



Western Model A News

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

Year XIX Number II

SEPTEMBER, 1998



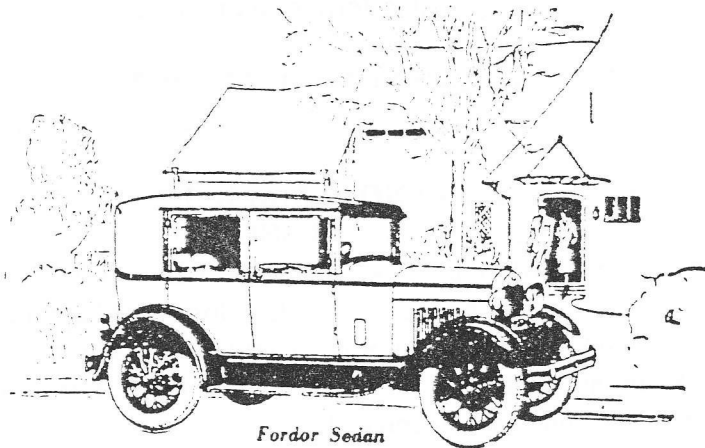
The NEW CAR

*Let us Demonstrate its
Remarkable Performance*

THIS is a cordial invitation to you to take a demonstration ride in the New Ford Car. This ride is yours, without obligation of any kind. Take it, if only to acquaint yourself with the car's performance.

You should know the smooth, confident ease with which it carries you about - its flashing acceleration and speed - its generous comfort - its abounding surplus of power - its safe and positive enclosed six-brake system.

Arrange Now for a Demonstration



Fordor Sedan

COOMA GARAGE
AUTHORISED FORD DEALERS
COOMA

25 YEARS OF PUBLIC PREFERENCE

Next Run/Meeting: Sunday, 20th September. Meet: Midland Gate. Time: 8:30am

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

OFFICE BEARERS: *President:* DAVID BUSSARD [REDACTED] *Secretary/Treasurer:* PAT BUSSARD [REDACTED]
Vice-President: PETER SARTORI [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, 20TH SEPTEMBER, 1998

The run to Wongan Hills has been cancelled, however, Alan & June Smith have planned a run to visit Rex & Chris Downey's property at Katrine, which is between Northam and Toodyay. The Downeys have a great collection of memorabilia and cars, including a Ford A, Minerva, Overland, etc. One of the buildings dates back to 1832, making it one of the oldest in the state. The Downey's daughter is an artist and has a gallery on the property. There is a gate charge of \$5 per person, children free, which allows us to visit the museum and art gallery. Meet at Midland Gate 8:30am for a 9:15am departure. Lunch and meeting at Downeys.

SUNDAY, 11TH OCTOBER, 1998

AUTO JUMBLE

Organised by the Veteran Car Club.

SUNDAY, 18TH OCTOBER, 1998

THE ANNUAL MOTOR MUSEUM RUN

The spoke run will start at 4 destinations.
Assembly 9:30am - 10:00am; Departure 10:30am
Entrance fee \$5 per car; free entry to Whiteman Pk & motor museum.
For further details contact your secretary.

OCTOBER, 1998

Darren & Germaine Jeffree to organise

SUNDAY, 22ND NOVEMBER, 1998

Max & Dora Annear to organise

SUNDAY, 22ND NOVEMBER, 1998

MANDURAH CAR SHOW

Hosted by the Ace Ford Club - proceeds to the Variety Club of WA
Venue: Mandurah Greyhounds Track, Gordon Rd, Mandurah
Show Date: Sunday, 22nd Nov, 10:00am to 4:00pm
Set up time: Saturday, 21st Nov, 10:00am to 5:00pm (security available)
Entry Fee: nil, prior to entry closing date (6th Nov)
Food & drink available at the grounds

SUNDAY, 6TH DECEMBER, 1998

CHRISTMAS LUNCH - 12:30pm

will be held at the Peppermill Restaurant in Gidgegannup
The restaurant is situated in the main street and there is plenty of parking
The meal consists of three courses and it is BYO.
Cost is a mere \$22.50 per person so make it a date
Please post or give your meal money to Dora.



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleaving * Crankshaft Grinding
Recommended by MARC member*

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34 years Experience

**Minutes of General Meeting held at Cock's Residence, Byford
Sunday, 30th August, 1998**

Meeting opened by David Bussard at 12:31pm.

Attendance and apologies as per Attendance book.

Welcome to Malcolm and Glenys Campbell, guests of Alan and Edith Jeffree. Also Karalee Williams, granddaughter of Nina and Jim, and friend Val.

Thanks to Ian and Jane Cocks for the sheltered lunch spot and to Colin Davidson for the morning tea stop.

Previous minutes: As per newsletter report. Moved A. Jeffree as correct. Seconded M. Annear.

Business arising: Nil.

Financial report:

Opening balance as at 1/8/98	12 216.60
Receipts	10.00
Payments	52.31

Closing balance	\$12174.29
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Correspondence in: Mandurah Car Show 22/11/98. Hogan's Run Rally for Charity. Account Stirling Business Machines (photocopier). Town and Country re changes to branch arrangements. Application for membership - Graham McDonald. MAFCA: Restorer magazine, June Chapter Coordinator newsletter, Minutes of June Board of Directors meeting, Chapter Service Award Nomination form and information, order form for shirts, jackets, judging standards and restoration guidelines, fashion pins, shop drawings.

Correspondence out: Notification of changed office bearers to other states, CCC, MAFCA (with Aug newsletter). Fax to Yellow Pages. B & S Bristow-Stagg. J. Laurie - Get well card. John Timmings (Department of Transport). MAFCA Chapter questionnaire.

General Business: CCC: From P. Gilberthorpe. The Annual Motor Museum Run on October 18th. Entry fee \$5.00. Four starting points: Gosnells Railway Markets, Point Walter Reserve, Midland Military Markets, Sorrento Quay. Assembly 9:30 - 10:30 for 10:30 departure for Whiteman Park. **Town & Country Investment Account:** Moved A. Jeffree, seconded C. Davidson that we move \$1000.00 from the investment account to our BankWest working account to cover expenditure until 1999 subscriptions are due. This will recoup the amount donated to the Katherine couple. **Phonecall from Shannons:** David Norman of Shannons rang to offer a short presentation about vehicle insurance at a meeting, and use of their premises for a stop on a club run. Shannons now involved in the 2001 Tour, April 2001. **Christmas lunch:** December 6th, The Old Peppermill Restaurant, Gidgegannup. Moved D. Annear, seconded J. Williams that \$100.00 deposit be sent. Cost is \$22.50 per person. Dora Annear is collecting. **Finances:** Moved C. Davidson, seconded N. Williams that the account of \$190.00 for photocopier maintenance be paid. **MAFCA:** Ladies patches available. Details of Service Award will be included in the newsletter.

Coming Events: September run as per newsletter. CCC Annual Motor Museum Run on October 18th. Our October run probably 25th. November run will be 22nd November. Suggestions of places to go on future runs can be given to P. Bussard for future reference by organisers.

New Member: An application for membership from Graham McDonald of Applecross was approved. Moved N. Williams, seconded J. Williams.

News: Peter Sartori has hurt his back. We hope he can sit down soon. **Thanks** to John and Pat Laurie for a lovely run and (again) to the Cocks and Colin for the stops.

Library: Still at Bussards', but soon to be transferred to Steve Read's possession.

Bits & Pieces: Nil

Meeting closed: 1:15pm.

RESTORATION RUN - August 30th, 1998

The weather leading up to Sunday the 30th was, to say the least, very rough with the possibility of rain for the Sunday. Well! He smiled upon us, with a day although overcast and with the odd shower, but was mainly fine.

Nine Model As and two moderns turned up for the outing including Tim Halden & Diane with a couple of friends in their '28 Phaeton. Gary Eva from Brookton made the run, albeit without his Roadster and thumbed a lift from Colin Davidson.

Alan & Edith Jeffree brought along a couple of visitors from New Zealand, Malcolm & Glenis Campbell who have a '30 Tudor. In conversation I moaned at the low Aus dollar and its effect on parts from the US. Mal said "You should complain, we are even worse off and on top of that we have the GST."

The route was an easy run through to Kelmscott and thence to Colin Davidson's home in Spencer Rd. Colin has the body off his Town Sedan and has a long way to go and, like many of us, changing times have also robbed him of that promised semi-retirement time for such important things as Model A restoration.

We all fitted quite happily into THE SHED where morning tea was partaken with plenty of jawboning taking place. This was a pleasant interlude and thanks go to Colin. For the next section of the run Colin joined us with his '28 Phaeton with Gary Eva as navigator.

On leaving Spencer Rd, an easy run then through Armadale via a back route, through the town, which has changed somewhat since Pat & I last visited Armadale some thirty five years ago. Thence along Forrest Rd, Seventh Rd, Wungong Rd and Eleventh Rd to a handbrake test on entering Southwest Highway, then on to Byford and Ian & Jane Cocks' home and their restoration.

Here we were also made most welcome; lunch and the meeting being held under the shelter of the large side verandah. Ian seems to have enough for several restorations but like us all there are parts he lacks. So if you have a spare steering wheel, 7 tooth, any condition, a generator powerhouse or otherwise and 28/29 headlights or just shells will do. Members if you can help Ian on any of these items please do so after all that's what we are all about.

Max Annear pulled on his overalls and with the assistance of Ian's large trolley jack, carried out inspection of a couple of cars that missed the inspection day. Both survived the test.

By the response an enjoyable day was had by all. A special thanks to Colin, Ian & Jane.

John Laurie

~ WANTED TO BUY ~

'28-'29 Roadster Hood Bows, can swap '32-'33 Hood Bows & Cowl

Gary Eva Phone: [REDACTED]

Restoring the Model A Ford Speedometers
Courtesy of the Beaver Chapter, MAFCA, Portland, Oregon.
Article and sketches by Gordon Fletcher.

PART SEVEN - FINAL

REMOVING AND REPLACING THE MAIN SHAFT

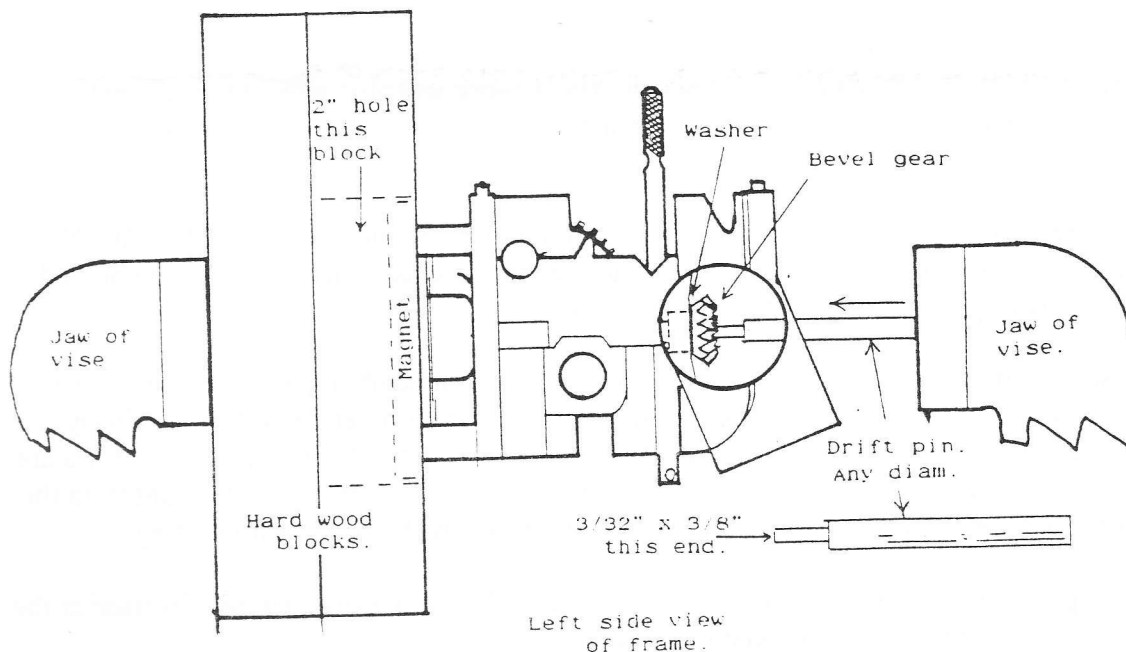
Normally I do not recommend that you remove the main shaft, but if it has a persistent bind, or the magnet is dead, you have no choice.

Drill a 2" hole in a 3/4" x 3" x 5" hardwood block. Set the frame upside down on the block, with the magnet sticking down in the hole. Have another piece of wood under the block. Remove drive gear sleeve S, (figs. 2,3,& 4), and bevel gear cover K (figs. 1, 3 & 4). Using a drift pin no larger than 3/32", put the assembly in a press, or a vise, and press the shaft out of the bevel gear. Don't lose the washer under the bevel gear. The main shaft can now be pulled out of the frame. It will have a rectangular washer with a notch in it, and possibly the upper oil wick hanging on it. Be sure to note where the notch of the washer fits, before you pull the main shaft out. The bevel gear is a tight fit and is swaged to the end of the main shaft. Some of the swaged end will probably be broken off and you will have to rely on the tight fit, plus Loctite 640, and if you are lucky, a little swaging to hold the bevel gear.

You are now free to clean the main shaft and the bore where it runs. It is also a good policy to pull out the oil wick under plug W (fig. 2). If the magnet needs to be recharged, i.e. speed indication was too slow, a speedometer shop can recharge the magnet, now that its out of the frame.

The brass wheel between the main shaft and the magnet is very easily bent, be careful not to put any strain (push, pull, or twist) of any kind on it.

To assemble the gear on the main shaft you **must** make the little back up tool shown in figure 17. Place the tool in the top of the magnet as shown. The tool is now supporting the top end of the main shaft, no pressure will be put on the magnet wheel. Clean the inside of the bevel gear and apply a light coat of Loctite 640. Be careful, you do not want any Loctite up in the bearing surface. Set the bevel gear and its washer in place and either press it on, or tap it on, with a brass or aluminium rod that will not damage the gear teeth. The gear goes on all the way and should leave very little, if any, end play in the main shaft. Add a little more Loctite and swage the end of the shaft a little if you can.



Pressing main shaft out of bevel gear.

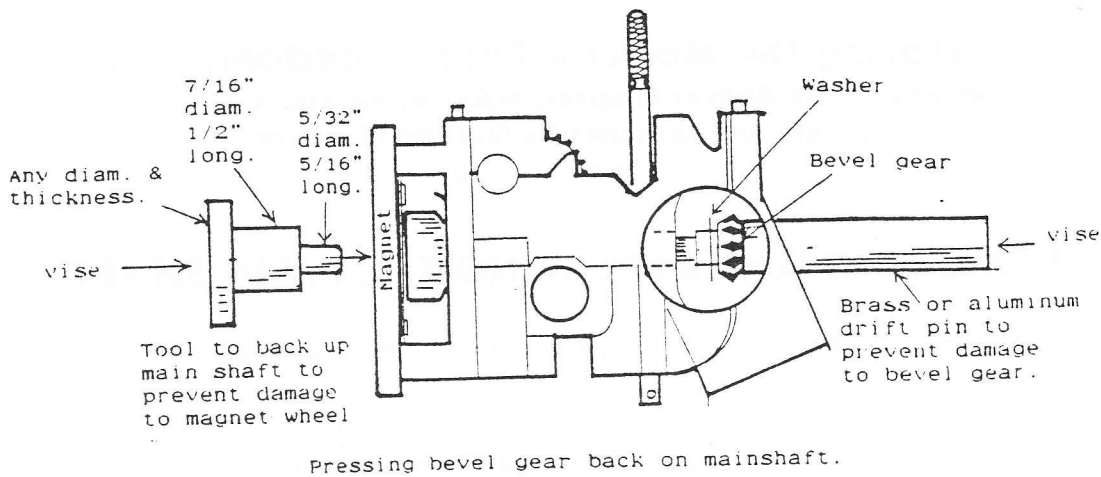


Figure 17

The foregoing was prepared in considerable detail to enable you to service your speedometer, whatever its needs. After completing this article, I completely restored an oval speedometer, going line by line, and step by step with the instructions. It is my opinion they are accurate, and I am confident that, if you follow them very closely, you will have a unit that both looks, and performs, like new, and will continue to do so for many years.

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Tech Tip - Planning Your Restoration

Marco Tahtaras - February 16, 1998

There have been several postings from people [on the WWW Message Board] just beginning a restoration for the first time. Everyone is anxious to dig in and get'em apart (it's normal!). Some patience and planning at this point in the project can save an incredible amount time and frustration at the other end of the project.

If the car hasn't been disassembled yet, it's a golden opportunity to determine what fits and what doesn't, doors, hood, fenders, bumpers, etc. Remember, if it doesn't fit NOW, it won't fit LATER. Look more closely at everything! What doesn't seem to offensive on an unrestored car may bother you much more when the car is pretty and shiny!

It's also a good time to do any heavy body work. It's MUCH easier to major or minor body work on a fender, etc., mounted in place than sitting on a bench. Major work will also affect fit. If all dents, patches, etc., are taken care of prior to stripping or blasting, you then will have an ideal surface for fillers or primer.

If you choose to replace fenders, fender brackets, etc., with new reproduction parts THEY WON'T FIT without modification. Attempting to install a shiny black fender bracket won't be fun when you find it needs to be heated with a torch to reshape, then repainted.

If you are not so fortunate as having the car in one piece, consider assembling as much as possible using the parts you intend to use i.e., new body mounting blocks and rubber pads. You will likely find a few surprises that are much easier to deal with at this stage. It will also help determine what parts are missing. Almost all frames have at least a sag in the right frame rail at the rear motor mount from the torque of the engine over the years. If the car is already apart deal with it now before fitting.

A little patience, planning, and effort at the front end of the project will more than pay for itself at the back end in saving time, frustration, and likely better quality.

WHEN WAS THE LAST TIME YOU

By Hal Cable Hudson Valley Region Model 'A' Restorers Club

1. **Greased your throw-out bearing:** To do this job remove floor mats and floorboards and clutch inspection plate. Grease bearing through fitting on throw-out collar. Do not over-grease.
2. **Packed your wheel bearings:** Remove wheels and drums, wash the bearings and races thoroughly. Pack bearings with wheel bearing grease and re-assemble. Do not forget the cotter pin.
3. **Flushed your crankcase:** Drain oil - refill with kerosene, or diesel oil or special flushing oil. Run engine twenty minutes or so, then drain and refill with clean fresh oil. Make sure drain plug is in tight.
4. **Greased your light switch shaft:** Remove light switch on bottom of steering column, remove fork and spring as far as possible and clean grease off. Use light cup grease after you wiped shaft off, reassemble unit.
5. **Greased your speedometer cable:** Remove dash panel and disconnect speedometer cable. Pull out the small inside cable and wash thoroughly. Pack with light cup grease and reinstall in the casing. Wipe off excess grease and replace instrument panel.
6. **Oiled your gas pedal linkage:** There are three places to oil. Behind the engine on the shaft supports there are holes drilled for oiling. Also where the rod connects from the carburettor.
7. **Tightened your lug nuts:** Use firm even pressure on all lug nuts. Be sure to see whether nuts are pressing the wheel to the drum or just bottoming on the studs. A wheel that is not properly bolted to the drum can be ruined in very short order.
8. **Checked the oil in the transmission and rear end:** Keep level up to the filler plug, use 600W (SAE 160) in both. This oil can be obtained at Sears Roebuck or any big truck stop. Be sure it is non-foam.
9. **Cleaned and flushed the cooling system:** The cheapest and best product for this is Arm & Hammer Washing Soda. Pour contents of box of washing soda into radiator and fill with water, run hot for half an hour and then drain. Flush system out several times with clean water.
10. **Tightened the fan belt:** Loosen generator mounting bolt, move generator away from block until most of the slack is taken up in the belt. Tighten belt, then check belt to see if adjustment has changed.
11. **Rotated your tyres:** Spare to right front, right front to left rear, left rear to right rear, right rear to left front, left front to spare. Follow some patten in each rotation.
12. **Checked your radiator hoses and clamps:** Feel hose, if soft and gummy, replace them. Same with split or rotten ones. Check clamps for tightness and watch for broken ones.
13. **Had your front wheels aligned:** Should be done on special equipment. (See 'A Cheap and Cheerful Approach' in Echoes April 1993 page 8)
14. **Oiled your generator:** There should be two oil holes on the generator. The rear one is easy, the front one is protected by an 'L' shaped clip that has to be removed to one side.
15. **Spent an hour tightening nuts and bolts all over the car:** Self explanatory.
16. **Adjusted your point gap in the distributor:** Ford recommends a gap of .018 - .022 check the gap at least every 500 miles.
17. **Checked the air in the spare tyre:** Self explanatory.
18. **Checked out your emergency tool kit - including jack:** To each his own, should include points, condenser, plugs, wire, tools and a fire extinguisher.
19. **Adjusted your emergency brake:** Take up the slack with clevises on the forward end of the emergency brake rods. When there is no more adjustment left, reline the bands.
20. **Filled your shock absorbers:** On all original shocks, there is a filler plug located near the top of the unit. It has a 3/8 square nut on it, use only the Houdaille, Ford or Delco shock absorber fluid or use glycerin.
21. **Cleaned and tightened your battery connections:** Most corrosion and sulfate deposits can be washed off in a solution of baking soda and then flushed with warm water. Pull cables off the terminals and clean the contact surfaces with rough sandpaper or file. Flush with warm water and reattach them. The use of Vaseline or light cup grease after assembly is recommended.
22. **Polished headlight reflectors:** Use very soft cloth or cotton with silver polish, not chrome polish as it will scratch and dull the reflection. When polished, use new gaskets.
23. **Checked out all your light bulbs:** Self explanatory.



TEN COMMANDMENTS FOR ANTIQUE CARS

1. *Thou shalt not paw the brasswork with thy sweaty hands.*
2. *Thou shalt not ask if the car runneth, nor the value thereof, nor where the owner procureth tires.*
3. *Thou shalt not remark that the car must have been well cared for to be so well preserved.*
4. *Thou shalt not permit thy children, nor thy children's children, nor thy neighbors' children to climb upon the car.*
5. *Thou shalt not kick the wheels, nor the tires thereof, nor even yet open and slam the doors.*
6. *Thou shalt not refer to the car as a jolopy, nor as a clunker, nor any other unseemingly names.*
7. *Thou shalt not lift the hood of any car, nor finger the switches or controls.*
8. *Thou shalt not lie and say "My father built these".*
9. *Thou shalt not "blatt" on thy horn when passing in thy modern car unless the need shall arise.*
10. *Thou shalt not screw thy neck around when passing, thus endangering thy life and that of others.*

"AMEN"

TOWE ANTIQUE FORD COLLECTION
Deer Lodge, Montana

~ WANTED TO SWAP ~

One green striped folda-chair belonging to Kelvin Pepper (but in the hands of someone else), for one brown striped folda-chair being held for ransom at the Read's place.

Notebook

BIRTHDAYS for SEPTEMBER: Birthstone: Sapphire; Flower: Aster

Lance Barker, Barry Bristow-Stagg, Ross Chamberlain, Gail Duns, Barry Fowler, Joy Fowler, Germaine Jeffree, Beth Martin, Graham McDonald, Peter Sartori, Margaret Strahan, John Teale, Malcolm Wood & Chris Wringe. Birthday greetings!!

NEW MEMBER: Graham McDonald, [REDACTED] Applecross, 6153. Tel: [REDACTED]
[REDACTED] Graham is restoring a '28 Phaeton and is looking forward to lots of help, both verbal & written. Please add all details to your members' register.

CONGRATULATIONS to Max & Dora Annear who celebrate their **50th Wedding Anniversary** this month. Best wishes from all your club member friends.

NAME BADGES: I will be ordering badges; if yours has been lost, stolen, misplaced or you simply have never owned one, but would now like to, please let me know by the 16th. (Gary & Tim yours will be included in this order) *Louise*

MAFCA Chapter Service Award: The purpose of this award is to provide national recognition of individuals within Chapters who have provided ongoing services to others in the Model A hobby. Pat has a nomination form if anyone would like to nominate an individual from this club. This will then be submitted to the MAFCA office and will be considered for an Award. Winners will receive a signed certificate from the MAFCA Board. This is an annual event, announcement of winners will be in the Jan/Feb issue of *The Restorer*. If there is anyone interested in further details, phone Pat on [REDACTED]

A VERBAL BOUQUET: in the form of a letter to the editor as follows:

Another Vehicle Examination day has come and gone and as a result I have a shortish list of "Things to do". It was while I was attending to one of my listed tasks (a legacy of my enthusiasm and lack of knowledge!) that I got to thinking how beneficial in fact these inspections are. By identifying areas of deficiency, or items needing adjustment, not only do the tests assist us to make our cars safer to drive, they may help in limiting premature wear on parts. Through our Newsletter I would like to thank our club Vehicle examiners Max, Reg & Steve for once again giving up their valuable private time to enable us to enjoy our hobby of old cars for another year. I was very appreciative of the constructive criticism given of my car on the day. Yours sincerely, Hartley Edwards.

FOR SALE:

'29 Roadster - dismantled. Mechanically ready to assemble.

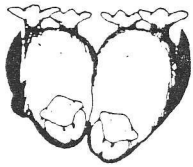
Fully reconditioned, motor running

Cost: \$12000 also new parts \$6000

Will sell \$7500 o.n.o.

Phone: Chris Marti on [REDACTED]

DID YOU KNOW?.... The heat produced by a car's brakes when stopping a car from 100 kph is enough to boil a litre of water.



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

BUSSARD David & Pat
[redacted]
BALDIVIS WA 6171



Western Model A News

THE FIRST



Motor Coach Tour

... was a six-day tour from Paris to Aix-le-Bains which began on 11 July, 1898. Organised jointly by Thomas Cook and Son and the Compagnie Nationale d'Automobiles, the tour cost 180 francs (about £9) and took the coach party on a route that passed through Fontainebleau, Dijon and Geneva. The vehicle was a DeDion steam omnibus with seats arranged in six tiers, four facing forward, and two backward. The sides of the coach were open, but there was a glazed partition separating the passengers from the driver and also a glass window at the rear. Average speed on a level surface was 16kph, and the schedule allowed for 6hr a day to be spent in 'actual autocaring'. There was a baggage limit of 20 kilos per passenger, as this had to be carried on the roof.

Cook's pioneer continental coach tour appears to have been exceptional, and there is no evidence of it being repeated. The real beginning of the coach touring business dates from 1910, when Messrs Chapman of Eastbourne (later to become the Southdown Motor Co) operated a six-day tour of North Wales in a 22-seater petrol-driven Dennis motor coach. A number of other bus companies entered the holiday field in the years immediately preceding World War I, generally, but not always, carrying their passengers in open charabancs. One exception was Sussex Tourist Coaches, who were proud to announce in 1914 that their Daimler Silent Knight had a 'cover over the top' and 'glass windows all round'. BS •

This article was reproduced from the Bendigo National Swap Meet Souvenir Guide, 1997

INVENTORS

Twenty years ago a school friend with an inventive mind told me that he had come to the conclusion that we had been born in the wrong era. "There is nothing left to invent," he said. "We have the steamship, the submarine, the motor car, the gramophone and now the wireless. What more is there left to tackle?"

The trouble in all inventions is not to ask how we can overcome something, but what new problem can we find to overcome? In other words, is it more difficult to find the thing to invent than it is to invent it, but there is plenty still waiting to be done.

The modern aeroplane offers suggestions. With a load of passengers it has to glide down and land at about 70 m.p.h. The bird makes the world's aircraft industry look childish. It glides down in exactly the same way, and then it gives about three violent flaps of its wings and it lands dead stationary. (About quarter of an inch spring in its undercarriage is enough). It knows something that we have not yet discovered. I am a great believer in Nature's experimental department. No scientist has yet found anything that is mathematically unsound in Nature's structures.

[An extract from *The Autocar* of 20th May, 1938]