



# Western Model A News

Official Newsletter of the

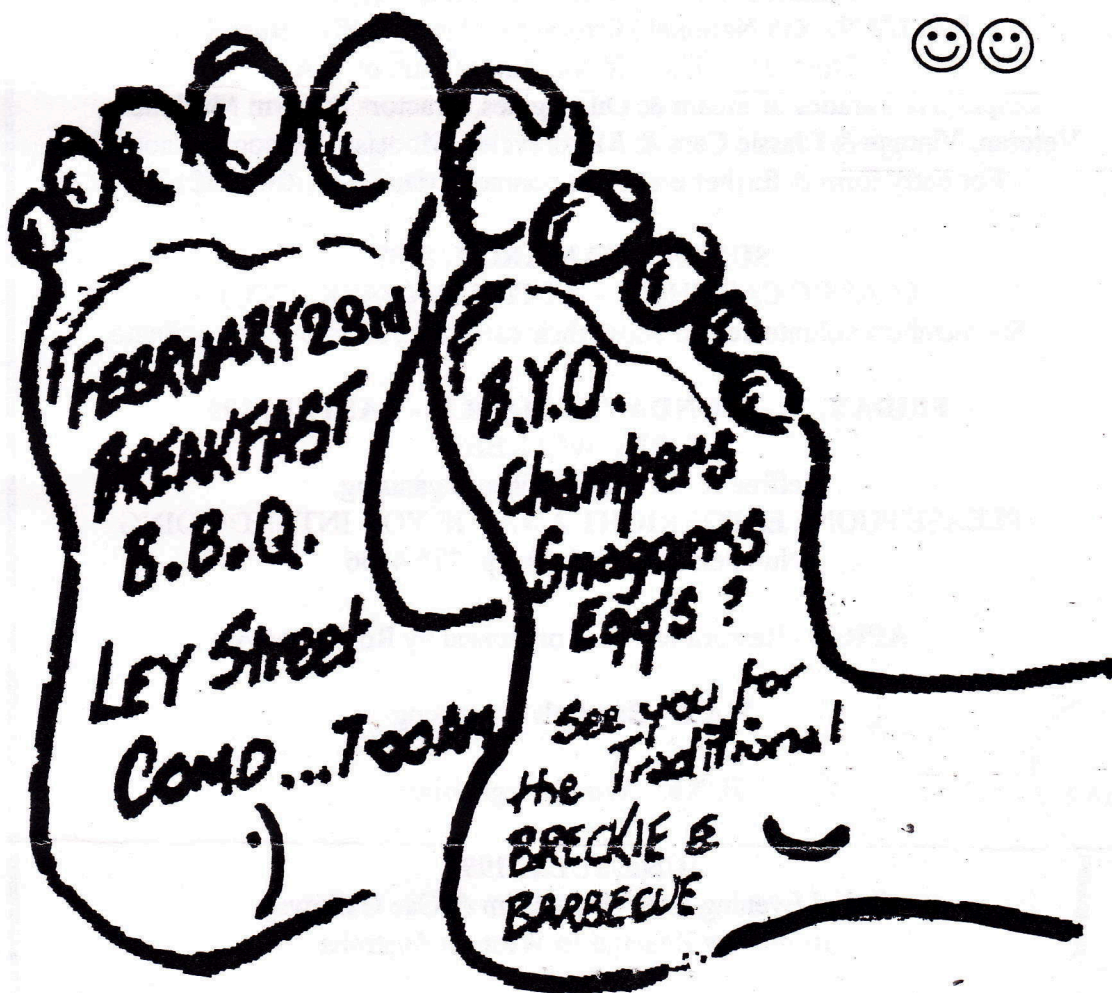
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

XVII

Year XVI Number VII

FEBRUARY, 1997

SEE YOU THERE!!!!!!!



Next Run/Meeting - Sunday, 23rd February

Time: 7.00am, Place: McDougall Pk, Como

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

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



**SUNDAY, 23 FEBRUARY, 1997**  
**BREAKFAST BBQ AT MCDOUGALL PARK**  
Ley St, Como  
7:00am Start for brekkie and meeting

**SUNDAY, 23 FEBRUARY, 1997**  
**3RD BIENNIAL AVON VALLEY VINTAGE & CLASSIC FAIR**  
Jubilee Oval - Northam  
Vintage & Classic Cars, Machinery, Stationary Engines, Entertainment, Bar  
Trade Displays, Arts & Crafts, Children's Entertainment.  
Enquiries: Secretary AVVF - [REDACTED] Northam  
Fax (all hours), Phone (after 6pm) - [REDACTED]

**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]

**SUNDAY, 23 MARCH, 1997**  
**CLASSIC CAR SHOW - WHITEMAN PARK (CCC)**  
Six members volunteered to show their cars. Alan Jeffree to co-ordinate

**FRIDAY, 28 - MONDAY, 31 MARCH - EASTER, 1997**  
**KIRUP WEEKEND**  
Jeffree & Wringe Families organising.  
**PLEASE PHONE EDITH RIGHT AWAY IF YOU INTEND GOING**  
Numbers required a.s.a.p. [REDACTED]

**APRIL - Restoration Run organised by Ron Anrews**

**MAY - Bussards organising**

**JUNE - Woods organising**

**JUNE/JULY, 1997**  
Social Evening to Welcome Jim & Gae Galloway  
from New Zealand to Western Australia

**JULY, 1997**  
**COMBINED CAR CLUB QUIZ NIGHT**



## **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 MANNERS HILL PARK**  
**Peppermint Grove WA on Sunday, 26th January 1997**

Meeting opened by President at 11.50am. Attendance and apologies as per attendance book. Alan welcomed everyone, especially three new members, Greg and Jill Axford who have purchased John & Ivy McLean's car, Phil and Sylvia Wemm, who have bought an unrestored Coupe from Steve Read and Ian & Astrid Dalby who have purchased Steve & Louise Read's Roadster. Alan also welcomed friends of Peter and Lorraine Sartori who were visiting Perth from Canada, Ann & Chuck Hodgson. Colin and Maxine Davidson also brought along a visitor, Joe Jilworth who is from Manchester and had flown into Perth at 3.00 am that morning.

**MINUTES:** Alan Jeffree approached the members regarding the reading of the minutes at each meeting and proposed that as the minutes were printed each month in the newsletter that from now on they will not be read at the meeting, rather they be proposed and seconded as a true record as printed in the newsletter. Dora Annear asked what would happen if there was something to report regarding the last month's meeting. Alan confirmed that there would still be discussion if necessary relating to the previous month's minutes. Moved Jack Berkshire, seconded Jim Williams.

**BUSINESS ARISING FROM MINUTES:** No business arising from previous minutes.

**CORRESPONDENCE IN:** National Meet 1998 Bulletin No.1 from MARC (Aust) Inc; Club Newsletter from New Zealand; MAFCA Highlights of Meeting; Shannons Insurance - Grand Prix Auction Advertising & Newsletter; CCC Motor Museum News; CCC Concours d'Elegance Judging Guidelines; CCC General Meeting Minutes; Avon Valley Vintage & Classic Fair; CCC Calendar of Events; The Famous Motor Car Company; National Historical Machinery Association Rally '97; WA Museum - Real Wild Child; Application for Membership from Angelo & Judy Calleja

**CORRESPONDENCE OUT:** MAFCA - Chapter Registration. Moved Peter Sartori, seconded Dora Annear.

<b>FINANCIAL REPORT:</b>	November	December
Balance Brought Forward 01/11/96	\$11,833.48	Balance Brought Forward 01/12/96 \$12,188.34
Plus Receipts	<u>\$ 427.00</u>	Plus Receipts <u>\$679.48</u>
	\$12,260.48	\$12,867.82
Less Payments	<u>\$ 72.14</u>	Less Payments <u>\$1,066.36</u>
Balance 30/11/96	<u>\$12,188.34</u>	Balance 31/12/96 <u>\$11,801.46</u>

Financial Report moved Ron Andrews, seconded Steve Read.

Germaine Jeffree advised that she was currently looking at other bank's fee structures as the ANZ was charging exorbitant account keeping fees on the Club's cheque account. She was going to approach the ANZ for an explanation and if the fees could not be waived the account will be closed with the ANZ and a new cheque account opened at another bank, probably BankWest. As the Club was a non-profit organisation it should not be charged any fees other than the standard FID and BAD which apply to all accounts. Germaine also advised that the interest component of the Term Deposit totalling \$383.26 had been withdrawn when the Term Deposit matured on 1 January 1997 and the capital rolled over for another six months, the interest rate being 5.5%. The interest amount had been deposited to the ANZ working account as funds have been low.

**GENERAL BUSINESS: Christmas Dinner** - Alan sincerely thanked Dora & Max Annear for organising a fabulous Christmas Dinner which was thoroughly enjoyed by all those members who attended.

**Monthly Club Runs** - Alan called for volunteers to organise the monthly meetings for the Club.

February - breakfast in the park on 23 February 1997; March - Easter run to Kirup, it was decided not to have a meeting; April - Andrews, restoration run; May - Bussards; June - Woods; July - AGM at Noranda Primary School; August - Halls; September - Berkshires, long weekend also during September will be the Wildflower Run organised by Williams & Smiths; October - Sartoris/Mooreheads; November - Timmings; December - Christmas Dinner. Max Annear suggested inviting another car club to our meeting if any member organising a run would like to arrange it.

**Whiteman Park** - Alan Jeffree asked for volunteers to show their Cars at the Whiteman Park CCC Car Display. Those volunteers will be John Hall, Colin Davidson, Malcolm Wood, Alan Jeffree, Frank Farrelly. Alan Jeffree will be the co-ordinator.

**Subs:** Alan Jeffree thanked members for returning their membership update and subs so promptly.

**Avon Valley Fair** - being held on 23 February 1997, the same day as our Club Run. Alan Jeffree advised that our country member, Dave Lucas would welcome any members going to the fair and has some accommodation available.

It was suggested that a date for the Christmas Dinner be set now so that it is not left too late to arrange a suitable venue. Most members agreed that the first week in December was suitable, before the Christmas Party rush.

**Club Library** - David Bussard mentioned, particularly for new members that the Club has a selection of videos available for member's viewing. Any member can borrow the videos and return them at the next meeting.

**Fundraising** - Jack Berkshire advised that he and Mavis had visited the Southlands Shopping Centre recently and the Ace Ford Car Club had a display of their cars in the Centre. When Jack made enquiries with Centre Management he was advised that the Ace Car Club was not being paid to display their vehicles in the Centre.

Dora Annear raised the question of raffles being held at the Christmas Dinner and invited members to respond whether they thought the raffles were a good idea at the Christmas Dinner. Jim Williams advised that he thought the subs should be increased rather than having monthly raffles as if a member attends every meeting and contributes to each raffle it can amount to a substantial contribution whereas other members might only go to one or two meetings so their contribution is less. Other members made the comment that no one was obliged to participate in the monthly raffle and Steve Read stated that the funds raised from the monthly raffles was usually only just enough to cover the postage of the newsletter. Ross Letch suggested that rather than calling on members for more funds that we use the money held on Term Deposit. After a lot of general discussion it was decided that at the Annual Christmas Dinner there would be lucky door prizes but no raffles.

**CCC Club** - Peter Gilberthorpe reported that the CCC were looking for open top cars to participate in a display at Forest Chase leading up to the Whiteman Park Car Show on Thursday 13 March 1997.

**Meeting Closed 12.30 pm.**



## AXS IN THE BUSH

On a recent trip to the Goldfields, a well known member with a deep interest in Henry's trucks and shall remain anonymous, asked me to look up a couple of RIP examples at Southern Cross. The directions were not difficult to follow, the examples being right on the edge of town, on the Marvel Loch Rd.

The first into view was a 30 CWT, the chassis being cut off right behind the gearbox, which is a standard car type three speed. The short piece of tail shaft, common to the 30 CWT was dangling off the gearbox. In fact all the mechanicals were there; there was a powerhouse gene plug missing, no fuel cap, but otherwise all complete front end there. Rusty panels, of course. The original cab was of the packing case variety, I believe the Yanks call it a C type cab. Whatever, you got B wet when the rain came down.

Now here is the good news, one can have it for \$500. I offered \$50. By the tone of his response I think he must have been of English origin for he made some disparaging remarks about my tartan shorts. Mind you, if one is desperate you do get a complete front Model A or that's how I saw it in September.

The other was a Model AA jigsaw puzzle. Dodge engine, Model A cowl and, wait for it, two engine hoods cut and joined for a longer bonnet line. It also was a C cab. Did not bother to ask the price for this gem!

Whilst in Kalgoorlie we slapped some engine green on the Great Granddaddy grave. He was severely injured in the Coolgardie Orange Day riots of 1897. Plenty of iron around the old grave but no hint of an old Ford there.

John Lawrie

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### Edith's Christmas Cake Recipe

7ozs Butter	1 kg Mixed Fruit - soaked
1 lb Plain Flour	for a couple of days in 1/2 cup of sherry
7ozs Brown Sugar	1 teaspoon mixed Spice
2 teaspoons Carb Soda	1 - 375 mls can Evaporated Milk -
1/2 teaspoon Cloves	- large 1/4 cup of Sherry added
2 Eggs - beaten	
1/2 teaspoon Almond Essence	
1 teaspoon Vanilla	

Sift flour, soda & spices into large bowl. Rub in butter with fingers, add brown sugar and fruit. Bring evaporated milk and added sherry to almost boiling, add almond essence & vanilla.

Add beaten eggs, stir over very low heat (without allowing to boil) until thick.

Pour over dry ingredients - mix well.

Bake in a lined tin for approx. 1 1/2 - 2 hrs in a moderate oven. Allow to cool in tin (I cover the top with foil while it is cooling)

It is advisable not to cut this cake for at least one week to allow flavours to go thru.

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### THE FIRST



### Motor Car - Electric Lamps

afforded a light described by *Autocar* as 'so powerful and penetrating a character that the rays obtain for a distance of some 150 yards'. BS •

... recorded in Britain was described by a correspondent to the *Autocar* of 28 November, 1906, who claimed that in November, 1904, he had fitted his car with an electric lamp powered by a six-cell, 48amp, 12v accumulator.

The first manufacturer to produce and market an electric lighting system for cars was Polkey Automobile Electric Lighting Syndicate of Hockley Lamp Works, Birmingham in the summer of 1908. The set comprised two headlights, two side-lights and a tail lamp, together with a 60amp, 8v Vanderville accumulator. The headlamps, fitted with Osram bulbs, afforded a light described by *Autocar* as 'so powerful and penetrating a character that the rays obtain for a distance



That perennial Model A Ford "problem" of the rear oil main leaking has been the subject of many articles, and points of view, over the years. Here's a look at the problem from a totally different viewpoint - maybe it's your problem too?

## An overlooked cause of rear main oil leaks on Model A and B Fords

By Marshall V. Daut, Scottsdale, Arizona in *The Restorer*. Condensed by Bevan Sharp

### The Problem

The author had his Model A mains and rods redone by an expert but, within 25 miles the rear main was dripping. They subsequently pulled the engine out and quadruple checked the mating surfaces, oil passageways, the fit of the rear main cap, all specifications and anything else remotely suspected as a tradition cause of a rear main leak.

They put it all back together and, within two minutes: - drip, drip, drip. So, one again, the engine came apart but this time they also removed the two bolts that go through the block and secure the rear main cap. The bolt diameters were checked but, when fitting the bolts in their respective holes, it was discovered that one hole allowed a slight side-to-side play. Not much mind you, but enough to provide an avenue for oil to work its way up the bolt shaft as the oil pump exerted mild pressure inside the engine. Oil then dripped from underneath the bolt head, down the outer main body of the rear main bearing cap and on to the ground, by-passing the best gasketing in the world.

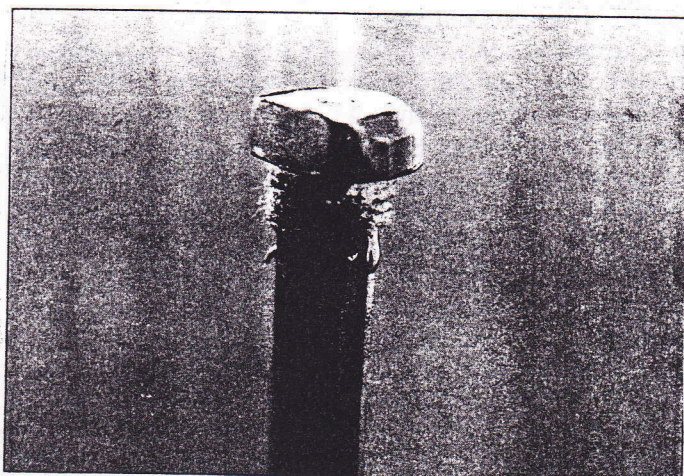
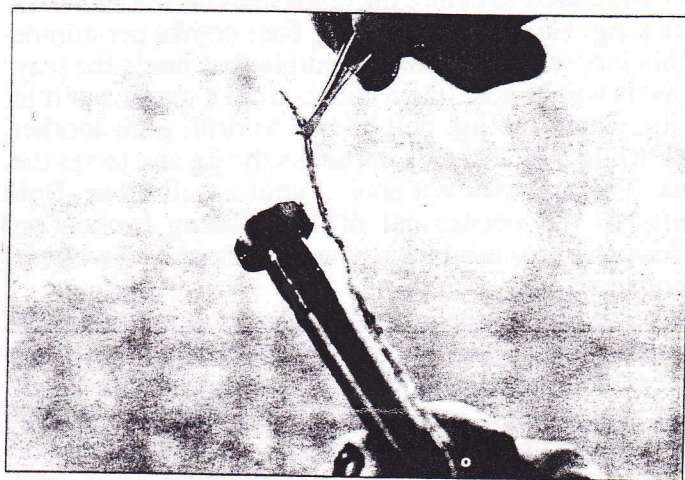
### The Solution

Take a new front crankshaft pan/timing cover woven seal (the funny-looking, half-donut one) and unravel a 2-in strand with tweezers.

Take the bolt that will go in the over-sized hole and coat it from just below the head down the shaft about one inch. with a generous amount of white varnish or automotive gasket shellac (they used the latter). Begin wrapping the strand around the bolt from just under the head and then down the shaft. A very poor fit may require two strands. Coat the coiled strand with more shellac and anchor the lower end of the strand. Allow the sticky mess to set for an hour or so. Replace the bolt in the oversized hole, adding a little more shellac. Reassemble, torque to required specifications, refill with oil and start 'er up - NO LEAKS - well, not from there anyway.

The author admits that the solution is not exactly 'rocket science' and there may be a fancy, and expensive, way to achieve the same result. However, after 10,000 hard miles there is only an acceptable amount of 'fingerprint' rear main traces of oil.

Perhaps this radically different look at a very common Model A Ford problem could be the remedy that could cure your particular rear main oil leak - if not, check out all those other articles for ideas and, hopefully, solutions. Good Luck. SS •





## So, what was it really like

### WORKING AT THE RIVER ROUGE in 1930-31?

Robert Morse Cullum was born on a cold October 4, 1909. The new Model T was the talk of Detroit. At the early age of seven Bob grew to appreciate gardening (and has had a garden ever since), little did he know that this would enhance his chances of working at the River Rouge Ford Plant.

Following High School Bob enrolled at Albion College, about 100 miles west of Detroit. It was the summer of 1930 and he qualified for the YMCA summer jobs program and found himself employed by the Ford Motor Company, helping to build the Model A Ford.

Bob's job was to remove an unworked crankshaft from the conveyor, clamp it in a jig, and drill a small hole in one end; while another worker drilled a larger hole in the other end, and rehung the crank on the conveyor. These holes were used to centre the crankshaft on the lathes for machining. He averaged drilling four cranks per minute on this job, which sounds incredible; but that's the way it was. It was almost like a ballet. Grab a crank, put it in the jig, clamp the jig, pull a lever to drill, grab another crank while the other guy unfastens the jig and hangs the crank. The jig never got cool ... until a drill broke. Bob admits to the occasional drill bit being broken on purpose so a few minutes rest could be enjoyed while it was replaced.

He remembers this as a very tiring job that kept his attention only because he knew it would end in the fall and it paid very well. As his time was short and he knew that if he got caught he wouldn't lose much, so he broke plant rules and snuck a 'Brownie' camera into the plant. He cut a small hole in the end of his lunch box, and covered it with his name tag. He would set the lunch box on a step or table, uncover the opening and take time exposures of the work areas.

Bob returned to school. Upon graduation the following spring he found jobs hard to find and managed to return to the River Rouge Plant. At this time Henry Ford required his employees to have a garden, and Bob was one up on many others since he already had one. He was put to work in the crankshaft balancing department and was told that the top production wage had increased from .75 cents per hour to 87-1/2 cents per hour, but that the unit cost was not to increase. This meant that workers had to increase their production by 16.67%.

A typical day for Bob went like this:- a 20 cent bus ride from his house took him to the edge of Dearborn where

This interesting information from an article in *The Restorer* compiled from interviews with Bob and Ann Cullum by Larry Wood and Buzz Lenander - adapted by Bevan Sharp.



Bob Cullum's lead casting of his Rouge River Badge

he transferred to the 'Penitentiary Bus' that ran to the River Rouge. (The Rouge's nickname was 'Penitentiary'.) A set-up man would check the crank balancing machines at each shift change to make sure everything was all right and, if so, the shift began. Bob ran two machines (Gisholt). The machine would bring the crank up to an RPM equivalent to 45 MPH, and give readings on the front end of how much weight to remove and the location for removal. P would chalk this information and his employee number on the

crank and put it on the conveyor to the machinists. By running two machines simultaneously he could mark 25 to 30 cranks an hour. This pace was measured by the set-up man, who stood at one end of the room with tally sheets to keep track of employee's production. After the front end was drilled, other stations using parallel bars similarly marked the back end of the crank to provide final removal of unbalance.

Service department personnel were stationed at the toilets to keep records of who, how long, and how often the facilities were used. The benefit program constituted a 15-minute paid lunch break, with lunch normally eaten near the work station. Most people brought their lunch, but food carts came through selling sandwiches and milk. The plant had a 'No Smoking' rule but tobacco chewing was allowed! This created a job for the m crew who would pass through the area a couple of times per shift swabbing the floors.

The production was scheduled, on a rotating shift basis, with two weeks of day shift, followed by two weeks of evening shift, and then two weeks of night shift. The day shift required all employees to wear white shirts for the visitors who were given tours during this time. The work schedules were reduced to two days a week that summer, as Ford was beginning to feel the effects of the Depression.

Bob was included in the general layoff that fall. He had made himself a souvenir before the layoff, a lead casting of his badge. This turned out to be an advantage the following spring. He heard from a couple of friends, who were still working at the Rouge, that Ford were hiring so he used his lead badge to get through the gate. This put him at the front of the line for rehiring. He was rehired and worked the same job as before until the summer, when he got sick and was replaced. He never worked at the 'Penitentiary' again. <sup>BS</sup>\*

\* What did motorists do before windscreen wipers were invented? Rubbed raw apple or potato on the windscreen to make raindrops run off the glass!  
\* During 100km of average city driving the average driver makes over 600 gear changes.



# Commentary on Maintenance

from a brilliant article by JEFFREY S. HOWARD in *The Restorer* - condensed by Bevan Sharp

**The Model A is truly a 'one off' in world automotive history. It is at this time the only car in the world at an average age of 66+ years which can still be economically used for the purpose for which it was designed - cheap, reliable transportation.**

The gasoline, oil, grease and antifreeze compounds available today work just fine in a Model A. Any part which can be worn out, broken off, burned up, bent, smashed, or left behind can be located and purchased at a reasonable price. A very nice Model A in any style or colour can be bought today for half the price of an average new car.

Model A-s do not go out of style, nor do they get lost in a crowd. Model A owners stand small chance of waiting for a traffic light and seeing a car exactly the same style and colour as their own go by.

**If these Model A-s are so great, then why don't we see more of them on the road today?**

There are two possible answers. One is understandable: that the owner has spent untold hours and money on a show-winning car that is as perfect as humanly possible. Such a car exists for one purpose only: to show. Like a rare bottle of old wine, the beauty is in possessing it. To drink it would be to make it disappear. The owner's pleasure is in the ownership, not the use.

The vast majority of Model A-s are probably in the category of the 'other answer', but what exactly is that? There are tens of thousands of nice cars which are not quite show winner grade but are conceivably very useful and pleasurable when used for transportation.

Why are these cars not on the road more often? The author believes the vast majority are the victims of maintenance and repair problems dating back decades.

Why do 'rebuilt' engines fail in a few hundred miles? Why do 'relined' brakes fail to stop a car? Why do 'new' water pumps leak? How come 'new' axle gears grind themselves to powder? 'Rebuilt' generators that don't pump electricity, 'new' clutches that disassemble themselves, 'reground' camshafts which deliver the power of a sick Model T... Why are these situations so common and always happening to Model A owners?

When the first Model A-s rolled off the line the world was 69 years younger. Most roads were unpaved and either clouds of dust or seas of mud ground away on moving parts. Gas was bad. Oils and grease were primitive. Coolant was usually filthy water with or without alcohol and in some cases kerosene was used. Engines required overhauls about as often as tyres were

“  
Sadly most of the cars brought in by customers, both Model A-s and others, are little more than unsafe, unreliable, poorly-maintained, self-propelled traps looking for something to crash into. They look nice but are frightening to drive!  
”

replaced.

Shortly after production began came the Great Depression. Millions were unemployed and rudimentary shelter took precedence over automobile requirements. Those who owned cars scrimped on maintenance. Those wanting a new Ford did without. Those who wanted a new Chrysler purchased a Ford and drove it for years hoping for times to get better so they could get rid of it.

As the Depression dragged on, automotive technology was advancing rapidly. By the time the first Model A was 10 years

old, 100hp in a cheap production car was 'ho hum'. Self-shifting transmissions were available. Styling resembled aircraft of the day. Interior comfort and riding characteristics were far advanced. The Model A had lost its appeal, and quickly became an antique.

As the mid-1930s evolved with high unemployment and bad roads, Model A-s entered the used car market and many ended up as first cars in low-income households. Surviving but worn out cars were sold into a life where no money was spent on them.

Many a Model A ended its life as a 'tractor' or a wood saw, winch or water pump.

By the early 1940s high school and college kids with some after school income could easily afford a twice-used-up Model A. But a wheezing, oil pumping, 40 horsepower would never do so out came the speed gear.

A kid could bolt on a 7:1 head and a Stromberg two barrel downdraft, throw in a Winfield camshaft and pound the babbitt out of the bottom end in a matter of days. For \$3 to \$5 he (or she) could buy an engine from the local junk yard and repeat the process again and again. A million engines were probably finished off this way in a blinding flash of instantaneous rubber burning racing glory as the little bent paper clip of a crankshaft whipped the entire assembly to rubble.

During the 1930s, millions of tons of scrap metal, including burned-up engines, were being shipped to Japan. Sadly, many of the men who had raced their Model A to high school were to see some of that scrap metal again in a different form.

The youngest Model A was only 10 years old when Pearl Harbour plunged America into World War II. Having barely emerged from the Depression, the war began a period when no new cars and few parts were available. Any Model A still operational in late 1941 suddenly became a valuable commodity.

With gasoline and tyre rationing and a 35mph national speed limit, the obsolete little Fords proved useful again. Junk yards were brimming with useful parts. During the



war years these faithful cars probably delivered the most economical mode of transportation available.

However, repairs and parts were expensive or just not attainable. Skilled craftsmen disappeared into war plants.

Model A-s too tired to be used were sucked into the scrap iron needs of the war effort by their tens of thousands. The survivors continued on baling wire, glue, oatmeal, sawdust, Fuller's earth, rubber bands, bar soap; the list goes on and on. Those that lived to see VJ Day were tough, abused and under cared for.

The post-war 1940s saw a boom for the car-starved public with magnificent new automobiles. Remaining Model A-s fast became cheap curios.

The late 1940s and most of the 50s saw the majority of surviving Model A-s parked, unused and unwanted. They quietly rusted in impound yards, unclaimed, or sat unsold in the back rows of used car lots. Tens of thousands deteriorated in backyards until they were towed away to the crusher. Many perished in the elements where they had gasped their last pathetic unrepaired, poorly maintained puff of oily smoke. Thousands more were given to anyone who would remove them after grandpa passed on.

During the 1950s, the only takers of these cars were a few poor school kids and/or the occasional hot rodder. The school kids bought them for transportation and used them for little more than until the car no longer ran. If it could not be revived with a few bucks worth of parts, it was history and the kid bought a '40 Ford with a V-8. The true hot-rodders spooned out the four-banger and dropped in a hopped-up Cadillac to beat the '32 flatheads which were the absolute hot deal at the time.

Through this 15 year period, nobody really maintained a Model A properly. Their owners did not have the money or the motivation. Bondo, plastic, aluminium and Permatex in massive doses sufficed for repairs.

As the 1960s began, a few true pioneers began to look at the Model A as something to be cherished and appreciated. Many had once owned one and wanted to do so again. Others wished for a classic 20s or 30s anything and were happy to find Model A-s still cheap and plentiful. Their emphasis was true restoration - they wanted a stock, original, as-manufactured car. However, after-market suppliers had disappeared, parts availability was virtually a 'black hole', pouring metal bearings was a forgotten art, machinery had been scrapped, cars sent to crushers and craftsmen had retired.

After 30 years these cars were finally finding their way to owners who were intent on giving back to the car, rather than to just take, and take. Unfortunately, in some cases, the cars were not much better off after restoration.

The absence of quality parts and skilled service people drove many restorers to make do with what was available. A proper restoration in the 1960s was expensive and time-consuming. Finding a part might take months.

Many of the most beautiful restorations existing today will prove conclusively that 'beauty is only skin deep' with one short drive around the block. Many won't go - even 40hp worth. Many won't stop, some don't steer, most will shake and shimmy over 45mph. Many are 'all of the above'. Deep down inside, the sledgehammer Depression blacksmith, the poor rural farm hand, the

migrant worker and the high school kid's repair shortcomings are still making their presence felt.

The net good news at the end of this here story is that most of the Model A-s alive today are in caring and loving homes. They are treasured and pampered in various degrees and are no longer one hook away from the crusher.

The bad news is that many, if not most, almost never see the light of day. They never hit the road, never go to the store, to work, to school, or the burger joint. The vast majority of Model A-s sit unused in various states of suspended animation in some storage facility or garage.

Why is this? First off, many folks are afraid to mess something up on a good restoration. It is no longer a major catastrophe to bark a fender or tweak a bumper or dent a hubcap. Don't worry about it, almost any part that could possibly be messed up is readily available at a reasonable price today. The days of searching high and low for NOS parts are over.

Maybe the owner feels unsafe in the car and feel uncomfortable driving on the road. Why? If the brakes are lousy, get them repaired correctly. The stock brakes can be made to function pretty darn good, or hydraulics can be installed if desired - do one or the other. Steering? There are several ways to tone down the skittish steering qualities of most Model A-s and they are easy and affordable. Install seat belts too, it makes good sense.

For those who worry about an accident occurring with 10 gallons of gasoline a few inches above your lap, look at it this way: you probably would be better off ending it there anyway rather than finishing off life as a veggie in a ventilator. There are two kinds of people in this world: those who live life and those who fear the unknown. If you are one of the latter, then trade that Ford in on a Volvo and wear a bicycle helmet 24 hours a day.

Some people fear the car will quit and leave them stranded somewhere. It happens from time to time with a 65-year-old car using 65-year-old technology. Get it repaired correctly and update the ignition and fuel systems a bit to prevent road failures.

Your car is too slow? Try a Model B camshaft and carburettor and a 'C' head or its equivalent. Install a set of 3.54:1 axle gears or after-market overdrive. Your car will snap out of its slothfulness and still look and sound 'stock'.

All those long years of faithful service through countless abuses and phony-baloney fixes have left many of our cars in less than perfect condition. With the parts availability and service information available today, this is not a situation with which a Model A owner has to live. Expert help, decent replacement parts and volumes of published information are as close as your phone, computer or club meeting.

Get that beautiful old Ford out of the garage, dust it off, check it out, tinker it up, tune it, repair all safety items, hit the open road and drive hard! That Model A of yours only wants three things: it wants to be repaired correctly, it wants you behind the wheel, and it wants to put on some miles with you and your loved ones.

No higher compliment could be paid to both the memory of Henry Ford, and to your Model A. BS •





# Notebook

**BIRTHDAYS for FEBRUARY: Birthstone: Amethyst; Flower: Violet**

Jack Berkshire, Lindsay Blacklock, Sylvia Bristow-Stagg, Lorraine Chamberlain, Mike Cooke, Val Cowlin, Alan Duns, Peter Gilberthorpe, Linda Kirkwood, Pat Laurie, Ian Paisley, Alan Smith, Robert Teale & John Timmings. Happy birthday everyone.

**NEW MEMBERS:** Welcome back to Angelo & Judy Calleja, 2 Ariel Court, Alexander Heights. Ph. [REDACTED] The Callejas are restoring a '28 Roadster. See you at Como.

**CHANGE OF ADDRESS:** David & Barbara Blewett have moved to [REDACTED] Bullcreek. Ph. [REDACTED] Please alter your Members Directory.

**KIRUP WEEKEND:** It is very important that you contact Edith if you are going to be attending this weekend away. Edith needs definite numbers for catering purposes and although she quickly asked at the January meeting, she didn't take names. Please let her know immediately on [REDACTED]

**JOKE OF THE MONTH:** Courtesy of John Lawrie.

In Kalgoorlie we met a friend from Perth who with her 15 year old son had caught the train to Kal to visit her daughter. She got a cab from the station, the driver going by way of Hay St. The lad was amazed at the sight and asked his mother, "What are all those ladies doing standing out there for Mum?" Mother being the great diplomat said, "Oh! son that is a holiday camp for the miners when they come in from the desert. The taxi driver pounced on her, "Madam, you should not tell the boy fibs, son they are prostitutes and that is a brothel. For the next couple of blocks icy silence reigned until the lad asked, "Do prostitutes have babies Mum?" "Of course they do son and they all grow up to be taxi drivers."

**WANTED:** Spare '29 or '30 chassis. Phone/fax John Lawrie [REDACTED]

**FOR SALE:** Set of 1930 SS parking lights, brand new still in box. Contact John Lawrie on [REDACTED]

Rebuilt Model A motor \$1700 Contact Steve Read [REDACTED] or [REDACTED]

1929 Tudor, restored, p.o.a Phone Steve Read on [REDACTED]

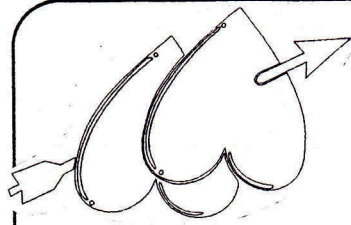
**AND HERE'S A LITTLE BIT OF TRIVIA FOR YOU:**

Fifty Years Ago - The State male basic wage for the metropolitan area is increased by three shillings to £6:4:9. The female rate is increased to £3:7:4.

The WA Government Railways take over control and management of dining cars, operated by private contractors since 1922.

Cox Bros (Aust) announces plans to build a £500,000 store at the south-east corner of Murray & William Sts.





POSTAGE  
PAID  
MADDINGTON  
WA 6109

PAISLEY Ian & Dianne  
NORANDA WA 6062



**Western  
Model A News**

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

## GROUNDING THE ENGINE

Original author and source unknown - and this hint has featured previously .. but did you take heed?

The starter in your average Model A car in reasonably good working order will draw (or use) 120 amperes while you are starting the engine. Now, each and every one of those little amperes that leave the hot side of the battery, headed for the starter, must find its way back to its point of origin; that is, the battery. In fact, if it can't get back it won't leave in the first place. It leaves the battery at a potential of 6.8 volts and returns to the grounded side of the battery at zero volts. If you multiply 120 amps by 6.8 volts you find out that the battery is giving up 816 watts of power while the starter is turning over (750 watts equals one horsepower). If all of these 816 watts of power are converted into rotating mechanical movement in the starter, it will turn over the engine like never before!! Unfortunately, the starter in our average Model A in reasonably good working order doesn't get the chance to do this, because of all the wandering around through the running gear and body those little amps must do in order to get back to the grounded side of the battery.

By using a little scientific hanky panky, I calculate that 30 to 40% of the power available is used up

getting these amps back to where they started from. The way I see it, about a quarter get back through the foot brake pull rod, a quarter through the drive shaft back to the rear spring shackles (unless they are mounted in rubber), a quarter by way of the copper gas and vacuum line to the firewall and the last quarter split up between spark and gas levers on the steering column, the coil spring from distributor to the ignition switch (which is about 40-ft long when stretched out) and the greasy leather and rubber washer and pads at the front motor mounts. The rear motor mounts are mounted in rubber at the side rail and electrically insulated from them. Some should go through the front wish bone. If you have properly installed engine pans on your car, they will probably carry 90% of these amps back to the grounded side of the battery. All of these paths contain numerous loose and rusty joints in them and, therefore, are poor electrical conductors.

The moral of this story, and the point I'm trying to make, is to go and buy a battery cable with a bolt hole on each end and electrically bond the flywheel housing to the bolt on the frame the battery is grounded to. It will be the best few dollars you ever spend on your car. BS •

**IF YOU HAVE NOT PAID YOUR ANNUAL  
SUBSCRIPTION IT IS NOW OVERDUE  
PLEASE SEND IT WITH YOUR UPDATE SHEET**

**TO:**

**GERMAINE JEFFREE**

**[Redacted] YOKINE 6060**