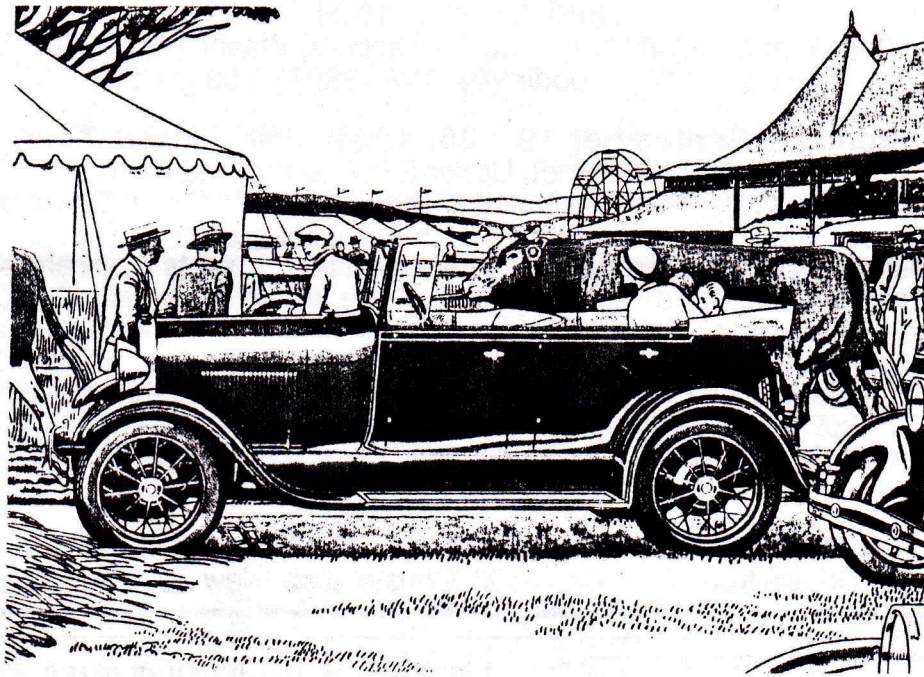


Western Model A News

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

Year XIV Number XI

JUNE, 1994



TOURING AMERICA™ "Blue Ribbon"

1929 Ford advertising illustration

from the collection of Henry Ford Museum & Greenwich Village, Dearborn, Michigan - © 1990

One mechanic can tighten a bolt as well as another. The greatest difference in mechanics lies in the degree of thoroughness with which they do their work and the logic they use in finding underlying causes behind the failures they encounter.

Ford Service Bulletin - September 15, 1939 - © Ford Motor Company of Canada Limited

Next Run - Sunday, June 19 - Leave from La Plaza, Bentley Shopping Centre 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, June 19, 1994

Meet at La Plaza, Shopping Centre car park, Albany Highway, Bentley for 10am departure. About 45 mile to destination.
Organised by ALAN & JUNE SMITH.

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?

Sunday, July 24, 1994

Annual General Meeting - Noranda Primary School - 2pm.

July 18 - 22, 1994

2nd Joint MARC/MAFCA Meet - Tacoma, Washington, USA
PO Box 1930, Woodinville, WA, 98072-1930, USA.

Monday, September 19 - 23, 1994. Wild Flower Tour

Meet at Apple Street, Upper Swan to leave at 8am.

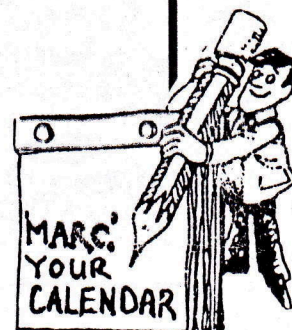
Then:- Great Northern Highway to Morawa for the first night (Morawa Hotel/Motel - \$55 per couple, plus meals). Next morning through Mullewa, then on a dirt road to Wooleen Station (2 nights in shearers' quarters at \$10 per person per night) - there are 15 rooms with 2 beds and mattress each room, so take your own bedding. We can buy meat and salads from Wooleen Station for a barbecue, if required. The fourth night at Dongara Motel (\$60 per couple, plus meals). Approx 950 miles.

Contact ALAN SMITH [REDACTED] or JIM WILLIAMS [REDACTED]

ASAP to join this tour as hotels need to be booked VERY soon.

March 1 - 8, 1996

Vintage Car Club of New Zealand's 50th Anniversary Rally.
Details from: PO Box 13502, Christchurch, New Zealand.



ANOTHER Wonder This month during the Model A Era

June, 1931

rest drowned, but for six men trapped in the forward torpedo flat. With only the light from one electric torch, they donned their newfangled Davis escape gear and had to wait for more than three suffocating hours while they flooded the compartment to equalise the pressure, so they could open the hatch. With their oxygen exhausted, they made it to the surface with five of the six still alive. The name of the ship was perhaps a little too apt. Poseidon was a Greek god who had a palace at the bottom of the ocean.

On June 13, 1930, the high-speed hero of the twenties, Sir Henry O'Neal DeHane Segrave was mortally injured when his sleek white powerboat hit a floating bottle, corkscrewed and turned turtle at nearly 100mph on Lake Windermere. Just moments before, he'd broken the world water speed record at 98.67mph with an unscheduled but fatal run. He was still alive when he was taken from the water and before he died he was told of his hollow victory. It was Friday the 13th and the tragedy was that he'd broken the record two days before but, thanks to an administrative slip-up, hadn't been officially timed.

From "Today's The Day" by Jeremy Beadle. •

RAY ABBOTT ENGINE RECONDITIONING

*** Specialising in Veteran and Vintage engines**

*** Cylinder Head Service * Reboring and Sleaving * Crankshaft Grinding**

Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

MINUTES

of General Meeting held at Pioneer Village on May 15, 1994,
with 25 members, 8 Model A Fords and 18 apologies as listed in Attendance Book.

Meeting opened at 1.17pm

Minutes of Previous Meeting were read. Accepted Peter Gilberthorpe and Seconded Helen Sharp.

Business from Previous Meeting - • Bevan Sharp advised that Visa was now accepted by MAFCA [if drawn on a U.S. Bank] - correspondence to this effect should be forthcoming. South Australia has some video masters (videos listed in "The Restorer").

Correspondence In - Model A Ford Club of Queensland (change of address). CCC (Notice of Quiz Night). MAFCA (Member survey; Minutes and highlights of Board Meeting; Registration Form, 2nd notice).

Correspondence Out - MAFCA (requesting Visa facilities for membership fees, information on obtaining videos as listed in "The Restorer"). Wynn's Australia (Thanks to Steve Toon for attendance at last meeting). Accepted Mike Cooke, Seconded Laurel Cooke.

Treasurer's Report - Funds on hand:- ANZ - \$505.96. Town & Country - \$12,198.83. Home Building Society - \$346.96. Cash - \$138.15. Total = \$13,189.90. Accepted Ron Andrews, Seconded Barrie Guest.

CCC Report - • Information on unleaded petrol circulated. • Federal Government wants national testing regulations where all vehicles will be tested by a State authority. RAC and WA Government support current system for testing vintage, etc vehicles. • Commemorative book for Concours Silver Anniversary is available from Peter Gilberthorpe for \$2.00. • Calendar of events coming. • Peter & Elaine Gilberthorpe offered their services as Club representatives on the CCC museum committee.

General Business - • Bevan Sharp raised the subject of what to do with our funds - suggested purchase of newsletter binders; no particular interest shown. General discussion followed with no decisions being made. • Steve Read spoke on what he sees as a loss of direction in the Club. • Steve advised that the yellow T-shirt accepted by the Club some years ago, and which identified members as being from this Club, could still be obtained. Anyone wanting a T-shirt should see Steve or Louise. • Steve also has drip trays and seat belts available for Model A Fords. • Alan Smith suggested that the Club buy a flag (Model A Restorers Club). These can be made up for \$300.00 and can be read from both sides. Steve Read moved that the Club purchase such a flag - Seconded Barrie Guest, all in favour, carried - Committee to look at size, design and price. • David Bussard mentioned apparent lack of progress on property listing - suggested a form be included in Club newsletter so that members can advise Property Officer of any items held or available. • Bill Cowlin advised that Ron Brister still has several Model A parts available. Bill will put contact number in newsletter. • Alan Smith wanted to know if anyone was interested in another Wildflower Run. Brief outline to be in newsletter. • Steve Read officially thanked all who helped him in restoring his vehicle and congratulated the Club in its success in winning national trophies. • Bevan Sharp requested funds to service photocopier, all in favour. Bevan reported that current cost of the newsletter averages \$9.34 per member per year.

National Report - State Delegates asked to rule on whether to have Touring Class or not. This Club in favour of Touring Class (grading to be discussed by committee) and in favour of Blue Ribbon Class.

Events - Christmas Dinner raised by Laurel Cooke. Alan Smith advised that Sorrento Yacht Club offers a spit roast for \$13.00 per head, plus \$100.00 for a hall. Suggestion made that spit roast or other catered meal could be held at a private home (back yard). Small gift item to be included in evening. Ray Mahony offered his yard if decision was to go that way. Subject to be discussed by committee.

Letter of thanks to go to Pioneer Village for use of meeting room.

The raffle was drawn. First prize won by Ivy McLean.

Meeting Closed at 2.25pm. •

RESTORATION TIP. Modern-day 'Ebonite' can be made by mixing about 1 in 10 parts of black cement colouring with Araldite. A door handle or horn button can be moulded with the black Araldite and when set hard, smoothed with a file and emery paper. Heat article in an oven so that it is too hot to hold in your hands (use pliers). Apply very thin coat of black Araldite to give it a smooth, shiny surface. Rotate the article in all directions to prevent the Araldite sagging or dripping. After about 30 minutes the final coat should be set hard. You now have a black 'Ebonite' horn button that is shiner and harder than the original. *From Alice Springs' 'Centre Spoke'.* •

Executive Committee Meeting

As instructed at the May meeting - a Committee meeting was held on May 24, 1994 to discuss several points, but particularly recommendations to put to a General Meeting regarding Touring and Concours Judging and Standards to pass onto other State Clubs as input for a FINAL decision.

Your Committee members discussed many options and have recommended that members endorse:-

TOURING CLASS

That Touring as a separate Class be continued at Model A Ford National events in order to encourage Australian owners to aim towards basic authenticity to preserve the Model A Fords in Australia to as near "original" specifications as feasible.

It was felt that "Touring Class" described a vehicle that was an older restoration, or one that had some relevant safety items or minor adaptations to make the vehicle better-suited to touring.

The attitude was that the vehicle must still basically be judged under Australian Judging Standards, but that the following were allowed - **WITH A LOSS OF HALF THE POINTS FOR THAT SECTION:-**

- 12 volt system (alternator permitted).
- Sealed beams, authentic Model A Ford lenses.
- Hydraulic brakes.
- Float-a-motor type rear engine mounts.
- 1928 -1935 Ford wheels.
- 4-blade fan.
- A, B or C engine block and/or head.
- Fuel and/or oil filters.
- Era paint colours retained.
- Safety items permitted.
- Extended exhaust pipe.
- NO overdrive or fibreglass panels.

Otherwise judged as Australian Standards.

The vehicle must also participate in and complete the Mandatory Run to qualify for a trophy.

Past Concours winners should not be permitted to enter Touring Class, they can only compete in future Blue Ribbon competitions.

CONCOURS

The 10 Mandatory items should be enforced - if a vehicle does not meet all these minimum standards it just cannot be judged.

Completion of the Mandatory Run should be a requirement to be awarded a trophy. Vehicles not completing the Run could appeal to the Chief Judge with reasons and a meeting of Judges would rule if the vehicle was still eligible.

BLUE RIBBON

Recommended that Blue Ribbon be retained. The wording of the Statement signed by all States that "Blue Ribbon judging as part of Concours - only judged against past Blue Ribbon winners." be corrected to:- ".... past outright Concours winners."

Please consider these recommendations before the next meeting as a response must be sent as soon as possible to be collated with responses from other States and, eventually, a decision made. If you require clarification on any point, or have some constructive input to add to discussions at the meeting - contact MIKE COOKE on [REDACTED].

The GUEST's Pioneer Performance

A good bunch of Model A Fords and an assortment of other vehicles younger than 60-odd years assembled at Garden City shopping centre, Booragoon to leave pretty much on time.

Good to see LIONEL & MAVIS BARENDSE in their fairly newly-restored Phaeton making what was probably its longest trip to date? Do you reckon Henry Ford would have been worried if it took that long to build each Model A? Well done folks. What do you mean you are not driving it to Sydney in 1996 - if you started now.....!

Great to also see some members who have not surfaced for a while. Also members like HARTLEY & PAULINE EDWARDS who turned up at the start and JOHN TIMMINGS and FRANK FARRELLY who came on the run - hope to see you all on future runs?

A fairly uneventful trip meandering through the countryside to Pioneer Village in Armadale. Although, was the LETCH Roadster going the wrong way? And what were a couple of others up to? The BARENDSE Phaeton was noticed parked up a side street, now really - at your age you can do that at home now!

The vehicles looked really good parked in front of buildings that were closer to their own era. Did anyone get some photos to put in the Newsletter, and in the Club's official photo album?

Have you ever seen STEVE READ totally struck speechless? A man walked up to him, hit his arm and said "Hi". STEVE responded monosyllabically with a suitably vacuous look on his face and the guy said:- "Didn't recognise me out of my wet suit did you?" Then he wandered off - STEVE is STILL wondering who the heck he was - in or out of a wet suit!

The resident "village idiot" wandering around the Village provided some off-beat "entertainment" - what about getting him to join the Club?

The Club meeting was conducted in comfort in the Village theatre, thanks to some behind-the-scenes cajoling by the GUESTs.

Thanks to President ANGELO and Secretary RAY for leaving home commitments to attend the meeting.

IVY McLEAN won the raffle (pack of car care products), PETER GILBERTHORPE took the second prize (two SA National Rally souvenir mugs).

Good day out and an interesting meeting. THANKS to BARRIE and GWEN GUEST. •

How many of us really understand our cars' electrical system?

Not many I think! We have lots of information on how to do up our charging system; but getting it running is one thing, and keeping it running is another.

I continually get cars coming in with the generator not charging, with the wiring burned out, and the solder thrown out of the commutator. WHY?

The three brush charging and electrical system is like a working man on a bank account. You earn the money and put it in the bank - just as the generator charges the battery. Unfortunately though, in the electrical system you can't have an overdraft - take out too much and the whole thing goes flat.

Now, with mathematics you can understand, I will try to tell you how to budget with the electricity. Firstly you will notice that your amp meter is marked in amps, your battery in volts, your globes, etc in watts. Confusing? You bet!

To ascertain the watts you have, you multiply your volts by your amps. As most systems are 6 volts and the most you can safely take from a three brush generator is 14 amps, we see that $6 \times 14 = 84$ watts. This is how much we are putting into our battery.

Are You Charged Up?

by A.F. Ransley
in Tasmania's 'Small Torque'

Now it is not uncommon to find 30 watt globes in our old car headlamps and these are the largest consumers of energy. So, if we take 8 or 10 watts for our tail lamps, 12 watts for ignition and 10 watts for our dash lamp we have 32 from our 84. This leaves 52 watts for the rest - headlamps, wiper, stop lamp and a small trickle to bring the battery up after we have started the motor - say around 122 watts and yet we had only 84 to start with. No wonder some cars electrical systems go bankrupt!!

I hear so many people complain that they have poor lights on their car and then go and put a larger globe in the lamps; which makes the

light even dimmer. Example:- My 1918 Studebaker had 21 watt globes in the lamps when I got it and had already burned out the generator; but, when replaced, the lights were still poor. The first thing I did was check the voltage in the globes and, sure enough, they were 5 volts. Reason? The larger wattage globes not only consume more than the generator puts out but also drops down the voltage of the battery. This higher current also causes a voltage drop in the wiring. Hence, dull lamps. I put 15 watt globes in the lamps, the voltage went up, the generator charged the battery and the result was brighter lamps.

A good idea for all 'old car' buffs is to work out your electric budget so that everything in the car totals no more than 14 amps; or, in a six volt system, 84 watts. You will find that your whole outlook is brighter, your wiper sings (rather than growls) and if you are out on a long trip you won't run out of spark.

A chap once told me: "A Chev was only good for 100 miles at night then everything went to sleep" and he "never could get that dang generator to keep the battery up." I guess if he reads this he will know why! •

Looking for a particular article which featured in a previous issue?

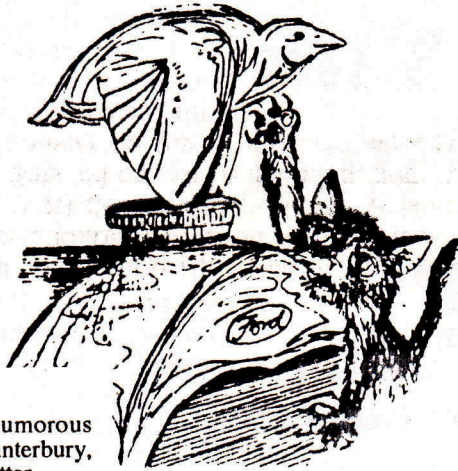
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This wonderfully humorous sketch is from the Canterbury, New Zealand Newsletter.

The Flutter over the FORD QUAIL

Author unknown
from Queensland's "Owners and Restorers News"

With the single possibility of the Rolls Royce Flying Lady, the most popular radiator ornament in the history of automobiles was almost certainly the Flying Quail designed and sold for Model A Fords. More than 700,000 of these attractive ornaments have been sold in the original form, and probably several thousand more in replica form.

Like many other men, Irving R. Bacon, (the man given credit for the creation of the quail) was an unsung hero who should be remembered for his contribution to the romance of automobiles. Instead he has almost been forgotten. He was hired by Ford as a young man about 1917 and spent several years doing routine assignments for the great industrialist.

The little bird is at once functional and sturdy. It kept dirt out and the water in, while giving the car a bit of dash and class that the ordinary cap couldn't impart.

But even though the emblem looks simple, it was far from simple to reproduce. A dead bird on the road went a long way toward the initial idea for the ornament when Ford asked Bacon to think up an emblem for the new Model A which would espouse the idea of a quick take-off.

A rabbit had served the Apperson automobile very well and Bacon suggested this first, but Ford rejected the idea. The quail idea satisfied Ford, and a short time later Bacon found a dead one on the road, which he had mounted.

Using the dead fowl as a model, Bacon sculptured a bird flying, with the wings pointed down; a distinct change from the usual bird positions which had the wings pointing up. Bacon was a true genius, that was obvious.

Like other men of art, Bacon was to face the test of faith in himself and his work before the quail reached production. The road to artistic achievement is often a rocky one, as the artist was soon to learn.

As a touch of originality, Bacon designed one quail with a motometer under its wings. This ornament, along with the more conventional versions, was mounted on six Model A-s for Edsel Ford to look over. If Bacon was expecting a sudden burst of enthusiasm from Edsel, he was disappointed. Not only did Edsel express his lack of enthusiasm, he almost killed the project right there. Fortunately for the quail, Henry Ford was the man to please, not Edsel, and the production steps already started continued.

Usually Ford wanted to produce everything in his own vast shops and manufacturing facilities which

could accommodate anything a designer like Bacon could conceive, but this time it was decided to let Stant Manufacturing Company have the job.

Stant was located at the famous community of Connersville, from which a number of remarkable automobile products have come in past years. The official title in the 1920s was George Stant Machine Works and the firm had done a number of important radiator emblems before tackling the Ford project.

An ornament that had won the shop considerable fame was a winged cap which allowed the owner of a Buick or Chalmers to put a custom cap on his radiator, with a motometer in the centre.

Bacon had made a rough design, but mass production required a more refined product and they decided the best way to accomplish this would be to photograph and study live birds, then start from there to make a final rendering for Ford to pass judgment.

A number of live birds were located and put in cages with padded sides and a net top. Thus it was thought the birds could fly without hurting themselves, and designers could study results. The Indiana Bob quail was selected and work commenced.

Photographers, artists and designers and just plain kibitzers were on hand daily to add to the confusion, and this among other causes kept the birds in constant turmoil. It took three days to accomplish the task before work could start on the actual design.

The best of several hundred photos and drawings were selected and these were presented in rendering form to Henry Ford. After looking over the results, Ford gave his approval to the one he liked best.

There were over 5,000 individual parts in a Model A Ford and approval by Henry Ford was needed for each piece. But the inventor was especially interested in the quail ornament and he gave it much attention. The Stant people were soon beating a familiar path to the offices of Ford from Connersville as each minute part of the project progressed and was given close scrutiny by Ford.

Many times it seemed as if Ford was deliberately trying to prevent Stant from making the cap, but at last

enough approval had been won to make a detailed clay model. When this was shown to Ford it was complete in exquisite detail. It was dusted with aluminium powder for added effect. Ford's sharp eye detected the folly of this idea and he suggested Stant eliminate the detail and simplify the model so that it wouldn't be so hard to polish, thus reducing the cost per unit. Stant's men agreed and this was done.

A hard wax model was cast from clay and this was retouched and refined. With the wax model approved, a brass master model was cast and this in turn was filed, polished and nickel plated before it was taken to Ford for his final comments.

For once, Ford seemed satisfied and the Flying Quail was ready for full-scale, mass production. It was a relief to the Stant people (and possibly Ford himself) to have the final stages complete.

A steel master model was needed for the production lines and this was rapidly completed. The first runs were for Fords delivered by the factory with a Flying Quail for dealers' stocks. When production of the Model A ended, the need for a new decorative radiator cap on Fords also ended but the demand for the Flying Quail continued far into the 1930s.

The factory listed Kyle S. Stant as the inventor of the quail but, in actual fact, it looked almost identical to the one Bacon had originated. His patent number 1809186 was filed on November 28, 1928 and finally granted on June 9, 1931. But the patent covered only the lock and sealing device Stant had created, not the distinctive bird atop the ornament.

There are probably two reasons for this. One, Stant had planned to develop other caps for Ford if the need arose, or for other manufacturers, so the ornament used was of little consequence to him. The other reason was the prior claim of Ford's designer. Not wanting to antagonise the industrialist, Stant felt it wiser to leave mention of the quail out of his patent application.

An original quail will set a purchaser back about \$200 if one finds one in excellent condition. At the time of

original purchase, a Ford dealer sold it for \$3. His cost was \$2.50 on the 1930-31 versions and \$1.75 on the 1928-29 models. Even in depression times, inflation seemed to have made inroads.

It would be interesting to know how many of the originals have survived the passing of time. When a Model A was junked, the cap (if it was still in good condition) was normally saved for its future sales potential. During WWII it was possible to find the little birds in almost any wrecking yard one entered. The reverse is true now. Since the original patent by Stant was never renewed, several companies have started making replicas and the cost of these is about \$100.

Even now, there isn't an abundance of quail seen on the market, or mounted on cars at shows around the country. More Fords don't have them than do.

The selection of a quail was certainly apt; when flushed, the birds can fly with great rapidity and, for its time and price, the Model A Ford was a peppy rascal - closely suited to comparison with the flight of a bob of white quail.

The graceful Diana and Pierce-Arrow archer with a tiny piano wire string, and other elaborate ornaments of the past are fine, but for pure simplicity and proportion, the Flying Quail fits the Model A precisely. Not too big nor ostentatious, it has the right personality for the car.

Henry Ford might have been a hard man to please, but we can give him credit for one thing - he knew what the public would buy. One thing I would like to find someday would be the first wax model with a motometer under the wings. That would be a collector's item that would be worth a king's ransom. But it is now wishful thinking. It was probably destroyed long ago. Still, one can dream.

It is truly a shame the radiator ornament has vanished from the automobile - a bit of romance and glamour went with it that can no longer be recaptured. Alas, the little Model A Ford Flying Quail is a thing of the past, and nothing will change that stark fact.

Nothing. •

Points Gleaned from an article by Phil Terman in "The Restorer"

Preserving an Endangered Species

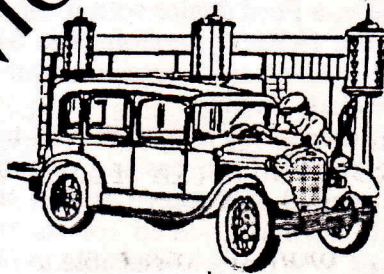
It is essential the oil level be properly maintained - six or seven quarts [5 - 6 litres], depending on conditions. With a maximum amount of oil in the system the pump stays covered with oil, the oil is less stressed, the engine runs cooler and lasts longer. People who complain that their engines run too hot should remember that water only cools the upper part. It is the oil that cools the lower part of the engine.

Checking oil level should be done immediately after engine is shut down. This gives the best measure of oil level that is being maintained when the car is running. Measured at this time, six quarts of oil will register on the full mark. Five quarts of oil will give a full reading only when the engine cools and oil has drained down again. It is far better to have engine oil up to the full mark when running than having it at the full mark only when sitting in the garage.

Engine wear results from frictional abrasion caused by no oil, poor oil or dirty oil. With a sludge-prone 1920s engine design, with no crankcase ventilation and no oil filter; frequent oil changes can help, but they are not enough. Changing oil once in a while to try to keep it clean - instead of filtering all the time - is like wearing a truss:- it feels good temporarily but doesn't cure a thing.

Oil passages in the engine get blocked with sludge - like cholesterol does in human bodies. It is not possible to drain all the oil out of an engine. Almost 3 pints will remain in the valve chamber, and 2 pints will remain in the dipper tray. When straight-weight, non detergent oil is used, the dirt settles in all these low spots and will be circulated again with the new oil. By adding four quarts of clean oil to two quarts of dirty oil, you will get six quarts of dirty oil. •

ADVICE FROM THE EXPERT



by
BMUD, RU

After a summer of Club runs it's time once again to check your wonderful Model A from both a safety and maintenance point of view.

We are grateful for this helpful article from the Sagebrush Chapter in Nevada's, "Ahoogah News" giving this timely reminder to check your

KNIFFLER PINS

It it's been a while since you lubricated your Kniffler Pins, it's highly recommended you do so now, particularly before you embark on any long drives.

I refer you to Ford's June, 1929 Service Bulletin on body squeaks. The Bulletin advises:- "The Kniffler Pins are located directly below the Vertical Height Rotation Swivels of the Model A's Captain Bucket Swivel Seat. For those without Bucket Swivel Seats, they can be located approximately four inches inward from the Thermonga Slide Adjusters." (See original Ford Kniffler Pin detail print shown below to help you identify and locate your Pins).

Great care should be taken when inserting

grease into the Kniffler Pins. If too much grease is forced into the Pins (more than .022 ounces) the Vertical Height Rotation Valve Swivels will, in all probability, fail to function.

If you've never experienced failed Vertical Height Rotation Valves ... take my word for it, you don't want to!

Again referencing the Ford Service Bulletin:- properly lubricate the Kniffler Pin, using special adapter FO-967-4431-RD, place the grease gun (with adapter) on the Kniffler Pin grease receiver and gently apply Molybutolzolene U-R-4-21-13-2 grease. Be sure no more than .022 ounces is inserted, under exactly 30p.s.i." You are now good for another 5,000 miles of happy, trouble-free Model A motoring. •

Kniffler Pin

Use copperized brass threads only
Starboard Kniffler Pin (TYP Both Sides)
Grind smooth
Drill square round hole 17/32 diameter
SM slanted slot with clip fit slanted sifter
Non-adjustable adjustment adjuster
Groovy groove
1.2" X 4" Square Head < 36°
Locate by 9:00 pm E.S.T.

Barometric Angularity To Be Constant Within ±.010 T.L.R.
Square ellipse
Pressure angle to be applied
Make from heavy metal
Remove internal thread before torque
Drill 2.25" Triangular Hole .0002" Deep

DIM VIEW
Taken at 4:00 PM

Release Drawing Assembly	Qty	Technical Approved	Engineering Change Number	Engineering Change Number	Engineering Change Number	Part Number
V-8-4-Cyl	16	Initials Date	Grind Smooth Z-914	Square ellipse SQ-6		A-139954-B
JLP © 1894	8	Material 7/3/29	Add slant sifter Y-221	Radii J-45		Development Number
PARICZLUZI	11	Electrical C.C. 12-14-30	Angularity F-37			AA-1929-1930

Material No. 48-33-721	Must conform to eng. spec. R-9	S1 Metric	Scale 1" = 1/16"	Part Number A-139954-B
Mail Alternate No. 48-33-721-FRN-33	Alternate spec. R-16-V3			
Case Depth 311"	Linear : .0003	Title		
Hardness 961-AR	Angles : .00019	Initials Date		
Surface Code No.	Radii unless noted :	Designer JRL	4-13-30	
Treatment GL-2-OR-7-1A	Edges/Corners/Outside Mix	Checked J.R.	7-2-30	
	Breaks/Inside Mix	Approved T.T.	4-1-30	

Mr. Ford's Final Approval
Henry Ford

Kniffler Pin

. . . Notebook . . .

PART SERIES - Part one of the four-part series "Keeping your Model A Ford Rollin'" starts this issue. Collect the parts over the next four months, fold and collate together and keep in the secret compartment in your Model A. You don't know where that is? Put papers in a plastic bag with a magnet and slip it up behind the petrol tank (in front of the firewall) on the passenger's side sneaky, eh?

HAPPY BIRTHDAY this month to:- BILL BENNIE, DARREN JEFFREE, DIANNE PAISLEY, JUNE SMITH, JOHN ROY and MAURIE CREEDY.

WANTED - Water inlet housing and a windscreen frame for the restoration of his 1928 Phaeton by FRANK FARRELLY - please phone him on [REDACTED]

CLUB SHIRTS - It was agreed at a meeting some time back that the "official" Club shirts would be yellow, with the Club logo in black. The May meeting again affirmed this decision and it was pointed out that we presented a better image, and people knew who owned the vehicles at a display or gathering if members stuck to one colour. STEVE & LOUISE READ have offered to coordinate the production of more shirts and have a new screen made for the logo, or (even classier) embroidered. STEVE has got a good deal on quality Bonds 'Polo-style' shirts; so you can have a high quality shirt, embroidered with the Club badge for only \$18.00, that's less than you would pay for the shirt alone! Phone STEVE or LOUISE promptly on [REDACTED] and tell them the number and size/s you need.

DID YOU spot the May issue deliberate error? LINDSAY BLACKLOCK did. The article on camshafts was headed "Crankshaft rebuild"! Either no one reads this or everyone is bloody polite! Anyway, crankshaft / camshaft - same wobbly-shaped thing in the motor!!

PLEASE - PLEASE - PLEASE - Let's make SOMETHING work. Members decided to have a "Property Officer" with a Register of Model A tools, special or useful items, etc that members were willing to lend to other members for working on their Model A, etc... Like other good ideas, it was agreed that the concept was great, DARREN JEFFREE was appointed Property Officer - and there it stopped. If you have ANY ITEM AT ALL that fits the above category PLEASE, PLEASE contact DARREN and let him know. TA a lot!

HOME BREW RECIPE - Chase wild bullfrogs for three miles and gather up the hops. To them add 10 litres of tan bark, 1/2 litre of shellac and one bar of home-made soap. Boil for 36 hours, then strain through a WWII sock to keep it from "working". Pour in juice of one boxing glove soaked in paraffin for more punch. Add one grasshopper to each litre to give it a kick. Pour a little into the kitchen sink. If it takes the enamel off, it's ready to bottle. Adapted from Model A Ford Club of Colorado's Cookbook.

EDITOR - Government in Kiribati knocked-back offer to buy the Hotel, so the status quo reigns, for now, and the Editor continues - if needed!

PARTS - STEVE READ has assorted parts left over from restoring his award-winning Tudor. Also handy drip trays and suitable seat belts. If you need a Model A part, he may have just what you are looking for...

CHARITY - Any member have a pet charity that the Club could consider adopting in order to perhaps help others not as fortunate as ourselves? One of the reasons we were successful in being granted a Tax Exemption was a commitment to 'charity'. We could donate income from holding displays in shopping centres, etc, allocate any cash prizes from car shows, and so on. It would also give the Club an incentive to participate more in Car Shows and displays if a charity could benefit. Another idea which will receive the usual response of totally apathetic silence?

???????? - If "diamonds are a girl's best friend"; how come "man's best friend is his dog"? Sounds like a sexist raw deal to me!!



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PAISLEY Ian and Dianne



Western Model A News

BACK PAGE



These young lads - **ROSS LETCH** and **RON ANDREWS** - featured on the front page of the Wednesday, April 27, 1988 issue of "The Loxton News".

As the cars were actually "vintage" it must have been the owner/drivers who were described as "veterans" - way back in 1988 - so what are they now? Antiques?



GLEAMING VETERANS

Veteran visitors to Loxton were these two lovingly restored Ford cars, pictured in front of the Historical Village garage. Ross Letch (left), in his Model A roadster and Ron Andrews, in his Model A tourer, were on their way home to Western Australia after attending a Model A Ford rally at Wangaratta with their families.

It must be encouraging for car manufacturers to receive glowing

TESTIMONIALS

These are from real, personal letters to Henry Ford on the virtues of the Ford V8.

"Hello old pal. You have a wonderful car. It's a treat to drive one. Your slogan should be drive a Ford and watch the other cars fall behind you. I can make any other car take the Ford's dust. Bye-bye." *Public Enemy No 1, JOHN DILLINGER, 1934.*

"While I have still got breath in my lungs, I will tell you what a dandy car you make. I have drove Fords exclusively when I could get away with one. For sustained speed and freedom from trouble the Ford has got every other car skinned and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V8." *Bonnie & Clyde's CLYDE BARROW, Tulsa, 1934.*

MODEL A TROUBLES MADE EASY

MOTOR WILL NOT SPEED UP

Choke stuck closed, Pistons binding, Not enough oil in engine, Bent or sticking valve stem, Too much play in valve opening plungers, Too much space between valve stems and push rods, Valves timed late, Throttle stuck closed, Timer stuck in retarded position, Binding contact bell crank, Dragging brakes, Driving system parts not aligned.

MOTOR WILL NOT STOP

Throttle remains open, Ignition switch out of order, Incandescent carbon deposits fire charge, Overheated engine.

MOTOR SPEEDS UP SUDDENLY

Timer casing advanced, Clutch slipping, Throttle jarred open.

MOTOR RUNS IRREGULARLY OR MISFIRES

a) Motor - Carbon deposits, Weak or broken valve springs, Sticky valve stems, Carbon under valve heads, Worn push rods or guide, No clearance between valve stem and plungers, Air leak, Broken cylinder head gasket. **b) Fuel** - Carburettor float chamber getting dry, Water or dirt in fuel, Poor fuel adjustment. **c) Ignition** - Loose wiring or terminals anywhere, Broken spark plug insulator, Plug points sooty or oily, Wrong plug gap, Prematurely grounded primary wire, Battery running down, Adjustment of contact points, Wire broken inside insulation, Pitted or worn contact points, Weak distributor spring, Gummed lubrication on distributor cam, Defective condenser or coil.

MOTOR STOPS WITHOUT WARNING

Broken primary wire, Broken timer spring (rare), Fuel valve jarred closed, Fuel pipe clogged, No fuel, Carburettor jet clogged, Water in fuel, Oil or carbon in spark plug, Short circuit by ground in wire, Air lock in fuel pipe or tank, Battery wire loose, Inlet valve stuck open, Piston seized through lack of oil, Broken camshaft or crankshaft (rare), Seized main bearing (rare), Insufficient lubrication, Flywheel wedged (rare), Sheared key in crankcase gear operating valve mechanism (rare). >

4. If you see a small spark between the points when opening them, the circuit through the ignition switch is complete and the coil is probably at fault. Also you can connect a test light across the points and it should light up when the points open.

PROBLEM - Engine out of Time.

If the engine was running OK when it quit, the distributor timing will probably be all right. But, if the timing has changed, either by removing the distributor or the distributor cam, the engine must be retimed.

Time engine as usual with spark lever up in the "retard" position, with the throttle slightly increased, transmission in neutral and emergency brake on. With timing pin reversed and seated in hole in timing gear for Top Dead Centre, distributor cam should be moved until points are just beginning to open in number one firing position. *Note:- If you connect the test lamp across breaker points or the distributor side of the coil, to ground, the lamp will light up when the points open, with the ignition switch on.* Replace and tighten timing pin. Start engine and notice how it runs at full retard and full advance positions of the spark lever. If the engine timing is too advanced the engine will start hard, like with a weak battery and it will "roll" instead of running smooth and even. If the timing is too retarded the engine will run sluggish and get hot, it may also backfire through the carburettor. You can move the distributor cam counter-clockwise to advance the timing and clockwise to retard the timing. Good timing and a smoothly-running engine can be difficult to obtain if there is excessive backlash and wear in the distributor gears and bushings. Also note that as the bushing on the points wear down and the gap becomes smaller, the engine will run retarded. This is particularly noticeable just before the points have no gap and the engine stops running!

The best tools for electrical repair are a roll of electrical tape or friction tape, spare wire, a screwdriver (medium blade, long) and a test light (6-volt lamp with two leads and two alligator clips). •

TROUBLE-SHOOTING CHART

adapted from "Tune Up Course" by Alan Bergman ©

ENGINE WON'T START?

Starter does not turn engine

Battery flat, Lead loose or corroded, Faulty starter switch, Faulty starter motor.

Starter turns engine slowly

Battery partly run down, Connections dirty, Terminal/s loose, Faulty starter motor.

Starter turns engine fast

FUEL

If no fuel in carburettor:- No fuel in tank, Air lock in fuel line, Blockage in fuel line.

If fuel at carburettor:- Jets choked, Mounting loose, Water in fuel, Dirt in Carburettor.

IGNITION

If spark at plug leads:- Spark plugs oiled up, Spark plug cracked, Plug leads disconnected.

If no spark at plug leads:- Cracked rotor, Loose low tension leads, Faulty distributor cap, Dirty distributor points, Faulty condenser, Carbon brush not making contact.

If no spark at coil lead:- Burned-out coil, Loose or broken high tension leads, Faulty switch. >

ENGINE MISFIRES

High tension leads shorting, Incorrect spark plug gap, Cracked spark plug porcelain, Battery connection loose, Electrical lead damp.

Water in Carburettor, Fuel line partly blocked, Jets faulty or blocked.

Sticking valve, Broken valve spring, Incorrect valve clearance.

ENGINE STARTS AND STOPS

Low tension connection loose, Faulty switch controls, Dirty points.

Fuel line blockage, Water in fuel, Dirt in carburettor, Air leaks.

ENGINE SLUGGISH

Fuel feed faulty, Ignition timing incorrect, Carburettor incorrectly adjusted, Ignition retarded.

Valve sticking, Valve burned or broken, Valve spring broken.

ENGINE DOES NOT GIVE FULL POWER

Ignition retarded, High tension lead shorting, Faulty distributor cap, Faulty spark plug.

Valve burned or seating badly, Incorrect valve clearance.

Fuel supply faulty, Jets partly blocked.

ENGINE RUNS ON WIDE THROTTLE ONLY

Slow running jet blocked, Carburettor flooding.

ENGINE KNOCKS

Fuel octane too low, Timing over advanced, Excessive carbon, Worn bearing or piston. •