WESTERN 'A' MODEL NEWS

THE OFFICIAL NEWSLETTER OF
THE MODEL A RESTORERS CLUB (WESTERN AUSTRALIA BRANCH) INC.

NEXT MEETING: DATE: SUNDAY, 24th October, 1982
TIME: 10:00 a.m.
PLACE: Car Park, Carousel Shopping Centre

This month our Club has been invited to join the Vintage Section of the V.C.C. of W.A. in a combined run to Mundijong. The plan is to start from the Carousel Car Park and proceed to Armadale to an old folks home for an hour or so, then on to Mundijong for Lunch. Looking forward to seeing you there....with BYO lunch, etc.

NEXT MONTH: (November) - The "Gourmet Manifold Munchers Rally" which was planned for October has been moved forward one month to allow us to join the Vintage Section in the above run.
The "Gourmet" rally should be a lot of fun and hopefully all members will "have a go". I believe the cooking should be able to be accomplished on a modern car just as well as an 'A'.

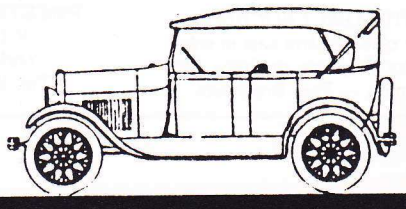
LAST MONTH: Saw four A's plus a Thunderbird and a couple of moderns wend their way up into the hills to Mt. Helena via National Park. We lost Max Annear for a while - he had radiator hose trouble with the Thunderbird - but found a friend nearby who fixed it for him. After viewing wildflowers and stopping to spy on several post vintage cars in the yard of a property down in the valley, we finally found our way to Mt. Helena, partly by the skill and ability of our President's navigation (?!*) and partly from the route sheets carefully prepared by our Events organiser, Toni Mahony.
The venue for the meeting was at Inge & Fred Starcken's orchard property. Inge & Fred are new members to the Model A Club but are in fact old friends of many years to some of us who have often enjoyed their company. Inge's afternoon tea had eyes popping - and later on waistlines popping! It broke all the rules but not a complaint was heard. We may have to make an annual event of the "Mt. Helena run"! Thanks to the Starcken's for a memorable afternoon.

It was nice to meet new members John & Jane Unkovich of Lesmurdie at the Centrepoint starting point and to have the Harris family from Katanning along for the day. Ted and Ruth Bindel of City Beach were out for their first club run in their 1931 five window Coupe. The car is immaculate and runs beautifully. Hopefully it will be a regular rally car.

All round a great time was had by all. The hills are hard to beat on a fine Spring day !

CLUB NEWS: Laurel Cooke tells me subs are pouring in for the 82/83 year together with the info sheet to assist our vehicle register update. If you haven't returned yours yet, send it off today !

New members from Dampier - Geoff & Lindy Ingram have commenced building up the chassis of a 1930 Model A. They are looking for a 1930 closed body - Tudor, Coupe, Fordor, Town Sedan; - no particular preference - likes them all!!



If any of our members have information on a closed body to assist Geoff - please contact him at [redacted] Dampier, 6713 or phone on [redacted].

John Unkovich [redacted] Lesmurdie is wanting a Radiator and shell plus set of 19" tyres for his 1930 Phaeton - good condition second hand.

Batteries: Fred Starcken's neighbor is rebuilding car batteries 6 volt or 12 volt. He uses the old style cases with the tar tops. He also uses heavier plates than the commercial suppliers and claims his batteries last longer. He will supply a 6 volt dry with acid in separate container so you can activate when ready - for $28.00 plus your old type casing. Contact is through Fred on [redacted]

Tyres & Tubes: Eric Richards and Bill Spencer have now been appointed local agents for "Antique Tyres" and can give you a better deal here in Perth than you can get direct for small quantities. Looking for Black or Whitewall tyres or tubes - give Eric a ring on 293 4014 or Bill on 381 6188.

Spare Parts: If you need a windscreen frame or steering wheel, or almost any of the hard to find parts, the sooner you get yourself a catalogue and contact a U.S. supplier the better (for your pocket). Prices will never come down and today's price is always the cheapest! Wistfully hoping that someone has a supply of new old stock parts hidden away just waiting for you to come along just doesn't happen here in W.A.
Generally there are dozens of small items you will need to complete your car and if you order $100 - $200 worth as you can afford, then the end result should be happy and painless. If you don't know how to get started - give me a ring on 275 2823.

Model A Bearings: The enclosed list of replacement bearings has been lifted from an Eastern States Club publication and is believed to be accurate - so hope it helps someone.

1984 NATIONAL MEET - KIAMA, NEW SOUTH WALES

So far the Spencers and Cookes have booked accommodation in Kiama for the 1984 National Meet. Kiama is a 'very' popular holiday town and accommodation is booked out almost a year ahead so any other members who may be contemplating attending should waste no time..... you can contact John Hyland, N.S.W. President - phone [redacted] Narellan, N.S.W. 2567 to secure accommodation or for further information on the meet.

PAINTING OF CARBURETTOR AND SPLASH PANS.

Ordinary enamels are unsuited for painting the above items as they s-ften with petrol and peel off. Polyurethane paint is very good for this applicat- and is available under various trade names such as Forminex and Berger. If spraying polyurethane paint, be very careful not to inhale vapours. It is m- more toxic than you would expect from the usual warnings printed on the container. A good whiff of this stuff will leave you shaking with a fever for a day or so. I once rang a certain manufacturer of this paint who confi- its potent toxic effects. Apparently the toxicity is not highlighted as mu- it ought to be, so please be warned.

Description	Part No.	Qty	Price (Tax not included)
Roller bearing	NCS 4024	2	$16.85 each
Inner Sleeve	PI 324024	2	$12.40 each
Oil Seal	C 2122	2	$ 9.10 each

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REPRINTED FROM MODEL "A" FORD OWNERS AND RESTORERS NEWS AND INFORMATION

REPLACEMENT BEARINGS FOR YOUR MODEL "A" FORD

Location:	Old part no.	New part no.
Front Wheel Inner	B1201-B120Z	K15118-K15250X
Front Wheel Outer	B1216-B1217	KD9074-Ko9196
King Pine	B3123A	KT83
Water Pump & Fan	B8630A-B8535	F94316-F4101
Generator-Drive end	B10094	*6203
Steering Gear Upper	B3123A	KT83
Steering Gear Lower	B3123A	Kt83
Clutch Pilot	B7600A	*6203Z
Clutch Withdrawal (multi-disc)	A7580AR	no replacement known
Clutch Withdrawal (1929 on)	78-7580A	400196 (N1087)
Main Drive Gear	51A-7025	I-114118
Main Shaft Pilot Roller	A-7118A	F-93324
Main Shaft Rear	51A-7065	I-114119
Counter Shaft Front	A-7118A	F-93324
Counter Shaft Rear	A-7121A	F-93328
Pinion Front (2 needed)	B-4221 cones	K-28156
Pinion Front (1 only)	B4616 cup	K-2831D
Diff. Right & Left (2 each)	A-4221-A4222	K-28156-K-28317
Rear Wheels	B1225A	F-00536
Propellor Shaft	B-4645 A-B-4655	I-131436-I93801

All of the above part numbers are taken direct from the S.K.F. bearing catalogue but are marketed under a variety of trade names.

(Note *) These can be replaced with 6203-2RS, which is a double sealed

STROBE IGNITION TIMING OF MODEL A'S

One of the maintenance procedures on the Model "A" which is just a a bit fiddly is the setting of the ignition timing. One method of accurately setting ignition timing with proper running backlash in the system is to use a strobe timing light. However, firstly a simple modification must be carried out on the engine so that this modern tuning aid can be used.

Firstly make up a small pointer out of sheet metal. (I used aluminium). When made the pointer should be 45 mm long and having a folded end of approximately 10 mm for glueing to the timing case.
Clean off the front of the timing case thoroughly and using silastic silicone rubber, glue the pointer to the timing case above the crankshaft pulley so that the pointer is in line with the pulley rim.

Now position the engine in the number one cylinder firing position. Rotate the engine slowly until the rotor button is approaching the contact for number one cylinder in the distributor body. Remove the timing pin from the timing case and reversing it insert into the hole in the timing case. Rotate the engine very carefully until the pin drops into the indentation in the timing gear. I have found the best way to do this by having the car on level ground putting it into top gear and push the car very slowly by leaning on the front wheel until the pin drops in. The advantage of this method over the crank handle is that if you go past the mark it is easy to just bump the car back a bit to get the correct position.

For those engines where the timing gear does not have a positive indentatio the alternative is to remove the number one spark plug and with the piston coming up on compression slowly turn the engine until the piston is exactly on top dead centre.

Now adjacent to the pointer on the rim of the crankshaft pulley mark a dot of white paint.

Refit spark plug and distributor body and attach the strobe light high tension connection to the number one spark plug.

Start the engine and with the spark lever fully retarded the spark should be firing exactly on the white dot.

Adjust the distributor cam position to achieve this result.

Ron Huckstepp.

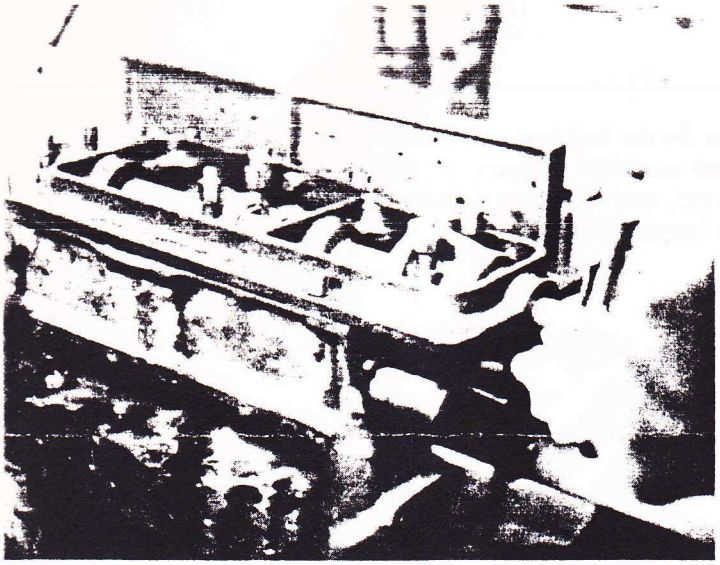

Figure 13.

From start to finish on a main bearing job, the caps must be installed and removed from the block many times. To facilitate this, Wilson advocated the use of Quick-Disconnect (or Q-D) bolts. They are inserted into the block, the keeper fits into a slot in the end of the bolt, and the coarse-threaded nuts are locked down with half a turn of the wrench. A set of these greatly simplifies the job. Figure 12 shows Larry installing a rear main with these bolts.

The block can now be placed on the combination machine. To do this the block is first bolted into a cast iron fixture called the bedplate. This holds the block in proper position for both line boring and, by rotating the bedplate 90° for cylinder boring. Holes in the bedplate and in the bed of the combination machine accept taper pins which line up the bedplate for the various operations.

In Figure 13, the block and bedplate are tipped down and the boring frame is installed. As originally supplied, the bar had tool bits pressed in to rough bore a hole .003 inch below standard. To accommodate reground crankshafts, an adjustable bar is mandatory. This original bar has been reworked with adjustable tool bits, which are here being set with a bar micrometer and Allen wrench. The block is then tipped up into position and the bedplate locked down and the bar connected to the feed rod of the machine. Figure 14. With the machine turning at 25 rpm, the rough poured babbitt is brought to within .003 inch of the final diameter.

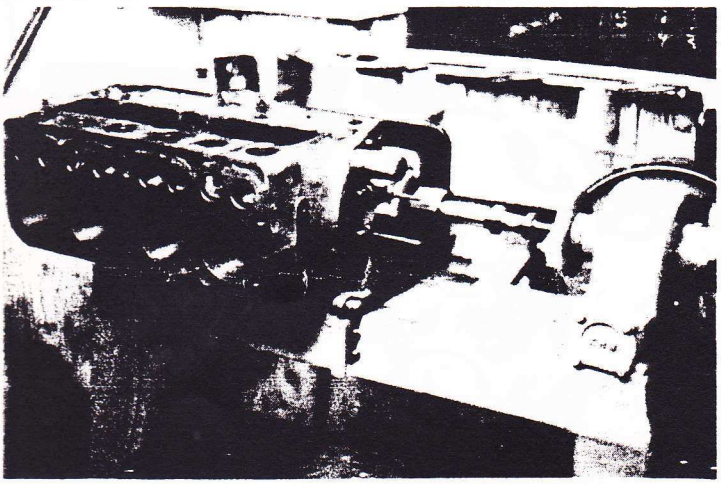

Figure 14.

The groove and chamfer must then be cut into the babbitt and the oil holes drilled out. Figure 15 shows an original rear main cap as supplied by Ford. Notice the carefully machined "oil well" at the bearing edge. It does not run clear to the end of the bearing. Note, too, the smooth, precise helical groove — not a freehand gouge. K.R. Wilson provided tools to do both these important functions in a fraction of the time that it takes to do it any other way. After the grooves are cut, the oil holes are drilled and the asbestos is pushed into the valve chamber and retrieved.

Figure 15.

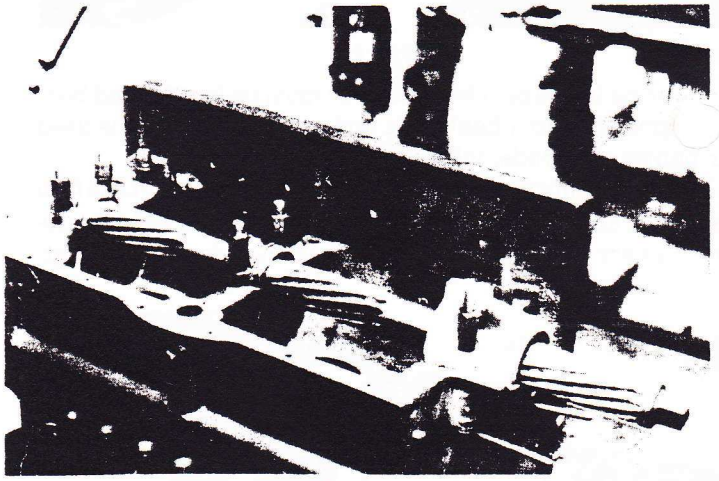

Figure 16.

To finish off the bearings perfectly smooth and straight, the spiral fluted reamer is laid into the block and the main caps tightened. As the machine feeds the reamer through the bearings, they are polished and brought out to 1.625 inch — exactly .001 inch larger than the standard crankshaft — allowing the optimum oil clearance. Figure 16.

Figure 8.

for pouring the caps. The steel caps must be tinned, and babbi[illegible] poured into a heated jig and cap. A similar jig is used for pouring the rods, which must also be tinned.

In order to insure perfect alignment of the crankshaft in the block, and perfect mesh of the timing gears, Wilson provide[illegible] a very strong frame which carried a stout boring bar.

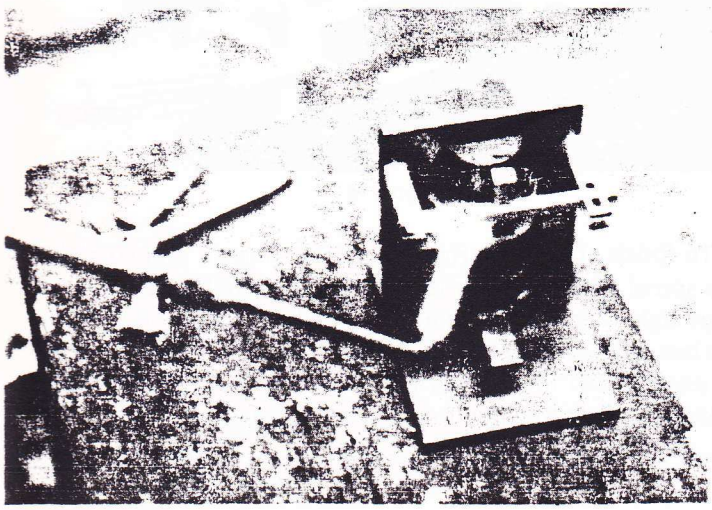

Figure 9.

The frame has two machined fingers which bear upon a false camshaft. Figure 10 shows the false cam being inserted, and Figure 11 demonstrates the fingers which align the boring frame.

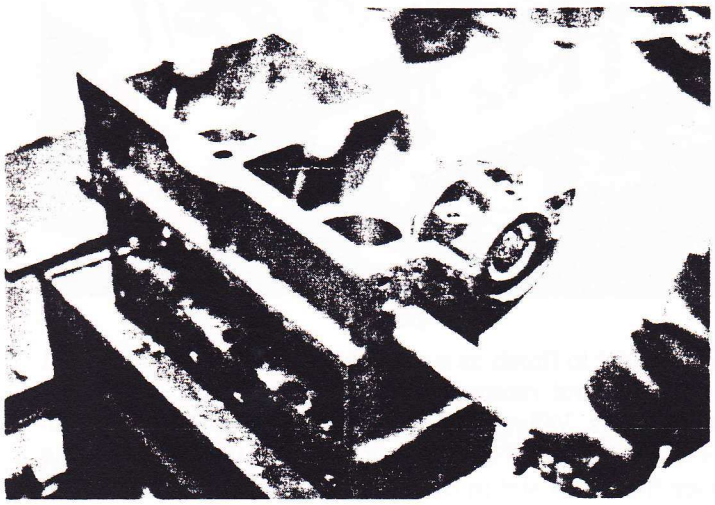

Figure 10.

Figure 11.

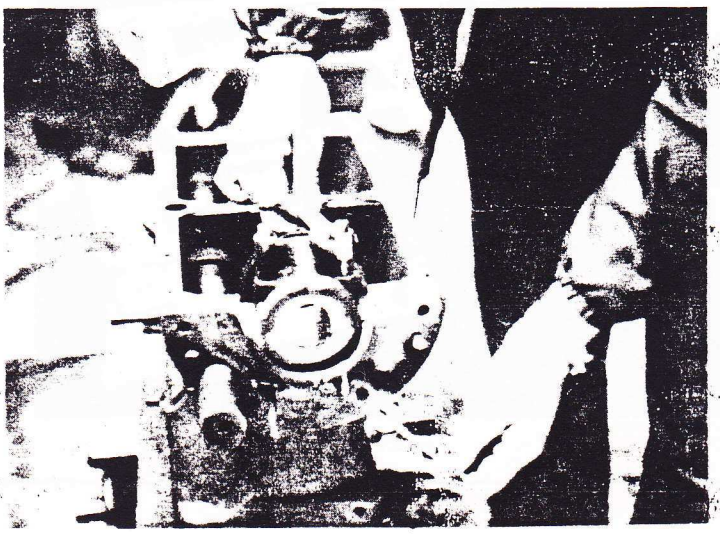

Figure 12.