

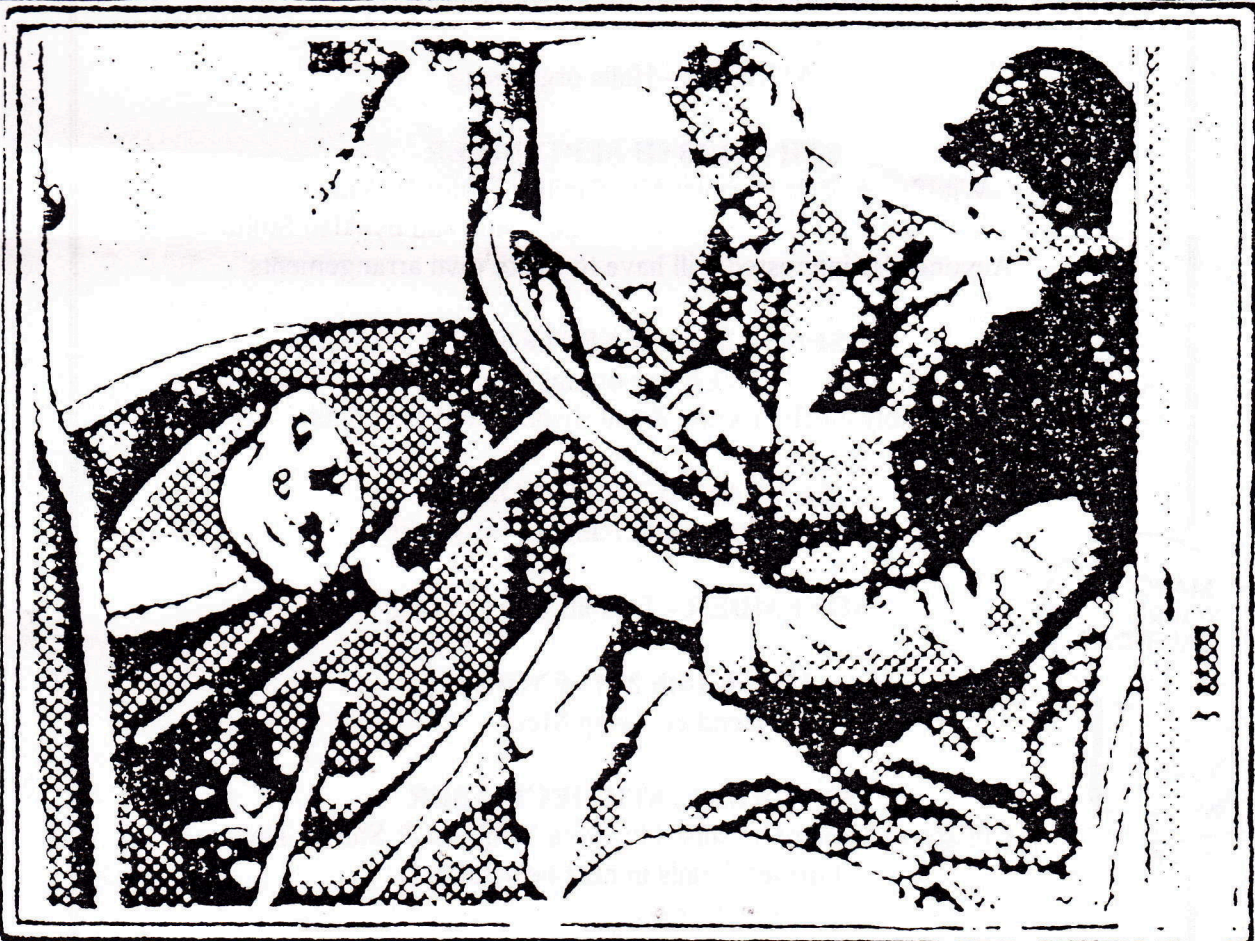
Western Model A News

Official Newsletter of the

MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc
XVII

Year XVI Number XII

JULY, 1997



Free Driving Lessons and Demonstrations

Your nearest Ford Dealer is anxious to demonstrate this great car to you, and will gladly give you free driving instruction - entirely without obligation.

Take the wheel and test this car for every attribute you consider a fine car should possess.

Your drive will be a pleasure and a revelation.

FORD MOTOR COMPANY OF AUSTRALIA PTY LTD

Next Run/Meeting: Sunday, 13th July

AGM & Vehicle Inspection, Noranda Primary School

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 [REDACTED] Secretary/Treasurer: GERMAINE JEFFREE [REDACTED]
Vice-President: STEVE READ [REDACTED] Vehicle Examiner: STEVE READ [REDACTED] Editor: LOUISE READ [REDACTED]

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

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

SUNDAY, 13TH JULY

AGM & ANNUAL CAR INSPECTION

Venue: Noranda Primary School, Walmsley Drive, Noranda

Sausage Sizzle lunch provided by Committee 12:30pm

Examination times: 10:00am - 1:55pm. AGM to commence at 2:00pm

Please bring a plate of goodies to share for afternoon tea & your own cup.

TUESDAY, 29TH JULY

COMBINED CAR CLUB QUIZ NIGHT

Details & tickets available from Germaine

AUGUST - Halls organising

8TH - 12/13TH SEPTEMBER

Wildflower Run organised by families Smith & Williams

Accommodation has been booked & deposits paid by Alan Smith.

Anyone else interested will have to make own arrangements

SUNDAY, 21ST SEPTEMBER

Berkshires organising.

Possibly lunch/meeting & car display at Whitby Falls

SUNDAY, 26TH OCTOBER

Sartori/Moorehead Families organising

NOVEMBER - Timmings organising

15th & 16th NOVEMBER

Bendigo Swap Meet

SATURDAY, 6TH DECEMBER

Christmas Dinner Organised by Nina Williams & Shirley Hall

Further details in next newsletter

9-13 APRIL, 1998 (EASTER)

15TH NATIONAL MODEL A MEET - CANBERRA

Hosted by Model A Restorers Club (Aust)

Entry forms available from your secretary, or write to:

The Rally Director, 15th National Model A Ford Meet

██████████ DICKSON, ACT 2602.



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

MINUTES OF GENERAL MEETING HELD AT ARALUEN, ON SUNDAY 22nd JUNE 1997

Meeting opened by President 1.35 pm. Attendance and apologies as per attendance book. President thanked everyone for braving the weather it was great to see such a great turn out. Special welcome to Jim and Gae Galway who are visiting from Nelson, New Zealand for a couple of weeks and trust they have an enjoyable stay.

MINUTES: As per last newsletter report.

BUSINESS ARISING FROM MINUTES:

Update on the Wildflower Run – Jim Williams advised they have booked the accommodation, the deposits have been paid. Those members who are going are booked in and anyone else interest will have to make their own arrangements for accommodation. All deposits to be paid to Alan Smith.

CCC Club - Peter Gilberthorpe was asked to report to the CCC on behalf of our Club that the members agreed that whether a car was full or concessional licensed it should be examined by the Club on an annual basis.

CORRESPONDENCE IN: MAFCA re compliance as a Chapter; BankWest re fees; Mandurah Quay Residential Resort; Whitby Falls;

CORRESPONDENCE OUT: Reminder to Park Automotives for advertising; Mr Swinbank; Moved Peter Sartori, seconded Ray Mahony

FINANCIAL REPORT:

Opening Balance 01/05/97	\$12,408.86
Receipts	<u>16.00</u>
	\$12,424.86
Expenses	<u>41.91</u>
Closing Balance 31/05/97	<u>\$12,382.95</u>

Moved Edith Jeffree, seconded Max Annear.

GENERAL BUSINESS:

MAFCA – a letter had been received advising that the Club must have four members in MAFCA in order to comply as a Chapter of MAFCA. After some discussion it was resolved to leave the matter until the A.G.M. It was also noted that several members of our Club are also current members of MAFCA.

BankWest – After discussion of the new fee structure for Society accounts with BankWest whereby accounts with less than \$2,000 in them will have to pay a \$5.00 monthly maintenance fee it was resolved to leave the account balance as is because the interest earned on the Town & Country term deposit would still be more than the maintenance fee on the cheque account.

Whitby Falls – the invitation to have a car display at Whitby Falls during September was discussed and it was decided that as Jack Berkshire was organising the September run on the 21st he would look at the possibility of going there and we would display our cars while we have lunch and our meeting.

New Member – Alan Jeffree advised that he had met Mr Swinbank who has recently joined the club. Mr Swinbank has a 1928 unrestored Phaeton.

AGM – The President reminded members that the AGM was coming up on 13th July at the Noranda Primary School and vehicle examinations would start at 10.00 am with a sausage sizzle available for members.

Christmas Dinner – Suggestions were invited from members for possible venues for this year's Christmas Dinner. Dora Annear was going to look at the Araluen Country Club as a possibility. Nina Williams advised that she had been recommended a small restaurant in Shenton Park known as Holtens. They have a Christmas Dinner menu available for \$25.00 per head byo and Christmas crackers and decorations will be provided. Although we would have to book two rooms in the restaurant to cater for up to 60 members. After some discussion it was resolved to pencil book Holtens Restaurant and any other suggestions would be presented at the AGM for a final decision. It was agreed that the dinner be held on 6 December 1997.

Casserole Night – Alan Jeffree advised that the Casserole Night will be on Saturday 28th June to welcome Jim and Gae Galway. Members to bring a casserole and their own drinks.

Brakes – Alan Jeffree explained to members a brake modification that had been illustrated in the Secrets of Speed magazine. Angelo Calleja has made the modification to Darren Jeffree's car with a noticeable improvement.

October Run – confirmed date 26 October 1997.

MEETING CLOSED 2.30 pm

TIGHT WINDOWS?

If you've ever had trouble raising and lowering your windows and never got motivated enough to take off the door panels. Straighten out a wire coat hanger. Bend a hook in one end, lower the window glass, insert the wire between the glass and sill and hook the wire over the part that needs oiling. Squirt oil on the wire and it will flow down to the mechanism, lubricating the part. BS •

A JOURNEY TO THE HILLS

We gathered at the Carousel Shopping Centre at the very civilised hour of 11.00am on Sunday (although I think Alan planned it like that so he could check out any bargains in the Readers Mart). There were 9 moderns and 9 Model A's – a great turn out considering the weather.

With a blow of Max's whistle we headed to them there hills, the closer we got the blacker the sky became. The route sheet (designed by yours truly) gave very accurate directions – on paper - but in reality were not so clear. Unfortunately road maps do not indicate no thru roads very well, do they Alan? Some brave members ignored the signs and carried on regardless.

Many u-turns later we arrived at the Araluen Country Club for a short walk around the grounds. Unfortunately we had no sooner got out of our cars when the rain started and boy did it come down!

Down the hill we went and meandered our way to the Camp School, those brave members had already made themselves comfortable on the verandah. Luckily Alan had arranged for the hall to be open and once inside we sat down for a leisurely lunch followed by the meeting. Thanks Matthew and Alec for organising the raffle and to Barrie for the prize.

The weather brightened up a little for our trip home and I'm sure we've given our New Zealanders, Jim and Gae a day in WA to remember.

Germaine

Henry Ford delighted in generating news through the use of startling statements. It was less important, it seems, that a thing be true than that it be exciting. 'He would advance outrageous propositions' reported a *Manchester Guardian* correspondent, 'then sit back and see how you took them'. If the effect was satisfactory Ford would let his statement stand and frequently would repeat it before a larger audience.

On various occasions Ford told newsmen that 'this globe has been inhabited millions of times, by civilisations having airplanes, automobiles, radio and other scientific equipment of the modern era.'

He said that an acre of potatoes was capable of producing enough alcohol in one year to drive the machinery necessary to cultivate the field for 100 years.

The classic statements go on and on:- all art in the world is not worth five cents; that Gene Tunney should become a preacher; that George Washington's 200-year-old clock was one second slow; that he had never made a mistake; that 'there are only two things in the Book [the Bible] worth a damn'; and that he intended to turn all his industrial interests over to Edsel and dedicate the remainder of his life to an economic research institution which he would endow with \$100,000,000.

In 1919 he advocated the elimination of horses, cows and pigs. 'The world would be better off without meat' he said, 'it's 75% ashes anyway. Milk can be manufactured mechanically. Every animal used on the farm these days is a waste of time.'

In 1921 he announced that 'the cow is the crudest machine in the world.' He added that the horse was nothing but a 'twelve hundred pound hay motor of one horse power.'

After more comments about cows, cartoonists showed Model Ts in fields equipped with horns and tail, with real cows looking over the fence and saying

'That's a lot of bull'.

In 1927 Ford announced that chickens as well as cows and pigs must disappear from the farmyard. In 1939 he incurred the wrath of butchers by saying 'in another five years there shouldn't be any use for cows' (the soya bean would replace them).

In 1920 Ford ate only stale bread; in 1922 he claimed that 'chicken is fit only for hawks'; in 1925 he said that starches and sweets were irreconcilable in the human system; in 1926 he regarded carrots as a cure-all and ate a dinner consisting of fourteen carrot dishes; the same year he declared he was off fried salt pork and

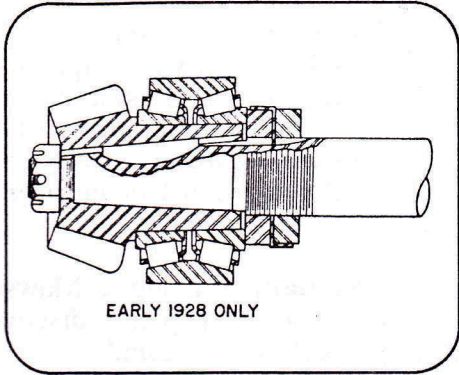
potatoes; in 1929 he decided that people should not eat anything until 1pm. He died aged 83. •

Adapted from David L. Lewis's 'The Public Image of Henry Ford' by Bevan Sharp

THE ECCENTRIC HENRY FORD



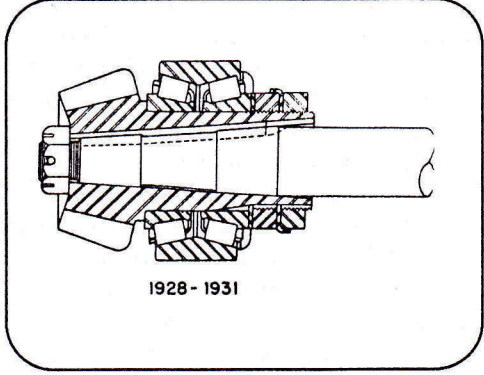
No 10 - Rash Statements



Authentically Speaking

MODEL A REAR AXLE

by Edward Francis and George DeAngelis
from 'Model A News'



The rear axle assembly consists of the drive shaft, torque tube, differential housing, axle housing, axle shaft, gears, bearings, seals, and radius rod. Unlike the front axle which resembles the 'T', the Model A rear axle was a completely new design, a three-quarter floating type.

The earliest design, used on the first 200 cars only, had the spring perch without the ball for the shock absorber connection. All of these cars were assembled at the Rouge River Plant in Dearborn and it is unlikely that any are still in existence. If any are, it is likely that after they were purchased the owner may have had changes made to accommodate the shock absorbers as soon as they became available.

Visually, the universal joint housing was also different. The bolt holes were equally spaced and there was no lug on the top of the housing. The universal joint gasket was .008 to .010 thick and the felt seal was a single piece, going all the way around. These units were used on the first 1,000 cars only. The second design had the lug casting on the top edge and the unequal bolt hole design. With the introduction of the new casting, the felt was made into a two-piece design. The lug type was used

through 1928 and dropped early 1929.

The drive shaft, the axle gears and radius rods were also changed from the early design. The first differential gear ratio was 10 teeth on the pinion and 27 on the ring (3.70 to 1). In May, 1928, the ratio was changed to 9 teeth on the pinion and 34 on the ring (3.78 to 1). A 9 - 37 axle was also available as a service item only. This was often referred to as a mountain axle and had a ratio of 4.111 to 1.

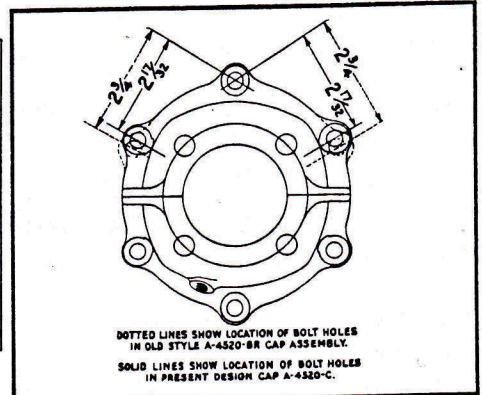
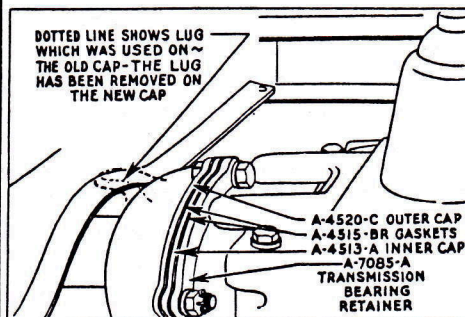
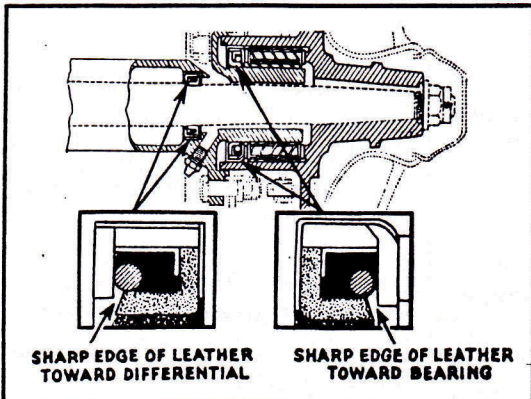
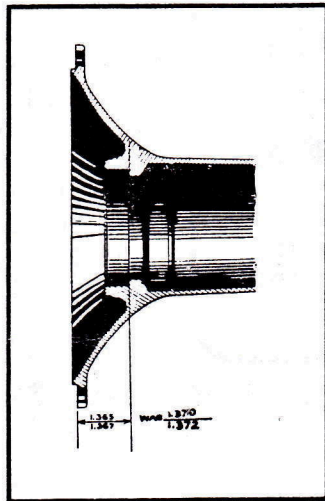
The drive shaft used during this period was the threaded design. The radius rod change was mainly in size with the thickness of the forged ends being increased. For a short period

during 1929 an alternative stamped end design was also used. This design was dropped after September of 1929.

A very important internal change was made to the rear axle in mid-1929. The dimension from the housing flange to the differential bearing shoulder was reduced by .005 (refer to drawing). The purpose of this change was to reduce end play of the differential carrier and reduce noise. Many restorers will change axle housings without being aware of this difference. The gasket normally used on the housing is .008 to .010 but the Company released a .004 to .005 gasket so that end play in the differential could be reduced on previously manufactured axle assemblies. Generally, when an axle is noisy the problem lies with the bearings, but the possibility of excessive end play of the differential carrier should be kept in mind. It is possible to use a thinner gasket to reduce the end play.

After September of 1929 very minor changes were made to the rear axle assembly. In fact, most of the parts were unchanged on Ford cars through 1949.

The engineering lubrication chart calls for 2-1/4 pints of rear axle lube for the rear axle. SAE 140 gear lube is recommended. •



Australia tightens belt in depression

Canberra, September 4. Every day long queues form outside factories, government offices and employment agencies, holding newspapers containing the pathetically small number of "positions vacant" advertisements.

Many men have "jumped the rattler" to try to find work in the country. They are moving from town to town in a dispirited tide that stops at sundown, when they huddle around camp-fires in make-shift camps. The rabbits are taking a hiding as they are needed for stews that are supplemented with begged or stolen vegetables.

Many families are living in humpies in public places like Sydney's Domain, as they cannot afford rent. Meanwhile thousands of houses are empty, having been vacated by destitute tenants. Requests by the homeless to be allowed to occupy empty houses have been met by bureaucratic helplessness, but some families take their chances anyway.

There is no easy solution to Australia's problems, as it is part of a western world gripped by an economic malaise, Australia's trade deficit was £73 million last year and is likely to go to an even higher figure this year.

The government has made big cuts in spending and given a special grant to states of £2 million for unemployment relief.

Treasurer Quits: Corruption Charges

July 8. Federal Treasurer Edward Theodore resigned today following findings of a Royal Commission that he was guilty of the grossest impropriety when he was Premier of Queensland. The Commission found that Theodore conspired with three others to persuade the Queensland government to buy mines at the town of Mungana for £40,000, when they were worth no more than £10,000.

The Commission found the four had divided the proceeds. Theodore said his resignation was not an admission of guilt and demanded to be indicted.

Number Five

Other
Happenings
during the

MODEL A ERA

in
AUSTRALIA

1930

by Bevan Sharp, from
"The Australian Almanac"
and
"Chronicle of Australia"

Australian born Governor-General

December 2. After months of controversy Sir Isaac Isaacs has been appointed Governor-General, the first Australian-born incumbent of the office.

It is known that King George V opposed the appointment. The Opposition in Australia has branded the appointment as "practically republican".

There is also concern that, at the age of 75 Sir Isaac may be too old to bring vigour to the office, although he appears to be fitter than many 50-year-olds.

Sir Isaac was elected to federal parliament in 1901.

January 1. First Australian National Airways flight from Sydney to Brisbane, with Smithy at the controls of the *Southern Cloud* arrives after 5-1/2 hours. *ANA taken over by Reg Ansett in 1957.*

January 5. Douglas Mawson, in a research plane, discovers MacRobertson Land.

January 8. Perth. Federal government grant given for road building relief for 482 unemployed men.

March 29. Victorian electors vote against prohibition.

March 29. Perth jury finds station manager not guilty of murder of nine Aborigines who were alleged cattle stealers.

April 30. Official opening of wireless telephone service with England.

March 30. Rolf Harris born.

May 12. Unemployed losing their own homes; furniture being seized and sold to cover rent arrears.

July 31. Crowd of 2,000 in Perth attend meeting in favour of succession.

August 1. Financial assistance sought for unemployed women, currently dole is only available to men.

November 8. Punters send telegram to Phar Lap, "If you could only stand up on your hind legs and talk, we'd make you Prime Minister of Australia."

December 12. Australia's Unemployment at 19%. World's first milk bar opened in Sydney by Clarence and Norman Burt.

December 25. Sidney Myer provides Christmas Dinner for 12,000 people at the Exhibition Building, Melbourne.

Perth gets on the phone to Australia

December 19. A phone link has finally been established with the most isolated capital city in the world, Perth in Western Australia.

The length of the new line from Adelaide is 1,629 miles, but the sound was loud and clear when the postmaster-general, Joseph Lyons, had the first trans-Nullarbor conversation with Premier of WA, Sir James Mitchell.

WA has its own internal phone system, with some 30,000 telephones, but has to rely on telegraph for communication with the eastern states.

Relatives and head office managers from the eastern states will now have to get used to the idea that WA is in a different time zone. That urgent morning call will have to wait two hours while the branch manager has his breakfast.

Households make do on cheaper cuts

October 7. To help women looking for means of economising, the Housewives Association held a series of lectures this week. Anyone can save pennies by growing at least salad vegetables in the backyard and some housewives are running poultry as well, a sideline that can even earn you some money. It is no longer possible for many people to buy the dearest cuts of meats, cheaper meat cuts can make tasty Goulash from Hungary or minestra from Italy.

MODEL A SPECIFICATIONS

Compiled by Bob Rentz, Albuquerque, New Mexico

Many Model A enthusiasts have wished for a comprehensive list of Model A specifications.

These specifications are based on the Model A design and may vary according to use and conditions which were not considered originally. This can be seen in the *Ford Service Bulletins*, as one example, when some changes were made during production. Also some variations can be found among sources, so this compilation may have information that differs from other references you may have. It is possible that assembly or performance of two or more parts or components will work with differing specifications or dimensions equally well, but usually one will be preferable to the other. The determining factor is always what works best in a specific vehicle.

Axle, Front

Material - Chrome alloy forging.

Tensile strength - 125,000 to 145,000 psi.

Castor - 5° (forward tilt).

Toe in - 1/16" ± 1/32".

Camber - 1-13/16".

Spindle bolt (king pin) - diameter .8125" ± .0005", length - 5-5/16".

Spindle bolt bearing - Timken T83, Nice 5699.

Spindle bolt to bearing clearance - .001 to .002"

Front wheel bearings, Inner - Timken 15118; cup - Timken 15250. Outer - Timken 09074; cup - Timken 09196.

Axle, Rear

Type - Three-quarter floating.

Material - Special Ford carbon manganese steel.

Gear ratio - (gear teeth: ring pinion): 3.78:1 (34-9), Early 1928s - 3.7:1 (37-10); Trucks - 4.11:1 (37-9), Approx 10,000 1928-29 Roadsters - 3.54:1 (39-11).

Pinion bearing - Double taper roller type.

Bearing cup - Timken 28317.

Bearing - Timken 28156.

Ring gear - 8.4" pitch diameter, 1-3/16" wide teeth.

Axle shaft - 1-1/8" diameter, 1.128 to 1.130" at wheel bearing.

Dimension from housing flange to bearing shoulder in axle housing - Before 1929 - 1.370 to 1.372", after 1.365 to 1.367".

Rear wheel bearing - O.D. of axle housing race - 2.061 to 2.0635".

I.D. of wheel hub - 3.188 to 3.190" Max wear 3.185"

Axle and drive shaft seal - CR10926

Rear axle seal - CR20112, Victor 49024.

Differential lubricant - 600w or 160w.

Battery

Terminal grounded - Positive.

Voltage - 6 volt.

Capacity - 80 ampere hours, starting capacity 98 amps

Number of cells - 3.

Number of plates - 13 per cell.

Charging rate - 10 to 12 amps.

Brakes, Service

Percentage of braking power - Front 40%, Rear 60%.

Diameter of drums - 11" ± .010".

Drum width - 1-3/4".

Width of brake shoes - 1-1/2".

Length of brake shoes - 14".

Brake shoe lining thickness - 3/16".

Shoe lining - woven wire and asbestos composition.

Total brake shoe surface area - 168 sq inches.

Brake rod length - 51-7/16" to 51-1/2".

Brakes, Emergency

Diameter of drum - 9-5/8".

Width of brake shoe - 1".

Thickness of lining - 3/16".

Length of brake shoe - 28-3/4".

Material - Woven wire and asbestos composition.

Total brake shoe surface area - 57-1/2 sq inches.

Total braking area of six brake system - 225-1/2 sq in.

Camshaft

Shaft diameter - 7/8".

Bearing diameter - 1.560".

Block bore diameter - 1.561".

Bearing clearance (max) - .003".

Bearing length - Front - 1-3/4"; centre - 2"; rear - 1". 4th (1928) - 7/8".

Cam lift - .303" (Model B - .339" exhaust, .334" intake)

Duration - 236°.

Lobe centre angle - 113-1/2°.

End play spring tension - approximately 35lbs.

Timing gear mounting flange - 2-5/16" diameter, 5/16" thick.

Camshaft material - Special Ford carbon manganese steel.

Camshaft gear - Bakelised material.

No. of gear teeth - 50.

Camshaft gear type - spiral teeth.

Gear backlash - .003 to .005".

Gear rotation speed - 1/2 of crankshaft.

Camshaft straightness - .0005 to .001".

Variation in eccentricity of pitch diameter of gear teeth - .0015".

Variation in maintaining centre distance of mating gears - ± .001".

Gear tolerance in regular spacing of teeth - 0.0".

Capacities

Cooling system - 3 gallons.

Gasoline tank - 1928-29- 10 galls, 1930-31- 11 galls.

Engine oil pan - 5 quarts.

Transmission - 1-1/2 pints.

Steering gear - 7-3/4 oz.

Differential - 2-1/4 pints.

Carburettor

Throat size - 1".

Float level - 5/8" below upper body machined surface

Model B-33/64" below upper body machined surface.

Main jet - .037" I.D. (No 63 drill bit).

Cap jet - .037" I.D.

Compensator jet - .035" I.D. (No 65 drill bit).

Idling jet - .021" I.D. (No 75 drill bit). more >

Clutch

Material - Moulded asbestos composition.
Pressure plate weight - 15 lbs.
Clutch disc weight - 2-1/2 lbs.
Clutch pressure - 1,100 lbs
Foot pedal pressure - 30 lbs.
Clutch facings - 9" diameter, 9/64" thick.
Inside diameter - 5-3/4".
Total acting surface area - 75 sq inches.
Clutch pedal clearance (free play) - 3/4" for multiple disc; 1" for single.
Clutch release bearing hub - 2.065" diameter.
Clutch throwout bearing - Bower 2065.

Connecting Rods

Material - Steel forging.
Weight - 1 lb 6oz.
Balance weight - 552 grams \pm 1 gram, crank end;
198 grams \pm 1 gram, pin end.
Length - 7-1/2" centre to centre.
Crankshaft bearing - 1-1/2" diameter, 1-5/8" wide.
Piston pin bearing - 1" diameter, 1-5/8" wide.
Bearing side clearance - .008 to .012".
Pin side clearance - .040 to .053" between pin bosses.
Piston pin clearance - .0005".
Crankshaft clearance - .001"
Bearing cap bolt torque - 40 - 50 ft lbs.
Connecting rod assembled with oil dippers toward camshaft.

Cooling System

Water pump shaft - 5/8" diameter.
Water pump shaft end play - .006 to .010".
Fan belt width - 5/8".
Fan blade length - 16".
Fan cooling surface - 374 sq inches.
Fan speed - 1-1/2 times engine rpm.
Fan delivers about 855cfm at 1000rpm, about 24mph.
Radiator hose - Upper-2" diameter, 6-1/4" long (1928-29); 8" long (1930-31); Lower (two pieces) 1-3/4" diameter, 2-3/4" long.
4-blade fan - At 1000rpm (fan) 62% increase in airflow, 82% increase in HP absorbed; at 2000rpm, 55% increase in airflow, 47% increase in HP absorbed.

Crankshaft

Material - Special Ford carbon manganese steel.
Weight - 28lbs.
Length - 26 inches.
Diameter - 1.624" main bearings, 1.499" crank pins.
Length of main bearings - front and centre, 2"; rear, 3".
Length of crank pins - 1-5/8".
Crank pin taper and roundness - .0005 to .001".
Total main bearing surface - 11-1/2 sq inches.
Rear flange thickness - 3/8".
Crankshaft gear - 25 spiral teeth.
End clearance - .004 to .007".
Main bearing clearance - .001".
Crankshaft straightness - .0005 to .001".
Main bearing cap torque - 80 to 100 ft lbs.
Distance from top surface of front cross member to crankshaft centre line - 2-33/64".

Cylinder Block

Length - 19-5/16". Width - 7-13/16".
Height - 11-1/2". Bore - 3.875 to 3.876".
Bottom of block to camshaft bore centreline - 2.876 to 2.878".
Top of block to camshaft bore centreline-8.624 to 8.627.
Valve lifter and guide bore - .594 to .5945" diameter.
Distributor drive gear bore - .9365 to .9375" diameter.
Cylinder outside diameter - 4-3/8"-wall thickness 1/4".
Flatness of top of block - .003 to .005".
Cylinder bore perpendicular to top of block-.001 to .002"

Driveshaft

Length of full spline - 2-1/2".
Spline minor diameter - .901 to .911".
Spline outer diameter - 1.090 to 1.091".
Pinion bearing torque - 15 to 20 ft/lbs.

Engine

Rated horsepower - 24.03 SAE
Brake horsepower - 40hp at 2200rpm (Model AF28 at 2000 rpm).
Firing order - 1-2-4-3. Compression ratio - 4.22 to 1.
Compression pressure: A-6050A head - 76psi;
A-6050B head - 110psi; B-6050 head - 90psi.
Piston displacement - 200.5 cu inches.
Bore - 3.876" (Model AF- 3.050"). Stroke - 4.250"
Torque - 128 ft/lbs at 1000rpm.
Cylinder offset from crankshaft centreline - 1/8".
Crankshaft to camshaft centreline - 4.155".

Exhaust

Exhaust pipe - 2" ID. Tail pipe - 1-5/8" ID.

Flywheel

Weight - 63lbs, 4oz (Model B - 52 to 55lbs).
Balance - within 15 inch/oz.
Ring gear shoulder diameter - 12.470".
Ring gear outside diameter - 14.2".
No. of ring gear teeth - 112.
Ring gear to starter drive ratio - 11.2 to 1.
Flywheel bolt torque - 65 ft/lbs.
Pilot bearing hole is concentric with crankshaft flange shoulder within .002 TIR (total indicator reading).
Clutch mounting surface and clutch disc surface must run true to crankshaft within .005" TIR.
Clutch mounting shoulder diameter must be concentric with crankshaft flange diameter within .005" TIR.

Gas Tank

Steel thickness - .049 to .051" (terne plated).
Capacity - 1928-29, 10 gallons. 1930-31, 11 gallons.

Generator

Type - Two pole.
Voltage regulation - Fixed control.
Brushes - three (one adjustable).
Armature bearings - 1929-mid 1930 ball, front and rear; after mid 1930, ball front, bushing rear.
Armature speed: 1-1/2 of engine speed.
Armature length-7-9/16" ('28 to April '30) uses 1-5/32" wide pulley; 7-21/32" (after April '30) 7/8" wide pulley.

This list continued next month ...

Notebook

BIRTHDAYS for JULY: Birthstone: Ruby; Flower: Larkspur

Reg Blewett, Ian Cocks, Pauline Edwards, Barbara Farrelly, Henry Ford, Hans Hurij, Glenda Hurij, Susan Marti, Kelvin Pepper and Lorraine Sartori.
Happy birthday to each and every one of you.

NEW MEMBER: Welcome to Bill Swinbank [REDACTED] Carabooda.

Phone: [REDACTED] Bill owns a 1928 Phaeton which is unrestored. Hope to see you along at one of our meetings.

CASSEROLE NIGHT at the Jeffrees on the 28th June. For those who did not make the effort to attend, missed a great night. Jim & Gae Galway were welcomed at the club meeting the previous weekend after an interesting run from Dianella to Araluen via Carousel at Cannington. Unfortunately the weather wasn't the best, but I'm sure they forgave us for that. The evening get together was well attended, with some guests arriving an hour before the appointed time with the excuse of not wanting to miss anything! There were also a few late comers, due to work or other commitments. We had some wonderful warming soup and then a huge array of casseroles to choose from, plus a couple of delicious vegetable casseroles and some crusty bread. I saw plenty of people going back to refill their plates. Sweets and tea and coffee finished off a hearty meal. Jack entertained us in his policeman's (I don't think he'd appreciate me calling it a policeperson) uniform, providing us with some laughs. There was plenty of spicy gossip and scandal, but if you weren't there you won't know what it was about. We headed home about eleven having enjoyed a great evening. Thanks to Alan & Edith and of course Jim & Gae for the excuse to get together. *Louise*

FOR SALE:

1928 Tudor, restored, licensed, excellent condition.

Price: \$17,000 Phone: **Mike Cooke** [REDACTED]

1929 Phaeton, restored, fully licensed, good condition.

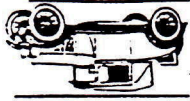
Price: \$16,500 Phone: **Barrie Guest** [REDACTED]

AGM: All committee positions will be vacant. Now is your big chance to become the secretary, president or vice-president for the next two years. Please give this some consideration and do your "bit" to keep the club running. And don't forget to bring your car for its **ANNUAL INSPECTION** and be treated to a free sausage sizzle lunch.

AND NOW HERE'S A BIT OF SERIOUS TRIVIA:

Did you know the Giraffe is truly a 'dumb' animal being unable to make any vocal sound? Also, in spite of its extra long neck, it only has the same number of bones in the neck as a mouse, seven!

300 school children in Sweden felt so sorry for a giraffe in a zoo near Stockholm, that they knitted a scarf 75ft long to keep his neck warm in winter.



If undelivered, please return to:
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Western Australia, 6108

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Model A News Western

THE FIRST



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... representing the beginning of continuous development of commercially practicable motor vehicles was built by the Rheinische-Gasmotorenfabrik's Karl Benz of Mannheim, Germany in the autumn of 1885. The three-wheeled, single-cylinder vehicle weighed about 560lb and was powered by a 3/4hp water-cooled engine with electric ignition and mechanically operated inlet valve. The engine drove the two rear wheels. An advanced feature of the car was remarkably sophisticated differential gear. Benz was granted a patent on the design of the car on 29 January, 1886.

The first public demonstration of Benz's three-wheeler took place on 3 July, 1886, when it was driven for about a kilometre in Mannheim at a speed of 15kph. The historic event was reported the next day in the *Neue Badische Landeszeitung* under the heading 'Miscellaneous'.

In the winter, 1896-7, Benz built a more powerful 1-1/2hp car, and this was followed by a 2hp model which won a gold medal at the Munich Industrial Exhibition in September, 1888. Meanwhile, Gottlieb Daimler of Cannstatt had produced the first successful four-wheeled, petrol-engined car at Esslinger Maschinentabrik in August, 1886. The single-cylinder engine was mounted onto an ordinary horse-drawn carriage, but Daimler soon realised that if motor transport was to have a future, it was essential for the vehicle to be designed as an entity. His *Stahlradwagen* (steel-wheeled carriage) of 1889 marked this departure and is also notable as the first car with a two-cylinder, high-revving V-engine. It had a respectable maximum speed of 17.5kph, and was remarkably reliable for its time.

The motor manufacturing concerns founded by Karl Benz and Gottlieb Daimler were eventually united in 1926 as Daimler-Benz but, during their lifetimes the two fathers of the industry worked quite independently and never met each other. BS •

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