

Western Model A News

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

Year XVI Number IX

APRIL, 1996



Built for many thousands of miles

The new Ford has been designed and built to give you many thousands of miles of faithful, economical service. Beneath its flashing beauty of line and colour - in those vital mechanical parts which you may never see - is a high quality of material and accuracy in manufacturing. The reliability and capable performance of the car, in all weather and in all conditions, make it a particularly good



choice for long constant use. It stands up under the added strain of bad roads and hard daily service in a way that has always been characteristic of the Ford car. The experience of the passing months will increase your satisfaction in its performance and confirm your first impression that it is a value far above the price.

THE AMERICAN MAGAZINE, August 1930

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.

EASTER, APRIL 5-8, 1996
WINDSOR NSW 14TH NATIONAL MEET
Hosted by MAFC of NSW

EASTER, APRIL 5-8, 1996
KIRUP camp-out. Organised by Jeffree/Wringe Families.
Please phone Edith on [REDACTED] if you will be going
List of necessities available from Edith
Meet at Pioneer Village carpark at 9.30am Friday

SUNDAY, MAY 19, 1996
Reg & Coral Blewett organising

JUNE, 1996
Barrie & Gwen Guest organising

SUNDAY, JULY 28, 1996
M.A.R.C. AGM

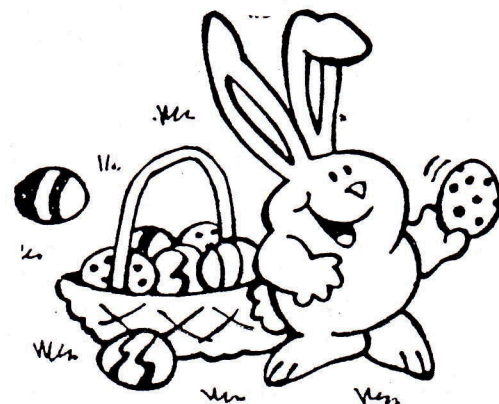
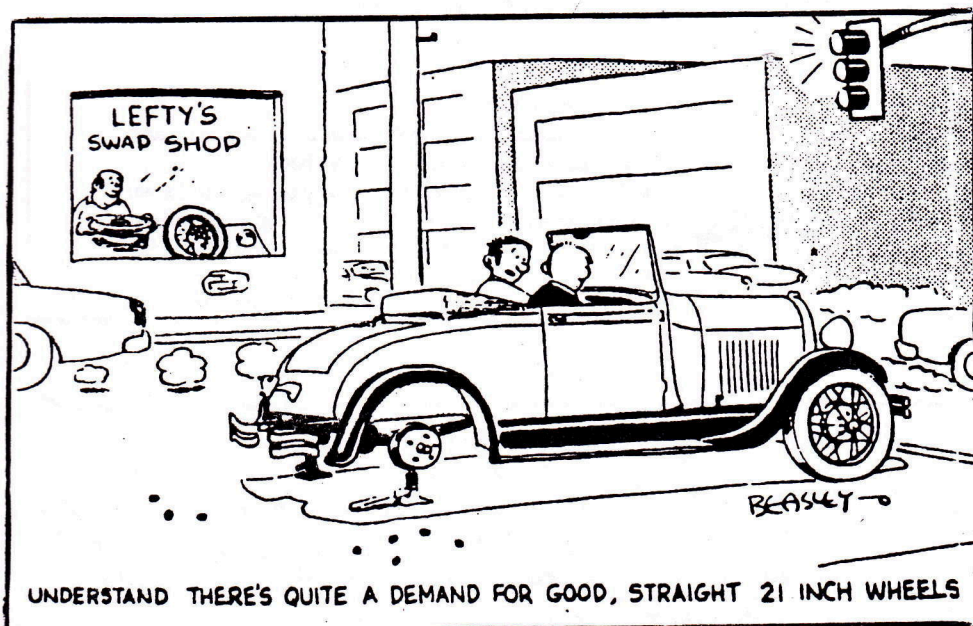
AUGUST, 1996
Volunteer to organise Restoration Run

28, 29 & 30 SEPTEMBER, 1996
Alan & June Smith have offered their farm at
Wongan Hills for this long weekend

OCTOBER, 1996
John & Pat Laurie organising

NOVEMBER, 1996
Max & Dora Annear organising

DECEMBER, 1996
Volunteers to organise this year's Christmas Dinner



**MINUTES OF GENERAL MEETING HELD AT MAYLANDS FORESHORE
24TH MARCH, 1996**

Meeting opened by President at 1:30pm. Alan explained that there were a few problems for today's meeting and that there would be no financial statement and limited correspondence.

Present: Mike & Laurel Cooke, Nina & Jim Williams, Shirley & John Hall, Mavis & Jack Berkshire, Dora & Max Annear, June & Alan Smith, Ron Andrews & Leslie, Pauline & Hartley Edwards, Toni & Ray Mahony, Hans & Glenda Hurij, Val & Bill Cowlin, Pat & David Bussard, Louise & Steve Read, Edith & Alan Jeffree, John & Helen Moorehead.

Apologies: Elaine & Peter Gilberthorpe, Germaine & Darren Jeffree, Colin Davidson.

Minutes - proposed Laurel Cooke, seconded Barrie Guest.

Business arising:

- * Wheel straightening cheque and order has been sent.
- * Camshaft can be done in W.A. - see Steve Read.

Correspondence Out:* Letter to order wheel straightening plans

Correspondence In:* Bassendean Hotel Social Club request for display cars for Sunday 14th April.* Newsletter from NSW Club "The Flying Quail".* Pitstop Book Shop catalogue.* Newsletter from S.A.

General Business: * Thanks to Toni & Ray for a most enjoyable run. *Easter Kirup run - those going who were present were given a list of what to take. Cost will be to cover food only Group to meet at Pioneer Village on Good Friday to leave at 10:00am. There are 34 people in the group. *John & Shirley were wished the best for their participation in the Easter National Meet at Windsor N.S.W. They are our only club reps. *Bassendean Hotel Social Club display - there was no interest. President to contact their group. *Louise to order 10 or so car badges. Number is at Louise's discretion depending on cost factor and quantity. *Classic Car Show - a vote of appreciation to Toni Mahony who sat all day with our four cars on the Whiteman Park Day. * Alan Smith has been asked by the Wongan Hills community if members would be interested in going to Wongan Hills the weekend before long weekend in Sept. There was no interest. *President congratulated Laurel & Louise for their effort in producing the club photo albums.

Bits & Pieces: *John MacLean's vehicles still available.* Mike Cooke's Tudor & Mustang still for sale. * Ron Andrews still has numerous "A" parts for sale.

Meeting closed: 1.51pm.



RAY ABBOTT ENGINE RECONDITIONING

*** Specialising in Veteran and Vintage engines**

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

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

MAHONY'S METROPOLITAN COUNTRY RUN - 24th March,1996

Fifteen Model 'A's and a couple of modern vehicles gathered at the Galleria for the start of the first actual car run of 1996. Organiser Ray confused the assembled company with talk of different rally sheets (lies, I tell you!) and Marshall Max with the trusty whistle performed his tasks and saw the merry mob off and running. We hear Steve Read's vehicle was hiding in the garage around the corner to see where everyone else went. Someone else didn't know their right from their left and headed off down the wrong way in Guildford Road. You'd think they would be able to figure it out by this stage in their lives.

The route took us through Guildford before heading through the backblocks towards the hills. Turning along the foothills and using mainly the backroads we wended our way through the bush until turning up Welshpool Road. A little skulduggery by the Berkshires saw the Jeffrees miss their turn, which resulted in a small patch of illegal driving to find the street. Views of the coastal plain and city were to be had - if you could take your eyes off the road for 2 seconds. Some of the steep hills had some folk muttering dark things about the Mahonys, however Toni says she was ASSURED 'A' Models could handle ANYTHING like this. Sorry about the small brake problem in Burma Road, John Moorehead. Bill Bennie was cursing Steve Read for waking him up from his sleep-in by parping loud and long as he went past.

A break was had at Stirk Park, Kalamunda before the intrepid 'A's took on the ZigZag. That brought memories back for some of our members. Back on the flat again we headed through Maida Vale to Kewdale and Belmont. Crossing over Garrat Road bridge, we then quietly traipsed along to a quiet pleasant riverside spot in Maylands, ready for lunch and the meeting.

The club photo albums were produced and admired by all, with a few rude comments on the ageing process of some of our members - all in good fun! All in attendance seemed to enjoy the day and seemed to have a little more time to linger and chat a while. Thank you all for participating.

Toni Mahony

Around noon on Monday, April 9, 1923 a baby boy was born at Henry Ford Hospital to Mrs Evangaline C. Dahlinger, a 29-year-old shorthand typist at Ford Motor Company. Later that day staff were startled when Henry Ford himself arrived to see the newborn baby. Maternity nurse Miss Lynch was even more startled when informed that she was to accompany Mrs Dahlinger home to look after this baby in which Mr Ford took a particular interest.

Evangaline Cote was an attractive young woman; dark, self-assured; just over 5-ft with bright eyes and a provocative toothy grin. She taught herself shorthand to support her parents after her father had fallen ill, and got a job in the stenographic department at Highland Park in 1909 when she was 16 years old. By 1912 she was head of the department, then personal secretary to Henry Ford's personal assistant C. Harold Wills.

Wills was something of a ladies' man but Henry Ford also took a shine to the vivacious young stenographer as they worked together in the heady days at Ford Motor Company with rapid expansion, the moving assembly line and the \$5 day.

Evangaline was a woman who could get things done, and she was willing to work late - when Henry Ford himself would take her home. When Henry developed an interest in restoring his birthplace it was Evangaline who handled the details of the project.

Among Henry Ford's papers at Dearborn there is a prescription dated October, 1945 (Ford was 82) for ammoniated mercury, accompanied by instructions to

'apply to skin and rub in well daily' plus an explanatory paper describing its use as an aphrodisiac, etc.

Ford employee Harry Bennett explains that a Finnish serving girl at Fair Lane had come across Henry Ford "comforting" Agnes, a serving girl, who was crying bitterly behind a hedge in the garden.

Ford was concerned that the girl might have got the wrong impression and instructed Bennett to send her back to Finland. Also, Agnes's brother was posted 2,000 miles away on the west coast and she was persuaded to join him.

Agnes returned and Mrs Ford heard rumours among the servants and recruited a Pinkerton detective to investigate. However Henry got to hear about it and nothing more was heard of the matter.

The world will never know if the father of that child born in April, 1923 was Evangaline's husband, Ray Dahlinger, or Henry Ford (possibly Evangaline did not know either). Henry is quoted

as saying: "If I were to die and come back to another life, I would want the same wife." •

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

THE ECCENTRIC HENRY FORD



No 5-PHILANDERER?

WHY THEY FAIL

All of us have experienced problems with our Model A while on the road. When we look back over what happened, we realise that, almost without fail, we had warnings that something was wrong. Every problem or breakdown was preceded by one or more ever so subtle, or not so subtle, warning signs. A slight loss of power, an occasional miss, a change in sound or an increase in vibration. We realise now that if we had been more alert and been checking on things regularly, the breakdown would not have occurred.

Every Model A breakdown results from a tolerance limit being exceeded somewhere in the car. The problem may have been building up for hours or days. *Some examples:-*

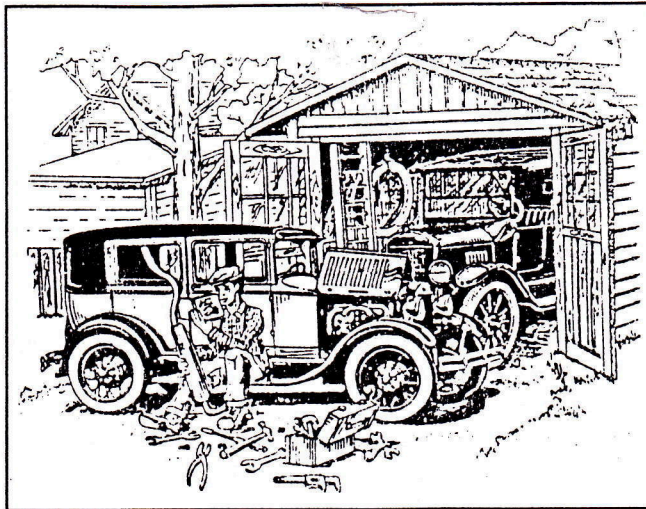
(1) The distributor point spacing is down to where the points will not always open and one or more spark plugs will occasionally fail to fire. A very subtle warning!

(2) Sometimes the car runs great, other times it misses and backfires until the points are adjusted and then it runs well for a while. Then it starts acting-up again. The upper distributor plate is probably worn to the extent that the point spacing changes every time the plate is moved. A badly-worn upper distributor bushing will produce similar symptoms. This phenomenon can continue for several days until you finally catch it.

(3) Because of a partially clogged fuel line, the mixture is so lean that combustion is unstable and an occasional miss or backfire will occur. It will quit completely on a hard pull.

(4) It's getting late and you've been running faster than normal. You have noticed a speck or two of moisture on the windshield.

If truth were known, driving faster has caused the water pump to deliver more water than your radiator can carry (faulty radiator). The surplus water is going out the overflow. The water that's left is starting to boil. The water specks will soon turn to steam and you'll be forced to stop.



Routine Preventative Maintenance for your Model A Ford

From an article by John Hargrave in "The Restorer" - May/June, 1990

Many Model A drivers believe that as long as their Model A is running reasonably well they should leave well enough alone and concentrate on having a good time. This is okay only to a point. The Model A is a machine without many of the engineering advances that make modern cars so reliable. Therefore, keep alert, because ... right now, something may be just starting and your car will fail you before the tour is over unless you get on the problem today.

Most of us become apprehensive when the car quits in the middle of the desert at night and we are forced to become a Model A technical analyst and a Model A mechanic by flashlight while sitting on the side of the road by ourselves with the traffic roaring by and the last Model A of the tour disappearing over the hill ahead of us. We may have less than total faith in our Model A but even less faith in our ability to get it back on the road before dawn!

STAY INTIMATELY ACQUAINTED WITH YOUR CAR

If we were to learn just a little more about what keeps the Model A running well and how to deal with typical Model A irregularities we would feel a lot better about ourselves and about the car we love. With improved technical ability and improved self-confidence

we will be more inclined to dig into problems and keep our Model A in better condition. Tours would become real fun events rather than long hours, or days, of frustration. We need not be paranoid about our car, constantly imagining a new noise or a new problem. Rather, we should stay alert and follow good *routine preventative maintenance*.

ROUTINE PREVENTATIVE MAINTENANCE

Industry, particularly aviation, has known for many years that the key to equipment and system reliability is staying forever alert and practising *routine preventative maintenance*. In the case of your Model A, this simply means staying alert and going over your car periodically again and again with the same checklist

for the single purpose of assuring that the car will run satisfactorily until the next routine check is due. The less reliable the Model A, the more important this becomes.

If you were on tour right now and practising *good routine preventative maintenance*, you would be able to answer the following questions positively and without hesitation:-

(1) When driving my Model A, do I stay alert to new sounds, a change in old sounds, or a new and unusual vibration?

(2) Has the water pump seal been holding well the last day or so? When was the last time it was tightened?

(3) What is the present water level in the radiator? Has the car lost *any* water recently? If so, why?

(4) Is the fan belt tension about right? Or, is it a little too tight?

(5) What is the approximate spacing of the distributor points right now? Has the spacing stayed reasonably stable over the last several hundred miles? If not, why not?

(6) When was the last time I greased the distributor cam and oiled the distributor bushings? When should it be done again? Is there any play in the upper bushing?

(7) Is the generator charging rate about right and is it stable without rapid fluctuations? Has the generator been boiling off much battery water? >

(8) Have I experienced any gas line blockage recently? If so, what was the cause? Did I correct the problem?

(9) Did I remember to give the engine compartment a thorough visual check the last time I stopped for fuel? Did I take a quick look at the crankcase and the undercarriage?

(10) What was the spark plug spacing the last time they were checked? When should they be checked again?

(11) Which cylinder has the lowest compression reading? Why? When should it be checked again?

(12) Are the brakes working uniformly? When should they be set up again?

(13) How many miles back did I lubricate the car, check the front wheel bearings, check the transmission, the differential and change oil?

If you can answer all of these questions honestly and without hesitation, you are to be congratulated. You're practising good *routine preventative maintenance*! If you cannot, I'd rather not tour with you. You'll probably be stopping too often.

In spite of all that has been written about the Model A, it is a simple and a

very reliable machine. Although it is not of modern design, it represents very good engineering for the time it was built. It will continue to run with many things wrong. The Model A is most forgiving.

It is rare when a *well maintained* Model A fails on the road. A careful analysis of dozens of on the road Model A failures show that all but a very small percentage of failures could have been avoided had the driver practised *routine preventative maintenance* and had been alert to warning signs. It has been proven over and over again that a Model A in good condition and well maintained will run for thousands of miles with nothing more than a watchful eye and a little *routine preventative maintenance*.

Routine preventative maintenance and technical alertness are the keys to improved reliability in our Model A. We must never assume that blind faith alone will get us from point A to point B. Rather, if we practice *routine preventative maintenance* and stay alert to our car's performance, we KNOW that our Model A will get us there.

These procedures are for the car that is driven extensively on good

highways and at moderate speeds. They should be modified and adapted to the type of driving involved. As you become better acquainted with your Model A, you may wish to increase or decrease frequency of the checks and add some of your own.

There are many important but unlisted checks and adjustments that should be performed on an as-needed basis. Included are:- toe-in, steering sector adjustments, brake and rod adjustments, clutch and brake pedal clearance adjustments, headlight adjustments, horn, shock absorbers, etc. As you become more familiar with your particular Model A, you will know when attention is needed.

THE ONLY PURPOSE FOR ROUTINE PREVENTATIVE MAINTENANCE IS TO CAUSE YOU, THE DRIVER, TO CHECK ON THE CONDITION AND ADJUSTMENT OF YOUR MODEL A AT SHORT ENOUGH INTERVALS THAT FAILURE DOES NOT HAVE AN OPPORTUNITY TO OCCUR BEFORE THE NEXT CHECK IS DUE. Why don't you work up your own checklist today? •

CHECKLIST OF SUGGESTED ROUTINE PREVENTATIVE MAINTENANCE

A. AT EACH FUEL STOP

1. Check crankcase oil level.
2. Check radiator water level.
3. Quick inspection of engine compartment, crankcase, undercarriage, tyres and overall condition of the car.

B. CHECK DAILY

1. Distributor point spacing.
2. Water pump for leaks and play.
3. Radiator hoses and head gasket for water leaks.
4. Carburettor and fuel line leaks.
5. Inspect engine compartment, crankcase and undercarriage for oil leaks or irregularities.
6. Hubs, wheels, tyres.
7. Watch for loose nuts, bolts and electrical connections.

C. WEEKLY or 1,000 MILES

1. Battery water level. If boiled away, reduce charging rate.
2. Lubricate distributor bearing, cam.
3. Lubricate water pump bearings.
4. Lubricate generator.
5. Check fan for cracks. Is hub tight?
6. Check fan belt tension and wear.
7. Check tyres for breaks, cracks, abnormal wear. Check pressure.
8. If necessary, re-torque lug nuts.

D. EVERY 2,000 MILES

1. Grease all lube fittings.
2. Change crankcase oil and filter. If not using a filter you may wish to change sooner. Check sludge on drain plug for any warning signs.
3. Check differential, transmission, and steering gear oil levels.
4. Add grease to U-joint if necessary.
5. Drain carburettor and sediment bowl. Examine deposits. Check fuel flow rate.

E. EVERY 5,000 MILES

1. Examine and re-gap spark plugs.
2. Check compression.
3. Check and adjust ignition timing.
4. Inspect brake system. Adjust.
5. Re-torque rear wheel axle nuts.
6. Change diff & transmission oil.

F. EVERY 10,000 MILES

1. Adjust rods and mains. *
2. Valve tappet clearances. Note compression. Don't grind valves if unnecessary. If any need attention, then a valve job is recommended.
3. Remove front hubs. Check brake linings, shoes, drums, actuating mechanism, bearings, races. Any unusual grease deposits? Repack.
4. Remove rear hubs. Check as (3), plus keys and keyways.
5. Lubricate speedometer shaft.
6. Rotate tyres.

* Neglected because it takes time, requires a degree of mechanical skill and some question its necessity. Most babbit bearings fail after clearances become excessive. If main and rod clearances are kept to .002" or less, likelihood of bearing failure is reduced.

Restoring the Model A Ford Steering Column

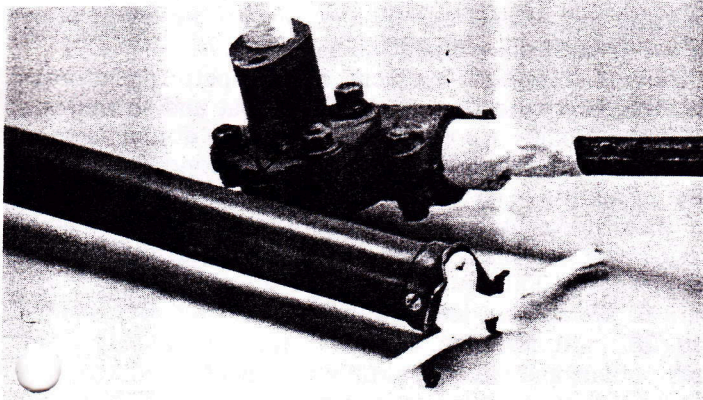
taken from an article by Ken Ehrenhofer, Medinah, Illinois in *Model A News* by Bevan Sharp

The rebuilding of the steering column is but one 'small step' in a long series of steps to total restoration. Each step must be looked on as a 'goal' to be achieved and the tremendous amount of work involved in a restoration will not be intimidating or frustrating. Now that we are close to reaching our 'goal' of rebuilding a steering column, we must turn our thoughts towards finishing or painting our rebuilt unit.

If you have not previously primed your parts, and you may have to in order to prevent rust during the rebuilding process, it is now time to apply a light coat of lacquer base primer.

Before you begin reassembly you should have straightened dents, welded or brazed where necessary so that now only minor indentations, scratches, etc, should remain.

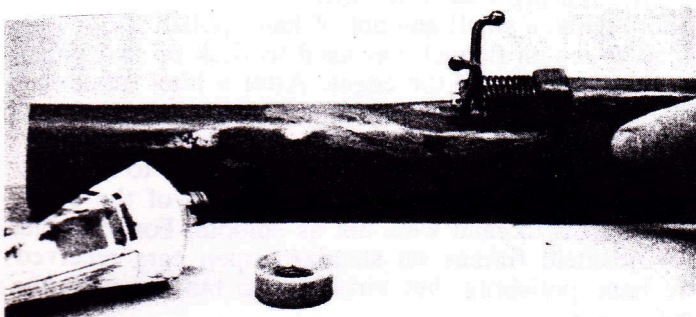
Use masking tape on the handles on the control rods and on the sector shaft where the steering arm is mounted. Masking where the upper column slides over the worm gear adjusting sleeve (upper bearing) will make installation easier. Use a smooth file to remove any raised nicks, scratches, dents, etc, and wash liberally with a good grade of wax and grease remover so that, when the primer is applied, you will get good adhesion.



Use masking tape to cover areas where paint is not desirable.

Apply a coat of primer and let dry. Any dents, scratches or rust pit marks can now be filled with a glazing putty and, when dry, can be sanded with a 180 grit dry sandpaper to a smooth surface.

Remember, the lower casing is a rough casting and should remain that way. The upper column is made of seam welded steel tubing and should be a smooth, shiny surface.



Use glazing putty to fill nicks, scratches and pit marks.

Part

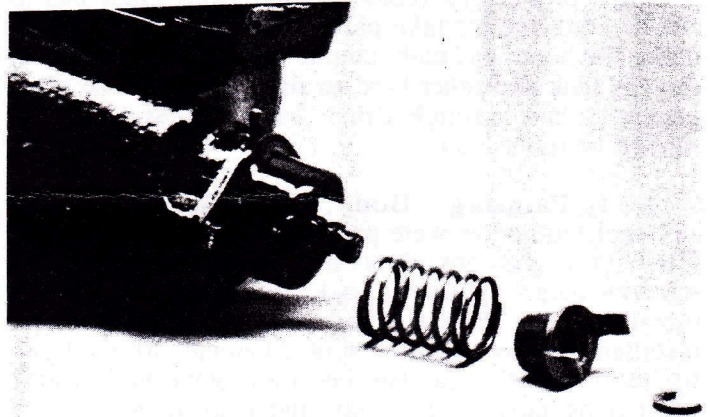


of 4 parts
FINISHING

Apply several wet coats of primer and allow to dry. Wet sand with 400 grit wet or dry sandpaper to a smooth, perfect surface (imperfections will show up in the final coat).

The cadmium plated clamp will have to be expanded so that it goes over the upper column easily without scratching fresh paint.

Installing the upper column is relatively simple as long as you pre-fit before you painted. This will make assembly a simple and enjoyable task (scratch-free too).



Parts ready to be installed on the bottom of the light switch rod.

Next, install the steering wheel and light switch rod. Hold the light switch rod in position while putting the spring and light switch fork onto the end of the light switch rod.

Author's Note - If you use 'plater's tape' on the end of the light switch rod where the fork is installed, it will prevent the area from being plated. We had to grind and file to get the fork over the 'plated' end of the rod.

It may take two people to perform the task of inserting the horseshoe clip into the slot on the light switch rod.

The following list of parts are in US\$ and the article was written in 1988, however, it may serve as a guide to expenses likely to be incurred in your restoration - parts prices have probably increased around 40%. There are some suppliers who rebuild on an exchange basis -BS.

1) Worm gear (2 tooth)	37.50
2) Sector gear (2 tooth)	49.95
3) Worm lower bearing race	5.95
4) Worm upper bearing race	5.95
5) Worm bearings	9.00
6) Gear housing with needle bearing and neoprene seal	39.95
7) Gasket set	2.00
8) End plate, tube installed	4.50
9) Plating bright nickel	60.00
10) Sand blasting	10.00
11) Paint, sandpaper, tack rag	25.00
Total	293.80

Possible outside services:-

Welding	20.00
Machine shop	20.00
Grand total	333.80

The purpose of this article was to enlighten the novice restorer and, hopefully, to allow his restoration to go smoothly. It is our hope that we achieved that goal! es •

Painting Your Model A the way Henry did it

The following is an excerpt taken from MAFCAs 'Model A Ford Paint and Finish Guide'.

The Model A body was originally spray painted with nitrocellulose lacquer. Fenders, splash shields and related sheet metal were dipped in black enamel. Modern paints are an acceptable alternative since the original process and mixes are generally unavailable. The paint should simulate the original colour, texture and sheen. Colours should be matched to those shown in the *Model A Ford Paint and Finish Guide*. Firewalls, undersides of the body (steel subframes) and the underside of running boards were frequently supplied with the texture of raw steel visible through the paint. This texture or grain is the result of using an acid pickling process to remove scale from open hearth steels. Ford did not take particular care with the finish under the hood, gas tank, engine side firewall or behind the gas tank and other hard to reach areas. These areas generally had a rough finish because they were not sanded or rubbed out.

Body Painting - Body, Hood, Windshield

Completed bodies were painted on the body assembly line with the gas tank, doors and deck lid installed. The window trim, regulators, locks and patent plate were installed later. Body sound deadening panels were installed prior to paint and sprayed along with the trunk (or rumble seat) area. The hood and windshield frame were hung next to the body and painted as separate units. The complete body, windshield and hood were painted in colour. This included both sides of the firewall, belt rail, gas tank and welting, sub frame rails (metal), sills, door jambs, inside of trunk or rumble area, underside of the deck lid and rear wheel wells. The rear body aprons, when painted in colour, were also hung and painted with the body. When they were painted black, they were dipped in enamel. Separate steering column brackets used with the indented firewall in 1931 were normally painted black enamel. Some of the non-Ford produced bodies had brackets painted to match the gas tank. (They were installed prior to painting.) Sport Coupe landau arms were hung and painted in body colour. Ford did not really make an effort to paint the underside of the floor pans, wood or subrails. They have been found to be, most often, raw or red oxide primed steel with some body colour overspray. However, in the interest of preservation, these areas may be painted body colour. Metal floor pans, which were fastened in the sub frame with nails or screws, can be either black enamel or body colour.

After trim colour was applied, outside of the body, the hood and closed car windshield frame were sanded and rubbed out to a high gloss finish. Generally, polished surfaces were those visible with trunk lid door closed. Therefore, door jambs, sills, inside trunk areas, and both sides of firewall were not rubbed out. However, Ford did make a determined effort to sand door jambs and sills where visible. Areas on the body not rubbed out would appear to be satin finish (due to nitrocellulose).

Applying the Secondary Colour

The Model A Ford used a secondary trim colour on many of its bodies to enhance the wide choice of body colours already offered. The Ford Paint Department provided specifications to each branch on painting the various bodies. However, it is not uncommon to find variations in the exact placement of colour breaks. In some cases, these variations can be found from side to

side on the same body. It is suggested that masking for colour breaks be done uniformly over the entire body.

With some exceptions the lower, or primary, body colour was sprayed first. After some time in a drying oven, the body would then be masked to receive the upper body, belt and moulding colour. The colour separation should be at the junction area, following the contour of the moulding.

Sometimes a template was used to mask the window reveals for application of the secondary colour. The use of a template yielded a colour separation that varied from car to car, and even window to window. The colour break could be deep in the concave corner, or on the outer convex radius. Reveals that were masked tended to be more uniform on each car; however, variations existed from plant to plant.

It must be remembered that Ford was a production oriented company - the faster they could produce a car, the higher the profit margin. Thus, a few simple techniques used in the paint process may initially create confusion when closely examining original cars.

For example, anything that could be masked with 1" tape was painted first. This would include areas like the quarter panel moulding on all 1928-29 Coupes, Sport Coupes, Special Coupes and Business Coupes. It is also true of the body moulding on Briggs and Murray bodied cars in 1928-29 and 1930-31 cars. In some cases, it saved time to spray the upper body first, then mask and spray the lower body. This is especially true on 1930-31 cars where the moulding and reveals are one colour and the upper body and lower body are painted the same colour.

Another important element in the painting process concerns the application of the final coat and subsequent polishing. Bodies were coated with two 'double header coats' of lacquer in both primary and secondary colours. (The 'double header coat' was one pass vertically and one pass horizontally with a sprayer.) Then the body interior trim was installed, including the windshield frame and all glass. This gave the paint approximately 1-1/2 hours to set and harden. The body was then wet sanded with 280 grit silicone carbide paper; including door jambs, pillars and sills. Sanding was finished with 320 silicon carbide sandpaper using a 2" x 3" flat rubber skiver drawn across the surface locating any defects. Repairs were made to areas as needed. The secondary colour was then masked off and the lower body sprayed with a finish coat consisting of 30% colour and 70% thinner. The masking was then removed and the remainder of the body sprayed with just a mist coat of pyroxylin lacquer thinner. This process allowed the paint to flow after it was sanded smooth and the final polishing made easier. It also eliminated much of the raised edge of paint where the colours were masked.

Polishing was accomplished mostly by hand. A piece of 18" wide shirting was rolled into a ball and used to rub in, thoroughly, a small amount of hand polish. After this, a piece of canton flannel was used to slick up and polish in corners and around the edges. After a high lustre had been obtained, a buffing wheel with no compound was used to finish the lacquer to a high gloss.

The paint and polish operation was intended to impart a smooth, glossy surface on the large panels of the body. Difficult areas to sand were not as smooth. For example, the windshield frames on standard open cars received some hand polishing, but virtually no buffing with the wheel.

Notebook

BIRTHDAYS for APRIL: Birthstone: Diamond. Flower: Sweet Pea

Ron Andrews, Mavis Berkshire, Ken Brown, David Bussard, Laurel Cooke, Bill Cowlin, Ray Mahony, Toni Mahony, Jenny Perry & Doug Quinn.

Many happy returns of the day to you all.

CONGRATULATIONS to Darren & Germaine Jeffree on their recent wedding, celebrated on the 16th March.

LATEST SCORE: Model A's - one, Boy Scouts - nil.

CLASSIC CAR SHOW: Many thanks to Ray Mahony, Peter Gilberthorpe, Steve Read & John Hall for providing their invaluable cars & time for our display this year. Perhaps next year we can go with a theme and a few more cars.

A **BIG** thank you to Toni Mahony for spending the day looking after the cars.

IT WAS TERRIFIC to see Hartley & Pauline Edwards out on their first run with the the rest of us. Hope you enjoyed yourselves and we see you again, soon!

FOR SALE: 1929 Tourer part restored, dismantled. Bumpers, wheels, tyres, lots of new parts, engine, gearbox, diff, new running boards & valances, guards done, bonnet & firewall, centre panel doors done, spring radius rods done, hood bows (not complete)

Price: \$5000

1929 Roadster Restored, licensed, Imperial Burgundy & Black *Price:* 19,500

Phone: John McLean [REDACTED]

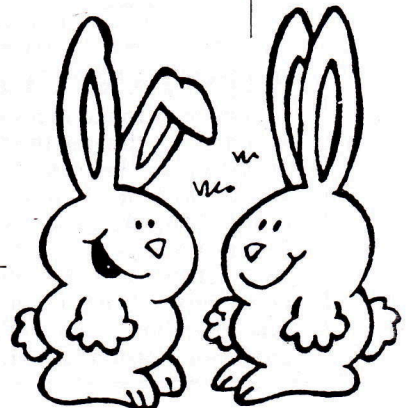
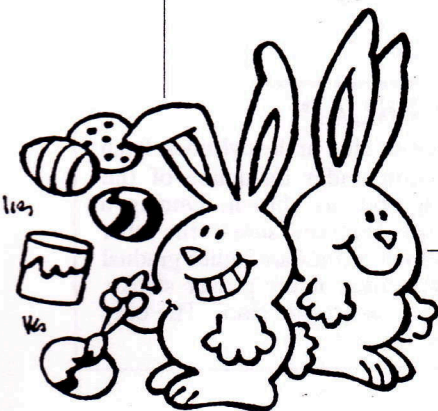
WANTED: One or more volunteers to organise the August run, possibly a restoration run, unless anybody has other suggestions.

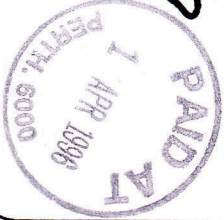
THANK YOU to the Mahony Family for an enjoyable outing on Sunday, the 24th. Their directions conducted by turn at this tavern and turn at that pub made us wonder how well acquainted they were with such establishments. Nice tour of the industrial area too.

50 YEARS AGO: Hundreds of brides of Australian servicemen marched through London streets carrying banners demanding more ships to take them to their husbands.

SCARY STUFF! King Frederick VI of Denmark was scared stiff of people who wore spectacles.

HAPPY EASTER TO ALL YOU BUNNIES



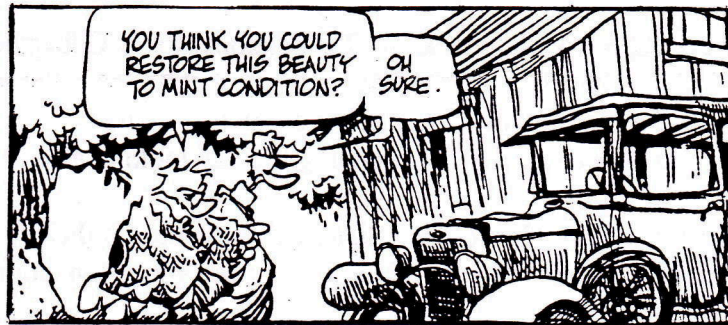


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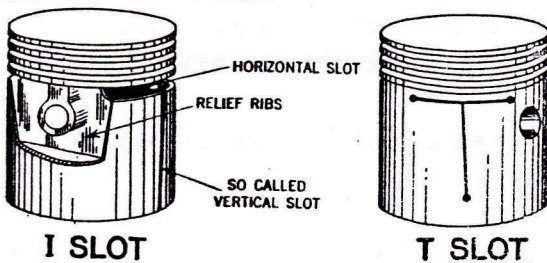
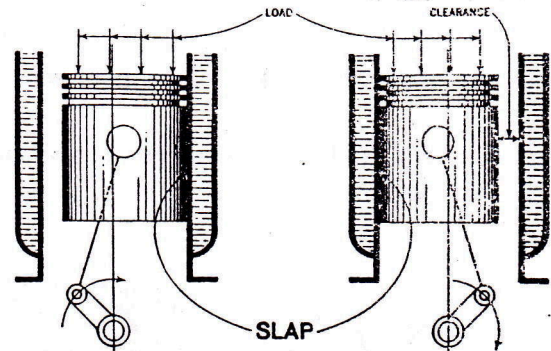


FIG. 12.—I slot split skirt aluminum alloy piston with relief.
FIG. 13.—T slot split skirt cam ground piston without relief.

CONSTANT CLEARANCE PISTONS

It has been found that most of the heat which enters the piston leaves through the rings, and that the temperature of the skirt is not high enough to account for all the clearance which was formerly necessary to give to aluminium alloy pistons. The skirt expansion was due to two causes: - 1) Expansion caused by rise in temperature of the skirt, 2) The distortion of the skirt caused by expansion of the hotter piston head. By means of slots in the skirt it has been possible to avoid the two effects mentioned, thus producing a piston that will work with a reduced clearance.



FIGS. 10 and 11.—Diagrams with exaggerated clearance to illustrate slap.

PISTON SLAP

Caused by piston moving side-to-side in the cylinder, from the forces acting on the piston under influence of the angularity of the connecting rod, as shown. During a complete cycle the piston travels from one side to the other several times. However, all these changes are rather gradual except for the one at the beginning of the power stroke, which produces the noise known as 'piston slap'. The only cure is to reduce the clearance.