

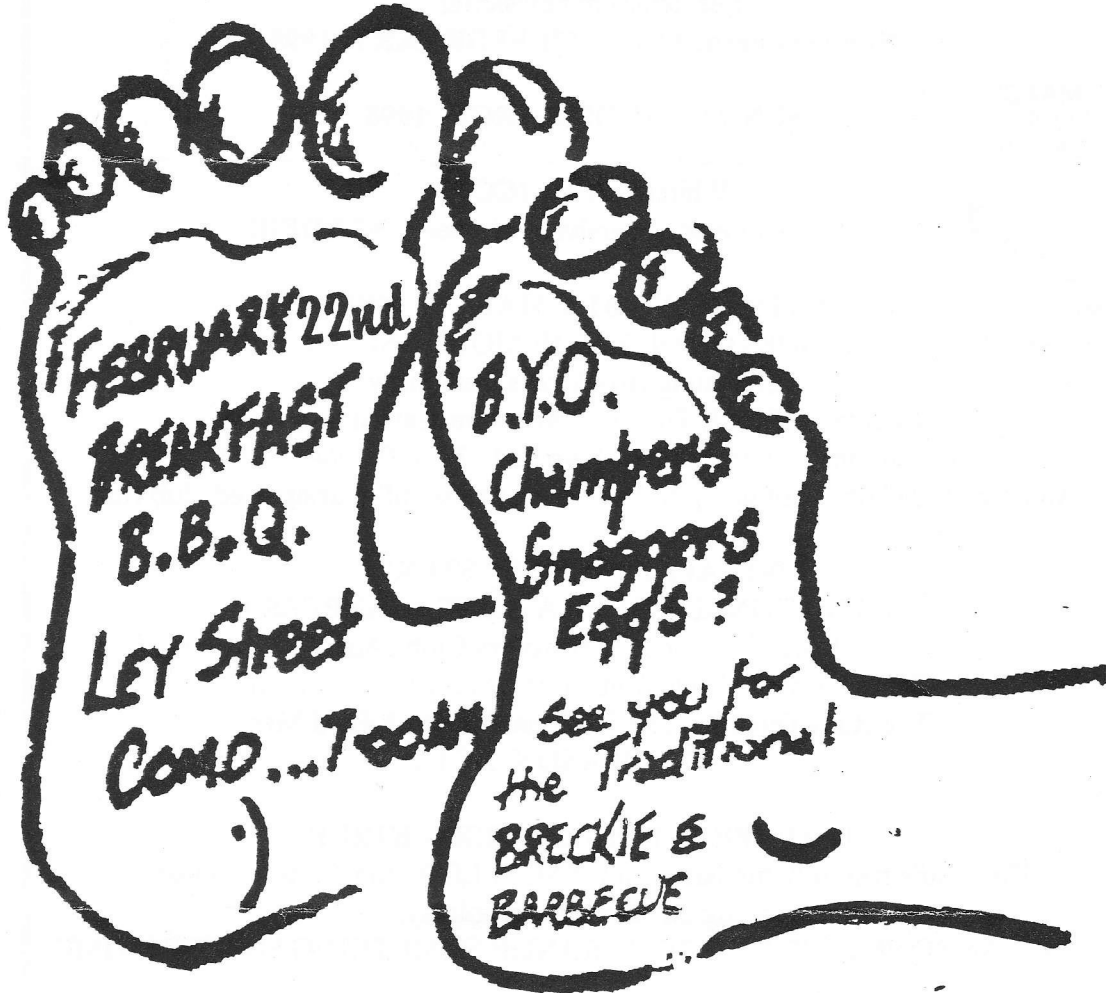


Western Model A News

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

Year XVIII Number VII

FEBRUARY, 1998



Next Run/Meeting: Sunday, 22nd February. Place: McDougall Park Time: 7.00am
Sat, 28th Feb - Mon, 2nd Mar. Meet: Midland Gate Time: 9.00am

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.
MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA - Foreign Membership US\$34.00 per year

OFFICE BEARERS: President: STEVE READ [REDACTED] Secretary/Treasurer: JOHN & SHIRLEY HALL [REDACTED]
Vice-President: RON ANDREWS [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, 22ND FEBRUARY, 1998

Breakfast BBQ at McDougall Park,
Ley Street, Como.

Bring your sausage, bacon, eggs, etc. for
an early breakfast at 7:00am. Meeting to follow

SATURDAY, FEBRUARY 28TH - MONDAY, MARCH 2ND

Organised get-away by Ron Andrews to Nungarin.

Depart Midland approx. 9:00am.

See details in newsletter.

Numbers needed by 14TH FEBRUARY, 1998

SUNDAY, 15TH MARCH, 1998

CLASSIC CAR SHOW 1998

Whiteman Park (CCC)

Cars, contact person, marshal, volunteers **NEEDED!**

SATURDAY, 28TH MARCH, 1998

BROOKTON OLD TIME MOTOR SHOW

Celebrating Brookton's Centenary

A Fantastic Family Fun Day. Accommodation available

For more information phone [REDACTED]

Although the Club is not going to Brookton, this is still a designated club run.

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

[REDACTED] DICKSON, ACT 2602.

10-13 APRIL, 1998 (EASTER) - KIRUP

This year's trip to Kirup has been **CANCELLED**, due to the organisers
going on an overseas holiday.

WOULD ANYONE ELSE LIKE TO ARRANGE SOMETHING FOR THIS TIME?

SUNDAY, 26 APRIL, 1998

Visit to HEYTSBURY COLLECTION

Meet at Pioneer Village at 10am for a 10:30 departure.

Arrive at 11am. BYO Lunch.

Organised by Alan & June Smith.

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

9272 4566

34 years Experience

**MINUTES OF GENERAL MEETING HELD AT MANNERS HILL PARK,
PEPPERMINT GROVE - SUNDAY, 25TH JANUARY 1998**

Meeting opened by Steve Read at 11.35am. Attendance and apologies as per book.
Steve welcomed Harris family from Katanning

Previous minutes as per newsletter. Moved A. Jeffree; seconded D. Annear to be correct.
This is the 70th year of the Model A.

Business arising: Nil.

Correspondence in: Redcliffe Barn advising of new venue. Maxine Creedy sends best regards and hopes to see more of us at Canberra. Steve Watrous USA re scanning of engineering drawings. Raunchy Promotions. Wemyss Auction 15th February 1998. Highlights of MAFCA Board meeting December 4th 1997. Torque Underwriting introducing new insurance for classic cars. Brookton Old Time Motor Show Saturday 28th March, 1998.

Moved R. Andrews, seconded J. Berkshire.

Correspondence out: Nil.

Financial Report:

Balance as per bank statement 31/12/97	502.72
<i>Receipts:</i>	
Advertising	50.00
Memberships	700.00
Balance as at 25/1/98	1252.72
Investment Account Town & Country	11438.33
 Total Club Funds	 <u>12691.05</u>

Account passed for payment Louise Read: cartridge for printer, paper & postage \$99.67
Moved correct: E. Jeffree; seconded J. Timmings

General Business: CCC Classic Car Show. Discussion revealed not much interest. Further discussion showed some interest and club will make a showing and try to find 2 marshals for the day. Cannot leave before 4pm.

Brookton Old Time Motor Show discussed, but not much interest.

The Kirup trip at Easter has been cancelled as Jeffrees will be away overseas.

National Meet in Canberra. Timmings, Halls, Guests and Reads will be attending.

There will be no event for Easter.

Max Annear referred to the latest Restorer, urging the introduction of younger members to our hobby.

Bill Cowlin asked if 70th year celebration run is to be organised.

Next Run: 22nd February, McDougal Park, Manning. 7.00am start.

Meeting closed: 12.25pm.

~ **WANTED:** A rear bumper bar spreader pipe.....
contact Ron Andrews on XXXXXXXXXX

**PROPOSED LONG WEEKEND AWAY TO NUNGARIN
SATURDAY 28TH FEBRUARY - MONDAY 2ND MARCH, 1998**

We are planning a weekend trip away to Nungarin for the above weekend. So far, we have the following families interested in going;

Ross & Alma Letch
Steve & Louise Read
Alan & June Smith

Malcolm & Pauline Wood
Alan & Edith Jeffree
Ron Andrews & Leslie Lloyd

DAY ONE

Depart Midland Gate 9:00am and travel to Toodyay for morning tea stop (84km). Continue on to Wyalkatchem and book into hotel/motel (191km from Perth). Visit museums and tourist attractions in town. Evening meal at hotel.

Accommodation: Motel 4 units only, single \$40, double \$52, family \$70, per night

Hotel 20 rooms available, single \$20, twin share \$40, per night.
Share bathroom facilities.
Breakfast: Buffet, fresh fruit, cereal, and cooked \$10 per person.
Dinner: 6pm-8pm. Main meals \$10-\$18, or Buffet \$12 per head, inc selection of 3 desserts plus tea/coffee.

Caravan Park is also available.

DAY TWO

Depart Wyalkatchem after breakfast and travel to Nungarin (80 kms). Visit heritage museum and Mangowine Homestead. Continue on to Merredin (40km), Bruce Rock (49km) and Quairading (77km). Book into hotel/motel. Evening meal available at "Old Timers Cafe."

Accommodation: Motel 6 rooms only with single beds (from \$45 per night)
Breakfast: Continental \$5 pp, Cooked \$10 pp.

Hotel 7 various rooms (from \$35-\$70)
All include Continental Breakfast.

DAY THREE

Return to Perth via York (163km).

PLEASE NOTE: Several Club members have stayed at these hotels previously, and have noted that the rooms are very basic - SO BE WARNED.

As accommodation is limited, it will have to be on a first in basis. We will have to confirm numbers to the hotels/motels by the **14th February**. If you require further details of the accommodation, Ron or Louise have them.

Any members who wish to join the band of happy travellers please contact Ron Andrews by the **13th of February** on [REDACTED]

THE FIRST



**Motor Car
for a Doctor**

... for visiting patients was by Dr Carlos C Booth of Youngstown, Ohio, who employed a vehicle of his own design for doing his rounds in 1895. He abandoned it after some 18 months due to the 'commotion among the horses' of Youngstown.

In Britain, Dr T. Pritchard Roberts of Harrogate acquired a belt-driven Benz for doing his rounds the same year. The horses of Harrogate evidently proved less fractious for, by 1925, Dr Roberts had been the owner of no less than 64 different cars, BS •

DRIVING WITH THE MANUAL SPARK LEVER

by Russell E. Baetke, Seattle, Washington
Taken from The Restorer - Sep/Oct 1997

The lever on the left side of the steering wheel is well known, even to the casual driver. Most drivers learn a routine and operate the car with little more concern for the lever's existence. Start the engine with the spark lever up. Pull it down and drive. Not much more advice was offered to the new Model A owner, except to retard the spark on a heavy pull to prevent spark knock. That's about all there was to it, and still is, unless you want to run your engine a little bit nearer to its best capabilities. Some of the improvement in performance of a modern engine is obtained by automatically setting the spark advance to the best position for the driving conditions. This is done with centrifugal devices and vacuum devices, not found on our Model A's. They provide the controls necessary and operate without any driver concern. A Model A driver with a little concern can play the spark lever to get a good approximation of the modern improvements. If you are curious about that lever on the left, start playing with it while you drive. Move it up and down and observe the way the engine acts. Note

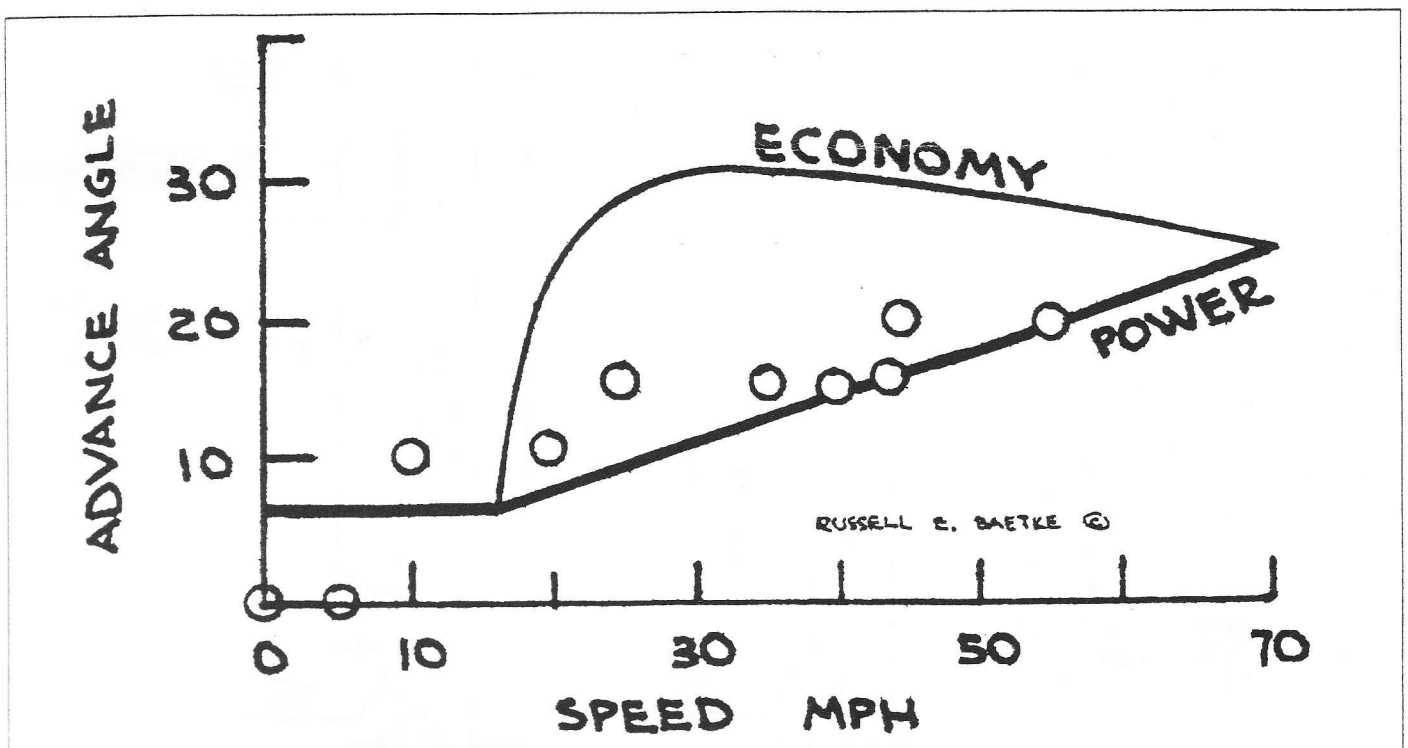
the best idle setting, the best fast cruise and try all speeds in between. How does the position of the lever relate to speed? How does it relate to power? Best fuel economy?

The spark lever position sets the spark timing with respect to the position of the piston. Lever up means the spark is ignited when the piston is exactly at the top of the cylinder. This is termed top dead centre (TDC). When the lever is fully down, the spark is advanced to fire 20 degrees before reaching the top dead centre (BTDC). Positions in between are proportional, so you now have a way of telling the amount of spark advance by estimating the position of the lever.

Keep track of the lever position and plot it against speed and you will get a plot similar to the one shown with big dots. They are the result of my own "seat of the pants" test. The trend of the dot plot is along a line showing an increase of advance angle with an increase in speed. The line shown

is a line from test data of a later model engine showing the best angle for maximum power. Just by feel one can substantiate the power curve. Once this is proven, the easy way to set the lever is to move it proportional to speed. If you do this as you drive your action will essentially duplicate the action of the centrifugal advance in later distributors.

For best fuel economy the distributor should be advanced as far as it will go. When the driving instructions were originally written, fuel economy must have been one consideration of the writers. Possibly they thought it was too difficult for people to operate the spark lever on a continuous basis and preferred, not to get into the difficulty of explaining the operation. After all the car performed pretty well for its time without automatic spark control. My conclusion is this - move the spark lever in proportion to speed for best running performance and advance fully for best economy. That way you get the benefit of the later model distributors and keep the car original.



HUB BOLT SWAGING

The following article was submitted by Neil Munro.

~ From discussion with several people, it appears that swaging of Model A hub bolts to the brake drums is a problem that is not solved with the Snyder tool. My solution is as illustrated, and although could probably be improved on, does the job.

Rather than upsetting the metal in one 'cut' job, the tools described do it in stages. Tedious, yes, but it works!! The only important dimensions are those at the business end. I used one inch shafting because I had some and because mild steel is easy to case-harden. The jacking screw for number three tool can be anything on hand, but recessing this into the tool avoids removing it each time.

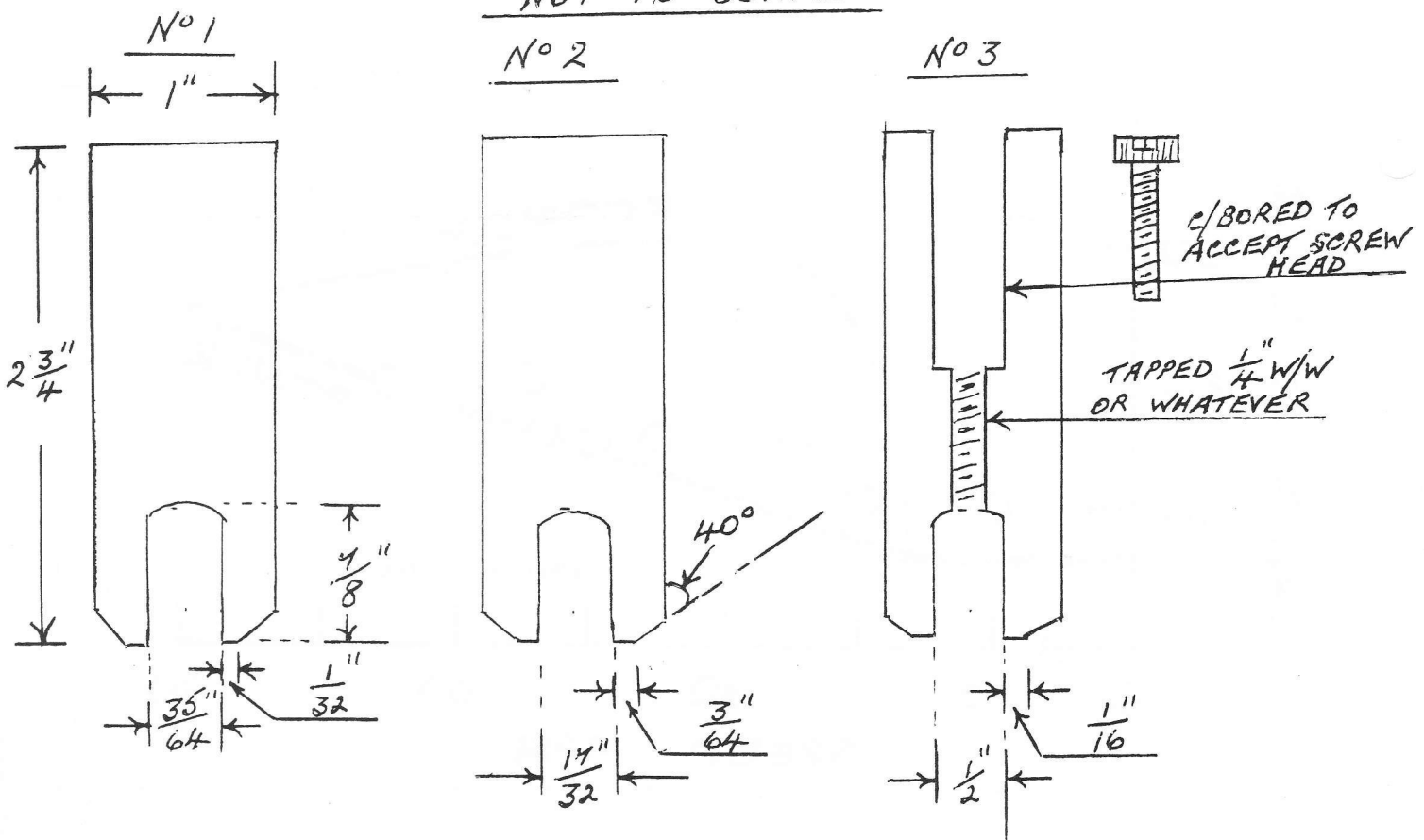
Case-hardening is only required on the operating nose and should not be overdone. If the case is too deep, the thin section will shatter, as I discovered the hard way. The extractor screw is required on number three because it is inclined to jam on the bolt.

A solid square dolly should be used and I suggest this be tack-welded to the press platen, directly beneath the ram, as it is difficult to position otherwise. Like most home-made presses, mine is powered by a ten-ton jack and I estimate (roughly) that five to eight tons pressure is required.

Should anyone wish to borrow my tools, they are welcome to do so.

MODEL A HUB BOLT SWAGES

NOT TO SCALE



OK, so this is not an article about the Model A Ford, BUT:- it's about the Ford Motor Company and the Motor Industry, and it's kinda interestin' - I think ?

from articles by BILL TUCKEY in the March 4, 1996 issue of *Business Review Weekly* by Bevan Sharp.

Over the past year the only way most motor vehicle dealers made a quid was by selling their used-car stock and a few light commercials. But the experts seem to think that the climate is now right for prospective customers to have the confidence to start buying again, particularly prestige cars.

Ford Enthusiasts

For all you die-hard Ford enthusiasts out there in 'Model A-land' who feel that a Ford is the **only** vehicle to drive, there's good news for you. You don't, necessarily, have to buy a Falcon or a Fairlane, or one of those re-badged Mazdas (or whatever) that also carry the familiar blue oval badge.

Your options, and horizons, have extended - so long as your bank balance has also done likewise.

For instance, you could purchase a Jaguar and still be driving a Ford product. The range starts from the basic XJS for only \$124,500 - to the Daimler Double Six with an economical(?) V12 engine at the bargain price of just \$215,500. Or, you could wait for the brand new XK8 with a four-litre, quad-cam all-alloy V8 engine.

Another option to purchase a new car and still stay in the Ford stable is James Bond's choice:- an Aston Martin. Powered by a 3.2 litre six-cylinder it's ideal for the Mitchell Freeway with a top speed of 260kph and can be yours for only \$265,000.

Some of the keener members could, perhaps, buy an Aston Martin, extract the engine and all those unnecessary and complex electronic gadgets and gizmos and drop in a Model A engine - with appropriate exhaust system to get the right sound, of course. It would go really well with a 6-volt electrical system!

Motor Racing

Now I, personally, would not watch any of them but apparently motorsport attracts the third biggest television audience in the world after the Olympic Games and World Cup Soccer - it's a funny world!

The most prominent participants in Formula One are auto manufacturers such as Peugeot, Renault, Mercedes-Benz, Ford, Yamaha and Honda with their engines. Ford is going further next year, underwriting a Formula One team under former world champion Jackie Stewart. BMW and Toyota are also rumoured to be on the grid soon.

It's not a decision to take lightly. It costs about \$130 million a year to run a F1 team. And that does not include engines at about \$200,000 each. Then you have to have a driver - Alain Prost got a staggering \$20 million just for moving to Ferrari. Michael Schumacher is the world's highest paid sports 'star' at a reported \$30 million for 16 races.

Why are car makers involved?

It used to be said that car makers justified their involvement in Formula One as a kind of rolling test bed for passenger cars. This is really no longer the case because commercial automotive technology has gone in another direction.

Traction control is becoming common on road cars, but grand prix cars are not allowed to use it. More passenger cars have air bags, but grand prix designers are still figuring out a way to make them work in confined cockpits. Tyre technology once depended on racing as a force behind development, but restrictions on tyre compounds and types in most motorsport classes have prompted manufacturers to be much more creative when it comes to road-tyre design.

The fountain of money is largely controlled by the Paris-based Federation Internationale de l'Automobile (FIA) and the legendary head of the Formula One Constructors Association, Bernie Ecclestone.

These two organisations set the fees each country pays for the grand prix 'circus', lay down what the teams will supply and when, and dictate how the host country's controlling body allocates passes and television rights. One estimate is that FIA will turn over \$1.3 billion in revenue this year, but nobody really knows, because the organisation does not have to open its books.

The British Effect

The Formula Ford is considered the 'nursery car' of motor racing. They are built to strict specifications around the 1.6 litre Ford engines and it is estimated that there are 10,000 of them racing around the world - almost all of them British.

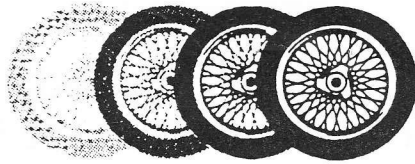
In, fact, Britain dominates the motor racing scene. They design and build chassis, components and complete cars not only for Formula One but also for the American Indycar circuit, prototype sports cars and purpose-built single-seaters raced in 80 countries. Not only the big, well-equipped and technologically advanced companies like McLaren, Williams, Lola, Benetton and so on are based in Britain.

Even Ferrari has a 40-member design team in Britain. Roger Penske, American billionaire owner of Detroit Diesel, has his Indycar presence based in Poole, Dorset.

Including retailing and rallying, about 60,000 people in Britain depend on motorsport for their jobs.

Big Involvement in Motorsport

EDS Unigraphics, a subsidiary of General Motors, provides computer-aided design and manufacturing software solutions. They operate in 40 countries with revenue of over US\$10 billion. Dutch firm, Koni, developed the revolutionary Hydro link suspension for Tyrell. TAG McLaren Holdings, a group that controls the McLaren race team, reported an after-tax profit of \$23.75 million.



COMBINED
CAR CLUBS
ASSOCIATION
OF WESTERN
AUSTRALIA (Inc)

CALENDAR OF EVENTS

As at December 7 1997

Bold letters indicate Combined Car Clubs event

* Indicates change since last calendar # Indicates dates to be confirmed

1998

FEBRUARY	8	All Chrysler Car Show - Forster Park, Cloverdale (R&S Valiant Club)
	16	CCC General Meeting 8pm - Jaguar Car Club Rooms
	15	Wemyss Vintage & Classic Car Auction - Fremantle
	22	Sports Register Ravenswood Day
MARCH	7#	Concours d'Elegance judging - venue TBA
	8	Australian Grand Prix - Melbourne
	15	Classic Car Show - Whiteman Park
	22	Vintage Swap - Bassendean (VAA)
	28	Brookton Old Time Motor Show - Brookton
APRIL	4	Sports Register Twilight Navigation Trial (MGCC)
	10-13	Easter weekend - National Rallies in WA for Corvette, BMW, Citroën, Jaguar
	19	Ford Birthday Parade (Classic English Ford Club)
	19	Joondalup Speed Classic - Joondalup (ATHEM)
	20	CCC General Meeting 8pm - Jaguar Car Club Rooms
	23-27	Auto Expo - Burswood Dome
25,26	The Classic Challenge rally (AEM)	
MAY	17	British Car Day - Gingin (Jaguar Car Club)
	24#	Sports Register Hillclimb - Northam (TCC)
	31	WA Touring Car Championship Round - Barbagallo Raceway
JUNE	15	CCC General Meeting 8pm - Jaguar Car Club Rooms
	21	Sports Register Motorkhana (Mini Car Club)
JULY	#	CCC Quiz Night
	#	American Car Day (Studebaker Car Club)
	26	Sports Register Winter Trial (AROC)
AUGUST	17	CCC Annual General Meeting 8pm - Jaguar Car Club Rooms
SEPTEMBER	11-15	MX5 Club National Rally
	18-20	Classic Rally - Perth & Busselton (AEM)
	26,27	Albany Tourist Trophy - Albany (Vintage Sports Car Club)
OCTOBER	4	Bathurst 1000
	4#	Sports Register Super Sprint - Barbagallo Raceway (MGCC)
	11	Auto Jumble (VCC)
	#	French Car Day
	10-17	Ferrari Register national rally
	18	Motor Museum Rally
	25	York Flying 50 Speed Classic (ATHEM)
25	American Car Rally (American Car Club)	
NOVEMBER	1#	Celebration of the Motorcar
	#	Sports Register Sprint Day (TSOA)
	5-8	Rally Australia - World Rally Championship (Eventscorp)
	29	GM Day - Claremont Football Oval (Chevrolet car Club)

NOTES: This page may be published in your club magazine. Details are subject to change without notice, and no responsibility accepted by the Combined Car Clubs Association of WA (Inc) for incorrect information. Updated calendars are available at Combined Car Clubs meetings, and will be mailed to member clubs.

Updates and enquiries should be directed to Andrew Egginton on [REDACTED]

[REDACTED] Subiaco, Western Australia, 6008



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 and John Timmings. Hope you all have a terrific day.

OOPS! Once again we have a club member lose a wheel on a journey due to the wheel coming loose after the nuts have chafed the paint from the area where the nut seats. It is a timely reminder to constantly check your wheels nuts. *Note:* A freshly painted wheel WILL come loose. We have mentioned this in newsletters, but every one tends to forget. Luckily no one was injured in spite of the fact that it was a front wheel that came off, but it is only a matter of time. So please keep your nuts tight!!

SUBS NOW DUE: Don't forget to get your money and form in to Shirley at either the February meeting or through the post, they were due the **1st January**.

ALSO those of you who are planning to attend the Canberra Meet and have not yet paid your entry fees, they have just gone up \$10, and will continue to rise by \$10 per month.

VOLUNTEERS NEEDED: to organise club outings/runs for 1998. Please see Louise at the next meeting to give details for the newsletter.

70 YEARS OF MODEL As: Any suggestions to celebrate this important year would be most helpful. We will be having a dinner later on in the year and hope to also combine a run with another  club. Let's make it a year to remember!!

CLUB TEE SHIRTS in sizes 16 -24 embroidered with our logo. Cost \$18 or \$20 posted. Also Car Badges \$15, Lapel Badges \$5, Cloth Patches \$3, Plastic Name Badges.

THE FOLLOWING TRIVIA was kindly donated by Peter Gilberthorpe:

Now that Hong Kong is part of China, there are some basic conversational phrases that we may want to 'bone up' on!

Chinese Phrase	English Translation
Ai Bang Mai Ne	I bumped into the coffee table
Chin Tu Fat	You need a face lift
Dum Gai	A stupid person
Gun Pao Der	An ancient Chinese invention
Hu Yu Hai Ding	We have reason to believe you are harboring a fugitive
Kum Hia	Approach me
Lao Ze Sho	Gilligan's Island
Lao Ze	Not very good
Lin Ching	An illegal executionmore of these useful phrases at a later date!!!

HAPPY VALENTINE'S DAY for 14th February



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

BALDIVIS WA 6171
[redacted]
BUSSARD David & Pat



Western Model A News

HENRY FORD II'S TEN MOST INFLUENTIAL CARS OF ALL TIME

from: *The Book of Lists 2, published 1980.*

Grandson of the man who put America on wheels with the Model T, Henry Ford II was 28 when he took over the family automobile business in 1945. At the time it was losing \$10 million a month. He not only transformed the company into a successful venture but initiated trends in American Automobile manufacturing.

1. BENZ (1885)

Otto Benz not only built the first successful internal combustion engine, but he also built the world's first workable motor car for public sale.

2. DURYEA (1892-1896)

It was the car that started it all - the first one successfully built in the U.S., and it won America's first auto race in 1895.

3. DeDION BOUTON (1899-1900)

A small but high-speed, one-cylinder engine powered this popular car, which was manufactured under licence in many countries, including the U.S. Pioneer DeDion began producing cars in the 1880s and built the world's first V-8 in 1908.

4. OLDSMOBILE (1900-1905)

This curved-dash, one-cylinder car was the first to be produced in volume.

5. MODEL T FORD (1908-1927)

Clearly the most influential car ever built, it changed the way people lived, not only in America, but throughout the world.

Comments - Wasn't Herr Benz's first name 'Karl'? The first car with an electric self-starter was the English Arnold in 1896. The first production car with a self-starter was the Belgium-made Dechamps in 1902. The first car with a closed body was a 1898 Renault. No doubt any two 'historians' could not agree on the 'ten most influential' anything (and this list had its detractors at the time). Didn't the Model A influence **your** life? BS •

6. CADILLAC (1912-1915)

It was the first car with a self-starter and had the first successful V-8 engine produced in volume.

7. PACKARD (1915-1932)

Noted for his high-quality custom bodies; was, for years, the most wanted and prestigious luxury car.

8. ESSEX COACH (1932)

The first successful, low-priced closed car and started the industry trend away from open models.

9. VOLKSWAGEN (1936-)

The Volkswagen won millions of converts the world over to the small car concept. Its dependable air-cooled engine and simplicity of design produced record sales in the post-war period.

10. FORD MUSTANG (1965-1966)

A completely new type of personal car, it won immediate public acceptance and led other manufacturers to follow its design.

Mr Ford acknowledged assistance from historians, Henry Ford Museum and other organisations.

IF YOU HAVE NOT PAID YOUR ANNUAL
SUBSCRIPTION IT IS NOW OVERDUE
PLEASE SEND IT WITH YOUR UPDATE SHEET
TO:
SHIRLEY HALL
[redacted] SALTER POINT 6152