

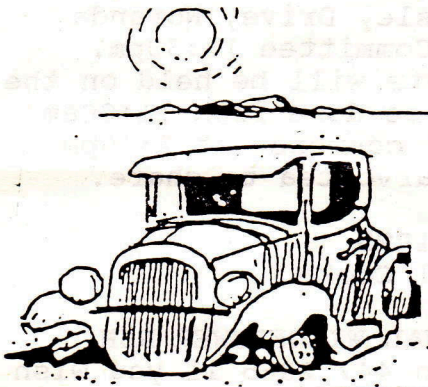


Western Model A News

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

Year XV Number XI

JUNE, 1995



The not Forgotten Ford

author unknown - last verse added by B&.
from Canberra Club's *Model 'A' News*

I was sitting by a fence row,
Near a grove of trees.
My body sits within the dirt,
My upholstery full of bees.

I battled Mother Nature
For twenty-some odd years.
I felt no pain as rust grew thin.
I couldn't shed my tears.

I'd been discovered several times
While kids were having fun.
They kicked out all my window glass.
They shot me with their gun.

My mind is like my outside paint,
It's fading with the sun.
But then I think of younger years
- 1931.

Ah, that was a year
When I was fit to drive
Along side those larger cars
Which I knew I'd out survive.

I was still in my prime
When a dollar was the key.
Yes, I remember well the year
- 1933.

I lived my life in Iowa
Where doctors were so far
And life and death could depend
On ones trusting car.

My owner he was proud of me
For I never let him down.
Whenever cars were stuck in mud
I could get to town.

Then there was my proudest day
I helped a neighbour in a fix.
I towed his Packard into town
- 1936.

Filled with hate the next few years
The air was filled with war.
I was driven very seldom.
Just to and from the store.

Then there came a darkened year.
My owner lost a son.
It happened at Pearl Harbour
- 1941.

I kicked around a few more years,
Just functions on the farm.
I got the cows and hauled in hay.
He parked me in the barn.

I was trampled by his horses,
It broke my horn.
I was smashed by a tractor
And damaged by a storm.

The moths had eaten on my seats
And I never understood,
Those pigs chewing on my tyres
Or chicken on my hood.

Then it finally happened.
The year was '48.
My owner had another pride
His brand-new Ford V-8.

Oh!! The shame of it,
As he drug me through the fields.
His saw mill got my motor,
A wagon got my wheels.

But as I sit here thinking back.
I really shouldn't sigh.
For loving people like you out there
Will never let me die. •

I was rescued by an enthusiast,
Sent to Australia in a crate.
I'll be resorted by '96 and at the
Windsor Meet call everybody 'mate'! •

JUNE EVENTS: SAT 24 & SUN 25 - NEW NORCIA overnighter.
FRI 30th - 15TH ANNIVERSARY DINNER

Details in Calendar

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 24 & SUNDAY 25 JUNE 1995.
Meet at Apple Street, Upper Swan at 9am for New Norcia run.

FRIDAY, JUNE 30, 1995 - 15TH ANNIVERSARY DINNER
Dorchester Reception Centre, 37 Rome Rd, Melville at 7pm.
\$25 per person for Buffet and Drinks. CONTACT Dora now on
[REDACTED] or Nina on [REDACTED]. Come and join the fun.

WEDNESDAY, JULY 12, 1995 - C.C.C. QUIZ NIGHT
Contact Toni Mahony on [REDACTED] if you wish to attend.

SUNDAY, JULY 30, 1995 - A.G.M. & VEHICLE EXAMINATIONS
VENUE: Noranda Primary School, Walmsley Drive, Noranda.
Sausage Sizzle lunch provided by Committee 12:30pm.
Please Note: This year these two events will be held on the
same day. Vehicle examinations will be done from 11:00am
until 1:55pm close. The A.G.M. will commence at 2:00pm
sharp. Please bring a plate of arvo tea to share.

SUNDAY, AUGUST 20, 1995
Organisers Mike & Laurel Cooke.

MONDAY, SEPTEMBER 4, 1995 - ANNUAL WILDFLOWER RUN
Please contact JIM [REDACTED] or Alan on [REDACTED] if you wish
to participate. Bookings must be made NOW.

SEPTEMBER 23 & 24, 1995
Celebrating 100 years - Yarloop Workshops Steamfest '95.

SEPTEMBER 30 - OCTOBER 2, 1995.
Long Weekend - Perth-Collie-Narrogin-Perth
Steve & Louise Read organising. PHONE: [REDACTED]

OCTOBER 1995
Organisers Jack & Mavis Berkshire

NOVEMBER 18 - 19, 1995
BENDIGO SWAP MEET

NOVEMBER 19, 1995
ALL FORD DAY - plan to be part of our Club display.

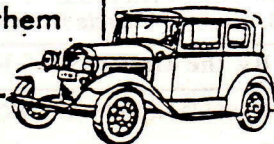
NOVEMBER 1995
Organisers Reg & Coral Blewett

DECEMBER 1995
CHRISTMAS DINNER - organisers required asap.

EASTER 1996
NATIONAL MEET in and around WINDSOR, N.S.W.
Entry Forms available from Secretary, Ray Mahony.



Your Editor welcomes
complaints. Write them
here...



**MINUTES OF MEETING OF M.A.R.C., W.A. held on 21st May 1995
at David & Pat Bussard's home in Baldivis.**

THE MEETING WAS OPENED at 1:05pm by the President, who also thanked the Bussards for an interesting run and the use of their home for lunch and the meeting.
Meeting attendance and apologies as per the Attendance Book.
Eleven Model A's and occupants present.

MINUTES OF THE LAST MEETING were read and moved to be correct by Nina Williams seconded by Edith Jeffree, Carried.

BUSINESS ARISING FROM MINUTES:

Peter Gilberthorpe has bought the Cowlin's Phaeton. The flag has been completed properly and is on display. It was also used at the C.C.C. day at Whiteman Park.
Coral & Reg Blewett participated in the Symphony of the Car.
Alan J. reported on the Kirup weekend at Easter. Agreed by all who attended it was a thoroughly enjoyable time.

CORRESPONDENCE IN AND OUT:

M.A.F.C. of VIC. requesting input for a National Register and current Membership Lists prior to 1996 National Meet. Agreed to make up a list and use our current Membership List.
Doug Netherway - advice of change of address.
M.A.F.C.A. USA - Board Meeting highlights, Dec'94 & Jan'95. Also the availability of the Revised Judging Standards.
John Hall already has a copy if anyone wants to contact him.
C.C.C. - Quiz Night 12th July'95. Toni Mahony attending.
Anyone else interest in making up a table please contact her immediately.
M.A.F.C.A. NSW. Thanked Bevan Sharp for copy of "History of Model A Clubs in Australia" and enclosed Chq for \$12 costs.
Shannon's Corp. requesting \$96.00 for Insurance. Sent.
Australian Kidney Foundation "1996 Circle Australia" Rally.
Colin Davidson request for enrolment form for Easter 1996. Greetings to all members.
All Ford Day 19th November 1995. Committee to be organised at next meeting and info put in Magazine.
Ian Irwin's Book - cost \$19,95. Agreed to order one now.
Thunderbolt Service Centre, Bayswater. recommending their Fuelstar fuel conditioner.

TREASURER'S REPORT:	March Opening Balance	\$14,014.85
	March Income	337.63
	April Income	<u>87.24</u>
		\$14,439.72
	March Payments	.08
	April Payments	<u>3,246.16</u>
	BALANCE END OF APRIL	<u>\$11,193.48</u>

Proposed Jim Williams, seconded Jack Birkshire, Treasurer's Report be accepted.

GENERAL BUSINESS:

Peter Gilberthorpe reported via Toni Mahony from C.C.C. C.C.C. Car Show 1996 to be in late March. C.C.C. calling for rallies to start and/or finish at Whiteman Park also volunteers for museum. C.C.C. Silent Movie Night, October 20-21 Tickets \$10, \$8 to Clubs. Copy of Constitution and Cert. of Inc. required by C.C.C.

Dave Bussard reminded the Committee to order the Videos decided upon some time ago. Alan J. to attend to this. The Changes to the Constitution have been registered with the Ministry of Fair Trading.

COMING EVENTS:

September-October long weekend: Steve & Louise Read organising a run from Perth to Collie/Narrogin/and return. New Norcia run - Alan Smith reported 14 couples booked which had filled the hotel. Road House for dinner \$15 as against Hotel \$25. Money to be paid on the weekend.

15th Anniversary Dinner - 28 people booked at the moment.

Looking for more members - Contact Dora Annear asap.

Vehicle Examinations 1995 - Alan J. to follow up with Steve to organise a date.

Wildflower Run - update by Jim Williams. At this stage 4 cars going. Cut off date will be New Norcia weekend.

Easter Meet 1996 - Dave Bussard request that we start getting organised with regard to travel. Info in newsletter.

Meeting wound up with drawing of the raffle and announcement of the winners of the run (Barrie & Gwen Guest).

MEETING CLOSED at 2:05PM.

THE 1995 " GOOD-BAD LUCK " TROPHY

NOW IS THE TIME.... to send in your entry for the judging of the winner for this year's "Good-Bad Luck" Trophy.

To qualify we want to hear your story of how you had a touch of bad luck followed by a stroke of good luck in relation to your Model A or in connection with a Club Run. It might even be to do with a repair or restoration of your car.

Write or type it up now and send it to Louise. We would like to have it in the next few weeks so as to make a decision.

In October this year we will have a visit from Don Winchell who donated the trophy. Don is a very active member of the Newark Vibrators Club. This is a Model A Club based in central Ohio. It is our intention to have Don present the trophy to the inaugural winner.

SO GET BUSY AND SEND THOSE ENTRIES IN !!!

THE BUSSARD'S BALDIVIS BASH - 21ST MAY 1995

Sunday morning broke with unsettled weather and showers threatening; however, this did not deter twelve Model A's and their intrepid crews, accompanied by a couple of moderns, from assembling at Garden City for the monthly run. Historically, bad weather seems somehow to encourage people, for winter runs are invariably well attended. One sudden shower interrupted the normal lying contest that proceeds each run. This provided an opportunity to study the route instructions and guess the answers to the few simple questions about the Model A that were included and entertainment enroute.

The route proceeded through scenic country to the Mandogalup Community Centre where tea was taken whilst some participants went to see the man about a dog. The threat of rain was gone and we proceeded from then on in sunshine. The run ended at the home of David & Pat Bussard in Baldivis.

Pat had prepared a large pot of soup by cleaning out the refrigerator, this was much appreciated. While lunch was taken, David marked the answers to the Quiz, which was referred to by one unnamed contestant (who got 6 answers correct out of 47) as a University Examination! The winners of the Quiz were Gwen & Barrie Guest with a score of 16 out of 47. The winner had the option of a bag of fresh lemons or a mystery prize in a paper bag. Barrie selected the lemons, a good choice because the paper bag contained a loaf of homemade bread. This was awarded to Toni Mahony who didn't get many answers right, but was humorous in her responses and who also had to drive and navigate as well as answer the questions. Honourable mention went to the Hampshires (Editors Note: I think this is the wrong County) who incorrectly named the U.K. Top Meat Bird, Chicken, as Prince Charles.

It was apparent from the answers that a certain amount of collusion, if not down right cheating, was going on. What is the likelihood of two independent participants both guessing 106 metres for height of a power transmission tower when the correct figure was 22 metres. This behaviour is to be encouraged.

The meeting began outdoors but moved into the garage following a brief shower. Offers of sandpaper and a body panel of the 1929 Coupe under construction therein were made to each participant but rejected. Also rejected was the opportunity to participate later in a wood splitting competition. This was particularly disappointing to the organiser, perhaps everyone ate too much soup!

Pat and I would like to thank everyone who attended the first run we have organised. The navigators distinguished themselves with their accuracy, the Model A expert in each vehicle exposed certain technical knowledge deficiencies, one participant forgot to hand in the form.

DAVID BUSSARD

Horses and Horsepower

An article about 'horsepower' in the June, 1981 issue of *Model A News* by MARC (Aust) prompted this response by R.L. (Bill) Abbott who noted that the article stated that the weight to power ratio of 1482 lbs per horsepower was not correct: "it is more like 2230 lbs per HP - a ton per HP, or about 40 times your Model A Phaeton." Now read on ...



Why so - well the average horse cannot develop one HP, but only about 2/3 HP. HP is the rate of doing mechanical 'work', and it was a unit devised by James Watt. Mechanical work in old fashioned units is measured in 'foot-pounds' - if you lift one pound one foot vertically against the force of gravity, you have done one ft lb of work.

Pushing your Model A Phaeton weighing 2200 lbs on a level, smooth road takes about 1.5% of 2200 = 33lbs, and if you push it 100 ft, you've done $33 \times 100 = 3300$ ft-lbs of work.

But the power you develop depends on how fast you push it - at 2mph (nearly 3 feet per second) the 100ft push will take 34 seconds. At 4mph (nearly 6ft per second) it takes only 17 seconds, and in this latter case, you've done the 3300 ft-lbs of work twice as fast, so you have developed twice the power.

When James Watt developed his first steam engines in the early 1800s for pumping water from mines, he wanted some way to describe their output, and as horses were the main prime movers of the day, he used them as the yardstick. A good horse can develop about 22,000 ft-lbs of work per minute (367 ft-lbs per second), but Watt took his horsepower unit at 33,000 ft-lbs per minute (550 ft-lbs per second) - giving himself a 50% factor of safety over horses that the new steam engines were competing with. That is, a 4HP pumping engine could do the work of 6 horses.

But back to pushing the Model A to the nearest service station - at 2mph you were working at $3300/34 = 97$ ft/lbs per second, or $97/550 = .175$ HP. At 4mph the power is doubled, or .35 HP. A good athlete, like a racing cyclist, can develop .40 HP for sustained periods - but most of us would be in the .10-.20 HP class. 'Norm' of 'Life be in it' fame would probably be battling to hit .10 HP! The pilot of the 'Gossamer Condor' which flew the English Channel a couple of years ago, had an average output of .40 HP at the pedals.

POWER/WEIGHT RATIOS

The power/weight ratio of any transport vehicle is the fundamental characteristic which determines its performance - especially in acceleration and hill climbing. High speeds bring in air resistance, and here the power per square foot of frontal area and shape become dominant.

In the 1928-31 period, the Model A Ford had the edge on most of its competitors in acceleration and hill climbing - not because of high power, but because of very low weight for a 5 passenger car.

The following table - from horses to aeroplanes, compares the power/weight ratios in max HP per ton (2240 lbs) of gross weight.

Vehicle	P/W Ratio
Horse (2/3HP, 1482 lbs)	1.0
Editor on bicycle (.15 HP, 20 lbs bike)	1.9
Freight Train	1-3
Passenger Train	3-6
4 x 2 Truck 3-4 tons rating	12-18
Interstate Truck & Semi (38t gross)	7-10
Model A (40 HP, 3000lbs loaded)	30
Original Holden 48/215 (60 HP, 3000lbs)	45
Typical 1980 2 litre Sedan (90 HP, 3200lbs)	70
Light Aircraft C172 (150 HP, 2300lbs)	146
Fokker Friendship (4280 HP, 45000lbs)	208

Apart from horses and push bikes - railway equipment operates on very low P/W ratios, as the rolling resistance of a steel wheel on a steel rail is very low, only 3 to 5 lbs/ton. For rail vehicles 1 HP/ton will give 40 mph, 2 HP/ton: 60 mph and only 9 HP/ton is required for 100 mph, subject to proper gearing and streamlining and tracks to safely take it.

At the other end of the table - aircraft require very high powers - averaging 15 lbs of weight per HP on small singles, to 10 lbs for twins. Jets are rated differently, by lbs of thrust, the take off thrust being 25 to 35% of the gross weight of the aircraft. •

Model A Truck against Horse Team

also from the June, 1981 issue of Australia's *Model A News*

Transport history was made at Beac, Victoria, when a Model A Ford 30-cwt truck was matched against a team of five sturdy horses.

The distance between the railway station and the farm was four miles and the work to be performed was the carriage of natural salt for which Beac is famous. In order to reach the salt deposit by 8am, the team had to be harnessed up by 6.30am. The Ford truck started at 7.45am - a time saving of an hour and 15 minutes.

Therefore, the truck salt loading could, if necessary, begin 75 minutes earlier than with the team.

The horses pulled three loads, totalling 18 tons, whereas the truck carried 14 loads equalling 31 tons 7 cwt. After the work, the tired team had still about an hours walk to the farm and another hour was needed to unharness, feed, etc. The Ford truck ran home in 10 minutes and was 'asleep' in as many seconds. Petrol consumed was only 3 gallons. • *Original date unknown.*

Part two of
**TINKERING
WITH
OUR TOYS**

by Arnold 'Bud' Dodge

HEAD GASKET

- A slight fluid oozing out of a head gasket is not uncommon, even on trued blocks and heads. Replacement copper head gaskets have a minimum crimping and can allow capillary action to pull fluid out the sides. One-quarter to half a can of radiator sealant will usually stop this unsightly condition if the problem persists. *Do not* exceed normal head bolt torque (50-55 ft lbs). It may make the condition worse.

DRIVE LINE

- When you jack up one rear wheel for dry run testing in gear, remember that the raised wheel is turning twice as fast as indicated on speedometer. At 60mph you are placing undue and unnecessary stress on drive parts. Jack up both wheels and keep speed moderate.
- The large speedometer gear located on the drive shaft, if installed in reverse position, will preclude any attempt to slide on the universal joint while installing motor-transmission assembly.

CLUTCH

- Never install a clutch plate that does not feature a spring-loaded hub. The clutch chatter can irritate the most calm personality. If caught without a clutch plate alignment tool it is possible to install transmission while pressure plate bolts are loose. Once transmission is in place, gradually tighten pressure plate bolts through inspection hole in bell housing.

FLYWHEEL

- The heavy flywheel will slide on and off easily if a headbolt stud is used as a guide by screwing it into crankshaft flange.
- Before having excess weight cut from standard flywheel, check with someone who has done it. There may be some instant acceleration advantage but slow speed power pulses may show up as well as poor idling. Could be worth a check out.

STEERING

- When replacing steering sector or worm, both units should be replaced if good adjustment to be afforded.
- The steering column must line up with dashboard or tank bracket to avoid hard steering. If necessary, enlarge frame mounting holes slightly and add shims between gear box and frame to clean up side-to-side misalignment, if any. With a Model A, you need all the steering ease you can arrange.
- About 10% STP added to steering gear oil is said to improve steering ease.

DIFFERENTIAL

- When inspecting the gears of a differential that has been in use, look very carefully at gear tooth bases for hairline fatigue cracks. These are not uncommon and can cause grief if car is driven hard. If in doubt, have it Magnafluxed.
- On new or rebuilt rear ends the use of 140 gear oil is OK. If new seals have not been installed, watch for leaks. Do not mix 600 and 140 gear oils.
- A 1-1/2 ton hydraulic jack inserted in a disassembled rear end banjo can effectively push out the double cone bearing race. Place banjo in upright position with bearing surface down, use old bearings (or other spacer) for an alignment adapter and base of jack as pusher. Top of jack should be cushioned with a wood block. A steady easy action on the jack handle will do the trick.
- A cotter pin which retains the nut holding pinion on drive shaft can bind against the ring gear carrier. Dress the cotter pin on sides of nut rather than the usual over the end position. This binding, where it occurs, makes adjustments very difficult.
- Difficult to locate rear end noises can be due to 'warped' ring gear carrier. Broken gear teeth riding through a ring gear and pinion can 'hairline' fracture the banjo as well as distort the carrier. Sprung ring gear carriers can be readily identified if mounted in a lathe on bearing surface and spun. Ring gear can be mounted on carrier for the most revealing test. Replacement of faulty unit is best course of action.

BRAKES

- When installing rear brake backing plates, note carefully that they are not reversed from left to right. The error can be agonising when backing plate brake rod clevis levers do not directly align with brake rod eyes.

ELECTRICAL

- A mysterious and elusive electrical short can be located if you have just installed a black junction box on firewall. The long screws on some replacements extend far enough to the rear of box to make contact with the metal firewall, resulting in a dead short.
- Most replacement battery cables will require some size adjustment. The positive ground system is in conflict with pole size and cable clamp size of modern cables.
- Keep the generator charging rate at 2 or 3 amperes while on extended trips, especially on warm days. The ammeter should just register at road speeds. Burning up an armature, or boiling a battery dry, is completely avoidable. Daylight local driving seldom needs more than 10 amperes to hold a good battery. 5 to 8 is better.
- Never allow a battery cable to run loose. The generator can climb right up to high voltages, burn out any bulbs which may be on and can seriously damage the ignition system.
- Since the battery is out of sight it is best to use anti-corrosion pads under battery connections. Split the pads if too thick. They really work.
- A double ended (hole in each end) ground strap about 12 inches long installed from bell housing to right frame member will sometimes put new life in the starter motor. Most frames already have a hole already punched in the area.

continued >

Tinkering with our Toys, part two - continued.

- Most new wiring looms have swaged-on or solderless connectors. A moment spent soldering those connections can spare you some mysterious electrical problems. Do this before installation if possible.
- Some replacement steering column light switches are just no good. Some crimping and beefing up with epoxy may help but failure of headlights is imminent with these poor reproductions. A cleaned-up original or a quality replacement is a must if original system is to be retained.
- It is rare that there isn't a spot or two of drips under a Model A. The old rule "if it ain't drippin' something needs fillin'" should apply to your pet 'A'. Doesn't take much time to be sure. Always note if water has raised your oil level in crankcase.
- As often repeated in Model A articles 'save all old parts' until you are absolutely sure that they are not better than replacements, or at least a source of comparison measurements.
- Two of the most important gadgets on a Model A are a motor temperature gauge measuring device and an oil pressure gauge. Neither of these were on the original.
- Prepare for heartbreak when the old Model A junker down the street outruns your new rebuild and sprays oil particles on your windshield. There will come a day.
- Some replacement breaker points not only quickly oxidise and develop a high resistance, but the rubbing block wears so rapidly that point gap is reduced to near zero. Genuine Ford points are available on order from your Ford dealer 'Motorcraft Model A points DP-104'.
- A frequent cause of intermittent distributor failure is wire below the movable breaker plate. Wire should be highly flexible multi-strand construction and be installed to permit free travel for breaker plate advance and retard movements. Some replacements have stiff wire which shorts when insulation rubs off on distributor body, or internal strands break lowering current carrying capacity or complete off and on operation.
- Some older 'universal' replacement coils were marked 'Bat' and 'Dist'. Most were for negative ground systems. If installed as marked, there can be up to 40% loss of spark intensity at higher speeds. Reverse the coil if you have a problem; worth a try. Coils marked positive and negative should be installed where the positive (red) wire goes to the distributor via the ignition switch and the negative is connected to the battery (black wire) via the ammeter.
- Note fit of a plastic distributor body on distributor. Some replacements fit so poorly that the rotor rubs on the lugs leading to the plugs. An unusual noise is usually evident and some side-to-side movement of plastic body may be noticed. Do not attempt to salvage.
- A 1/4" pipe tap screwed part way into distributor sleeve bearings permits easy driving out of bearings.
- The condenser is an important unit running in a very hot environment. Carry a spare. A good one will check out at about .25 microfarads and should take a 400 volt leakage test. If caught in an emergency, remove it and install a modern pigtail type between red coil wire and ground (firewall). It should get you home.
- The steering wheel lever should permit a full span of gap on side of distributor body with no play in linkage.

On two-tooth steering systems, the column shell clamp can be loosened and rotated a bit to allow a proper action for full retard and advance of spark. Adjustment can be made by a small bend of spark control lever on lower steering column if needed in addition to shell movement.

- Replacement distributor cams should be checked out by measuring any change in point gap on the various lobes. The old one may give better performance if the new one is off more than 2 or 3 thousandths.
- Increases in dwell angle, up to a practical cut-off (point-arcng), is supposed to increase spark intensity and, hence, better top speed performance. The dwell is increased by dual breaker points, distributor cam design, closer point spacing and the equivalent in modern electronics. Try the .018" setting on points once they are worn-in. A 'B' distributor cam (ocean wave profile) offers a bit more dwell if you like to experiment.
- Use that spark lever to improve driving pleasure. Full retard on idle, partial retard while on warm-up and heavy pull such as hills and smooth going in parades, and full advance while tooling down the highway. Experiment with settings and enjoy full performance.
- When replacing intermediate distributor shafts a bit filing will assure an effective fit. Save the old shaft for measurements. This applies to rebuilt distributors and oil pumps. The lugs and slots must permit easy fits and allow the shafts to home-in.

OIL PUMP

- Starting in cold or freezing weather can bring on many strange noises as the oil pump gasps through thick oil, shrunken pistons rap and dry bearings clatter. Cavitation around the oil pump (air pocket) can set up an evil rattle for a few moments while the pump wobbles and pulses. Check oil before starting in freezing weather. The oil pump drive lug can be sheared off if the pump is sitting in a few inches of water leaked into the crankcase. Allow slow warm up.
- Always replace coil spring on bottom of oil pump if weak or etched. A broken spring allows pump to drop enough to disengage the drive lug and create a disaster.
- Very few oil pumps need rebuilding but the procedi offers comfort to a rebuild. Be sure rebuild fits fully and snugly into block. An etched or worn pump bottom plate can be reversed to provide a new surface. Be sure there is a gasket under the pump shroud to assist in cold oil flow and minimise pulling in of air. Crankcases are pumped nearly dry on cold starts and may show zero on oil gauges upon right turns until warm-up.
- If you have a doubt about oil pump operation temporarily install a radiator stop cock in oil gallery access hole on side of block. A moment of opening will prove the point. A permanent oil gauge is best but remember 1/2 to 1-1/2 pounds of pressure on a hot engine is normal.
- Some new oil filler caps permit a complete close off of filler tube. Crankcase pressure will blow through back main bearing and other escape points. Either back off about 1/4" on cap when installing or bend down the lugs already on some caps to keep from closing off filler tube. This will save a lot of puddles on the garage floor.

Even more of these Tips in a future issue...

Notebook

BIRTHDAYS for JUNE 1995: Birthstone: Pearl. Flower: Rose
Bill BENNIE, Wendy BLACKLOCK, Maurie CREEDY, Zorica
DEMIRIS, John HALL, Darren JEFFREE, John LAURIE, Doug
NETHERWAY, Dianne PAISLEY, John ROY, June SMITH, Leanne
WRINGE.

CHANGE OF ADDRESS: Doug & Sandra NETHERWAY, [REDACTED]
Swan View, 6056 PH: [REDACTED]

CONGRATULATIONS on the safe arrival, mid April, of another
brand new Model A, STEPHANIE TEALE released to Debbie and
Robert.

1996 NATIONAL MEET, WINDSOR, NSW.

Expressions of interest of those planning to participate
please phone David Bussard on [REDACTED] An initial get-
together will be arranged in the near future to discuss
travel plans, etc.

WANTED TO BUY:

1932 - 35 FORD V8 Wire Wheels. I only require the centres so
would prefer rusty or damaged rims.

CONTACT: Ron Andrews on [REDACTED]



A MODEL EASTER SLICE (No.1) 11"x7" Tin.

BASE:

3oz Butter or Margarine

1 Cup Plain Flour

2 Tablesp. Icing Sugar

Rub together till texture of breadcrumbs, add
a little milk if a bit dry. Press into tin.

TOPPING:

2 Eggs, beaten

1/4 Cup Mixed Fruit

1 Cup dark brown Sugar

1/4 Cup S.R. Flour

1/2 Cup Coconut

Mix well, add 1/2 chopped Walnuts. Spread mix onto base.

BAKE in moderate oven for 25 minutes.

When cool, either dust with icing sugar to serve or ice
with almond or chocolate icing.

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

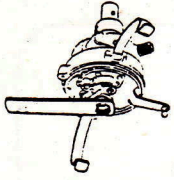
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A Senior Citizen Defined

A Senior Citizen is one who was here before The Pill, television, frozen food, credit cards and ball point pens. For us "timesharing" meant togetherness, not computers; and a "chip" meant a piece of wood.

"Hardware" meant *hard wear* and "software" wasn't even a word. "Fax" meant nothing. Teenagers never wore slacks.

We were before pantyhose, drip-dry clothes, mini skirts, dish washers, clothes dryers and electric blankets.

We got married first and then lived together (how quaint can one be?). Girls wore Peter Pan collars and thought "cleavage" was something butchers did.

We were before floppy discs, Batman, vitamin pills, disposable diapers, Jumbo jets, pizzas, instant coffee and even Chinese takeaways.

In our day cigarette smoking was fashionable, "grass" was for mowing, "pot" was something you cooked in. A "gay" person was the life of the party and nothing more, while "Aids" meant beauty lotions, or help for someone in trouble.

We are today's Senior Citizens, a hardy bunch when you come to think of how the world has changed and of the adjustments we have had to make. *Anon.* •