

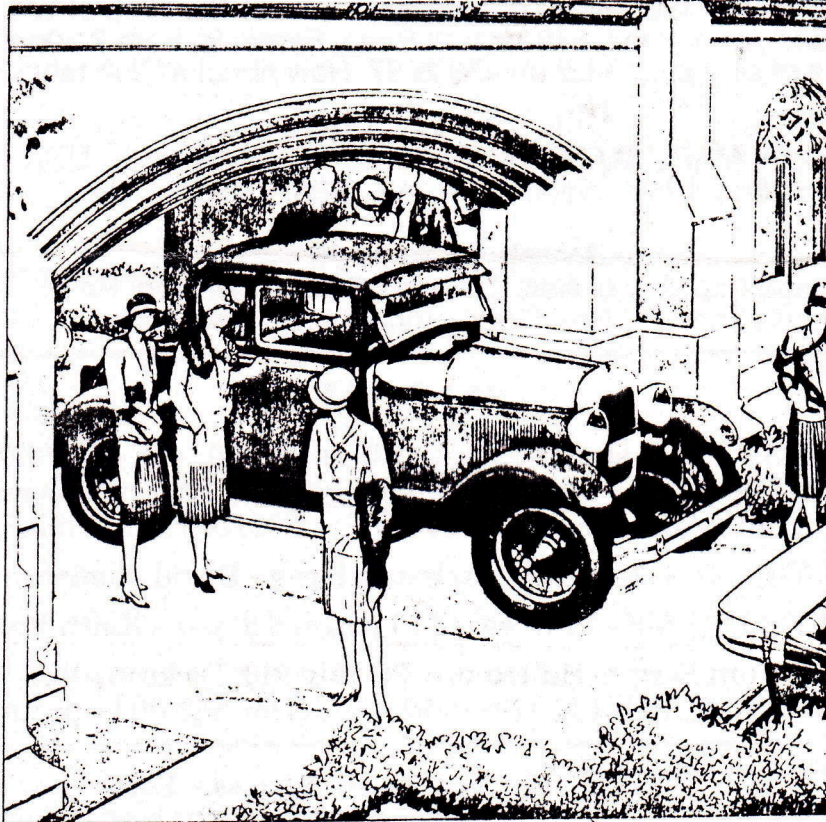


Western Model A News

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

Year XIV Number X

MAY, 1994



HENRY FORD'S MODEL A

from - "They Sang About Fords" in "The Restorer" - to the tune of "Casey Jones"

All ya' folks listen to a-what I say
About a new Ford called a Model A.
Old John Henry knew his biz
When he said, "I'm gonna make a Lady outta Liz"

A fella brought one just the other day,
He went to try it out on the new highway.
When he got it up to 60, well, he lost his nerve.
He forgot to shut it off when he went around a curve.

He passed two Packards and a Cadillac too.
With his speedin' meter sittin' on 72.
Pushed along the road 'till he hear'd the fella shout,

"The darn thing's in 2nd and I cain't git it out."
Put the girls on the level and I tell you what you do.
Buy a new Ford that is big enough for two.
When you take one to ride she will win you with a smile.
And she'll want to stop and kiss you every time
you go a mile.

Now, if you go to heaven, I will give you all a tip:
Drive an old Ford cuz it's bound to make the trip.
But if you go to torment, drive a Model A
Cuz it'll run like the devil and you're bound to git
away! •

NEXT RUN - Gärden City Shopping Centre car park, Booragoon, May 15 at 10am

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: By the first day of the month to:- [REDACTED] East Fremantle, WA, 6158

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

Sunday, May 15, 1994
Meet at Garden City Shopping Centre, Booragoon car park at 10am
Organised by BARRIE & GWEN GUEST

June, 1994
Organised by ALAN & JUNE SMITH

July, 1994
Annual General Meeting

Wednesday, July 20, 1994
C.C.C. Annual Quiz Night hosted by Chevrolet Car Club of WA.
Lynwood Arms Hotel, 558 Metcalf Road, Ferndale, from 7.30pm
Tables of six - phone Liz on [REDACTED] How about a Club table?

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

March 1 - 8, 1996
Vintage Car Club of New Zealand's 50th Anniversary Rally.
Details from: [REDACTED] Christchurch, New Zealand.



FOR SALE

PISTONS - Sizes:- standard, +20, +30, +40, +60, +80 - \$270.00 inc tax
KING PINS - "cash plus exchange of old king pins" basis.

Contact South Australian Club at [REDACTED] North Adelaide, SA 5006.

SHOCK ABSORBERS re-built on exchange basis - David Jamieson [REDACTED]

CAST IRON BRAKE DRUMS - \$145 ea + \$10 postage a pair - Keith Rawson [REDACTED]

INDEX for Model A Ford Service Bulletins - [REDACTED] Dickson, ACT 2602 - \$5 (+ postage)
SERVICE BULLETINS (with Index) for \$38.00 (+ postage).

**ANOTHER
Wonder** *This month during the
Model A Era*

May, 1930

lady had to sweep out the planes, fill them up with fuel and help push them out onto the runway.

The first **air hostess** - Ellen Church, ex-nurse and trained pilot, took to the skies on board a flight from San Francisco to Cheyenne, Wyoming. Throughout her inaugural trip she was kept busy with hostess's usual duties - serving the passengers with chicken, fruit salad and bread rolls. But on the ground it was a different matter. This pioneering young

On May 1, 1931, the **Empire State Building** was completed at a cost of over forty million dollars and seven million man hours. At a towering 1,472ft, including a 222ft TV antenna, it was for nearly forty years the tallest inhabited structure in the world. It has 102 floors, 63 lifts, 1,860 steps, 6,500 windows and 60 miles of plumbing - and it can sway in a gale by nearly 3in. The two-acre site was originally the small holding of one John Thompson, who sold it in 1799 for \$7,000. In his "For Sale" notice, he made a classic understatement when he advised that 'the rapid growth of the city ... will cause the value of this property to be greatly enhanced.' *From "Today's The Day" by Jeremy Beadle.*

RAY ABBOTT ENGINE RECONDITIONING

Recommended by MARC member

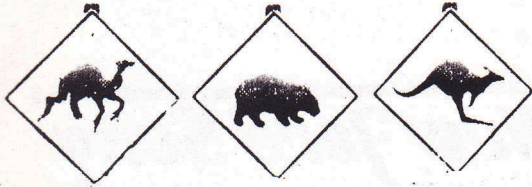
* **Cylinder Head Service** * **Reboring and Sleaving**
* **Crankshaft Grinding** * **VETERAN and VINTAGE ENGINES**



Established 1973 **18 RIO STREET, BAYSWATER**

272 4566

34 years Experience



Model A Ford National Rally Glenelg, South Australia, 1994

Beware of Camels, Wombats,
Kangaroos and Model A Fords.



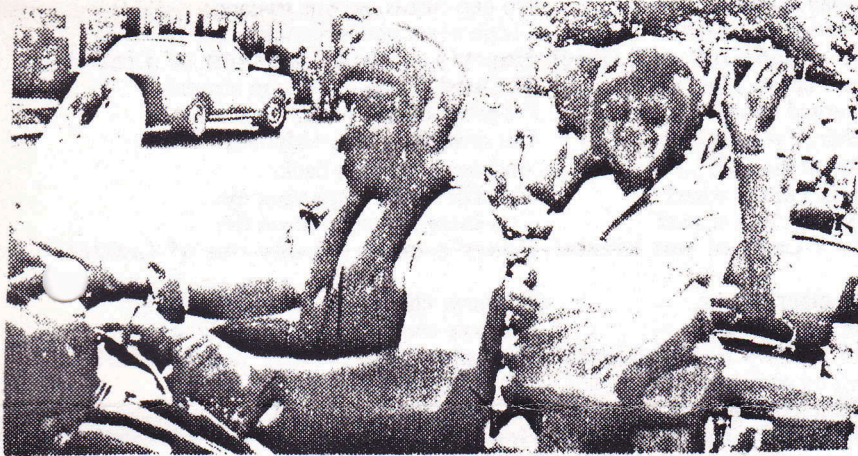
Gwen Guest mounts Harley.



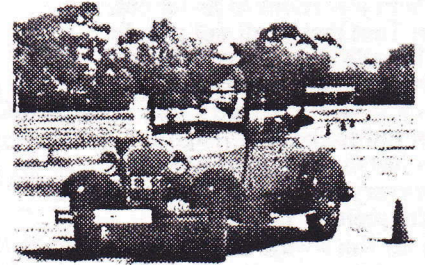
Editor and spouse cross-dress.
Cop those legs!



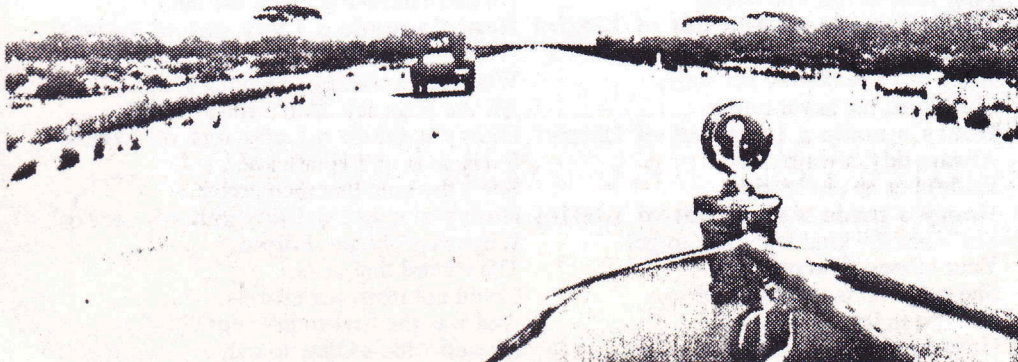
Steve Read works on his own car - as well as
keeping everyone else mobile!



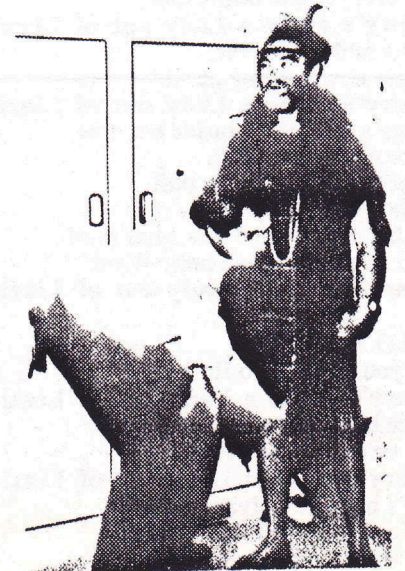
Easy-rider Barrie Guest on Hahndorf Harley-Davidson.



Bill Cowlin in Model
A 'Lympics with Helen on
his back (instead of Val?).



Along the long and NOT winding road to "nowhere."



Steve asks:-
"Does 'Sir' dress to the
left or to the right?"

The Model T Ford had been ridiculed in songs and jokes for many years. When the demise of the famous "Tin Lizzie" heralded the arrival of the Model A in 1928, even popular lyricist Sammy Cahn celebrated this major event in automotive history event with this famous song ...

Lyrics from "The Restorer" article "They Sang about Fords".
© Copyright 1928 by DeSylva, Brown and Henderson, Inc.

Have you seen her? Ain't she great?
She's something you'll appreciate,
I'm sure you'll understand just what I mean.
Everybody, everywhere is falling for her now
I'm talking about the new Ford.
And boy it's sure a wow!

Lay off people, Lay off folks
None of your sarcastic jokes.
Henry's made a Lady out of Lizzie!
No more bruises, no more aches
Now she's got those four-wheel brakes.
Henry's made a Lady out of Lizzie!

She's even got a rumble seat,
And lots of style and class.
The horn just seems to holler out,
"Toot Toot they shall not pass."
The Lincoln cars just yell out loud
That they are mighty, mighty proud.
Henry's made a Lady out of Lizzie!
When you see her you'll agree,
She's just the one for you and me.
She's everything that anyone could ask.
"Sittin' pretty." Yes I am,
With her I'm always found,
You oughta see her chassis,
It's the sure the best around.
Henry's made a Lady out of Lizzie!

Now she's even learned to stop
For every single traffic cop.
Henry's made a Lady out of Lizzie!
Not a rattle, not a bit,
Lizzie now has lots of "it."
Henry's made a Lady out of Lizzie!
There's everything inside her now,
Except a kitchen sink,
A mirror and a powder puff,
A shower bath, I think.
I'll bet my sox that this Miss Ford
Will live as long as Fanny Ward.
Henry's made a Lady out of Lizzie!

C.O.D. and F.O.B.
All you need is Do Re Mi.
Henry's made a Lady out of Lizzie!
Since he lifted up her face,
She travels at an awful pace.
Henry's made a Lady out of Lizzie!
She's not like Calvin Coolidge,
She's a girl who likes her fun.
She says "Imagine anyone"
Who doesn't choose to run.
They used to keep her with the cow,
But gee you ought to see her now.
Henry's made a Lady out of Lizzie!

Talk of this and talk of that,
Boys you must take off your hat.
Henry's made a Lady out of Lizzie!
Has she plenty, has she much?
Got the "tin" you love to touch.
Henry's made a Lady out of Lizzie!
They used to park her in a lot,
For that they charged two bits,
But now they charge you nothing,
And you park her at the Ritz.
She once had rattles in her wheel
But now she's full of "sex-appeal"
Henry's made a Lady of out Lizzie!

She's like all the other vamps,
Pretty shape and lovely lamps.
Henry's made a Lady out of Lizzie!
Since she's taken on some weight,
Honest folks, she's looking great.
Henry's made a Lady out of Lizzie!
Her dash board has a clock,
That's made a hit with all the Scotch.
A Scotchman saw the clock,
And so he promptly stopped his watch.
You've all heard the Frenchman song,
Fifty million can't be wrong.
Henry's made a Lady out of Lizzie!

Just a girl who knows her stuff,
Plenty fast but never rough.
Henry's made a Lady out of Lizzie!
Always tidy, always clean,
Faithful as an old Marine.
Henry's made a Lady out of Lizzie!
She's not the kind who tries to get
Your money all at once.
She only wants ten dollars down
The rest in fourteen months.
Good for sister, nice for Ma,
Everybody rides but Pa
Henry's made a Lady out of Lizzie!

Ev'ry groom and blushing bride,
Now enjoy their buggy ride.
Henry's made a Lady out of Lizzie!
No one curses, no one swears,
Lizzie never needs repairs.
Henry's made a Lady out of Lizzie!
She used to kick and jump around,
On every trolley track.
But now she's very ladylike,
And never answers back.
She will surely catch your eye,
You know salesmen never lie.
Henry's made a Lady out of Lizzie!

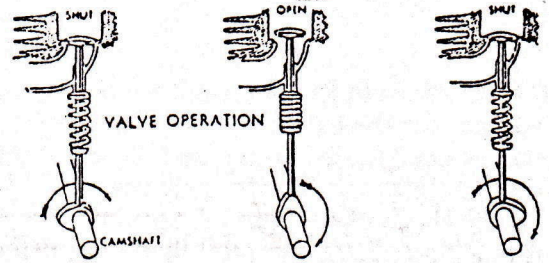
No more chug-chug-chug-chug- bang!
No more cuss words, no more slang.
Henry's made a Lady out of Lizzie!
Not the noisy flapper kind,
Simply quiet and refined.
Henry's made a Lady out of Lizzie!
They used to say "We own a car,
It looks like one I mean."
But now they say "I'll have you know
We own a Ford machine."
No more playing Jack and Jill.
No more tumbling down the hill.
Henry's made a Lady out of Lizzie!

When she's coming down the street,
All the boys say "Ain't she sweet?"
Henry's made a Lady out of Lizzie!
Every man will go after her,
She's the kind that men prefer.
Henry's made a Lady out of Lizzie!
Why even Thomas Edison,
The wizard that he is,
Could not resist her charms,
And was the first to take out "Liz".
He said "She's Okay to me,
All she needs is company."
Henry's made a Lady out of Lizzie!



CRANKSHAFT REBUILD

by ALAN BERGMAN - Included in "Tune Up Course" ©



BACKGROUND - I first carried out a major tune up to my Model A which included a wet and dry compression test, replacement of spark plugs, distributor points, condenser, rotor button, H.T. brass connectors, distributor cam, carburettor kit and distributor cap. I then made up appropriate adaptors and carried out a full electronic scope test on my SUN Engine Tune-up tester and painstakingly rectified all deficiencies. These included replacing a slightly bent distributor shaft which was causing the timing to vary from cylinder to cylinder. The end result was a perfect ignition system, good carburetion with an ideal mixture curve right through the rev range, and a good idle

On the road my meticulously tuned car now ran considerably better than before. However, I was still not satisfied with the performance. I continued reading up everything I could lay my hands on about Model A-s, including an article on claims that adjustable tappets had a smaller base diameter and this caused a detrimental effect on valve timing with a substantial loss of valve overlap and a decrease in camshaft duration. This set my mind going in all directions as my car had been fitted with adjustable tappets by the previous owner. I then, with the help of fellow Club member Keith Rawson, carried out a series of tests.

STAGE ONE

We used Keith's spare Model A engine block for the

initial measuring to which we fitted a standard, but serviceable, slightly worn Model A camshaft that was loaned from club member Frank Smith.

We repeated the tests three times with both standard and adjustable tappets. The results proved that there was no evidence to substantiate any detrimental effect on the valve timing as was claimed in a previously published American article.

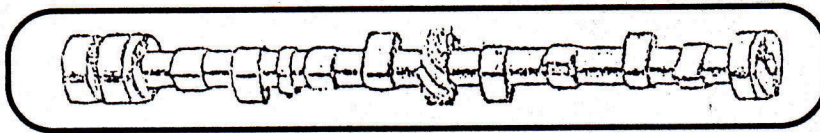
The most noticeable fact to emerge at that stage however, was a considerable lack of sufficient valve lift from the camshaft we were using, as against specification. A noticeably reduced cam ramp acceleration opening and closing rate on the inlet and exhaust valves was also observed irrespective of which tappets were installed. Our test for this included standard Model A tappets, adjustable tappets and the larger head Model B tappets.

This was the first clue that positively confirmed my suspicion that my engine was not getting sufficient volumes of fuel and air mixture into the cylinders at the right time, and in correct proportions, nor out again after power stroke during exhausting.

I then had Frank's spare, slightly worn, camshaft reground by a local Melbourne camshaft specialist to their Model A master profile which they had used over many years on other club member's jobs.

Keith and myself then repeated the tests on the reground camshaft and compared the readings. The results were such that I then decided to arrange to dyno test my car to firstly establish what horse power was really there; secondly to then compare the results against Model A Ford specification and, if off specification, to pull the motor down and check out all the measurements.

My research thus far indicated that I would probably find the camshaft and lift of my motor to be out of specification.



STAGE TWO

An appointment was then made with Les Collins, a fellow club

member and qualified engineer, to dyno test my car at his Dadrally workshop before my engine was dismantled for inspection. The results of the dyno test confirmed that the power at the rear wheels was down by approximately 8hp or 20% from the standard Model A specification of 40hp.

The engine was then removed and my camshaft measured and graphed every half a degree. The valve lift was found, on all lobes given a thou or two, to be 260 thou - down to 42 thou or 13.9% from the new Model A valve lift specification of 302 thou. With valve clearance in situ, the Ford specification is 287 thou for a new camshaft at 15 thou clearance - my engine assembled running clearance was only 245 thou before dismantling to remove the camshaft.

The valve timing was found to be almost at the specified degrees with the main loss being in reduced valve lift and a slower rate of opening and closing. This resulted in the valves not fully opening and closing, thus restricting the correct volume inflow of the air and fuel mixture being drawn in to fill the cylinders. The exhaust valve likewise was not opening fully to let all the gasses out. The combined effect, critical to the intake and exhaust cycles, was of course severely affecting performance.

The cam lobes were also found to be slightly worn at the commencement and end of the valve lift / close valve cycle, thus causing a further restriction to induction and exhaust efficiency.

The cylinder head, gasket and bores were then measured and the compression ratio was still found to be standard at 4.22 to 1.

Additional camshaft and specification research was then preceded with in earnest and the following facts were established.

more next page >

DEFINITION OF THE CAMSHAFT

A camshaft in its simplest form is a straight shaft with an eccentric lobe or cam on it. One for the inlet valve and another for the exhaust valve. These cams are located at different places around the perimeter of the shaft as the valves need to be opened and closed at different times. In a four-cylinder engine there are eight cams or lobes - four for inlet and four for exhaust.

If the shape of the cam lobe is altered by wear, the efficiency of the engine deteriorates with great rapidity. There is much more to a camshaft than just opening and closing a valve.

The cam lobe is designed to lift the valve at precisely the correct instant of piston travel and hold it open long enough to obtain the most efficient filling or emptying of the cylinder inlet and exhaust gasses.

The speed at which the valve opens and closes is governed by the shape of the cam profile as well as the size and shape of the cam-follower. To get the largest amount of air and fuel mixture into the cylinder, it is often necessary to have the valve open and close quickly and, at the same time, have it remain open as long as possible.

ASSEMBLY OF STAGE ONE & TWO

The engine was then reassembled with the only change being the installation of the replacement 1987 Special High Torque newly designed camshaft profile, together with a replacement set of standard tappets and stallite tip extended valve stems to compensate for the smaller base circle of the camshaft lobe.

The built-up, re-profiled and hardened, camshaft should preferably be used only with Model A or B lifters and NOT with adjustable ones so as to minimise future camshaft wear.

The Special High Torque camshaft design was achieved following extensive consultation and camshaft profile plotting with Les Collins. The prime objective was to create a design using 1987 technology that would provide the ultimate all-round power curve, good idling, no loss of low speed drivability and provide a considerable improvement in top gear performance and torque between 25 mph and 60mph, all with good fuel economy.

All this, of course, had to not unduly impair the reliability of the Model A engine or damage its bottom end, provided the newly-gained power would not be abused.

STAGE ONE & TWO - THE RESULTS

Not only was my objective achieved, it had been exceeded. The dyno test that followed the camshaft change showed a dramatically improved horse power rise of a wholloping 20% with a very marked improvement in the Model A's road performance. Torque was up nearly 35% at 45mph. Maximum power now peaked at 62mph, whereas before it peaked at 48mph on the dyno.

STAGE THREE and the RESULTS

The cylinder head was then removed, reworked and machined to give a compression ration of 4.6 to 1 - the same as the specification of the Model B Ford. The dyno retest reflected a further power improvement of

LEGEND FOR SPECIFICATION TABLES

1. Original standard worn camshaft readings from my engine.
2. Original factory fitted Model A new camshaft specification.
3. Superseded Model A & B camshaft Part No A-6250 B readings.
4. Original factory fitted Model A camshaft specifications.
5. 1987 special high-torque cam-grind readings (as now fitted).

Legend	INTAKE		EXHAUST		Actual cam lift thou	Installed Cam lift thou
	Open degrees	Closes degrees	Opens degrees	Closes degrees		
1	7.5 deg BTDC	48.5 deg ABDC	51.5 deg BBDC	4.5 deg ATDC	260	245
2	7.5 deg BTDC	48.5 deg ABDC	51.5 deg BBDC	4.5 deg ATDC	302	287
3	8 deg BTDC	56 deg ABDC	56 deg BBDC	8 deg ATDC	325	310
4	8 deg BTDC	56 deg ABDC	56 deg BBDC	8 deg ATDC	320	305
5	18 deg BTDC	60 deg ABDC	70 deg BBDC	18 deg ATDC	360	343

21% horse power on the camshaft change, or a combined 42.8% horse power gain on the original readings before the cam and head were done. Acceleration and general drivability were now considerably further improved.

STAGE FOUR and the RESULTS

The original Model A Zenith carburettor was then removed and a standard Model B Zenith

carburettor (imported from California) bolted on with an appropriate fuel line. The carburettor was then tested on the CO analyser and recalibrated to give an ideal mixture curve right through the rev range with an improved idle.

The final dyno test that then followed showed no significant horse power gains, but torque low down and mid range was up by a further 15% as a result of the carburettor change. This combination now gave a collective torque gain of better than 50% from what I had originally started out with. The Special High Torque camshaft, head and recalibrated carburettor providing greatly improved drivability and Model B plus power.

On the highway where the car would reach 50mph at full throttle with the original camshaft, it now reached over 60mph reasonably quickly with the new camshaft, 4.6 to 1 compression cylinder head and Model B carburettor. The car still kept accelerating but I have decided that 55mph is fast enough for the "old lady" as a maximum cruising speed.

Slight hills that previously dropped the car's speed from 45mph to 25mph, could now be approached with ease at 45mph and not drop below 38mph.

FUEL ECONOMY

The fuel economy before the camshaft and head job was on average 19mpg. The Model A now returned 25mpg under the same conditions on a much lighter throttle.

As it had never been my intention to turn my 'A' into a speedster, I am delighted with the results achieved and to be able to cruise comfortably at one third throttle, with power in reserve for those steep hills, head winds or safe overtaking. >

My Model A is now an absolute joy to drive. It gives me the best of both worlds - Performance Plus for touring and club runs and, by swapping over carburettors with two bolts and a fuel line, the Model A can be back to concourse judging requirements in fifteen minutes.

On a special, once only, performance road test last month, the car reached 70mph on a level stretch of highway. However, I never ever intend testing it to that speed again. It is my considered opinion that speeds in excess of 55mph go beyond the safety and reliability limits that Henry Ford designed the Model A to be constantly driven at.

CAUTION - CAUTION

If you decide to upgrade your Model A's performance, remember that you will have to keep the speed and revs down to a safe, voluntary maximum of, say, 2,200rpm which is equivalent to 55mph in top, 29mph in second and 16mph in first gear.

This will ensure you do not stress the bottom end of your "A" unduly or have the two-blade radiator fan snapping off and causing possible damage or injury at high revs.

Remember the main mechanical difference between the modifications I have undertaken and a Model B are the bearing areas, lubrication system and a stronger, better balanced crankshaft.

CRANKSHAFT AVAILABILITY

For those interested; reworked camshafts are now available to order on exchange from Les Collins's Datrally Developments, Melbourne (03 584 7373) or through Alan Bergman, 20 Toulon Drive, Lower Templestowe, Melbourne, Vic 3107.

ACKNOWLEDGEMENTS - TECHNICAL SPECIFICATION - REFERENCES

THANKS - I would like to record, in particular, my special thanks to Mr Les Collins of Datrally Developments, Melbourne for the use of his Dyno and engineering expertise; Mr Keith Rawson for the unselfish time he gave; Mr Kevin Wright for digging in the archives; Mr Wally Martin for the loan of a brand-new, genuine, replacement Model A cam shaft to blueprint; Mr Frank Smith for all his invaluable advice and Dyno attendance; Mr Phil Bradshaw for the loan of his damaged "B" camshaft to blueprint the two good lobe profiles. Last, but not least, all the many club members who made invaluable contributions of information along the way.

ACKNOWLEDGEMENTS AND REFERENCE ARTICLES

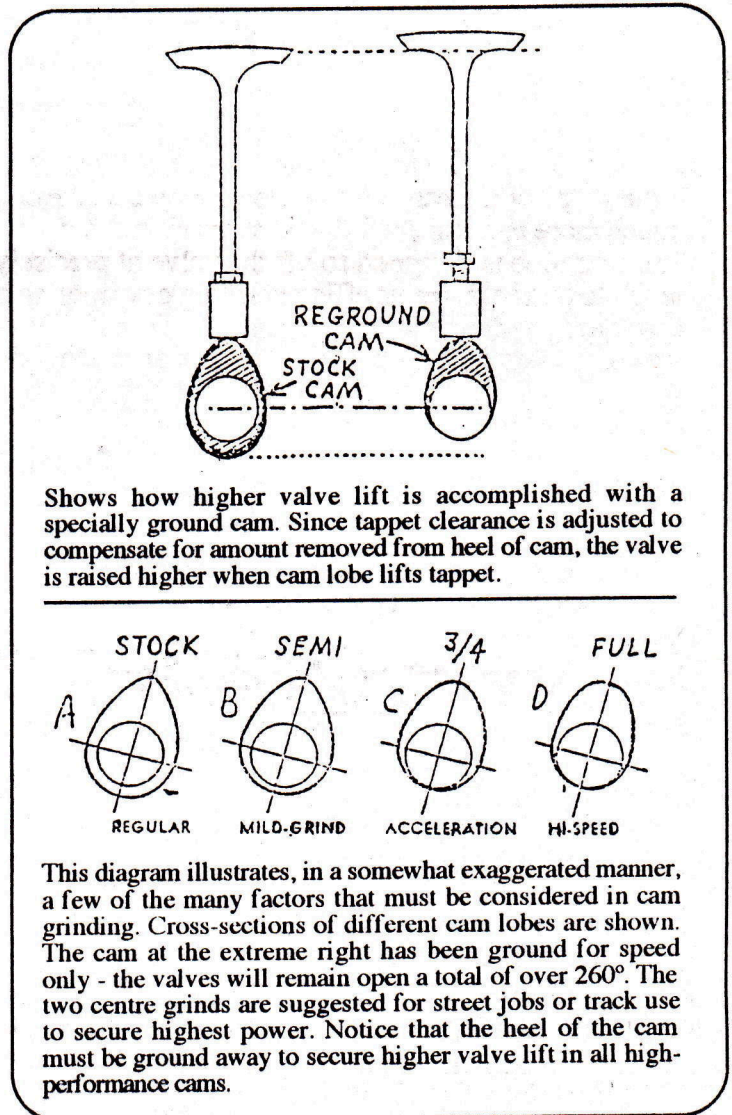
"Forgotten Model B" by Murray Fahnestock, "The Restorer"

"Clutch Chatter" by Doc Wishon, Palos Verdes, California on Model A Valve Timing.

Ford Motor Co Technical and Archive publications.

STANDARD TECHNICAL SPECIFICATION

Model A Ford Camshaft	
Lift of cam	.287 thou (at 15 thou clearance)
Lift of lobe	.302 thou (on top of lobe)
Base of cam	.954
Intake opens	7.5 deg BTDC
closes	48.5 deg ABDC
Exhaust opens	51.5 deg BBDC
closes	4.5 deg ATDC
Valve overlap	12 degrees
Material	Special manganese steel.



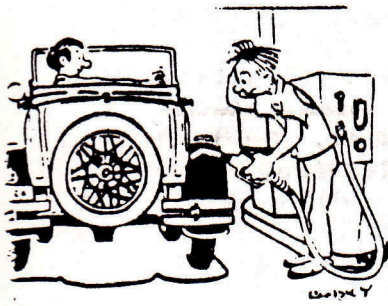
Model A Ford Engine

Torque: 128 ft lbs at 1,000 rpm
 Horse power (brake): 40hp at 2,200rpm
 Horse power rating: SAE 24.03hp
 Displacement: 200.5 cu in
 Compression ratio: 4.22 to 1.

Compression pressure: 76lbs at 1,200rpm Horse power and Speed/Rev Tables

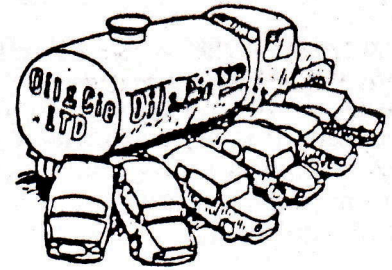
Official table shows flywheel horse power developed:

600rpm	14.1 BHP
800	19.9
1000	24.4
1200	29.1
1400	32.4
1600	36.2
1800	39.1
2000	40.5
2200	40.6
2400	40.8
2600	40.9



Causes of Excessive Fuel Consumption and Poor Performance **TROUBLE SHOOTING**

© Alan Bergman
adapted from "Tune Up Course"



Excessive fuel consumption and, in certain cases, poor performance, can be caused by lack of a good tune-up, and/or:-

DRIVER HABITS OR DRIVING CONDITIONS

1. Sustained high speed.
2. Rapid acceleration.
3. Excessive engine idling.
4. Excessive use of low or second gears.
5. Excessive use of choke.
6. Racing the engine.
7. Excessive hill climbing.
8. Heavy traffic.
9. Improper grade oil.

IGNITION OR TIMING

1. Defective, improperly spaced or improperly synchronised points.
2. Defective high tension wires.
3. Burned distributor cap electrodes, or dirty high tension sockets, or cracked distributor cap.
4. Burned rotor, incorrect type or trailing edge worn.
5. Weak or defective coil.
6. Defective condenser.
7. Spark plugs dirty, burned or cracked.
8. Incorrect spark plug gap.
9. Wrong type plugs (heat range).
10. Incorrect valve or ignition timing.
11. Spark plug advance not operating properly.
12. Dwell variation excessive (distributor shaft worn).
13. Low tension resistance.
14. Coil polarity incorrect.

CHASSIS OR OTHER MECHANICAL

1. Dragging brakes.
2. Slipping clutch.
3. Misaligned front or rear wheels.
4. Bent chassis frame,
5. Under-inflated tyres (soft tyres waste 5% fuel).
6. Excessive internal engine friction.
7. Engine runs too cold (fit thermostat?).
8. Bearings at wheels, transmission or differential worn, defective or binding due to improper adjustment or insufficient lubrication.
9. Defective exhaust control.

10. Cooling system defective.
11. Clogged or restricted muffler or tail pipe (non-standard exhaust systems can waste up to 18% of fuel with too much back pressure).
12. Slipping fan belt (voltage drop).
13. Low charge rate.

POOR COMPRESSION

1. Valves pitted, burned or warped.
2. Sticking valves.
3. Worn valve stems or guides.
4. Incorrect tappet clearance.
5. Weak or broken valve springs.
6. Leaking cylinder head gasket.
7. Distorted cylinder head or block.
8. Worn or broken piston rings.
9. Worn or scored cylinder walls or bores.
10. Sticking valve tappet.
11. Loose valve seat insert.
12. Cracked valve seat.
13. Low compression.

FUEL SUPPLY OR CARBURETION

1. Incorrect adjustments.
2. Choke linkage improperly adjusted.
3. Choke not opening fully.
4. Clogged air cleaner (if fitted).
5. Incorrect float level.
6. Leak in float.
7. Needle and seat defective.
8. Defective or incorrect jets.
9. Leak at base of jet.
10. Restricted air bleed holes.
11. Restricted idle mixture passage.
12. Air leaks at carburettor or manifold.
13. Improperly installed throttle or choke.
14. Leaking fuel line.
15. Leaking or blocked fuel tank.
16. Plugged fuel tank air vent.
17. Defective or incorrect carburettor gasket.
18. Loose carburettor screws bolts or nuts.
19. Carburettor worn at butterfly shaft/housing.
20. Fuel vaporising due to local overheating.
21. Incorrect grade of fuel.
22. Dirt or water in fuel.
23. Damaged or corroded carburettor components. •

• • • Notebook • • •

HAPPY BIRTHDAY this month to:- DOROTHY BENNIE, BARBARA BLEWETT, ALAN JEFFREE, JOHN LUCA, JOHN MCLEAN, REX WILSON, LOUISE READ, SONIA HEARD, JOE WOJDYLO, RON PLEYSIER, BEVAN & HELEN SHARP - Helen's age is a big secret, so, I'll whisper: from May 8, the last number in her age will end in a zero and the first number rhymes with "dive".

STATISTICS - Now, here's some really useful approximate statistics. On your Club members' trips to Adelaide at Easter their Model A Fords vehicles' points opened and closed 14,400,000 times, each plug fired 3,600,000 times and each valve also opened and closed 3,600,000 times. Just goes to demonstrate that the distributor cam needs efficient lubricating to stop wearing down the rubbing block and the points closing up and that the plugs need to be clean for efficient locomotion.

WEDDINGS - We hear of someone actually advertising Model A Fords for hire for weddings - just another gentle warning that this bears very careful consideration as, unless you have made specific arrangements, making a charge for hiring the vehicle breaches both licence and insurance conditions and you could be skating on very thin ice!

MODEL A FRATERNITY - Most of us have experienced the generosity and unselfish attitude of many Model A Club members. In America this was recently manifested when Ed Aro from California drove his '31 Coupe across the country to Long Island, New York. In Arkansas his engine started knocking so he got out his MAFCA Register and called a member in Little Rock. They dropped the oil pan and decided the engine was beyond quick repair. Ed was about to rent a car but the local members removed his engine and dropped in an unused overhauled engine and sent him on his way. On the way back he called in again - they had overhauled his old engine which was replaced and he was on his way home again to complete his 6,130 mile trip. That's the Model A fraternity for you ...

FORD LOGO - Ford, Michigan is licensing manufacturers of vintage car parts from Model T to Mustang to use the Ford logo to ensure high quality. Distribution of unlicensed products must have ceased by March 31, 1994.

GOSSIP - * A Coupe was offered for sale during the National Rally for around \$17,000. It sold very quickly, then changed owners again within a few hours for around \$20,000. * A Model A at the Rally was running, very successfully apparently, on gas - the tank was in the trunk. * Carl and Ethyl Zelambo from California were late getting to the Rally; they got to the airport in Los Angeles, stood in the queue to check in, discovered they did not have their passports and missed the flight.

TROUBLE-SHOOTING - Here's a long-shot. I've produced a 12-page booklet suitable for keeping in your car (folded A4) combining articles, a 'chart' plus hints, tips and diagnostic clues to keep a Model A Ford Rollin'. Now I don't know what to do with it. Part series in the Newsletter? BS

NEW EDITOR? - This time it's for real folks - your Editor (and HELEN) are really going for a while this time - on current schedule for at least a year (maybe two; maybe forever, who knows). We have been asked by every Hotel we have advised to stay on; but the NEW owner of the last hotel we advised in Kiribati (remember, on the Equator) has asked if we would be the new General Managers and this time were gunna do it. SO, after nearly five years - who's the new Editor going to be? BILL BENNIE kindly volunteered to fill in on a temporary basis but the Club now needs a new permanent Editor - you don't necessarily have to produce an international Award-winning Newsletter! Probably no one notices, but I made it a policy to redesign and retype every article that went into this Newsletter to give the end product a cohesive appearance and to remove all those spelling, punctuation and grammatical errors. Oh yes, another Vice-President will also be required. At time of writing the take-over date is not finalised, could be a month or two yet any volunteers ...?



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Model A News**

NORANDA 6062

PAISLEY Ian and Dianne



CONCERN
FOR
COMMON CAUSE
POLITION

THE IRISH MEDICAL DICTIONARY

- ARTERY - The study of paintings.
- BACTERIA - Back door of a cafeteria.
- BARIUM - What doctors do when a patient dies.
- BOWEL - A letter like A.E.I.O.U.
- CAESAREAN SECTION - Neighbourhood in Rome.
- CAT SCAN - Searching for kitty.
- CAUTERISE - Made eye contact with her.
- COMA - A punctuation mark.
- D & C - Where Washington is.
- DILATE - To live longer.
- ENEMA - Not a friend.
- FESTER - Quicker.
- FIBULA - A small lie.
- GENITAL - Not a Jew.
- G.I. SERIES - A soldier ball game.
- HANGNAIL - a coat hook.
- IMPOTENT - Distinguished, well-known.
- LABOUR PAIN - Getting hurt at work.
- MEDICAL STAFF - Doctors' cane.
- MORBID - A higher offer.
- NITRATES - Cheaper than day rates.
- NODE - Was aware of.
- OUTPATIENT - A person who has fainted.
- PAP SMEAR - A fatherhood test.
- PELVIS - a cousin of Elvis.
- RECOVERY ROOM - Place to do upholstery.
- RECTUM - Dang near killed 'em.
- SECRETION - Hiding something.
- SEIZURE - Roman Emperor.
- TABLET - A small table.
- TERMINAL ILLNESS - Sick at the airport.
- TUMOUR - More than one.
- URINE - Opposite of "You're out".
- VARICOSE - Near by
- VEIN - Conceited.

THE LAY OF THE MOTOR CAR by A. B. "Banjo" PATTERSON

We're away and the wind whistles shrewd
 In our whiskers and teeth.
 And the granite like grey of the road
 Seems to slide away underneath.
 As an eagle might sweep through the sky
 So we sweep through the land.
 And the pallid pedestrians fly
 When they hear us at hand.

We out pace, we out last, we out strip.
 Not the fast-fleeing hare,
 Nor the racehorses under whip,
 Nor the birds of the air
 Can compete with our swiftness sublime,
 Our ease and our grace.
 We annihilate chickens and time
 And policemen and space.

Do you mind that fat grocer who crossed?
 How he dropped down to pray
 In the road when he saw he was lost.
 How he melted away
 Underneath and there rang through the fog
 An ear-splitting squeal
 As he went. Is that he, or a dog,
 That stuff on the wheel?