



Western Model A News

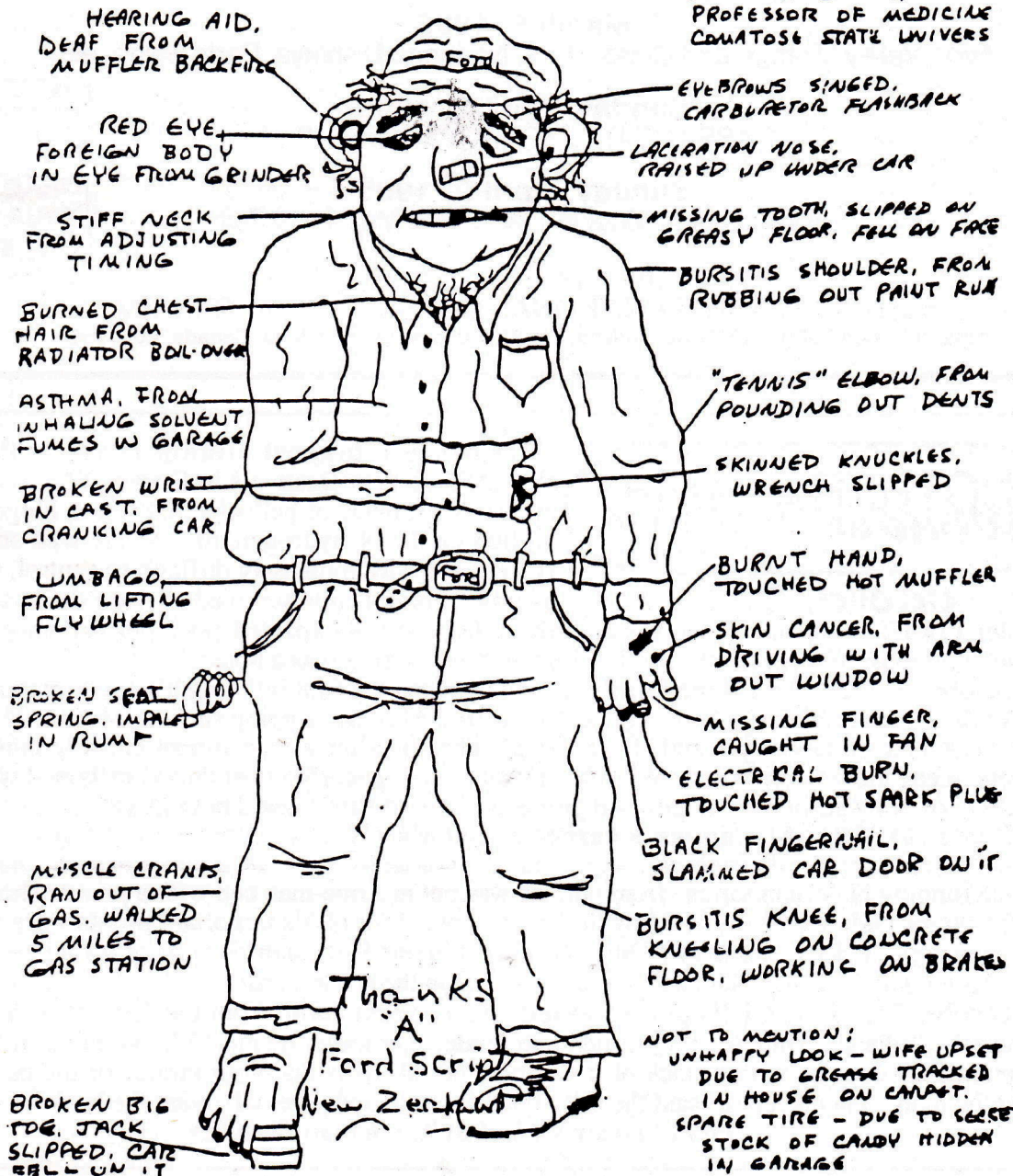
Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XV Number IV

NOVEMBER 1994

Medical Glossary of Model A Ford Injuries

BY AL ZHEIMER, M.D.
PROFESSOR OF MEDICINE
COMBATS STATE UNIVERS



NOT TO MENTION:
UNHAPPY LOOK - WIFE UPSET
DUE TO GREASE TRACKED
IN HOUSE ON CARPET.
SPARE TIRE - DUE TO SECRET
STOCK OF CANDY HIDDEN
IN GARAGE

Next Meeting/Run - meet at Mends Street Jetty, South Perth, November 20, at 9.45am

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: ALAN JEFFREE

Secretary/Treasurer: RAY MAHONY

Vice-President: STEVE READ

Vehicle Examiner: STEVE READ

Editor: BEVAN SHARP

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

Thornlie, 6108

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

Sunday, November 20, 1994

Mends Street Jetty, South Perth at 9.30am for 10.00am departure. Two-and-a-half hour run, inc morning tea - full tank. Max and Dora Annear,

November 12, 13, 1994

Bendigo Swap Meet

Saturday, December 10, 1994 - Christmas Dinner

48 Michael Street, Yokine 6060 6.30pm - spit-roast dinner.

Organised by Edith Jeffree [redacted] and Germaine Wringe [redacted]

Saturday, December 31, 1994

Great Western Festival - contact Ray Mahony if interested.

March 5, 1995

Avon Valley Vintage and Classic Fair, Northam. Displays, Parts Swap, etc.

Sunday, April 2, 1995

CLASSIC CAR SHOW - Whiteman Park

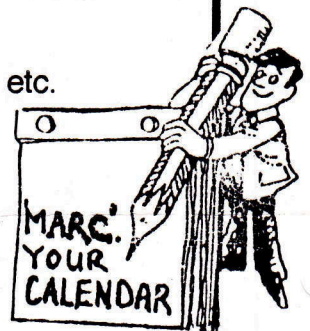
Sunday, April 2, 1995

Wyalkatchem Vintage Tractor and Machinery Fair

July 14 - 20, 1996

1996 MAFCA INTERNATIONAL CONVENTION in CANADA

US\$10 to Roy Bebee, RR#1 Sunderland, Lot 20, Concession 3, Ontario, Canada, L0C 1H0



ANOTHER Last month during the Wonder Model A Era

October, 1930

Minister Lord Thompson. When pressed about the R100's expected poor performance prior to the voyage, he'd said: 'Except for the millionth chance, she's as safe as a house.'

On October 6, 1927, the **silent film era ended** when the first full length 'talking picture' opened in New York. *The Jazz Singer*, a twenties 'weepie' starred Al Jolsen singing such numbers as 'My Mammy', 'Toot Toot Tootsie Goodbye' and 'Blue Skies'. The soundtrack was almost entirely music and apart from one scene there wasn't supposed to be any other dialogue. However they'd reckoned without Jolsen who after one song ad-libbed the quipped prophetically 'You ain't heard nothin' yet!'

On October 24, 1931, **Al Capone's career ended** when he was sentenced to 11 years for tax evasion and was carried off to the cage wearing a heather-coloured suit. For a while at least, he was able to continue running his 'organisation' from jail. He was put in a one-man cell with a private shower, allowed to make phone calls and was visited by his 'associates'. Two of his important guests were warring New York gangsters Lucky Luciano and Dutch Schultz. Capone had summoned them for a peace conference and it was held in the death chamber with Al presiding in the electric chair.

On October 23, 1933, **Dillinger scooped his biggest haul** from the Central National Bank in Greencastle, Indiana. While a driver waited in a Studebaker tourer he put \$75,364 into a sack. Noticing a customer at the counter with a stack of dollar bills he asked: 'Is that your money or the bank's?' 'Mine' replied the man. 'Then keep it,' said the self-styled Robin Hood, 'we only want the bank's'.

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

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

Recommended by MARG member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

COOKE'S COUNTRY CANTER

SUNDAY, SEPTEMBER 25th was a great day - just as ordered - sunny and warm! Centrepoint, Midland came alive with MARC members all decked out in the new YELLOW Club tee-shirts (including the Barendse's who did an undercover strip in the car park) - shame none of us were quick enough to get it on film! Mavis then complained all day that she couldn't find Lionel among all the yellow tee-shirts!

The run up the hill, through to Sawyers Valley, then through the back blocks via Mt Helena, Lake Leschenaultia, Chidlow townsite, and along Lilydale Road and beyond to Toodyay Road was a really pleasant amble. Unfortunately the wildflowers were not out in abundance but the 'green' of the countryside was enjoyable.

All arrived at Noble Falls safe and sound and enjoyed chatting and morning tea down by the riverside. The Falls were bubbling over quite strongly, with a nice pool of pollution building up at the bottom.

Route Sheet #2 was handed out. "Hey - that's a

long way to the Laurie's property", commented one member. "Oh, no, it's only ten minutes up the track; John says it's a short route", says Laurel. Okay, so trusting John Laurie's words via the rally organiser, all set off for the ten minute drive and some forty minutes later staggered into the Laurie farm. "Longest ten minutes I've ever known" was almost a standard comment on arrival.

However, all was forgiven as lunch was eaten under the shady trees on the Laurie's rather freshly-mown lawn. Must say the yellow tee-shirts added to the already colourful garden - and Mavis still had trouble finding Lionel!

Meeting was short and enjoyable - wonder the Secretary could make head nor tails of the notes. The kids wandered about feeding horses, eating mulberries or driving the farm buggy - having a great time.

The SHORT run back home was easy and, from all accounts, everyone had a super day and enjoyable visit to the Laurie's farm. Thanks for the great hospitality Pat and John - we will do it again one day.

ELSIE •

KINROSS RALLY DAY 30th October, 1994

The weather was fine as over 200 cars assembled at the Causeway car park. Organisation was a bit of a shambles as drivers tried to get themselves into number order and leave on time. Several of our members were sent off without rally sheets and tried following others to get to Fremantle for our morning tea.

After a twenty minute stop at the Esplanade (perhaps a little longer for some) the cars set off on a long winding, but interesting, rally to Joondalup Arena. The Governor General thanked us all for our participation and unveiled a plaque to commemorate the First Kinross Rally.

We had lunch and caught up with other Club members for a chat and left around 2.30pm. It was great to see fifteen of our Club members in their Model A-s, while a couple of others preferred to drive other makes of cars. For those south of the River it was a long journey home but our South Geraldton friends were closer and no doubt were home in twenty minutes. By the way, interesting set of rally directions! I'm glad I wasn't the only one who couldn't understand them first off:- ... "TRFL" - "KSO" - "RAD" LOUISE •

VEHICLES FOR DISPLAY AT TRANSPORT MUSEUM WHITEMAN PARK

Exhibits of vehicles, memorabilia etc, from 1890 to 1990 will be rotated.

If you can spare your treasure for a month or two please telephone Exhibit Coordinator Dave Read on

Obtain a copy of the relevant form from Secretary RAY MAHONY or send the following information to David Read - [REDACTED] Glen Forrest, 6071.

Make, Year, Model, Engine Type, HP, Bore, Stroke, Displacement, Wheel Base, Weight, Fuel Consumption (approx), Transmission, Top Speed (approx), Owner's Name.

Attach a brief history of the vehicle (previous owner, where found, what condition, when restored, etc).

Please also supply a photograph for the records.

If you have more than one vehicle, send separate details for each.

Owners name and address will not be published. •

Celebrating 70 years of the Model A Ford in Australia Around Australia by Model A - May to October, 1998

The event co-organiser, Neil Phillips, has received a letter from Mr Tim Johnstone of 214 Nolana, McAllen, Texas 78054, USA who would like to participate. Tim's hope is that he can either lease a Model A for the event - part of the arrangement could be a rebuilt engine shipped to Australia - or, as a last resort, purchase a roadworthy, restored Model A capable of completing the journey. Tim is 51 years of age and has done many thousands of miles in the U.S. touring in Model A-s. He has been involved in Model A-s for over 30 years, including two successful restorations. Please contact him direct if you can help. •

Part Two of
A MODEL FIVE-DAY WILDFLOWER TOUR TO WOOLEEN STATION
by JACK and MAVIS BERKSHIRE

I don't know how a group of oldies, or non-mechanical people, would ever start the three-cylinder Lister diesel engine - but Alan and Jim managed (under my supervision). So we had power for the fridge and lights. A donkey wood fire supplied hot water for showers and, after we settled in, Jim lit the barbecue and we all cooked our steak, chops and sausages. We later sat around as darkness came and talked about our trip and our thoughts were with the Stitts and Bristow-Staggs, where were they?

Suddenly two yellow candle-like headlights appeared; it was Ray and Caroline in the Roadster. They had arrived after welding repairs in Morawa. A good effort to navigate and dodge 'roos and emus. They were made welcome and, after showers and food, all turned in for the night. Don't you believe it, at 11.30pm the Bristow-Staggs arrived in their 4-wheel drive with the Model A on a trailer. They had, in fact, flown back to Northam, picked up the Nissan and trailer at the airport and headed straight back to Mullewa to load up the 'A'. At the Shell service station Barry did some fancy reversing and promptly backed over the bowser. Oh boy; how to win friends! Anyway, no damage to the Nissan or trailer and dogs were locked up so Barry was OK. After lots of handshakes and apologies they left for Wooleen. Is that the end of their story? No way - exciting trip isn't it? Along the gravel a big kangaroo (you guessed it) decided to try and jump into the Nissan without opening the driver's side door. Again, no serious damage and they proceeded to Wooleen at 11.30pm; just in time for Barry to celebrate his birthday before midnight.

What a day they had: timing cog stripped, aircraft ride, damaged bowser, kangaroo.... I did hear Barry say: "I'm going to open a bottle of champagne before midnight." Well, all the ladies were out of bed in a flash with glasses at the ready. Nina went past my room holding out her glass and looked like the 'Lady with the Lamp'.

Anyway, several corks popped and stories and laughter filled the air until 1.30am when all decided enough of Barry's (?) birthday. Personally, I think everyone was happy and relieved that everybody was together again.

Next morning Alan and Tony were busy repairing a puncture on Alan's Tudor. Ladies all okay and a community breakfast in the kitchen was lots of fun: balancing bread on the old wire toasting forks and dropping a few slices of bread on the floor as we toasted over the coals.

After breakky a walk to the windmill and tanks, then to the shearing shed with its half-round corrugated roof. The high roof was to accommodate the old wool press. The shed was built in 1922 and the roofs were riveted together not with pop rivets but old-fashioned rivets requiring someone on both sides of the roof. The younger member of the roof team was slung under the roof in a rope harness while the older (and wiser) member pounded the rivets into place.

After lunch we decided to drive to the Murchison Settlement, visit the small museum and refuel for the long trip home. Ray was left behind but caught up later. I believe the Murchison is the only shire in Australia without a town. Settlement was proclaimed in July, 1988 and houses the Shire office, museum and single

business:- the Murchison Roadhouse Caravan Park.

Pictures in the Museum showed 1912 belt-drive Triumph motorcycles and belt-drive BSA with a wicker or cane sidecar (very interesting to ride in the mud and sand I would think). A big-wheeled solid tyre truck, loaded with wood and a fleet of 1924 Buick cars. A young soldier by a 1912 Model T waiting to go to Yuin Station on leave prior to going overseas in the 1914/18 War. Wonder what happened to that lad in that terrible slaughter of a 'war to end all wars'?

On our return to the shearing shed, Tony repaired a flat tyre whilst the ladies prepared our community casserole tea; or should I say 'banquet'? Barry again produced more champagne, trying to keep his birthday going. After tea:- jokes and laughter. Tony held a competition to see which couple had the best decorated banksia base. Nina won but shared chocolates with all. Tony was thanked by all for his presentation of vases which he makes as a hobby. I played my mouth organ and made everybody rush off to bed.

Next morning a good, early start towards the black road. Before leaving, Brett and Helen Pollack arrived to take photos of the cars lined up at the shearing shed for possible promotional use. Pity they hadn't invited us to look at the homestead so we could do the same thing if people asked about meals, accommodation, etc. Anyway, it was time to leave with a full day driving of about 200kms to the black road of Highway 1.

We followed a gravel road which weaved through the beautiful beds of a rather dry Murchison River where plants and tropical trees bloomed, worthy of a longer look.

I had a puncture but we soon changed the wheel and were off again. We passed through a small station where the owner seemed surprised to see so many Model A-s. All reached the black road okay with all fuel gauges at the big '0'. Ray ran out of fuel 3kms from Binu BP Roadhouse. After refuelling we whistled down the road to Dongarra, our overnight stop. Dongarra townsite was first surveyed in 1852, and by 1854 the European population was 350. At Dongarra a good motel and meal, plus a few drinks, completed the day.

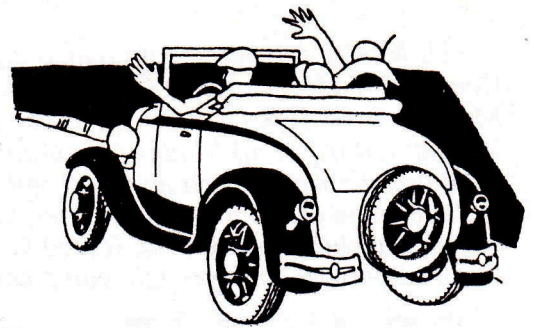
Our journey next day was to Leeman as guests of Barry and Sylvia for morning tea at their beach house - thanked by all for their hospitality. Leeman was named after Dutchman Abraham Leeman van Sanlivits. We left Barry and Sylvia there and proceeded to Badgingarra Roadhouse for lunch and the famous 'Badgie Burgers'.

The Smiths and the Williams also left us here for Perth, while the Stitts, Parins and Berkshires decided on a mini wildflower tour on the way home. Several stops were made by Tony and Rita along the road while Tony explained the flowers to us. The Stitts left so, after coffee with Tony and Rita, we went on our way home.

It was rather sad to say goodbye to a great bunch of people with whom we had spent so many happy hours together and we must thank Alan and June Smith and Jim and Nina Williams, the organisers who held it all together. In conclusion, on behalf of Mavis and myself: thanks to you all for a great 5 days of fun and friendship, and above all; good clubmanship. •

Just like your body needs upkeep, your Model A Ford needs regular **LUBRICATION & PERIODIC MAINTENANCE**

**All items are to be lubricated
unless otherwise noted.**



EACH 500 MILES

- inspect radiator hoses
- adjust fan belt
- inspect fan for cracks
- change crankcase oil - if not using filter
- check fan blade looseness - side play
- test windshield wiper
- check wiper blade rubber

EACH 1,000 MILES

Left Right

- front spindles - upper and lower
- steering tie rod
- front brake camshafts
- front spring shackles
- front shock links
- rear spring shackles
- rear shock links
- rear brake camshafts 1
- rear wheel bearings
- do all 500 mile items
- test emergency flashers 2
- test wheel bearings for looseness, spin 3
- tighten accessory mountings (windwings)
- tighten spring U-bolts, front and rear 4
- tighten all wheel lug nuts
- test lights (head, stop, dash, tail, etc)
- inspect engine compartment cotter pins
- inspect all brake system cotter pins
- inspect all steering system cotter pins
- service brake cross shaft
- parking brake cross shaft
- engine control link joints
- wipe out headlight switch
- door dovetails (light coat of Vaseline)
- door striker plates (same)
- door latch mechanism and lock (white graphite)

- go over entire fuel system for leaks
- check entire exhaust system for leaks
- clean distributor cap, lid, rotor and check each for cracks
- check steering wheel free play -1" max
- battery high discharge test 5
- check battery with electric tester
- clutch pedal bearing
- brake pedal bearing
- drag link (both ends)
- U-joint
- check lubricant in differential
- check lubricant in transmission
- check lubricant level in steering gear
- fan bearing
- water pump bearing
- check for tight electric connections 6
- distributor shaft (fill oiler)
- distributor cam (very light coating)
- check points gap (0.18" to .022")
- check points for pits, misalignment
- remove crank from front of engine
- generator bearings
- clean and re-oil air cleaner - if fitted
- clean battery cable clamps - Vaseline
- tighten battery ground connection
- oil horn bearings
- clean horn commutator
- clean generator commutator, check brushes
- drain fuel sediment bowl
- clean carburettor filter screen
- oil main throttle shaft - rear of engine
- door hinge pins (drop of light oil)
- door hooks (same)
- check clutch pedal for 3/4" free play
- check tail light lens mounting screws
- test ground wire on all power tools 7

EACH 2,000 MILES

- do all 500 and 1,000 mile items
- check shock fluid
- inspect starter commutator, brushes
- grease steering gear sector shaft
- examine tyre wear, cracks, damage
- clutch release bearing - under floor
- check engine timing 8
- remove crank from front of engine
- adjust service brakes
- inspect main leaf springs for cracks
- repack upper ends of shock links
- test parking brake for hold on hill
- drain & flush radiator - clean water 9

EACH 5,000 MILES

- do all 500 and 1,000 mile items
- check headlight focus and aim
- drain, flush, refill transmission
- same for differential
- tighten engine, chassis & body nuts
- front wheel bearings; clean, inspect, pack
- inspect front brake drums, linings, springs 10
- spark plugs clean and re-gap (.035")
- give cooling system chemical flush 9

EACH 10,000 MILES

- do all previous items
- clean, inspect, pack rear wheel bearings
- inspect & clean rear drums, linings, springs 10
- lubricate speedometer cable
- polish headlight reflectors

1 - Rear wheel bearings and rear brake operating shafts must not be over-lubricated. These areas, already subject to oil seepage past the axle housing seals, have a tendency to drip lubricant onto brake drums.

2 - This concerns the battery-operated portable red flashers some owners carry for road emergencies.

3 - Be sure there is no excessive looseness in the fronts, and no gritty sound or drag in any.

4 - The large U-bolts holding the leaf springs to the cross frame members should be kept very tight at all times. This is a precaution against cracks in the cross members and broken springs.

5 - Check each cell with a high discharge tester; this shows whether the battery will hold its voltage under actual operating loads.

6 - To test for tightness, try to wiggle the connections with your fingers, if it gives, tighten it. Check also that the wires are not loose in their crimped on terminals. Look for frayed or cracked insulation, and for spots where wires rest against metal to cause worn insulation. Open up the junction box and check for these items.

7 - This obviously has nothing to do with the Model A but is a good check for the restorer. Use ohmmeter to see that there is NO resistance between

the exterior metal case of the tool and the ground prong of the three-prong plug (with plug pulled out of wall outlet). Even after making this test, the safe practice is never to touch the tool while standing on a damp surface or while touching or standing on any metallic or wet object - as ground circuits within your shop or garage are not always reliable.

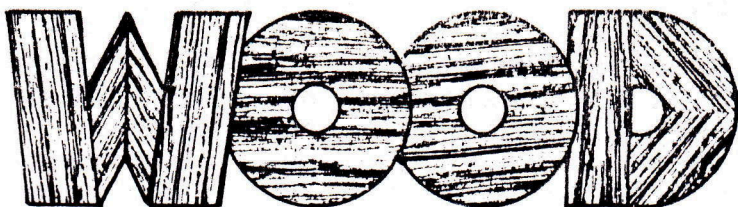
8 - A very accurate way to see exactly when distributor points open is to hook up a 6-volt DC voltmeter across the points. With ignition on, the meter needle will jump from zero to about 6 volts at the instant the points open. When not performing this test, keep ignition switch off, or slip a piece of paper between the points to keep battery from discharging through the coil primary winding.

9 - Drain radiator immediately after running engine for about ten minutes, so that sediment and loose scale will be stirred up into the water. Do not pour cold water into a warm engine, if hot water is not available, allow engine to completely cool before refilling.

10 - Clean every trace of grease from brake drums and brake shoe lining with rags dampened in lacquer thinner. Dry off with clean, dry rags. Also remove any excess grease from bearings, bushings and backing plates, so that none will later drop down onto drums or shoes. With everything sanitary, inspect for scored drums, worn linings, broken springs. •

All Model A-s were not created equal! Many an amateur restorer, fresh from successfully rebuilding a Coupe, or Tudor, tackles a Cabriolet or Town Sedan only to find it's a "different animal." They find that some Model A body types have wood-structured bodies.

About a third of all Model A-s produced have extensive wood in their structures. This means the body sill structure, door posts, belt and roof rails are made of wood. On some, even the door structures are wood. These include some of the most interesting, low-production body types. As the number of well-preserved surviving cars diminishes, restorers are forced to work with vehicles which have extensively damaged or missing wood. For the hobbyist with the right equipment and wood-working experience it can be a satisfying challenge.



History

The earliest automobiles were motorised carriages. Many were made of wood and were manufactured one-by-one. Even the mass-produced Model T-s were mostly wood structures, with metal panels attached. In the 1920s, Ford developed some welded steel structures. The Tudor, introduced in 1923, was possibly the most advanced example of body engineering in that era. The cowl, doors, sill structure, quarters and back had very little structural wood. The roof structure, door posts, etc were wood because the top and trim fabrics had to be tacked to something. This concept was carried into many of the Model A designs.

The change to "all-steel" construction was essential for high production. Steel parts could be stamped out in large quantities and identical dimensions. Any scrap could be reprocessed. The steel parts could be spot welded together and were "instantly" ready for the next stage of assembly.

Wood parts had to be cut one-by-one. The more complex the part, the longer it took to shape. The scrap wood was only usable for smaller parts. The wood structures had to be carefully fitted together, glued, screwed and allowed to dry. The metal panels had to be nailed into place and the wood often had to be treated with a preservative other than paint.

Then why weren't all Model A-s built "all-steel" construction? Because, just as steel construction was essential to high production, the reverse was true - high production was necessary to make "all steel" construction feasible. The machines and dies to stamp out steel parts were expensive. The cowl sections and the doors (of certain low-production models) were steel assemblies because the combined production made them feasible. For example, Victorias and Convertible Sedans used identical, all-steel floors.

The table with this article shows the relationship between production and structural design. Nearly every body type with production over 100,000 units used the all-steel construction. The total for Town Sedans and Fordors (3W) is over 400,000, but the Briggs and Murray sedans were not identical. Ford eventually changed to all-steel construction on the 1931 sedans (160-A,B,C) but their production remained low because the country was heading into the Great Depression.

There is an intriguing story hidden in the

IN MODEL A-s

from "The Restorer"
by Phil Allin

development of the Fordor Sedan. (See "The 1929 Fordor (60-A)" in the May-June, 1978 "The Restorer".) The missing Fordor at the time the Model A was introduced, and the eventual release of the Taxi (135-A) with all-steel doors (but wood sill construction) convinces me that Ford ran into trouble with the all-steel Fordor design. If Ford had perfected the body engineering of the three-window 192 Fordor, we probably wouldn't have seen the nine variations over the next three years.

Ford contracted with several body builders to produce certain models. These body builders used wood-structured designs. The major two companies were Briggs and Murray.

There were, of course, some Model A-s that were "all-wood" - the Station Wagon, Special Delivery and Mail trucks. These are another story....

Construction

The side sills are the major structural members of these bodies. Typically, these are 1-1/2 inches thick and 4 to 9 inches wide. They are joined by wood cross members of similar thickness, usually with mortise and tenon joints that are strengthened by wood screws. The wooden lock pillars are usually jointed to the sills with metal brackets. Likewise, at the top end, the lock pillars join the roof rails with metal brackets screwed or bolted into place. Parts with a lot of curve, such as the belt rail tack strips, were often built up of several pieces. Where wood was joined to wood, such as top ribs to the roof rails, a partial lap or lap tenon joint was used and secured by a wood screw.

Various types of hardwood were used, although oak was probably the cheapest and strongest. Large structural parts, such as the side sills, were often built up from several pieces. This included using two 3/4 inch boards to build up the thickness. Splices in long pieces were usually made with finger joints.

Since there would be very little of the wood exposed in the finished car, some surfaces were left rough. On some models, the exposed wood under the body was treated with a wood preservative, but others appear to have no finish. The metal floor pans mounted between the wood sills appear to have been painted black (before installation), but often picked up considerable overspray when the body was painted. Lacquer doesn't stay on bare wood very well.

continued >

Deterioration

The most common cause of the wood breaking down is water. Probably the most frequent form of deterioration on closed Model A-s is a rotten front roof rail (header). It is easy to imagine the cause and effect:- a worn out top and leaks up under the visor allow water to soak the wood of the header. The process may destroy the whole header and rust through the metal facing. As the old car stood outdoors for years, water got to other important areas:- front ends of sills (where they join the cowl section), crossmember behind rear seats. As important structures lost their strength, added stress was put on other joints. Wood parts cracked, some pieces fell out.

Holes for bolts, screws and tacks help the water attack the wood. If the top has been replaced a time or two, the tack strips are probably riddled with old tack holes. On the 1931 Convertible Sedan, for example, the rear bow had about twelve layers tacked into a strip 1/2-inch wide.

Water was not the only villain. There is termites, fire and everything else destructive to wood. In fortunate cases, damage is minor and the piece can be repaired or at least used as a pattern. Some restorers, however, start with an empty shell - no wood, no patterns.

Repair vs Replacement

It is sometimes possible to repair the wood you have. Check the condition by probing the surface with a sharp, pointed tool or knife. Probe all along each piece, especially near the ends. If it is soft, spongy, or crumbling you will have to replace it. If it seems to be sound, but has cracks, loose joints or slight warping you may want to repair it - especially if it is very difficult to remove and replace. Consider the function of the piece. If it has to carry significant loads and maintain the shape of the body, don't take chances by piecing in a repair. If it is only a hidden tack strip, perhaps you can fill the old nail holes with wood filler.

If you are replacing the wood parts, check the position dimensions before taking anything apart. You may be able to duplicate the door post perfectly, but unless you have recorded its position on the sill, etc, you may have

trouble fitting all the new pieces together. Try to keep the pieces intact and label them as to where they came from. The top ribs are not all the same. You will not remember all the pieces when you get around to sawing the replacements in six months or a year.

In most cases, use the old piece as the pattern for the new part. Carefully consider whether or not the new part will be made identical to the old. For example, it may be easier to build a new header from a single piece rather than an assembly. It may be easier and stronger to use dowelled joints than to duplicate an original joint.

If you are fitting the wood into a portion of the body, cut it slightly larger than the pattern. Hold it in the position it will eventually occupy and carefully mark where wood needs to be removed. Repeat the process as you gradually shape it to fit.

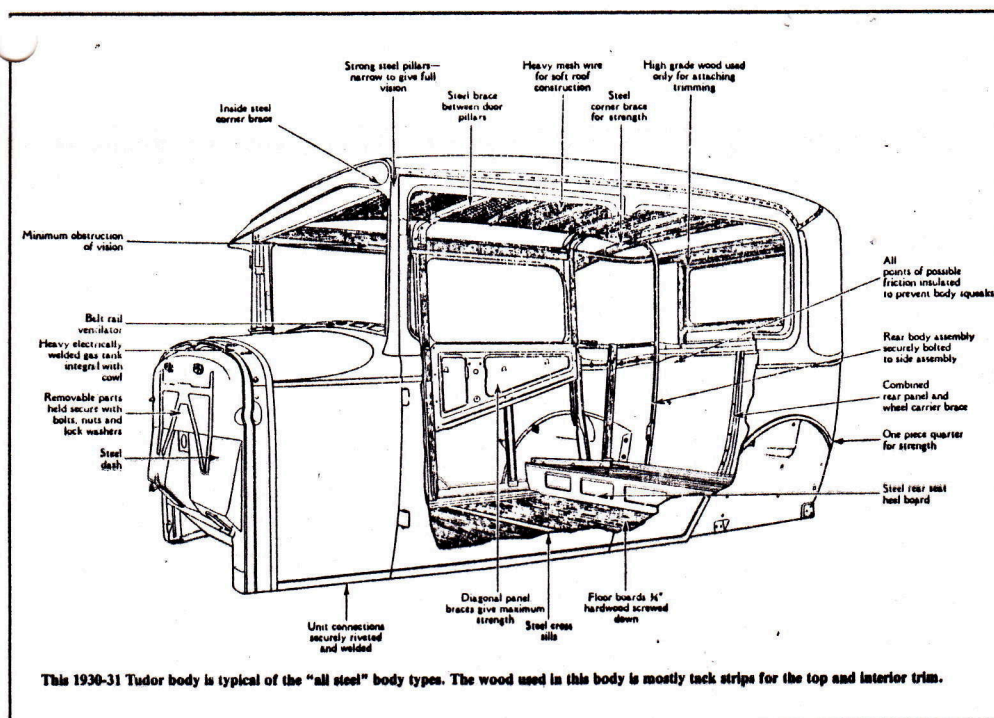
If you are building part of the body structure in preparation for attaching body panels, check the fit of the panels repeatedly to see that the alignment will be correct. The original body builders had elaborate jigs to assure the alignment as the body was assembled.

Finish

Most of the structural wood in Model A bodies was unfinished or treated with a dark preservative. The exposed wood in commercial body types (Pickups, Deliveries and Trucks) was usually painted the body colour, except for the Special Delivery and Station Wagon. There is, of course, a strong temptation to finish any exposed wood like a piece of furniture. The choice is up to the owner, but natural wood finishes would be downgraded in Model A judging as over-restoration.

Conclusion

There is something very satisfying working with wood. The feel and fragrance blend pleasantly with rich tones and interesting grain patterns. This quality of wood probably had something to do with the use of simulated wood trim in the deluxe models. For the restorer who loves to tackle every phase of Model A rebuilding, the restoration of the wood can be most rewarding. •



Production Structure
(in thousands)

BODY TYPES	28-29	30-31	Sills	Doors
Tudor (Std,Dlx)	790	595	steel	steel
Coupe (Std,Spl,Dlx)	250	365	steel	steel
Coupe (Spt,Bus)	295	94	steel	steel
Roadster (Std,Dlx)	110	200	steel	steel
Town Sedan	91	187	wood	wood
Closed Cabs	43	198	steel	steel
Phaeton (Std)	159	51	steel	steel
Fordor (3W)	55	78	wood	wood
Fordor (2W)	105	19	wood	wood
Open Cabs	60	12	steel	steel
Cabriolet	18	43	wood	* wood
Victoria	-	43	wood	steel
Station Wagon	5	7	wood	wood
Slant W/S Sedans	-	10	steel	steel
Phaeton (Dlx)	-	7	wood	wood
Taxi	5	-	wood	steel
Convertible Sedan	-	5	wood	steel
Town Car	1	-	wood	wood
DeLuxe Delivery	?	14	wood	#steel
Panel Delivery	?	15?	wood	#steel
Special Delivery	-	1	wood	wood
Town Car Delivery	-	.2	wood	wood

* steel in 1931 # Rear door/s wood

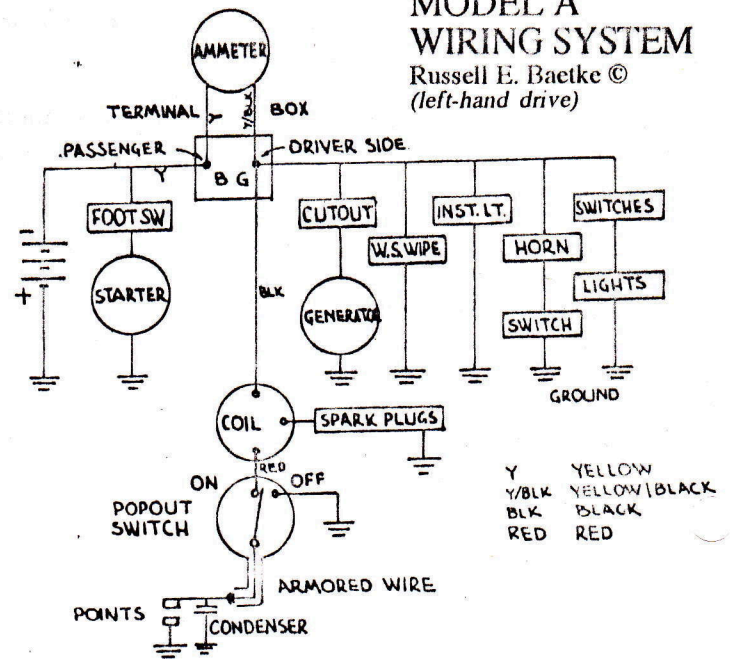
IF you know a little about the wiring system, the electrical problems in the Model A will not be so difficult to diagnose when trouble occurs. It is nice to be able to fix electrical problems on the road. Although 'trial-and-error' might help some, it is better to know the principles that Ford designed into your Model A.

The Ford wiring system was designed to help you solve your electrical problems. The figure shown is a wiring system drawing rather than the usual wiring diagram. It shows the organization applied to the electrical items and is arranged to identify the common features of the electrical system, without the confusion of hidden wires travelling in and out of holes and wiring harnesses. The actual appearance of the wires at the terminal box is shown in the second figure.

Reading the diagram from left to right, the battery and starter are the only two items connected to the battery (B) side of the terminal box and the ammeter. Everything else is hooked up to the generator (G) side of the terminal box and ammeter. This wasn't always the case however. The early Fords had the ignition coil hooked to the battery side. Ford changed this and recommended that the change be incorporated on the early model so all electrical loads (except the starter) would indicate through the ammeter. This provides for the diagnosis of ignition faults as well as other electrical equipment faults.

MODEL A WIRING SYSTEM

Russell E. Baetke ©
(left-hand drive)



Model A Wiring System - Designed for Diagnosis

By Russell E. Baetke - possibly from 'Model A News'

With this change, a slight discharge will occur normally with the ignition on and while cranking. Also, if the engine is stopped with the points closed, a slight discharge will show when the ignition switch is turned on. If no discharge occurs, there is a problem in the primary ignition circuit. As part of the primary ignition circuit, the pop-out switch was designed to be either ON for running, or GROUNDED for off. This feature, combined with the armoured cable, makes the ignition tamper proof. When the switch is off, the points are grounded to prevent hot wiring.

All of the driving functions requiring electrical power are on the generator side of the ammeter. If the generator is producing enough power to satisfy the load, the ammeter will read a positive (+) value. If it reads negative, power is being drained from the battery. To maintain the battery charge, the third brush in the generator is manually adjusted. This allows the generator to operate at the load required.

Adjust the third brush to a minimum (2-4 amps) during the day to prevent overcharging the battery.

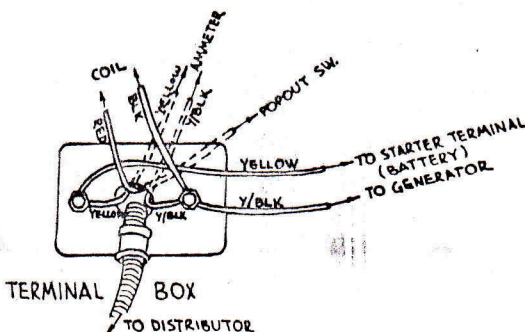
For extended night driving with lights, set the generator third brush to increase the output sufficiently to maintain the battery charge.

The cutout switch is solenoid operated to automatically switch the generator into or out of the system. The current produced by the generator closes the cutout switch. When the generator stops, the switch opens. If it fails to open (due to sticking contacts), a large discharge will show on the ammeter. The current from the battery can destroy your generator! Always check your ammeter when you stop the engine to see that everything is off.

The horn switch is on the ground side, so voltage is always at the horn. If you work on the horn, be careful of shorting to ground. The horn circuit has a number of connectors, all of which must be maintained. One item overlooked is the commutator in horn motor which must be very clean. Deposits from the brushes lodge between commutator bars and make the horn very weak. Clean all commutator bars and note difference in performance. Don't make sparks. Remember the horn is 'hot', touching ground will spark.

All the lights are grounded, so no voltage reaches them until their switch is closed. The primary lighting switch for parking, low and high beams, is at the base of the steering column. The brake light switch is under the car at the brake cross-shaft.

The electrical system is simple and straight-forward in principle. The ammeter was placed in the circuit to help identify the problems that may occur. Watch the ammeter. Learn what it is telling you. Enjoy your Model A with greater confidence. •



Notebook

HAPPY BIRTHDAY this month to:- DENISE BROWN, GEOFF & LINDY INGRAM, DEBBIE TEALE, JOHN CARTER, ROSS CHAMBERLAIN, ALMA LETCH.

GET WELL SOON - Wishing BARRIE GUEST a speedy recovery to his usual cheerful, cheeky self.

CONGRATULATIONS - to DARREN JEFFREE on your promotion to Branch Manager - well done DARREN; we salute you....

ROGUES' GALLERY - Over the years people within the Club have had their photograph (with or without their cars) and stories in the press. Laurel and I have a collection of these which we intend to paste into a scrap book and put in care of the Library. If there are any items you have that can be included, please send us a copy. Any contributions would be most welcome. LOUISE.

WANTED - Eleven (11) volunteers to organise Club runs for 1995. STEVE READ, your Events' Organiser, is giving YOU the opportunity to decide where you would like to go! January and February are traditional runs, but you may choose to alter this venue - it's up to you. Country members are invited to show us their local area providing they live within a reasonable distance of the metropolitan area. No qualifications are necessary, but instructions are provided if needed. Please contact STEVE READ on [REDACTED] with your requested month.

THANK YOU - Dampier member FRANK SINCLAIR has written the Club a long letter which concludes with this P.S.:- "This is a special thank you to the club and the special people who have helped me get "Lu Lu" on the road. You took my phone calls, answered my letters and I bless you, I always knew there were still people like you upon this earth of ours."

CLUB TEE-SHIRTS - Official, embroidered tee-shirts are still available from LOUISE READ. Phone her on [REDACTED] for yours - don't miss out.....

HEAD GASKET SPECIALIST - Herb Harbour of [REDACTED] Floreat, 6014, [REDACTED] advises that he can make gaskets for all models (sample required). No gasket too small or too large. 40 years experience.

EDITOR - The SHARPS are back in town for a couple of weeks only (gone again November 16 for about 2 months). Perhaps the Club should have an Editor who is around more? Their future plans are unknown at this stage. **MANY thanks to LOUISE** for filling in again and producing your Newsletter.

VIDEO - of the 13th National Meet in Glenelg available for just \$25 from Neil Phillips, [REDACTED] Colonel Light Gardens, SA 5041.

FOR SALE

1928 Model A Ford Phaeton
Club Licence, Fully Restored - \$19,500

MODEL A FORD PARTS FOR SALE

Differential, gearboxes, motors, front axles, wheels, brake parts, some body panels and lots of other parts.

SUNDAY 13th NOVEMBER, 1994 - 10am -3pm

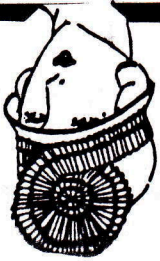
Ron Andrews - [REDACTED] Armadale. 399 4965

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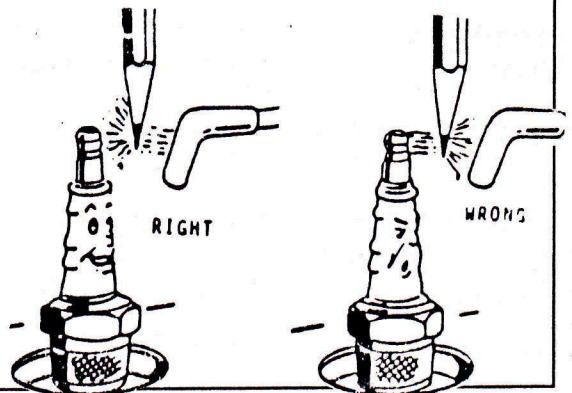


COLLECT
AUSTRALIAN
STAMPS



IGNITION COIL POLARITY TESTS

Improper coil polarity can cause a few minor problems such as: weak spark, hard starting, uneven idle speed, low engine power and missing at high speeds. Wrong polarity of the coil can cause damage over a long period of time. A coil that is connected incorrectly will require an extra 4,000 to 8,000 volts to create a spark. A coil that is wired correctly will have the same polarity as the battery. If the battery has a positive ground, the coils' positive terminal should be connected to the breaker point lead. The wrong polarity makes the centre electrode of the spark plug have the wrong polarity. This can cause misfiring as voltage requirements increase. One method of checking polarity is to connect the negative lead of a volt meter to the spark plug terminal. With the engine running, momentarily touch positive voltmeter lead to a ground. The polarity is correct if the meter reads up scale. Another method is to hold the plug wire terminal about 1/4" from the spark plug. Insert the lead point of a wooden pencil between lead and spark plug. Spark should flare and turn orange on the plug side of the pencil lead if polarity is correct. •



It's Sum.... Sum.... Summer Time, Again....

Common Causes of Engine Overheating

- * No water in the radiator
- * Improper Timing
- * Low speed driving
- * Low on oil
- * Spark too retarded
- * Clogged muffler
- * Too much carbon on cylinders
- * Weak exhaust valves (springs)
- * Poor carburettor adjustment
- * Leaking radiator
- * Packing nut too tight
- * Air seeping in around manifold
- * Clogged block and head.

HOT HEAD

If you must be convinced that your engine is over-heating, spit on the cylinder head. If there is a sizzle, the engine is okay. If steam rises, the engine is hot.

VENTILATION

Overheating can occur in other areas besides the engine - to secure maximum ventilation inside the car, the windshield should be opened not more than one and one-half inches for maximum cooling. •