

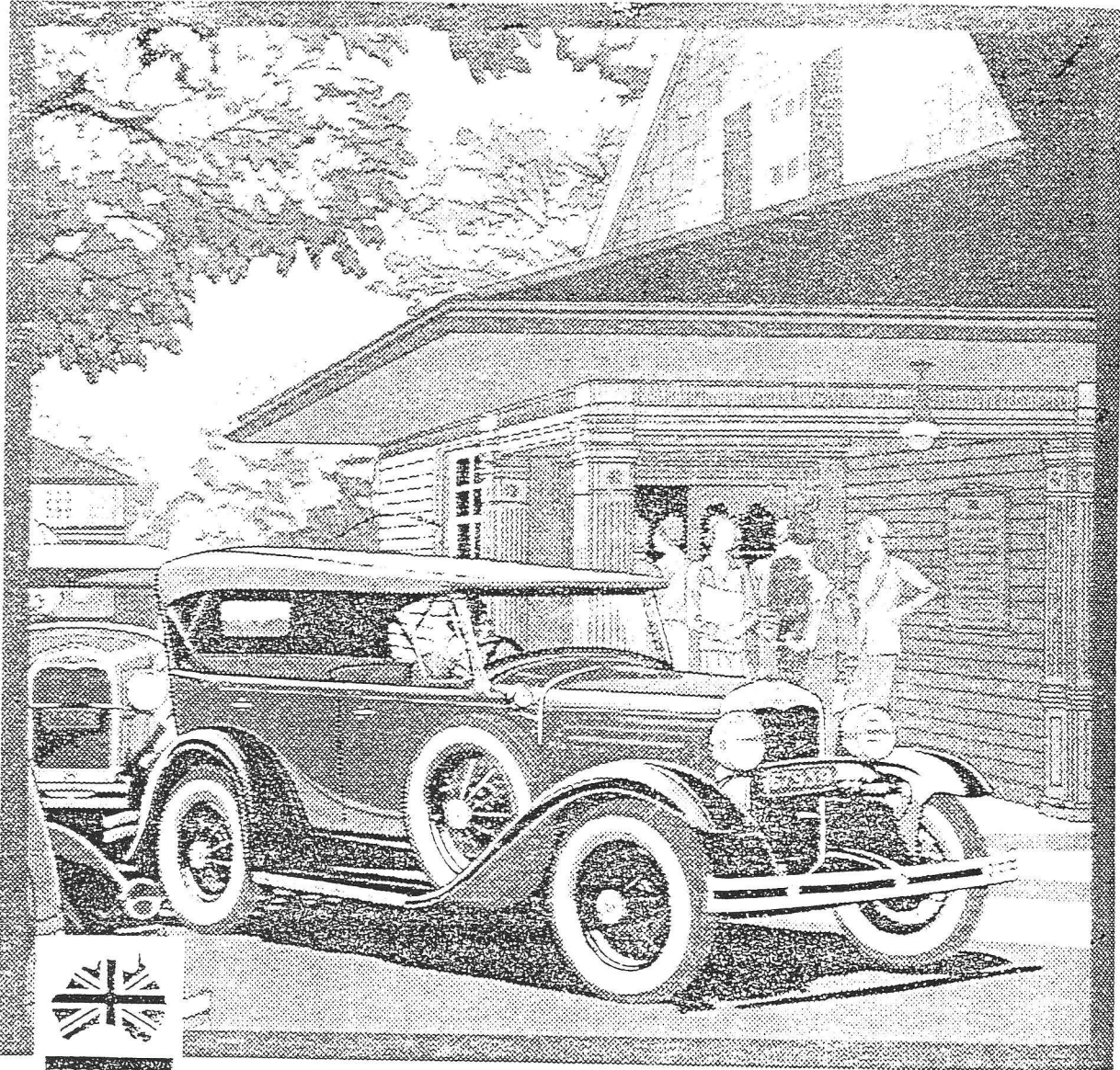


Western Model A News

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

Year XXII Number I

AUGUST, 2001



FORD CARS
TRUCKS AND
TRACTORS ARE
BRITISH EMPIRE
PRODUCTS

The Living with the Ford

Quality . . . far above the price.

Next Meeting/Run: Sunday, 26th August Meet Midland Gate 9.00am
Sunday, 2nd September Meet Riverton Forum 9.00am

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

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

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

SUNDAY, 26TH AUGUST, 2001

RUN TO YORK

Meet at Midland Gate Shopping Centre 9.00am for 9.30 departure

This is the same day as VCC York Rally, this year you don't
have to decide which club run to attend

Organised by Don Sutherland

SUNDAY, 2ND SEPTEMBER, 2001

FATHERS' DAY ANNUAL RUN

Meet at Riverton Forum Shopping Centre 9.00am for 9.30 departure

Country run to Waroona

Organised by Chris Butler

SATURDAY, 29TH SEPTEMBER - MONDAY, 1ST OCTOBER, 2001

TOOWOOMBA SHAKEDOWN RUN

David Bussard organising - please contact him for details

All members welcome

MONDAY, 15TH OCTOBER - 20TH OCTOBER, 2001

WILDFLOWER RUN

John Laurie organising - see minutes for details

SUNDAY, 28TH OCTOBER, 2001

Peter Gilberthorpe organising

SUNDAY, 4TH NOVEMBER, 2001

MOTOR MUSEUM RUN

SATURDAY, 17TH & SUNDAY, 18TH NOVEMBER, 2001

BENDIGO SWAP MEET

SUNDAY, 18TH NOVEMBER, 2001

Max Annear organising

SUNDAY, 9TH DECEMBER, 2001

CHRISTMAS LUNCH

Bridgeleigh Reception Centre, 198 Mary St, Wanneroo

\$35.00 per person

Dora is collecting money now



EASTER 2002

17TH NATIONAL MODEL A MEET

TOOWOOMBA, QLD

Registration form & information available from

Rally Secretary, MAFC of Qld,

Carina Qld 4152

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ANNUAL GENERAL MEETING
Held at the VCC Clubrooms, Hale Road, Forrestfield
On Sunday 22nd July, 2001

The meeting was opened at 2.10pm, with Vice President, Ray Mahony in the chair, with the absence of Peter Sartori, President.

Apologies: As per the attendance book.

Minutes from 2000 AGM – distributed. Moved Colin Davidson, seconded Frank Farrelly that the minutes be accepted as read. Carried.

Business Arising from Minutes – None.

Financial Report: The Secretary/Treasurer apologised to the meeting for the lack of an audited report at this stage, due to her work commitments and failure to be able to contact our auditor in the past few weeks. However, a report was circulated detailing the finances of the Club. An error was detected and will be corrected. The audited report will be published in a future issue of the club magazine. Moved Dora Annear, seconded Bob Hembrough the report be accepted, subject to the auditor's report. Carried.

President and Vice President's reports: included in this newsletter.

Vehicle Examiner's report: Steve Read was not able to stay for the meeting, but reports that the standard of vehicles is improving. A report will be forwarded shortly.

Election of Office Bearers:

President: Peter Sartori – elected unopposed.

Vice-President: Ray Mahony -elected unopposed.

Secretary/Treasurer: Toni Mahony - elected unopposed.

Committee Members: John Moorehead and Alan Smith – elected unopposed.

Editor/Sales: Louise Read may not want to continue in this position, however David Bussard has offered to continue on in Louise' absence.

Events: David Bussard, unopposed.

Vehicle Examinations: Steve Read, Max Annear, Reg Blewett, Ray Mahony all to continue their duties.

CCC Representative: Peter and Elaine Gilberthorpe will continue.

Property Officer: Darren Jeffree

Librarian: Steve Read.

Good Luck/Bad Luck Trophy – there were no nominations for this Award. Please give this some thought and nominations will be received at the next general meeting.

General Business: None

Meeting closed 2.32pm

THE FIRST



**Motor Car -
Electric Starter**

... was the prototype Arnold Sociable, the first petrol-driven car in a series production in Britain, built by W. Arnold & Son Ltd of East Peckham in November, 1896, and sold to a Mr H.J. Dowsing, an electrical engineer by profession, who added an electric self starter of his own design (Patent No 10781 of 1896) to the car. This consisted of a dynamotor, coupled to a flywheel, which would act as a dynamo to charge the battery and as a motor when required to start the engine. The first self starter system manufactured in Britain was produced by Messrs Hayward and Fox of 23 King Street, Norwich in February, 1901.

The first production car to be sold with an electric self starter system as a standard fitting was the Belgium made 1902 Dechamps, manufactured by Atelier H.P. Dechamps of 31 rue Frère Orban, Brussels. Three different models were available, a 9hp and a 14hp tonneau, and a smaller 7hp vehicle, all fitted with Dumont self starters.

The Delco self starter, designed by Charles Kettering of Cadillac, and first demonstrated on 27 February, 1911, has often been described erroneously as the first self starter on a standard production model car. Though this is patently not true, the Delco did have a special significance as part of the first completely self-contained electrical system performing the three functions of ignition, starting and lighting. It was offered as a standard fitting on the 1912 Cadillac. BS •

GENERAL MEETING
Held at VCC Clubrooms, Forrestfield
Sunday 22nd July, 2001

Meeting opened at 2.33pm, Ray Mahony presiding.

Attendance and apologies – as per the attendance book.

Financial Report – Income for June \$83.00
 Expenditure for June 105.99

Balances as at June 30 – ANZ Term Deposit	11,480.66
Bank West	1,201.19
Cash in hand	<u>401.70</u>
Total	\$13,083.55
Less unpresented chq	54.95
Plus unbanked chqs(2)	<u>50.00</u>
TOTAL	<u>\$13,078.60</u>

Moved John Timmings, seconded John Moorehead that financial report be accepted. Carried.

Correspondence: Incoming – 2002 Toowoomba Meet committee – requesting a State flag be brought to the Meet next year, CCC – Annual Subs (OK for payment), club magazines from Qld and ACT, LISWA – database update form, advertising pamphlets from Golden Ponds, Baldivis, Carroll & Richardson flags, Gingin Hotel, Wemyss Auction, Qld; Simply Promotion-t shirts and other items.

Outgoing – LISWA – Database update form returned.

Events: David reports that the August 26th run will be organised by Don Sutherland, to York, on the same weekend as the VCC run there. Peter Gilberthorpe will be organising the October run on the 28th. The September event will be much earlier in the month than normal, on the 2nd. Max is organising the 18th November run.

David is organising a shake-down run for Toowoomba participants and anyone else who is interested. This is to be held on the long weekend Sept 29-Oct 1, with nights at Narrogin and Merredin. Fourteen have indicated they will be in attendance. Please contact David if going for accommodation purposes. Motel costs \$66.00 for dinner, bed and breakfast per night.

John Laurie's October run will take in a stop at Merredin on the Monday, Southern Cross on the Tuesday, Mukinbudin Wednesday, Wongan Hills on Thursday, with the main idea to have fun.

2004 Report

Ray reports that the design for a badge is underway. There are now 39 USA vehicles who plan on attending. All club members are encouraged to put forward any suggestions they have for any area of the Meet to the committee and guarantee they will be discussed for possible implementation. Remember, this is our time to show off and we would like all members to be involved.

General Business:

Do we have a State Flag? Dora will check about getting one. (Dora has since reported back to Vice President that a flag will be available on loan for the club for the Toowoomba run).

Membership numbers at the moment ? – Secretary to check.

CCC Quiz Night this week – no participants from the floor.

Barry – Jams and other items for sale.

Dora – Christmas lunch payments are being accepted now. \$35.00 a head.

Thanks to Frank for running the raffle, the winners were Kath Ward and June Smith.

Sausage sizzle – a good money spinner for the Toowoomba travellers.

John Timmings – what became of our Australian Register of Members and addresses which was supposedly underway some time ago? Toni to check with Louise, who was in contact with the compiler in the eastern states.

Max enquired after the young man, Daniel Pinnington?, who expressed an interest in Model A's some time ago. Membership has lapsed.

Bits and Pieces: None

Meeting closed at 3.05pm

PRESIDENT'S REPORT:

2000/2001, my first year as president has been and gone. I would like to thank Toni as secretary, and Ray as vice president and rally director 2004 for their support.

Our club runs continue to have a healthy number of cars and our membership continues to be strong.

It is great to see many members planning to attend Toowoomba at Easter next year. Again we can show the other states of Australia that it is not a problem to travel across the Nullabor in our Model A's.

I would like to encourage all members to participate as time goes on in our national rally in 2004. Our committee has been meeting regularly throughout the year and I would like to thank all for their input and time given to the planning of year 2004 for us.

Last, but not least, unless someone else would like to be president next year, I would enjoy another year as president.

Peter Sartori.

STEVE'S HERITAGE RAMBLE TO NORTHAM

Sunday, 24th June, 2001

We started from Belmont Shopping Centre amid nine million members of the public on our usual sunny day.

Max sent us on our way following instructions printed in bold print for all of us visually impaired. We wound our way to our morning tea stop at Chidlow, then on to Northam via the Old Northam Road. For those who haven't been this way, it is a very pleasant Model A drive. Then into Northam for our lunch stop where we viewed the various welded features in the park.

Gary and Rosalie Eva joined us for lunch and the meeting. Steve Read's tudor was seen to arrive in its usual 'landing after flying' method but to many members' surprise the pilot was Ron Andrews on a visitor's outing and having a drive in a real Model A (not a Street Rod).

Toni Mahony also joined us for lunch and after an interesting meeting we all headed home.

Steve Read

VICE PRESIDENT'S REPORT.

As Vice President, I would like to make mention of at least some of the events we have participated in over the last twelve months.

- Annual picnic at Manners Hill Park
- Breakfast in Como – these are now well established tradition, which are always well attended.
- Run to Jarrahdale, especially memorable because we saw Gwen attend for the first time after her accident.
- An interesting run to Yarloop to visit the old timber mill
- Kirup, of course, which although a little smaller in number this year, maintained the tradition of an excellent weekend away, with something different to occupy our time and keep us wanting to return
- Of course, we cannot forget the 21st Birthday Run to National Park. The main feature of this event, at least to me, is that this small club has lasted 21 years, which is not to be sneezed at. It proves the club is doing something right, and one of the big things is the way we run our events and meetings.

I believe that much of our success is due to the fact that our events are run by the members – each one taking a turn – has some ownership for what is happening.

Special mention needs to be made of a few people for the special part they have played.

Dora spends a lot of time anguishing over and organising the Christmas Dinner. It is no mean feat trying to satisfy everyone, however it seems she always does.

Steve Read as Vehicle Examiner, keeps abreast of the changes in concessional requirements and although at times controversial, ensures the club complies with the requirements so we maintain our concessional licences. The annual examination requires considerable work and record keeping. The assistant examiners also are recognised for the time and effort they give. Louise Read must not be forgotten for the work she has put into the Model A News up to the time she went on holidays. Louise has tirelessly produced this magazine month after month, often with very little material to work with, for a number of years. The quality of her work was recognised this year with an award from MAFCA. Her effort needs special commendation.

Louise is assisted by daughter Melissa, who quietly works behind the scenes. I am not sure exactly what she does because it is all background stuff and she doesn't admit much openly. With our attack on the eastern states happening again next year, I think it would be an injustice if we did not thank a comparatively new member, Bob Newton and Alan Jeffree for kick starting the fund raising activities to help us on our way. Special mention must also be made to Barrie Guest, who slaves over a hot stove cooking up goodies all year round, to be sold to members for the same cause.

Dave Bussard has also put in a lot of work already in obtaining vehicle transport costs and analysing the various options for getting to Toowoomba. A rally route and accommodation planning is well advanced and it would seem even now that just getting to and from Toowoomba will be a great event.

I know there are others who have played an important part and/or organised a special event but don't be disheartened – your effort has not be forgotten, but unfortunately I can not, do not have time to mention everyone.

Thank you all.

Ray Mahony.

B GEARBOX V8 GEARS A FRAME

HOW IT ALL GOES TOGETHER

By David Bussard

The following is the remainder of the article commenced in the July 2001 issue.

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.

PARK BRAKE

The park brake adapter is simply attached to the top of the shift tower. Replace the stock bolts with some ¼ inch longer. The park brake sector that bolts to the adapter can be from any late 1929 to 1934 passenger vehicle. The pull rod that operates the parking brake cross shaft must be made up from one Model A rod and one 1932-34 rod. The problem is that the U connector at the base of the lever for the 1932-34 pull rod is wider than the Model A rod connector. Also, the cross shaft end of the 1932-34 rod does not have an adjustable clevis but a long slot, because of the way the brakes worked. The solution is to use the front end of a 1932-34 rod and the back end of a Model A rod, cut to the appropriate length and welded strongly.

RADIUS ROD MOUNT

The radius rod mount adapter is bolted to the bellhousing using the bottom three bolts, use ¼ inch longer than stock. Check that the threads in the flywheel housing are not stripped before installing the engine in the car. A stock or replacement radius rod ball holder is bolted to the plate on the adapter. I added a thin piece of neoprene rubber between the adapter plate and the bottom of the transmission case to eliminate any noise caused by the two pieces touching.

THROWOUT SHAFT

Make sure the installed lever arm lines up with the yoke and rod attached to the clutch pedal. When the bellhousing is out of the vehicle, it is a good idea to add a grease zerk to lubricate the throwout shaft where it passes through each side of the housing. Drill the housing and bushing and use a small press-in fitting.

TORQUE TUBE

The two piece universal joint cap and inner cap from 1932-48 can be used with the Model A torque tube. It may be necessary to temporarily remove the speedometer drive gear for installation. Before final installation the U joint inner cap should be completely packed with grease; push it in with a small scraper until no more will go in, then rotate the U joint and shove some more in. There cannot be too much.

V8 GEARS IN B GEARBOX

Installing the Model B gears in the B gearbox is a straightforward operation. Before dismantling the synchronizer for cleaning mark the relationship between the inner hub and outer sleeve so they can be reassembled in the same position. If you lose this relationship test the hub in the sleeve, without the balls and springs installed, in several different positions to find the easiest sliding fit. Mark this position, then install the balls and springs. This is made easier if you use a radiator hose type screw clamp to hold, then compress, the balls and springs before pressing the hub into the sleeve. Make sure you do not stretch a spring by having one or more balls not properly located in the hole in the hub. When installed correctly you should be able to shift the hub back and forth in the sleeve with your fingers.

THRUST PLATES

When installing V8 gears in the Model B gearbox it is essential to use the correct rear thrust plate; the front thrust plate is the same for all transmissions. The Model B gearbox uses a rear thrust plate approximately 1/8 inch thick with five equally spaced lugs that fit into grooves on the back end of the cluster gear. This will not work with later V8 gears. The correct rear thrust plate is 1/16-inch thick steel, with no tabs or lugs to position it. Some have part of one side removed, giving the plate the appearance of an upper case D.

INSTALLATION

Normal procedure for assembling a Ford gearbox is to drop the cluster gear, fitted with internal bearings and spacer, and with front and rear thrust plates in place, into the gear case to rest along the bottom of the case. The sliding gears and main shaft, each complete with bearings, are then installed before the cluster gear is positioned so its shaft can be inserted.

I did not find it possible to assemble the late V8 gears into the Model B gearbox with the rear cluster gear thrust plate in place. The clearances are so close that the cluster gear will not tip down far enough at the front to allow the main drive to be installed. The following procedure will work.

(1) Install the reverse idler gear on its shaft. (2) Do not include the rear cluster gear thrust plate when positioning the cluster gear at the bottom of the gear case. (3) Install the rear main bearing with shaft, low-reverse slider and intermediate gear with spacer into the case. (4) Install the synchronizer onto the rear main shaft, make sure the wide lip is to the front, then install the snap ring that holds it in place. (5) Install the main shaft pilot bearing into the main drive then insert the main drive, with bearing, oil slinger, etc into the front of the gear case. This should enable you to join the main drive, synchronizer and main shaft assemblage. (6) Now slide the cluster gear rear thrust plate into position between the cluster gear and the gear case. This is where the D shaped thrust plate is useful. It may be necessary to stick a narrow rod into the front cluster gear shaft hole to lift the gear to enable you to maneuver the thrust plate into position. It will slide easily into position when the alignment is correct. (7) Stand the gearbox on its back end and insert the cluster gear shaft, making sure the shaft passes through both thrust plates. It is possible for the front plate especially to drop to the bottom of the case.

Marking the position of the rear hole on the back end of the shaft simplifies the insertion of the retaining pin.

The cluster gear should rotate easily with a very small amount of fore and aft play. Check the operation of the synchronizer by levering it with a big screwdriver forward (third gear) and back (second gear).

SHIFT TOWER

If using post 1935 V8 gears in the Model B transmission you must use a 1936-39 shift tower, including gearshift lever and forks. The earlier gears have smaller grooves and their forks are not wide enough for the later gears. The forks for the side shift transmissions will not work in any of the top shift units. The later gears require the longer gearshift lever of the 1936-39 units.

The gearshift lever pivot ball has a slot cut on the right hand side that fits into a pin on the gearshift collar. This is usually well worn, resulting in a great deal of looseness in the gearshift action. Fix this by welding the worn parts of the gear lever groove then smoothing with a flat file. Replace the worn pin with a new one, the end of a broken 1/4 inch drill bit works.

Remove the two plugs that hold the detent springs and plunger balls. These may need replacing if badly worn but this is unlikely. The double detent system used in most of these towers holds the transmission firmly in gear, eliminating jumping out of gear that occurs with Model A and B and early V8 transmissions.

Check the shifter shafts that carry the forks. If rusted they should be removed and cleaned.

There is a thin gasket between the shifting tower and the screw-on cap that holds the gearshift lever in place.

It may be necessary to modify the shape of the long, curved 1936-39 gearshift lever, depending on your body model. In most cases, it will be too close to the seat in low and third gear. Heat it with a torch and bend it to suit yourself. Any Ford knob will fit.

FLOOR BOARD AND MATS

The position of the new shift tower where it passes through the floor is approximately two inches forward of the Model A shifter. This means a new floorboard.

If you are using a rubber mat on the floor it is possible to cut the mat so the cut out piece can be rotated 180 degrees then glued back in the correct new position. First, measure exactly the forward displacement of the new shift tower relative to the existing hole. Draw a square around the existing hole that includes any indentations or markings on the mat, then extend the side of the square towards the front of the vehicle the distance of the tower forward displacement, marking to form a rectangle. Cut out this rectangle cleanly with a Stanley knife, rotate it 180 degrees and glue in place with good epoxy bond glue. The shifting tower now fits into the hole.

The park brake hole may need some adjustment.

THE END RESULT

It's worth doing. It may take you a bit of searching to locate all the suitable parts but there are no big machining requirements and only a small amount of welding may be necessary. You can do all the work required before removing the engine and transmission from your vehicle, then do the swap in a day.

This installation in my coupe has now recorded over 6000 miles. I doesn't leak oil, is very quiet, runs easily to 40 mph in second gear and has yet to jump out of any gear.

Notebook

BIRTHDAYS for August: Birthstone: Peridot; Flower: Gladiolus

Michael Bell, Coral Blewett, Pat Bussard, Alec Christie, Colin Davidson, Gwen Guest, Ross Letch, Helen Moorehead & Val Newton. Many happy returns.

CHANGE OF ADDRESS: Hans & Glenda Hurij are now at [REDACTED]
The Vines 6069. Please alter your membership listing.

MANY THANKS to David for stepping into the role of Editor for June & July.

There seems to have been a small misunderstanding about my continuing as Editor, I was and still am willing to produce the newsletter until next year's elections, when all committee positions will be up for grabs. *Louise*

BENDIGO DELEGATES' MEETING: Steve has received the minutes from last year's meeting and included in the correspondence is a request for agenda items for this year's meeting. As the deadline for submissions is 25th August and our meeting is not until 26th would you please let me know if there is anything you wish to be discussed at Bendigo. I can e-mail agenda items on your behalf to Victoria. Please give this some thought. An update on our 2004 Rally will also be required.

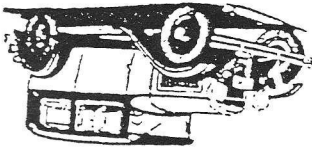
THE GOOD LUCK - BAD LUCK TROPHY was not awarded at the July AGM due to lack of nominations. For those who do not know, members are requested to recount some story of when a bad experience involving a club member's Model A last year, was turned into a good experience through some semi-divine intervention. Trophy to be awarded at the August 2001 meeting. *David*

CHRISTMAS LUNCH: We are so organised this year you can now start paying for your Christmas outing. Dora is willing to accept your cash, cheque or money order as we speak. Please don't leave it to the last minute, start paying now before those other seasonal expenses are upon us. Give your money to Dora at the next meeting or send to her at [REDACTED] Hillarys 6025. Ph: [REDACTED]
Cost and venue details are in the calendar.

GOSSIP: Haven't heard anything since I've been back, perhaps someone would like to contribute something juicy for the next newsletter? It doesn't even have to be true. Hope Ron Andrews enjoyed his day at Northam!

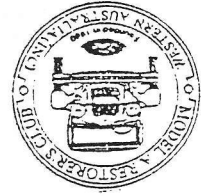
A BIG THANK YOU to all the club members who fed, entertained and alleviated the loneliness of my husband and son whilst I was away. It seems they opened the register at A and worked their way through the alphabet.

NATIONAL REGISTER: I have e-mailed Alan Wilson of the Victorian Club who was the contact for the register being compiled and will report on its progress when I receive a reply.



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

MURDOCH WA 6150
SARTORI Peter & Lorraine



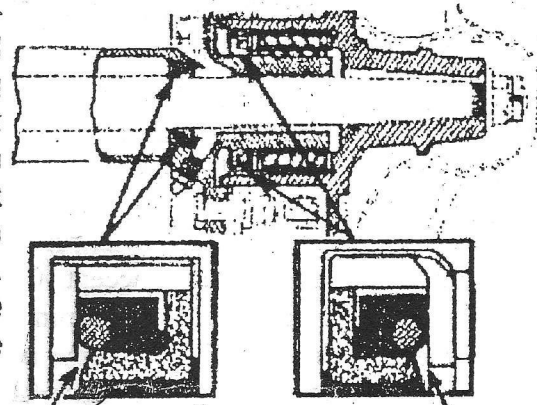
Model A News Western

MORE A "TIPS" REAR AXLE SEALS

by Pat Brost Beaver Chapter MAFCA

When replacing the rear axle inner grease seals, be sure to examine the area of the axle where it contacts the seals. If you find a fairly deep groove in the axle, there are two ways to remedy the problem if you decide to keep the axle.

First, **Gordon Fischer** puts a 1/8" thick spacer behind the seal which relocates the seal on a new surface of the axle. This works quite well. The seal protrudes from its normal position in the housing by 1/8" and shouldn't hurt anything. You can also use a replacement seal (TCM # 11182 TB) which is only 1/4" thick. Either way, use a little Lock-Tite to help hold the seal in place. The thinner seal costs between \$4 and \$5 at McGuire Bearing.



SHARP EDGE OF LEATHER TOWARD DIFFERENTIAL

SHARP EDGE OF LEATHER TOWARD BEARING

The thinner seal plus the 1/8" spacer equals the original seal thickness.

Second, a more expensive approach is to purchase a thin stainless steel band called "Speedy-Seal (Federal Mogul #99112) also available at McGuire Bearing. The Speedy-Seal has a small flange on one end which is used to drive it on to the axle until it is positioned over the worn spot on the axle. Use a pliers to twist off the flange and you have a thin band, approximately 1/2" wide on which the stock seal can now ride. Cost is approximately \$17 to \$18 each.