WESTERN

A MODEL NEWS

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

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FEBRUARY 1983

NEXT MEETING:

DATE

: SUNDAY, 27TH FEBRUARY 1983

TIME

: 9:30 AM

PLACE

: Parking lot at Ciccerellos Fish Market

Marine Terrace, Fremantle.

Join us in a pleasant Sunday drive to Rockingham. Bring your BBQ packs etc. as there are electric BBQs available at the lunch spot - CHURCHILL PARK, situated right on the beach front at Rockingham.

LAST MEETING: A good gathering of Model A members met at Keanes

Point, Peppermint Grove for a picnic meeting. A great time
was had by all. While the mums and dads relaxed and talked
the kids played in the park, paddled in the river and
generally enjoyed a change of scenery.

A general discussion was held about the high cost of rebuilding engines. One member recently received quite a shock when charged \$2000 for a rebuild by a Perth workshop. It has been suggested that members could pool resources and working together evolve a method of doing much, or even all of the work at a much lower cost.

Bill Spencer has kindly offered his workshop facilities for use in this Club effort. Further thinking and discussions will now take place to endeavour to arrive at the best solutions.... so have some ideas ready for the next meeting.

New Members: A brand new model was released mid January to the Read family and the Club offers its congratulations to Louise and Stephen on the arrival of Matthew.

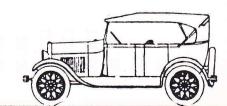
Parts: A new supplier of parts has surfaced in Shepparton, Victoria and a list of parts currently available is printed in this issue. Rod Wood of MODEL A SPARES advises buyers:

- To allow 20% for postage (excess refunded)
- Bankcard facilities available (write for form)
- If you have Model A Ford parts for sale, send a list and price as he often receives enquiries from restorers.

 For Sale: One pair 1928 front guards, very restorable,
 \$60.00 pair.

Manifold Gasket Sets - Ray Mahony (Ph: has several sets available for sale. These are the ones produced by MARC South Australia. Members interested contact Ray.

Stephen Read has access to having brake and clutch linings refaced, pressure plates reset, at very reasonable prices. We suggest you contact Stephen direct for further information.



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SHEPPARTON	59 MITCHELL	MODEL A OTAXEN
VIC.	S	イスロン
3630	REET	
A,	Phor	

hone: (058) 217776 A/h: 252912

PRICE LIST AS AT DECEMBER 1982

(See newsletter for payment instructions)

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* Items curi	B-6306	B-6256-B	B-6256-A	B-6207	B-6149-G	B-6149-E *	BB-6108-H	BB-6108-F *	A-6051	A-6031-S	A-6008	A-5630	A-5304	B-5251-S	A-5231	A-5230	AFM-5089 *	B-5000-R	A-3440-S	B-3305 RK	A-2864	A-2499	A-2035/36-s	A-2021-S	M-200	PART No.
Items currently in stock. Others items listed due to arrive early February .	Crankshaft timing gear	Timing gear005	Timing gear - std.	Piston pin bushing	Piston ring set .100 Thou.	Piston ring set .060 Thou.	Pistons .100 Thou.	Pistons .060 Thou.	Head gasket - (copper)	Front motor support kit	Complete gasket set	Rear shackle kit	Front shackle kit	Exhaust manifold clamp	Copper seal (exhaust)	Muffler assembly	Float-a-motor kit	Body to frame webbing	Radius rod ball cap kit	Tie rod & drag link kit	Emergency brake rod	Service brake rod	Brake spring set	Woven brake lining set	Green Engine Paint (can)	DESCRIPTION
1983.	15.00	25.00	25.00	2.00	30.00	30.00	80.00	80.00	15.00	10.00	30.00	25.00	25.00	4.50	7.00	60.00	65.00	20.50	13.50	10.00	10.00	10.00	12.00	49.00	\$ 4.50	PRICE
A-3111 *	A-16761-AS	A-9000	B-8130-S	A-18385-AR	A-16450-FS *	A-16450-AS	A-16450-BS	A-13450-R	A-13060-AR	A-13060-B	B-12280	A-9590-Z *	A-8200-AC	B-8524	A-8591	B-7550	B-7508	B-6600 RK	B-6514	B-6513	B-6510	B-6505-R	B-6384	B-6312-B	B-6312-A	PART No.
King Pin Set	Bonnet bumper set	Fuel tank welt	Radiator mounting kit	Quail 'Superbird'	Running Boards (30)	Running Boards (28-29)	Running Boards & Valences (30)	All red tail light lens (28-31)	Headlamp lens early (28)	Headlamp lens (28-31)	Distributor heat baffle	Carby repair kit (Zenith)	Radiator shell 28-29 (chrome)	Water pump packing	Water pump repair kit	Clutch disc	Clutch & brake shaft bushing	Oil pump repair kit	Valve spring keeper	Valve spring	Valve guide (pair)	Intake & Exhaust valve	Flywheel ring gear	Crankshaft pulley - 1 piece	Crankshaft pulley - 2 piece	DESCRIPTION
82.00	4.50	6.00	4.00	59.00	110.00	110.00	170.00	10.00	20.00	20.00	7.00	16.50	170.00	3.70	24.50	42.50	2.00	18.50	1.75	1.20	7.00	7.00	24.50	28.00	\$28.00	PRICE

Proper rear main thrust clearance is important for two reasons. If the clearance is too great, the crankshaft will work back and forth under clutch pressure, pounding and eventually cracking out the thrust bosses. Also the thrust bosses locate the crankshaft in the block, and if improperly cut, will force the connecting rod little ends to be jammed against the piston pin bosses. To insure that the rear main thrusts were properly cut, Wilson provided a two-piece gauge and a thrust cutter to accurately do the job. One part of the gauge drops into the rear main bolt holes with two pins, and has a machined surface off to one side. The second piece is bolted onto the pan rail near the rear main and locked into position where its moveable finger just touches the machined surface on the first piece. The first piece is then removed and the thrust cutter tool is placed in the bearing. The rear main cap is bolted up and sufficient babbitt is removed from the front thrust surface so that the moveable t touches the thrust face. Figure 17. The distance bearn tween the rear main crankshaft thrust surfaces is then measured with an inside micrometer, the thrust cutter is reversed in the rear main, and sufficient babbitt is removed to allow a .004 inch clearance.

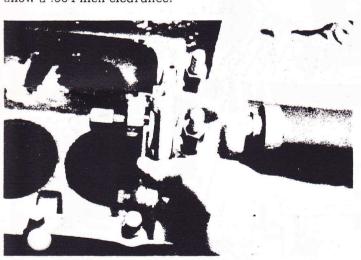


Figure 17.

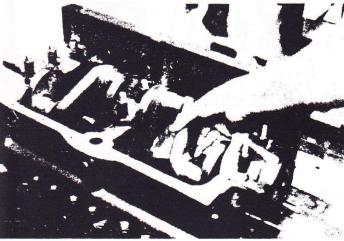


Figure 18.

The bearing job is now completed. With a little oil in the bearings and main caps drawn down tightly, the crank can be turned with one hand, Figure 18. It won't be necessary to

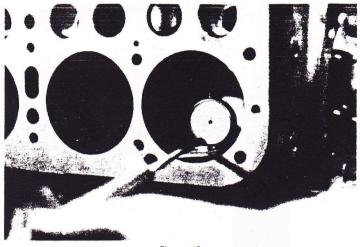


Figure 19.

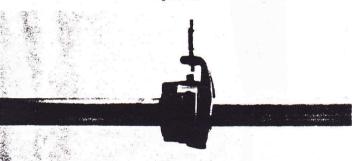


Figure 20

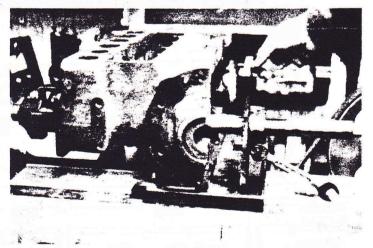


Figure 21.

tow this engine around the block to start it, and with proper maintenance, the babbitt will last 30.000 miles or more.

With the crankshaft removed, the combination machine can now live up to its name by boring the cylinders. Wilson sold a dial indicator, made by Ames, for checking wear and determining how far oversize the cylinder must be bored. Figure 19 shows this gauge being passed up and down a cylinder. When the pistons are obtained they are "miked" and numbered. With a special micrometer, Figure 20, the tool bit height on the boring bar is set to bore .003 inch larger than the corresponding piston.

As was his habit, Wilson designed a very accurate way to center the boring bar. Unlike the Quick-way and similar machines, which center at one place on the (often badly worn)

