

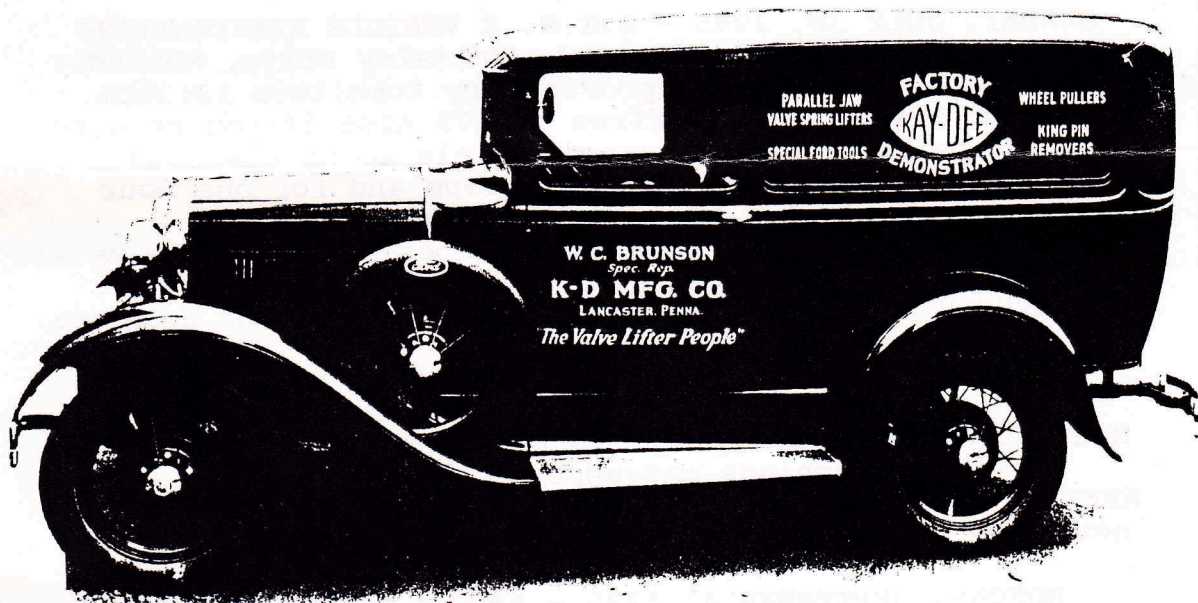


# Western Model A News

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

Year XV Number XII

JULY, 1995



## THE K D STORY

### GROWTH THROUGH INNOVATION

The growth of K D Tools from a small repair shop to the largest automotive specialty tool manufacturer in USA today is a story as American as the automobile itself.

It began in the Spring of 1919, when a growing number of automotive support industries were emerging from their infancy. From a single invention, a tradition of innovation was born.

### THE FIRST K D TOOL

Working in a dimly lit garage in Lancaster, Pennsylvania, a mechanic named Harry W. Kulp invented a Valve Spring Lifter for removing the valves of the T Model Ford. Kulp formed a partnership with Martin C. Dellinger, the son of a local machine shop owner, and started the K D Manufacturing Company in a two-car garage. In the first year Kulp and Dellinger made and sold 10,000 "Kaydee Valve Spring Lifters"

### AN AMERICAN SUCCESS STORY COMES OF AGE

Over the next decade, K D developed and produced Valve Spring Lifters and Compressors for many different engines. In the 1930's, K D branched out into other types of hand tools and today produces over 1,000 different tools for a broad spectrum of vehicle repair needs; tools for engine and transmission repair, brake & wheel service; automotive cooling, lubrication, electrical and air conditioning system service; gauges and equipment for auto inspection programmes and a host of other applications.

JULY 30, 1995: A.G.M. & VEHICLE EXAMINATION DAY - see Calendar for details of these two important events.

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

COPY DEADLINE: By the first day of the month to: [REDACTED] Thornlie, 6108

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

**TONY PARIN**

It is with deep regret that we record the passing of a dear friend and fellow club member.

Tony (age 70) was a valued longtime member and will be missed by us all. Sincerest sympathy to Rita and Family.

**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 Contact Alan Jeffree on [REDACTED] if you require a specific time for your vehicle to be examined.

Examination times: 11am - 1:55pm and for one hour following the conclusion of the AGM.

**ELECTION OF COMMITTEE MEMBERS:** All positions become vacant at A.G.M. Now's the time to offer your services..

**AFTERNOON TEA:** Please bring a plate of goodies to share.

**SUNDAY, AUGUST 20, 1995**

Organisers: Mike & Laurel Cooke

Meet at Galleria Shopping Complex in parking area at the Myer/Bunnings entrance on Collier Road.

**MEET AT 9:45am for 10:00am DEPARTURE** (any later and we'll never get to our lunch spot!). Need full tank of petrol.

**MONDAY, SEPTEMBER 4, 1995 - ANNUAL WILDFLOWER RUN**

Contact JIM [REDACTED] or ALAN on [REDACTED] for trip info.

**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. Ph: [REDACTED]

Families booked: Read, Cooke, Bussard, Williams, Guest, Smith, Berkshire, Andrews, D. Jeffree and R. Blewett (?)

**SUNDAY, OCTOBER 15, 1995**

Organisers: Jack & Mavis Berkshire

**NOVEMBER 18 & 19, 1995**

**BENDIGO SWAP MEET**

**SUNDAY, NOVEMBER 19, 1995**

**ALL FORD DAY** - plan to be part of our Club display.

Discussion at next meeting.

**NOVEMBER 1995**

Organisers: Reg & Coral Blewett

**DECEMBER 1995 - CHRISTMAS DINNER**

Organisers: Edith Jeffree & Germaine Wringe

**EASTER 1996**

**NATIONAL MEET** in and around WINDSOR, N.S.W.

Entry and Accommodation Forms available from Secretary.



**MINUTES OF MEETING OF M.A.R.C. W.A. HELD ON 24th JUNE 1995  
AT NEW NORCIA HOTEL.**

**MEETING** was opened at approximately 8:00pm by the President.  
**APOLOGIES:** Jack & Mavis Berkshire, Ray & Toni Mahony.

Abbreviated **MINUTES** from the previous meeting were read.  
Moved to be correct by Jim Williams & seconded by Edith Jeffree.

**CORRESPONDENCE** from Colin & Maxine Davidson wishing all the best for the Anniversary Dinner and requesting form for Windsor Rally.

**TREASURER'S REPORT** not read - Treasurer absent.

**BUSINESS ARISING FROM PREVIOUS MINUTES:**

An Executive Committee Meeting to be held to finalise decision on USA Videos.  
Families going to Windsor National - Hall, Davidson, Bussard, Guest, Read and possibly Timmings.  
Approved amended Constitution to be typed and available at AGM on 30 July 1995.

**GENERAL BUSINESS:**

**AGM & VEHICLE INSPECTION** - Inspections for cars from 11am until 1:55pm. This facility will also be available after the AGM for approx. one hour. Please phone Alan Jeffree on [REDACTED] if you wish to book a certain time. There will be two or three vehicle examiners on duty.  
**OVERSEAS POSTAGE RATES:** Louise asked for approval for increased overseas postage on newsletter. Approved.  
Ross Letch volunteered to print a new Members Register.

**EVENTS:**

Fifteenth Anniversary Dinner - 52 people booked.  
Wildflower Run - 5 possibly 6 cars going.  
Gwen Guest asked if we could have a camping weekend away.  
Collie Long Weekend - 9 possibly 10 families booked.  
Christmas Dinner - Germaine & Edith volunteered (again)  
Moved Steve Read, Seconded Barrie Guest that Germaine and Edith organise our 1995 Christmas Dinner event.

Alan Jeffree thanked Alan & June Smith for the most enjoyable weekend away at New Norcia.

**MEETING CLOSED 8:55pm.**

\*\*\*\*\*

**NOTICE RE A.G.M. AGENDA**

Would members please give thought to the following proposal which will be discussed at the AGM.  
Suggestion: That two people carry out the positions of Secretary and Treasurer rather than one person doing it all.



## 15TH ANNIVERSARY CELEBRATION - 30TH JUNE 1995

It was a cold wintery night outside, but inside Dorchester Lodge there was a lot of warmth and happiness filling the air. Fifty one members came along to celebrate the 15th Anniversary of our Club. Many dressed in the fashions of the day for the years 1928 - 1931 when the Model A was produced.

The venue was set up beautifully and the tables were enhanced by the table mats depicting the reason for the celebration. These were done by Ross Letch and make an excellent memento for members to show in their den or whatever. Thanks Ross for your continued support. Club Marshall Max Annear welcomed everyone and said how gratifying it was to see so many present. A smorgasbord of good food was then enjoyed by all, accompanied by beer, wine, fruit juice and loads of chattering and laughter.

During the evening, Alan Jeffree, President, asked the Foundation Members present to stand so that newer members could see who were responsible for the beginnings of the Club. Dorothy & Bill Bennie, Laurel & Mike Cooke, Ray Mahony (Toni was unable to come) and Dora & Max Annear obliged. Bill gave a very interesting talk on the formation and early days of the Model A Restorers Club of W.A., emphasising that we are a family club.

Jim Williams, Vi & Don Philp entertained us with a skit about a mechanic, a farmer and the mother of a newly born baby. This was quite an eye opener! Thanks to all three.

There were five door prizes in all. The floral arrangement was won by Mavis Barendse; large container of freshly baked cookies was won by Ray Mahony, and Shirley & John Hall very generously donated two knitted Model A scarves which were won by Gwen & Barrie Guest! Dora solemnly swears that this was not rigged. The tickets were even drawn from two different containers. Must be time for the Guests to take a Lotto ticket. Also thanks to Fran & John Timmings for kindly donating a pot plant stand complete with plant. This was raffled and won by Pat Laurie. Once again, we all enjoyed a beautifully baked and iced fruit cake done by Edith Jeffree. The cake is always a very important part of any celebration, and aren't we lucky to have the willingness and expertise of Edith to see that the Model A family always has such beautiful cakes. Thanks Edith. Ivy & John McLean's contribution to the evening was in the form of supplying ballroom dancing taped music which was much appreciated. Thank you. Dorchester Lodge Manager donated a Two-for-One Dinner Gift Voucher which was won by John Hall. This was a very nice gesture for which we thank him. Well, the inevitable happened - time to go home!! We were all well fed, had whatever we needed to drink, mingled, talked, laughed, danced a little, told a few funny stories, gathered ourselves together and said "Goodnight". The Club banner was taken down and so another very enjoyable Club function was over.

I would like to thank Nina, Jim and Max for their assistance for helping me organise this 15th Anniversary Celebration.

DORA ANNEAR

Eight couples in Model A's and two couples in moderns met at the appointed time at Apple Street, Upper Swan, on a calm sunny winter's day. We then departed for Bindoon, the first stop. The country was very pretty because of the early break to the season, and good green feed in the paddocks. Arriving at Bindoon we stopped in a parking spot by the tourist building, where we had morning tea and anything else for ones comfort.

After Bindoon we went onto the Catholic Agricultural College on Bindoon Hill. On the side of the road on the drive into the College, we saw the Twelve Stations of the Cross. A young lady took us for a tour of the College, pointing out a statue high on the hill about one kilometre away. The foundations of the buildings were placed in position by the Benedictine Monks, and the boys who were orphans or destitute from England, did most of the building, using a lot of the local stone. Italian prisoners of war also assisted in the building. The buildings are very impressive but sadly in need of a lot of repair.

After Lunch, which we had in the grounds of the college, we continued on to New Norcia. Two more couples arrived in moderns. After booking into the hotel which is a beautiful building, also needing a lot of repair, the members walked around the town where there is a very good museum. After dinner, which we had at the road house, the Blewetts arrived in their 1952 Sunbeam Talbot.

Early Sunday morning the rain came, but after breakfast it cleared away with one or two showers during the day. Most of the group left for home after breakfast, but five of the slower ones left about an hour later. We stopped at Bindoon for morning tea etc and then drove along the scenic drive on the Lower Chittering road. This is a very pretty drive which follows the Brockman River most of the way, and meets the Great Northern Highway at Bullsbrook. After a hurried lunch, because rain was threatening, we said our goodbyes and each went their own way.

\*\*\*\*\*

In 1913 auto workers in Detroit were receiving an average of around \$2.50 per day, with a minimum of \$2.34. So, when the Ford Motor Company announced that it would pay workers FIVE DOLLARS a day Henry Ford was heralded a hero and cartoonists depicted Ford workers in chauffeur-driven limousines. However, when the whole story was known it was not such a magnanimous gesture as it appeared at first sight.

The increase was coupled with a reduction from nine hours a day. But, eight-hour shifts were introduced, working around the clock. It was too clever to be true, more money, less hours but 24-hours a day production.

After the innovative installation of the waist-level assembly line, which was installed during the Christmas lay-off of 1913-14, it took only 93 man-minutes to assemble a car, down from 728 minutes a year earlier. On these figures Ford could afford a \$20 a day increase. In 12-months shareholders voted themselves dividends of \$11.2 million.

Workers did not like the pressure imposed on them by the moving assembly line and many looked for alternative employment. By December of 1913 Highland Park staff turnover had peaked at 380%! This meant that the company had to employ 963 workers, just to keep 100. When management decided to issue a Christmas Bonus to staff who had been with the Company for three years or more, only 640 qualified out of a total work force of some 15,000 employees.

The five dollars a day consisted of the standard \$2.34 level they were already receiving, the balance being a "profit sharing" bonus payable to those living in the style Henry Ford deemed appropriate. To qualify workers had to be at least 22 years of age, unless married or supporting a widowed mother, and they had to lead "a clean, sober and industrious life."

At this time the Detroit Poor Commission area was distributing aid to a 20 year record number of 19,000 people in the winter of 1913. An afternoon paper carried the story of the five dollar a day offer and by 2am men were gathering in the freezing conditions outside Highland Park. By dawn with the temperature below freezing and bleak gusts of snow, some 10,000 men had gathered, many wearing only rags and without proper shoes.

Although Ford needed up to 5,000 men to fill its additional 8 hour shift, by mid-January, 1914, up to 15,000 desperate men were gathering every morning trying to get to the employment office. •

Adapted from Robert Lacey's "Ford" by Bevan Sharp

**THE ECCENTRIC HENRY FORD**



**No 1 - THE \$5 DAY**

**QUIZ NITE - C.C.C. - WEDNESDAY, JULY 12, 1995**

Five Model A families braved the cold and rain to attend this annual event, this year organised by the Vauxhall Owners Club. Toni, Ray & Andrae Mahony, John & Shirley Hall, Steve & Louise Read, Darren Jeffree & Germaine Wringe made up a MARC table whilst Peter & Elaine Gilberthorpe opted to join Austin 7 Club friends.

The questions were done in eight rounds, with plenty of raffles and auction prizes being awarded throughout the evening. Shirley & Toni managed to snare two prizes each with the rest of us missing out. We didn't get the wooden spoon prize or the major prize but it was all good fun. Just ask Germaine!!

Another successful fundraiser for the C.C.C.



**A MODEL EASTER SLICE (No.2) 11" x 7" tin.**

**BASE:**

3 oz Butter or Margarine  
1/3rd Cup Brown Sugar - lightly packed  
1 Cup Plain Flour

Beat butter and sugar until light and creamy, stir in sifted flour - press mix into greased tin.

Bake in moderate oven 10 minutes. Remove from oven and spread with prepared topping. Bake a further 25-30 minutes until firm and brown.

Allow to cool in tin. When cold, dust with icing sugar and cut into slices.

**TOPPING:**

1 Cup fruit mince	1 tablespoon Plain Flour
2 Eggs	1/2 teaspoon Baking Powder
1 Teaspoon vanilla	1-1/2 cups Coconut
1/2 cup brown sugar, firmly packed.	

Beat, eggs, vanilla & sugar until thick and creamy. Fold in sifted dry ingredients, coconut & fruit mince. Mix well.

\*\*\*\*\*

## **RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

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

*Recommended by MARC member*

Established 1973

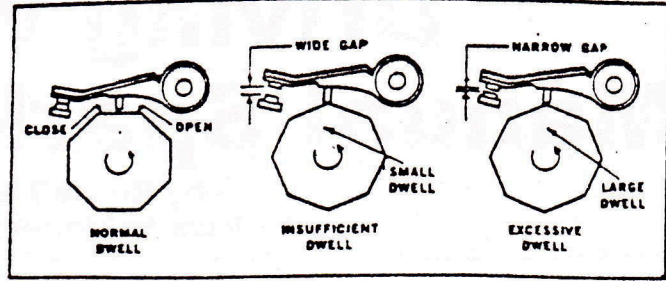
**18 RIO STREET, BAYSWATER**

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34 years Experience

# IGNITION ISSUES

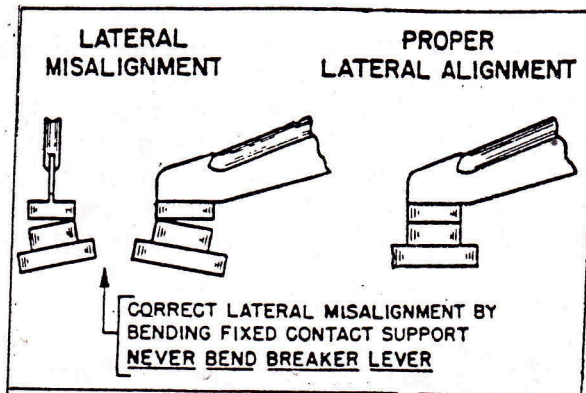
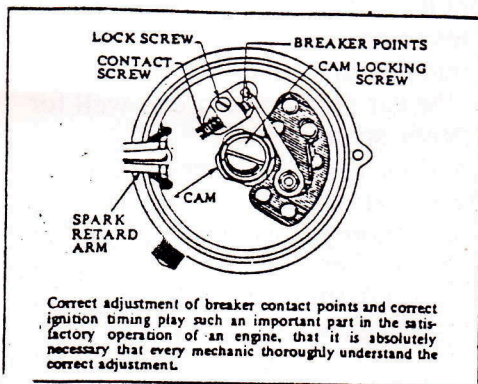
Taken from 'Tune up Course'  
by ALAN BERGMAN ©



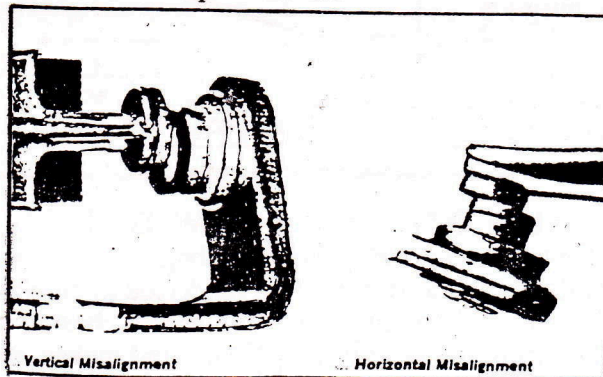
'Cam angle', 'dwell,' and 'coil saturation' are all determined by the gap of the distributor's points. Careful work with a flat feeler gauge will do just as fine a job as an electronic dwell meter, but it takes a bit longer and requires more skill.

Six volts Low Tension (LT) through an ignition coil produces approximately 30,000 volts High Tension (HT) for a spark to fire the plugs. If the points are pitted or burned, or have carbon deposits, then, because of the resistance created at the points, let us say only four volts get across the circuit to reach the coil. We have then lost two volts LT, which is a loss of 33-1/3% of the original LT voltage available. Likewise we thus only get 33-1/3% of 30,000 volts which is 20,000 volts - a loss of 10,000 volts HT. This illustrates the importance of LT voltage efficiency as well as HT related problems such as hard starting, no power, heavy fuel consumption, etc.

If fuel is not properly ignited then it will go out the exhaust wasted, partially unburned and as a rich mixture. True, a car may run when a good many things are wrong with it, but the fact is:- cars with standard ignition need regular 10,000km (6,000 mile) tune-ups; more often than modern, electronic ignition vehicles. Both types never longer than once a year. Other areas of voltage drop concern are:- all ignition circuit contacts, LT wiring, suitable wire gauge of cables, earth points, slipping fan belt, low charge rate, weak or under capacity coil, defective battery cells or plates, etc.



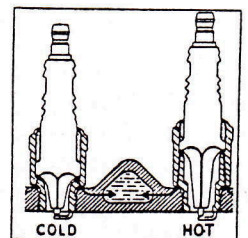
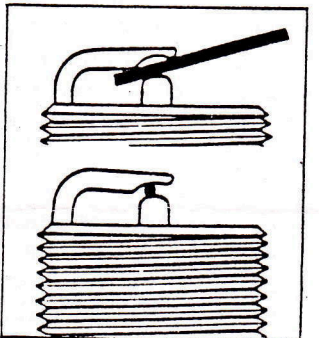
Bad alignment shortens point life considerably and the result in operation will be a poor spark because of insufficient point contact.



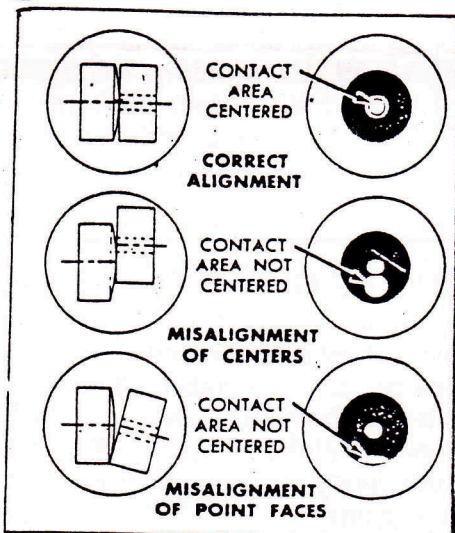
Any discoloration other than a frosted slate grey shall be considered as burned points. PITTING caused by:- Incorrect alignment; Incorrect voltage regulator setting; Radio condenser installed to the distributor side of the coil; Ignition condenser of improper capacity; Extended operation of engine other than normal speeds.

KEEP CAM PROPERLY GREASED  
try Ampol's Kopr-Kote.

## SPARK PLUGS.



The plug with the longer nose will run hotter because the heat cannot get to the cooling water as easily. The hot plug will stay cleaner longer, but it may burn up too.



Points should be aligned by bending the stationary contact only. Don't worry about it breaking off; it's made of a metal that can take quite a bit of flexing.

# Driving with the Manual Spark Plug Lever

by Russell E. Baetke  
from "Skinned Knuckles"

The lever on the left side of the steering wheel is well known, even to the casual driver. Most drivers learn a routine and operate the car with little more concern for the lever's existence. Start the engine with the spark lever up, pull it down and drive. Not much more advice was offered to the new Model A Ford owner, except to retard the spark on a heavy pull to prevent spark knock. That's about all there was to it, and still is unless you want to run your engine a little bit nearer to its best capabilities. Some of the improvement in performance of a modern engine is obtained by automatically setting the spark advance to the best position for the driving conditions. This is done with centrifugal and vacuum devices not found on our Model A. They provide the controls necessary and operate without any driver concern. A Model A driver with a little concern can play the spark lever to get a good approximation of the modern improvements.

If you are curious about that lever, start playing with it while you drive. Move it up and down and observe the way the engine acts. Note the best idle setting, the best fast cruise, and try all speeds in between. How does the position of the lever relate to speed? How does it relate to power? Best fuel economy?

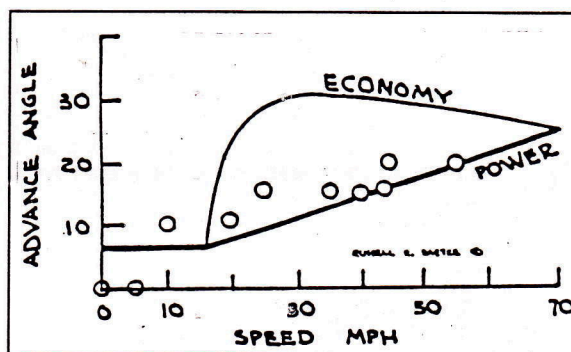
The spark lever position sets the spark timing with respect to the position of the piston. Lever up means spark is ignited when the piston is exactly at the top of the cylinder. This is termed top dead centre (TDC). When the lever is fully down, the spark is advanced to fire 20 degrees before reaching top dead centre (BTDC). Positions in between are proportional, so you now have a way of telling the amount of

spark advance by estimating the position of the lever.

Keep track of the lever position and plot it against speed and you will get a plot similar to the one shown with the big dots. They are the result of my own seat of the pants test. The trend of the dot plot is along a line showing an increase of advance angle with an increase in speed. The line shown is a line from test data of a later model engine showing the best angle for maximum power. Just by the feel one can substantiate the power curve. Once this is proven, the easy way to set the lever is to move it proportionally to speed. If you do this as you drive, your action will essentially duplicate the action of the centrifugal advance in later distributors.

For best fuel economy, the distributor should be advanced as far as it will go. When the driving instructions were originally written, fuel economy must have been one consideration of the writers. Possibly they thought it was too difficult for people to operate the spark lever on a continuous basis and preferred not to get into the difficulty of explaining the operation. After all, the car performed pretty well for its time without automatic spark control.

My conclusion is this: move the spark lever in proportion to speed for best running performance and advance fully for best economy. That way you can get the benefit of the later model distributors and keep it original. •



Obviously good advice but remember that it is predicated on the assumption that your Model A is timed correctly. Also don't forget accurate fuel mixture adjustment which will also effect economy and performance. BS •

## THAT SPRING FEELING

Keep 'U' bolts tight on front and rear springs to prevent cracking cross-members of the frame. If replacing a spring, install a thin resilient cushion, such as leather or rubber-impregnated fabric, between spring and cross member. Keep centre bolts tight in the springs. If a centre bolt becomes loose, it may wear, break and allow leaves or the entire spring to shift. A rear spring centre bolt can be replaced by cutting a little flap in the sheet steel floor over spring centre, driving out the bolt and realigning spring leaves with a tapered drift pin. •

## HOW TO TELL YOU ARE GROWING OLDER

You begin to outlive enthusiasm.  
You decide to procrastinate, but never get around to it.  
You're still chasing women but can't remember why.  
Your mind makes contracts your body can't meet.  
A dripping tap causes an uncontrollable bladder urge.  
You know the answers, but nobody asks the questions.  
You look forward to a dull evening.  
Best part of the day is over when your alarm clock goes off.  
You burn the midnight oil after nine PM.  
Your back goes out more often than you do.  
A fortune teller offers to read your face. •



# Notebook

**BIRTHDAYS for JULY: Birthstone: Ruby. Flower: Larkspur**  
Reg Blewett, Robert Blewett, Barbara Farrelly, Susan Marti  
and Kelvin Pepper. Hope you enjoy your special day.

**CHANGES TO CLUB REGISTER:**

**Change of address:** Michael & Irene Bell, C/- Post Office,  
Dardanup, 6236. Telephone [REDACTED]

**Renewed Member:** Brian Sydney-Smith, [REDACTED]  
Bunbury, 6230. Telephone [REDACTED] Brian is  
restoring a 1929 Phaeton.

**New Member:** Don Sutherland, [REDACTED]  
Maddington, 6109 Telephone: [REDACTED] Don has a Left Hand  
Drive 1928 Tudor which he is currently restoring, etc.  
Good luck Don and welcome to the Club.

**CONGRATULATIONS** to the six ladies who were presented with  
"THIS LADY DRIVES A MODEL A" Certificate and Patch at the  
15th Anniversary Dinner. (Thanks Louise).  
We have plenty of certificates and  
patches for ladies wishing to join  
this "ELITE" group. Check with Louise.

Talking about the **ANNIVERSARY DINNER** -  
It was great to see some of our country  
members in attendance; David Chambers  
from Kondinin and Chris & Leanne Wringe  
from Geraldton.

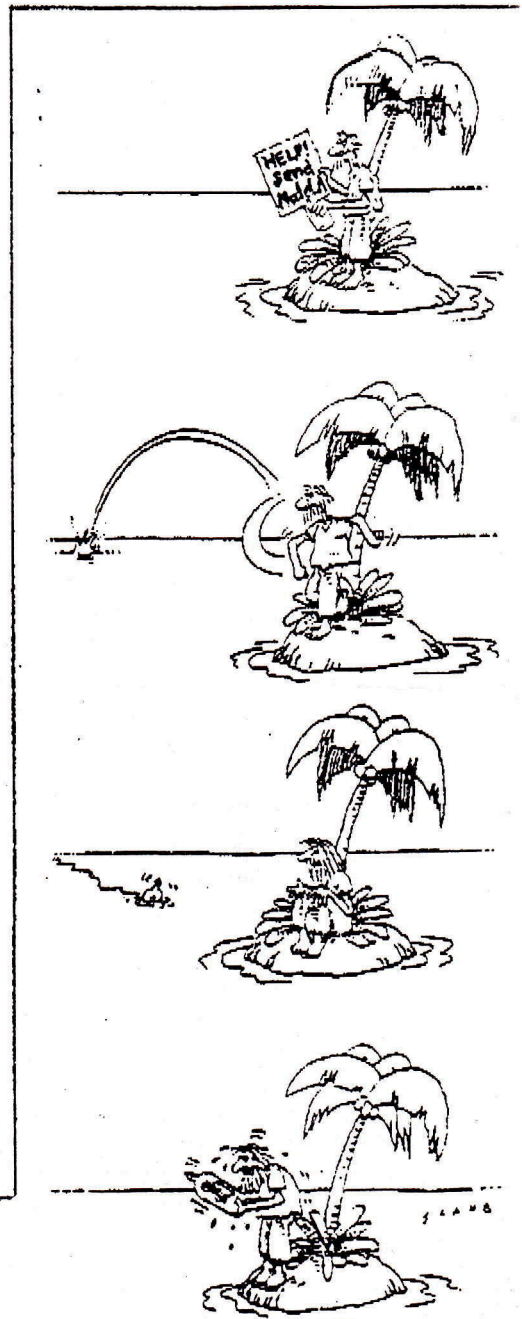
**CHAMPAGNE & ROSES VINTAGE CAR HIRE:**

Congratulations to Germaine Wringe and  
Edith Jeffree on obtaining their  
"Bus driver's licence". If you require  
MODEL A's for a "SPECIAL" occasion -  
phone Edith or Germaine for details.

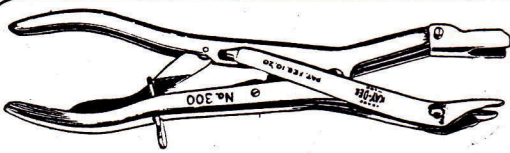
**NAVIGATIONAL AIDS:**

Remember that- two wrongs don't make a  
right....but three lefts do!!

**TRIVIA:** 'The Australian' Newspaper  
'The Australian' was a unique venture to  
pioneer a National Daily Newspaper to  
serve all of Australia. It was printed  
in the Nation's Capital, Canberra.  
Today, innovation and technology allow  
the newspaper to be simulaneously  
printed in every Capital City of Aust.  
'The Australian' is the only National  
Daily Newspaper in Australia.



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**Western  
Model A News**

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Competitive rates for all Club members  
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## **My Mean Mother**

**I had the meanest mother in the world.**

While other kids had lollies for breakfast, I had to eat cereal, egg and toast.

While other kids had cans of drink and lollies for lunch, I had to have a sandwich. As you can guess, my dinner was not only different from other kids - I had to eat it at a table and not in front of television.

Me mother also insisted on knowing where we were at all times. You'd think we were on a chain gang or something. She had to know who our friends were, where we were going and she even told us what time to be home.

I'm ashamed to admit it but my mother actually had the nerve to break child labour laws. She made me wash dishes, make beds and even learn to cook.

That woman must have stayed awake at night just thinking of things for us kids to do.

By the time we were teenagers, our whole life became unbearable. Our old-fashioned mother refused to let us date before we were fifteen, and then insisted that boys came to the door to collect girls from our family, instead of tooting the car horn for them to come out, running.

She really raised a bunch of squares. None of us kids was ever arrested for shop lifting or busted for dope.

And who do we thank for this? You're right! Our mean mother.

Every day we hear from people and our politicians about what our country really needs.

What our country really needs is...  
**more mothers like mine!!**