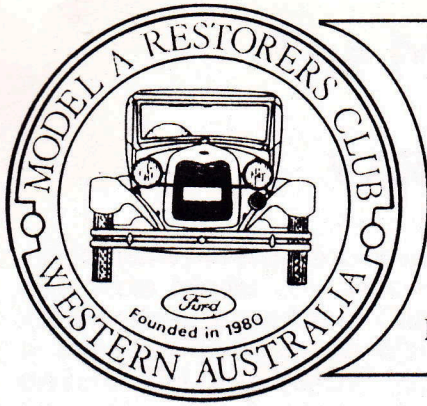


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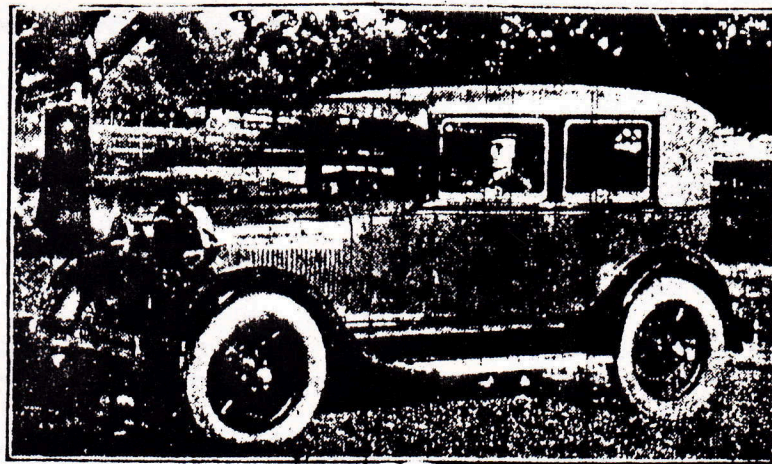
Western Model A News

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

Year XIV Number VI

JANUARY, 1994

Growing in Popularity! New FORD Cars



LYNAS MOTORS LTD.

Authorised Westralian Representatives for the Metropolitan Districts,

Tel. B7123

HAY-STREET, PERTH

Tel. B7123

THE SUNDAY TIMES, PERTH, WESTERN AUSTRALIA, MARCH 17, 1929

Actual advertisement - thanks to LOUISE READ.

The page featured a "New Empire Model" Rugby Four with "Red Seal Continental Engine Entirely Suspended in Rubber" for £230 from Comet Motors in Hay Street. Wentworth Motors offered a De Soto Six "Built by Walter W. Chrysler" at £317 for the Touring Car and £430 for the American Body Sedan. You could have an XL battery for £3/17/6.

Names and addresses were listed of 19 people who had purchased new vehicles with comments like: "Mr Spencer Smith of Inglewood is now to be seen about town in his Dodge standard six tourer." For the week ended March 14, 1929 there were:- 34 new cars registered and 12 transfers; 10 new trucks registered and 4 transfers; 21 new motor cycles registered and 10 transfers. A new service station was opened on the corner of Beaufort and Bulwer Streets and claimed to be one of the most up to date in the Commonwealth. •

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

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Editor: BEVAN SHARP

COPY DEADLINE: By the first day of the month to:

Kalamunda, 6076

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

The MAHONY MACHINATION

or RAY's RAMBLE on the VARIETY CLUB'S CHILDRENS' PICNIC

November 21, 1993

This picnic run proved to be interesting, if nothing else. Five Model A-s were among a group of vehicles from a number of Clubs that left Subiaco to transport "children" to Whiteman Park. Some drivers had apparently been given written instruction as to the route to be taken, others were given verbal instructions while still others were told that it was just a matter of follow the leader.

A group of sports cars lead the parade up Roberts Road and right into Thomas Street; and that's where the fun started. The traffic lights at Thomas Street were only letting three vehicles through with each change. That was the last we saw of the sports cars.

Although I was about number twelve or fifteen to leave Subiaco, I was first to arrive at Whiteman Park, and I only passed three cars. We found out that there was an ice cream stop on the river bank in Guildford which, of course, I (and about eight other cars) missed.

DARREN JEFFREE had completely lost his leader by the time he got to Kings Park Road, so he made his own way to Whiteman Park via King's Park and the coast. I wondered how he had left two cars before me and arrived half an hour after me.

Lunch and soft drinks were supplied and all-in-all we had a quiet but pleasant day. The "children" we transported were from a number of community agencies and aged between about 16 and 24.

Drivers and hangers-on spent their time talking and generally looking around while the "children" were involved in organised, or semi-organised, activities. DORA will attest to the value of a 19?? Graham truck that lies forlorn on the bush fringes behind the railway workshops.

Model A members that attended were:- MAX & DORA ANNEAR, ALAN SMITH, JACK BERKSHIRE, DARREN JEFFREE & GERMAINE WRINGE and yours truly, RAY MAHONY.

PETER & ELAINE GILBERTHORPE were at the start but, as they had no passengers to take to the Park, they decided their time could be better spent on jobs at home. REG & CORAL BLEWETT turned up after lunch, having had a pleasant breakfast down Fremantle way, and helped transport people back to Subiaco.

Because of the small number of members present and the general nature of the day, a meeting as such was not held, so there are no minutes. You have this Report instead.

Thanks to all participants, and RAY for the article. •

Have you thought about the CONSTITUTIONAL AMENDMENTS?

At the October Meeting, members postponed discussing proposed changes to the Constitution until the Meeting on February 20, 1994. That's next month - so, thinking caps on to get it right!

This matter has been dragging on for eight months since some prospective problems were highlighted in May, 1993, and a proposal for some suggested changes was included in the June, 1993 issue of this Newsletter. The subject was discussed at the July Annual General Meeting where it was decided to refer the matter to the Committee to discuss in depth and report to a General Meeting.

The Committee DID hold a lengthy meeting. Every paragraph was considered and this resulted in a list of Proposed Amendments for consideration. If you would like to see details, all the Club Executive and Committee Members were sent a copy of the suggested amendments that had been discussed.

There are several proposed changes but members main problems seem to be with Paragraph (5) Dues, and Paragraph (6) Privileges.

The main point on "Dues" is the definition of a

"Membership". The suggestion was to clarify that one payment of an Annual Subscription was for "**an individual or family membership**".

A quandary is apparently Paragraph (6) which describes just who has a vote. The current wording

is:- "*Members are entitled to all Club privileges and shall have the right to vote, hold office, etc.*"

The problem is that "members" is not defined and so just who can actually vote? "Etc" in a legal document is a worry.

The proposed amendment was:- "*Each financial membership shall have the right to one vote and any member over the age of 18 years may hold office.*"

Therefore:- Each individual or family membership could have one vote (one payment - one vote), a family of ten persons could not have ten votes, if a husband and wife wanted to vote differently they would cancel each other out anyway, a member could be any age but a three-year-old could not be President (or whatever), any member in a "family" membership could become an "individual" member, any unfinancial person could not vote. •

We all know the saying:-
**"IF IT AIN'T BROKE
DON'T FIX IT"**
Well, folks, it's "Broke"!

*The Constitution is probably
adequate and could be retained. But,
one day, some Smart Alec will query
some ambiguous aspect and then
there WILL be problems galore.*

The Gospel According to the Bendigo State Delegates' Meeting confirmed that:-

These conditions will apply to all future rallies, [National events] with only minor changes agreed to by all Clubs.

10 MANDATORY REQUIREMENTS

1. Model A Engine.
 2. Authentic type top/upholstery material.
 3. Authentic sheet metal (no fibreglass).
 4. Correct era paint finish (No metallics).
 5. Authentic Model A lighting for year model.
 6. Authentic Model A horn.
 7. Correct tyre and rim size for year model.
 8. Authentic Model A shock absorbers with tubular or dog-bone (dog-bone loss of 10 points).
 9. Authentic Model A brakes.
 10. Authentic Model A front and rear engine mounts ("Float-o-motor" allowed-loss of 5 points).
- Safety items are allowed.

Classes in Concourse are:-

28/29 Open, 28/29 Closed, 30/31 Open, 30/31 Closed, Commercial.

There will be a separate area for judging.

Once owner/driver parked in judging area, he/she must leave the area immediately.

All cars/commercials are to be judged by Australian Standards, there are no exceptions to this rule.

Entrants must achieve a minimum of 420 points to be awarded a prize.

Blue Ribbon judging as part of Concourse only judged against past Blue Ribbon winners.

Entrants will be notified of where points were lost, but not the number.

The above has been signed by representatives of all State Clubs.

Interesting 'Mandatory Requirements', what about:- Drive train, Four-blade fan, Carburettor, Spoked wheels and a **Safety check**? If a vehicle was otherwise excellent, could it win with, say, the wrong fan and/or carburettor, inoperable wind-screen wiper, an 'authentic' horn that did not actually work and 'authentic' but useless brakes? Normally vehicles which do not pass the Mandatory Requirements are just NOT judged at all. No "Mandatory Tour"? So could a vehicle with no pistons win? Are there not still some problems defining "Australian" Standards? I could go on...!! •

Timing Lever Operation (or: Divide by Five)

Taken from an article in the "Model 'A' News" by Al Blatter of Highland, Michigan

When driving along at a steady speed, the advance/retard lever should be somewhere between full advance and full retard, but where? The author suggests the following solution:-

The Model A steering column quadrant has twelve indentations that result in twelve possible positions for the timing lever. If we call the full retard position notch #1, then the full advance position is Notch #12. The notches should be distinct enough so you can feel them by touch only as you move the lever. Now, let's assume you are cruising down the road at a steady speed.

Divide by Five Rule. The timing lever should be the notch number which is the speedometer reading divided by five:- **Notch # = MPH ÷ 5.**

If the cruising speed is 35mph, the timing lever should be in Notch #7. Or, if the speed is 50mph Notch #10 would be right. 15mph would be #3.

This simple timing rule is based on the fact that the combustion process is not instantaneous and that the spark timing must be proportionally advanced as engine speed increases. You may find on a long, steep hill that a few notches toward retard may feel smoother. If pinging or spark knock occurs, retard the timing as necessary to eliminate the knock.

This timing adjustment method requires that the mechanical condition of the ignition timing controls be checked and corrected to factory requirements. The speedometer should also be reasonably truthful. The following steps should be taken:-

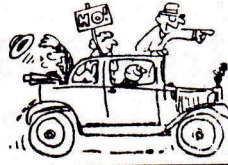
1. Adjust the timing lever output arm so that distributor plate arm moves the full width of the slot in the distributor body when the timing lever moves through its full range.

2. Adjust the spark timing so that full retard is at Top Dead Centre.

3. Set spark plug gaps to .035-in minimum. A gap of .046-in is better.

To get even more fastidious when accelerating:- The Model A transmission is one-to-one in third gear, close to two-to-one in second gear and three-to-one in first gear. In other words, the engine runs three times faster in first gear than in third gear at the same car speed. So, if you plan to shift out of first at 15mph, set the timing gear lever in notch #9. This is easily calculated since 15 divided by 5, times 3 (for first gear) equals 9. Similarly, if you plan to shift out of second at 25mph, Notch #10 is calculated. (25 ÷ 5 x 2 = 10).

So, next time you take your Model A on a run, pack your slide rule and give it a try! •



Should driving a Model A Ford carry a Government Health Warning?

Have you noticed that many drivers today - particularly those who have not inhabited this earth for as long as us "normal" beings - are appalling drivers? They do not seem to be aware of the traffic around them, they do not drive according to the prevailing conditions or circumstances and the only vehicle they actually seem to be aware of (apart from, perhaps, their own) is the rear bumper of the one they are tailgating which is two feet away from their own front bumper. They are also often totally oblivious to traffic noises and other vehicles (or even if their own car has perchance blown-up) due to the thumping, mindless "music" emitting from \$5,000 worth of sound system in their \$1,000 car as it rhythmically bounces, expands and contracts the sides and roof of their vehicle as the panels are made from rejected, or recycled, cooking foil.

On the other hand, when driving a vintage car, like an exemplary Model A Ford, their pilots have absolutely no other option than to be totally aware of absolutely everything happening around them at all times.

Anticipation is the name of the game. As the vehicle is usually totally incapable of the proverbial ability to "stop on a dime" the driver has no option other than to drive strictly to the prevailing conditions and to look way past the vehicle directly in front in order to anticipate having to stop or change lanes in the next 500 meters!

If you have not had the distinct pleasure of an adrenaline rush when driving down a steepish hill toward a busy T-road junction as you stand vertically on the foot brake and pray that your Model A will actually cease forward motion before the white line - the day WILL come. That white line will become your life-line, as it looms closer-and-closer at a seemingly increasing (rather than the anticipated decreasing) rate like a wooden stake aimed at Dracula's heart.

Sound is another aspect that keeps vintage car drivers on-the-ball. Even a minute alteration in the innocuous sound that the tyres make on different road surfaces will cause a noticeable twitch of impending doom in the more nervous driver. Ears are attuned to any minute change in engine note, wheel noise, gears meshing, differential whirring, distributor hurtling around, pistons heaving erotically up and

down, spark plugs exploding a volatile fuel mixture ... Ahhhhh, I can't go on..... but no doubt you get the picture, and probably know the feeling Anyway, it could be compounded as you could also be the type who is busy wondering:- "Did I tighten ALL those nuts." "Did I insert the split pin."

Another definite safety feature when driving a magnificent vehicle like the Model A Ford is the absolute inability to fall asleep at the wheel.

The driver is concentrating so much on driving, ears flapping to catch the faintest alteration in those distinctive "Model A sounds" - including those sexy pistons still rhythmically heaving up and down - that, no matter how tired; sleep is usually impossible.

For those of you new to the Model A (perhaps with your brand-new restoration), just the art of starting the beast may seem like running through a helicopter pilot's check list:- Sit behind the wheel, gears in neutral, fuel on, power on, adjust fuel mixture, turn on key, pull out choke ... what was I doing here? Oh, yes, starting the car. Stand on the starter switch.... Oh-ah what's that noise?

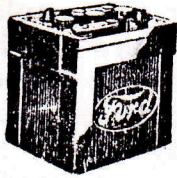
Also for the new driver, initially each and every gear change is a challenge to be conquered. Double de-clutching can become a natural rhythm but, in the beginning, it may seem as though the clutch really has nothing to do with the gear box - or the gear stick.

Just driving a Model A for the first few times is a lesson in foot dexterity - getting those size 12 shoes to not only remember that the accelerator is positioned between the other two pedals, but actually getting the boot into the space between them can be interesting.

Do the policemen seem too young to not be in school? Does the sight of little spotty-faced kids selling complex computers affect your bowels? Are they using smaller and smaller type in the telephone book? Yes, it's all related to the onset of age which ultimately makes us superior and far more experienced in life ... and driving skills.

For all these reasons, experienced drivers of vintage motor cars become far superior drivers to those burdened with:- automatic advance/retard, automatic gearbox and push button everything whose attention span is irrevocably severely retarded itself. They still have those same lunging pistons (some even have EIGHT of them!) but they have lost the art of being aware of such subtle eroticism.

Not only is driving a Model A Ford carried out by top-class drivers - it's heaps of FUN!! BS •



GROUNDING THE ENGINE

from N.S.W.'s "The Going Thing"
author unknown

The starter in your average Model A car, in reasonably good working order, will draw, or use, 120 amperes while you are starting your engine. Now, each and every one of these little amperes that leaves the hot side of the battery, headed for the starter, must find its way back to its point of origin; that is, the battery. In fact, if it can't get back, it won't leave in the first place. It leaves the battery at a potential of 6.8 volts and returns to the grounded side of the battery with a potential of zero volts.

If you multiply 120 amps by 6.8 volts, you will find that the battery is giving 816 watts of power while the starter is turning over (750 watts equals 1 horsepower). If all of these 816 watts of power are converted into rotating, mechanical movement in the starter it will turn the engine over like never before!

Unfortunately, the starter in our average Model A doesn't get a chance to do this because of all the wandering around through the running gear and body those little amps must do to get back to the grounded side of the battery.

By using a little scientific hanky-panky, I calculate that 30 to 40 percent of the power available is used up getting those amps back to where they started from.

The way I see it, about 1/4 get back through the foot

brake pull rod, 1/4 through the drive shaft back to the rear spring shackles (unless they're mounted in rubber), 1/4 by way of the copper gas and vacuum lines to the firewall and the last 1/4 split up between the spark and gas levers on the column, the coil spring from the distributor to the ignition switch (which is about 40-feet long when stretched out) and the greasy leather and rubber washer and pads at the front motor mounts.

The rear motor mounts are mounted in rubber at the side rails and electrically insulated from them. Some should go through the front wish bone. If you have properly installed engine pans on your car, they will probably carry 90% of those amps back to the grounded side of the battery. All of these paths contain numerous loose, rusty or painted joints in them and therefore, are poor electrical conductors.

The moral of this story, and the point I'm trying to make is:-

GO AND BUY A BATTERY CABLE WITH A BOLT HOLE ON EACH END OF THE CABLE and electrically bond the flywheel housing, or transmission housing, to the bolt on the frame to which the battery is grounded. It will be the best \$3-\$4.00 you will ever spend on your car. •

This information taken from N.S.W.'s "The Going Thing"

Replacement Bearings for the Model A Ford

All of these part numbers are taken directly from the S.K.F. Bearing catalogue, but are marketed under a variety of trade names.

Location	Old Part Number	SKF Part Number
Front Wheel Inner	B1201 - B120Z	K1511B - K15250X
Front Wheel Outer	B1216 - B1217	K09074 - K09196
King Pin	B3123A	KT83
Water Pump and Fan	B8630A - B8535	F94316 - F4101
Generator Drive End	B10094	6203*
Steering Gear Upper	B3123A	KT83
Steering Gear Lower	B3123A	KT83
Clutch Pilot	B7600A	6203Z*
Clutch Withdrawal '29 on	78-7580A	400196 (N1087)
Main Drive Gear	51A-7025	I-114118
Main Shaft Pilot Roller	A-7118A	F-93324
Main Shaft Rear	51A-7065	I-114119
Counter Shaft Front	A-7118A	F-93324
Counter Shaft Rear	A-7121A	F-93328
Pinion Front (2 needed)	B-4221 cones	K-28156
Pinion Front (1 only)	B4616 cup	K-28310
Diff' Right & Left (2 each)	A-4221 - A-4222	K-21856 - K-28317
Rear Wheels	B1225A	F-00536
Propeller Shaft	B-4645 - A-B-4655	I-131436 - I-193801

Note: * These can be replaced with 6203-2RS, which is a double shielded ball bearing. •

Not The Twenty-Third Psalm according to the Model A Ford?

The Ford is my auto; I shall not want another.

It maketh me to lie down beneath!

It soureth my soul. It leadeth me into the path of ridicule for its namesake.

Yea, though I drive through the valley, I am towed up the hill, for I fear much evil; thy rods and thy engine discomfort me.

I anoint my tyres with patches, my radiator runneth over, I repair blow-outs in the presence of mine enemies.

Surely, if this thing followeth me all the days of my life, I shall dwell in the big-house forever.

Found in the effects of:-
Dexter E. Willard 1888-1953 •

. . . Notebook . . .

HAPPY BIRTHDAY this month to:- BARRIE GUEST, EDITH JEFFREE, TONY & RITA PARIN, MATTHEW READ, ROB KARRI-DAVIES, MAX ANNEAR and LEIGH SMITH.

CLUB REGISTER. Well, once again it's taken six months to find out just how many financial memberships we have. The 1993/4 Club Register is enclosed - just fold the two sheets in half. The information contained is CONFIDENTIAL and strictly for use by Club members ONLY. The data included in the Register is from information advised.- plus some judicious guess work from vehicle movements heard on the grapevine. Since the last Register was produced in January, 1993, membership has shown a net increase of 12, up by 14% to 98. There were a few resignations and a couple just did not renew their membership. Total vehicles is up by 10% from 113 to 124, with restored cars up from 58 to 64. If ANY data is incorrect, PLEASE advise Secretary RAY on [REDACTED] so that the Club records are correct.

WASHNOKS. Remember Dick & Marvel from South Dakota who attended our National Meet in their 1931 Tudor? You may recall we reported that Marvel had been unwell with an unknown problem - she had Chronic Lymphocytic Leukemia combined with Epstein-Barr virus; she now "feels great". Dick has just finished a 1931 Roadster which won a Second in "Original Restoration" and an "Award of Excellence" in Touring Class. Remember that they won "Best Dressed" in Perth - they both won again in a show in Calgary, Canada.

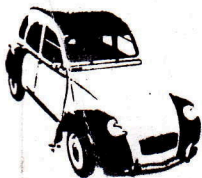
CLUB LIBRARY of Model A Ford information includes:- Newsletters from Australian (some American) Model A Ford Clubs; Several issues of MAFCA's "The Restorer" (including indexes for 1956-66, 1966-76 and 1976-86) plus current issues arriving bi-monthly; "Ford" by Robert Lacey; "How To Restore Your Model A" Volumes 1, 2, 3 and 4; "Australian Classic Car Vol 1 No 1; Complete "American Judging Standards"; MAFCA "Colour Chart" and MAFCA's "Womens' Fashions 1928-29". Any more contributions to this source of information for ALL Club members would be most welcome. Contact ANGELO on [REDACTED]

WANTED. Wanting to sell your Model A (restored or unrestored)? Contact prospective new member Lance Barker, [REDACTED] Kingsley. [REDACTED]

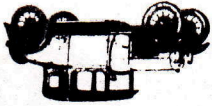
WARNING. The legal ramifications of the following situation is unknown, but worth a thought. You know those people that offer to wash your windscreen at traffic lights, etc? Well, apparently, if you agree to have it done you have entered into a verbal contract to have your windscreen washed and if the person is injured (perhaps by a passing car) you could be held liable.....

GIFT HORSE? At the Christmas Dinner members pooled inexpensive gifts and each got a small surprise. Well, one was more flabbergasted than "surprised", he excitedly opened his parcel to reveal a neat disposable camera. He thought that was pretty good until he got it home and realised that the film had expired in 1991; and six of the twenty-four photographs had been taken. Written demands for blackmail may follow if there is any incriminating evidence following attempts to have the film developed.

MARC (Aust) Anniversary Run and Dinner. Tuesday, April 5 - Depart Adelaide 9am, overnight stop in Ouyen. Wednesday - Depart 8am to Swan Hill, departing 2.30pm for overnight stop in Echuca. Thursday - Depart 8am via Murray Valley Highway to Albury overnight. Friday - to Canberra. Saturday - special run, buffet dinner. Cost: \$25 for dinner and sausage sizzle breakfast Sunday morning. Make own accommodation arrangements. In Canberra they recommend the National Capital Village or Canberra Carotel



HELP Cancer Kids and be in it to win a Citroen 2CV, \$19,770.00 plus custom-made trailer, \$2.00 per ticket. Funds go to holiday homes for kids with cancer. Made famous in *For Your Eyes Only*. 10 tickets for \$20, 5 tickets for \$10 (Visa, Mastercard and Bankcard accepted). Yurana Citroen 2CV Raffle, [REDACTED] Rockdale NSW 2116. Ph [REDACTED] Secretary RAY has details.



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Western Australia, 6157

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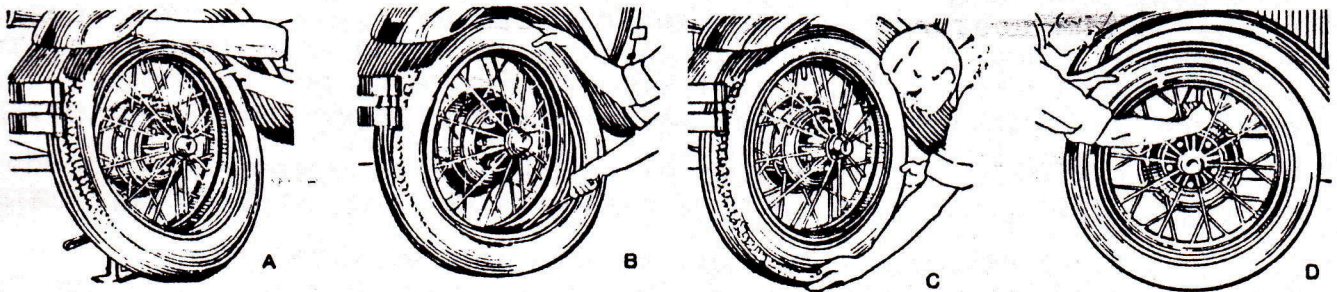
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S.D.A.

EASIER TYRE MOUNTING



Start with tyre and valve stem at top of the wheel. (A) Working both ways from valve stem, press casing together and down into rim well; use tyre iron if necessary. (B) With tyre completely on rim, raise tyre up (C) until it is centred on rim and beads seated, then shake tyre vigorously to clear any folds or creases out of lightly-inflated tube. Inflate to about 35 pounds (D) tighten nut on valve stem, then deflate so tube can settle to permanent uniform position and inflate again to 35 pounds. •

TIME FRAME

What else was happening in the period 1928-1932?

1928 - Chinese Nationalists led by Chiang Kai-shek captured Peking.

Alexander Fleming discovered penicillin.

The first Mickey Mouse cartoon was released.

Female suffrage from age 21 approved in Britain.

1929 - An experimental public television service began in Britain.

Leon Trotsky expelled from Russia.

1930 - Great Depression worsened and unemployment grew.

Mohandas K. Gandhi lead civil disobedience seeking independence.

National Socialists (Nazis) won one-third of German parliament.

Planet Pluto discovered by Clyde W. Tombaugh.

British airship R101 crashed en route to India.

1931 - Japan invaded Manchuria.

Revolution flared in Spain. King Alphonso XIII left country.

Australian geologist Douglas Mawson explored Antarctic coastline.

1932 - Nazis became largest party in German parliament.

Shirley Temple debuted in "Red-Haired Alibi."

Aldous Huxley released "Brave New World".

Franklin Delano Roosevelt elected President of the USA.

Sydney Harbour Bridge opened.