

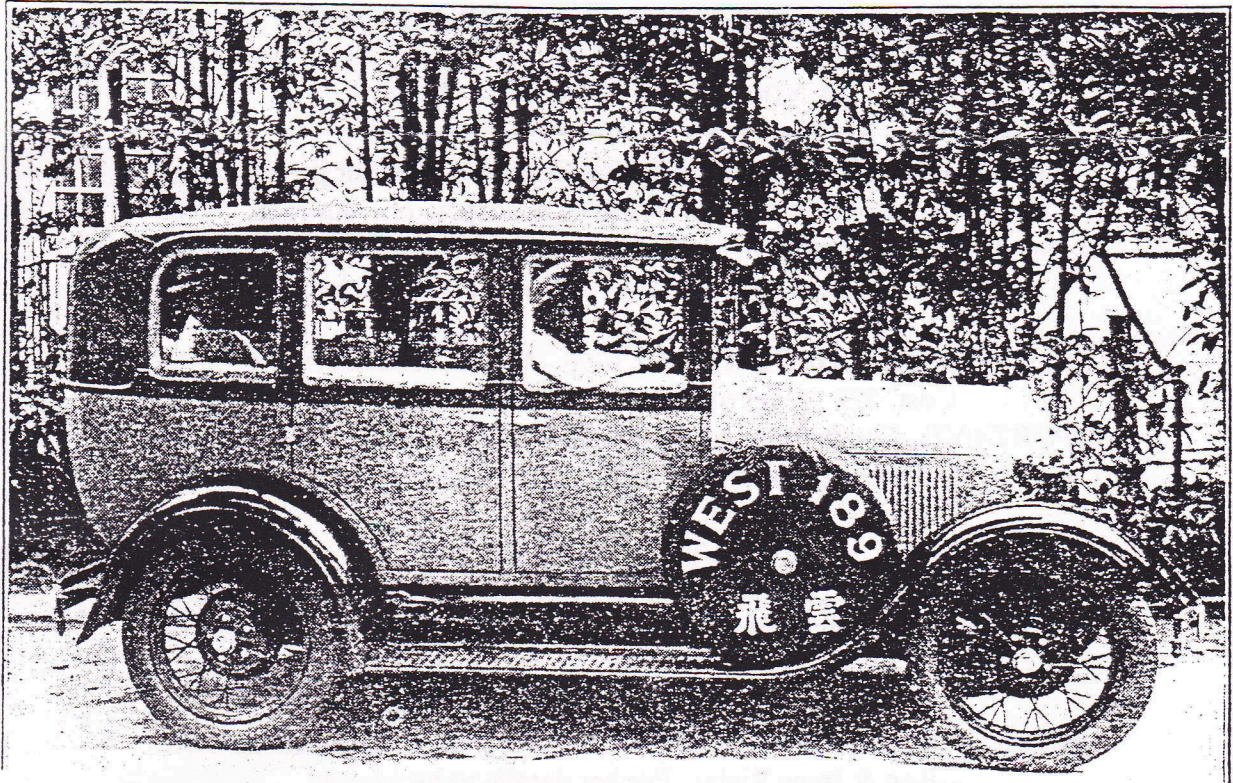


# Western Model A News

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

Year XVI Number IV

NOVEMBER, 1995



## Take a Shanghai Taxi

FORD DEALER & SERVICE FIELD for JUNE, 1930

Around 1920 Mr J.K. Gold, a graduate of the University of Wisconsin, found himself in China with a desire to keep himself busy and, if possible, to make some money.

He gathered together fifteen old touring cars, formed the Ford Hire Service and established a taxi business which became the biggest in China, with a growing fleet of 100 cars and employing 300 people.

The Company originally used Model T Fords exclusively but up-dated its operations by replacing them with a Model A chassis upon its arrival in China.

The bodies are constructed on a Ford chassis in the shops of the Company and are built of a special wood imported from the Philippines.

Above is a photograph of a completed taxicab. <sup>BS</sup>\*

### Coming Events - see Calendar

**ALL FORD DAY - November 19 \* KITE DAY, McCallum Park - November 26**

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc  
MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA - Foreign Membership US\$24.00 per year

OFFICE BEARERS: *President:* ALAN JEFFREE

*Secretary/Treasurer:* GERMAINE WRINGE

*Vice-President:* STEVE READ

*Vehicle Examiner:* STEVE READ

*Editor:* LOUISE READ

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

Thornlie, W.A., 6108

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

**NOVEMBER 18 & 19, 1995**  
**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 & collect your entry form.  
Fee \$15.00 per vehicle.

**SUNDAY, NOVEMBER 26, 1995**  
**All Auto Parts Swap Mart**

Cannington Show Grounds. Enquiries & Bookings: 274 7497  
Sellers 6.30am \$5 per bay, Buyers 7.30am \$2 per person.  
Conducted by the FX-FJ Holden Car Club of W A Inc.

**SUNDAY, NOVEMBER 26, 1995**

**Kite Day at McCallum Park 11.00am**

Entrance via Taylor Street off Canning Highway, also our parking area.  
Look for our Ford flag near the tennis courts on your right.  
Come along in your modern car for a relaxing & final get together/meeting  
for the year. Don't forget your picnic lunch & kite.

**SATURDAY, DECEMBER 2, 1995 - CHRISTMAS DINNER**

Cost: \$20.00 per person BYO drinks. Time: 6.30pm

**IMPORTANT: For further details PLEASE see advert in this newsletter.**

**This is the only reminder before the event !!!!**

**SUNDAY, JANUARY 21, 1996**

Picnic at Manners Hill Park, Cnr Keane & Lilla Sts, Peppermint Grove  
10.00am Bring morning tea & picnic lunch for our 1st meeting of the year.

**SATURDAY, JANUARY 27, 1996**

BBQ at the home of Alan & Edith Jeffree to welcome Canadian members  
Ron & Irene Rigby. Further details to be advised.

**SUNDAY, FEBRUARY 25, 1996**

Breakfast BBQ at McDougall Park, Ley St, Como

**MARCH, 1996**

Mahony Family to organise

**5-8 APRIL, 1996 EASTER**

Windsor NSW, National Meet

**5-8 APRIL, 1996 EASTER**

Kirup campout organised by the Jeffree/Wringe Families



## **RAY ABBOTT ENGINE RECONDITIONING**

**\* Specialising in Veteran and Vintage engines**

**\* Cylinder Head Service \* Reboring and Sleeving \* Crankshaft Grinding**  
**Recommended by MARC member**

Established 1973

**18 RIO STREET, BAYSWATER**

**272 4566**

34 years Experience

MINUTES

of General Meeting held at Churchman Brook Reservoir, 15th October 1995

Meeting opened by President at 1.10pm. Alan welcomed our overseas visitor, Don Winchell from Ohio, USA.

**Present:** As per attendance book.

**Minutes:** Proposed Jack Berkshire, seconded Bill Cowlin that the August minutes to be accepted as read. Carried.

**Business arising from minutes:** Nil.

**Financial Report: August -**

Opening Balance	\$11,446.46
Income	814.44
	<u>12,260.90</u>
Payments	166.02
Cash Deposit	482.15
Closing Balance	<u>\$11,612.73</u>

**September -**

Opening Balance	\$11,612.73
Income	504.39
	<u>12,117.12</u>
Payments	322.44
Closing Balance	<u>\$11,794.68</u>

Proposed Max Annear, seconded John Laurie that the financial report be accepted. Carried.

**Correspondence In:** Resignation received from Merv Callow. Letter from the Rigbys in Canada re their forthcoming visit to WA in January 1996. M.A.R.C., Canberra enclosing raffle tickets for 1998 National Meet. C.C.C. Minutes. R.S.J. Springs. C.C.C. Concessional License Clubs. P Gilberthorpe. M.A.F.C.A. 1995 Revisions to Model A Ford Judging Standards & Restoration Guidelines.

**Correspondence Out:** Letter to Department of Transport re registration of Frank Farrelly's Model A.

Accepted Dora Annear, seconded Frank Farrelly. Carried.

**General Business:** Bill Bennie introduced Don Winchell who is from Penn, Ohio and has been a pen-friend of Bill's for approximately 20 years. He has been visiting WA for the past 2 weeks and has another week here before returning to the USA. Don is a member of the Newark Vibrators. He has kindly donated a trophy to our club entitled the Yankee Good Bad Luck Trophy, which is a map of the USA mounted in a wooden frame and is to be awarded each year to the best Good Bad luck story that one of our member's experience. Don explained that the guidelines for how the trophy will be awarded are detailed on the back of the trophy. Don awarded the trophy to Mike & Laurel Cooke for their good bad luck Easter run.

Term Deposit for Club funds - proposed Jim Williams, seconded John Laurie that Germaine be given authority to go ahead and set up the most appropriate term deposit fund with the Town & Country Bank.

Subscriptions - Germaine advised that there were still a lot outstanding.

**Events:** All Ford Day - At least 6 cars have entered this event.

Christmas Dinner - Edith Jeffree proposed that a marquee be hired for the Christmas Dinner and the Club pay for it. Germaine advised the dinner will follow the same format as last year and the cost will be \$20 pp, byo drinks. Money required as soon as possible. Kite Day - Louise advised that the Kite Day is being held on Sunday 26 November at McCallum Park beginning at 11.00am. BYO Kite and lunch, members welcome to come in moderns or Model A's.

BBQ January 1996 - Alan Jeffree proposed a BBQ be held at their home on Saturday 27th January to welcome the Rigby's from Canada.

Alan thanked Jack and Mavis Berkshire for organising a good run.

**Meeting Closed 2.10pm**

## Model A Run to Churchman Brook on 15/10/95

### *Mavis & Jack: Berkshire*

Missed our Sunday walk, but never mind drove to La Plaza instead for our last Model A run for 1995. We hoped for a good roll up, but realised the "big" 1995 Motor Museum Rally from Fremantle to Whiteman Park, via the Swan Valley was also being run. But what a great surprise, Model A's coming from all directions, didn't they know about the "free" breakfast at Leeuwin Barracks with the Museum Rally.

Max Annear our Rally Marshall blew his whistle and we were away heading for Riverton Drive and some river views. This is a very scenic drive, river on the right and some expensive real estate on the left, many with FOR SALE signs out front, wonder why? You can look across the river to Salter Point and the Mt Henry Bridge comes into view over the flying quail. Our morning tea stop was Bullcreek Shopping Centre and use of facilities at the Shell Service Station. Pressed on along South St and Ranford Rd, passed the Metro Markets through Armadale to Churchman Brook. This is a delightful small clean picnic spot. The ranger Jeff was most helpful and allocated us our own private area to have lunch and hold our meeting.

Bill Bennie brought along a special guest DON WINCHELL from LANCASTER, OHIO, USA. Don is a member of the NEWARK VIBRATORS CLUB part of the PENN OHIO CHAPTER nothing to do with sex or lodges, so I'm told only good old Fords. Don later made a short, interesting speech and then presented a lovely wooden plaque in the shape of America to the club. This is to be known as the Annual Hard Luck/Good Luck award and the first award was presented to Mike and Laurel Cooke for problems good and bad with their Ford on the home journey from Kirup last Easter. This story should be re-told every now and again to show the clubmanship that exists amongst our members. We all thanked Don and hope his stay in W.A. was a happy one. I believe he did drive the Bennie Ford during the run but said everything was back to front and we all drove on the wrong side of the road. No wonder poor old Bill looked pale and was even "stuck for words" on arrival at the Brook.

Anyway thanks to you all for coming and making our day one of happiness. 14 Ford A's and 4 moderns among good friends, says it all.



Personal Problems? Motor Mysteries?

... *Ask Auntie Abigail* ...

A free service to Club members

If there is a response, this regular column will help members with any problems. You can give your name, or remain anonymous - just write care of the Editor, to:

*Dear Auntie Abigail...*

**Q** ... my husband insists on storing all his precious Model A spares all around the house and it's got to the stage that our house looks more like a spare parts warehouse than a home. We even have body panels under the bed and little chrome objects hanging in the wardrobe. I'm at my wit's end ... what can I do? "*Frantic*", *Kingsley*.

**A** ... this is a common problem. Ask him to build more storage into the garage or shed. Perhaps a wall covered with a series of "pigeon holes" - don't forget to remove the pigeons first. Failing that, try moving some bulky household items into the garage, and regularly hang up your wet washing across the shed - it drives 'em mad....



# Christmas Dinner

**Venue: 48 Michael St, Yokine**

**Date: Saturday, 2nd December, 1995**

**Time: 6:30pm**

**Cost: \$20.00 per person. BYO drinks.**

As this is the only notice you will be receiving of the Christmas Dinner, PLEASE give numbers and money to Germaine or Edith today.

Phone either on [REDACTED]



In June, 1918 President Wilson sent Henry Ford the following message:- *Mr Ford, we are living in very difficult times -times when men must sacrifice themselves for their country ... You are the only man in Michigan who can be elected and help bring about the peace you so much desire. I wish you therefore, to overcome your personal feelings and interests and make the race.*

The *New York Times* pointed out that Henry Ford's candidacy "would create a vacancy both in the Senate and the automobile business." Henry's friends were scarcely more encouraging.

Even frequent visitor to Fair Lane, Thomas Edison asked: "What do you want to do that for? You can't speak. You wouldn't say a damned word. You'd be mum."

And mum was just the way Henry Ford chose to play his campaign for the Senate in 1918. He declined to make any public speeches, issued no statements other than to support female suffrage and in spite of proving the power of advertising he perversely refused to spend a cent on advertising himself in the Senate election.

Edsel had refused the draft call, so a newspaper inquired:- "Why not send the indispensable Edsel to the Senate?"

After counting, Henry Ford lost by 212,751 against 217,088 votes. If he had bothered to sway a couple of thousand voters Henry would have been a Senator.

The man who won the election was Truman H. Newberry from the elite of Detroit establishment, to whom Henry Ford felt hostility to the point of paranoia.

Suddenly Henry cared very much about winning. He filed for a recount and, with the help of Harvey Firestone, set about proving that the election had been rigged. Private detectives were hired to dig up evidence that the legal limits for campaign spending had been exceeded.

Henry suddenly became very vocal and even accused Newberry of being a tool of an "influential gang of Jews."

A Firestone attorney gave evidence that Newberry had spent \$176,000 on the campaign and exceeded the legal limit.

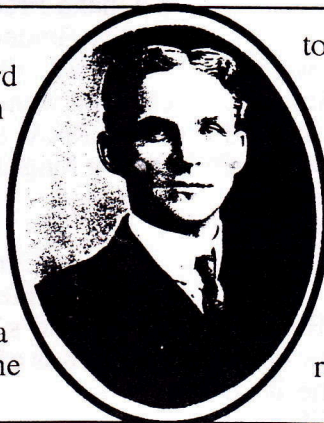
His campaign against Truman H. Newberry had little to do with patriotic concerns. Henry Ford was a poor loser. He was out to get yet another of his social superiors who had bested him.

Two Senators announced their intention of reopening the Newberry case and, facing the inevitable, Newberry stepped down claiming "political persecution". The antipathy remained between the socialite and multimillionaire car

maker:- Mrs Truman H. Newberry made a point of absenting herself from any social gathering to which an invitation had been extended to "that man". •

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

## THE ECCENTRIC HENRY FORD



No 4-SENATOR FORD?

# 1985

# FLASHBACK

## Your Club TEN years ago

A series of slices from the gospel according to the "Western A Model News"  
(as it was known then) for 1985 - by Bevan Sharp.

### JANUARY, 1985

Bill Bennie gave some reminiscences on his trip to Bendigo. He reckoned that the range of Model A bits and pieces was 'not huge' and that anything remotely Model A attracted a premium price. Apparently one vendor had a dozen Model A guards (front and back) which were 'rough but restorable' for \$25 - \$35 on Friday afternoon, by Saturday there were half a dozen left, by Sunday morning they were \$1 each, by Sunday afternoon they were free!

The State Delegates' meeting discussed Concours judging at the upcoming Barossa National Meet. State annual fees varied from \$20 in NSW to just \$7 for WA. It was suggested that we drop 'Restorers' from our Club name to be in line with all other States (except ACT).

Thirty-six members and friends had a Christmas Dinner at the Rose & Crown in Guildford, arranged by Toni Mahony, Alma Letch and Laurel Cooke. Unusual gifts exchanged by members included:- a 'well-used rubber duckie pottie' (cherished by Ross Letch), one 'amorous toad' (for Kelvin Pepper), a copy of the Yellow Pages (!) and 'a very evil looking red back spider in a Vegemite jar'.

### FEBRUARY, 1985

Twelve Model A Fords turned up at Manners Park in Mosman Bay. Those days are remembered for all the babies which were 'at the crawling stage or just walking'. A decision was made to contact M.A.R.C in America with a view to liaison (*a procedure which continues to this day*).

Reg and Coral Blewett had acquired a Phaeton to keep their Tudor company.

### MARCH, 1985

A meeting at 'Tomato Lake' in Carlisle with 7 Model A Fords and a Thunderbird (Max Annear). Members used the barbecues provided and Steve Read discovered that if you attempt to cook an egg without one of those little ring thingies, the egg disappears down the drain hole 'like a ferret down a bunny hole'.

### APRIL, 1985

On the February run Steve Read asked Bill Bennie: 'Why is your Model A on fire?' Lifting the hood revealed plumes of smoke and a wire to the horn ablaze. New members Jim and Nina Williams apparently turned up with a boat on the roof of their car (presumably not a Model A?). This was a 'Restoration Run' with visits to the Richards, then Ron Andrews who was still in restoration mode and having trouble with head studs broken off in the engine block and onto Steve and Louise Read to inspect their 'up and coming Roadster'.

### MAY, 1985

Events Organiser Steve Read had devised a devious day with members getting differing route sheets to get to the same destination of his 'Great Magical Mystery Tour' - which caused considerable confusion which was not forgotten for some time (*still recalled by several members*). Then it rained buckets - they all had fish and chips in Freo. Ross Letch had designed a Club logo which was approved by all members (*and still used today*). President Max Annear read out an article about the new unleaded fuel.

### JUNE, 1985

Six families in Model A-s travelled to Toodyay in the rain. The Newsletter included a Petition to Parliament regarding a proposed 25% duty and 27% Sales Tax on importing parts over 30 years old. Cluster gears from NSW were for sale at \$160 and 2nd gears at \$55 each.

### JULY, 1985

Club membership was raised to \$8 to cover postage increase. Mike Cooke was elected President, Alma Letch continued as Secretary. Out-going President, Max Annear, reported that total memberships had grown to 53.

### AUGUST, 1985

Club accounts showed a healthy balance of \$1,931.54 but included \$1,456 pre-paid for gears not yet delivered. Members were asked to be aware of Concessional Licence regulations.

### OCTOBER, 1985

The Club run was to Marapana Deer Park where members fed the wildlife. Bill Bennie was stopped on the Kwinana Freeway by a traffic patrolman for going too slowly (under 60kph) and was obliged to 'leave at the next exit'. On another run, 14 cars, 28 adults and 14 children went on a trouble-free, 800km, 3 day ramble to Wave Rock. It was decided to make this long-weekend a regular long-distance run somewhere.

### NOVEMBER, 1985

A run to Canning Dam was cancelled due to inclement weather - interestingly, Ron Andrews was twice offered Steve Read's Tudor for Club runs, but on both occasions the run was cancelled due to bad weather!!

### DECEMBER, 1985

Fourteen Model A-s and three moderns loaded with mums, dads and kids enjoyed an outing at Caversham Wildlife Park where they put on a car display. Christmas Dinner was to be at the Bistro at the Merlin with gifts for ladies to be wrapped in green paper (red for gentlemen) and not to exceed \$2.50 in value. The Club belatedly wished itself a 'Happy Fifth Birthday'.

# STOP THAT OIL LEAK

by Verle Smith

Does your Model A leave oil on the driveway? One of the biggest problems with the Model A Ford was, and still is, the persistent main bearing oil leak. But there is a solution to the problem. You can stop that oil leak by following all the steps outlined here; but do not skip any or you will be wasting your time.

A little background on the engine will prove informative and show why the problem with the rear main exists.

The flywheel in the Model A weighs several times that of flywheels in modern cars. Thus dips, hard bumps, sudden stops and quick starts throw a tremendous amount of weight on the rear main. Sudden starts and stops tend to slam the flywheel backward and forward against the bearing thrusts. As they get looser, the harder the pounding. This can continue until the vibration and pounding breaks up the babbits and then the bearing is gone. When this happens there is only one recourse and that is to have them repoured and align-bored. A close inspection will determine condition of the main bearing.

At this point it will be necessary to have the crankshaft "miked" (measured with a micrometer) to determine if it is  $f$  - that is, out-of-round.

The centre main will be worn more than the other two, normally. This is also the first bearing to go under hard driving conditions. The reason for this is, heat is greatest at centre of the engine and the babbitt tends to soften there first, plus the fact that the centre main has to help hold the pressure each time the engine fires for all cylinders.

Assuming that the babbitt bearings are sound and the crankshaft is within acceptable tolerance, we can turn our attention to the tightening of the main bearings.

A. Make sure the aluminium seal in the block is tight and a seal between it and the block is made. Permatex gasket cement will do the job fine. The reason for this is, oil can "blow by" this seal if it is loose in the block.

B. Place the crankshaft back in the block. End play of the shaft should be between .002 and .004 of an inch. The *Ford Service Bulletin* for February, 1928 state .004 to .007 of an inch. However this is more than actually required. If more than this is encountered, a good rebabbiter can build up the old bearing thrusts at reasonable cost. Remember also that too much end play in a crankshaft lets the shaft act  $\cup$  an oil pump as it moves back and forth. Back pressure in the crankcase helps move the oil out but not in.

C. Start with the rear main first. Because this is our area of trouble we will be extra careful here as to its proper fit. Place two rear main bolts in the block. Next place the shims (equal amount on each side) over the bolts. Inspect carefully to see that the front and rear section of the shims touch the crankshaft simultaneously. If shim rocks, this will create a hole at the rear of the main, and you must file or cut out around the outer side of the bolt hole to allow shim to move in and touch the shaft.

You will notice that at the front and back of the shim there is a bulb type end. This will match the "closed" section of the back and front part of the rear main. This is designed to hold oil in the main and lubricate the shaft. Under no condition will shims be used that have been modified to allow tightening of the rear main without removal of cap. This allows oil to seep out by the bolt into the flywheel housing.

D. Inspect the rear bearing cap to make sure it has the large oil return tube without ball check. Make sure all dirt and carbon is removed from the tube as well as the trough at bottom of bearing. Do not alter tube or bearing cap in any way. Tighten rear bearing to .001 clearance. Plasti-

gauge is available at most auto parts stores to indicate when bearing is tight. Crankshaft can be turned by hand at this setting by gripping the throws and turning.

Remember also, you can have a tight crank and still not have a good seal unless the bearing fits to .001 all the way around the shaft. A simple home test is to use machinist's blue dye.

Also keep in mind that if the engine is in poor condition and you are experiencing a lot of blow-by, the trough and open return tube tend to let pressure blow oil out of the back main. The only cure for this is complete rebuilding of the engine. Incidentally, on a new rebuilt engine, you will get some blow-by until the rings have seated.

Some restorers have had good success with the moulded seal now being manufactured and available from most parts houses. No modification is required of the engine. The only thing to watch here is to be extremely careful to see that none of this seal mashes out between block and bearing cap.

Do not starve the rear main by closing off the oil line leading to the main. This definitely is not recommended as oil to the mains are gravity fed and this is the reason the centre main goes first, because a big enough volume of oil cannot move through it. The oil not only lubricates but cools the bearing. There is only one hole for the oil to reach the rear mains. There are no others leaving them.

E. Now loosen rear main nuts one full turn and tighten centre main using same procedure. Of course on the front two mains you do not have to worry about placement of shims against the crankshaft.

F. Loosen centre main nuts one full turn and tighten front main. After fitting up front main go back and retighten other two key nuts and the job is complete.

G. Now with all the connecting rods installed our next critical oil leak area is at the rear of the pan. Normally the thick cork gasket across back of the rear main is too long. Simply cut it off where both ends touch the block until there is no bulge in the middle. Install pan using sealers.

H. Another area of oil leak is at the front crank pulley. If the pulley is loose on the shaft, two things can happen. Oil will flow out between shaft and inner wall of pulley. The loose pulley will also bore out a new seal fast. The original pulley was very snug on the crankshaft. If you still have the original pulley and a groove is worn in it at the seal area, it would be better to have it built up with brass and then machined, than to buy a reproduction.

Now you can take that Model A out on the road and enjoy it more. And after your trip you will be returning to the cleanest driveway in town. •

## Check List

- 1 - Tight upper seal in block.
- 2 - Good bearing surface on mains.
- 3 - No end play in crankshaft over .007.
- 4 - Shims moved over tight against crankshaft.
- 5 - Clean trough and return tube,
- 6 - Clean breather pipe.
- 7 - Tight fitting front pulley.

Q: What is the most common problem shared by Model A restorers?

A: A lack of patience. Such as:- applying primer before metal work is complete, putting an assembly together when you know it isn't right, etc.....

Q: What are the most common causes of Model A breakdowns on the road?

A: First is distributor point spacing which has reduced to the point that engine performance is erratic. In most cases this is as a result of a badly worn point block, or erratic point spacing caused by worn distributor shaft bearings or loose fitting upper distributor plate. The second is cooling problems - generally plugged tubes.

Q: Is a counter-balanced crankshaft a good idea?

A: Yes. It offers the advantage of reduced:- vibration, main bearing wear and stress on the crank plus increased driver comfort.

Q: Can unleaded fuel be used in the Model A without adverse effect?

A: Maybe ... the jury is still out on this one. There was no leaded fuel in 1928. If any damage is to occur it would show first on exhaust valves and seats, so engines where valves have been refaced several times and set very deep in the block may be more at risk.

Q: What should I read on a compression gauge on a Model A?

A: About 62#. A new Model A had a compression ratio of 4.22 to 1. Compression on a standard engine should be 4.22 x atmospheric pressure or 4.22 x 14.7 = 62.03.

Q: Are 9 tooth pinions used with 3.78 and 4.11 ring gears interchangeable?

A: No. Although each have 9 teeth, the teeth on the 4.11 pinion are more narrow and the spaces wider than on the 3.78 pinion. The 4.11 pinion may line up with a 3.78 ring gear but the differential noise will be objectionable. It is recommended that ring gear and pinion on any Model A be a matched set (matched serial numbers) but many have a 3.78 ring gear from one car and a 3.78 pinion from another.

Q: Were all Model A spark plug connectors the same?

A: No. Until mid-1930 they were symmetrical. From June, 1930 the ends were offset. Both were 3-1/8" from centre of hole to end of the prongs.

# Answers to QUESTIONS about the MODEL A you were afraid to ask!

**Compiled by Bevan Sharp**

Q: What are the differences between the Ford A, B and C engines?

A: 1932 Ford V-8 introduced as the Ford model 18; the four cylinder model was designated the Model B.

	Model A	Model B
Compression	4.2	4.8
Horsepower	40 @ 2200rpm	50 @ 2800rpm
Mains diam.	1-5/8-in	2-in
Rods diam.	1-1/2-in	1-7/8-in

The B camshaft provided an increase in valve timing duration which contributed to the 50hp at 2800rpm. A diaphragm type fuel pump was mounted to the lower right side of engine block. The oil pump forced oil directly to the main bearings under mild pressure. Along with other valve chamber modifications, the oil return pipe was eliminated. 1933-34 Ford 4-cylinder engine was unofficially dubbed the Model C.

Changes from the B to C engine included:- a crank shaft employing integrally forged counter-balances, a shortened three bolt (instead of 4) water pump housing and a 39lb flywheel compared to 62-1/2lb on the Model A (the counterbalances make the difference). 263,765 Model B (and C) engines produced between March 9, 1932 and late 1934.

Q: Can I install a single disc clutch in my multiple disc (AR) housing?

A: No. The AR housing is incompatible with the single disc transmission front bearing retainer (the throwout bearing rides on this retainer), the clutch forks are different and the AR housing will not readily accommodate the later flywheel and clutch assembly.

Q: Did the 1928 Roadster have outside door handles?

A: Not originally. Outside door handles were provided with the introduction of the 1929 Roadster from November, 1928.

Q: Where all Model A engines the same?

A: The engine casting (block), yes. However there were a number of internal engine changes through the years, and there were significant changes to virtually all bolt on items. With one exception, any Model A block can be used on any 1928-1931 car and will appear to be absolutely authentic provided bolt on items are correct and the engine number has been appropriately changed. The exception involves the early 1928 blocks that had a more narrow and uniquely shaped boss for the lower engine numbers.

Q: What causes a severe oil leak from the centre main bearing bolt located behind the water inlet?

A: It is usually caused by someone having cut the bolt holes in the centre main shims to a "U" shape to permit easy removal and replacement of the shims. This permits oil to escape up through the bolt hole.

Q: What gasoline mileage should we expect from a Model A?

A: The average Model A owner is doing well to get 17-18mpg (US gallons) in the 60-year-old automobile. In 1930 Ford ran a test in a new Tudor with a passenger load of 750lbs:- 32 mpg @ 15mph; 29mpg @ 25mph; 28mpg @ 30mph; 22mpg @ 40mph.

Q: Should I install new valve springs when engine is overhauled?

A: If we could always be sure that parts we buy are correct, the answer would be "yes". Check out the old springs and reuse if they are okay. Use a set of bathroom scales and a drill press; compress each spring to the height it will assume when valve is open - set the drill press to stop at this amount. If the springs all read about the same (50+ pounds) reuse them. Discard and replace those that read below the others.

Q: What causes fibre camshaft gears to wear teeth and break away?

A: Usually abrasive action of a rust pitted or eroded gear which cuts away the fibre teeth. An aluminium camshaft gear may be stronger but noisier. If mains were rebored, alignment may be off and cause a tight or loose gear mesh. •






# Notebook



**BIRTHDAYS for NOVEMBER:** Birthstone: Topaz. Flower: Chrysanthemum  
Denise Brown, John Carter, Ross Chamberlain, Geoff & Lindy Ingram, Alma Letch,  
and Debbie Teale. Happy birthday to these folks.

**CONGRATULATIONS:** A new Model A, a daughter, released to Diane and Lance  
Barker. Well done ! 

**SUBSCRIPTIONS:** As much as I like getting your subs in the mail, your secretary/  
treasurer enjoys it more. Please send your mail, all mail, to Germaine.  
It is disappointing to see that only 50% of our 94/95 members have decided to renew  
their subs. If you intend to renew could you do so now please. If you don't intend to,  
Germaine would appreciate a few written lines or at least a phone call about this matter.  
Germaine's address is [REDACTED] Yokine. Ph [REDACTED] Hope to have a whole  
flood of renewal we need your membership and input to keep the committee on their  
toes. Thanks, *Louise*

**RAFFLE TICKETS:** for sale from your secretary or at meetings.

Model A Ford Club of NSW Tickets \$5 Drawn at Windsor 7/4/96 1st Prize: Model A  
Reconditioned Engine valued at approx. \$2,500. 2nd Prize: Model A recored 28/29  
Radiator valued at approx. \$750.

Model A Restorers Club (Aust). Tickets \$2 Drawn at "Wheels Exhibitions" 11/2/96  
1st Prize: Ford Festiva Trio valued at approx. \$15,589. 2nd Prize: \$1,000 cash.  
3rd Prize: \$100 worth of scratch tickets.

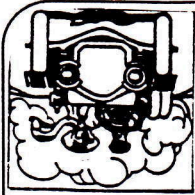
**INFORMATION VIDEOS:** These will be available from the library late November.  
Because we have ordered 10 tapes we receive 4 extra. The list is as follows: Carbies &  
Carbohydrates, Model A Starters & Generators, Ford Motor Co. 1928, The V8 Story,  
The Road to Happiness, 5 info tapes on paint & preparation, Dial D for Distributor,  
Genning Along, Timing Ignition and How to Stop on a Dime.

**BOOK RELEASE:** "Tour Book for Antique Car Buffs" is available from Garth Moore,  
Kiwi Pins, P.O. Box [REDACTED] Christchurch, NZ. for A\$25.00 inc. p & p. This book is 304  
pages full of USA & Canadian car museums, salvage yards, antique car dealers & car  
restorers. Send direct to Garth for your copy.

**RSJ SPRINGS** offer a new service to vintage/veteran/classic car owners. They have a  
spring retentioning machine that resets spring COLD. They offer same day service,  
resetting, extra springs competitive prices, removing & refitting, collect & deliver.  
For further info. contact RSJ at Unit 8/21 Kewdale Rd, Kewdale. Ph: 351 9117.

**FOR SALE:** Alan Smith has starter field coils to convert Model A starters to 12 volts.  
Contact him on [REDACTED]

Steve Read has a fully reconditioned Model A Engine. For full details &  
price contact him on [REDACTED]



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

PAISLEY Ian & Dianne  
[redacted]  
NORLANDA, 6062



**Western  
Model A News**

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**American Automobiles that were being  
manufactured when the Model A Ford was born**

*From: The Ford Dealers News, December 31, 1927*

Auburn	Elcar	Lincoln *	Pontiac *
Buick	Erskine	Locomobile	Reo
Cadillac *	Essex	McFarlan	Star
Chandler	Falcon	Marmon	Stearns-Knight
Chevrolet *	Flint	Nash	Studebaker
Chrysler *	Ford *	Oldsmobile *	Stutz
Cunningham	Franklin	Oakland	Velie
Davis	Gardner	Packard	Whippet
Diana-Moon	Hudson	Paige	Willys-Knight
Dodge *	Hupmobile	Peerless	
Dupont	Jordan	Pierce-Arrow	* Still being made