

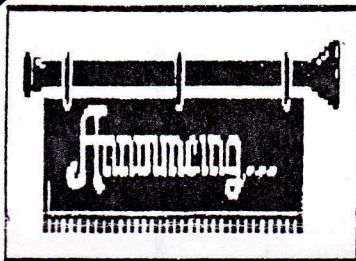


# Western Model A News

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

Year XVIII Number I

AUGUST, 1997



## *Your Incoming Committee for 1997 - '98*

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President: Steve Read

Vice President: Ron Andrews

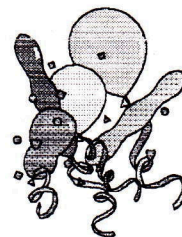
Secretary/Treasurer: John & Shirley Hall

Editor: Louise Read

Marshal: Max Annear

Committee Members: John Laurie, Ross Letch  
& Colin Davidson.

Vehicle Examiners: Steve Read, Reg Blewett  
& Max Annear.



(All clubs please note new office bearers.)

**Next Run/Meeting:** Sunday, 31st August  
Meet at Causeway Carpark, 10:45am

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:* STEVE READ XXXXXXXXXX *Secretary/Treasurer:* JOHN & SHIRLEY HALL XXXXXXXXXX  
*Vice-President:* RON ANDREWS XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

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

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

**SUNDAY, 31ST AUGUST**

Organised by John & Shirley Hall

Meet at Causeway carpark at 10:45am for a 11:00 departure  
A pleasant run around the river, ending at Claremont. In case of rain an  
alternative place for the meeting has been organised.

**8TH - 12/13TH SEPTEMBER**

Wildflower Run organised by families Smith & Williams  
Meet on Monday the 8th at 9:30am for a 10:00am departure  
at Wanneroo Shopping Centre, Conlan Avenue.  
Accommodation has been booked & deposits paid by Alan Smith.  
Anyone else interested will have to make own arrangements

**SUNDAY, 21ST SEPTEMBER**

Organised by Jack & Mavis Berkshire

Meet at Westfield (Carousel) Shopping Centre, Cannington at 10:30am,  
a short drive to Armadale to the Signal Box and then on to Whitby Falls where  
our cars will be on display until approx. 3:00pm.

**SUNDAY, 12TH OCTOBER**

V.C.C. Autojumble, Cannington Showgrounds

**SUNDAY, 26TH OCTOBER**

Sartori/Moorehead Families organising

**NOVEMBER** - Timmings organising

**15th & 16th NOVEMBER**

Bendigo Swap Meet

**SUNDAY, 7TH DECEMBER**

**Please note change of day and time, see minutes**

Christmas Lunch organised by Edith Jeffree  
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 Sleaving \* Crankshaft Grinding  
Recommended by MARC member*

Established 1973

**18 RIO STREET, BAYSWATER**

**272 4566**

34 years Experience

**MINUTES OF MODEL A RESTORERS CLUB OF WA (INC.)  
ANNUAL GENERAL MEETING**

Held at Noranda Primary School, Walmsley St., Noranda on Sunday, July 13, 1997

Meeting opened by President, Alan Jeffree at 2.15pm.

**Attendance & Apologies:** As per attendance book. Alan explained Germaine Jeffree had injured her back and was unable to attend. Darren Jeffree was acting secretary for the meeting.

**Minutes from 1996 AGM:** Read and accepted. Moved F. Farrelly, seconded P. Gilberthorpe.

**Business arising:** J. Laurie questioned the need for fund-raising. Alan explained that because of moving our subscriptions to the beginning of the year, (1997) we were not going to have income for 18 months and this may have been a problem. Fortunately we were able to sustain a reasonable balance in the cheque account and fund raising was not required.

Jack & Mavis Berkshire had canvassed various shopping centres to display our cars, but the centre managers were not willing to pay for the displays.

The engine offered by B. Bennie to restore for raffling was not needed.

**Correspondence:** Nil

**Financial Report:** As per audited balance sheet. Accepted as correct J. Berkshire. Seconded B. Guest.

**President's Report:** Alan gave his report on the club's activities for the last year.

**Election of Officers:** All positions were declared open and the following people were elected.

**President:** As there were no nominations for this position, Steve Read volunteered to caretake for 12 months.

**Vice-President:** Ron Andrews

**Secretary/Treasurer:** John & Shirley Hall volunteered to share this position.

**Editor/ Sales:** Louise Read agreed to continue in both these positions, and asked if funds for more club t-shirts could be made available. Alan offered \$200 for this purpose, which was accepted.

**Events co-ordinator:** Steve Read to continue in this demanding role.

**Vehicle examiner:** Steve Read to continue with assistance from Max Annear & Reg Blewett.

**Rally Marshal:** Max Annear to stay in this position.

**CCC Representative:** Peter Gilberthorpe volunteered to continue as our rep.

**Property Officer:** Darren Jeffree

**Library:** David Bussard

**Committee:** John Laurie, Ross Letch, Colin Davidson.

All new and continuing office bearers were congratulated and thanked for their support.

**General Business:**

**Good Luck/Bad Luck Trophy:** This trophy was awarded to John Laurie for his good/bad luck story.

**Annual Subscriptions:** It was agreed that there would be no increase. Moved J. Hall. Seconded S. Read.

Meeting closed at 2.40pm.

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**THE FIRST**



**Petrol-driven  
Motor Car**

... was built in 1883 by 27-year-old Edouard Delamare Deboutteville, the son of a cotton-mill proprietor, who was inspired with the idea of seeking an alternative to horse transport for carrying cotton goods from his father's factories at Montgrimont and Fontaine-le-Bourg to the railhead at Rouen. With the aid of his mechanic, Charles Malandin, Delamare-Deboutteville modified an 8hp stationary gas-engine for use with petrol, and fitted it to a 4-wheeled hunting-brake. Road tests were carried out - the effect of the brake's iron wheels on the rough stone road was too much for it, and the vehicle was eventually abandoned as too fragile for the power of the motor. Deboutteville subsequently built a rubber-tyred tricycle but the motor was too heavy and the frame collapsed. He abandoned self-propelled carriages and concentrated on stationary engines, winning a number of awards for his improvements and winning the Légion d'honneur in 1896. BS •

**MINUTES OF GENERAL MEETING HELD AT NORANDA PRIMARY SCHOOL,  
Walmsley Street, Noranda on Sunday, 13th July 1997**

Meeting opened by Alan Jeffree at 2.45pm. Attendance and apologies as book.

**Minutes:** As per last newsletter report.

**Business arising:** Five club members required by MAFCA to comply as a chapter. The following names will be nominated now that the new committee members have been elected. John Hall, Steve Read, Max Annear, John Laurie and David Bussard. A letter to be sent to MAFCA advising of the nominations. Moved J. Timmings. Seconded J. Williams.

**Correspondence In:** Dept of Transport A.I.S. Fees \$52; J. Laurie - re-imburement of cost for folders for the Restorer magazine \$193.75. Moved J. Hall. Seconded F. Farrelly for payment. MARC Aust - National Meet Update; Stringybark Restaurant; T & C Bank; Stateside Promotional Products, New Zealand newsletter; MAFCA. Moved to be correct D. Annear. Seconded F. Farrelly.

**Correspondence Out:** Nil.

**Financial Report:**

Opening balance 01/06/97	\$12,382.95
Receipts	<u>63.70</u>
	\$12,446.65
Payments	<u>52.26</u>
Closing balance 30/06/97	<u>\$12,394.39</u>

Moved as correct S. Read. Seconded F. Farrelly.

**General Business:**

**Casserole Night:** A. Jeffree thanked those who attended.

**Christmas Dinner:** D. Annear gave prices from Araluen. E. Jeffree suggested to members that a lunch rather than dinner for our Christmas outing and gave several options and prices. P. Gilberthorpe also suggested other options and prices.

After discussion and voting by those present it was decided that it would be a Sunday lunch. E. Jeffree moved that we book the Radisson for the 7th December. Seconded B. Guest.

**50th Anniversary National Rally of NZ:** is now available from the library courtesy P. Gilberthorpe.

**Raffle:** B. Guest thanked everyone for their donations and would welcome more prizes. S. Hall advised that it was Judy Calleja who donated last month's prize, not Barrie as suggested in last month's minutes.

**Whitby Falls:** J. Berkshire advised that September's run will be leaving Carousel Shopping Centre at 10.30am and proceeding to Armadale where we will make a short stay, before heading to Whitby Falls to put our cars on display until around 3.00pm.

**Wildflower run:** J. Willimas advised starting time, etc. will be in next newsletter.

**Vote of thanks:** R. Blewett, on behalf of all club members, thanked Alan Jeffree for his work as President for the last twelve months.

**Vehicle Examinations:** S. Read explained that next year the vehicle inspections will be done at our nominated A.I.S. which is in Davison St, Maddington.

**Sausage Sizzle:** E. Jeffree asked to be re-imbursed for cost of food. Moved C. Davidson. Seconded S. Read.

**Meeting closed 3.15pm.**


%%%%%%%%%

The front engine support was changed in November, 1928 from a solid extension of the front cross member to a support bracket. This changed the engine support from four-point to three-point. *Check under the front cross member for proper installation.* The early three-point bracket was a forging, used through to mid-1929 when it was replaced by a steel stamping. BS•

**MODEL A RESTORERS' CLUB AUSTRALIA (W.A BRANCH) INC.**

<b>1996</b>		<b>1997</b>	
\$	- BALANCE BROUGHT FORWARD AS AT 30th JUNE 1996	\$	537.11
	<b><u>INCOME</u></b>		
\$	2,430.15 SUBSCRIPTIONS	\$	1,465.00
\$	980.00 DINNERS	\$	1,155.00
\$	198.50 BADGES	\$	45.00
\$	164.00 T SHIRTS	\$	54.00
\$	501.20 RAFFLES	\$	409.40
\$	- VINTAGE PLATES	\$	35.00
\$	356.99 BANK INTEREST	\$	753.37
\$	- NEWSLETTER ADVERTISING	\$	25.00
\$	100.00 MISCELLANEOUS	\$	37.10
\$	<u>4,730.84</u>		<u>\$ 3,978.87</u>
	<b>TOTAL INCOME FOR THE YEAR</b>		
	<b><u>LESS EXPENDITURE</u></b>		
\$	1,012.95 DINNERS	\$	1,235.74
\$	210.15 STATIONERY & RAFFLE TICKETS	\$	52.25
\$	499.56 BADGES	\$	39.05
\$	559.65 POSTAGE	\$	498.15
\$	590.00 PHOTOCOPIER PURCHASE ,COPYING ,REPAIRS	\$	506.00
\$	512.20 HALL & TENT OFFICE	\$	-
\$	32.32 BANK FEE'S	\$	62.11
\$	120.00 C.C.C	\$	35.00
\$	- HONORARIUM	\$	150.00
\$	149.00 INSURANCE	\$	149.00
\$	298.90 MISCELLANEOUS	\$	60.35
\$	60.00 DONATIONS	\$	-
\$	149.00 PHOTOGRAPH	\$	-
\$	<u>4,193.73</u>		<u>\$ 2,787.65</u>
	<b>TOTAL EXPENDITURE FOR THE YEAR</b>		
<u>\$</u>	<u>537.11</u>	<u>\$</u>	<u>1,191.22</u>
	<b>SURPLUS(DEFICIENCY) OF INCOME OVER EXPENDITURE FOR THE YEAR</b>		
	<b>BALANCE OF BANK ACCOUNTS PLUS PETTY CASH ON HAND</b>		
<u>\$</u>	<u>11,203.17</u>	<u>\$</u>	<u>12,394.39</u>

I have examined the Books of Account and supporting records of the MODEL A RESTORERS' CLUB AUSTRALIA(WESTERN AUSTRALIA BRANCH) INC for the twelve months ended 30th June 1997. In my opinion the attached Statement of Income and Expenditure reflects a true and fair view of the state of affairs of the Club for the year ended on that date.

  
 Andres Tuvik  
 Accountant  
 11 July, 1997

## PRESIDENT'S REPORT 1997

Our club has had another successful year. Membership numbers are healthy with eighty families and sixty restored Model As.

Each month has seen a different club outing with families taking turns at developing interesting venues and routes.

Two features of the year have once again been the September Wildflower Run and the Kirup Easter weekend.

This year has seen a number of changes in cars and memberships. Long standing members John and Ivy McLean, Bevan and Helen Sharp, Ken and Denise Brown and Don and Vi Philp have sold their vehicles and not renewed memberships. Mike and Laurel Cooke have moved to Busselton and their Tudor is for sale. Fortunately the vehicle ownership changes has meant new families have joined the club and they have been made welcome.

The success of 1997 is due to many members but I would like to make special mention of several people. Firstly Louise, who with the help of daughter Melissa, has produced our neat monthly magazine. Producing the magazine is the biggest task of the club and for your efforts Louise we thank you.

To Germaine, who has completed her second and final year as secretary/treasurer, I would like to pass on the appreciation of myself and members. A job well handled Germaine.

Special mention also to Barrie Guest who has organised the monthly raffles which enable our membership fees to remain as they are and provides pleasant surprises for each meeting winner.

In conclusion I would like to express my appreciation to all members for making my three years as President enjoyable and trouble free. Possibly the major achievement in my time has been the updating of our constitution.

*Alan Jeffree 13/7/97*



On September 15, 1909, when the Model T was celebrating its first birthday and the Ford Motor Company was on its way to becoming the largest car manufacturer in the world. Then a court ruled that Ford had to pay to the Association of Licensed Automobile Manufacturers (ALAM) millions of dollars in alleged "patent infringements" and back royalties. This resulted in a prolonged fierce and bitter battle based on a principle.

George Baldwin Selden was a lawyer-inventor from Rochester, New York whose claim to fame prior to ALAM was the invention of a machine for making barrel hoops. In the late 1870s he noticed the work in Europe on the internal combustion engine and, being a lawyer specialising in patents, set about a precise legal definition to patent the process and charge royalties on future automobile development in America.

In 1899 he went into partnership with a group of opportunistic Wall Street lawyers. They met with surprising early success and quite quickly signed up the five largest car makers of the day. Then they crossed swords with Mr Henry Ford of the Ford Motor Company.

Henry Ford's initial reaction was to join the group and pay the fees. However, when he actually inquired, he was solemnly told that he was nothing but an "assemblage plant." Ford executive, James Couzens, said:- "Selden can take his patent and go to hell with it." ALAM threatened to put Ford out of business. Henry claimed that he had developed the first American automobile (untrue) and promised his

agents and dealers:- "We will protect you against any prosecution for alleged infringements of patents."

### THE ECCENTRIC HENRY FORD



### No 11 - Selden Dispute

The Ford Motor Company fought ALAM for six years. At one court appearance on June 14, 1917 at a race track in New Jersey; George Selden produced a full-scale, working model of

the horseless carriage he claimed to have originally worked on. With all the officials standing around, the machine coughed into life, ran five yards and stopped. However, the Judge upheld the Selden patent of 1909 as its claim was only that it brought a series of preexisting components into a whole never before achieved. The Ford Motor Company stood alone - thirty more car makers joined ALAM. General Motors alone paid \$1 million in back royalties. Ford decided to fight to the finish.

On January 11, 1911 he was finally vindicated when the appeals court found in his favour. ALAM was disbanded, thanks entirely to Henry Ford. Ford could have easily afforded the royalty payments but he decided to fight for the principle - and he won.

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

## PART TWO

# MODEL A SPECIFICATIONS

Continued from last month

(Previous introduction still applies to this data.)

### Generator - continued

Maximum normal charging rate - 12 amperes @ armature 1600rpm (car speed 25mph).  
Cutout closes - about 9mph.  
Cutout opens - about 8mph.  
Contact gap - .015 to .020".  
Core gap - .010 (contacts closed).  
Brush spring tensions - 35 to 40oz each.  
Field coils - 100 turns of #17 copper wire.  
Armature - 14 coils, each 6 turns of #17 copper wire.  
Commutator - 28 copper segments.  
Field current draw - 6.3 amps at 7 volts, generator (motoring draws 5.75 amps at 7 volts).  
Maximum current - 18 to 22 amps at 6 volts.  
Motoring freely - 5 amps at 6 volts.  
Field test - 5.2 amps at 6 volts.

### Head

1928 head - 4.3 to 1 compression ratio, 47.3hp, 242cc displacement. Compression in individual cylinders - 80, 85, 83, 82 psi.  
1930 head - 4.1 to 1 compression ratio, 44.3hp 258cc displacement. Compression in individual cylinders - 77, 79, 82, 79psi.  
Nominal listed compression - A-6050A, 75lbs A-6050B, 110lbs; B-6050, 90lbs.  
Head nut torque - 55 ft/lbs.

### Ignition

Distributor rotor revolves - counter-clockwise.  
Point gap - .018 to .020".  
Point spring tension - 16 to 18oz.  
Condenser capacity - .20 to .25 MFD.  
Spark plugs - Champion 3X, 7/8 x 18 thread.  
Spark plug gap - .035" (A-6050A head); .030" (3-6050 head), .025" (A-6050B head)  
Yellow wire ignition circuit - 12 gauge. All other wiring except high-tension circuit is 16 gauge.  
Cam shaft to bearing clearance - .001 to .002".  
Spark control manual advance - 20° (28° crankshaft travel).  
Rotor end cap to distributor body terminal - .020".  
Ignition current - .62 amps @ 6.2 volts, engine 1500rpm; 4amps at 6.2 volts (engine stopped).

### Lights

Headlights - 21-21 CP, double contact base. Mazda 1110 (Some 32-21 CP starting Feb '29); 32-32 CP from Nov '30 to end of production.  
Cowl - 3 CP, single contact, Mazda 63.  
Parking - 3 CP, single contact, Mazda 63.  
Tail - 3 CP, single contact, Mazda 63.  
Stop 21 CP, single contact, Mazda 1129.  
Instrument panel - 3 CP, single contact, Mazda 63.  
Dome - 3 CP, single contact, Mazda 63.  
Commercial dome (cargo) - 15 CP, single contact, Mazda 87.

### Lubrication

Type - pump, splash, gravity feed.  
Crankshaft bearings - gravity feed.  
Connecting rods - splash.  
Camshaft bearings - gravity feed.  
Oil pump type - gear.  
Oil pump capacity - 9 pints/min at 1300rpm  
Oil pump pressure - 80-100lbs (does not seem correct? Ed)  
Oil pump shaft - 1/2" diameter (in 5/8" bore), except 1928s with 9/16" bore and undercut shaft.  
(Model B used 5/8" bore with undercut shaft).  
Oil pump gear teeth to housing clearance-.001 to .002"  
Housing cover to face of gears clearance-.001 to .002"  
Drive gear to camshaft gear clearance - .003 to .005".

### Pistons

Displacement - 200.5 cu inches.  
Material - aluminium.  
Weight - 1lb, 1-7/8oz (476.8 grams).  
Variance in weight of pistons ± 2 grams.  
Weight with rings installed - 1lb 4-1/2oz (581.2 grams)  
Weight with rings and pin - 1lb 8-3/4oz (701.7 grams).  
Diameter - 3.8745" (Bore: 3.875").  
Length - 3-29/32".  
Piston skirt - .001" smaller at top than bottom of skirt.  
Piston pin hole - .9996 to .9998" diameter.  
Piston pin diameter - 1.0001 to 1.0004".  
Pin length - 3.536 to 3.546".  
Compression height (top of piston to pin centre-line) - 1-29/32".  
Variation in piston compression height - .003 to .005".  
Piston pin bushing - ID .992"; OD 1.0675"  
Length - 1.593".  
Pin fit in rod bushing - .0003" max.  
Pin fit in piston - .0002 to .0005" shrink fit (not normally used today).  
Pin bore parallel to head of piston - ± .001".  
Piston fit in cylinder - .002" max.  
Ring diameter - same as piston, 3.875" stock.  
Ring groove - depth, 7/32"; groove width - upper two 1/8"; lower, 5/32".  
Ring taper - .001" narrower at top than bottom.  
Ring clearance in groove - .001 to .002".  
Ring end gap - top, .012 to .015", middle, .010 to .012"; lower, .008 to .010".

### Radiator

1928 Manufacturer - Ford.  
Tubes - round, 1/4" diameter.  
Number of tubes - 94 in 4 rows, staggered at 25°.  
Number of fins - 117.  
Cooling surface - 375 sq inches.  
1929 Manufacturers - Flintlock, Long, McCord.  
Tubes - round 1/4" diameter.  
Number of tubes - Flintlock, 100, 4 rows, alternate rows in line; McCord, 87, 5 rows, alternate rows in line; Long, same as 1928 Ford.  
1930-31 Manufacturer - Ford.  
Tube dimensions - 5/32 x 1/2" flat, angled 15°.  
Number of tubes - 102, 3 rows in line.  
Number of fins - 132.  
1929 Commercial - 140 tubes, 4 rows slanted in line.  
1930-31 Commercial-136 tubes, 4 rows slanted in line.

## Radius rod (front)

Ball felt size - 3/4" x 1-3/4 x 3".

## Road clearance

- 9 inches.

## Spark Plugs (see also Ignition).

Type - Champion 3X.

Threads - 7/8-18.

Torque - 25 ft/lbs.

## Springs

Material - chromium alloy steel.

Front spring leaf width - 1-3/4".

Front spring free length - 30-13/16" to 30-15/16".

Rear spring leaf width - 2-1/4".

Rear spring free length - Tudor, Fordor - 38-7/8 to 39";

Phaeton, Roadster, Coupes - 39-7/8 to 39-1/2".

## Starter

Type of drive - Bendix (except early 1928).

Terminal grounded - positive.

Rotation - Counter-clockwise (viewed from commutator end).

Armature - 21 segments.

Brush spring tension - 35 to 40oz.

Starter data	Torque	RPM	Volts	Amps
Normal	3	1500	5	175
Running free		4000	6	50
Locked	15	0	3.2	550
Test Data	4	1000	4.85	225
	8	540	4.15	360
	12	220	3.60	475

Loads while cranking engine vary with engine condition, temperature, etc.

## Steering

Turning radius - 17ft (34ft diameter).

Steering gear ratio-11-1/4 to 1 (1928-29); 13 to 1 (30-31)

Steering wheel diameter - 17-1/2" (28-29); 17" (30-31)

Pitman arm length (hole centre to ball centre)- 6-7/8".

Ball end angle to shaft - 14°.

Sector shaft bearing clearance - .001 to .002".

Bearings - 1928-29 7-tooth, Timken T83; 1930-31

2-tooth gear cup, Timken 13C; bearing, Timken 3571.

## Tyres

Size - 1928-29, 4.75 x 21; 1930-31, 4.75 x 19.

Recommended tyre pressure - 35lbs.

Station Wagon - 5.00 x 21 or 19, pressure 40lbs.

Tread width - 56 inches.

## Transmission

Gear and shaft material - chromium alloy steel.

Gear ratios - High, 1 to 1 (100%); second, 6.9 to 1 (53.8%); low 8.75 to 1 (32.04%); reverse (26.7%).

Bearings - main shaft front (ball) 1208, main shaft rear (ball) 1306; counter shaft short, Bower J241256; long, Bower J241246; pilot bearing, SFK 6203 2RSJ.

Transmission case length - 6.560 to 6.565".

Case front bearing hole - 3.1497 to 3.1507" diameter.

Case rear bearing hole - 2.835 to 2.836" diameter.

## Valves

Lift - .287" with .015" clearance.

Seat angle - 45°.

Seat width - 3/32".

Stem diameter - .311".

Valve length - 5.677".

Head diameter - 1.537".

Valve opening diameter - 1-3/8".

Port diameter - 1-3/8".

Clearance, exhaust valves in guides - .002"

Clearance, intake valves in guides - .001 to .0015".

Valve lifter clearance - .010 to .013".

Lifter diameter clearance - .0015".

Valve guides - ID .3135", OD .5938"; length - 2.125" (early 2.375").

Valve spring - OD, 1.022"; free length, 2-15/16".

compressed length, 2.250" (57-64 lbs);

tension (closed), 34-38 lbs.

Valve lifter - A-6500A (used with 'A' camshaft); length,

2.486", head diameter, 1.117"; B-6500 (used with

'B' camshaft), length 2.518", head diameter, 1.187".

Valve timing - Model A- intake open 7-1/2° before TD

(Top Dead Centre), intake closes 48-1/2° after BDC

(Bottom Dead Centre); exhaust opens 51-1/2° before

BDC; exhaust closes 4-1/2° after TDC.

Model B - intake opens 8° before TDC; intake closes

56° after BDC; exhaust opens 56° before BDC,

exhaust closes 8° after TDC.

## Wheels

Material - steel.

Diameter - 1928-29, 21"; 1930-31, 19".

Rim - drop centre type; width, 1928-29, 2-3/4";

1930-31, 3".

Number of spokes - 30 (1/4" diameter).

## Wheelbase

103-1/2" (passenger cars and light commercial).

## Weights (approx gasoline tank and radiator empty).

Roadster 2155lbs

Roadster body 465lbs

Standard Coupe 2257lbs

Coupe body 591lbs

Sport Coupe 2283lbs

Sport Coupe body 596lbs

Cabriolet 2273lbs

Cabriolet body 575lbs

Tudor Sedan 2375lbs

Tudor sedan body 726lbs

Fordor (2wdw) 2467lbs

Fordor (2w) body 782lbs

Fordor (3wdw) 2462lbs

Fordor (3w) body 786lbs

Town Sedan 2475lbs

Town sedan body 810lbs

Phaeton 2212lbs

Phaeton body 549lbs

Deluxe Delivery 2282lbs

Taxi Cab 2500lbs

Open Cab Pickup 2073lbs

Closed Cab Pickup 2215lbs

Panel Delivery 2416lbs

Station Wagon 2482lbs

Model A Chassis 1650lbs

Rumble Seat 55lbs

Wheel (19") 21lbs

Cowl tank and Dash 43lbs

Tyre/tube (21") 18lbs

Tools (Model A) 14lbs

Tyre/tube (19") 20lbs

Wheel carrier 10lbs

Front bumper 34lbs

Wheel (21") 22lbs

Bumperettes 46lbs •



# Notebook

**BIRTHDAYS for AUGUST: Birthstone: Peridot; Flower: Gladiolus**

Michael Bell, Coral Blewett, Pat Bussard, Alec Christie, Colin Davidson, Gwen Guest, Ken Harris, Ross Letch, Helen Moorehead and Bill Swinbank.

Have a great day and many more.

**CONGRATULATIONS:** to all those newly elected committee members and thanks to the outgoing committee who did such a fine job.

**NEW REGISTER:** The updated members' directory is now available from your secretary. If you would like it posted to you please send a self addressed, postage paid large envelope to Shirley Hall, [REDACTED] Salter Point, 6152, or you can pick one up at our next meeting.

**NEWS FROM DARWIN:** You've heard of the Traveling Wilburys, well now it's the Travelling Hurijs. Had a postcard from them to let us know they are enjoying the travel and as yet haven't collected much Model A stuff.

**NORTHAM FOR THE NIGHT?** Dave Lucas, one of our Model A enthusiasts from Northam has offered to organise a restoration run and overnight stay for club members that are interested. Think about this one and we'll discuss it at the next meeting. Dave suggests we make it around October/November.

**CONSTITUTION:** New members who have not received their copy of the Constitution and By-laws, could you please let me know so I can get one posted to you. Phone or fax me on [REDACTED] Thanks *Louise*

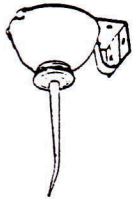
**NAME BADGES & CLUB T SHIRTS:** If there is anyone requiring name badges can I have your order, I have one name but need at least two to keep the cost down. I will be buying more shirts to be embroidered with our logo sometime during this month. If you require a certain size, please let me know so I can include it in my purchase. Don't forget we also have: **CAR BADGES (\$15) LAPEL BADGES (\$5) and EMBROIDERED CLOTH PATCHES (\$3)** available at meetings. *Louise*

**VEHICLE INSPECTIONS:** The number of cars examined was down slightly this year. If you have not had your car safety checked or no longer own a vehicle that is concessionally licensed could you please let one of the vehicle examiners know. If your vehicle was examined by another club, please send a copy of the form.

**If you find mistakes.....**

in this publication, please consider that they are there for a purpose. We publish something for everyone and some people are always looking for mistakes.





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

PAISLEY Ian & Dianne  
[redacted]  
NORANDA WA 6062



# Western Model A News



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| <ol style="list-style-type: none"> <li>1. Never fix anything that's not broken.</li> <li>2. The nut or bolt which is the most difficult to reach will always be stripped or seized.</li> <li>3. No tool will ever be found, once it's put down.</li> <li>4. Nothing is ever put back together in the reverse of the way it was dismantled.</li> <li>5. One last pull on a nut or bolt to make sure it's tight will always strip it, or snap it off, but if it doesn't get that last pull it will always loosen and fall off.</li> <li>6. Bright clean and new parts are always defective; but dirty, greasy, old ones work fine unless cleaned.</li> <li>7. During a roadside repair, with the wrong parts being used, the fit will be perfect, the repair permanent.</li> <li>8. A prospective purchaser attempting to start the car will cause ignition failure or flood the carburettor.</li> <li>9. If a part is carried as a spare, it can either never be found or will not fit when it is needed, and if the spare comes in different sizes or left or rights, the one you need is not the one you have.</li> <li>10. If, when removing an irreplaceable nut or bolt, it is dropped on a spotlessly clean floor, it will be heard to hit the floor and then vanish forever.</li> <li>11. Any tool dropped while working on your car will automatically roll to the geographical centre of the car.</li> </ol> | <p><b>MURPHY'S<br/>LAW</b><br/><b>and the Model A</b><br/>by Rich Kellogg<br/><i>President of the<br/>Model A Ford Club of<br/>Colorado</i><br/><i>adapted by<br/>Bevan Sharp</i></p> | <ol style="list-style-type: none"> <li>12. The probability of a car starting is inversely proportional to the number of the people standing nearby, watching.</li> <li>13. The probability of paint running is directly proportional to the degree of prominence of the panel being painted.</li> <li>14. A tyre will only go flat when the jack or wheel brace has been left at home.</li> <li>15. Any starter motor/generator will work perfectly when bench tested. It will only cease to function once fitted to the car.</li> <li>16. When you double check everything prior to a run, you stand a greater chance of running out of fuel.</li> <li>17. No matter what fails on your car, there is always someone who knew it would.</li> <li>18. Carrying an extra set of point, plugs, coil and condenser will usually result in the rupture of the lower radiator hose.</li> <li>19. The later you leave for home after a rally, the greater the chance of failure of the lighting system.</li> <li>20. The possibility of a mudguard being scratched is directly proportional to the time spent polishing it.</li> <li>21. The best way to locate a part in better condition is to send the one you have to a professional restorer or chrome plater. (see 6)</li> <li>22. No matter how rare the accessory, there is always someone's uncle who had one just like it.</li> </ol> |
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