

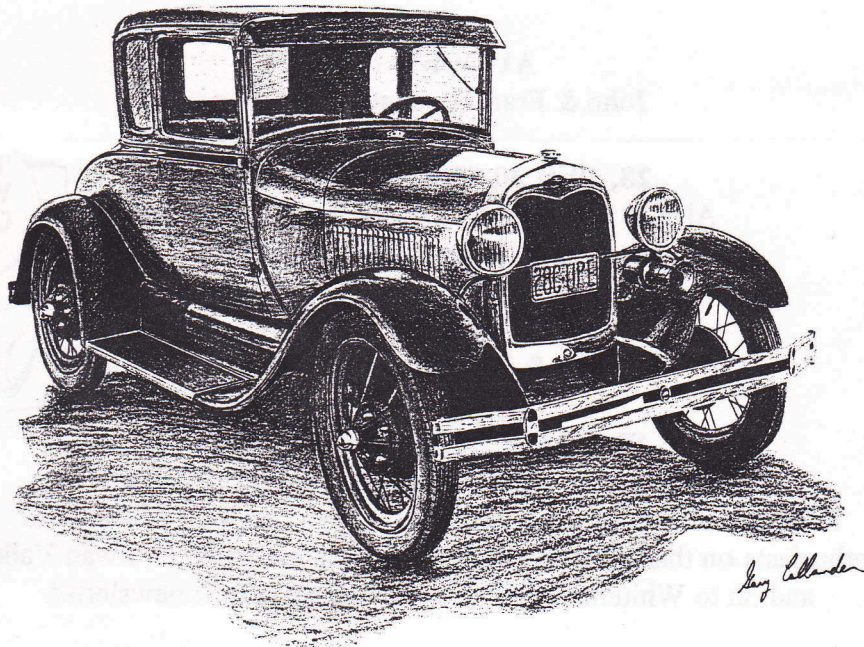


Western Model A News

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

Year XVI Number XI

JUNE, 1996



1928 SPECIAL COUPE

The black leather-covered rear top panel is the only distinguishing feature between this and the steel backed Standard Coupe.

Body colours for 1928 were Arabian Sand, Niagara Blue, Gunmetal Blue and Dawn Gray. Fenders, wheels and running gear were Black. All bright work was nickel plated.



Next Run/Meeting - Sunday, June 16

Meet at Riverton Forum, 10:00am

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

OFFICE BEARERS: *President:* ALAN JEFFREE XXXXXXXXXX *Secretary/Treasurer:* GERMAINE JEFFREE XXXXXXXXXX
Vice-President: STEVE READ XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

COPY DEADLINE: By the first day of the month to: XXXXXXXXXX Thornlie, W.A., 6108

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

SUNDAY, JUNE 16, 1996

Meet at Riverton Forum Shopping Centre
at 10:00am for a 10:15 departure.
Short run organised by Barrie & Gwen Guest

WEDNESDAY, JULY 3, 1996

Combined Car Clubs Assn QUIZ NITE
Make up a table of 6-8 for a fun night at the Maylands Hotel
For further details contact Humber Car Club

SUNDAY, JULY 28, 1996

M.A.R.C. AGM & Annual Vehicle Inspection
to be held at Noranda Primary School

AUGUST, 1996

John & Fran Timmings organising

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

SUNDAY, OCTOBER 27, 1996

Motor Museum Rally - Fremantle to Whiteman Park
Formerly known as the Kinross Rally, join hundreds of other car
enthusiasts on this leisurely tour from Fremantle, thro' the Swan Valley
and on to Whiteman Park. Further details in next newsletter.

NOVEMBER, 1996

Max & Dora Annear organising

DECEMBER, 1996

Volunteers **URGENTLY** needed to organise this year's Christmas Dinner



A LOOK AT CARS IN THE SOVIET UNION

The Soviet GAZ Automobiles

from: *Old Cars Weekly*, November 20, 1979, by Len Shugurov, Chairman of Moscow Veteran Car Club

The Soviet GAZ automobile factory in the city of Gorky today produces GAZ trucks and Volga and Chaika cars. The factory first started building cars in 1929. All of Soviet Russia's automobile factories produced a total of only 1,712 trucks, buses and cars in that year. Commissioned in January, 1932, the GAZ plant made it possible to increase the output of automobiles in the country by 50-fold.

The Gorky Auto Works was erected with technical assistance from the Ford Motor Company. The first vehicles that rolled off the assembly lines (GAZ-AA trucks and GAZ-A cars) were related to the

analogous Ford Models. Nevertheless their design featured certain differences; outwardly the GAZ-A differed from the Ford-A (1929) in the outline of the radiators.

Initially, while the GAZ factory was producing automobiles after the Ford model, the emblems of both enterprises retained the same elliptical form. The difference was in the colour of the enamel (Ford's was blue and the GAZ plant's was black) and, of course, in the inscription. But later, when GAZ designed original models of its own, the emblem of the automobile factory changed completely. ^{es} •

MINUTES OF GENERAL MEETING HELD AT AVONDALE RESEARCH CENTRE, BEVERLEY 19TH MAY, 1996

Meeting opened by President at 12:40pm. Alan thanked Reg & Coral for the organising the run. He also welcomed new members Peter & Lorraine Sartori, welcomed back Maxine Davidson (accompanied by her son Craig & friend) and acknowledged David & Barbara Blewett, on their first run with the club for a long time.

Present & Apologies: As per attendance book.

Minutes: Read by the president, in the absence of the secretary. Moved correct by Dora Annear, seconded Mike Cooke.

Business arising: * Wheel straightening plans have arrived. David Bussard holds the master plan in the library. Copies are available. John Hall's son offered to build the machine for straightening. * John McLean still has his roadster for sale for \$19,000.

Correspondence In:*El Caballo Blanco.*MAFCA *Qld newsletter *Personalised Tyres. *Auto Bookshop *NZ Newsletter *Vehicle stickers *D.S & R - Noalimba. *Shannons *B. Sharp. *CCC Quiznite *FX-FJ Holden Rock & Roll Nite *MAFC NSW -Delegates meeting format. *Humber Car Club. *Ideal Cars. *Microweb.

Out: *CCC - our office bearers. *Shannons - renewal of insurance *B. Sharp - re post box & printer ink. *Wobbly Wheels. *I.Dalby -welcome letter. Moved correct by Max Annear, seconded Reg Blewett.

Financial Report: March		April	
b/f 1/3/96	\$12207.75	b/f 1/4/96	\$11996.08
receipts	<u>74.23</u>	receipts	<u>84.00</u>
	12281.98		12080.08
payments	<u>285.90</u>	payments	<u>691.55</u>
Bal	\$11996.08		\$11388.53

Financial report accepted by Laurel Cooke, seconded Coral Blewett.

General Business: Louise advised that Alec Christies photos were available at the meeting. Christmas Dinner - there were still no volunteers and we really need to start looking for a venue. Car badges now available.

Bits & Pieces: John Timmings Tudor for sale.

Meeting closed: 1:20pm.

%%%%%%%%%

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

Established 1973

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34 years Experience

Avon Ascent Run 19th May, 1996

Over 30 members in four modern cars and nine Model A's consisting of five Phaetons, one Woody, one Coupe, one Roadster and one Tudor, were at Centrepont between 8:00 and 8:30am.

After a chat and a few mentions of the early hour and cool morning, our Rally Marshal, Max Annear, called everyone together for a briefing, before sending the vehicles off at one minute intervals.

One Phaeton decided to empty the radiator. After using all available water, we called into a farm and filled several water containers, no more water was needed, as the car then behaved perfectly.

A late morning tea stop at Gwambygine Park and then on to Avondale Research Station where we had lunch, the meeting, and a look at the museum, a hundred year old homestead and other buildings.

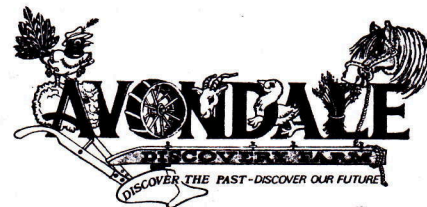
Peter and Elaine Gilberthorpe joined us later, as they had another earlier commitment. Steve Read, Ron Andrews and Leslie tried to join us also, but weren't able to proceed past B.P. The Lakes due to a double fatality on the Chidlows-York Road.

The quiz was won by Pat & David Bussard, second place with only one point the difference went to Louise Read & Alan Jeffree.

The raffle, a Blue Wren Suncatcher - made and donated by Patrick Cossardeaux was won by Dora Annear.

We left for the return journey about 2:30pm.

Coral & Reg Blewett



Distinguished visitors to the Ford exhibit at the 1934 Chicago World's Fair were treated to 12-course banquets featuring:- soy sauce, soya beans, soy cheese, a soup of puree of soya bean with soy-flour crackers, soya-bean croquettes, etc. All washed down with cocoa and soya bean milk. The room was decorated with gear shift and radio knobs, horn buttons, window winders and distributor housings - all made from soya beans.

Henry Ford told the *New York Times* in May of 1929 that illness and crime are caused by "wrong mixtures in the stomach." Heeding warning from dietary reformers Henry used to eat his chicken at lunchtime and his potatoes at supper.

Henry Ford discovered the soya bean in the early 1930s following his setting-up of 'village industries' around Michigan and experiments which included planting several acres of marijuana which he thought might provide a base for plastics, and having crews roaming the countryside with hand-operated vacuum cleaners harvesting dandelion seeds.

The soya bean had been classified for centuries as one of the five sacred plants of China - in the west it was a hairy annual vegetable grown to plough back into the soil for its nitrogen-fixing qualities.

Henry Ford was the first to try growing and harvesting the vegetable on a major scale. He had thousands of acres in Dearborn and a 25-acre plot testing several hundred varieties, plus a chemical plant which was soon extracting six tons of soy oil a day. Apart from its nitrogen-fixing properties soya beans contain three times the amount of protein in any other

cereal, at a fraction of the cost. If only it tasted nice.

During an era when American academics were searching for developments in organic chemistry, Henry

Ford promoted this chemurgical spirit in 1939 by wearing a silk-like soya bean tie and a soya bean suit (his tailor had advised him not to cross his legs in public). In 1937 two pounds of every

Ford car were soya bean products.

Ford's researchers went on to develop body panels made from soya bean. At a public demonstration Henry Ford demonstrated the strength of the panel by striking one with an axe - and cleft the panel in two.

A joke of the time had two farmers discussing their crops:- 'What crop are you growing this year Zeke, Fords or Chryslers?' asks one. 'Well' responds the other farmer, 'if we don't git some rain soon the best I'll be able to do will be a crop of Baby Austins'. Another claimed that cars would not need gas, just a little sprinkle of salt and vinegar.

Henry Ford may be disappointed that cars are not made of soya bean today but, by 1984 it was a \$11.4 billion dollar industry, including the health food Tofu. • Adapted from Robert Lacey's "Ford" by Bevan Sharp

THE ECCENTRIC HENRY FORD



No 6 - Mr SOYA BEAN

If you can't answer the following questions ... read on.

GENERAL

1. What is the firing order of your Model A?
2. How many lobes are on your distributor cam?
3. How many different distributor bases existed?
4. In what year were the distributor bale ears bridged over for greater strength?
5. How many principal functions does the condenser have?

TRUE OR FALSE?

1. The Model A distributor is driven off the crankshaft.
2. The bus bar wire runs counter-clockwise to the points?
3. The best way to paint the distributor base is to 'dip' it?
4. The breaker plate friction spring can be left out?

5. One of the distributor functions is to switch the power supplying the coil's primary windings off and on?

MULTIPLE CHOICE

1. The distributor cap and body were black or maroon in: (A) 1931, (B) 1928, (C) 1930, (D) 1947.
2. The distributor base should be painted: (A) black, (B) green, (C) pink, (D) unfinished.
3. The spark plug wires were: (A) copper, (B) brass, (C) lead, (D) bronze.
4. Distributor rotation is: (A) clockwise, (B) counter-clockwise, (C) up and down.

(Answers at end of article)

DISTRIBUTOR BASICS

from *Model A News* by Dale DeKok, Illinois - reproduced by Bevan Sharp.

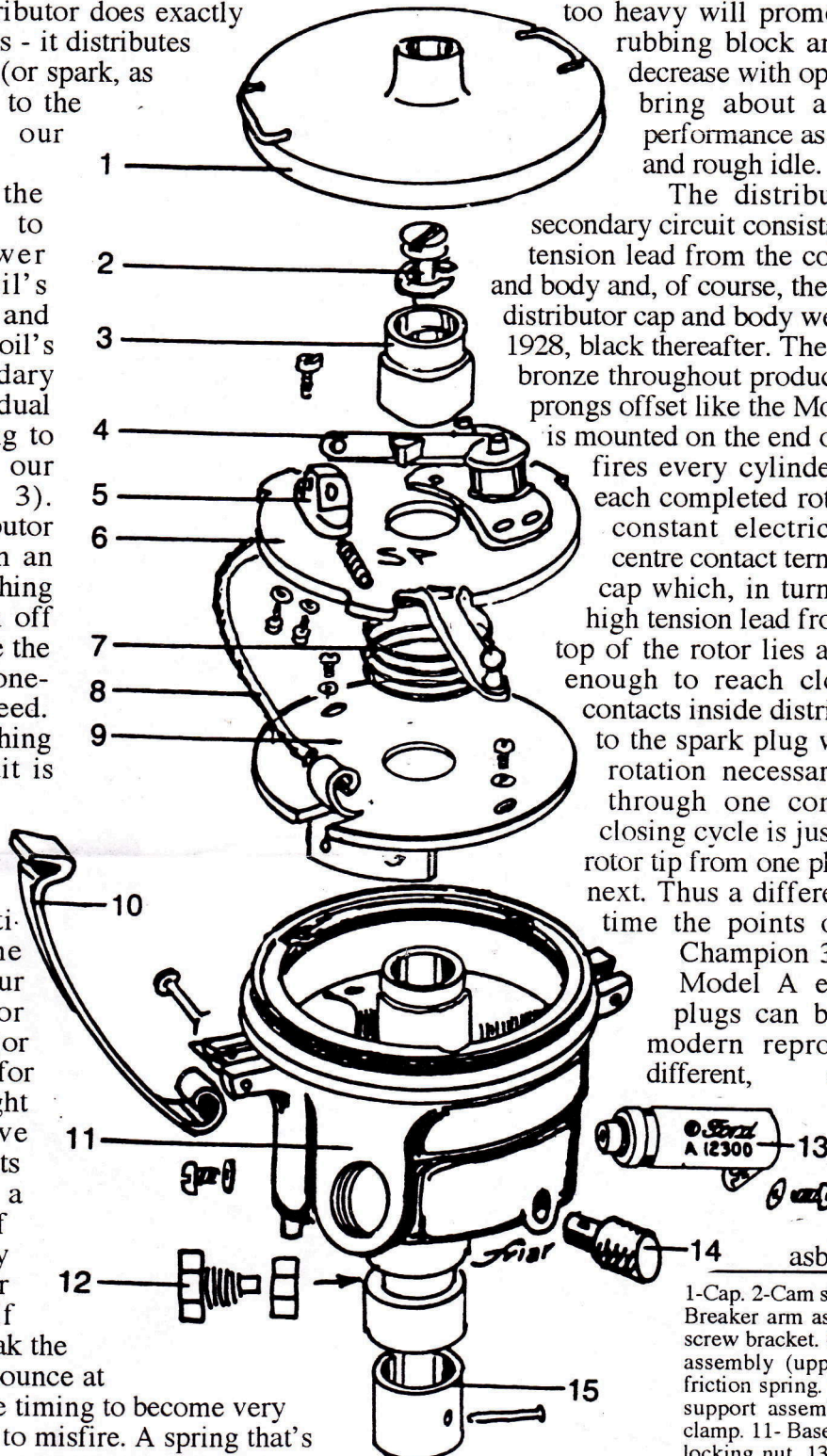
The Model A distributor does exactly what its name implies - it distributes the electrical energy (or spark, as some people call it) to the four cylinders in our engine.

Its function in the ignition system is to switch the power supplying the coil's primary wirings on and off and to route the coil's high-voltage secondary output to the individual spark plugs according to the firing order of our engine (1, 2, 4, 3). Therefore, the distributor is nothing more than an engine operated switching device that is driven off the camshaft and, like the camshaft, turns at one-half the engine speed. This on and off switching

of the primary circuit is accomplished by the breaker points - often simply called points. These are operated by a multi-lobed cam on the distributor shaft. Our Model A distributor cam has four lobes (or high spots) on it; one for each cylinder - an eight cylinder would have eight lobes. The points are pulled closed by a spring, the tension of which is very important for proper ignition operation. If the point spring is weak the points will begin to bounce at high rpms, causing the timing to become very erratic and the engine to misfire. A spring that's

too heavy will promote rapid wear of the rubbing block and the point gap will decrease with operation. This can soon bring about a marked fall-off in performance as well as harder starting and rough idle.

The distributor high tension or secondary circuit consists of the rotor and high tension lead from the coil; the distributor cap and body and, of course, the spark plug wires. The distributor cap and body were black or maroon in 1928, black thereafter. The spark plug leads were bronze throughout production and did not have prongs offset like the Model B style. The rotor is mounted on the end of distributor shaft and fires every cylinder of the engine with each completed rotation. The rotor is in constant electrical contact with the centre contact terminal of the distributor cap which, in turn, is connected to the high tension lead from the coil. Along the top of the rotor lies a strap of metal, long enough to reach close to the circle of contacts inside distributor body that leads to the spark plug wires. The amount of rotation necessary to put the points through one complete opening and closing cycle is just enough to move the rotor tip from one plug lead contact to the next. Thus a different plug is fired each time the points open. Ford supplied Champion 3x spark plugs in all Model A engines. Original 3x plugs can be detected from the modern reproduction ones by a different, deeper knurling pattern that extends to the bottom of the plug. Also, the original plug gasket was copper-asbestos. *continued >*

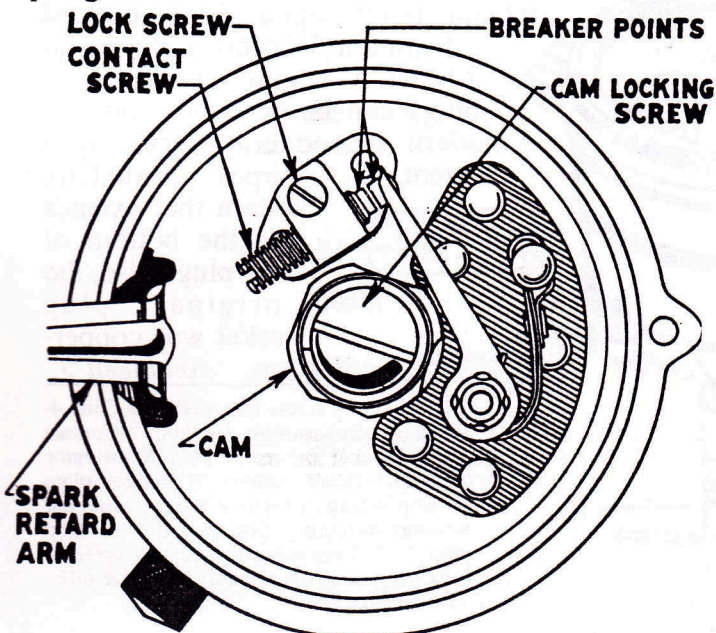


- 1-Cap. 2-Cam screw and washer. 3-Cam. 4-Breaker arm assembly (points). 5-Contact screw bracket. 6-Breaker plate & insulator assembly (upper plate). 7-Breaker plate friction spring. 8-Bus bar wire. 9- Bus bar support assembly (lower plate). 10-Cap clamp. 11- Base assembly. 12-Set screw & locking nut. 13-Condenser. 14-Base oiler. 15-Cam shaft sleeve.

Another very important part of our Model A distributor is, of course, the condenser. The condenser has two principle functions: the first is to prevent arcing to the breaker points when they open; the second is to demagnetize the coil so that we get maximum secondary voltage when the coil sends its high voltage current to the plugs. A very large percentage of condenser trouble can be eliminated by making sure that all connections are clean and tight. When a condenser is installed, the mounting strap and the part of the distributor that it attaches to should be cleaned with emery paper to ensure a perfect ground for the condenser case. Heat is another enemy of our condenser, keep it as cool as possible. Ford released the distributor heat baffle in December, 1929 for use in hotter weather. I do not recommend moving the condenser from the distributor base. Think for a minute - where's the condenser in our modern car? There's a reason automotive engineers haven't moved it from the distributor base, so leave it where it belongs. Some Model A-ers claim they haven't changed condensers in ten years - I know I've had mine in now for four years and I do a lot more driving than most. It's also a good idea to test your spare condenser; I've had new ones that were tested and proved to be no good.

When looking for electrical shorts in our distributor, the first place to look is in the bus bar wires support assembly (or lower plate and wire). The bus bar wire runs counter-clockwise to the points and because of the manual spark adjustment this wire may rub against the base assembly and eventually wear through causing a short in the primary circuit. Also check the connection at the points; if the bus bar wire is touching the distributor base, your engine will not start. Be careful when replacing condensers - be sure that the new one is the same length as the one you removed. A condenser that is too long will push the bus bar arm against the base, causing a short. Condenser length can be adjusted by bending the mounting strap.

The breaker plate friction spring is very important to the grounding of the points. Sometimes this spring is the only ground that the points have, so it is important that it make good contact with both distributor plates. Emery paper can be used to brighten both ends of the spring and the area it meets on the plates. An engine that cuts out or has an erratic miss may have a weak or rusty friction spring.



It seems that during the four years of Model A production, four different distributor casings were used. The first and earliest being associated with AR cars and trucks, it has a round indent above the pop-out connection and square slots where the breaker point (upper plate) slips into the distributor base. The last style, used in 1931, is the easiest to distinguish because the bale ears were bridged over for greater strength.

Finally, another problem with our Model A distributor is the restorer himself. In our quest to make everything perfect, we tend to over-restore. Usually an over-restored distributor means a poor ignition system with a weak spark. Never, never dip the distributor base in paint. Never fill or prime the base. Remember the distributor didn't have the same finish as the fenders. This is the one case where the less paint you use is the best for your car. I used a highly-thinned dull black enamel.

As I mentioned earlier, this article was written to help explain and identify some of the major parts of our distributor. It also touches on some of its more common problems. I hope that by reading it you have learned a little more about our favourite car - the Model A.

Answers:

- General - 1. 1,2,4,3. 2. 4 3. 4. 4. 1931. 5. 2.
 True/False-1. False. 2. True. 3. False. 4. False. 5. True.
 Choice - 1. B. 2. A. 3. D. 4. A.

2,000rpm of motor = 1,000rpm of distributor.
 1,000rpm of distributor = points open/close 4,000 times a minute
 2,000rpm of motor = 48mph in top gear.
 = Points open/close 240,000 times an hour.

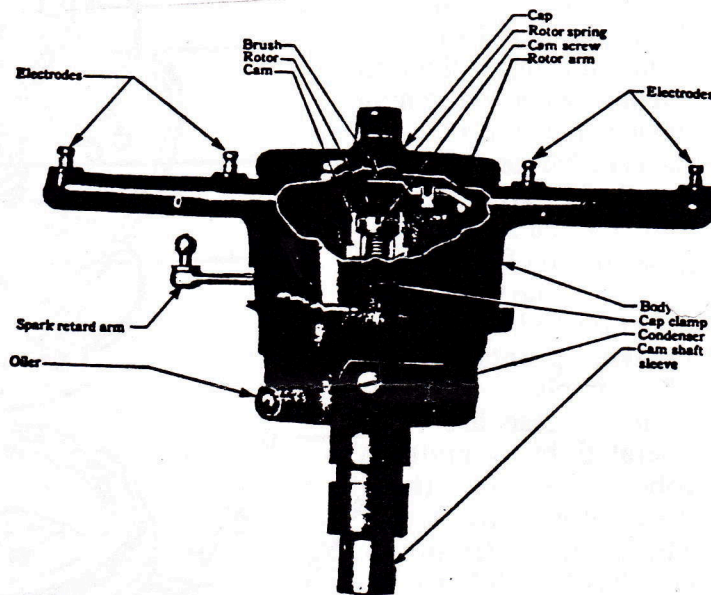


Fig. 20. Side view of timer-distributor.

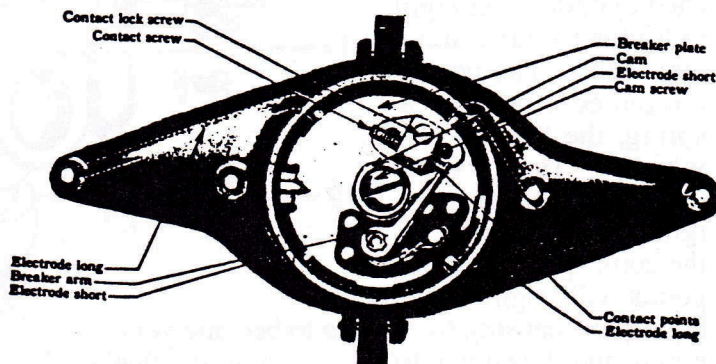


Fig. 21. Top view of timer-distributor showing the breaker-contact (interrupter) mechanism and distributor electrodes. The distributor cap and rotor are removed.

Although our Model A Fords seem to be travelling at about the same speed, the speedometer readings will often vary widely. There are a lot of variables which have an effect on the numbers you read on your speedometer, which is over 60 years old and has gone thousands of miles (or kilometres!). It's remarkable that they work at all! The following is based on an article in *The Restorer* by Wiley Higgins of Cumming, Georgia, adapted for Australia and calculations by Bevan Sharp.

What are the variables contributing to the wide discrepancy in speedometer readings?

First, the speedometer itself. The drum with the MPH numbers has a magnet spinning around inside, causing the drum to turn and show larger numbers, or more MPH. A tiny spring attached to the drum reacts against the magnet and keeps the drum from spinning with the magnet, and to cause it to return to "0" when the car stops. Springs change tension after many years of being flexed and magnets probably lose some of their magnetism, so your speedometer almost surely will not read now as it did when new.

There are differences in tyre sizes, 19" and 21" and in circumferences of different brands of either size.

Probably the most important variables are the different gears in various places in the drive train that cause numbers to appear on your speedometer or odometer. They should be properly matched to get as accurate a speedometer reading as is possible.

There are three basic "rear ends", or ring gears and pinions. (Actually there are more than three used in the Model A, but I will discuss only the ones most likely to be in use today.) Their popular names are:- High Speed, Standard and Mountain. The "high speed" has 11 teeth on the pinion and 39 teeth on the ring gear (usually written as "11:39"), with a ratio of 3.54:1. That means that the drive shaft (and the engine, when in third gear) turns 3.54 revolutions to the rear axle's one revolution. The "standard" rear end is 9:34 and has a ratio of 3.78:1. The "mountain" rear end is 9:37 with a ratio of 4.11:1. To get a "ratio", simply divide the number of teeth on the pinion into the number of teeth on the ring gear.

On the drive shaft, just behind the universal joint, is a spiral gear called the speedometer driving gear (A-17285). This driving gear is the same on all Model A cars and pickups. The driving gear drives the speedometer driven gear which is in a small, bulb-shaped cast aluminium housing on the underside of the torque tube, just behind the universal joint housing. The driven gear turns the speedometer cable.

There are 3 different driven gears, each of which goes with one of the three rear ends mentioned above. The driven gear that goes with the "high speed" rear end (3.54:1) must have 18 teeth. The cast aluminium

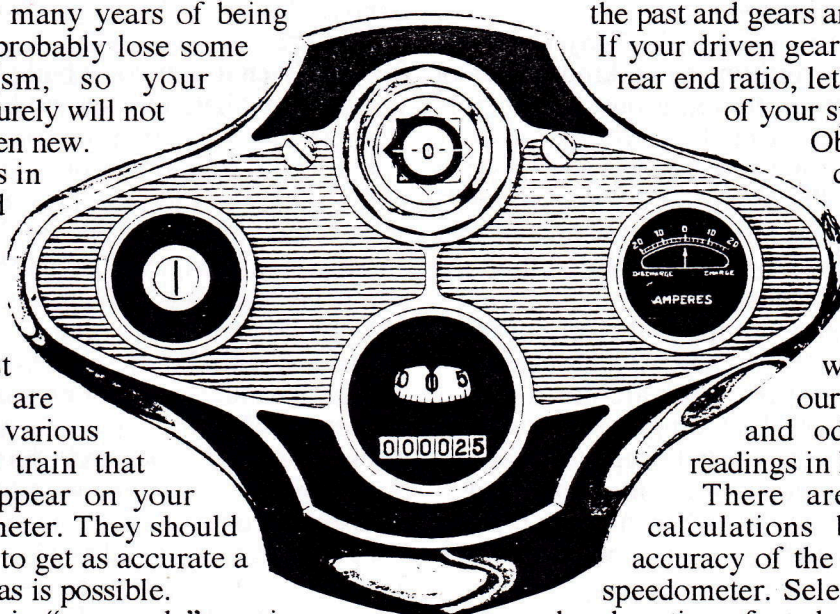
housing should show this with either number "18" or "11-39". The driven gear for the "standard" rear end should have 19 teeth. The housing will show either "19" or "9-34". The driven gear for the "mountain" rear end should have 21 teeth and the housing will show "21" or "9-37".

A word of caution:- don't depend on the numbers on the housing; count the teeth on the driven gear. It may have been "shade-treed" in the past and gears and housings mixed up. If your driven gear properly matches your rear end ratio, let's discuss the accuracy of your speedometer.

Obviously it's a lot more difficult in this country than in America to establish the accuracy of your speedometer as we are travelling on roads with "kilometres" and our Model A speedometer, and odometer are showing readings in MILES per hour!

There are some approximate calculations below to verify the accuracy of the speed reading on your speedometer. Select a relatively straight, level section of road and travel at a constant speed, time the distance to travel a kilometre between two consecutive kilometre posts and refer to the figures below. For instance, if you drive with your speedometer reading a constant 45mph and it takes 55 seconds to travel exactly one kilometre - then your speedometer is about 5mph fast at that speed. Repeat a few times and take the average. A similar exercise can be carried out to check your odometer - drive at least 5km and check the distance.

Speedometer Calibration



Seconds/Km	MPH	Seconds/Km	MPH
71	31.43	55	40.57
70	31.88	54	41.32
69	32.34	53	42.11
68	32.82	52	42.92
67	33.31	51	43.75
66	33.81	50	44.64
65	34.33	49	45.5
64	34.87	48	46.5
63	35.42	47	47.48
62	35.99	46	48.52
61	36.58	45	49.6
60	37.2	44	50.72
59	37.82	43	51.9
58	38.47	42	53.14
57	39.15	41	54.43
56	39.85	40	55.8

From an article by WILL ROGERS (popular humorist in the 1920s-30s) in "The American Magazine" of December, 1929, which was reprinted as a four-page article in MAFCA's "The Restorer" - extracts by Bevan Sharp.

The Grand Champion

The rich is getting so common now that it's almost a novelty to be poor; and for a man to be pointed as merely being "rich" is just a kinda slurring way of saying he is ordinary. Then too, everything is sold on credit anyhow, and there is really no inducement to be rich. You can get just as much static out of a radio that has only had one payment on it as one that come COD. And the most experienced can't tell by looking at a car how many payments are made on it.

The Grand Champion I name holds more records, been responsible for more things, changed the lives, habits, customs and places of residence, has caused more laws to be made, more broken in fact, just his influence in one day of our lives is more noticeable than what all the rest of our great men put together can show in a lifetime. Well boys, it ain't a soul but just our plain old friend Mr Henry Ford.

He is responsible for more things than any 100 other men of all time. Fifteen million of one kind. Think of 15 million of those things jumping out at you from every corner and crack of the civilised world.

We all remember the time when everybody had it in for the man who came "honking" at us. We wouldn't get out of his road. But the minute Ford made one that we could afford, and we was the one doing the "honking", why, that was different.

He, along with Brigham Young, is the originator of Mass Production. Just the very idea of thousands of things alike had its influence on our architecture, our dress, our minds. We started building our towns alike: Filling stations on two corners and drug stores on the other two. You can pick up a block out of any town in America and sneak it in and put it down in the night in another town, and it will be a month before anyone notices the difference.

Henry Ford is responsible for more building than any man in this world. There is more money involved in garages than in schools and churches. Every automobile has a roof over it. Yet there is millions living in all ends of our globe with the old moon hitting 'em in the face all night.

98-1/2% of all building permits in small towns are for filling stations. Over 2/3rds of all the employed in this country are working in filling stations. If people slept in filling stations instead of just driving past, it would solve the housing problem in this country.

There is 300,000 men just pumping gas into cars every minute of the day in America alone. 193,000 just fixing punctures. 800,000 just looking on; 750,000 on 'em offering advice, .009 successfully.

187,000 people every minute of the day just cranking the old one, 81 with results.

Ford made a car that run with your feet instead of your head and hands. He was smart enough to know more people knew how to use their feet than they did their head or hands.

Why, there is 23,078 Ford radiators boiling over on the hills of this country every day of every month. There is 43,000 just holding up hoods of Fords and looking at them, 42,598 with the same expression.

Henry Ford has made more business for the Undertaker than any other one thing, with the exception of Prohibition. Monday morning after a beautiful sunshiny Sunday finds the Undertaker singing at his work.

He has caused more people to go into debt for rent or food. He has given us the *biggest* problem we have today: "Where am I going to park it?"

No matter where you build a road Ford will fill it up for you. Even if you don't build one, his tracks will give you an idea where one should be built. He has blocked up more roads than rains or landslides. He has taken the Police force of the towns off watching criminals and got 'em standing in the middle of the streets waving their arms. While the Police are holding up their right hand and blowing their whistle, the crook has held up your house. He has taken more people more places they have no business than all the rumours in the world.

Ford has pulled more expensive cars out of the mud than all the mules and horses combined. He took a hold of Detroit when it was a one-night stand and made a week out of it. A Ford and Charlie Chaplin are the two best-known objects in the world today.

Edison has been great, he gave us the electric light but Ford fixed it so we wouldn't have to stay home at night and use it. I don't know who gave us the radio announcer, but bless Ford for getting us out of hearing of him. Columbus discovered a new world but the old Tin Lizzie made us discover America.

He fixed it so the poor can go as fast as the rich especially if you get in front on a narrow road. He is responsible for thousands of men getting rich just making things that go into Fords after they are supposed to be finished. He takes America to town every day, sometimes twice; made it possible for City people to see a cow, maybe hit her. He has scared more horses than a Steam Calliope and elephants combined.

He has caused more dirty dishes to be left in the sink

after supper than all the leading men in movies. He has broke more people's wrists than all the Osteopaths in the world combined. Caused more profanity than the Congress and Senate combined. First man to discover every joke sold a car, and every joke bought one. A Marriage Certificate and a Ford Car are the two cheapest things known. Both lead to an ambition for something better.

Only man that ever shut four hundred million dollars' worth of plants and equipment down for six months and never looked a Sheriff in the face.

IT COST HIM ONE HUNDRED AND FIFTY MILLION TO GET AMERICA OUT OF ONE FORD AND INTO ANOTHER.

Chinamen who don't know where their next Missionary is coming from can pour a couple of quarts of rice in the thing, and it will run.

Notebook

BIRTHDAYS for JUNE: Birthstone: Pearl. Flower: Rose

Bill Bennie, Wendy Blacklock, Maurie Creedy, Zorica Demiris, John Hall, Darren Jeffree, John Laurie, Dianne Paisley, John Roy, June Smith and Leanne Wringe.
Best wishes and many happy returns to all of you!

CHANGE OF ADDRESS: John & Ivy McLean [REDACTED]
Mt Hawthorn, 6016. Ph: [REDACTED] Please alter your register.

PERSONALISED TYRES: We have received literature from the company that can put your name, cars name, etc., on your tyres. Cost is \$72.00 for four tyres. If anyone is interested contact your secretary for their phone number.

FOR SALE:

1928 Tudor restored, licensed, Light Blue & Black
Price: \$16,500 Phone: **John Timmings** [REDACTED]

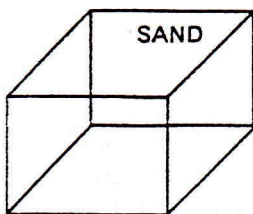
1929 Roadster restored, licensed, Imperial Burgundy & Black
Price: \$19,000 Phone: **John McLean** [REDACTED]

Various Model A Ford mechanical parts including engine & 21" wheels
Also new Westcott Fibreglass (USA) 28-29 Rumble seat lid with hinges
P.O.A. Phone: **Ron Andrews** [REDACTED]

WANTED: '32-'35 Ford spare wheel locking hubcap. Complete or any parts - any condition.
Also '34 Ford V-8 hub caps in good condition
Phone: **Ron Andrews** [REDACTED]

For those who enjoyed Coral Blewett's Brain Teasers on the last run, here's a few more

1.



2. MAN 3. STAND
BOARD I

4. |R|E|A|D|I|N|G|

5. WEAR 6. ROAD
LONG A
D

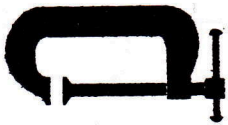
7.



8. CYCLE
CYCLE
CYCLE

9. LE
VEL

10. $\frac{0}{M.D.}$
B.A.
PH.D

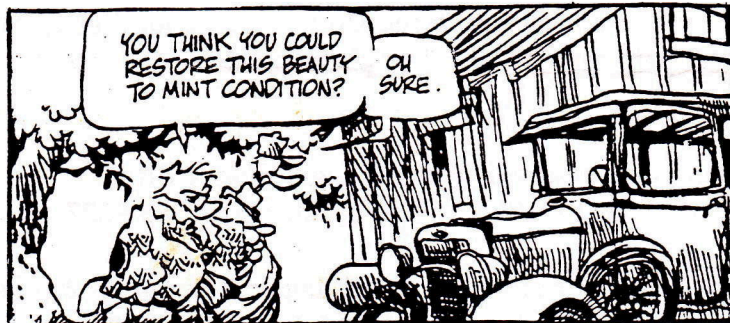


If undelivered, please return to:
Thornlie [redacted]
Western Australia, 6108

PAISLEY Ian & Dianne
[redacted]
NORLANDA, 6062



Western Model A News



... YOU CAN DO IT ...

New Shipment of Model A parts direct from America

TYRES AND TUBES

Mufflers, Brake Parts, Distributors, Water Pumps,
Wiring Harnesses, Body Panels and much more

"Mr. Model A"
STEVE READ

Phone/Fax: (09) 459 4200 - Mobile 0412 924 299

Hank's Technical Tips Let's Talk About Gaskets

from: San Fernando, California's 'Rumble Sheet'

Have you spent hours under a Model A scraping off old gaskets? Have you been on a tour and had to borrow a gasket? Well, there are times that we don't have to, or shouldn't have to. Gaskets are necessary for sealing two pieces of metal so there is no leakage between them. You don't need 'Form-a-gasket' or silicone if you are careful when installing the gaskets. First of all, check to see if there are any burrs on the metal. A flat file will do the job nicely. Do yourself and your car a favour and check parts before assembly. After 26 year I have yet to put any of the above gasket sealers on a Model A. A little white grease will do the trick in keeping the gasket in place. I've made one exception to this rule in all those years. How many of you have broken the ends off the upper goose neck? A knowledgeable friend steered me to this:- instead of a gasket, use Permatex #2 to seal the gooseneck. I haven't broken a gooseneck in years; torque it all you want. If you have to drop the oil pan you won't have to get under the car to scrape off the gasket, all you need is some white grease or bearing grease on any gasket. As far as holding the pan gaskets in place, I usually tie 6 or 8 holes with string and it works just fine. One last note:- keep a set of gaskets and a tube of 'Permatex #2' (non-hardening sealant) under the seat of your car as you never know when you will need them. Using grease to hold the gasket in place will suffice and get you home, but it's good insurance to have that spare set. ES •