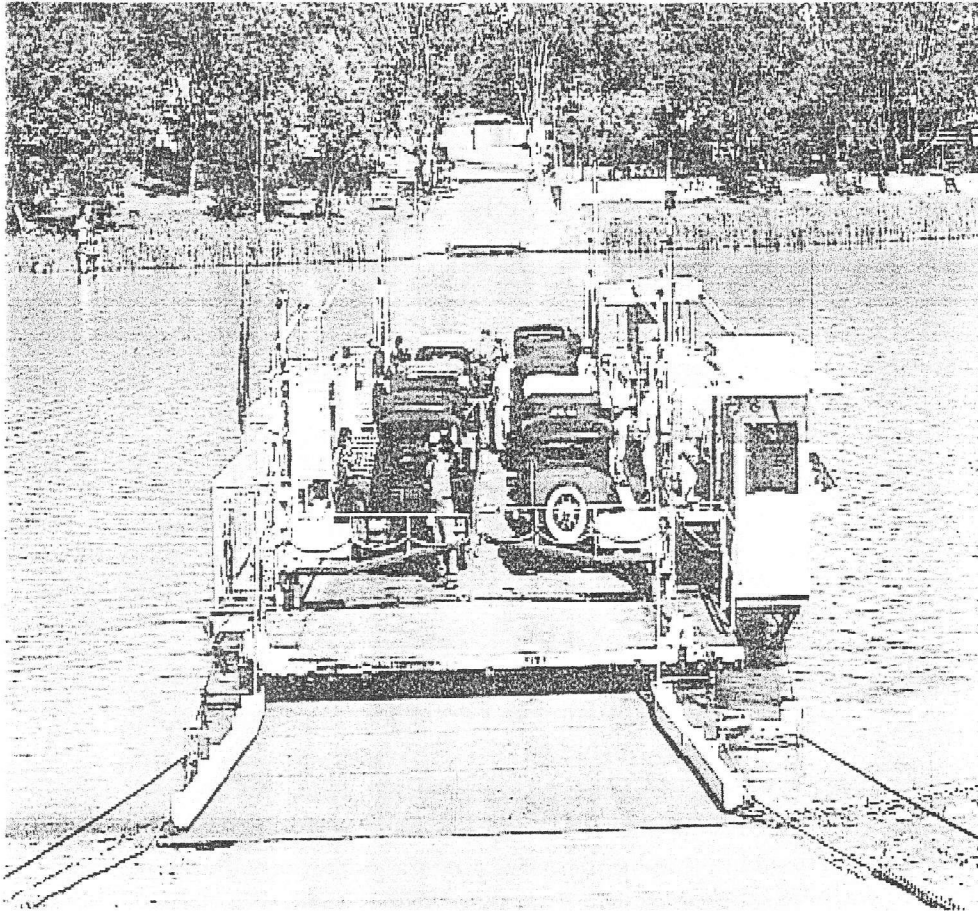


Western Model A News

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

Year XX Number X

MAY, 2000



*Twelve Model As and their passengers being
ferried across the Murray River
at Swan Reach, South Australia.
An unique way to travel in your Model A.*

Next Run/Meeting: Sunday 28th May - Place: Riverton Forum, High Rd, Riverton
Time: 9.30am meet for 10.00 departure. *nb. new time*

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, 28th MAY, 2000
organised by John Moorehead & Steve Read
Meet at Riverton Shopping Centre
9.30am - 10.00am departure

JUNE, 2000
organised by Peter Sartori

SUNDAY, 23RD JULY, 2000
AGM & Vehicle Examination Day

AUGUST, 2000
organised by Jack & Mavis Berkshire



SEPTEMBER, 2000
organised by Greg & Jill Axford

OCTOBER, 2000
organised by Chris & Judy Butler

NOVEMBER, 2000
organised by Barrie & Gwen Guest

SUNDAY, 10TH DECEMBER, 2000
CHRISTMAS LUNCH
to be held at the RAAF Association, Bullcreek
Co-ordinator: Dora Annear

EASTER 2001
5TH NATIONAL RALLY - WANGANUI, NZ
Co-ordinator for the Australian contingent planning to attend
this rally, including discount fares, etc is
Neville Jones, [REDACTED] Baulkham Hills, NSW 2153

Ph: [REDACTED]
Anyone interested in joining the party please contact Neville immediately
Early Bird Registration form is included in this newsletter.

THURSDAY 26TH - SUNDAY 29TH APRIL, 2001
SHANNONS 2001 TOUR
Celebrating the Centenary of Federation in Association with
Australian Historic Motoring Federation.
Entry form & further information available from your secretary
or State Tour Co-ordinator, Andrew Wells Ph [REDACTED]

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** Specialising in Veteran and Vintage engines*

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Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

Mavis Spencer

It is with deep regret we record the
passing of Life Member Mavis Spencer
early in May.

Mavis & Bill, her late husband, were founding members
and the only lifetime members of MARC.WA.

Marlows' Classic Car Show

Sunday, April 9, 2000

It was a beautiful day. Sunny but not too warm. A good crowd and lots to see and do. With 1300 vehicles registered for the displays, it was obvious there would be some queuing and waiting. Peter and Elaine Gilberthorpe were there very early and their 1930 Phaeton was parked in our designated area outside the Administration building. Eight others arrived: John and Shirley Hall's 1930 Roadster, Don Sutherland's 1928 Tudor, Bob and Jeannette Hembrough's 1928 Phaeton, Colin Davidson's newly restored 1931 Town Sedan, Alan and June Smith's 1928 Tudor, John and Barbara Forbes' 1929 Roadster, Darren and Germaine Jeffree's 1928 Phaeton and Alan and Edith Jeffree's 1928 Phaeton.

Reg Blewett waited for Alan Smith who had the key to release his (Reg's) Model A truck for the display of unrestored vehicles. The amazing thing was that Reg drove the truck (wreck?) from the TracMac area. Reg and Coral had a vehicle in the 100 years of motoring display (1952 Sunbeam), as did Barrie Byers (1931 Model A Deluxe Roadster) and David Bussard (1940 Ford Coupe). So the Model A Restorers Club was well represented in the show.

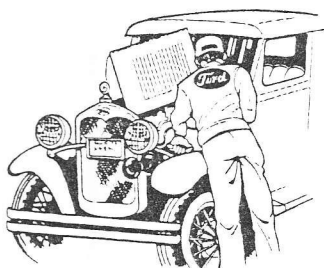
The usual chatting and technical talk with club members, friends, and visitors kept people occupied. Members took turns keeping watch over the vehicles while others wandered around the displays. One member of the public seemed to think that the cars were there for her children to play in, but it was a good crowd otherwise.

Thanks to those who brought their vehicles. There is talk that the show may be in April in 2001. Will the date be changed, I wonder?

Pat Bussard

Tiny Tips

When in need of a template for a part to be reproduced or for use as a pattern for a gasket, try overlapping strips of masking tape across the part. Press the tape to indent it at the edges and holes in the part. The tape stays put on the part and also on the new part as you drill or cut it. *Vernon Boyd, Ft Worth Model A Ford Club*



Service Hints

Les Andrews - Technical Director

Torque Values For Model A Nuts & Bolts

The expression, "a little knowledge can be a dangerous thing," is usually true. I have learned this lesson the hard way at times. My thanks to Enrique J. Klein of Los Altos, CA for pointing out to me some stated torque value errors and asking that I reevaluate some of the stated Model A torque values given in previous publications. In most of the previous articles, including some I have written, a specification table is included that comes out of an engineering handbook that shows torque values for the different size bolts, giving bolt size, threads per inch, and torque value for different grade bolts, with dry or lubed threads. It's up to the reader to determine which torque value should be used.







There are many factors to be considered when apply-

ing torque to a bolt or nut: bolt size, bolt grade, dry or lubricated threads, and how many times the threads have been torqued (stressed).

Before torquing a nut or bolt, make sure the threads are dry to obtain a more accurate reading. Clean all threads and make sure they have not been stripped or show evidence of overstressed or stretched threads. Many of you have asked for a chart listing the recommended torque value for the specific torqued nuts and bolts on the Model A. The table below lists the recommended torque values.

For additional information see *The Restorer* article, "Nuts and Bolts for Model A" (September/October 1976, Volume 21, Issue 3).

Model A Recommended Torque Values

Bolt Location	Bolt Size	Tensile Strength psi	Grade	Torque ft. lbs.	Remarks
Differential Carrier Assy	3/8-24	74,000	 2	20	Low Carbon Steel (Original Model A)
Axle Housing-to-Banjo Bolts	3/8-24	74,000	 2	20	Low Carbon Steel
Torque Tube-to-Banjo Bolts	3/8-24	74,000	 2	20	Low Carbon Steel
Rear Axle Nut	5/8-18	110,000		100	Hardened Axle Threads
Wheel Lug Nuts	--	--		64	
Pinion Bearing Preload Nut	--	--	New Bearing Used Bearing	20 in.lbs. 15 in.lbs.	Adjust nut for Torque inch lb. drag on Drive Shaft
Timing Gear Nut	--	--		100	
Pressure Plate Bolts	5/16-18	150,000	 5	20	Replace with Grade 5
Head Nuts	7/16-20	150,000		55	
Manifold Nuts	7/16-20	150,000		45	
Flywheel Hsng-to-Block Bolts	7/16-14	120,000	 5	50	Grade 5 or Better
Flywheel-to-Crank Bolts	7/16-20	120,000	 5	50	Grade 5 or Better
Crankshaft Pulley Nut	-	-		50	
Main Bearing Bolts	1/2-20	-	-	80	
Rod Bearing Nuts	7/16-20	-	-	35	
Spark Plugs	-	-	-	25	

Salvage a Script Coil

by Bruce Midlane, Pacific A's
Richmond, British Columbia, Canada

Coil? Whoever thought much about their coil? Either it works or it doesn't, or it's original or it isn't.

Years ago, I bought one-half of a beautiful Ford script coil; somebody had unsoldered it and taken the innards! For \$1.00 I couldn't turn it down. More decoration for my shop? That's what I thought until last week when a fellow club member produced a beautiful slant pole coil with the dark brown Bakelite. It tested 100% on his coil tester. It had AUTO-LITE in big letters, upside down, below the bracket, a top depressed like a soup can and unfamiliar markings on the top 1G 6V 12H. The bracket was as original. We felt it may have been an era replacement coil.

My brainwave was to mate its innards with my case and end up with a beautiful script slant pole coil for my '28 Phaeton.

But what do I know about coil innards? They aren't generally shown disassembled or in phantom. I knew it was a form of transformer and must have primary windings, secondary windings and a steel core. I didn't know if it was oil-filled or not. Its schematic would look like Figure 1.

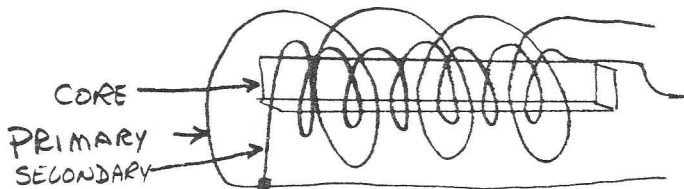


Figure 1

This assembly is insulated from the case. An ohmmeter would show continuity through the primary winding (terminal to terminal) with very little resistance, and about 3000 ohms from either terminal to the high tension contact. If either test has no continuity (open circuit), or if either terminal or the high tension contact is grounded to the case, the coil will not function. Enough electrical theory, and off to the practical.

I wired a loop of lock wire between the terminals as a pull strap, mounted the coil upside down by the bracket in my vise and with my acetylene torch, I proceeded to unsolder the seam around the base of the coil. Solder ran out and down to the bracket. Sure enough, the complete cap came off and exposed the innards. The primary windings are soldered into holes through the center of the terminals and the high tension lead broke off the soldered contact. It was not oil filled, but stuffed with a tar-like substance to keep everything secure. Using the torch lightly on the outside of the case, I was able to pry out the innards. I realized that I would have to extend the high tension lead from the core because I'd broken it off the contact in the Bakelite. The primary leads had unsoldered from the terminals and were fine.

I learned that on a slant pole coil, one could remove the locknuts and washers and allow the terminals to push through and remain on the primary wires, and that the high tension wire may have been able to have been unsoldered up inside the Bakelite.

Ruining the coil by not having enough high tension wire left (to solder an extension to) is a possibility.

I scraped the tar out of the new case, test fitted the innards and cleaned the soldered surfaces. The terminals and center contacts were drilled through and the three wires inserted.

The case and cap were slipped together and soldered with a big electric iron. The wires were then soldered inside the terminals and the center contact. The insulators, flat washers, lock washers and locknuts were then installed. See Figure 2 for exploded view.

Since then I have taken a dead, script, straight post coil and pulled out the innards in a similar manner. These were replaced with working, tested innards from a dented non-script case. However, to ensure the new innards would be undisturbed at the Bakelite contacts, I used a different method. I ground the top lid off, exposing the previously mentioned soup can top. This too I ground off at the edges, exposing the top end of the innards. I proceeded to separate the vertical soldered seam with my sidecutters down to the cap, and then I tore the case off carefully around the cap. The case now can be pulled open and removed. With the torch I carefully unsoldered the ring of case remaining in the cap. This left the innards and the connections intact in the cap. The resoldering was as previously described.

Both operations were a success; the patients recovered with their new innards and are fit for duty!

Trying something new, that's what I think this hobby is all about! Heck, two weeks ago I didn't know there were "Coil Technicians" around, and now I am one! Happy Motoring.

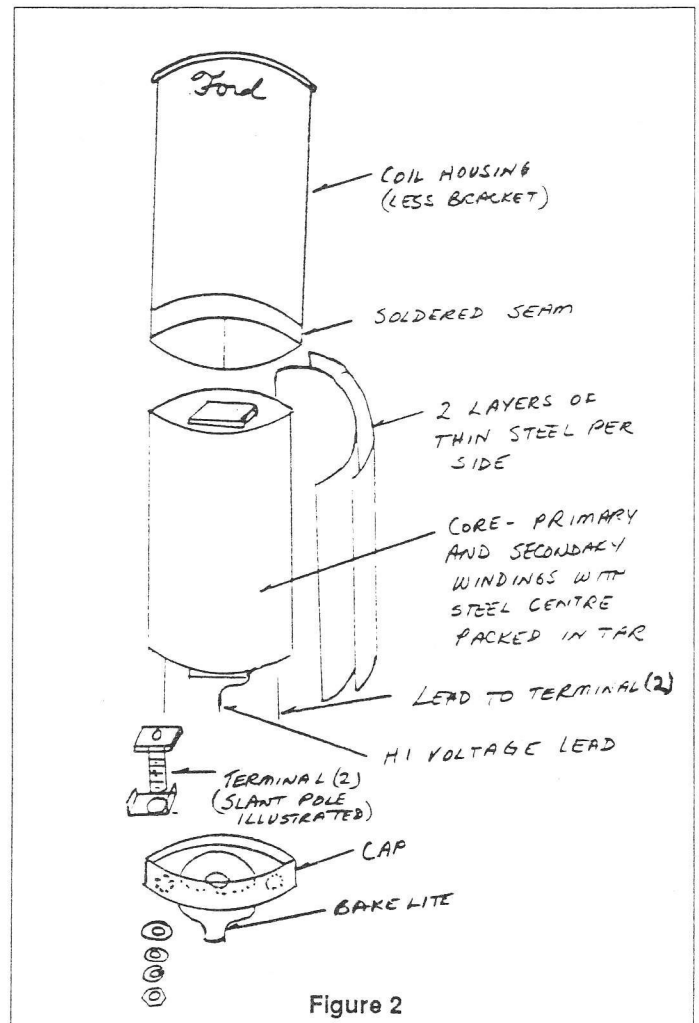



Figure 2

5TH NATIONAL RALLY - EASTER 2001

YOUR DESTINATION: WANGANUI

Help us get started. Join our Early Bird Club. Your early registrations will help us with administration and newsletter costs. The cost is \$10.00 and will be deducted from your Rally Registration. For those of you who have already joined - we thank you.

Our Committee has been formed and is as follows:

Chris Carrick - Rally Director - 
Justin Bicknell
Clayton Bunker
Beth Carrick
Tony Chippendale
Neville Rhodes
Don Vine

Committee is small but committed
(Probably will be after this.)

♥ WE NEED YOU ♥

This is your Rally we want your ideas - please give us your comments on what you want to do.

BE PREPARED FOR A RALLY YOU WONT FORGET!

NAME: _____

ADDRESS: _____

PHONE: _____

CAR MODEL: _____

COMMENTS _____

Please send to: 5th National Rally 2001  Wanganui. NZ

EASTER PERAMBULATION

to Wodonga, Victoria. 14th April - 2nd May. (as perceived by Louise)

'half the fun is getting there'

The Players: Max & Dora Annear, Barry & Sylvia Bristow-Stagg, David & Pat Bussard, Colin Davidson, Craig Davidson & Daphne Pinakis, Frank Farrelly, Barrie & Gwen Guest, John & Shirley Hall, Hans & Glenda Hurij, Ray & Toni Mahony, Steve & Louise Read, Peter Sartori & John De Vries, John & Fran Timmings, Merv & Kath Ward.

Friday 14th April - Cool and clear, set off at six o'clock after cranking the car because of a flat battery. Great way to start! Children waved and went back to bed. Cars and passengers assembled at the East Perth railway station, all there by 7:30am. Hans & Glenda arriving some what earlier than the rest and Barrie & Gwen bringing up the rear. Vehicles were tagged and loaded with plenty of room to spare, especially after the removal of the trunks. It was time for breakfast at the station cafe and a few hours of waiting. Jack & Mavis Berkshire, John & Pat Laurie, Reg & Coral Blewett and Chris Butler and his two sons came to see us off. Chris took some group photos before our departure. Andrae, Toni & Ray's daughter was also there, making sure they got on that train. Germaine, Darren, Alan & Edith Jeffree and Leanne Wringe arrived just in time to take photos of the cars and say goodbye. We boarded, thoroughly confusing the young conductor, Debbie, with sleeping arrangements and cabin allocations. We left at exactly 11:00am, leaving a couple of late passengers standing on the platform. Not any of our lot! After the distribution of rally funds, the rest of the day was spent relaxing in the lounge car playing cards, reading in the cabins or napping. We arrived at Kalgoorlie about 8:30pm where we had a three hour stopover. Some took the conducted bus night tour, others just walked around the town for a look. On returning to the train it was time for bed, and that was an experience in itself! There was plenty of laughing and manoeuvring to get changed and get in the room. In some cases getting changed in the corridor was an option. Some time during the night the train hit a kangaroo, disconnecting the airlines and causing the emergency brakes to engage. All of us slept through it!

Saturday was spent playing cards (again), telling jokes, trying to catch forty winks, disturbing other passengers, drinking and generally being a nuisance to the staff. I believe there was quite a lot of medicine administered and Frank's illness was so bad he had a bad case of carpet tongue. We stopped at Cook to take on water and spend a few dollars at the local shop. We found Peter a companion for the rest of the journey, but he didn't want to share his cabin with the illustrious 'young lady'. The guys checked on the cars at this stop and climbed the railcar to secure Max's roof which had started to lift. They were thoroughly chastised by a female staff member, who told them they were not allowed to climb nilly, willy on the railcar. From then on Peter & Steve were re-named Willy & Nilly. Showers on the train are an unique experience and if you didn't know your fellow passengers when you left Perth you were intimately acquainted with them by the time the journey ended. Scantly clad persons in towels, squeezing past one another in the somewhat narrow and rocking passages had to be seen to be believed. And talking of showers, the world's most expensive shower was taken by John Hall costing him \$1100. Want to know more?

Sunday morning we were awakened at 5:00am by our conductor as we were due into Adelaide station at 6 o'clock. We were met by Maurie Creedy and Kevin Draper, president of the SA club. Maurie was to be our escort to Nuriootpa. The ladies guarded luggage and unloaded trunks while the men unloaded cars. Daphne did have trouble locating her suitcases. All safely disembarked and gear packed away, CBs tuned in, we set off in single file. Except for Frank! Only a few kilometres from the railway station and someone ran out of petrol. Eventually all passengers fed and cars refuelled, the cavalcade made its way under threatening skies, into the Barossa Valley and our nightly destination of Nuriootpa. Our cabins weren't ready so we hung around downtown Nuri until midday. After lunch a visit to the Birdwood Motor Museum seemed in order and whilst there, naturally our cars were on display. Getaway NZ filmed our Fords with one of their female presenters and it was getting pretty chilly and the light was dimming before we were allowed to remove our cars. Won't even get to see the finished product here in Australia. Shirley and Kath

had checked out a hotel earlier on in the day for our evening meal and it proved to be tops. So after filling our petrol tanks and stomachs everyone enjoyed a sound and fitful night's sleep in a steady bed after the constant motion of the past two nights on the train.

Monday dawned a little overcast and damp, but no rain eventuated. John DeVries arrived to join our happy band and keep Peter company. It was here in this very caravan park I learnt about warming underwear in the microwave from Kath. John & Fran headed off early to Mildura to visit friends and the rest of us did the talking thing until about 9 o'clock when we booked out of the park and set forth to Orlando Winery. It was nice to see Dora doing her early morning exercise as she ran along side the roadster attempting to gain entry to the car. Colin, who had spent the night in Mt Barker, joined us at the winery where we were given a tour of the bottling and packaging works before mounting our trusty steeds and making our way eastward. The weather improved and the country side was delightful to drive through, a bit hilly, some winding, but interesting. Coming around the final bend into Swan Reach was a surprise. We boarded the River Murray ferry and were transported with our cars across the river in a very unique way. We had a great view of twelve Model As being ferried, we were last in line, so had to wait for the next trip. Lunch was taken at the hotel in Swan Reach looking out across the Murray River, watching the paddle steamer pass by. The perfect place on the perfect day. Berri was our overnight destination where some top class caravan cabins provided us with accommodation. Those electronic gate openers are tricky things. The next leg of the journey took us through Loxton, Paruna, where we caught up again with Kevin Draper on his way to Wodonga, and down to Pinnaroo. Lunch was taken here under the shade of an abandoned service station. As we were about to leave, Kevin pointed out there was someone locked in the men's toilet. Sure enough it was Kath. Some people want all the attention. Over the border and into Victoria, through Ouyen, Manangatang, Piangil and on to Swan Hill. We met up with Fran & John again here. A few cars needed repairs and a local contact was found and parts were delivered to the caravan park and installed in the appropriate vehicles. Some people opted for a meal at a club, whilst the rest of us stayed in and ordered take away. Steve had both headlight lenses broken that day and was concerned about a rumble in the motor. Wednesday morning was a shortish run to Bendigo. Timmings left us again, heading for Echuca, Kevin had headed off on his own, not wanting to be associated with 'that lot from WA'. We had a few driver swaps, which was great for a change. Toni drove their phaeton, with me as passenger, and Ray drove with Steve to listen for the rumble and give a second opinion. I think Ray said "What noise?" Toni and Steve swapped cars and continued the driving until we hit Eaglehawk where Toni did a quick left turn at the lights and decided city traffic, when she didn't know where she was going, was not for her. We called in briefly on our Bendigo hosts for the night, Peggy & Clive Bennett, before driving south to Malden, a picturesque, olde worlde, tourist town. A couple of hours were spent perusing the shops and generally wandering around this small village. On our return some one different ran out of petrol. Hmm! Back in Bendigo, Clive & Drew took us on a walking tour, showing us an old historic financial building, the Catholic Cathedral, and park in central Bendigo. A very interesting and informative time supplied by some local and knowledgeable friendly inhabitants. Everyone was ready to eat after all that walking and the barbecue was soon fired up and cooking our dinner. A wonderful meal was consumed, talking and joking continued, sleeping arrangements were organized, cars driven to Kangaroo Flats to be secured for the night and it was time for bed. How many people can you fit into the house, on the verandah and in the caravan at 147 Wattle St? Twenty seven at last count! Thursday morning when the cars were collected, Frank's universal joint was inspected (on his car) as there was an unidentifiable noise emanating. Nothing unusual was found so it was with regret we said cheerio to our perfect hosts, Peggy, Clive and Drew and moseyed on down the road towards Wodonga. The Halls did a couple of side-tracks to woollen mills on the way and arrived too late to witness one of our companions bearing his all to motorists on the Hume Freeway. So Thursday afternoon we rolled into Wodonga. Finding our way to Rally Headquarters, we collected our rally bags, greeted folk who we know and finally booked into our motel - home for the next four days.

to be continued.....

Notebook

BIRTHDAYS for May: Birthstone: Emerald; Flower: Lily of the Valley

Greg Axford, Mavis Barendse, Dorothy Bennie, Barbara Blewett, Barrie Byers, Astrid Dalby, Jim Demiris, Hartley Edwards, Rosalie Eva, Alexis Fogliani, Elaine Gilberthorpe, Enid Harris, Alan Jeffree, Ron Pleysier, Louise Read, Marion Spitz, Rex Wilson & Pauline Wood. Many happy returns!

NEW MEMBERS: Craig Davidson & Daphne Pinakis [REDACTED] Kununurra, 6743

Ph: [REDACTED] Welcome to these fellow travellers who are already acquainted with the antics of some of the club members. Craig is setting his sights on building a 1929 Speedster.

CONGRATULATIONS: to Colin Davidson who won a Concourse trophy at the National Meet for his newly restored 1931 Slant Window Town Sedan. Well done!

A CONGRATULATIONS OF A DIFFERENT KIND: go to Ray & Toni Mahony on becoming grandparents. Their daughter Andrae presented them with a grandson.

EASTER 2002: in Toowoomba, Qld is where the next rally will be held. One of the events on the programme will be a hubley derby. All states have been given a model to build and paint and prepare for this race. Craig Davidson has taken the car back to Kununurra with him to assemble. We look forward to something speedy, Craig!

WHILE ON THE SUBJECT of 2002, Queensland already has an early bird programme going and registration forms are available, along with a folder of information. If you are interested in going and would like to know more write to: Rally Co-ordinator, Rod McMullin, Model A Ford Club of Qld, [REDACTED] Carindale Qld 4152. Fund-raising is about to start here for those intending to participate.

POST - RALLY GOSSIP:

Who is the mysterious caller who phoned the Read residence while the happy travellers were away and enquired as to their well-being?

Who phoned to find out what time we were leaving, after we had departed?

And who in SA phoned to find out what time we were arriving several hours after we had? Who wasn't paying attention?

Is it true that Lorraine Sartori has signed up for the Early Bird programme for Toowoomba in 2002?

Heard John DeVries is seriously considering buying a Model A after all the fun he had travelling with the Mob over Easter, as long as there's no early starts and plenty of pit stops!

Interesting to hear so many people who said "Wish we had come with you."

NZ RALLY: Neville Jones from Sydney is organising a group booking for those wishing to attend in 2001. More details are in the calendar.

COME FOR A FUN DAY and be prepared to have your driving skills and sense of humour tested on May 28th.
See you there!



If undelivered, please return to:
Thornlie
Western Australia, 6108

BUSSARD David & Pat
BALDIVIS WA 6171



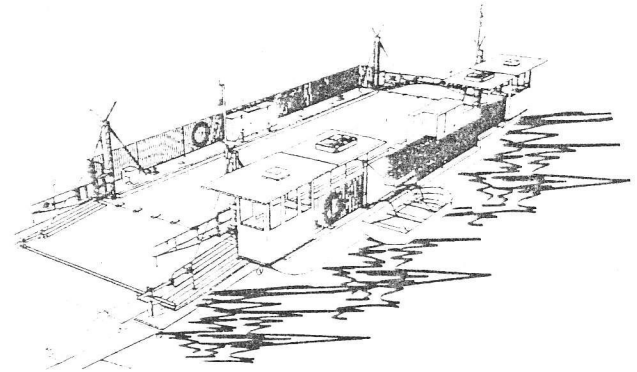
WESTERN MODEL A NEWS

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