

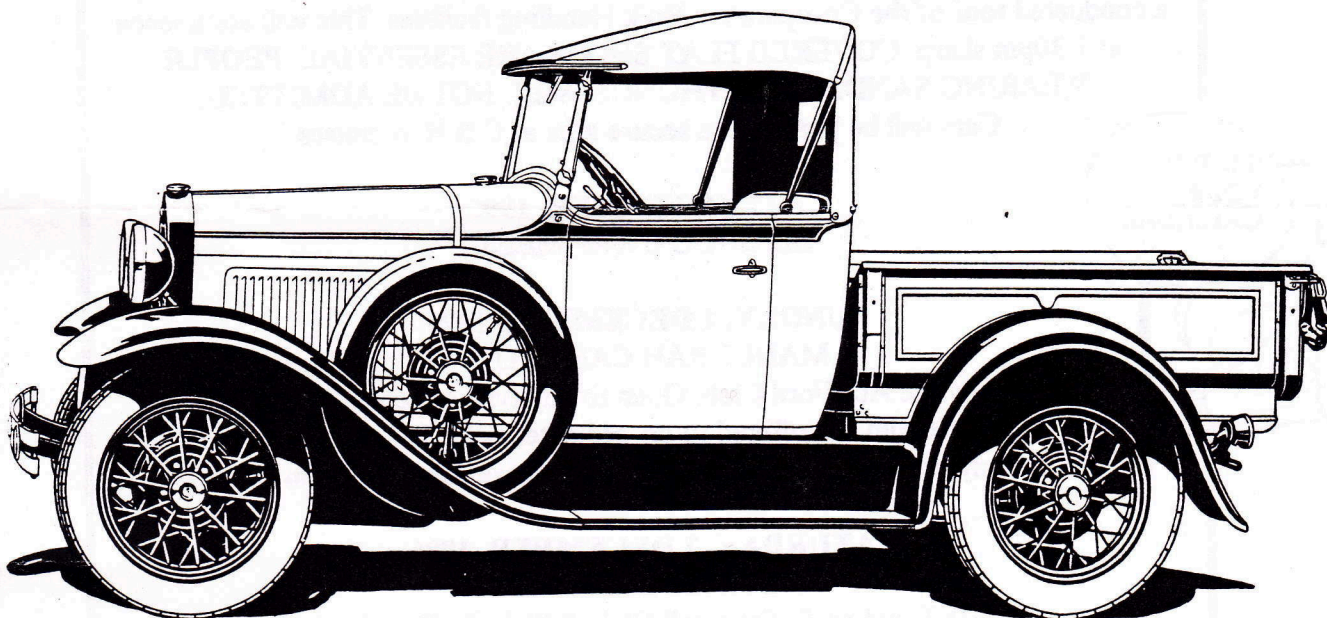


Western Model A News

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

Year XV11 Number IV

NOVEMBER, 1996



1930 OPEN CAB PICK-UP

The open Cab. or Roadster Pick-Up truck is the passenger chassis and cab body. As with earlier light trucks, radiator and head lamp shells are painted black; running boards are pressed steel.

This model meets the demand for an inexpensive light delivery truck which affords ease of entry and exit for the driver.

Colours available are Rock Moss Green, Blue Rock Green & Black. Pinstriping is optional.

**Next Run/Meeting - See Calendar for details for November
December 1 - Mandurah Car Show**

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 JEFFREE
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

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

SUNDAY, 10 NOVEMBER, 1996

ALL AUTOMOTIVE PARTS SWAP MEET

Cannington Show Grounds. Sellers \$5 per bay, Buyers \$2 per person

Conducted by FX-FJ Holden Car Club. Enquiries: [REDACTED]

SUNDAY, 17 NOVEMBER, 1996

Max & Dora Annear organising. Any queries ph [REDACTED]

Meet at 9:30am for a 10:00 start. Please be on time

Cars to assemble at the Matilda Bay Reserve parking area, opposite the Royal Perth Yacht Club entrance. There is a large notice in Hackett Dr where you turn left to the car park. A scenic run to Rockingham, then lunch & meeting followed by a conducted tour of the Co-operative Bulk Handling facilities. This will commence at 1:30pm sharp. **COVERED FLAT SHOES ARE ESSENTIAL. PEOPLE WEARING SANDALS OR THONGS WILL NOT BE ADMITTED.**

Cars will be parked in a secure area at C.B.H. premises.

16-17 NOVEMBER, 1996

BENDIGO SWAP MEET

SUNDAY, 1 DECEMBER, 1996

MANDURAH CAR SHOW

Presented by the Ace Ford Club. Open to any type of vehicle/motorbike.

Bill Cowlin has offered to co-ordinate, as he, Bill Bennie & Ray Mahony are attending. Other attending please contact Bill on [REDACTED]

SATURDAY, 7 DECEMBER, 1996

CHRISTMAS DINNER.

Perth Bowling & Tattersall Club, 2 Plain St, East Perth.

Cost \$21 per person. Time: 6.30 pm, eat at 7pm.

Names & money to Dora Annear, [REDACTED] North Beach.

SUNDAY, 26 JANUARY, 1997

AUSTRALIA DAY ANNUAL PICNIC IN THE PARK

Bring along that morning tea & lunch for a leisurely first meeting for 1997.

Time: 10:00am. Place: Manners Hill Park, Cnr Keane & Lilla Sts, Peppermint Grove.

FRIDAY 14 - SUNDAY 16 MARCH, 1997

RALLY '97 6th National Historic Machinery Rally - Busselton

Hosted by: The Old Machinery Club of WA.

Displays & Parades of Steam & Oil Engines, Tractors & Farm Machinery, Veteran, Vintage & Classic Cars & Motorcycles, Models & Assoc Memorabilia.

For entry form & further enquiries contact Brian Blum [REDACTED]

22 & 23 MARCH, 1997

Wyalkatchem Vintage Fair

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleaving * Crankshaft Grinding*

Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience



**MINUTES OF GENERAL MEETING HELD AT HOUGHTON WINERY
Middle Swan on Sunday, 20th October, 1996**

Meeting opened by President at 1:00pm. Attendance & apologies per attendance book. Alan welcomed everyone including Hans & Glenda Hurijs daughter & her fiancee. He also thanked John & Pat Laurie for organising and conducting the run.

MINUTES: Proposed Jim Williams, seconded Colin Davidson that the August minutes be accepted as read.

BUSINESS ARISING FROM MINUTES:

Steve Read to negotiate further with Swan Brewery, re items for raffle/sale.

Andres Tuvik to be sent a cheque for \$150 for fishing tackle. Gift for numerous years of free accounting on behalf of the club.

Alan thanked Alan & June Smith for the excellent long weekend arranged by them.

CORRESPONDENCE IN: *Flying 50's, 1996, York, Sun 10 Nov; *Newsletters from other clubs; *Mandurah- Murray River Cruises; *Porters Liquor; *membership applications from Cocks & Spitz families; *Ace Ford Club - Mandurah Car Show; *Motor Barometers; *NSW Club- Agenda for Bendigo Delegates Meeting; *C.C.C.; *Vigil Insurance.

CORRESPONDENCE OUT: Nil. Moved to be correct D. Annear, sec'd S.Read.

FINANCIAL REPORT:	Bal brought f/wd	11,473.45
	plus receipts	<u>131.59</u>
		11,605.04
	less payments	<u>195.99</u>
		<u>\$11,409.05</u>

Proposed Colin Davidson that the financial report be accepted, seconded Maxine Davidson.

GENERAL BUSINESS:

Christmas Dinner: Dora asked for numbers & money, please. She has 44 names but only 20 had paid. It was taking a long time to get any response. The venue could hold 60 easy

November Run: Starting opposite Royal Perth Yacht Club, run to Rockingham. Tour of Co-op Bulk Handling depot. 1:30 sharp. No thongs or sandals, enclosed shoes required.

Sold: John Luca's Tudor sold & gone to Singapore.

Historic Machinery Rally: To be held at Busselton. Full details in calendar.

Wildflower Run: for 1997. Jim & Nina Williams offered to organise for first week in September.

Vehicle Examinations: Steve Read asked those who were on the run to please phone him to organise examination of their vehicles as they had not been done.

Raffle: Prize donated by Helen Moorehead.

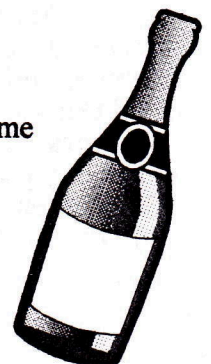
Meeting closed: 1:20pm.

Guildford Guided Tour 20th October, 1996

Eight Model As and four moderns assembled at Guildford Railway Station for a guided tour of historic Guildford courtesy of John & Pat Laurie. Our first stop was at the owner of a Model A hot rod apparently built from a rusty radiator. We morning tead under the railway bridge at Lilac Park near the river. A pleasant little spot out of the muggy 30' plus temperature.

Final destination was Houghton Winery where we had our picnic lunch and meeting. Needless to say some of the cars suffered on the way home on our first hot day for some time.

Louise





EDITORIAL COMMENT

As elected Editor for the club I, as the rest of the office bearers, volunteer my time and effort. Now don't get me wrong I enjoy the club and its activities as much as anyone and have done so for the last fourteen years. In the capacity of editor for several years now and fill in at times previous to that, I have had articles from a few which has been wonderful. However I do rely heavily on Bevan Sharp, who is no longer a member of the club but who continues to write and submit information for the magazine.

It has been the practice of the club in the last few years to ask the people who organise the monthly run to also do the write up. I don't expect a literary masterpiece, but I do appreciate the help and feel it is not a great imposition to submit a few words and know that *you* have contributed to *your* newsletter. I also have two other full time jobs and I know it isn't always easy to find the time, but if you organise the run would you please also send me a few words about it. It's your chance to have your say and if you don't have the time, ask someone else who was there or your spouse or your neighbour or anyone else you can think of that can write. You don't even have to be able to spell, my computer has a spell check.

So for future reference, could the person or persons who organise the run, please also do the write up. Thank you.

Louise

#####

The Ford Hunger March of March, 1932 shot an ugly hole in the mantle of Henry Ford, the workers' friend. America had come asking for help in frayed trousers, cracked shoes and with belts tightened over hollow bellies said one writer - "and all they could think of at Ford's was machine guns". Wrote another: "The legend of high wages, good conditions and, contented workers was riddled by the bullets which killed four unemployed workers."

On March 7, 1932, three weeks before the public unveiling of Henry Ford's new V-8, 3,000 men waving red banners marched on the Ford River Rouge Plant. Their demands included a six-hour day, free medical care, the abolition of all manner of labour grievances - and the right to form unions. The march was organised by the local Communist party in Detroit who had not applied for a permit to march.

The Detroit Police prudently turned a blind eye but Dearborn Police was virtually an extension of the Ford Service Department. Ford property accounted for 62% of the city's tax base and the Police Chief took orders from Harry Bennett, head of Ford's Service Department.

As the 3,000 hunger marchers reached the Detroit-Dearborn city line they were met by 40 armed Dearborn police. When the marchers refused to turn back police fired tear-gas canisters into the crowd. Workers scattered and started throwing rocks, police wielded truncheons, Ford Servicemen sprayed freezing water from fire hoses onto the crowds.

A lump of slag struck Harry Bennett who grappled with Joseph York, a 19-year-old organiser, and they fell to the ground. York stood up first, a hail of machine-gun fire rang out and York fell down dead. Three other men were killed in the fusillade and, by days end, 20 more were wounded, five of them seriously.

Fifteen thousand people attended the funeral for Joseph York. As March, 1932 drew to an end some men at the Rouge plant found their time card missing. They were referred to the employment office and were handed a pink slip - notice to quit. Many of those had been among the mourners who had walked behind the coffins of those killed in the march and a rumour soon went around the factory that Ford cameramen had mingled with press photographers to record the ceremony. It was said the photographs were screened to Ford Servicemen who picked out faces they recognised for their dismissal.

The name of Ford had come to stand for yet another strand in the complex fabric of American capitalism. •

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

THE ECCENTRIC HENRY FORD



No 7 - A BLACK DAY!

It is absolutely vital that all clubs associated with motor vehicles be affiliated with associations which 'go into bat' on their combined behalf with governments and legislators. They also stand up to groups expressing some obscure minority interest - these groups can submit 'evidence' to Members of Parliament that may be suspect but gets them (and the M.P.!) publicity from careless or inaccurate journalists and 'sensationalist' media. Unfortunately such 'evidence' could result in laws severely curtailing your motoring hobby, and your investment in a piece of history. The following information is taken from the latest newsletter from the Australian Historic Motoring Federation, Inc (which is based in Canberra and to which the Combined Car Clubs Association (WA) is affiliated) by **Bevan Sharp**.

REGULATIONS

The AHMF has been involved in consultations with the National Road Transport Commission (NRTC) to develop a nationally accepted package of uniform standards. This is complicated due to states introducing their own local requirements.

There was a real concern that the initial NRTC draft would have forced many collectible vehicles from the road if implemented, however they have proven receptive to reasoned and balanced discussion.

The 'final draft' set out technical standards exempting vehicles made before certain dates from general mechanical requirements. Left hand drive vehicles were permitted for vehicles over 15 years old, on a rolling cut-off.

Late additions by the environmentalists introduced a stationary noise test and prohibition on visible smoke for over ten seconds. These were 'non-negotiable'.

The Australian Transport Council are still considering the vehicle standards package.

LEAD CUTS AND HEALTH

The results of a national blood lead survey are expected to show that almost the entire population have negligible blood lead levels and are well below the level considered to represent any risk.

Although these results are expected to show there is no justification to arbitrarily cut out leaded petrol in Australia, we can expect that 'green' and industry groups will try to persuade government to cease lead fuel - as New Zealand has done from the new year!!

LEAD SUBSTITUTES

The AHMF cautions enthusiasts against products claiming to substitute for lead, either as octane replacements or to protect valve seats. The Standards Association of Australia is developing an approved test procedure for aftermarket products so test results may be forthcoming. The suggestion is to use leaded fuel in cars made for it while it is available. If you need a higher octane than 96 consider, **with due care**, using some aviation gasoline (AVGAS).

PLANS TO SCRAP YOUR CAR/S

Groups connected with the new car industry keep pushing the line that: 'if only we could reduce the average age of Australia's cars,' there would be all sorts of community benefits. A motor industry spokesman recently made the remarkable proposal that the government should subsidise a 'scrap old / subsidise new' scheme with revenue from the leaded petrol surcharge.

BEWARE!

AHMF President, Terry Thompson, had a letter published which made the point that this would be: *'like the Robin Hood theme*

played in reverse.' His letter even drew support from the NSW Motor Trades Association, which noted that many firms rely on earlier vehicles for their trade.

According to the Melbourne *Age* the French government is evaluating the results of its 17 month program to: *'clear unsafe and polluting cars from France's roads.'* The program involved paying a bonus to people who junked cars over 10 years old and who bought new ones.

The article gloated that similar programs are under way in Ireland, Greece and Germany and that car sales had risen 7.8% in France. British enthusiasts are currently fighting similar proposals.

In the USA, schemes use pollution trade-offs as their incentive. They call the legislation *'clunker bills'* and note that they: *'would provide a healthy rebate to any new car buyer whose pre-1980 vehicle was traded in and destroyed. This destruction would rob us of our most fundamental and irreplaceable resource-original parts.'*

IN-SERVICE VEHICLE EMISSIONS

According to a government media release following a major study into in-service vehicle emissions: *'major pollution problems develop when catalytic converters and other pollution control systems malfunction or wear out.'* It also shows that: *'those vehicles classed as bad polluters can generate many times the pollution emitted by cars in good condition,'* and that *'older cars are not necessarily the highest polluters.'* (We could have told them that!)

SURVEY RESULTS

The Australian Automobile Association published the following results from a nation-wide survey:-

'The car is an integral part of the Australian lifestyle and motorists will not readily alter that lifestyle.'

'The community does not appreciate the amount of Federal taxes on petrol (32¢/litre on unleaded, 34¢ on leaded), nor how little finds its way back to roads (only about 15%).'

A survey in Melbourne found that if urban speeds were reduced below 60 kph, that: *'total fuel consumption and CO2 (greenhouse emissions) would be likely to increase ... changes to the emission mix of hydrocarbons and nitrogen oxides could actually result in increased smog.'*

Road fatalities per 100,000 population: 1984-18.1, 1994-10.9. Fatalities per 10,000 vehicles: 1984-3.2, 1994-1.8. Fuel consumption 1994 (megalitres): leaded petrol- 8,323, unleaded petrol- 9,341, diesel- 11,021, LPG- 3,869. BS •

This information from a series of several short, informative articles in MAFCA's "The Restorer". The following "meaty bits" have been extracted from these "old fashioned" but tried and proven cures by Bevan Sharp for quick reference by members.

SPEEDOMETER OSCILLATION

If your speedometer reading is wandering all over the place making it difficult to read, it may be that the cable is dry or rusty.

Loosen the instrument panel and pull it out carefully as far as it will go. Remove the top end of the cable (with pliers if necessary). Pull the inner cable out with pliers and check for rust spots, wear or frizzy wires. Whether you replace or install a new cable:- lubricate the end going in first with chassis lube, then feed in the rest of the cable with copious amounts of grease. Reinstall cable and panel.

ENGINE STAINS

Worried about stains on the engine block below the gasket?

Paint the edge of the head gasket with three coats of any flat white spray paint, let dry and install; this seals pores in the gasket - no leaks.

I used silver paint - same result. BS.

AMMETER

The early Model A was wired so that one couldn't tell if the ignition circuit was functioning or not. Then Ford rerouted the wiring so that the ignition drain would register on the ammeter.

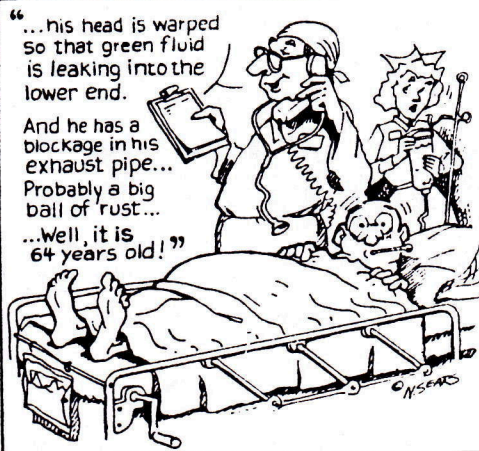
If your car never shows ignition discharge you can change this quickly. Assuming your car is wired similarly to the way Ford did it, you have a small black wire that connects one side of the coil primary to one of the terminal box connections, presumably on the driver's side. If this is true, all you have to do is connect this black wire to the passenger's side connection of the terminal box. The wires already on this connection should be yellow with a black stripe.

DIFFERENTIAL RATIO

Here's how to determine the ratio differential in your Model A.

With the car pointed straight on a level surface, put a chalk mark on top of the crankshaft pulley and one on the bottom of the right rear tyre. Put car in top gear, release hand brake and push forward. If the mark on the pulley rotates exactly three times and the tyre chalk mark is straight down you have a 3.0-1 ratio.

TIPS ON REDUCING STRESS IN THE WORKPLACE: Take a minute to talk "Model A's" with a friend



Norm Sears, Model A Ford Club of Colorado

Patent Cures

by Red E. Power

If not, rotate until the mark on the pulley appears for the fourth time - stop the car when the mark is pointed to one side (say 9 o'clock). If the mark on the tyre has passed the bottom you have 3.54-1 gears, if the mark is about straight down you have 3.78-1, if it is not yet at the bottom you have 4.11-1 gears.

HEADLIGHT BRIGHTNESS

Do your headlights get brighter when you speed up the engine? The usual cause is a faulty connection.

The generator is not set for 6 volts, it is held at 6 volts by the battery. With a weak connection, generator voltage will increase beyond 6 volts causing the lights to get bright and will eventually burn them out - and the generator will overheat.

To find a loose connection:- start at the generator - check all connections for tightness; trace the yellow/black stripe wire to the terminal box, then up through the tunnel to the ammeter (often where the fault lays), follow the all-yellow wire back to the terminal box and onto the starter switch.

COOLING SYSTEM

To prevent water loss - "close" the system. Make sure your system is sound and relatively air-tight, except for the overflow tube. You will need an original radiator cap; quail and other caps may not be air tight.

Mount a plastic bottle somewhere

securely and safely (or suspend from a radiator/firewall rod). Fit a length of plastic tube from the overflow to the bottom of the bottle. Top off radiator, half fill the bottle - nature will do the rest.

FUEL SEDIMENT BOWL

Porous cork gaskets can often cause leaks in a glass bowl assembly. Sit the glass bowl upright on a level surface, fit filter screen in the bowl using a little adhesive like silicone cement to hold in place. Apply adhesive to all surfaces of the cork gasket and place on bowl. Wait a few minutes, then carefully install the assembly correctly. Adjust the bale and tighten by hand only.

Use silicone sparingly near fuel.

FLOAT LEVEL?

To set the float level, just adjust it so that the float is parallel to the carburettor body when closed.

SPEEDOMETER SLOW?

Remove the take-off assembly on the torque tube and count the teeth on the gear - if it has 18 teeth, tough! If it has 19 teeth you can replace it with an 18 tooth gear. Remove the unit from the torque tube (drive shaft). Pry out the little cup from the end where the cable connects. Then pull out the shaft, the old gear will drop out. Install 18 tooth gear and reassemble using reverse procedure.

RADIATOR COOLANT

Soluble oil makes the water look nice and white and gets rid of messy stuff that fills the engine. However, eventually it will deposit an oily film on all cooling surfaces and adversely affect cooling efficiency.

A rust inhibitor of chromic acid such as chromate or di-chromate is better and your radiator water will be a pretty chrome yellow-green.

BRAKE ANTI-RATTLERS

When properly installed these not only stop the rattle but also assist in releasing the brakes. Without this service the only springs that can release the brakes are the ones on the brake shoes themselves - a long way from the pedal. When they are installed they should exert pressure in the release direction. •

IMPROVING MODEL A STEERING

Making your Model A a pleasure to drive

by Wiley Higgins, Cumming, Georgia - from *Model A Trader* reproduced in *The Restorer*

There are several easy repairs which will greatly improve Model A steering. The following suggestions and comments are based on 20 years of working on Model A-s and 60,000 miles of driving them.

1. SHORTEN THE PITMAN ARM

The original length pitman arm gives relatively quick steering which also makes steering a little difficult. Contrary to some opinion, shortening it makes steering a little easier. I cannot give a scientific answer based on physics why this happens. Henry Ford recognised this and made the 1933-34 Ford pitman arm 1-1/2" shorter than the Model A pitman arm.

The usual choices of shortened pitman arm lengths are 2", 1-1/2" or 1". In my opinion, 2" is too short, 1-1/2" seems to be just right; and 1" - why bother? Despite myth to the contrary, shortening the pitman arm 1-1/2" does not adversely affect turning radius. However, shortening the pitman arm is not the answer and won't help much if you have other major steering problems.

A word of caution here:- if not done properly, shortening the pitman arm is potentially dangerous. Figure 1 shows the method I use, which has proven to be very strong. Simply cutting out a section and butt welding the ends is taking an unnecessary chance.

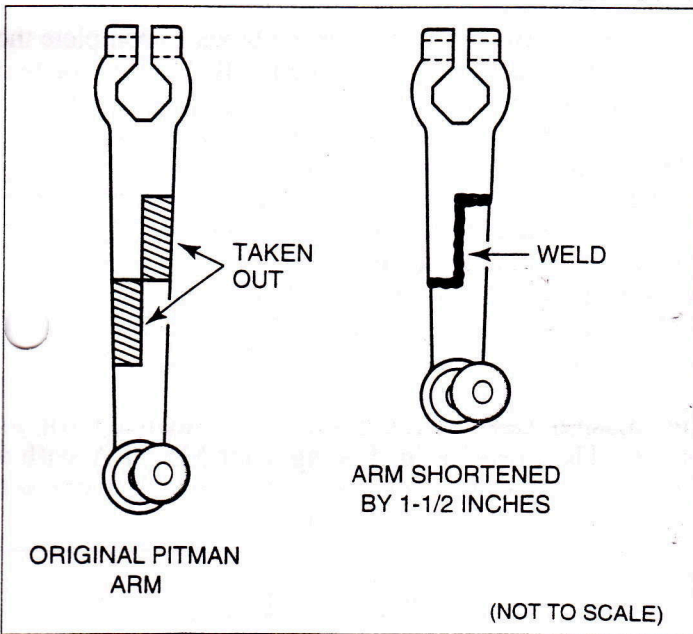


Figure 1. Overlapping arm sections assures a strong weld.

2. REPLACE SPINDLE BOLTS, BUSHINGS AND BEARINGS

Whenever you replace the spindle bolts (A-3115-C and A-3116-C, a.k.a. "king pins") on your Model A, take a close look at the thrust bearings (A-2123) supplied with the kit. "Thrust" bearings take a load from the side, rather than the circumference like regular roller or ball bearings. Many reproduction spindle bolt kits today are imported. While the quality and precision workmanship of the spindle bolts seem to be adequate, I question the quality and durability of the thrust bearings.

When you consider that more than half of the weight of the Model A rests on the two spindle bolt thrust bearings, you know you need good, long lasting, relatively friction free support. The bearings are there to make steering easier. No, repeat, no weight should rest on anything but the thrust bearings (Figure 2).

With rebuild of the front end, I suggest the questionable bearings be discarded and replaced with a pair of modern Timken T-83 thrust bearings. Even when spindle bolts and bushings are okay, it is not a bad idea to remove existing bearings and replace them with T-83. The Timken bearings are precision ground, tapered roller bearings and have the same dimensions as the original Ford bearings, which had small ball bearings and unground races. The T-83 costs about \$6 each and is well worth it.

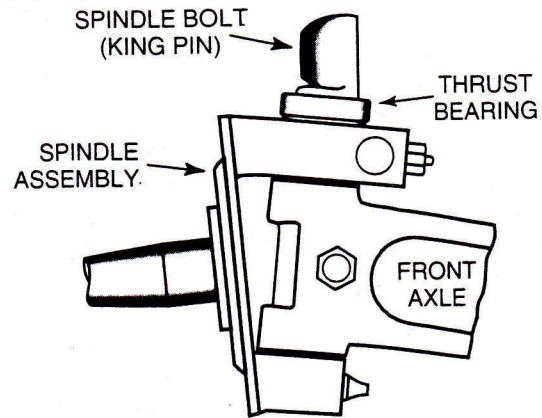


Figure 2. Thrust bearings support a lot of weight - ensure quality.

3. REBUILD STEERING ARMS

Check the slotted plugs in the ends of the tie-rod and drag link. If they are screwed way in, that is a good sign the balls are worn egg-shaped. They originally had perfect 1" diameter balls (Figure 3).

If worn egg-shaped more than .025", replace them with rebuilt arms and new balls. Also, to further make steering easier after you install new balls, consider the use of low friction Teflon ball seats instead of the original steel type. Be careful not to over-tighten the slotted plugs. I have been using them for years and have had no problems.

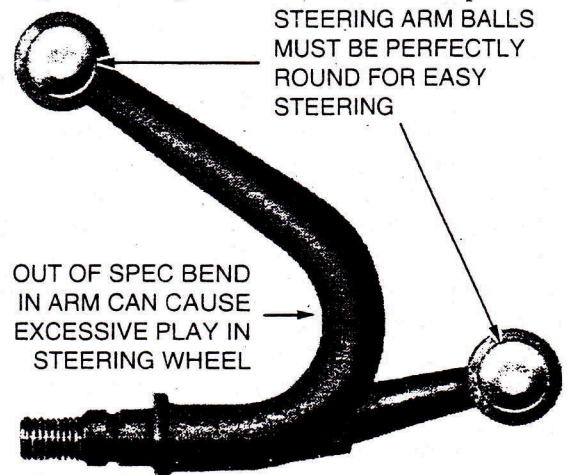


Figure 3. Rebuilt steering arms can improve steering.

continued >

4. USING THE "GEMMER" 2-TOOTH STEERING GEAR

Unless you are a purist, or are intimidated by "Judges", discard the old 7-tooth steering gear and install the excellent "Gemmer" 2-tooth type, regardless of year of manufacture of your Model A. Why? First, Henry Ford recognised the superior quality of the "Gemmer" and discontinued the 7-tooth in 1929. Second, it is difficult to simply replace the parts in the *non-adjustable* 7-tooth steering gear without ending up with excess steering wheel "play". That is mostly caused by poor quality, poor fitting, non-Ford replacement parts, which are about all you can buy today. NOS parts are very rare. Even if NOS 7-tooth parts were available, I would install a 2-tooth steering gear anyway.

Make sure the 2-tooth assembly is adjusted properly with no binding. Complete and correct adjustment can be made *only* with the 2-tooth steering assembly out of the car (*Model A Service Bulletins pages 318-321 and 363*).

Needle bearings installed in the sector housing (instead of bushings) also significantly reduce steering effort. You must have a full size sector to do this. The needle bearings are made for a 1.125" diameter shaft. The bottom line is a sector shaft no less than 1.123" in diameter, or you will get excessive looseness. A modern oil seal installed with a needle bearing stops a common leak around the sector shaft. Don't rely on an "O" ring. They are made for a "static application", meaning only on a non-moving shaft.

A replacement after-market seal plate/tube stops oil from leaking out around the light switch rod at the bottom of the steering gear. A word of caution here - when manufactured, the tube is just stuck tight to the plate. It should be brazed to the plate before you install it to make sure it won't leak.

Finally, use only 600W gear oil (actually about 140W these days) in the steering gear (it is okay to add a little STP with the gear oil to make it slicker and a little more viscous, but *never* use STP alone). These parts *must* have a constant oil bath. Chassis grease pumped into the steering gear has ruined many a worm and sector.

A little more information here:- The Gemmer steering gear has about three turns, lock to lock. When the steering gear is rebuilt, the tightest adjustment, with virtually no backlash (play) is set at the centre, or 1-1/2 turns from either locking position. As you turn the steering wheel left or right away from the centre position, a built-in backlash sets in and you will get *some* play in the steering wheel.

You would expect that when installed in the car, the steering wheel would be centred as you drive straight ahead. Don't count on it. Remember, you are working with a car at least 65 years old which may have suffered abuse in the past. If the curved arm on the left (2-ball) spindle arm (the one the drag link is attached to) is bent more or less than originally set at the factory, or if the pitman arm or axle are bent, you will have to turn the steering wheel away from centre to compensate and you will get some play in the steering wheel. If it is more than one inch, check for bent parts mentioned above.

In summing up, do one of the things described above and improve the steering in your Model A a little. Do them *all* and it will drive like a dream. BS •

Transmission Conversion

Richard Flores, Lakewood, California.

The main advantage to the transmission conversion in your Model A is the use of the 1939 synchromesh gears enabling one to shift gears either up or down with ease. It is not as complicated as it may seem. Basically the materials needed are:- a 1932 transmission case, 1939 gears, 1939 case bearings, 1939 transmission top, and a 1939 universal housing.

Your first project will be to convert the Model A pan to receive the 1932 transmission case; this entails reworking the bottom half to accommodate the flywheel.

You must first roll a piece of 10 gauge metal 23" x 2-3/4" to conform to the shape of the bottom of the Model B transmission case. Next you will need two pieces to fit on either side of the pan made of 16 gauge metal 9" x 12", broken at 90° angles and lastly, a half ring of 1/2" x 1" steel cut to fit the configuration of the bottom half of the Model B transmission. This piece will be drilled and tapped later to receive 3/8"-16 coarse transmission bolts.

In order to assure a good fit for your conversion you must pre-fit your new Model A-B pan with the pan of Model B transmission bolted to the block. Your first step will be to drill and tap the 1/2" x 1" steel half ring to receive the 3/8"-16 coarse bolts; then bolt the half ring to the Model B transmission case. You must then weld the 2-3/4" x 23" piece to the half ring. Now place the two 16 gauge metal 9" x 12" pieces one either side of the pan. I find the use of a large C-clamp works very well in holding both pieces in place. You are now ready to tack weld all the pieces together. After all the tack welding is completed remove the pan from the block to complete the welding. One last step to be taken is the drilling of two access holes in the new portion of your Model A-B pan. To facilitate the placement, place two rear pan bolts in one hole on either side of the rear main.

In the final assembly of your project you will need pedal and wishbone adaptors. They are not very costly and are available at most antique auto parts stores [in America?]. I recommend Meets Auto in Lake Elsinore CA (909) 674-5171; Antique Ford in Rosemead CA (818) 921-0666 or Vintage Auto in Stanton CA (714) 894-4563.

Note - the 1939 gears will fit nicely into the 1932 transmission case which eliminates the need for an adapter. The pleasure in driving your Model A with a synchromesh transmission will far exceed the work and expense involved. Good luck with your conversion! BS •

TINY TIPS

BRAKE ROD RATTLE - Loosen clevis lock nut about 1/4 turn. Grab brake rod just off threads with vice-grip pliers and twist rod about 1/8th of a turn, then lock nut. The slight torque will eliminate the rattle without damage.

REAR AXLE GREASE SEALS - Don't forget these when restoring rear axle. They are located inside the axle housing near the hub end and must be installed through the large end with a special tool.

REMOVING OLD BOLTS - Build a dam of modeling clay around the problem and fill with penetrating oil.

DIM HEADLIGHTS - Check for grease in switch. BS •



Notebook

BIRTHDAYS for NOVEMBER: Birthstone: Topaz; Flower: Chrysanthemum

Denise Brown, Ross Chamberlain, Geoff Ingram, Lindy Ingram, Alma Letch and Debbie Teale. Birthday wishes to you all!

Apologies to those last month you were all born **October** *not* September.

CHRISTMAS DINNER: This is the last reminder for those wishing to attend our annual event. **PLEASE** send your money to Dora now!!!

LETTER RECEIVED: from Mr A.P. Shaddick, [REDACTED] Geraldton. "I had a HK HOLDEN MONARO for 27yrs & I was going to drive it to my funeral, but I became an invalid & couldn't drive it so I sold the car. Over the years I have gathered parts for it & some of the parts are as scarce as hen's teeth. Anyone who is interested can drop me a line & I will send them a list of the parts." Over to you.....!

HOT NEWS FOR EVERYBODY: Well we hope not, but, with the hot weather rapidly approaching and the fact that all the cars have been quietly sitting, this would be a really good time to service our cooling systems. By having the block & radiator reverse flushed and new coolant added you should avoid the old problem of dirty rusty water splattering all over our paint and spoiling the day due to temper tantrums. This would also be a good time to consider trying a thermostat. Remember the seven P's. If you don't know what they mean, ask Jim Williams.

A LITTLE BIRD told me that a certain partly restored '30 Tudor from the northern suburbs had for a short time, three reverse and one forward gear. No names, no pack drill, but remember when all else fails read your manual.

AUTO-JUMBLE: By all accounts the swap meet was a great success. Model A owners came from near and far to attend.

FENG SHUI: For those who believe in this ancient Chinese art the following might be of interest:

Lemon-aid: We bought a second-hand car that had been involved in an accident. Is there a Feng Shui remedy to cleanse it for future safe driving?

Selena Summers, Feng Shui expert advises the reader:

Place the skins of nine lemons or grapefruit in a bowl and cover them with boiling water. Sprinkle this water lightly throughout the car or use an atomiser spray. Be sure to include the steering wheel and tyres. Good Luck...

FOR SALE: 1928 Phaeton, Green & Black. Fully restored, new paint work
Nothing to spend

Price: \$21,500 Phone: Doug Quinn [REDACTED]

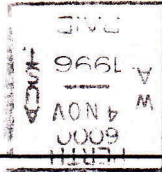


If undelivered, please return to:
Thornlie
Western Australia, 6108



**Western
Model A News**

COLLECT
AUSTRALIAN
STAMPS



Phskey Lane Dianne
NO 6062 WA 6062

Motoring in the Early Days

At the turn of the century, motoring was still a novelty and their attitudes and devices are now considered more than just mildly eccentric.

For instance, one of the earliest potential devices in America was the fitting of a bell to the left front wheel - thankfully it was never carried out.

The problem of vehicles meeting at intersections was handled by asking drivers coming to a crossroad to stop, get out of the vehicle and set off a Roman candle to warn other vehicles, before proceeding.

Then there was the problem of cars frightening horses. There were two proposed solutions to the problem of horse meeting car: the first was for the driver to stop, dismantle the car and cover it with a tarp. The second option was not so involved, just park and cover the car to hide it from the horse so it wasn't frightened.

To deter speeders in Istanbul, two

police would hide until signalled by a third policeman of an approaching 'speeding' car. They would drag a mat covered with spikes onto the road and the driver would have four punctured tyres. And he was not permitted to move the vehicle until all the tyres were mended.

Of course, the British had the 'Red Flag Law'; vehicles could not exceed 3mph and were proceeded by a man 100 yards ahead waving a red flag.

When driver's licences were introduced in Boston the inspectors had to give a signal for a sudden stop - which they did by pulling out a pistol and firing it in the air!

Early licence applications consisted of four pages and you had to have two character witnesses. You also had to prove that you had driven a car at least 100 miles.

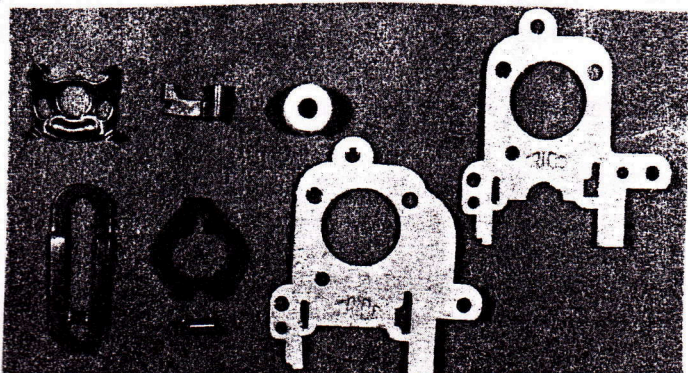
The story goes that a man heard that his neighbour had a car but no

licence because he had not yet driven at least 100 miles. He saw the words '100 miles' in the dust on the road so his friend could drive over it and truthfully say he had 'driven over 100 miles'.

Of course, the debate about 'pollution' raged even back then. With the horse people accusing cars of pollution, and the car people just pointing to the great piles of the end result of the horses' digestion littering the streets.

In 1900, a device consisting of a curtain of heavy chains hung from the front bumper allegedly swept the road and stopped any punctures.

An early anti-theft device consisted of a long spike which attached to the left front wheel with a locking collar. The wheel could only turn half a revolution before propelling the vehicle into the air. It did not immobilise but you sure could tell a stolen vehicle as it skipped merrily down the road. BS •



Restoring the Trico vacuum wiper

by Lorne Wilson, Washington in *The Restorer*

Buy a restoration kit. Take back off the motor. Take it apart and carefully lay out the parts in order taken out. Take off the top; if you have a special wrench it is easier, I used a small crescent wrench. Hone out inside where the paddle goes in. At each end of the paddle, lubricate the ends with light oil. Insert paddle and work back and forth until it flows easily. Lay gaskets on, put top back on. On back, put parts back in reverse order. Make sure air lines are good. BS •