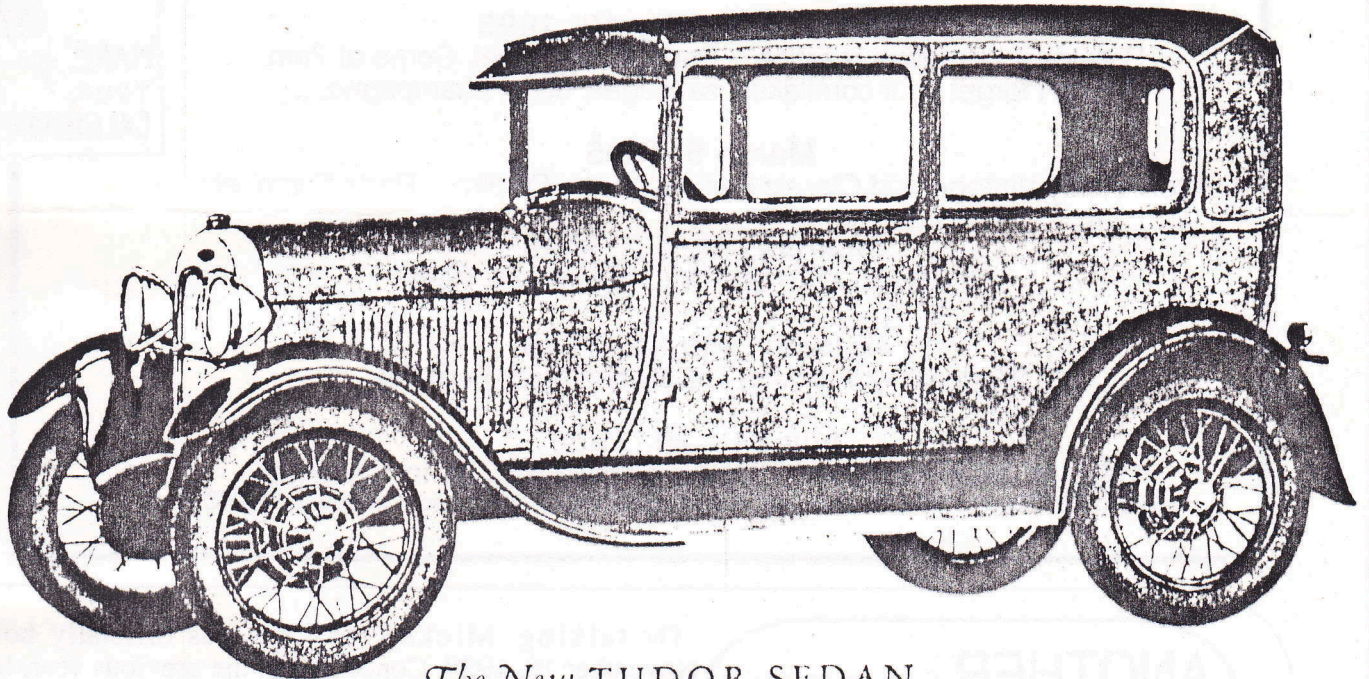


Western Model A News

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

Year XV Number V

DECEMBER 1994



The New TUDOR SEDAN

Long, wide, roomy. Narrow pillars and new door construction give unusual vision. Both front seats fold forward, giving easy access to rear seat. Ample space between seats.

The "New Ford" Tudor as illustrated in a 1927 brochure. Even though the front of the brochure showed the car with open front bumpers, apparently the illustrator completely forgot them inside the brochure. The rear of the brochure is stamped:-

"L.L. Schroedel Ford Dealer, 2201-7 Federal Street, Camden, N.J."
From "The Restorer" May/June 1990

Merry Christmas

to all members, friends and readers, and have a
Happy and Prosperous New Year

Christmas Dinner - December 10 - see Calendar inside for details.

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 XXXXXXXXXX *Secretary/Treasurer:* RAY MAHONY XXXXXXXXXX
Vice-President: STEVE READ XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

COPY DEADLINE: By the first day of the month to: XXXXXXXXXX Thornlie, 6108

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

Saturday, December 10, 1994 - Christmas Dinner
48 Michael Street, Yokine, 6060, 6.30pm - spit-roast dinner
Organised by Edith Jeffrey [redacted] and Germaine Wringe [redacted]
Prior booking is essential.

Saturday, December 31, 1994
Great Western Festival - contact Ray Mahony if interested.

Sunday, January 22, 1995
Park on corner of Keane & Lilla Streets, Peppermint Grove at 10.30am.
Take a picnic lunch (and morning tea if you get 'the munchies').

Sunday, February 19, 1995
Breakfast barbecue meeting - Park at Ley Street, Como at 7am.
Don't forget your cornflakes, sausages, eggs, champagne....

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, [redacted] Ontario, Canada, LOC 1HO



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

November, 1928-9

since then the mighty Mouse has appeared in over a hundred films. He's won an Oscar, been awarded a medal by the League of Nations and received more fan mail than any other star, man or mouse.

On November 28, 1929, **Commander Richard Byrd** flew over the South Pole in a **Ford Trimotor** monoplane. When he was twelve he'd written in his diary that he'd decided to be the first man at the North Pole and to toughen himself up insisted on wearing light underwear and no overcoat. When he broke a bone in his foot, smashed his ankle and went lame, it looked as though his ambition was doomed. He was retired from his chosen career in the Navy but, undeterred, decided to take up flying. His lessons were fraught to say the least; he crashed-landed twice and hit another plane head-on. Not easily discouraged he went ahead and became a qualified pilot. Then he hit problems; he wanted to make test flights but was refused because of his foot; he wanted to pilot one of Amundsen's planes and was refused because he was married. Determined as ever he went out and got private finance for his venture. In 1926 he flew over the North Pole, and tackled the South Pole three years later. He returned to America to a hero's welcome and the man who'd retired from the Navy was made an Admiral. Suitably enough for someone who'd flown over the top and bottom of the world, he was known as 'Dicky Byrd'.

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 MARC member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

MINUTES OF THE MODEL A RESTORERS CLUB INC. MEETING HELD ON SUNDAY, 20TH NOVEMBER,
1994, AT WUNGONG DAM PICNIC AREA

Meeting was opened by the President at 1:50 p.m.

Present: As noted in the attendance book. Apologies: As noted in attendance book.

President thanked the Annears for an interesting run today. President and Bill Bennie brought everyone up to date on Tony Parin's medical condition. Visitors are allowed for short periods. Flowers and cards have been sent on behalf of the Club.

Minutes: Proposed Dora Annear, seconded Laurel Cooke that the minutes be accepted as read. Carried.

Business arising from Minutes: Some considerable discussion on the merits of Public Liability Insurance. Steve Read proposed that we invite the Shannons Insurance man to a Committee Meeting to discuss this issue. Seconded, Laurel Cooke. Committee to make a decision.

Correspondence: Received: MAFCA - requiring a list of office bearers. MARC (USA) - Letters of 29/9 and 17/10/94 read regarding our application for membership. We require five of our members to be members of the USA club to enable us to become affiliated. Bevan and Max are already members - Bill to rejoin, Peter, Steve and Darren to join. Resignations: Kym Greenfield, Terry & Lyn Snelgar, Judy & Angelo Calleja, Peter & Faye Lynch.

Sent: Ministry of Fair Trading - requesting details of changes to our Constitution.

Telephone reply received, advising only change has been to the name of the Club.

CCC - advising 10 vehicles to display and 2 marshalls for Classic Car Show.

CCC - subscription for 1994-95, paid.

Variety Club of Aust. and Great Western Festival - advice to both that we are unable to attend their functions this year. Kevin Butler, Moora - invitation to join Club.

Treasurer's Report: Given by Toni Mahony.

September	B/F	\$13,169.22	October	B/F	\$13,715.56
"	Inc.	758.76	"	Inc.	375.93
"	Exp.	212.42	"	Exp.	81.09
"	C/F	13,715.56	"	C/F	14,010.40

Barry Guest proposed Treasurer's Report be accepted, Seconded, Nina Williams.

General Business: Alan Jeffree - Constitution to be discussed at Committee Meeting. Ron Andrews nominated by Steve Read to join the Committee, Seconded Barry Guest. Carried.

Edith Jeffree - Christmas Dinner organised, Reminder to BYO drinks and it is casual wear.

Flag Update: Ross Letch has redesigned the flag. Cost has doubled to about \$400. The 'go ahead' was given to proceed with the production of same. Colour to be black on yellow.

Kinross Rally - comments made on the start shambles, otherwise quite good.

No monetary benefit envisaged. Another being planned for next year. Cookes won the Vintage Section and came Second overall with 20 point loss. Good work.

Louise proposed that our Trophies are registered on the property list to be able to keep track of them. Darren to attend to this.

Jim Williams will be putting a list of parts available in Magazine.

Peter Gilberthorpe (CCC REP) - CCC requesting cars to attend prior to Christmas Pageant. Clashes with our Christmas function. Declined.

CCC looking for cars for display at Whiteman Park and people to man the museum. Cars need to be available for several weeks at a time. Request to go in the newsletter. See Peter.

CCC would like each club to have a rally end at the museum during the year.

Peter to nominate a month next year for us (Not January or February).

Peter showed us magnetic car badges with Model A emblem, for use on our vehicles if required.

Classic Car Show: Alan called for volunteers for this display. Delegate - Peter Gilberthorpe; Marshalls - Barry Guest and Alan Jeffree. Club to hire an open-sided marquee for the day.

../contd

Letter of thanks to be forwarded to Revan Sharp for his efforts in the production of the Model A Club History.

Coming Events: No December run. January - Keane Street, Mosman Park, picnic.
February - Breakfast Meeting. Roster for organisers of the year's runs to be made up at the January meeting.

Meeting closed at 2:55 p.m.

ANNEAR'S WONDERFUL WANDER TO WUNGONG DAM !

Sunday, 20th November, 1994 saw eleven Model A's and two moderns set off from the South Perth foreshore in warm but breezy weather. Our Marshall, Max, sent the cars off in one minute intervals on a long but interesting wander through the back blocks - through lots of dry farming area, which should have been green at this time of the year.

We arrived at our morning tea stop at Jarrahdale and after a pleasant break, set off to complete our tour to Wungong Dam. At the dam we were joined by the Cookes, Mahony's and the other 1/4 of the Read family.

The few members who arrived early at the Dam parking lot were treated to a rather spectacular piece of 'aerial' driving by one of our members and his co-pilot. Down the steep decent came the flying A with somewhat more speed than brakes, crunched across the speed bump with front and rear ends protesting loudly - (spectators wide eyed and glad there was an even steeper hill for the A to run UP and slow down) - BUT NO !! not our trusty pilot - hangs a swift right, flaps up, dust galore and successfully, if not rather hurriedly, negotiates the small gravel entrance to the rugged parking lot; pulls up next to astonished spectators and hops out of the A like this kinda driving's an every day occurrence.

Next time Lindsay, for the sake of those who take Blood Pressure pills, and your co-pilot Wendy, please use the emergency "UPHILL" route....

All arrived safely and whilst eating our lunch we were entertained nicely by Jack playing his mouth organ - thanks Jack.

After the meeting several members took their A's across the dam wall and then proceeded on home.

Many thanks to the Annears for organising a great final run of the year in perfect weather. PS: Could have done without the bush flies tho !

The following recipe comes from the Inland Empire A's newsletter courtesy of Connie Matteson.

CHICKEN & MACARONI CASSEROLE

- 1 1/2 cup cooked cut-up chicken
- 1 cup shredded Cheddar Cheese
- 1 cup milk
- 1/2 teadspoon salt
- 1 can condensed cream of chicken soup
- 1 packet (7oz) elbow macaroni
- 1 can mushroom stems and pieces
- 1/4 cup chopped onion

Mix all ingredients in ungreased 1 1/2 quart casserole dish. Microwave on high, stirring every 6 mins. until tender (15-20min.) Let stand covered 5 min. or bake at 350° for 55-60 mins.



Enough has been published about the Model A engine for any to be repeated here. Nevertheless, the ubiquitous Model A did have its shortcomings. Ford set about upgrading the engine which they wisely kept for the introduction of their new Model B on March 9, 1932. The same car also featured a sensational V8 engine and was called the Model I8.

The new engine featured a heavier and better balanced crank shaft with 2 inch main journals compared with the A of 1-5/8" The connecting rods were 1-7/8" compared with the A of 1-1/2". These changes were necessary to allow higher engine revolutions of 2800 rpm before vibration set in.

The oil pump forced oil directly to the main bearings under mild pressure. Better breathing contributed to the higher revolutions required to achieve the 50 bhp. The B camshaft was modified from the A to provide an increase in valve timing duration together with larger valves intake and exhaust manifolds and carburettor. All added up to 50 bhp at 2800 rpm.

The BB truck owners were not at all happy with the result and this caused Henry to produce a fully balanced crankshaft, first by bolting and welding on counter weights. This method proved a production nightmare, so a fully balanced shaft was produced and came on stream on the 5th December, 1932. This was a running model update, not a model change. The engine was officially the improved B. The term C Model engine is not to be found in any of the Ford literature or Service Manuals - it is strictly a user connotation. The flywheel was at the same time lightened to 39 lb as compared with the A of 62-1/2 lb.

So how does one recognise a B engine from the C engine ?

The only reliable way is to remove the sump and check out the crankshaft. It is said that the C had a shorter water pump and a solid crankshaft pulley, however, this some 60 years later can not be relied upon.

The writer acquired two engines represented to be C types. The fact is that the three stud water pumps, although one being a new shorter version for the C, in actual fact is the same measurement from it's face to the centre of the pulley and in this case the B engine had a C water pump.

The writer has four pages of detail on the B and C engines. For those who wish more I shall gladly provide photocopies.

Acknowledgements for the above go to the RESTORER and the MODEL A CLUB OF VICTORIA and our friends in the East. Our grateful thanks.

WANTED

VOLUNTEERS to help man the new Transport Museum at Whiteman Park. Opening in Mid-December 1994.

Can You Help ??? during hours 10am to 4pm Wednesday to Sunday.

Enjoy a day at the Museum, Perv on the 120 exotic exhibits, assist with ticket sales and security, chat to the interested public, ave a cuppa - sounds like fun ####

Come with a friend or two or three. If you can HELP please phone Roster Co-ordinators

Nevis Dowding [redacted]

or

Kelvin Ferris [redacted]

VEHICLES for display in the Museum, any COLLECTABLE car - motor cycle - truck - bus memorabilia etc 1890 to 1990. Exhibits will be rotated so if you can spare your treasure for a month or two please phone Exhibit Co-ordinator Dave Reid on [redacted]

Notebook

BIRTHDAYS FOR DECEMBER: Des ADDISON, David BLEWETT, Merv CALLOW, Jordan COOKE, David LUCAS, Alex POLLEY, Kath PEPPER, Melissa READ and Nina WILLIAMS.
Hope you all have wonderful Birthdays !!

CAST IRON BRAKE DRUMS: Ross Letch has a foundry pattern for casting brake drums which he has kindly offered to loan for the purpose of others sharing the benefit.

It occurs to me that maybe others could be interested and perhaps it could be a club project.

First the drums need to be cast and then machined to correct size. These being two operations, probably by separate firms, costs would need to be obtained.

So - before proceeding, who will be interested ?

Phone: JOHN LAURIE [REDACTED] after 6:00pm and I will take it from there.

By the way, drums from the Victorian Club are \$150.00 each, plus freight.

WANTED: Four tubular shock absorber links. Phone [REDACTED] J. Laurie.

FOR SALE: 2 Water Pumps 1 top Water outlet 3 Powerhouse generators (incomplete) 2 x 1/2" starter motors and 1 x four blade fan.
Contact: Jim Williams on [REDACTED] All offers considered.

King Pin Set N.O.S. Genuine Ford \$200.00

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

Contact: Ron Andrews [REDACTED]

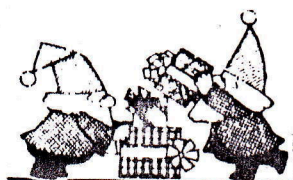
FOR MEMBERS' INFORMATION: For those wishing to visit TONY PARIN at Shenton Park Rehab Centre: Visiting is to be kept short, preferably in the afternoon. Please phone the REHAB centre first on [REDACTED] - ask for Ward 11 to enquire if it is suitable for you to visit.

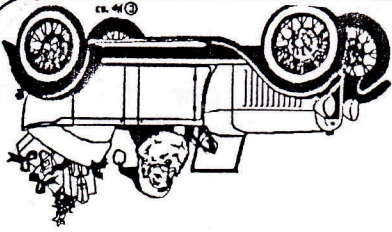
CONGRATULATIONS - to Mike and Laurel Cooke for winning the VINTAGE SECTION of the Kinross Rally in their 1928 Model A Ford Tudor on the 30th October. For their outstanding effort the Cooke's received a Panasonic Answering Machine and a Car Rug - both very nice prizes.

CAN YOU BELIEVE IT !!!? The following conversation was eavesdropped by your "stand-in" editor.

"Hello Reg." "I'm not Reg, I'm Barrie." "Oh, Sorry!" and then the same stalwart proceeded to tell Barrie that on a recent journey from his country residence to Perth, his trusty Model A seemed to be losing power and eventually failed to proceed. He jumped out of the car, lifted the bonnet, tinkered and, hoping he had cured the problem, restarted the car. However, there was no acceleration. Being a quick thinking gentleman, he looked down at the accelerator pedal and discovered that his foot was not even on the pedal. After placing his foot on the correct pedal there was no more problem. His excuse ... NEW SHOES !!!!!!

CHRISTMAS DINNER: To all who have booked for this special event of the year
DON'T FORGET TO COME ALONG ! Remember BYO drinks and a great sense of humour - all set for a fun night !





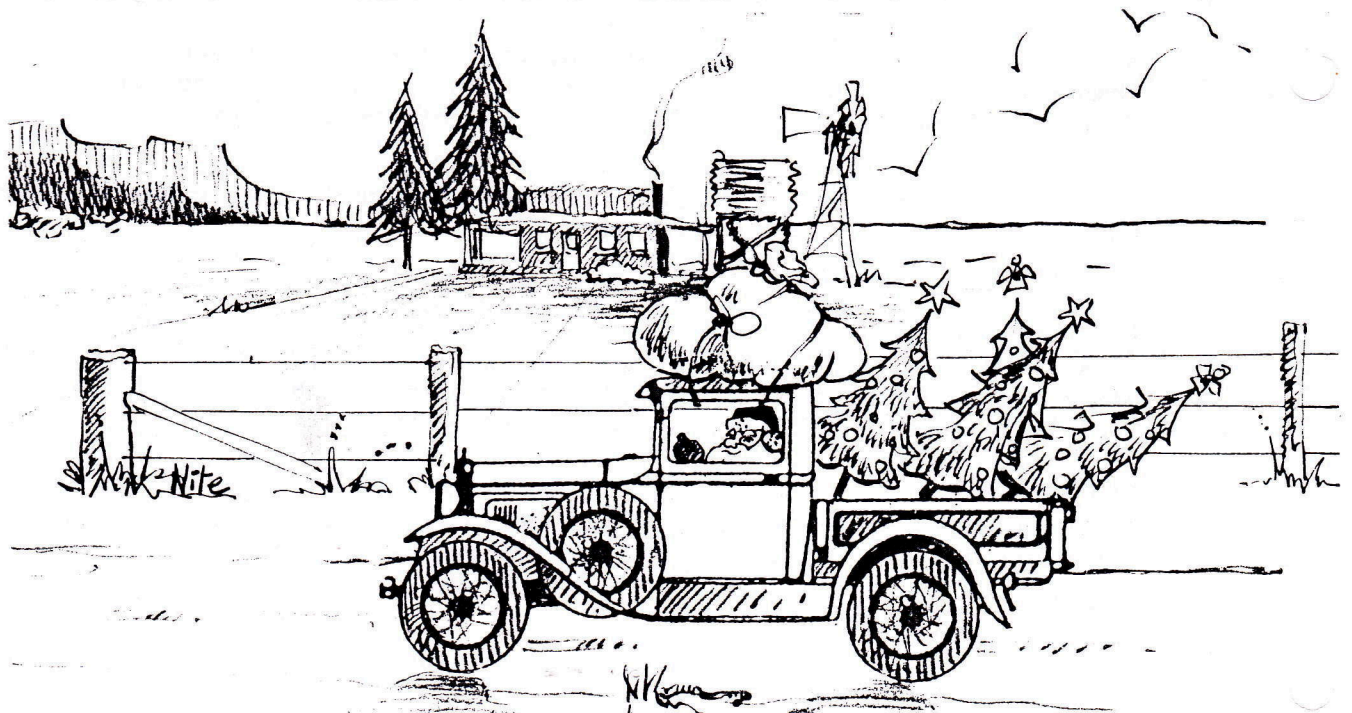
If undelivered, please return to:
 [Redacted]
 Thornlie,
 Western Australia, 6108

PAISLEY Ian & Dianne
 [Redacted]
 NORANDA, 6062

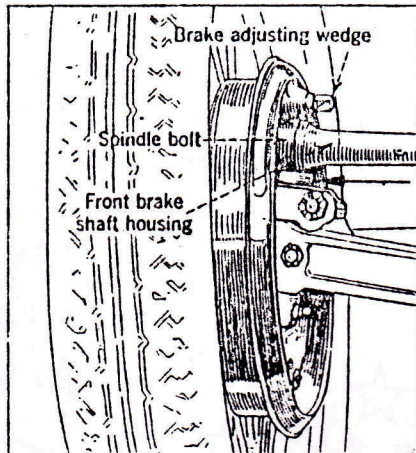


Western Model A News

PAID BY BR. PROCESSED PERITA 6000 131294 01-45



Is Your Model A Hard to Steer?



The front axle was designed to carry the weight of the car on the two thrust bearings located near the top of the king pins.

A lot of cars are running with the weight being carried at the point where the bottom of the axle contacts the lower lug of the spindle. At this point, there is a cup washer and felt seal. This makes the car very hard to steer. An easy way to tell if the thrust bearings are carrying the load is to try to rotate the bearings by hand with the car sitting on the ground. If you can rotate them, they are not carrying any load.

The various manufacturers of king pins and bushings send about 4 thin shims with a new set, which are to be placed as needed between the top of the axle and the bottom of the thrust bearings, in order to put the weight of the car on the thrust bearings. Sometimes these are not enough. A thicker shim can be made from an old cup washer that is located at the bottom of the axle. You must grind the lip off this washer in order to use it.

After some trial and error, you will find the correct amount of shims to make the spindle fit right and the weight of the car ride on the thrust bearings. *Jim Rainey, Mid-Tennessee*