle again with a pry bar and insert a feeler gauge between the top of the axle and the upper spindle pivot. The shims supplied with the spindle bolt kit are usually .008 to .010 thick. Tin cans are generally about .010 thick. If you make your own shims from tin cans, be sure to remove any burrs before installing them.

Here is a sneaky way for you to install these shims without removing the spindle bolt. With the wheels off the ground, remove the spindle bolt keeper. Remove the brake rod clevis pin. Remove the nut that holds the brake shaft housing to the spring clutch. Raise the spindle bolt about 1/8-in to 1/4-in with a pry bar placed between the brake shaft housing and the spindle. Cut out shims with a slot that will slip into place. Install the required thickness shims. This shim will clip on like a snap ring. If you use more than one shim, stagger the open side. •

Tricks of the Trade - a few helpful products

By Andrew Millar from South Australia's “Model ‘A’ Torque”.

Rather than buying endless cans of penetrating oil, try diesel fuel. The stuff creeps like you wouldn't believe - just have a look around the filler cap on any diesel-powered car. Keep a small jar and paint brush handy for nuts and bolts. Fill a small tub and soak parts such as shock absorbers for a week or so before you work on them. At around 80¢ a litre it's great value and does the job better.

- # -

Some of you may know Loctite's Anti-Sieze Lubricant. It protects metal parts from seizure at temperatures as high as 1093° C. A small amount on the end of a head or exhaust stud, or on the exhaust clamp nuts, will ensure they will be able to be removed without hassle at a later date. It prevents cold welding of threads, including aluminium and stainless steel, so it's ideal around the petrol gauge retaining ring. It stops bearings galling and makes ‘press fit’ parts easier to slip home. Apparently the stuff was developed for military use and makes any part slippery - for a recommendation, ask any performance engine builder.

A product on the market for cleaning magnesium alloy wheels is rather caustic but removes most light rust, stains, tar, oil, varnish and general grot from small parts. It's ideal if you are trying to clean the galleries and passages of a long-neglected carburettor. Just don't leave it on fine parts for too long. Neutralised by water. Warning, be careful, use in well-ventilated area.

- # -

If anyone has heard of ‘molasses dipping’ to get rid of rust on small parts but was unsure of whether it works - it does! One part of molasses to four parts of water. First de-grease and then remove paint in a caustic soda and water. Then soak them in the ‘molasses dip’ - cleaning them with a brush every now and then until clean and as bright as the day they were made. It takes about a week. Great for steel parts but beware - don't leave cast parts in for too long!

If your Model A horn will barely squeak, the commutator or armature may be dirty. Remove back cover and spray with ‘tuner cleaner’ - aerosol product from electronic suppliers like Tandy or Dick Smith. •

COTTER PINS - If your eyesight is not what it was and you have difficulty lining up castellated nuts with the cotter pin hole, try this ... File a shallow but very visible cut on the thread end of the bolt running parallel to the hole for the cotter pin. This makes it easier to line up the notches. A touch of paint will conceal the cut. •

. . . Notebook . . .

HAPPY BIRTHDAY this month:- DES ADDISON, GAIL ANDREWS, DAVID BLEWETT, JUDY CALLEJA, JORDAN COOKE, FRED GROWNS, KATH PEPPER, ALEX POLLEY, MELISSA READ.

WELCOME NEW MEMBERS: DAVID & PATRICIA BUSSARD, [REDACTED] Applecross, 6153; 1928 Roadster. BRIAN SYDNEY-SMITH, [REDACTED] Bunbury, 6230; unrestored 1929 Phaeton, WAYNE BRENNAND, [REDACTED] Gibson, 6448; 1929 Truck.

CONGRATULATIONS to doubly-proud grandparents BARRIE & GWEN GUEST whose daughter Wendy (and son-in-law Mike) produced a matching set of twin boys.

IS THIS YOUR MODEL A? Secretary RAY has been contacted by a member of the Vauxhall Club who has licence and insurance papers for what he described as a 1931 Model A with dickie seat converted to a utility, engine number "GA18450". As RAY says, the "G" is probably a "C" and it would be a 1928 model (well, the motor anyway). The vehicle was owned by Albert Oliver Atkinson and later by this person's mother, Mrs Violet Farrs. Mr Farrs would like to make contact with the current owner of this vehicle and, no doubt, give them some interesting history. Contact RAY for details.

"AUTO REVIEW" What is it? Yet another new motoring magazine to be launched in Western Australia next month. Details from John Carleton on [REDACTED]

NATIONAL BANQUET. As members of MAFCA we are invited to 1st Annual Chapter Meeting and Banquet at the Red Lion Hotel in Redding, California on December 4, 1993. Would anyone like to represent our Chapter? You will have to get there yourself - is it by the No 652 bus, or the new electric train?

2nd MARC/MAFCA JOINT MEET. Model A Convention held in Tacoma, Washington, USA from July 17 - 23, 1994. Registration is US\$55, before May 1, 1994 (plus whatever events or seminars you wish to attend). Hotel/motel prices range from US\$40 to US\$80 per night (averaging US\$60-65) plus a bit for air tickets! If you are interested, Bevan has a copy of the entry forms.

25% OFF MODEL A PARTS. East Coast Antique Auto Parts have some items reduced to clear, until sold out. Secretary RAY has a copy, the reduced rate will only be given if the special listing is mentioned when ordering.

CONSTITUTION. The saga of the Constitution amendments continues like a series of drawn-out episodes of "Blue Hills" (or something). You will note that members at the last meeting decided to postpone the subject until the February meeting so that should give everyone plenty of time to speak to other members, get all the information they need and then make up their minds on how to vote so the matter can be finally finalised.

RUN REPORTS. Can we pass a decree that organisers of each run jot down a few words on their run and get them to the Editor of the next Newsletter promptly, so members can be informed, give your Newsletter a more personal touch - and see the fun they missed if they did not (or could not) attend?

SOCIAL/MEETING? The Superbowl in Melville have offered the free use of a meeting room-a game of bowls does not seem to be compulsory but is an option!

DRIVE IN/FLY IN. Vintage aircraft (Tiger Moths) - Sunday, November 21, in Jandakot. Opportunity for a joy ride! Phone [REDACTED] for more information.

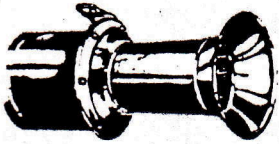
FOR SALE - 1928 Model A. Lacking back panels but it's drivable - with a reconditioned motor. Phone STEVE READ on [REDACTED]

1929 Fordor Sedan - Fawn/black guards, original upholstery. Reboared and re-bearinged. \$19,900 ONO. [REDACTED] NSW

1930 Coupe for restoration. Good body-cheap transport arranged for interstate buyer. \$8,950. Also parts for '28-30 Coupe and Tourer. [REDACTED] SA.

1928 Roadster. Goes well. Yellow/black guards. Lots of spares. \$15,500 ONO. [REDACTED] NSW.

Cast Iron Brake Drums - all types in stock \$145 each, plus \$10 postage a pair. Technical enquiries to Keith Rawson [REDACTED]



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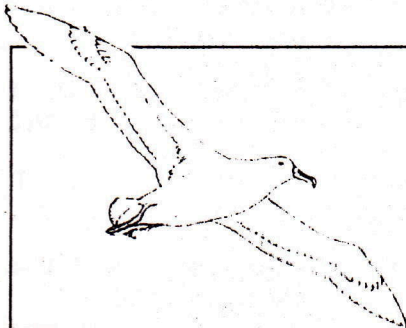
Following the discussion at the last meeting concerning
UNLEADED FUEL IN VINTAGE CARS

*Here is some information by George Cook, President of ACT Motor Clubs,
from his article in the Canberra Newsletter.*

I understand that the oil industry is proposing that the lead content of "Super" should drop to .03 g/L nationally, with the octane (now 97) dropping to 96. That would cause a shortfall for some vehicles, mostly of the 60s-80s. De-tuning by retarding the ignition might suffice for some, but others may experience detonation problems.

The octane needs of an engine depend on many factors: compression, head material (because alloy heads conduct heat better, for a fuel of a given octane they allow a higher compression ratio) and cylinder head design. There is no value in using a fuel with a higher octane rating than your engine needs; conversely, if octanes are too low, pre-ignition can result in engine damage.

Just how much of a problem is valve/seat wear likely to be with unleaded in "leaded" cylinder heads? Most people, including me, have believed that wear to valve seats is inevitable in "leaded" engines without some lead in the fuel; lately I have been surprised by reports that the need for lead may be less than we have thought. A senior automotive engineer, who is also a car enthusiast, recently told me that overseas studies are indicating that any problems of wear with unleaded in "leaded" engines may well be minimal and that only tiny amounts of lead are needed. Apparently lead levels down to only a few times the permitted lead content of unleaded may be enough to do the trick. •



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