



Western Model A News

Official Newsletter of the
Model A Restorers Club of Western Australia, Inc

Year XXI

Volume XII

July 2001



Gwen and Barry Guest

The Guests are the subject of this months Members Profile. The photo dates from the 1992 National Meet at Whiteman Park, neither looks any older today. In the background is their green tourer

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

OFFICERS: *President:* PETER SARTORI [REDACTED] *Secretary/Treasurer:* TONI MAHONY [REDACTED]
Vice-President: RAY MAHONY [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* DAVID BUSSARD [REDACTED]

COPY DEADLINE: By the first day of the month to [REDACTED] BALDIVIS, WA 6171

Coming Events

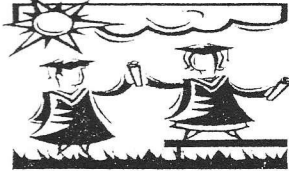


SUNDAY, 22ND JULY, 2001

AGM & VEHICLE EXAMINATION

VCC Headquarters, Hale Rd, Forrestfield

Examinations from 10 am; AGM starts 2 pm.

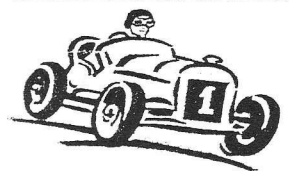


WEDNESDAY, 25 JULY

CCC QUIZ NIGHT

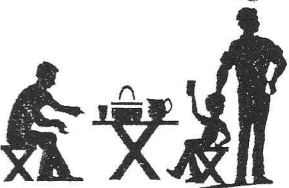
Bassendean Oval – Old Perth Road

7:00 pm Contact Ian Bain Ph [REDACTED] for tickets



AUGUST, 2001

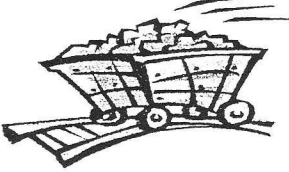
Don Sutherland organising



SUNDAY, 2 SEPTEMBER, 2001

FATHERS DAY ANNUAL RUN

Chris Butler organising



MONDAY, 15 OCTOBER – 20 OCTOBER, 2001

GOLDFIELDS RUN

John Laurie organising.



SUNDAY, 4 NOVEMBER, 2001

MOTOR MUSEUM RUN



EASTER 2002

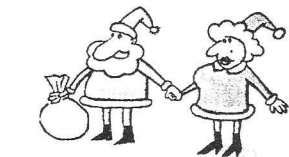
17 NATIONAL MODEL A MEET

TOOWOOMBA, QLD

Registration form and information available from:

Rally Secretary, MAFC of Qld

[REDACTED] CARINA Qld 4152



CHRISTMAS 2001

SUNDAY, DECEMBER 9

Bridgeleigh, WANNEROO

\$35 per head. Contact Dora Annear

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

**Cylinder Head Service * Reboring and Sleeving *Crankshaft Grinding*

Recommended by MARC member

**MINUTES OF MEETING OF
HELD AT NORTHAM, SUNDAY, 24TH JUNE, 2001**

Meeting was opened at 1.15pm by the president.

Attendance: As recorded in the meeting book. 12 Model A's and several modern vehicles.

Visitors Angela (Chris Butler's daughter) and past member Ron Andrews were welcomed.

MINUTES: The minutes as published in the last magazine were accepted by motion from Barry Guest, seconded Max Annear.

There was no business arising from the minutes.

FINANCIAL REPORT:

Receipts since the last meeting		\$75.00
Payments	\$365.28	
Bank Balances as at 1 st June, 2001	ANZ	\$11,480.66
	Bankwest	\$1,522.49
	Unpresented Cheques	\$25.00
	Cash in Hand	<u>\$387.85</u>
TOTAL FUNDS		\$13,416.00

GENERAL BUSINESS:

Steve Read - Concern expressed at the resignation of some of our founding members and proposed some form of recognition go to those people. Agreed by all, with Steve Read to look at options.

Dora Annear - Christmas lunch is booked and as this year's function is a little more expensive than in the past, she will be accepting payment from the AGM onwards.

John Hall Related the effects of concessional registration breaches and non-compliance by members of another organization, which resulted in heavy payments having to be made by the owners of vehicles for stamp duty and fines. A warning for all concessional registration holders to abide by the rules for their own sake and the clubs.

Max Annear - commented on the good response from members who had been contacted regarding the payment of overdue subscriptions.

Toni Mahony - Ian Irwin rang from Canberra to report the activities of the Ford Motor Company in regard to their sponsorship of the various car clubs throughout the country. A disappointing effort for any club or event, where the sponsorship will be minimal. Ian is contacting the Ford Motor Co on behalf of the Model A clubs expressing disappointment at their lack of support and will contact us again when he hears back from them.

David Bussard - TOOWOOMBA 2002 - The October long weekend has been allocated for a 'shake down' for all Toowoomba participants, taking in three days of travelling. David will be organizing the route, and bookings will be required for accommodation. Early in 2002 an examination day will be held for vehicles to try to pinpoint any mechanical problems on participating vehicles. Date to be advised.

Darren Jeffry - requested the whereabouts of the club's metal sign. It is thought to be at Ross Letch's home. Darren to check out.

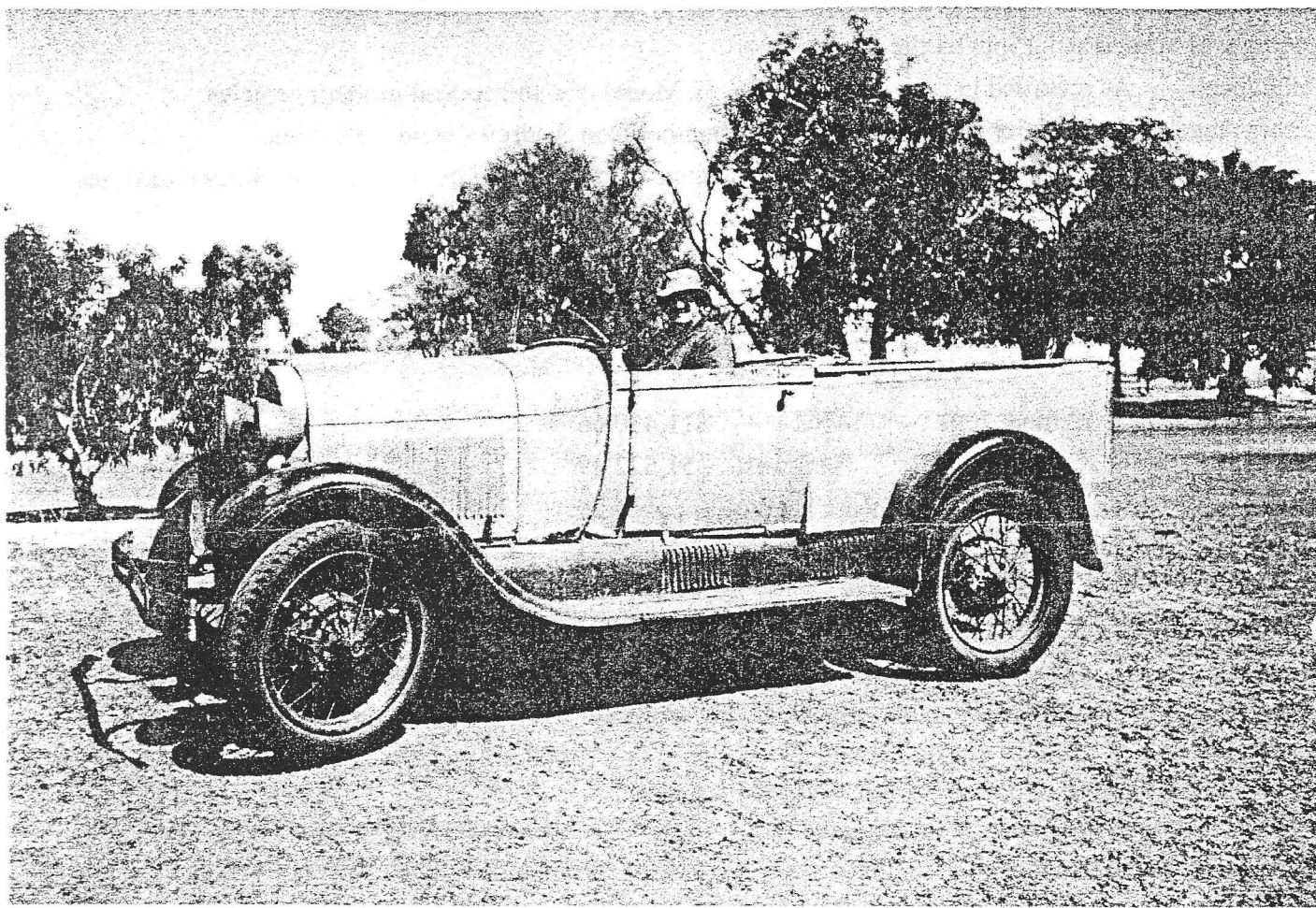
BITS AND PIECES:

Shirley reported she had heard from Margaret McMullen in Qld, who advised that a crafts session will be held in the main pavilion at Toowoomba and anyone interested can take along their craftwork.

ANNUAL GENERAL MEETING is the next meeting in July. It is also EXAMINATION DAY for the vehicles. Steve Read requests anyone who owns a vehicle who cannot get to the examination day to contact him URGENTLY to arrange a time for an inspection PRIOR to that date. If a vehicle is undergoing repair and cannot be examined, Steve needs to know as well. Steve has to report to the Transport Department on the club's vehicles examinations by the end of July. Any concessional licensed vehicle which has not been examined will be reported to the Department.

MEETING closed at 1.15pm

KEN HALL, A NEW MEMBER, IN HIS TRUSTY MODEL A.



Note the louvers in the valences

The very early tourer, red steering wheel and American foot pedals, was given the "ute" treatment about 1936. The engine was overhauled about ten years ago and has covered about 6000 miles on Ken's 8000 acre wheat and sheep property. The ute was very handy over the last 5 years in rebuilding 70 kilometres of fencing destroyed in the disastrous fire that swept through a huge area in the 1990's. It is in every day use and is kept in a shed out of the rain and sun. Ken also owns a restored 29 Tudor which he intends using on the Goldfields run. It too has a history, having been driven to the UK and back.

TOOWOOMBA NATIONAL MEET

There will be a shakedown run for those cars going to Toowoomba over the long weekend of Saturday September 29 to Monday October 1. We will spend one night each in motels in Narrogin and Merridan. Cost is \$66 per night per couple for accommodation at each location, I am negotiating prices for dinner and breakfast. I have booked 14 rooms for those going to Toowoomba. If any other club members want to come on the run they are very welcome; please advise David Bussard ASAP so I can book more rooms.

The run is to test all the vehicles under touring conditions so that we can discover problems early enough to fix them before we leave in March 2002. We had intended to do this before the Wodonga meet but had to call it off when our hotel bookings were cancelled at short notice. Subsequently we were plagued by hold-ups caused by numerous small problems that could have been easily fixed. Closer to the departure date we will arrange an inspection day where all cars will be checked for necessary spare parts, tools and roadworthiness.

JULY ANNUAL GENERAL MEETING

As has become our practice, there will be a free sausage sizzle during the vehicle inspection phase of the July 22 meeting, prior to the AGM that starts at 2:00 pm. If you want more than a sausage in a bun for lunch, please bring it with you. Members are also asked to bring a plate of nibbles for us to graze on after the meeting. Things like cake, muffins and little cucumber sandwiches with the crusts cut off are the normal offering. Tea and coffee will be available. The whole affair should be completed before 4:00 pm.

If your concessionally licensed vehicle is not being inspected on or before July 22 you must advise Steve Read NOW or your vehicle will be delicensed from August 31.

CLUB MEMBER PROFILES – Barrie and Gwen Guest

I have just finished writing comments on student reports for my class. Of Barrie and Gwen, I think I would comment "Always cheerful and positive. Helpful to others and always willing to work for the benefit of the club." Barrie and Gwen have contributed their time and energy – and Barrie his baking and jam-making expertise - to fund-raising activities for the whole club and for trips to National Meets. They provide morning tea for the group going to Kirup at Easter. We are all glad that they have continued their membership in the Model A Restorers Club of WA (Inc) after selling their Model A.

Pat Bussard

Names: Barrie and Gwen Guest

First meeting attended: *Membership application form dated 8/4/91.*

How did you learn about the Model A Restorers Club of Western Australia (Inc)? *Indirectly from Alan Duns of Manjimup in 1991.*

National Meets attended: *Perth, WA 1992; Adelaide, SA 1994, Wodonga, VIC 2000. Planning to attend Toowoomba, QLD 2002.*

Memorable club events or runs or Highlights: *A most memorable meet was our first big one, Easter 1992. Perhaps the first trip to Adelaide 1994 which was like a picnic every day. Helen Sharp took a photo of the six cars coming down the Eucla Pass, going over to Adelaide. The photo was printed on the front page of the American Restorers Magazine.*

Funniest memory: *Our first long run in the Phaeton (to Wave Rock at Hyden) was funny as every time we stopped, the car back-fired and we wondered whose car it was, as we had already walked away from the car. Jimmy Williams came over and said "Do you mind if I fix your car?"*

Family and personal history: *Barrie "tells" first.*

I was born on the 15th of January 1927 at home in Bicton to Albert and Mary Guest, who had arrived in Australia from England in July 1926. My father was a coal miner and mum wanted him out of the mines so they came to W.A.

I went to school at Bicton Primary, then Fremantle Boys School and finally Fremantle Tech.

At the age of 15, in 1942, I joined the Merchant Navy, joining the M.V. Centaur, which was converted to a hospital ship in 1943. I did a trip up the north-west coast, came back to Fremantle anchored in Gage Roads where the Koolama state ship dragged its anchors in a storm and collided with the Centaur. We went to Williamstown, Victoria to be repaired then, loaded with war supplies, joined a convoy in Townsville and sailed across to New Guinea.

Came back to Melbourne after a uneventful trip, luckily the ship then had its guns removed and went back to docks to be converted to a hospital ship. At this time I signed off and came back to W.A. I worked at a couple of wool scourers and a foundry then joined the RAAF at 18. I was still in training at Point Cook Air Base when the war finished and I was discharged.

Served an apprenticeship as a pastry cook with the Regal Bakery in Fremantle, then worked at the Ford Motor Co. in North Fremantle and also the Shell Company as a driver.

Just before completing my apprenticeship I was fortunate enough to meet a young lady named Gwen Parks, whom I married in December 1950. We have a son Darryl, born in January 1954 and a daughter Wendy, born in 1956.

Gwen and I ran several bakeries of our own, 3 in Perth and 1 in Narrogin, over a period of 22 years.

My son, daughter and daughter in law bought my first Model A for me as an Xmas present, in 1985. I first heard of the Model A Club in 1991 indirectly from Alan Duns. He told me to get in touch with Alan Jeffree, which I did, and I have had invaluable help from Alan, Darren and also Steve Read when I was restoring the Phaeton. Steve told me it had to be on

the road by Easter 1992 and this was Easter 1991. Consequently with their help and the help of a friend named Laurie Bon-Ham Smith, the car was completed on Easter Thursday night in time for our very successful National Meet. We have since been to two other meets, Adelaide and Wodonga.

About 5 years ago Bevan Sharp decided to sell his Tudor, so I thought I would buy it for more comfortable Model A touring. In June 2000, I had a bad car crash and Gwen had both her legs broken, plus other injuries. So it was apparent the Model A was going to be lying around unused for quite a long time. As I had an acquaintance that wanted a Tudor, I sold it to him, now he is a friend, Bob Newton. Gwen and I are still club members and will be going to the National meet in Toowoomba.

Enough about me, it is now Gwen's turn.

Not much more to tell as my life has been as Barrie's since we met at a dance in October 1949. We were engaged in June 1950 and married in December 1950.

I was born in Fremantle and spent all my happy young life there. War came and went, with lots of local events to help war effort. At 15 I worked in the office of the then Fremantle Municipal Tramway and Electric Lighting Board. That job was for 9 years and then marriage, children, bakeries etc. brought me to now.

My parents were both born in Victoria, of English & Scottish parentage. I did start checking Family Tree, but became too involved selling our home in Willetton and building our granny flat adjoining our daughters' home on 5 acres at Cardup. We have 3 granddaughters from our son and twin grandsons from our daughter. As a result of our car accident, I am unable to do much so I really miss my boot scooting most of all. I have loved dancing all my life.

Gwen adds: Did Barrie mention that after he left the "Centaur" it was torpedoed and sunk off Brisbane in May 1943? So Gwen says she was lucky!

What music do you listen to? Barrie has always liked classical music until I wiped most of his tapes to record Country and Western for our bootscootin. He didn't mind though!

The most memorable concert(s) you have attended. We loved *Phantom of the Opera* and Gwen has a full recording.

Sporting interests: When younger, we had speed boats and Barrie was a keen water skier. Family and friends were all taught. Gwen's only sport was always dancing. We went back to Ballroom dancing once free of business commitments. Then we saw bootscootin' and that was it. We have belonged to the Mustangs Bootscootin' Club for about six years.

Other interests:

About your car: #1: Model: 1929 Phaeton **Colour:** Green

Barrie has always been car mad and attended Speedways and car racing events. Son Darryl found the Phaeton via newspapers while they were living in Queensland. Gwen had to steer Barrie away from buying a car there. Barrie gave club membership papers to the new owner but cannot recall his name.

#2 Model: 1929 Tudor. **Colour:** Grey Details above in Barrie's story. The car got an engine change, a complete front end change. The springs were reset, the car was rewired back to six volt, and they had plans to do work on the upholstery.

Current projects: Gwen's only project now is to get fit again after the car crash. She is glad all metal and hardware is to be removed from both legs in late July.

B GEARBOX V8 GEARS A FRAME

HOW IT ALL GOES TOGETHER

By David Bussard

*This article was first published in **Secrets Magazine**, Volume Ten, Number 1, July 2000. This is the official publication of the Secrets of Speed Society, an organization dedicated to preserving and distributing information about modifying Ford Model T, A, and B four cylinder vehicles. The article will be concluded next month as it is too long to include in its entirety.*

Installing a Model B block in your Model A certainly provides lots more power, but that power must get to the rear wheels. Passing it through a Model A gearbox will work, details of this operation have been covered in articles in Secrets Volume 3, Number One and Volume 6, Number Two.

A better solution is to use a Model B (or 1933-34 four cylinder) gearbox. These can be fitted with the original Model B innards or the gears from any of the flathead V8 gearboxes (excluding 60 horsepower and four speed truck boxes).

These gears are thicker and stronger, have a syncromesh on second and third gears for easier shifting, were all helical cut from 1936 on for quieter operation and most importantly had much taller gear ratios in first and second. This enables acceleration to higher speeds in both of these gears so that the shift to top gear can take place when the engine is generating some useful power. It also provides a second gear that can be used as a driving gear around town, as a passing gear climbing hills and to generally cause confusion among the enemy.

The information that follows results from my experience of installing 1940 gears into a 1932 gearbox, adding a 1938 shifting tower and inserting the lot behind a worked Model B engine in my 1928 Special Coupe. The fact that this is a right hand drive just made the job a little more interesting, the principles, parts and procedures are all the same.

GEARBOXES

The best thing about this swap is that the engine-gearbox combinations of the Model A and Model B are exactly the same length. This means no cutting or modification to the front or side motor mounts, the torque tube or front radius rod. Model A pedals are used. I use the word gearsets to include the gears, synchronizer, thrust plates, shafts and bearings for a particular transmission.

MODEL A

Essentially, nothing from the Model A transmission, bell housing, flywheel shield or shifting tower is used. The late model parking brake lever, mounted beside the shift lever, can be used, as can the throwout bearing and the main shaft bearing retainer it slides on.

MODEL B

If you are using the Model B gearset and shifting tower, parts from 1932-34 four cylinder and 1932-35 V8 transmissions can be substituted if required. Note that the 4 and 8 cylinder 1932-35 transmissions were a mixture of helical and spur gears and are noisier than the 1936 and later gearboxes which were all helical gears.

V8 TOP SHIFTER

All V8 gearsets will fit into the Model B gearbox; however all V8 gearsets are not the same. The major change took place with the introduction of the 1936 models. From 1932 to 1935 a combination of helical and spur gears were used, later models used all helical gears. The shifting tower forks, and the slots in the low/reverse sliding gear and the synchronizer assembly in which the forks fit, are different sizes in these two gearsets and cannot be mixed.

V8 SIDE SHIFTER

The side shift gearbox was introduced in 1940. The good thing from the point of swapping is that the gearsets from the later 1940-48 boxes will fit into the Model B gearbox. In fact, with minor changes to the cluster gear bearings, gears from 1949-53 transmissions will also work. You must use a 1936-39 shifting tower, shifting forks and gearshift lever on the Model B gearbox if you use 1936 or later gears.

FLYWHEEL HOUSING

The Model B flywheel housing attaches to both the engine block and the B oil pan. Only the 1932 housing can be used for mounting a four cylinder transmission onto a Model A chassis. Flat cheeks facing the frame rail on each side, drilled for two rear engine mount bolts, identify the 1932 housing. It is very similar to the Model A. The 1933-34 four cylinder housings lack the flat cheeks and instead have a curved face with a single hole that held a mount for a single steel steady rod, in a manner similar to V8 mounts.

MOTOR MOUNTS

The front Model A motor mount can be used with either a Model A or B front timing gear cover.

You cannot use original Model A rear motor mounts or a Model A Float O Motor kit. The Model B transmission to Model A frame Float O Motor kit is available from a number of suppliers, including AC&R of Redding CA and Specialty Ford Parts of Rosemead CA, or you can make your own mounts.

If you already have a Model A Float O Motor kit it is possible to use these frame mounts and then make your own engine mounts using ¼ inch by 1 9/16 inch flat strap steel, as shown in the accompanying photograph.

First make the vertical piece that goes on the flywheel housing, note that the hole center spacing is different than the Model A, which is why you cannot use the Model A kit. The horizontal piece should be cut about 4 ¼ inches long. The hole for the mounting bolt is centered 3 ½ inches from the face that abuts the flywheel housing. The hole for the mounting bolt is not in line with the two holes on the vertical piece but is displaced 3/16 inch toward the front of the vehicle. Temporarily bolt the vertical piece to the housing, now measure and mark ¾ inch up from the bottom edge of the housing where it connects to the oil pan. This is where the lower face of the horizontal piece must be so the engine is held in the correct position. The problem is that this leaves very little room for the lower engine mounting bolt once the welding is complete. The solution is to raise the position of the horizontal piece a further ¼ inch and use a ¼ inch piece of the strap steel, with suitable hole, as a shim beneath the bottom of the horizontal piece and the lower rubber biscuit that rests on the frame mount.

Chamfer the top and bottom of the horizontal piece and have someone good weld it to the horizontal piece, using heli-arc or MIG, making sure the angle is square. I also made two triangular gussets for each mount and welded them between the top of the horizontal piece and the housing plate.

The hole drilled in the horizontal piece must be at least 3/16 inch larger than the bolt used to allow proper floating action.

The Model B cross member mount at the rear of the gearbox is not used as a mount in this installation but must be present as it is used to attach the torque tube. If you are going to soak it in degreaser to clean it remove the rubber first, otherwise it will turn to jelly.

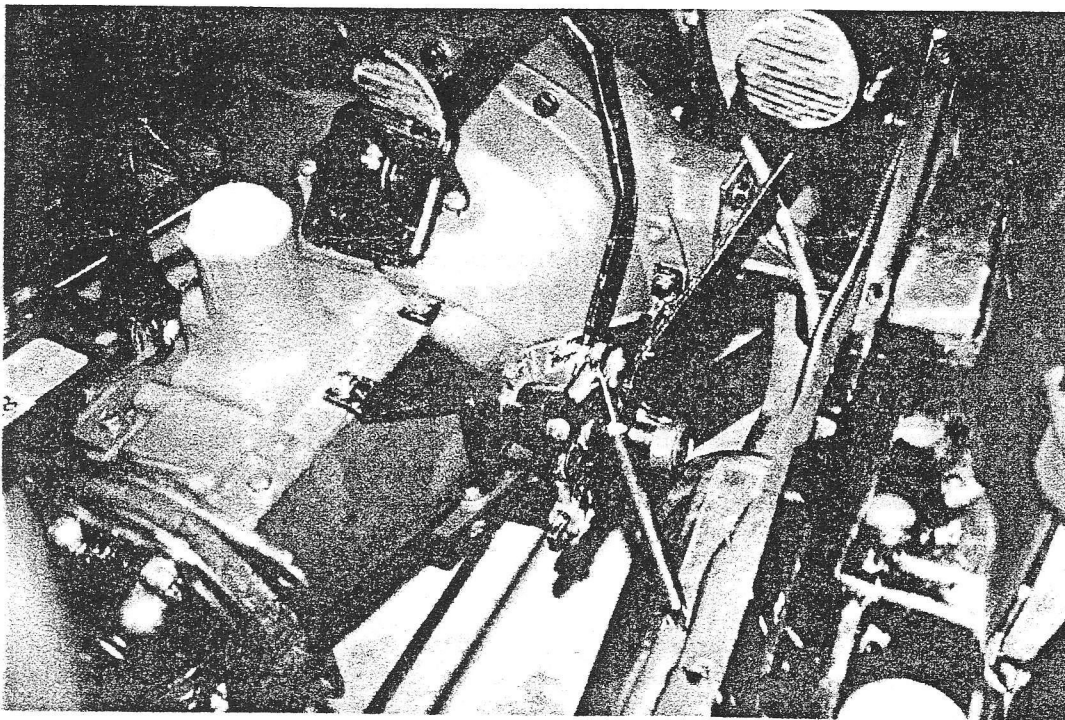
PEDALS

A pedal mount adapter is required. This is available as a kit from the above-mentioned suppliers, among others, and consists of the pedal, park brake and wishbone adapter and a new throwout shaft.

The pedal adapter connects to the shifting tower and the bellhousing adjacent to the rear motor mount. It places the clutch and brake pedals in position so that no alteration of the brake and clutch rods is required. Replace the stock two bolts in both the shifting tower and the flywheel housing with ¼ inch longer units to compensate for the thickness of the adapter.

The pedals should be in the same position when the installation is complete. Check the clearance with the floorboards and mats. Minor clutch and brake pedal adjustment will be required.

For a right hand drive installation this adapter must be cut apart where the tower plate meets the thick vertical plate, the tower plate tabs must be heated and bent the other way, the bellhousing plate cut and repositioned and the clutch and pedal shaft removed and replaced with the one inch thick shaft used here. It would be easier to buy the thing in pieces and weld it yourself.



Note the Model B gearbox rear mounting plate, home-made engine mount and pedal shaft support mechanism that mounts to the top right of the gearbox cover plate and the right side of the bellhousing (between the pedals).



NOTEBOOK



BIRTHDAYS for July: Birthstone: Ruby; Flower Larkspur

Reg Blewett, Chris Butler, Ian Cocks, Pauline Edwards, Henry Ford, Glenda Hurij
Hans Hurij, Bob Newton, Kelvin Pepper, Lorraine Sartori

Who has ever seen a Larkspur?

PERTH NATIONAL MEET

I have recently received a short communication from Lee Chase, of the US Touring Group, who is organizing their trip to our meet. Since his last communication he has been contacted by nine more couples who will be attending, with their vehicles. This brings the total of US vehicles expected to 39 and there has still been no national advertising.

JUNE NORTHAM RUN GOSSIP

Lindsay Blacklock, of the super-quiet, slow idling 1930 Phaeton started his car after the morning tea stop to be assailed with what he described as a "god-awful banging, thrashing, crashing noise" that got worse as he increased speed. Fearing the worst he stopped and investigated, only to find he hadn't turned his hearing aid off (as is his normal practice) when he started out. They always sound like that Lindsay.

TOOWOOMBA NATIONAL MEET

If you are planning to attend and have not booked your accommodation I suggest you procrastinate no longer. To date the organizers have registered about 150 participants and accommodation is becoming scarce as several other events are being held at the same time.

I have received a note from the organizers regarding Activities for the Ladies. As well as craft sales, a mini-swap, and a raffle for a crocheted knee rug and Angela the porcelain doll, there will be a workshop on how to make a "Magic Bonnet" suitable for a new born baby. You will require a white handkerchief edged with lace and one metre of half inch white ribbon. There is no information on the kind of magic this bonnet performs but if this interests you don't forget the bits and pieces.

YETI SIGHTING ON FREEWAY

That is not quite accurate but something almost as rare. Pat and I encountered one of the club's original members, Alex Kirkwood, at the opening of the extensions to the Kwinana freeway on June 23. He is still active in the old car movement and was driving an MG roadster. Alex organized the first club run, to John Forrest National Park, and was interested to learn we were to recreate the same run the following day.

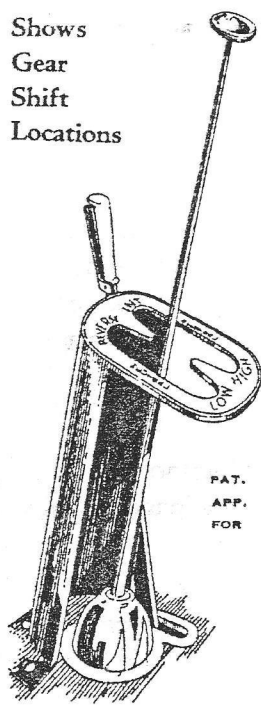
In the Beginning



The Club minutes of June 5, 1981 record that the late Eric Richards and family had just returned from the 1981 VCCA National Rally in Canberra. The family towed a horse buggy trailer behind their 1928 Tudor. The same minutes show that member Kelvin Pepper recorded that the restoration of his AA truck was "going very slowly".

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