

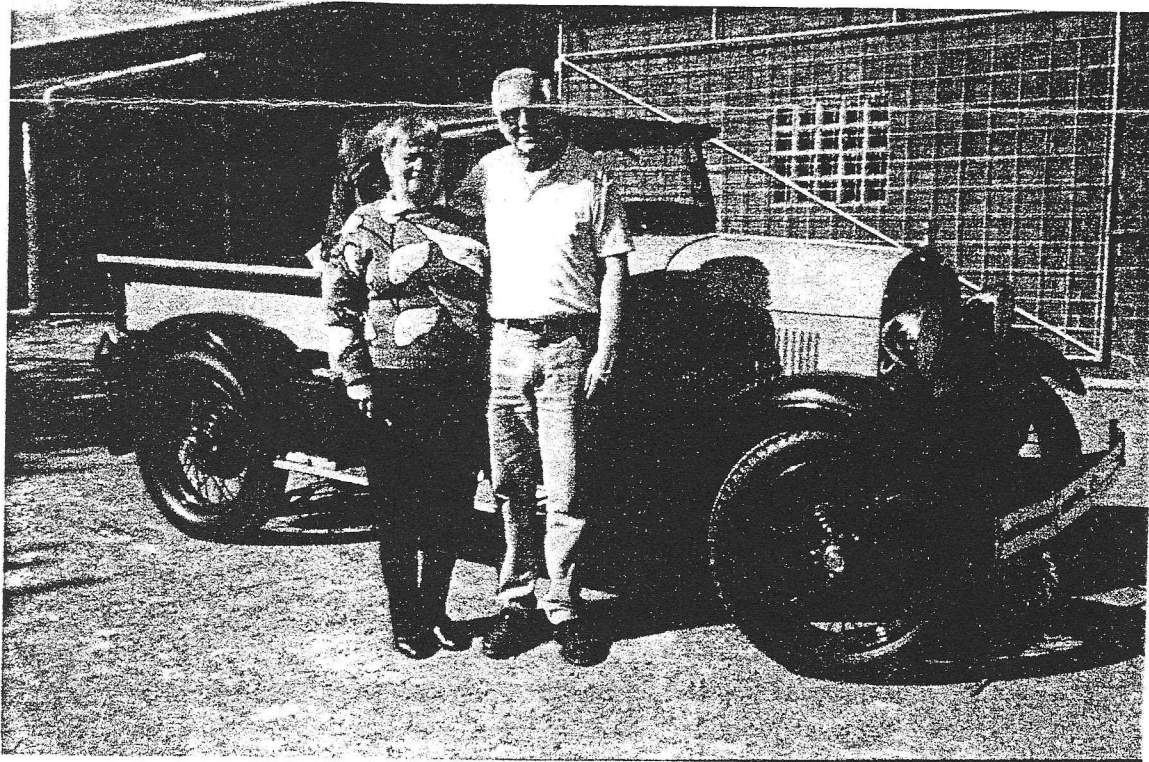


Western Model A News

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

Year XXII Number III

OCTOBER, 2001



*Reg & Coral Blewett with their 1928 Utility-
Club member profile for October*

Next Meeting/Run: Sunday, 28th October 2001.

Meet: Bank's Reserve, East Perth Time: 9.30am

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.

MONDAY, 15TH OCTOBER - 20TH OCTOBER, 2001

WILDFLOWER RUN

John Laurie organising phone [REDACTED]

SUNDAY, 28TH OCTOBER, 2001

Meet at Banks Reserve, East Perth near the old gas works at 9.30am for 9.45 getaway.

Morning tea is provided. BYO lunch & BBQ packs as BBQs are available

Peter Gilberthorpe organising

SUNDAY, 4TH NOVEMBER, 2001

MOTOR MUSEUM RUN

Shannon's Bay to Whiteman Run

See Notebook for further details



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, phone her on [REDACTED]

MARLOWS CLASSIC CAR SHOW

SUNDAY 17 MARCH, 2002

Two marshals required from the Club and attendance of the same at the marshal's meeting.

Any volunteers to take on the display or any other tasks required for this day?

See Notebook for display theme.

EASTER 2002

17TH NATIONAL MODEL A MEET

TOOWOOMBA, QLD

Registration form & information available from

Rally Secretary, MAFC of Qld,

[REDACTED] Carina Qld 4152

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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34 years Experience

TOOWOOMBA SHAKEDOWN RUN

The Old Pioneer Village in Armadale is derelict and closed but the parking lot is still available, so this is where Bob and Val Newton, David and Pat Bussard and Darren and Germaine Jeffree assembled before departing at approximately 10:30 am. The weather was threatening but sunny, but this was soon to change. Continuous rain, from Jarrahdale to North Bannister, is the best way to describe it; with variable winds. We stopped at North Bannister for lunch, where John and Fran Timmings were waiting. After lunch we wandered off to Wandering under clearing skies and stopped at the Wandering Estate vineyard to sample the vintage. This establishment features a large rammed earth dining room and a bar to dispense samples of the produce. The Cabernet Sauvignon and Merlot were fair, but the various whites were definitely acquired taste wines. We did not have time enough to stay and acquire the taste as Narrogin beckoned.

Not much happens at Narrogin on Saturday afternoon, so we looked forward to dinner. After checking in, and after determining that dinner was available between 6:30 and 8:30 we headed off to see the sights. The A's were stored inside at the local Ford Dealership after Alan and Edith Jeffree arrived. Fronting the dining room at 7:30, we were advised we were not expected; however the staff was able to accommodate us without delay, and served a very good dinner. Then to bed and overnight rain.

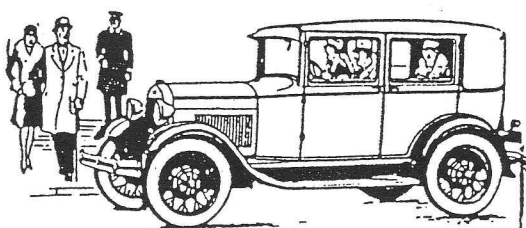
Sunday morning was clear, if a bit windy, and after breakfast we headed off to have a look at the Albert Facey cottage and historical site. CLOSED, said the sign in large letters while underneath was the message "Moved to Wickiepin"; so much for historical authenticity we sniffed, then had morning tea. The weather was now overcast but fine as we headed to Kulin for lunch. No sooner had we stopped than we were apprehended by the Kulin tourist promotion department in the form of a large lady in a truck. "You must be another car club," she said, before informing us the town had "just had another one visit, only six months ago". She then proceeded to tell us more than anyone needed to know about the town of Kulin, and then left us to have our lunch. John Timmings was so disconcerted by this performance he developed a sore eye, then left for home.

Onward to Merredin and the Olympic Motel, which was not named for the size of its swimming pool. We all went sightseeing but found most of the town's attractions were closed after 4:00pm. Dinner was taken at the nearby BP service station. Then to one of the motel rooms where we each had one very small glass of dry sherry each and actually discussed travelling procedures for the trip to Toowoomba. The general conclusion was that those travelling to Toowoomba who were not on the Shakedown Run, must be supremely confident that their A's would make the trip without incident. We are looking forward to travelling in a convoy that will proceed without coil or condenser failure, lighting problems, mis-aligned front wheels, leaky water pumps, burned points, overheating or any of the other situations that happen on very rare occasions.

Monday was a fine day. We headed home through Bruce Rock to avoid the traffic and made a tea stop at Kokerbin Hill, just north of Kwolyin. There is a road about half way up this large granite tor, to a parking area that provides a superb view of the countryside. Well worth a trip.

We continued on to York for lunch, where the York Jazz Festival was just concluding, then home. Thanks to all who attended.

David Bussard



USE "AR" WHEELS WITH "AR" HUBS AND "B" WHEELS WITH "B" HUBS

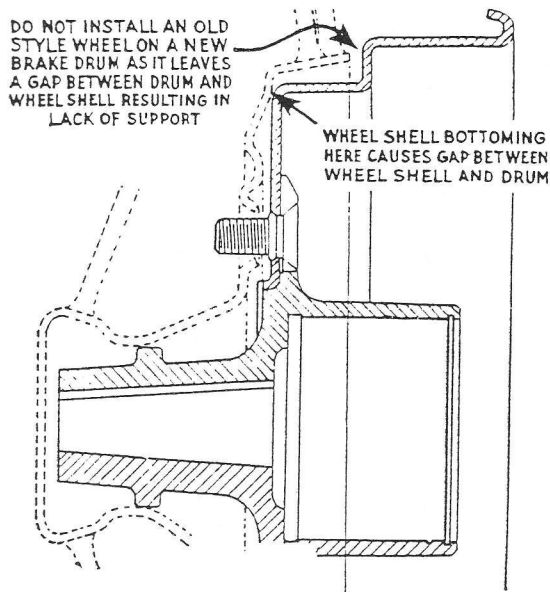


Fig. 7

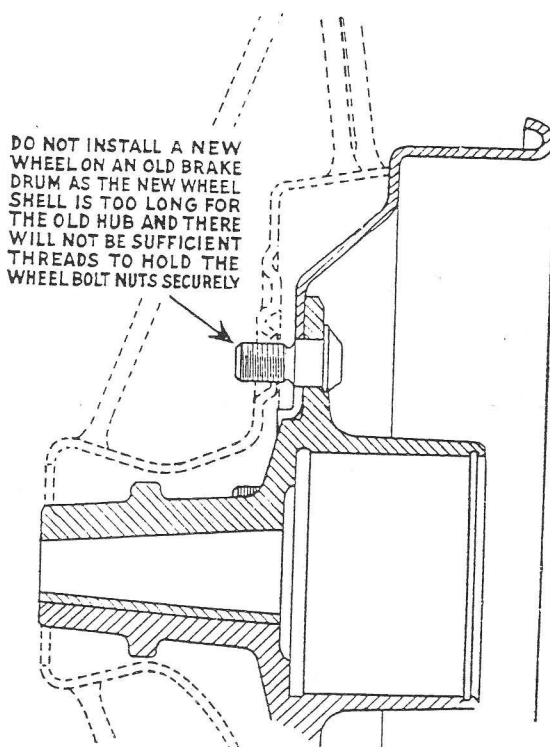


Fig. 8

The A-1015-AR wheel is designed for use only with A-1105-AR and A-1115-AR hub and brake drum. The A-1015-B wheel is designed for use with A-1105-B and 1115-B hub and brake drum.

Under no circumstances must an "AR" wheel be used with a "B" hub or vice versa. Use of an "AR" wheel with a "B" hub leaves a space between wheel shell and brake drum, thus losing the stiffness that this assembly should have. See Fig. 7.

Use of a "B" wheel with an "AR" hub does not allow sufficient threads on the hub bolts to project through the wheel to permit the wheel nuts to be securely tightened. See Fig. 8.

VARIABLE TREAD WEAR

The two tires shown in Fig. 9 were run at the same time, for 7000 miles, on opposite wheels.

The tire at the left was run at the recommended air pressure. Note the normal tread wear.

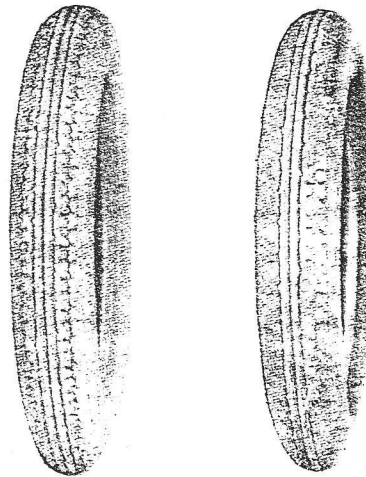


Fig. 9

The tire at the right was run five pounds below the recommended pressure. The tread is uneven and badly worn. Excessive flexing due to under-inflation caused the tread to be wiped away—result, loss of many miles of service.

With normal load and correct inflation a tire flexes without undue strain, but if it carries a load greater than its rated capacity or is run at a lower air pressure than that recommended, the tire is *worked out*, not worn out.

Emphasize to owners the importance of regularly checking tire pressures and keeping all tires inflated to 35 pounds.

CLUB MEMBER PROFILES – REG AND CORAL BLEWETT

In the Vehicle Update Form for the 2000-2001 Members' Directory, Reg and Coral listed 3 restored and 3 unrestored Model As. I have checked to determine that they have the largest 'stable' of Model A vehicles in our club. The photo from our 2001 Annual General Meeting shows them with their blue and black 1928 Utility. All information is from Coral and Reg, except for that in brackets and italics.

Pat Bussard

Names: Reg and Coral Blewett

First meeting attended: We bought our Tudor from Bonnie and Laurie Stevens in 1984. They came with us on our first run and introduced us to the rest of the club members. The destination was Spencers Brook Hotel, where we had lunch and attended our first meeting. *(Reg and Coral's membership form is dated 1/8/84.)*

Positions held in club: Reg has, over a number of years, been a vehicle examiner.

National Meets attended: The only one we have been involved with was in Perth in 1992. *(They are thinking hard about attending the meet in Toowoomba in 2002.)*

Memorable club events: Weekend runs to Cervantes and Moora. Staying at June and Allan Smith's farm at Wongan Hills and the Wringe's farm in Kirup – Great times.

Funniest memory: Antics of our members in concert at 1992 National Meet.

Family and personal history: Reg was born in Northam where his father was a bank manager and his mother was a nursing sister. Reg's mother learned to drive in a Chrysler 70 on Lake Perkolilli in Kalgoorlie. Reg's father loved the old cars in England and used to carry a cloth with him, with which to polish the brass on any vehicles parked in the street (circa 1910) and went on to restore a car, before migrating to Australia in the 20s.

When Reg's father enlisted in the Army in World War II, Reg and his mother and brothers went to live in Greenbushes, away from the city and the chance of a bomb attack. His father died whilst a prisoner of war on Sandakan, Borneo in 1945. The Greenbushes Shire offered the hospital, rent free, in return for Reg's mother holding a weekly clinic and treating emergencies.

Schooling for Reg began in Greenbushes, then East Victoria Park School and Kent Street High. Reg left school at 14 on a Friday and started work on Saturday as an apprentice motor mechanic. His employment gave him a comprehensive knowledge of the motor trade – cars, trucks, boats, stationary engines, tractors and forklifts. He became a partner in the garage. After 32 years, the business was sold and in 1984, Reg became an R.A.C. Patrolman, a job which he is still enjoying. *(I recollect the tales told about the years when Reg and friends drove great distances to collect the kangaroo carcasses from outback stations. Coral got her truck driver's license so she could accompany Reg on these trips, assisting with the driving. PB)*

Coral was born in Donnybrook. Her father was a timber mill worker at Argyll and Nyamup, before enlisting as a Commando in the army in World War II. Her mother was a nanny at Collie at the age of 16, looking after five children. Coral started school in Argyll, then continued in Nyamup and Bunbury. She did numerous jobs before going to Perth for nursing training.

Coral and Reg met at the Speedway in Claremont. Reg's first car was a 1929 Austin Matchbox, in which he would travel to Bunbury every Friday to court Coral. (Isn't love wonderful?) They were married in 1956 and have four daughters, twelve grandchildren, and one great-grandchild with another expected shortly.

Coral says that Reg has mostly restored on his own, with help in certain area. He has always LIVED in his shed, working on all sorts of projects. She wonders if it is a disease, for it has involved buying a second property for more room and sheds. Rule One is to keep away from vintage cars and machinery. (*This appears to be Reg's rule... for others!*) Vehicles have always been a major interest of Reg's. At four years of age he used to sit on his Father's knee and steer their car. He told everyone he could drive, but only in the country. Coral helps when an extra pair of hands is needed, and she has done upholstery and sewed carpets and trims.

Family members: Sharon and Ian Lawson were M.A.R.C. members for several years. They came on many runs, driving the Model A Utility on trips to Cervantes, Moora, Wongan Hills and Hyden with Michelle and Kathleen. They drove the '28 Utility and Trailer in the 1992 National Meet in Perth, taking their son Michael who was only about two months old. They have a partly restored Model A Phaeton.

What music do you listen to? Both Coral and Reg like 40s to 80s music.

The most memorable concert(s) you have attended. Colleen Hewitt in Concert and Percy Faith and his Orchestra.

Sporting interests: Swimming, walking and aerobics.

Other interests: Coral and Reg enjoy traveling and camping, and are both involved in vehicle restorations. They belong to other clubs and collect number plates and old garage memorabilia (signs, etc.).

About your cars: The 1928 Tudor was purchased from Bonnie and Laurie Stevens in 1984. It was restored when purchased. Colour: grey and black.

The 1930 Phaeton is blue and black. It was purchased from Steve Faulkner in about 1984. It was on a farm, in pieces. The complete restoration took approximately 18 months, with help from son-in-law Ian Lawson, and David Cowlin (brother of Bill) who did the spray job. It was licensed in 1986.

The 1928 Utility was bought (licensed) from Forrestfield. It was originally from Kalgoorlie and belonged to the Boltons. Since Reg and Coral have owned it, they have almost completely restored it.

The 1929 Truck (to be restored) was used on a farm in New South Wales.

The other 1928 Utility (unrestored) was bought from Eugene Kudray of Orange Grove. It had been lying under a tree out in the weather for over 30 years. When we brought it home Reg managed to get it going and reversed it off the trailer. It was at Whiteman Park for the 2000 Marlowe's Classic Car Show, in the unrestored display.

The 1930 Roadster still to be finished was bought from Bill Bennie in pieces.

Other restorations: They have restored a 1933 Dodge Truck which came from Cobra Station in the Gascoyne, found on one of their visits to collect kangaroo carcasses in about 1975. They also have a 1925 Dodge Utility, from South Australia (to be restored).

Membership of other clubs: Veteran Car Club of WA, Trachmach and Museum and the Numberplate Collectors Club.

Current projects: Currently working on the 1928 Utility and the 1930 Roadster.

About the Club: We've found all the members to be very friendly and helpful and have enjoyed the past 17 years as club members.

The following article is reprinted from The Western Model A News, March 1990.

CLUTCH CHATTER Technical Hints

RESTORING LEAKY GAS SHUTOFF VALVES

By A. N. Lepore

I smell gas! How many times have you entered a Model "A" and been confronted with the penetrating odor of gasoline? The usual reason: gasoline leaking from the shutoff valve, and evidenced by the telltale dark spot on the floor mat. You may not observe much leakage, but it's as irritating as a dripping faucet, and it only takes a few drops a day to fill the interior with odorous fumes that are appealing only to a limited number of sniffers. The "fix" of tightening the packing nut a bit may have worked a decade ago, but chances are looseness and dried packing won't respond as expected.

Restoring a valve to working efficiency is not difficult since the internal construction is relatively simple. There are three distinct types of valves which were used in the "A", two of which are illustrated in Fig. 1.

These two were located under the tank inside of the car. The third was mounted on the firewall, in the engine compartment. This article will cover the two inside the car which have brass bodies with steel hardware. But, here the similarity ends.

The shorter style with the spring under the cap and cast handle is normally found on 1928-29 models. The improved type with packing nut and sheet metal handle was used on all later models. The very last Model "A's" and some later years were equipped with a vertical type externally mounted on the firewall. Two stem packing sizes were supplied and fit all models. They consist of graphited asbestos and flax composition. Figure 2A shows dimensions for the smaller packing #A-9193 used on the 1928-29 models. Figure 2B is used on all later valves, (BB-9193) and Figure

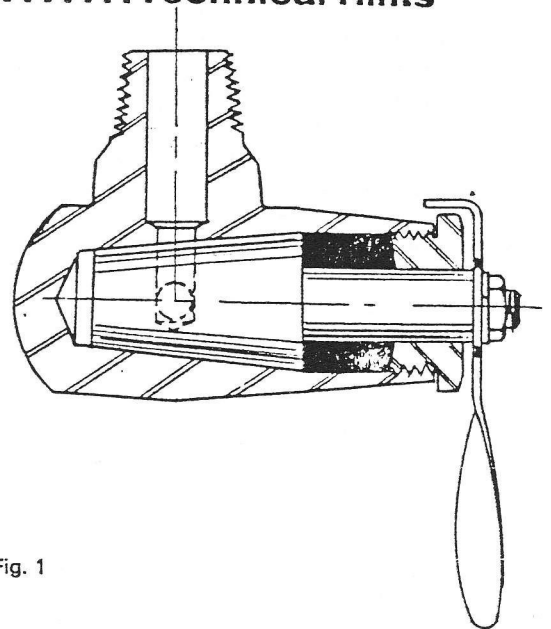
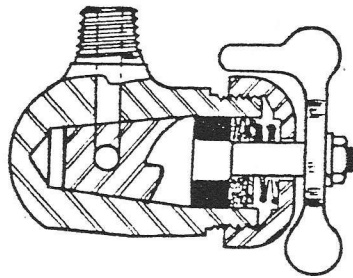


Fig. 1

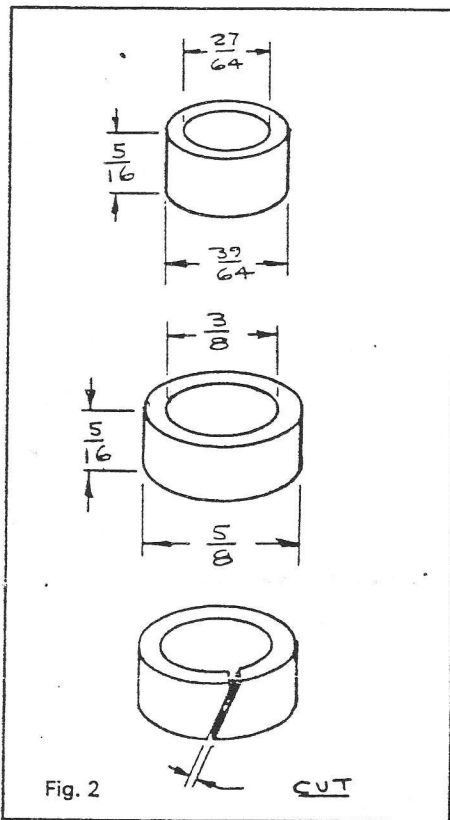


Fig. 2

2C shows alteration to the larger packing to fit 1928-29's when the correct size is not available. (Cut off a section diagonally using a razor blade.)

To disassemble the valve loosen up the packing nut or cap and yank out the stem. It may not come out too readily, but assuming the valve turns, the only thing that is holding it back is the packing. It is not necessary to

remove the valve from the car for disassembly. Once apart, clean out all varnish and remove old packing. Examine tapered section and file off any nicks. Concentric grooves in this area are not serious, but for those who desire perfection and are willing to put in the extra effort, it is possible to lap the cone sections together. The trick here is to use a compound made especially for soft materials and turn the stem around until the desired fit is achieved, and then clean out all traces of compound. Ordinary emery won't do as it has a tendency to imbed in brass. The real key to leakage control is to use a small amount of stop leak compound on the working parts. There are numerous compounds available for petroleum base fluids, which are non-hardening and really work; even fumes won't get by. The aerospace industry uses them extensively to seal refrigerants and toxic fluids (also useful on leaking fittings or fuel gauge gaskets).

Coat the tapered stem and new packing with the stop leak compound and reassemble. On the early model valves it is advisable to precompress the packing in place using a hollow wooden rod. The reason is that only a spring acts on the packing in these models. On the later models tighten packing nut until there is a drag on the stem. Orient the valve stem in the proper position and install handle using nut and washer. The correct lock washer is a $1/4 \times 3/8$ extra light

series and the nut is a 1/4-28 with 3/4 hex special size. Where the fitting ends are beat up they will need attention. File off any nicks from the conical sealing surface and damaged threads can be readily fixed up with a three cornered file.

It appears that practically any valve can be restored to working efficiency. The author disassembled a dozen valves and picked several of the worst hundred-thousand milers in the batch. All worked fine after reassembly.

It might be worthwhile to mention some facts about the fuel lines also. The tubing for these lines should be steel and not copper as many are led to believe. Copper embrittles from flaring, flexing, and vibration and eventually stands a good chance of cracking. Even plain steel is not cor-

rect; the proper tubing being a wrapped steel sheet (wrapped and brazed brass was also an original specified material) which is brazed together (see illustration, Fig. 3a). The majority of this tubing has a protective copper finish, hence the popular misconception.

This is the only tubing approved by the S.A.E. for automotive fuel and brake lines. This extra strong tubing has unexcelled fatigue resistance and is about the only tubing capable of being double flared. On the large line from the tank to the shutoff, the double flared end is the correct style and is illustrated in Fig. 3b.

The writer hopes this article has simplified one small phase in the restoration and preservation of the durable Model "A".

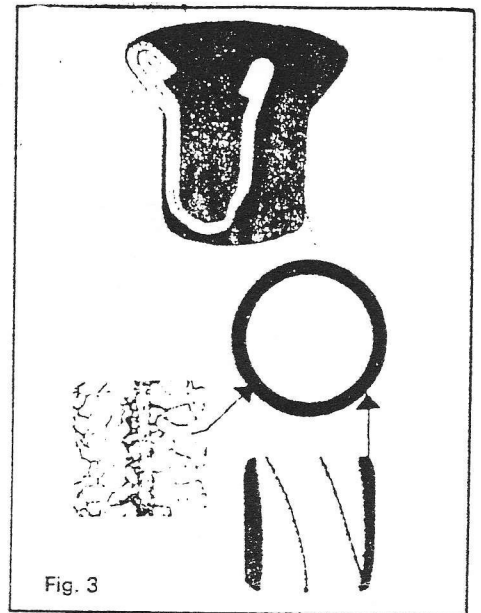
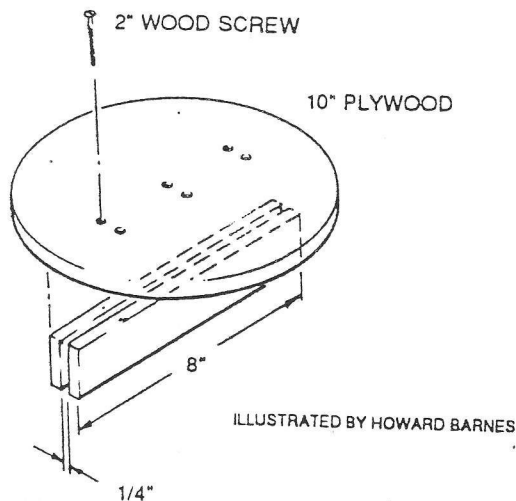


Fig. 3

Tiny Tips



Even though a Model A comes with two running boards have you ever noticed Model A'ers always seem to pile down on the front bumper when they are "kicking tires or telling fish stories?"

And as I'm sure you've found out, that 1/4" piece of steel isn't the most comfortable sofa made - I always end up with a case of terminal bumper rash.

If you are tired of getting Model A bumper rash, try building a Model A bumper seat.

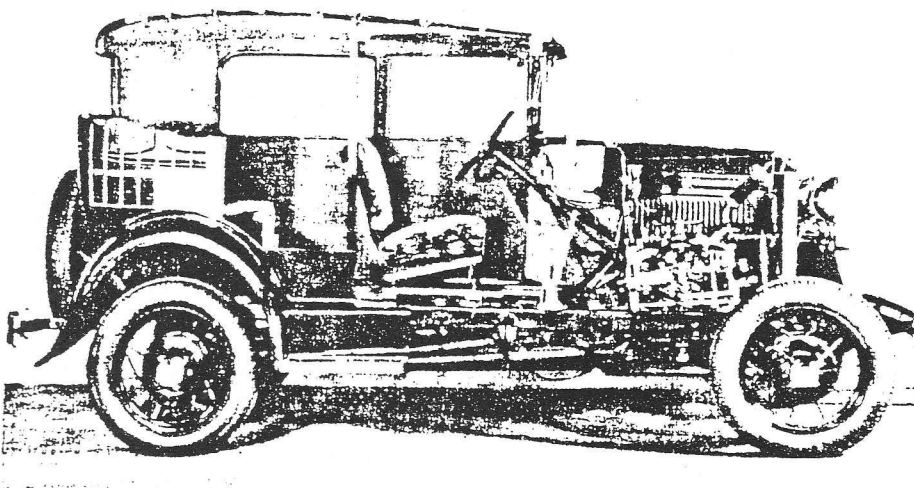
Cut a 10" circle out of 3/4" plywood. Sand and ease (roll to a smooth, rounded edge) the top edges. Attach two 1"x2"x8" pine strips on the underside with 2" screws. Space the strips 1/4" apart.

While you're at it, make a pair so your traveling companion or fellow "fish story teller" has a place to sit too.

You now have a comfortable seat that quickly slips down over the front bumper and is just as easily removed and thrown under the seat (or in the trunk) when you're ready to drive away.

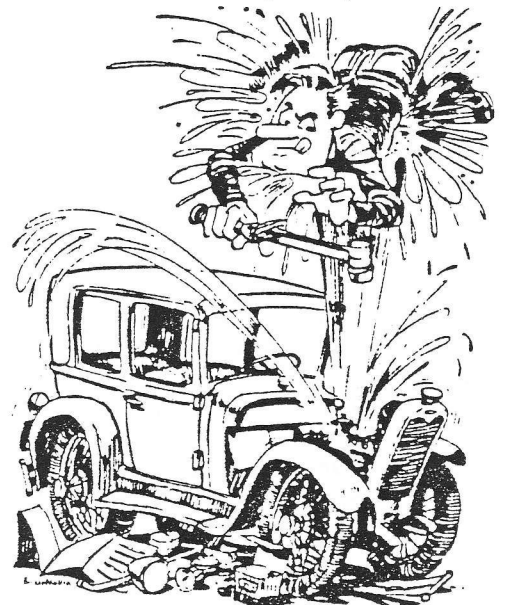
Gary Lloyd, Dallas Model A Ford Club

Is this a "half-finished restoration"?



A 1930 standard tudor sectioned to show all the parts. The rear quarter shows the paint procedure from bare metal to final paint.

Mild water pump leak:



Notebook

BIRTHDAYS for October: Birthstone: Opal; Flower: Calendula

Lionel Barendse, Irene Bell, Judy Butler, Angelo Calleja, Lorraine Cameron, Jeanette Hembrough, Philip Raccuia, Steve Read, Margaret Roy, Michael Stathy, Margret Teale, Fran Timmings, Kath Ward, Phil Wemm, Sylvia Wemm & Jim Williams. Many happy returns of the day!

WANTED:

Head Light Lens 1929. Preferably with a mauve tint to match the one I have.
Ron Andrews [REDACTED]

THANKS: to Germaine & Darren Jeffree for providing photos of the Easter outing at Kirup. Has anyone else taken any pics for the album?

NATIONAL REGISTER: Cost: \$4.50. Please let Steve Read know if you would like your own copy to be collected from Bendigo. We need to know numbers so we are able to advise Victoria MAFC of our requested copies PRIOR to Bendigo.

NATIONAL RALLY 2002: For those of you intending to hire a modern car before, during or after Toowoomba, Queensland Club has organised special discounts with Avis. To book your car phone 136333, or visit their website www.avis.com/au
Quote your unique Avis Worldwide Discount Number P731900 to receive discounted rates. Avis are offering 35% off standard prices.

SHANNON'S BAY TO WHITEMAN RUN: presented by the Motor Museum of WA
Sunday 4th November, 2001. Assemble from 8.30am (first cars off at 10am) at No 4 Car Park (Entry 1), University of WA, Hackett Dr, Nedlands.
Entry fee \$10 includes - instruction sheet, approx 80km, vehicle entry to Whiteman Pk, entry to the Motor Museum for 2 adults.
Morning tea en route. Prizes & participation certificate. All makes & models invited.
Enquiries to Keith Galbraith [REDACTED] or museum 9249 9457

MARLOWS CLASSIC CAR SHOW: Sunday 17 March, 2002.

The date next year falls, as you are aware, on St Patrick's Day and therefore the Show will, to some extent, celebrate that day by adopting a multi-cultural theme with a feature display centred around CARS OF THE WORLD.

This feature display, CARS OF THE WORLD (not restricted to 'cars' - motor cycles, commercial vehicles etc. may be included) will include vehicles from as many individual countries as possible.

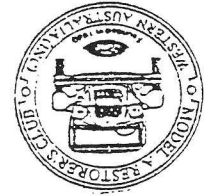
Individual Clubs should consider having a "St Patrick's Day" theme in their Club Display, (maybe a Leprechaun or two), alternatively, a display akin to the country of origin of your cars may be more appropriate eg. Italian scene for Fiats, Alphas, Ferraris etc. Great prizes again are being organised for the best Club display.

Several 'interesting' vehicles will be displayed at the museum, with a talk being given to the public at specific times.



SARTORI Peter & Lorraine
 MURDOCH WA 6150

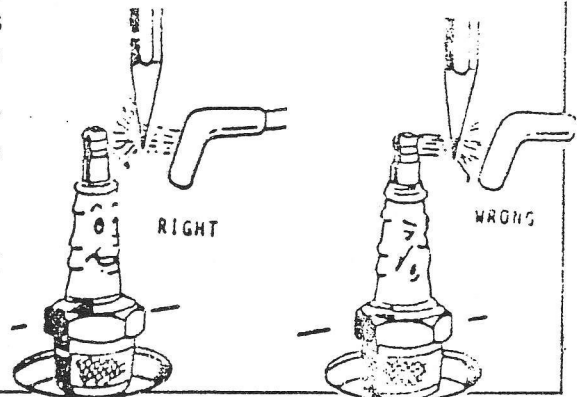
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WESTERN MODEL A NEWS

IGNITION COIL POLARITY TESTS

Improper coil polarity can cause a few minor problems such as: weak spark, hard starting, uneven idle speed, low engine power and missing at high speeds. Wrong polarity of the coil can cause damage over a long period of time. A coil that is connected incorrectly will require an extra 4,000 to 8,000 volts to create a spark. A coil that is wired correctly will have the same polarity as the battery. If the battery has a positive ground, the coils' positive terminal should be connected to the breaker point lead. The wrong polarity makes the centre electrode of the spark plug have the wrong polarity. This can cause misfiring as voltage requirements increase. One method of checking polarity is to connect the negative lead of a volt meter to the spark plug terminal. With the engine running, momentarily touch positive voltmeter lead to a ground. The polarity is correct if the meter reads up scale. Another method is to hold the plug wire terminal about 1/4" from the spark plug. Insert the lead point of a wooden pencil between lead and spark plug. Spark should flare and turn orange on the plug side of the pencil lead if polarity is correct. •



It's Sum.... Sum.... Summer Time, Again....

Common Causes of Engine Overheating

- * No water in the radiator
- * Improper Timing
- * Low speed driving
- * Low on oil
- * Spark too retarded
- * Clogged muffler
- * Too much carbon on cylinders
- * Weak exhaust valves (springs)
- * Poor carburettor adjustment
- * Leaking radiator
- * Packing nut too tight
- * Air seeping in around manifold
- * Clogged block and head.

HOT HEAD

If you must be convinced that your engine is over-heating, spit on the cylinder head. If there is a sizzle, the engine is okay. If steam rises, the engine is hot.

VENTILATION

Overheating can occur in other areas besides the engine - to secure maximum ventilation inside the car, the windshield should be opened not more than one and one-half inches for maximum cooling. •

Secretary/Treasurer: Toni Mahony, [Redacted] Bedford 6052.
 Ph: [Redacted]