



Western Model A News

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

Year XVI Number II

SEPTEMBER, 1995

The Saga of Dan McGrew

Revised by Bob Conley, Happy Honkers A-s, Porterville, California
from *The Restorer* - March/April, 1995

A bunch of the boys were whooping it up
in one of the local bars;
And as men will, when they drink and swill,
they started talkin' about cars.

The bar man said he liked the Cad
and the Buick was alright too;
When out of the night, which was 90 above,
stepped Dangerous Dan McGrew.

No longer was Dan a lady's man
as he was in days of yore.
His new love affair was a Chevy Bel Air;
he yearns for nothing more.

He extolled the virtues of his car
the beauties of the Chevrolet.
From the back of the crowd a voice
not loud, said something 'bout a Model A.

"What's this I hear" said Dangerous Dan,
"Is there a Ford man in this bar?
Who'd dare to compare my Chevy Bel Air
with any lesser car?"

A country boy stepped up and said,
as they stood there toe to toe,
"You're a dangerous man Dangerous Dan
but how fast can your Chevy go?"

"The Ford I've got is almost shot
and rust is showing through.
The Pickup bed is painted red and
the tires are far from new.

"The fender's bent, the top is gone,
and from the seats you'll get a bruise.
But I'll race that A any day
o're any route you'd care to choose."

Now Dangerous Dan was a sensible man
and at racing he did surmise
He could beat that A going away
but what would he get for a prize?

"My car against yours," the country boy said,
"The winner will keep the two.
If you'll agree we'll step out and see
just what your car will do."

"You're on" shouted Dan, he had a plan
for a race he couldn't lose,
He knew a course that would kill a horse,
he ordered a round of booze.

The stakes were high when they waved 'em off,
the betting was on McGrew.
With a bit of luck he'd own that truck
before the night was through.

They roared out of town in a cloud of dust;
the model A shimmied and shook.
The Chevy it seemed just sparkled and gleamed.
This race would be one for the book.

Up the hills the Model A climbed
and flew down the other side.
Dan fell behind but he didn't mind,
he had Powerglide.

"No worry" said Dan, "He's a flash in the pan,
no car can sustain that pace.
When he reaches the flat I'll pass him like that.
I'm sure to win this race."

The flats came and the Model A went;
no longer in Dan's sight.
They're still talking yet how they made the wrong bet
on Dan McGrew that night.

The race is o're and no more is the
Chevy at Dan's place.
The country boy has a new toy
and a big smile on his face.

No more is McGrew known as
"Dangerous Dan", even to this day.
He's just plain Dan, a beaten man,
beaten by a Model A. •

EVENTS FOR SEPTEMBER: See Calendar 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\$20.00 per year

OFFICE BEARERS: President: ALAN JEFFREE [REDACTED] Secretary/Treasurer: GERMAINE WRINGE [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.

MONDAY, SEPTEMBER 4, 1995 - ANNUAL WILDFLOWER RUN

Meet at Midland Gate 8:45am for 9:00am departure.

Join Jim Williams and Co. and be prepared to enjoy this five day wander taking in the best wildflowers in Australia. Guaranteed to be entertaining & educational!!

SEPTEMBER 23 & 24, 1995

Celebrating 100 Years - Yarloop Workshops Steamfest '95.

SEPTEMBER 30 - OCTOBER 2, 1995

Long Weekend - Perth - Collie - Narrogin - Perth

Meet at Pioneer World at 9.00am.

Staying at Crown Hotel, Collie. Cost: \$40.00 per couple. Dinner is available but not mandatory. Breakfast will be available. Cost: \$8.00 cooked, \$4.00 continental.

Staying at Hordern Hotel, Narrogin. Cost: \$35.00 per double. Dinner - soup, roast & sweets. Cost: \$15.00 per person. Breakfast will not be available.

Steve and Louise Read organising Ph: [REDACTED]

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.

Alan Jeffree has volunteered to organise this day.

Please give your name to him and collect your entry form. Fee \$15.00 per vehicle.

SUNDAY, NOVEMBER 26, 1995

Kite Day at McCallum Park

Come along in your modern car for a relaxing day and final get together/meeting for the year. Don't forget your picnic lunch and a kite to fly. Time of meeting to be advised.

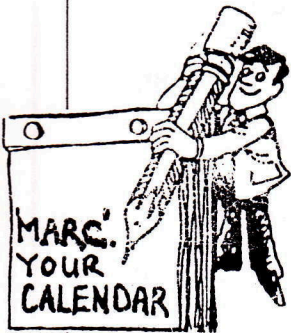
SATURDAY, DECEMBER 2, 1995 - CHRISTMAS DINNER

Organisers: Edith Jeffree & Germaine Wringe

EASTER 1996 - APRIL 5-8

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

Entry and Accommodation Forms available from Secretary.



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MINUTES

of General Meeting held at Boya Oval, 20th August, 1995.

Meeting opened by President at 1.10pm. Alan explained that Darren Jeffree was standing for Germaine Wringe as secretary as Germaine was unable to attend the meeting. Alan also offered his congratulations to Darren and Germaine on their recent engagement. Alan welcomed our visitor, Dennis Ashton, Rally Director of the Windsor Meet.

Present: As per attendance book.

Minutes: Proposed Steve Read, seconded Helen Sharp that the July minutes to be accepted as read. Carried.

Business arising from minutes: Nil.

Financial Report: Opening Balance \$11,148.21
Income 443.11
11,591.32
Less payments 144.86
Closing Balance \$11,446.46

Proposed Jim Williams, sec'd Max Annear that the financial report be accepted. Carried.

Correspondence In: C.C.C. Minutes. Newsletters from other clubs. Victorian Club Membership list. Various ads for t-shirts, caps, etc. Letter from Rigbys in Canada. Rally Update 2 from Windsor. Shannons. ANZ Bank.

Correspondence Out: Advice of Office bearers to other clubs. Alan Jeffree answered Rigby's letter offering accommodation at his residence and a get together of club members to meet these people when they arrive in January.

Accepted Dora Annear, seconded Jack Berkshire. Carried.

General Business: Dennis Ashton gave us a brief outline on the Windsor Rally, regarding traffic, mandatory run, Sydney coach tour, raffle, sponsorship and Sunday open day. He also is going to inquire into training Model A's into Parkes.

Events: All Ford Day - Alan J. has entry forms. Just a static display is planned. Wildflower Run - Jim advised that all plans were finalised. Starting point and time to be in calendar of events.

Louise gave details of September run to Collie/Narrogin. Details in this newsletter. Proposed run in October by Reg and Coral to be postponed due to closeness of other meetings. Louise suggested we have a late November or early December run to finalise any business for the year. A Kite Day at McCallum Park in modern cars on 26th Nov. Christmas Dinner spit roast has been booked.

Neil Phillips advised videos will be ready at Bendigo if list is received asap.

Steve advised Concessional stickers will be posted to owners as soon as available, his container of parts, etc. will be here in 4 weeks.

Alan thanked the Cookes for an interesting run.

Meeting Closed 1.50pm.



As organisers (Mike and Laurel Cooke) didn't participate and the Editor (Louise Read) turned up at the venue without having traversed the interceding circuitous route, I

christening). All reluctantly ceased talking and mounted their various chariots to proceed.

Some paused briefly to look at antiques in Guildford (Jim Williams reckoned he was one so didn't have to look).

Ashton, to our meeting, who gave us a brief run-down on progress - don't miss this Model A Meet!

Well, the organisers then belatedly turned up after the

Cooke's Mountain-climber

was "volunteered" to compile this "Report" on the August run/meeting. You know the old one about "We need two volunteers you and you?"; well, I'm one of the "yous" (is that a word?).

We all met, as requested, in the car park of the newish Galleria Shopping Centre in Morley - which (being a Sunday morning) looked like a scene of Melbourne in "On The Beach" - totally deserted.

The usual greeting and catching up was curtailed by the familiar blast of Rally Marshall Max Annear's whistle and handing out of route sheets produced by the Cookes (who then had to attend a

New Grandmother Val Cowlin checked out a little rocking horse then it was onto a morning tea stop after traipsing up and down several mini-mountains to Stirk Park in Kalamunda.

Off again on a winding up-and-down but very pretty drive through gum trees and heaps of flowering wattle, past Mundaring Weir (room for lots more water yet - water restrictions again this summer?) to Boya Oval, scene of some previous Club destinations.

Good to welcome along NSW Model A Rally Director, Denis

meeting anyway - thanks Cookes for an interesting run.

Darren Jeffree sat in for our new secretary/treasurer and his new fiancée Germaine Wringe (yes, you heard right - congratulations guys) as Club Secretary for the day - with Louise taking the Minutes (well it cuts out the middle-woman getting the details from Secretary to Editor) and President Alan handled the quick meeting very ably, as is usual.

Another meeting over, and all the Club business attended to - it was time for yet more general talking, joking and socialising, then off home... *Bevan •*

After fifty years of obscurity Henry Ford began to relish the publicity he was receiving ... and he had a certain flair for a telling phrase or gesture that newsmen could turn into a story. By 1913 his name had still not appeared in the American *Who's Who*. With war in Europe in 1915 someone half-jokingly mentioned the possibility of chartering a ship and travelling to Europe to promote peace ... Henry could see the front pages already.

By that evening of Monday, November 22, 1915 Henry Ford had summoned steamship agents to his hotel suite and booked most of the first- and second-class accommodation on the *Oscar II* leaving New York in just eleven days.

He had an unsuccessful meeting with President Wilson, in spite of telling the joke about the man who wished to be buried in his Model T because it had pulled him out of every hole he had been in.

Henry then gave an uninspired press conference and the *New York Tribune* sneered the headline: "Great War Ends Christmas Day - Ford To Stop It".

He had plans to invite his friends on the Peace Ship; most, like Thomas Edison and John Burroughs, found they were otherwise occupied. Wife Clara was furious and refused to make the trip. It was only six months since the *Lusitania* had been sunk and mines dotted the Atlantic between America and Europe.

On a raw morning on December 4, 1915 the Peace Ship set sail. The *Detroit Free Press* reported:- "No one knew where to go, nobody was in charge of anything, nobody knew anything."

The fifty or so crusaders who had jumped at the chance of a trip to Europe at Henry Ford's expense were mostly obscure folk:- ministers, academic students. Those who had purchased tickets on the *Oscar II* seemed bewildered. Thomas Edison wished Henry Godspeed and Henry bellowed into the deaf man's ear:- "I'll give you a million dollars if you'll come." But Edison smiled benignly and disembarked.

It was 12 degrees below zero when they arrived in Norway on December 18, 1915.

Henry had a cold but walked to his hotel through the snowy streets and collapsed on arrival. When the Norwegian press were summoned to his suite they discovered a disoriented, weakened man disinclined to talk about his Peace Ship - instead he talked about his tractors which he said could be made instead of rifles.

Next morning he was persuaded to return home. "Guess I had better go home to Mother," he said, and embarked for New York that same day.

The ridicule on his return caught him off-guard. • Adapted from Robert Lacey's "Ford" by Bevan Sharp

THE ECCENTRIC HENRY FORD



No 3 - PEACE SHIP

Duke of York opens the new capital

Many have derided the project but the "bush capital" became an irreversible reality as the Duke and Duchess of York opened Canberra today. Thirty thousand people thronged around Parliament House to watch the royal procession from the Prime Minister's residence, Yarralumla, to the steps of the government's gleaming new home.

The official party was welcomed by Dame Nellie Melba singing the national anthem on the steps of parliament. Canberra is still an infant, but a costly one. The government has spent £7,000,000 on construction. Work ceased during the war but speeded up in 1925 with the creation of the Federal Capital Commission which will soon transfer 1,000 public servants to Canberra.

Evils of Radio

Radio does not know its place. Sooner or later, our children will be brought up almost entirely by radio. Mother is no longer the wise being who knew such lovely, frightening tales. Ready, children listen into a hideous loudspeaker which tells them the bedtime stories that mother used to tell, sitting on the edge of the bed. There is nothing but a voice from the void to sing children to sleep.

Radio is excellent in its place as a blessing to the lonely settler, but can we convince it to stay there?

Number One

Other
Happenings
during the

MODEL A ERA

in
AUSTRALIA

1927

by Bevan Sharp, from
"The Australian Almanac"
and
"Chronicle of Australia"

Telegraph line links east-west

The Australian postal department has officially opened its telegraph line between east and west - just six months after the scheme was approved.

In that time, the whole of the material, with the exception of poles, has been put together and placed in position. The cost, apart from the poles, was about £140,000. Communication was now established between Adelaide and Perth.

The project has been recognised as one of the greatest achievements in rapid aerial line construction in the history of the Commonwealth.

Squizzy Taylor gets his

Melbourne's underworld boss Leslie "Squizzy" Taylor is dead - shot through the lung by a rival gangster John "Snowy" Cutmore, after a long vendetta between them. The pistol duel took place at a house in Barkly Street Carlton, where Taylor is believed to have bailed up Cutmore in his bed.

When the police arrived soon after 6pm Cutmore was lying dead, shot through the heart. Taylor, who had been taken to St Vincent's Hospital by a taxi driver, died in the casualty ward a few minutes after his admission. Cutmore's mother was shot in the shoulder as she ran to her son's aid.

Tonight's duel was one of the most dramatic shoot-outs in Australian criminal history. Both men are believed to have blazed away at each other at close range until one of them was hit.

Canberra bachelors homesick

Some Melbourne members of parliament simply cannot stop talking, even after hours, with the result that telephone lines from Canberra to that fair southern city, all three of them, are constantly being congested. Most Melbourne MPs have come to the federal capital without their wives, earning them the nickname "Canberra Bachelors".

Koala open season

Many Australians are outraged over the Queensland government's declaration of open season for killing koalas. Naturalists say the native bears are practically extinct in most parts of Queensland. The open season will kill both adults and young in pouches. In Queensland last month alone, 584,738 native bears and 1,014,632 possums were killed.

February 1 - North Australia Commission took over control of N.T.

February 15 - Victoria, the last state to appoint women J.P.s, appointed seven.

March 24 - Final sitting of Parliament in Melbourne before move to Canberra.

March 25 - Child Endowment scheme introduced.

April 8 - Official opening of transmission of beam wireless between Australia and U.K.

April 20 - Rumoured that when Aborigines become a "nuisance", white station owners put cyanide in their meat and arsenic in their flour.

May 9 - Federal Parliament opened for the first time in Canberra. The Duke of York delivered a message from the King.

June 13 - Slim Dusty (David Gordon Kirkpatrick) singer-song writer born.

August 8 - Cenotaph in Martin Place dedicated by Premier Lang.

August 22 - Aborigines protested against removal of sacred stones in Central Australia by a tourist.

September 27 - The Australian Capital Territory Police Force was established with 18 men.

October 1 - Collingwood won sixth League premiership in match against Richmond.

October 27 - Melbourne's most notorious underworld figure, Squizzy Taylor, was killed in a shootout with Sydney gangster John 'Snowy' Cutmore, in Carlton.

November 1 - Trivalve won the Melbourne Cup.

November 3 - The ferry steamer *Greycliffe* sank after colliding with the liner *Tahiti* off Bradley's Head, Sydney. Forty lives were lost. The *Tahiti* was found to have been travelling at excessive speed.

November 11 - Foundation stone laid for Shrine of Remembrance.

Sydney - South Sydney won their third successive Rugby League Flag. St George were runners-up.

Part three (final) of
TINKERING
WITH
OUR TOYS

by Arnold 'Bud' Dodge

CARBURETTOR

- Do not turn on gas supply to a dry carburettor without immediately starting engine. A puddle of gasoline can form in a hurry under the carburettor just waiting to flame off. Engine vibration usually seats the float needle valve to set things back to normal.
- Choke rods sometimes rub against carburettor throttle rod setting up a noisy vibration. Slightly bend out the ball-tipped arm of the throttle plate, just enough to clear the point of contact. Use two small wrenches so as to take the bending strain from throttle plate swedging.
- Don't toss out that Air Maze air cleaner. A clean and well-oiled unit is better than nothing until you put on an update. Check for high speed performance after the installation of any air cleaner; missing may occur.
- Reassembled carburettors sometimes display binding throttle and choke plates. Loosen the butterfly screws and 'home' the plates to properly centre in openings.

FUEL SYSTEM

- Be careful when installing fuel lines. Excessive extension of tubing beyond compression ferrule can block fuel. Never allow more than 1/4" beyond ferrule.
- It's easy to 'calibrate' a gasoline gauge through filler by prudent bending of float wire. Most originals and replacements provide sufficient range so that gauge can be set to show somewhat past zero when cork is on bottom of tank and just past full on the 'F'. The 'past zero' setting assures some remaining fuel is 'floating'.
- The original fuel tank filler screen triggers the automatic shutoff of fuel station hoses making a tank fill up a painfully slow procedure. Modern filter systems on fuel station pumps tend to preclude any practical use of the screen.. Ford omitted this screen on all Ts, Bs and V8s. A number of Model A owners are removing this screen, except for serious judging events.
- Pesky leaks in firewall mounted glass gasoline filter bowls are usually made worse by reefing up on the securing bail nut. A neoprene gasket repair kit used on some tank type garden sprayer hand pumps (or cut from stock neoprene) to replace the cork gasket will stop the leaking problem if filter body has not been pulled out of shape.
- Some hard to find carburettor leaks are due to faulty gaskets under the jets, especially the main and cap jets. Leaky float needle valves and externally viewed gaskets are most obvious.

GENERAL HINTS

- An efficient and effective mechanic never allows wiping rags to cover over tools or parts, has duplicate sockets and wrenches of most often used sizes, immediately return all tools to a 'home' area and keeps working zone free of oil and clutter. This simple idealism does work.
- A free-turning front wheel hub makes an excellent wheel balancer. Mount a wheel, turn and test for heavy point, add standard wheel weights on opposite side as needed (add weights on both sides of wheel if over 1 ounce). For 21" wheels, wrap 1/4" lead wire around spokes. Lead wire can be found at fishing supply stores.
- A bit of STP or Lubriplate on surfaces of 'force fit' gears, bearings and bushings will help to ease assembly. This includes crankshaft timing gear, steering worm, rear end carrier bearings, water pump, king pin bushings, etc.
- Old parts make excellent drifts or adapters for driving home new bushings, bearing races and related. Wear protective eye gear as some of these parts are made of hard steel.
- Most bench vices will neatly push in the bronze bushings used in clutch and brake pedals. A slight bevel filed or ground on leading edge of bushing simplifies process.
- Replacement fan belts always seem to be a bit short and present a testy challenge to install. Do not force the belt over the pulleys or a distorted pulley or torn belts will result. Temporarily pull the generator bolt, install belt and re-install bolt and adjust tension. Belts about 1" longer are available and can be installed without fuss.
- After a few hundred miles, test for 'operational' toe-in or toe-out by rubbing hand across surface of front tyres. A feathered edge on tread will point up alignment problems better than most alignment racks. Minor adjustment of tie-rod can correct the problem.
- To save a potential problem, it is best to secure Roadster and Phaeton bodies on the frame in final adjustment before installing the top. Some ugly wrinkles can develop otherwise.
- Hair spray pumps have plastic pickup tubes that make excellent extensions for oil cans.
- Chase all used threads with taps and dies before pæ assembly. This will assure easy assembly, avoids sheared bolts and can standardise torque readings.
- A few Model B timing covers find their way onto Model A-s. 'B' covers have a built-in advance and accurate Model A timing is impossible using the 'pin-in-the-hole' method. Peep into #1 with plug removed and top dead centre on compression stroke. Retard spark and set distributor as usual. This will by-pass the pin method and ignore 'B' cover.
- For the adventurous, speedometers can be adjusted to correct miles per hour portion. A shorting bar on the rotating magnet can vary the speed indication several miles per hour. Open the magnet gap to increase speed indication, close down the gap to show less speed.
- A tablespoon full of baking soda in a tuna can of water should be handy as a finger dip when working on a battery. Saves clothes, tools and eyes. •

Luella Kipp's CHOCOLATE COOKIES - 1 cup butter, 2 cups granulated sugar, 2 eggs, 1 tsp vanilla, 3 cups flour, 3/4 cup cocoa, 1/2 tsp salt, 1 tsp baking soda. Cream butter, sugar, eggs. Add vanilla. Add dry ingredients gradually. Divide dough into 4 sections and make rolls about 1-1/2" in diameter. Slice 1/2" wide with knife and dip 1 side in sugar. Put on cookie sheet, sugar side up. Bake at 350-375°F 8-10 minutes. Yield: 5 - 6 dozen. Colorado Cook Book. •

Service Brake Adjustment Method

by Peter Crosby, Huntington, Vermont - "The Restorer" May/June, 1994

The Model A mechanical service brakes are a design that will match the hydraulic-type systems in stopping performance if restored and adjusted correctly. Mechanical brakes work with rods, levers and wedges to force the shoes to rub against the drums and stop the wheels from revolving. When you adjust the brakes you are setting limits on the travel of the rods, levers and the distance between the shoes and drums. The trick is to get the shoes to contact the drums solidly before they move beyond the effective limit of their travel. Full accurate adjustment is necessary to compensate for normal expansion of the drum due to heat caused by friction. Adjustments that are made too close would let the shoes continually drag on the drums causing rapid lining wear and poor gasoline mileage.

Model A brake adjustment will work best by adhering to Ford's original specifications and methods. Adjustment specifications for service brakes are found in the January, 1928 Ford Service Bulletins, page 202. A tool wedged between the seat and brake pedal is necessary to hold the pedal at a precise position. This is to prove that the wheels can and will lock at the proper time before you leave your garage. Do not assume that having a friend hold the pedal down at some arbitrary position will be good enough. Nobody can hold a brake pedal in exactly the same place with constant pressure every time. Only by using a brake pedal holding tool can one be assured of the best possible adjustment.

To make a brake pedal adjusting tool, simply measure the distance from the bottom of the seat cushion frame to the bottom edge of the pad portion of the brake pedal. Add three inches to this measurement. Cut a piece of 3/4 x 2 inch hard wood to the length you have figured. For example: my Slant-windshield Ford used a piece 21-3/4 inches long.

Carry the stick of wood you just cut over to your car. Hold it against the seat or cushion frame to the bottom of the pad portion of the brake pedal (keeping it as straight as you can). With a pencil, mark the edge of the

After I adjusted the brakes by using this method on a number of Model A-s, the consensus of the owners has been utter amazement. Comments from: "I never knew how good my brakes could be," to: "I thought my brakes were good ... now they are great!"

wood at the point where it meets the face of the pedal. Take the stick back to your workbench and measure and make three marks at 1 inch, 1-1/2 inches and 2 inches from that point in the short direction. Make a saw cut into the wood 1/2 inch deep at the 1 inch mark (leaving the line on the longer end); 1 inch deep at the 1-1/2 mark; and 1-1/2 inches deep at the 2 inch mark. From the end of the stick cut into the wood to meet the bottom of each saw kerf. The cuts should leave you with a stepped (sawtooth) arrangement on the end. These steps or notches will hold the brake pedal down at levels advocated by Ford. To check how the brake will hold at each wheel, use the following method:-

1. Jack up all four wheels and place jack stands under the axles (not the frame). Place the gear shift in neutral and release the parking brake fully.

2. Turn the adjusting wedges at each backing plate clockwise until the brake drags, then back off two or three notches, or just enough to allow the wheels to revolve without any drag. *Note:* some judgment must be used to allow for any high spots on newly-lined shoes which wear quickly. Remember to always spin the wheels for test purposes in the forward direction. Never should your brakes be adjusted hot.

3. Wedge the brake stick between the seat cushion frame and the bottom of the brake pedal pad. Set it at the one inch notch. *Note:* always make sure the stick is placed in a straight perpendicular relationship to the seat and the pedal for each and every test. Make sure the front seat is in the same position for every test.

4. The rear brakes should just start to hold when the brake pedal is depressed at the one inch notch. The front wheels should spin freely with no change.

5. Depressing the pedal at the 1-1/2 inch notch should tighten but not lock the rear brakes and cause the fronts to just start to hold.

6. Depressing the pedal at the 2 inch notch should lock the rear wheels and hold the fronts with a tight drag.

If your system does not work exactly to the above specifications, it may be necessary to adjust your brake rods. Brake rod adjustment is handled at the rod clevises. Continue to step 7. Please take note: **no amount of adjustment will provide good stopping brakes from worn out or incorrectly-assembled service brakes.** If you find any of the following problems as you are working around your car, they indicate your service brakes will need more attention than just adjustment:-

- Steel pins fit sloppy through rods, levers and clevises.
- Front levers are not leaning forward of vertical (more than 90 degrees).
- Brake adjusting wedges do not 'click' as they are turned.
- Loose wheel bearings and king pins
- Loose rear axle nuts, worn axle keys
- Brake pedal wobbles or does not return all the way up by itself.
- Gear oil leaks at the rear backing plates.
- Bent or welded brake rods.
- Squealing or grinding sounds.

7. Unlock the jam nut and remove the cotter key and clevis pin. When a wheel locks before it is supposed to, turn the clevis as to lengthen the appropriate rod. Shorten the rod if the brake does not hold like it should. Sometimes just a half a turn of the clevis is enough to make a difference, especially when you are trying to equalise opposite wheels on the same axle (this is important). For every test, temporarily pin each rod clevis back onto its lever. Have a friend help; one person under the car adjusting rods and the other person to set the brake stick and spin the wheels. Remove the stick for every rod adjustment.

8. When you are satisfied with your brake rod settings, do not forget to tighten the jam nuts and replace the cotter keys. Make sure you have proper pressure in each tyre.

9. Test drive the car. At 20-25mph

continued >

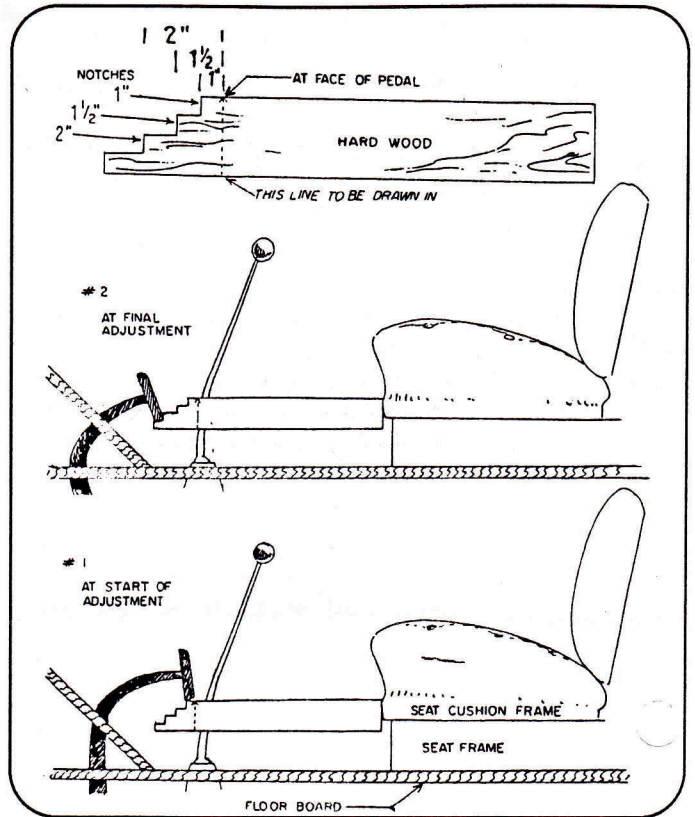
when brake is applied and locked with full pressure, the rear wheels should skid evenly without pulling to the left or right. The fronts should not leave much, if any, skid marks.

10. If the car does not stop in a straight line, turn the brake wedge adjustment on the backing plate no more than one click in or out; depending if you want to tighten or loosen the stopping action for the wheel in question. If you now find that the brake shoes drag on the drum, readjustment of the rod may be necessary. If the shoe drag problem does not seem to clear up, you may have a warped drum. Turning or replacement will be necessary to fix the problem.

11. On a routine basis, use the brake stick to check your brakes for maximum efficiency. Jack up the car (one axle at a time is okay) and test at the 2 inch notch. The rear wheels should again be locked and a heavy drag on the fronts. Turn the brake wedges for all adjustments at this time. On newly re-aligned brakes, high spots wear down quickly. They will require a more frequent follow up of adjustments until the shoe linings conform to their drums.

After I adjusted the brakes by using this method on a number of Model A's, the consensus of the owners has been utter amazement. Comments from: "I never knew how good my brakes could be", to "I thought my brakes were good ... now they are great!" •

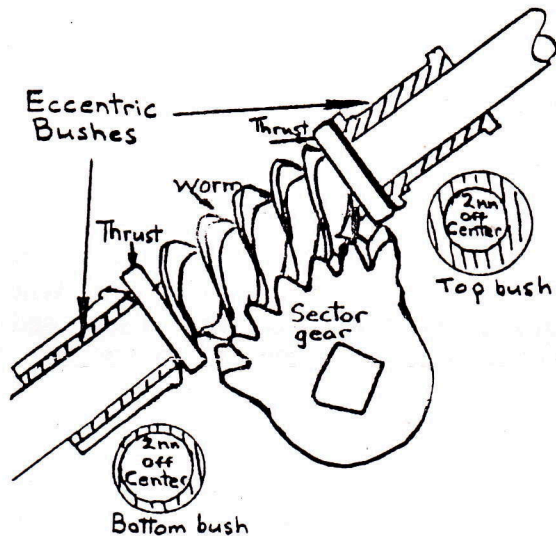
This method is rated as easy to understand and effective. Ed.



The Seven Tooth Steering Box

A Suggestion for Better Adjustment

from Top of the South Model A Club, New Zealand



This early style box has no adjustment for mesh between the worm and sector. Even when all shaft bushes are free of movement and thrusts correctly adjusted, there may still be free play between the worm and sector teeth resulting in slack movement of the steering wheel.

This can be overcome by replacing the two steering worm gear bushes with new ones that have been bored off centre by about 2mm. The outside of the new bushes should be reduced slightly to make them an easy fit in the housings. These eccentric bushes can be rotated in the housings, adjusting worm gear un- movement is eliminated.

After correct position has been found and marked, the bushes are removed so oil grooves and oil hole in lower bush can be drilled. The bushes can be finally assembled back in their correct position using Locktite or tinning the outside with solder to make a tight fit in the bearing housing.

CAUTION - As most wear on the gear section is in the centre or straight ahead (driving) position, care should be taken to turn the steering wheel around both ways to full lock to make sure steering does not lock on unworn section of steering sector gear before setting the eccentric bush in position with Locktite 680. •

MODEL A FORD FACTS by John Kergel, *Diablo A's*. * Model A Ford wheels are about 2-1/2ft in diameter and about 8ft in circumference. Therefore, the wheels turn 5,280/8 or 660 times per mile. With a 3.78 axle ratio, the engine turns about 3.78 x 660 or 2,500 times per mile. Every turn propels the Model A about 2ft (5,280/2,500) in high gear. * The Model A has a 4-cycle engine and each piston fires once every 2 revolutions. In one mile, each piston fires 2,500/2rpm x 4-cycle, or about 5,000 times for the 4 cylinders. Each explosion moves the Model A about a foot. * If the Model A gets 16mpg, one cup, or 1/2 pint, provides fuel for one mile. This is a small drink of gas for each of the 5,000 explosions. If gas costs \$1.60 per gallon, this would be 10¢ per mile. So, if you drive 5,000 miles, you will have spent \$500, or the approximate cost of a new Model A in 1930. The engine could have revolved about 12.5 million times (5,000 x 2,500) and after 10,000 miles: 25 million times. No wonder the engine wears out! Just remember: "Figures don't lie" but "liars can figure." You can convert to metric and A\$ - Ed. •

Notebook

BIRTHDAYS for SEPTEMBER: Birthstone: Sapphire. Flower: Aster.

Lance Barker, Barry Bristow-Stagg, Thelma Callow, Gail Duns, Germaine Wringe, Beth Martin, Chris Quinn, John Teale, Malcolm Wood and Chris Wringe.
Many happy returns to all these birthday people.

WINDSOR RALLY: Dennis Ashton, Rally Director for Windsor attended our August meeting and has delivered tickets for the raffle of Model A engine and a rebuilt radiator. These tickets are \$5.00 each and available from your secretary NOW!!! Send your money and number of tickets required to Germaine.

CONGRATULATIONS to Darren Jeffree and Germaine Wringe on their recent engagement.

KITE DAY: For those of you who are planning to attend our Kite Day, dust off the plans included in your newsletters dated March & April, 1986, or failing to find these make your own design.

In an effort to encourage those who have not completed the restoration of their Model A, the November meeting has been designated a "modern" day. So come along and join us in your falcon, mustang, commodore, etc. You might find that you like us!

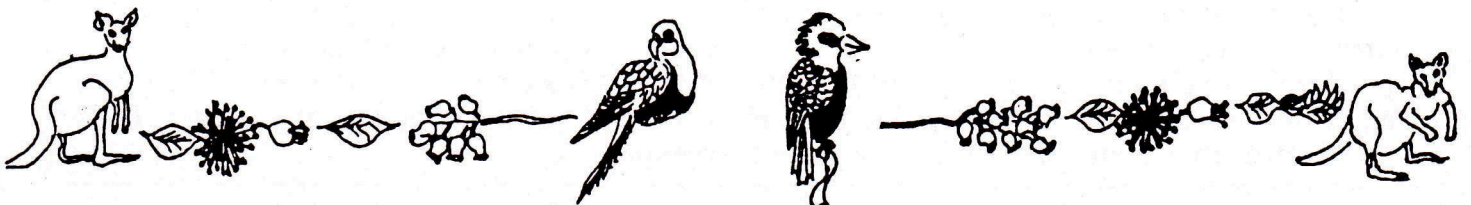
CORRESPONDENCE FROM OMAN: A recent letter from Colin & Maxine Davidson informed us that they had made it back to Oman safely after spending holidays in the U.S. and England. Unfortunately their stay in Oman looks like being extended to mid 1996. They are still hoping to make it to Windsor. We will be keeping our fingers crossed for them.

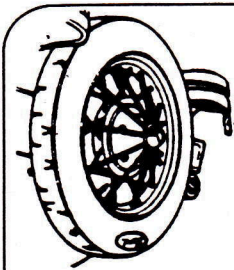
PARTS & PANELS: Steve Read advises that his shipment of goodies will be arriving in four weeks time. Those who have ordered parts be prepared to part with your money.

GOSSIP: This editor and assistant(s) seek useless, oblique, anything, information to help fill the notebook. Any letters, recipes, gossip (from a reliable source of course), etc. would be greatly welcomed!!

NOW FOR SOME SERIOUS TRIVIA: The following laws are stolen from a book called Legal Lunacy by *Sheryl-Lindsell Roberts*.

- * In Washington State : It's illegal to pretend your parents are rich.
- * A woman is not allowed to drive in Memphis, Tennessee, unless a man is running in front waving a red flag to warn other drivers.
- * It's illegal to blindfold cows on the highway in Arkansas.
- * In Oklahoma, it's a criminal offence to give liquor to a fish.



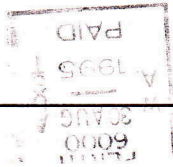


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UNIVERSAL BASIC RULES FOR DIETING

1. If you eat something and no one sees you, eat it - it has no calories.
 2. If you drink a Diet Coke and eat a chocolate, the calories in the chocolate are cancelled out by the Coke.
 3. When you eat with someone else, calories do not count if you do not eat more than they do.
 4. Food used for medical purposes NEVER counts, such as:- hot chocolate, brandy toast and Sara Lee Cheesecake.
 5. If you fatten up everyone else around you, then you look thinner.
 6. Movie related foods do not have additional calories because they are part of the entire entertainment package and not part of one's personal fuel, such as:- Jaffas, Popcorn, Smarties, Mars Bars, etc.
 7. Biscuit pieces contain no calories. The process of breaking causes calorie leakage.
 8. Things licked off knives and spoons have no calories if you are in the process of preparing something. Examples are:- peanut paste on a knife when making a sandwich and ice cream on a spoon.
 9. Foods that have the same colour have the same number of calories. Examples are:- spinach and pistassachio ice cream, mushrooms and white chocolate.
- Note:-* Chocolate is a universal colour and may be substituted for any other food colour.