



Western Model A News

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

Year XXI Number VI

JANUARY, 2001

"A" Toons



Do you think we should tell the kid he's getting warm?

Next Meeting/Run: Sunday, 28th January
Place: Manners Hill Park Time: 10.00 am

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:* PETER SARTORI *Secretary/Treasurer:* TONI MAHONY
Vice-President: RAY MAHONY *Vehicle Examiner:* STEVE READ *Editor:* LOUISE READ

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

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

SUNDAY, 28TH JANUARY, 2001
PICNIC IN MANNERS HILL PARK
10.00am get together for the first meeting of the year!
Cnr Lilla & Keane St, Peppermint Grove
Bring morning tea & lunch for a relaxing day by the river

SATURDAY, 17TH FEBRUARY, 2001
BIG AL'S POKER RUN
See secretary for details

SUNDAY, 18TH FEBRUARY, 2001
AVON VALLEY VINTAGE & CLASSIC FAIR
Secretary has details

SUNDAY, 18TH MARCH, 2001
CLASSIC CAR SHOW

EASTER, APRIL 13-16, 2001
KIRUP IS ON AGAIN
Please contact Edith Jeffree to book your spot
in the shearing shed



WEDNESDAY, 25TH JULY, 2001
CCC QUIZ NIGHT

SUNDAY, 4TH, NOVEMBER, 2001
MOTOR MUSEM RUN

EASTER 2002
17TH NATIONAL MODEL A MEET
TOOWOOMBA, QLD
Registration form & information available from
Rally Secretary, MAFC of Qld,
[REDACTED] Carina Qld 4152

MAFCA NATIONAL MEET
July 21 -27, 2002
Riverside, California
Anyone planning a visit to the US in 2002 is invited to include
this National Meet in their schedule.
An Early Bird News preview & subscription form is available

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

CUTOUTS - Restore or repair - your choice

The following article is taken from Restorer's Model A Shop Manual by Jim Schild

The cutout is an electromagnetic switch that opens and closes the circuit between the battery and the generator. Inside the cutout, there are two coils of wire wound over a soft iron core. The outer winding is the heavier wire and is used to hold the contacts together. The inner winding is of a lighter-gauge wire and is used to pull the contacts together. One end of the inner, or lighter, winding is connected to the generator output terminal. The other end is soldered to the base of the cutout, which grounds it when the cutout is fastened to the generator.

When the engine turns fast enough, the generator produces sufficient current through the inner coil to cause the iron core to become magnetised and draw the contact points together. The contact points are mounted on a flat spring known as the armature. This point is connected electronically to the battery terminal of the cutout.

At the opposite end of the armature fastening point is the battery contact-point keeper which is connected electrically to the generator output terminal. This is the stationary contact.

When the armature is attracted to the magnetised soft iron core, the contacts close, completing the electrical circuit from the generator to the battery which allows the generator to charge the battery. As current flows through the heavy coil winding of the cutout, the magnetic attraction is increased. When the generator output drops due to a reduction in speed, current will flow in the opposite direction which causes the magnetic action to cease and release the contact points opening the circuit and disconnecting the battery from the generator. The spring of the armature keeps the contact points open until the voltage increases again.

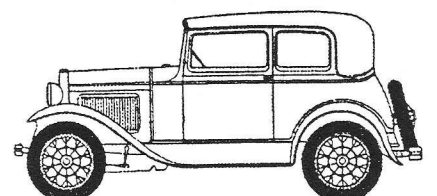
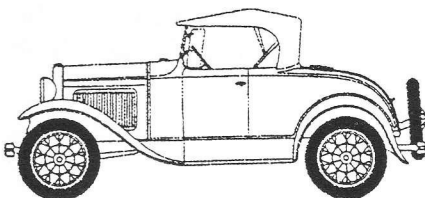
Disassembly of the cutout

1. Remove the bolts or screws and insulators and place them aside for later use.
2. With the cover of the cutout lightly clamped in a vise, file off the spot welds holding the cover to the base.
3. Place the cutout into a vise and use a small hammer and a screwdriver to drive the cover off the base.

Inspection

Check the resistance and continuity of the coil windings with an electrical tester. The outer, heavy coil winding should have zero ohms resistance. The inner, lighter coil should have fifty ohms resistance. The contact gap may be adjusted by loosening the screws holding the keeper and moving the contact points up or down until the proper clearance gap of 0.015 to 0.020 inch is reached. The core gap should be 0.010 with contact points closed.

Armature closing may be checked by connecting one wire from a trickle charger or battery to the base of the cutout and the second wire to the generator terminal. The armature should pull toward the core and close the contacts. Connect a test lamp or voltmeter to the battery terminal of the cutout and the lamp should light or there should be an indication of voltage. If the reading is low or the lamp dim, the contact points may be



dirty. They may be cleaned by running fine emery paper between the contacts while holding them together. If the contact points are removed from the base, be sure not to lose the insulating washers under the screws and rivets. They must be replaced upon reassembly for the cutout to function properly.

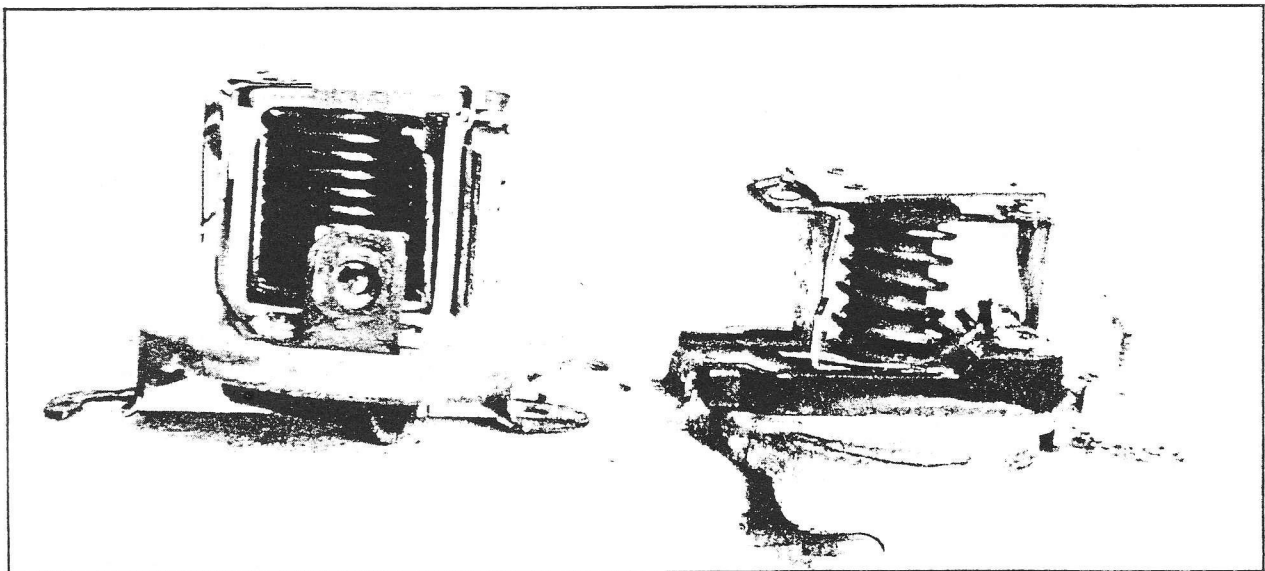
The grounded wire may be unsoldered from the base and the heavy coil wire unsoldered from the generator terminal. Remove the two screws holding the relay to the base and remove the base. Carefully remove the two fiber washers remaining in the screw holes in the base. The base is ready to clean and prepare for replating.

The original plating was zinc, but cadmium may be substituted for durability. The remaining insulation on the base may be left in place while plating is done, as it is riveted to the base. If it is desired to remove this insulation, be sure that all insulators are saved and their positions marked for reassembly. If the only cutout available happens to be a later Ford cutout or Ford replacement, it may be made to look just like the original cutout by filling-in the Ford script or the letter B (if present) with solder and sanding it smooth before sending it out for replating. This choice would probably be more desirable than using one of the poorer-quality reproductions.

For reassembly, the original rivets may be replaced with pop-rivets or nuts and bolts. Adjust the point gap and armature gap to the clearances given previously and check the operation of the relay as previously described. There is no reason an original cutout cannot be rebuilt to give as good or better service that a replacement unit.

Footnote by Steve Read

An extremely good modification for the non purist is to modify the cutout using a diode. These along with the fitting instructions are available from most parts suppliers. NB. It is by far the best way to modify an original cutout as the repros are very poorly made.



A comparison of an original cutout (left) and a reproduction clearly shows the quality difference.

THE FIRST



Articulated Lorry

... was built in 1898 by Thornycroft. The vehicle was a 4-ton steam wagon with a four wheeled tractor unit and a two wheeled trailer attachment fitting onto a turntable behind the cab. It was entered for the Liverpool Trials of Motor Vehicles for Heavy Traffic, organised by the Self Propelled Traffic Association held from 24 to 27 May, 1898, and won the premier award. BS •

DOUBLE CLUTCHING

by Paul Moller and George Klecka

What is meant by "Double Clutching?" As a driver of an "A" Ford, you are aware of the possibility of clashing gears while shifting from first to second or from second to high gear. (The "A" transmission uses spur type gears; while they are more efficient in transmitting power, they are prone to clashing during gear changes.) Using the double clutching method of shifting gears, you can change from one gear to the next without clashing gears, thus increasing gear life.

STARTING

When starting the motor, place the gear shift level in the neutral position. Push the clutch pedal down to relieve the starter motor of the extra load of spinning the transmission gears and as a safety measure to prevent the vehicle from accidentally moving when the motor starts up.

FIRST GEAR

With the clutch pedal pushed down and the shift lever in neutral, use the accelerator to speed up the motor a bit, move the shift lever into first gear and let the clutch pedal come up slowly while accelerating the motor. If the movements of both feet are co-ordinated properly, the vehicle will start to move forward slowly and smoothly until a speed of 5 to 8 M.P.H. is reached.

SECOND GEAR

Push the clutch pedal down once more and move the shift lever from first into neutral. Let the clutch pedal come up and feed gas to increase motor speed a little more. Now push the clutch pedal down and move the shift lever into second gear, then let the clutch pedal come up and feed enough gas to reach a speed of 15 to 20 M.P.H.

HIGH GEAR

Push the clutch pedal down and move the shift lever into neutral position. Increase the motor speed a little more and allow the clutch pedal to come up once more. Next push the clutch pedal down and shift into high gear. Let the clutch pedal come all the way up and feed enough gas to reach the desired driving speed.

The idea is to match the speed or R.P.M. of the transmission gears with the speed or R.P.M. of the motor. When the speeds of the motor and the transmission gears are approximately equal, shifting of gears takes place without clashing gears of the transmission.

The rear wheels are directly connected to the drive shaft causing the sliding gears of the transmission to revolve. However the transmission main drive gear does not continue to revolve when the clutch pedal is pushed down. If the revolving gear is forced to mesh with the stopped or slowly revolving gear, clashing takes place. The first movement of the clutch pedal causes the main drive gear to revolve. When all the gears are revolving at approximately the same speed, the gears can be shifted or meshed smoothly.

It will take some practice to shift gears smoothly and allow the motor to take the load smoothly without racing the motor or causing it to stall when the clutch pedal is released.

DOWN SHIFTING

Shifting from a higher gear to a lower gear is called down shifting. The same movements of the clutch and shift lever are used except that you are shifting from high gear to second gear or from second down to first gear. In making these gear changes the motor is speeded up to approximately twice the speed it had before starting to change gears.

Down shifting may be needed on steep hills to reduce vehicle speed without using the brakes excessively. The natural braking action of the motor helps slow the vehicle down, increasing the handling of the vehicle. Down shifting may also be needed while driving up hill if the grade is too steep to pull in high gear. In this case the gear change or shift should be made rapidly to keep from losing too much forward speed. It will take some practice to judge the speed at which a down shift can be made without losing too much forward motion.

Down shifting may be needed while driving on a level road if conditions are such that vehicle speed falls below the point where the motor can continue to move the vehicle without "lugging" or straining the motor.

While driving, do not rest your foot on the clutch pedal. This is called "riding the clutch," causing the clutch to slip and wearing out the clutch facing material.

AUTHENTICALLY SPEAKING

by Ed Francis and George De Angelis

The three Model "A" items in this column were researched as the result of many questions raised by club members.

Rear Radius Rod Ends

The rear radius rods on the first Model "A" production had forged end fittings which were butt welded to a tube. This design was used on the early models with the integral parking brake system which permitted both the foot brake pedal and the hand brake lever to activate the same mechanism. Some state governments would not approve this type of brake system and the Company was forced to make a quick change. The new brake system with separate emergency brakes was introduced in February, 1928. With the new system, the forged end fittings and the tube were redesigned. The end fittings were lengthened to provide clearance for the relocated brake lever. Even though the new design went into production in February, it was not until June before all plants made the conversion.

In January, 1929, an optional design was put in use in which the end fittings were stampings (see drawing). The stamped pieces were inserted in the tube and spot welded instead of butt welded. Both of these designs were used to the end of Model "A" production.

The brake rods support brackets were forgings on the early cars with the integral parking brake system and were changed to stampings with the independent emergency brake system.

1930-31 Cabriolet Top Trim Binding Material

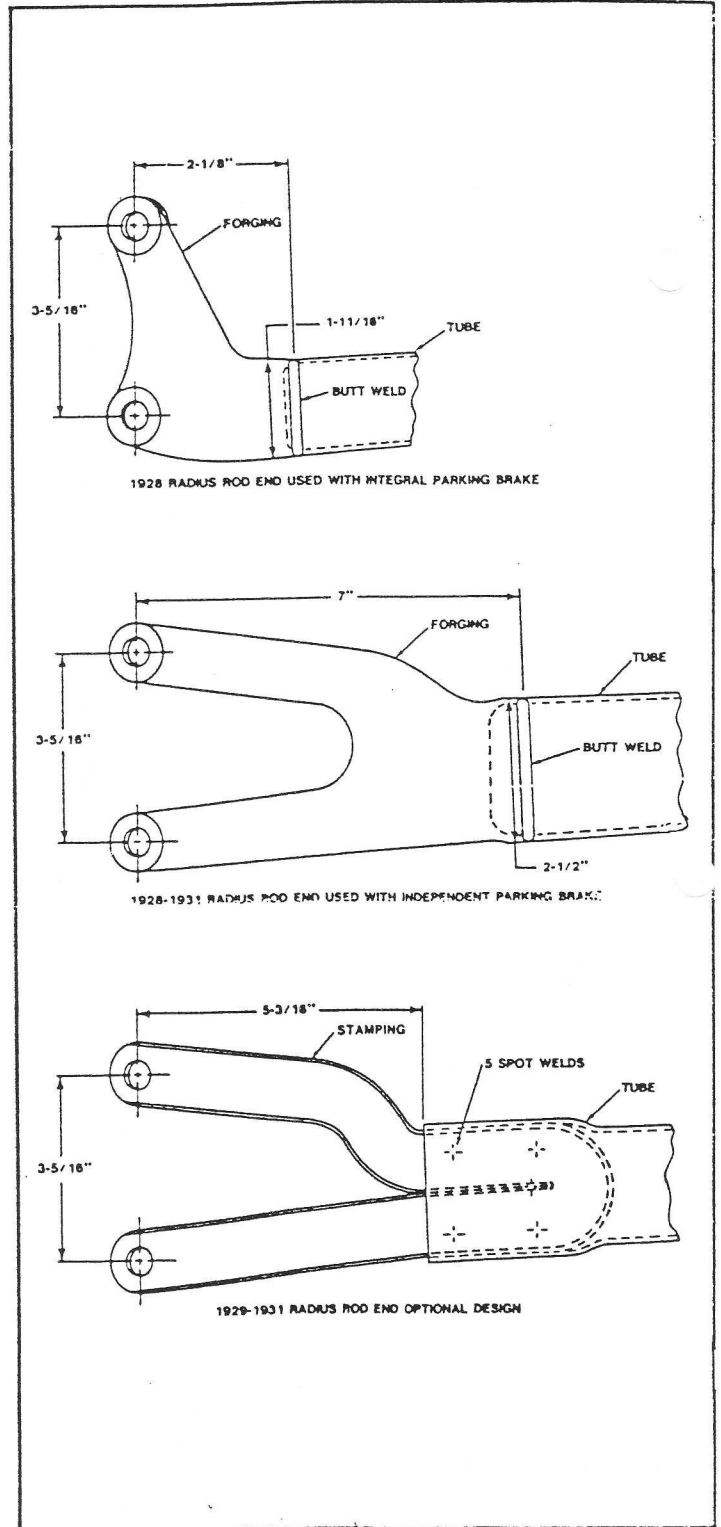
When examining Company photographs, the top bindings (top valance, top deck side quarter, top back curtain, roof rear bow, roof front bow and back belt rail) tend to look like dark artificial leather on some photographs and light top color material on other photographs. Engineering records show that only a binding material was used for all these applications — brown-red pebble grain imitation leather.

Windshield Seal On Closed Bodies

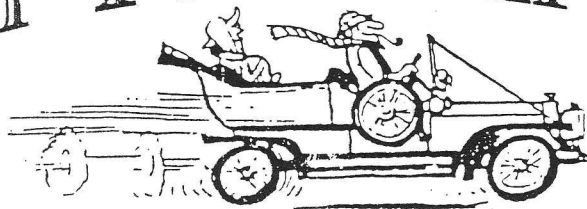
The upper joint, between the windshield assembly and the header, was sealed on all closed bodies.

The coupe pillar style closed bodies had a very simple seal of flat cork anti-squeak material .060 inches thick. The material was compressed to paper thin during assembly.

The closed bodies with the fordor type cowl design used 60 durometer extruded rubber seal between the windshield assembly and header. The seal was a "z" shape with a 3/16 diameter head which filled the opening between the windshield hinge and the header panel. This type seal was used on all bodies with windshield headers.



Motor Museum News



The **Motor Museum Trustees...** **Maurice Brockwell** (Chairman), **Kelvin Ferris** & **Don Stevens** and our Curator **John Withers** wish all club members and their families a hearty Seasons Greetings. Our Museum is celebrating it's sixth anniversary, and as you are no doubt aware, an enormous amount of hard work has gone into the project over this period. For this we give all our volunteers our sincere thanks for a herculean effort in making the Museum one of the finest in the world.

Highlights of the past year:-

This years **Classic Car Show 2000**, WAS premier classic car event was the best ever, with a record number of public and cars attending.

Quiz Night 2000, \$2350 raised from an almost capacity crowd our thanks to the supporting club members and sponsors.

Shannons....."Bay to Whiteman Run 2000". A most successful event with Car numbers up 10% on last year ! Museum gate and Shop sales up also on last year, the scenic route and stopover at the WA Rail Museum for morning tea proved very popular, don't forget to come along in 2001.

Ernie Legg Collection is now in position. New cabinets and shelving have been tailor made to accommodate this large assortment of Motorcycle engines, parts and memorabilia. We are grateful to the Veteran Car Club for their assistance and loan of this fine collection and in particular the Army of volunteers who have been involved in the reconditioning and preparation

Numberplate collection from WA Transport department is also on display along with an imported collection of mounted **posters** and **metal** signs adorning the walls. **Hub Caps have you any old ones to give us?** We have one wall panel complete and are starting a second, all shapes and sizes welcome!

The Fire Engine is available by donation for Club Events and Special Promotions.

Several **National Rallies** were held in the Museum grounds during the year and several bookings have already been received for our special area with pavilion & BBQs beside the Museum for 2001, don't leave your booking too late!

Car and Motorcycle turnover continues with over 170 movements logged so far in 2000, if you have an interesting vehicle that you are prepared to display give us a call, we may be able to display immediately or within a few months. **Pedal Cars** are also needed please.

Volunteers are always required, so please give us a call on 92499457 or drop by and have a chat.

Diary Dates for 2001 !!!

Classic Car Show

Quiz Night in conjunction with the Vauxhall Owners Club

Motor Museum Run 2001

Sunday 18th March 2001

Wednesday 25th July 2001

Sunday 4th November 2001

Hubley Car Racing Australian Rules
by Nev Schumann for the Queensland National Meet

The Model A Ford Club of Queensland inc. is introducing Hubley car racing at the National Meet in Toowoomba in 2002. Hubley racing has been popular in America since the 1980's and because of it's popularity is growing fast.

. The main reasons are (1) To involve young children from the age of three.

(2) All entrants are encouraged to bring a Hubley. If you cannot bring a "full size" car you are urged to bring a Hubley so you can compete with a Model A .

(3) It is a great exciting night /competition so bring your cheer squad, club members and family.

(4) Entries will be accepted in the names of grandchildren.

RULES: The rules for the main racing will be the same as the American MAFCA rules (last update 14/10/98 (copies available)

AUSTRALIAN RULES

(1) Each club is encouraged to build a club car based on a Hubley or similar providing the width of the car does not exceed 3 3/8" or 86mm. so it will fit on the track. Modifications such as Wheel bearings are allowed so let your imagination run wild. Definately gravity propulsion only (no mechanical power allowed)

(2) Members / Family may enter the modified section as a second entry only if a "stock standard " entry has been entered.

(3) Junior section under 13 years may enter a Matchbox or similar make and size providing it resembles a Model A and is not mechanically powered.

(4) Car Identification for racing : A sticker of approx 30mm diameter will be used to identify your entry. If you are concerned about the sticker removing paint when removed please supply your own sticker.

(4a) If you want to identify your car with a number you may use your rally number for your first car. If you have additional cars you will be given a separate number upon registration.

(5) The MAFC Qld accepts no responsibility for any damage that may occur to your car while in their care.

(6) Cars to be weighed in one hour before the race commences and no adjustments to be carried out other than minor accidental repairs approved by the Chief Judge.

(7) Electronic timing will be used to determine placing . In event of a dispute the Cheif Judge will make the final decision.

(8) The Chief Judge has the power to reject any entry which may not be mechanically safe or not in keeping with the event.

Any information may be obtained from Nev Schumann (07) 33905710 or email to nevjoan@one.net.au

Notebook

BIRTHDAYS for January: Birthstone: Garnet; Flower: Carnation

Max Annear, Russell Brandis, Ian Dalby, Gary Eva, Barbara Forbes, Barrie Guest, Edith Jeffree, Matthew Read and Rodney Wright. Have a great day!

CHANGE OF ADDRESS: Alan & June Smith have moved to: [REDACTED]

Merriwa 6030. Phone: [REDACTED]

BITS & PIECES:

FOR SALE: New Parts

A9193T - internal petrol tank fuel filter \$3.00

A10563 - cutout insulating washers \$1.00

A42339 - Roadster rear window support rubbers \$2.00

B3524 - water pump lead packing \$2.00

28/29 - Roadster internal screw kit \$6.00

distributor top plate with modern motorcraft points (spare point set also) \$25.00

Wescott fibreglass (USA) rumble seat lid with brackets \$500.00

28/31 rumble seat platform to suit coupe or roadster \$120.00

Used Parts

28/29 fuel tank good condition 150.00

28 fibreglass cowl for radiator fan \$5.00

power house generator bracket \$1.00

light switch bail wires \$1.00

AR hand brake levers (3) \$5.00 ea

Phaeton top saddle studs - hold the top saddles when the roof is down \$6.00 pr

radiator 28/29 good tanks \$100.00

four blade fan \$5.00

Contact Ron Andrews - [REDACTED]

FOR THE TECHNOLOGICALLY CHALLENGED:

All computers now come with a word processing program. One of the bonuses of the program is a spell checker. This can be used once an article, memo, or other type of text is written by selecting Tools, then Check Spelling. If the program queries the spelling of a word you have written, it will usually offer alternatives, which you can accept or modify your original spelling. This will enhance the presentation of your text as spelling errors detract the reader's attention from the information you are trying to relay. Also try using your Members Directory to check the correct spelling of fellow Club Members' names.

CLASSIC CAR SHOW It will soon be time again for car displays at Whiteman Park.

As we have a National Meet coming up in 2004 it would be a good opportunity to start a bit of advertising of our club. Has anyone any ideas as what theme we can use for 2001?

VOLUNTEERS NEEDED TO CONDUCT MONTHLY OUTINGS Bring along your suggestions and destinations to the January meeting. Get to go where and when you choose by offering to organise the run.

A HAPPY AND PROSPEROUS NEW YEAR to all members, associated clubs, friends and families.

Happy
New
Year

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

SARTORI Peter & Lorraine
MURDOCH WA 6150



**Western
Model A News**

Condensed from Power Farming of 1957. Submitted by John Laurie
LONG LIVE THE BABBIT

Babbit failure can be attributed to poor bonding, inferior babbit material and or dirty lubrication oil. Present day babbit as used by the serious people in the business is of high quality and hardness (diesel babbit) but bonding still remains of high priority. Diesel babbit being of greater hardness than that used 70 years past does not take kindly to dirty oil. Hence with present day babbit an oil filter, preferably full flow is recommended.

Don't glance at a failed bearing, with scoring or a piece of babbit missing and say "Dirty oil or poor bond" but look to the reasons.

1. If bearings you are replacing have splotches or scabby spots in the babbit, it is usually a sign of dirt particles being embedded into the babbit when pressure has been applied. These particles of dirt set up hot spots, which in turn cause fatigue cracks and once oil enters these cracks a hydraulic action sets in causing further troubles.
2. Bearings with deep scratches in line with the oil hole are a sure sign of dirty oil. Rebuilding parts should be meticulously clean.
3. Metal dragged from the surface of a bearing points to, fitted too tightly or a lack of oil. The bearings depend on the correct clearance to allow sufficient oil to flow over the whole surface. Always maintain the correct oil level and if an oil filter is fitted change it at regular intervals.
4. Small cracks or cavities in the upper half of a con rod is a sign of an overloading situation, high speeds, lugging, excessive idling, incorrect engine timing and consistent use of the engine for down hill braking.
5. Bearing life is short if the crankshaft is in poor condition. Check for alignment journal size, ovality and taper. Don't forget balance.
6. When installing bearings check carefully that oil holes are clear and match up. If oil circulation is inadequate over the bearing surfaces you get little warning when things are about to let go.
7. Double check everything always use a tension wrench to manufacturer's recommendations.
8. LAST BUT BY NO MEANS LEAST, GOOD DRIVING MEANS LONGER LIFE TO THE ENGINE'S BOTTOM END.

Secretary/Treasurer: Toni Mahony, Bedford, 6052.
Telephone: