

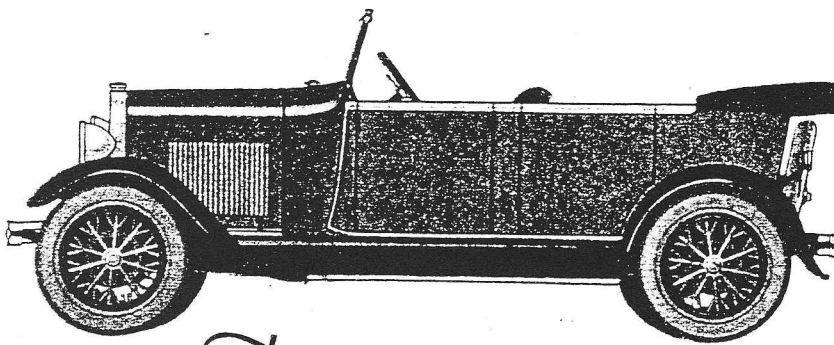


Western Model A News

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

Year XXII Number IX

APRIL, 2002



The NEW PHAETON

Skillful body design stresses every inch of this model's length. Its low lines suggest speed and stability. Behind the rear wheel one acquires a new relish for the day-long drive. Seat cushions are built for adequate leg support, and back cushions are moulded for the body. Heavy, clear vision storm curtains give complete protection from inclement weather.

The
Ford

25 YEARS OF FORD'S PRESENCE

Next Run/Meeting: Sunday, 21 April, 2002
Meet 9am at Wireless Hill, Ardross

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, 21ST APRIL, 2002

David & Pat Bussard organising
Depart from Wireless Hill, Ardross
Assemble in north parking area
Meet 9.00am for 9.30 departure for Dawesville

MAY, 2002

Bob & Val Newton organising

JUNE, 2002

Alan & June Smith organising

SUNDAY, 28TH JULY, 2002

AGM & ANNUAL VEHICLE INSPECTION

All committee positions are up for election
Inspections start at 10.00am
Meeting at 2.00pm
Please bring a plate of afternoon tea to share and a mug
for your tea or coffee

21 - 27 JULY, 2002

MAFCA 2002 NATIONAL CONVENTION

Riverside, California
You still have time to go!
Contact Mickey Fruchter
[REDACTED] Michigan Avenue
Pasadena, CA 91104

AUGUST, 2002

John Moorehead & Steve Read organising

SEPTEMBER, 2002

Barrie & Gwen Guest organising

OCTOBER, 2002

Jack & Mavis Berkshire organising

SUNDAY, 3 NOVEMBER, 2002

SHANNONS "BAY TO WHITEMAN" RUN 2002

NOVEMBER, 2002

Peter & Elaine Gilberthorpe organising

RAY ABBOTT ENGINE RECONDITIONING

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34 years Experience

**Minutes of Meeting held at
Brookton Old Time Motor Show
Saturday 23rd March, 2002**

On account of the Club Executive being absent because of attending the Model A National Meet in Toowoomba, Qld, Max Annear volunteered to chair the meeting.

Meeting opened: 1.25pm. Country members were welcomed.

Attendance & apologies: as per attendance book

Business arising: to be brought up at the April meeting

Financial report: No report. Discuss April meeting

Correspondence: No report. Discuss April meeting

General Business: John Laurie very pleased to see the response from members to travel to Brookton. Dora Annear volunteered to record the above minutes on behalf of secretary Toni Mahony.

Next Meeting: 21 April, 2002. Refer newsletter for details.

Meeting closed: 1.40pm

MARCH RUN TO BROOKTON OLD TIME MOTOR SHOW

Five Model A-s fronted up at the Karragullen starting point at 8.15am and left for Brookton on time at 8.30. Those present were Alan Smith, Max & Dora Annear, Ross & Alma Letch, Merv & Kath Ward and John & Pat Laurie.

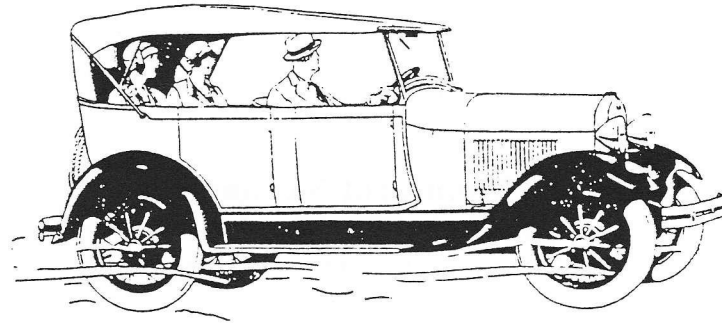
The run to Brookton on an excellent road was covered in eighty minutes. All vehicles ran faultlessly until the entrance gate. Here was the first 'hiccup', the entrance fee somewhat on the steep side. We were directed onto the freshly cut, brilliant green oval and to our place of display. Kath Ward had with her a gazebo style tent which was quickly erected and occupied by our club members, handy having a Model A utility. Several other members turned up in their modern independent of the start. They attended the lunchtime meeting. Naturally Gary & Rosalie Eva and Ken & Coral Hall were there but as part of the organising team of their home-town, Brookton, they floated in and out. There was plenty to see, the enormous Rhodes Ridley truck, tractors galore, machinery of all descriptions, local and Royal Aeroclub displays, including flights and many family activities. There were a considerable number of automobiles on display, many owners like ourselves regulars to Brookton. The veteran vehicles appeared to be down in number which included the absence of Pat Kerr. I am sure Pat if looking down from heaven where he surely will be, would have been there in spirit.

There were many interesting vehicles I have not previously seen some only partly restored. Gary Eva had his roadster there as did Ken Hall with his Tudor. Ken also had his 1913 Model T and five window Essex Coupe on display. Gary & Rosalie Eva's Roadster came in for some discussion re the commercial running boards which Gary assures us are original. This then suggests that the Roadster 'could' be a rare standard Roadster produced by Bolton's of 35 William St, Fremantle, for commercial travelling purposes. The rumble area being a boot rather than a dickie seat.

At the end of the day Merv & Kath Ward went on to Corrigin to visit their daughter and three others stayed overnight as guests of the Halls with a splendid barbecue for Sunday lunch.

'Twas a splendid day at the show topped with hospitality from Coral Hall.

John Laurie



PERTH to

TOOWOOMBA

to PERTH

Part 1

The following is an account of Ray & Toni's journey to Toowoomba for the 2002 National Model A Ford Meet.

Saturday, 16th March. The trailer, having been packed the night before was hitched to Elizabeth (as my Model A is called) and we pulled away from home at 8.05 am. One of my concerns was how Elizabeth would handle the hills of the Great Dividing Range. Greenmount, although not big by eastern states standard, would give an indication. To my delight we pulled over the top, trailer and all, in top gear without dropping below 28mph.

The drive was uneventful as we got along at close to 45mph most of the time. By the time we got to Merredin, our first fuel stop and lunch, the day had become "quite hot"; 42 degrees and apparently 43 the day before. We felt for Reg and Coral Blewett who were a day ahead of us. (Fuel 96.9 cents per litre).

The heat continued through to our first night's stop at Coolgardie. The gear lever, steering column, spark and throttle controls were almost too hot to touch. We stopped at the same caravan park we used on the way home from Wodonga in 2000, only now the grotty van we stayed in had been replaced by a very nice little cabin. (Accommodation \$59.00).

Having sat in the car all day we thought we should get some exercise and walk to the Shell Roadhouse at the other end of town for dinner. We got there only to be told that the restaurant was closed and we should go the Ampol Roadhouse, which is opposite the Caravan Park. Well, we did want the walk.

Sunday, 17th March. After a good night's sleep in a comfortable bed we set off at 6.45am after fueling up at the Ampol Roadhouse (97.9 cents per litre). The day was much cooler and as we approached Widgiemooltha the sky became quite overcast. We topped up in Norseman and headed east (108.6 cents per litre). Other fuel stops were Balladonia at 117.9 cents per litre and Cocklebiddy at 119.2 cents; this was the most we had to pay for fuel although Nullarbor was close at 119.

From Norseman to Cocklebiddy, our second overnight stop, was fairly uneventful except for seeing several eagles and a bustard which neither of us had seen before. We stayed in the budget section of the motel at Cocklebiddy costing \$55. The better rooms cost \$88. Here Toni gave her Hubley its first coat of paint and left it outside over night to dry. Result: dust filled finish.

Monday, 18th March. We got going from Cocklebiddy at 7.15am Central Standard Time. Eucla was our next fuel stop (112 cents per litre) where we also had lunch. While having lunch Anne Phelan (Australian actress ex "Prisoner" and "Something in the Air") made herself known to us and ask if she could take some photos of our car and us for her album. After lunch we drove down to the Old Telegraph Station before continuing on to Nullarbor where we refueled (119 cents per litre) and stayed the night. We had intended staying in the "Dongers" at \$15 each but elected to stay in the motel for \$96. Between Cocklebiddy and Nullarbor I identified the cause of a squeak that had developed as being the water pump. I fixed the squeak with a little grease but since then the pump has dripped water, you just can't win sometimes. About 12 kilometres before getting to Nullarbor a dingo crossed the road in front of us and walked casually along the side of the road, a beautiful and healthy looking specimen.

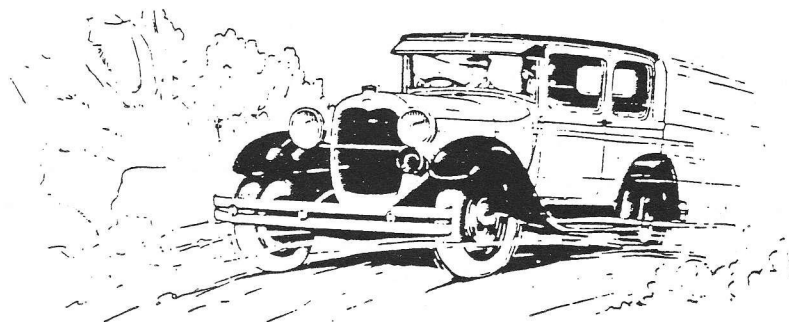
Tuesday, 19th March. We set off from Nullarbor at 8.30am Central Standard Summer Time and caught up to Reg and Coral Blewett at around 10.30 between Yalata and Nundroo 82 miles out of Nullarbor. Of course we stopped and chatted for a while before continuing.

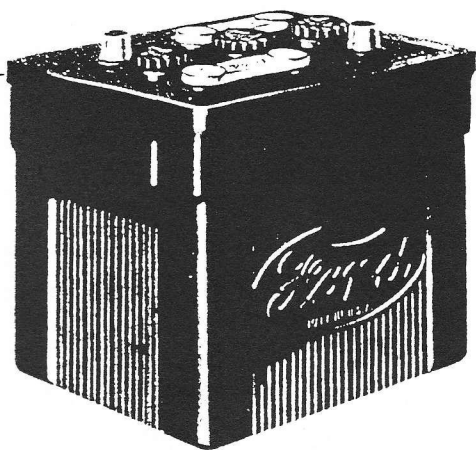
We ran out of fuel about 5 km out of Ceduna, proving that carrying a 10 litre can of fuel is not a waste of time. We refueled at Ceduna, did a little shopping and had a brief look around before moving on. Fuel at Ceduna was 94.9 cents per litre. We again ran out of fuel just out of Kimba where we stayed at the motel. Fuel here was 93.9 cents per litre and the motel room cost \$60.

Wednesday 20th March. After leaving Kimba at 8.00 we again met the Blewetts after about an hour's travel. They were having breakfast so we joined them for a cuppa and a piece of raisin toast. After Pt. Augusta, we went through Horrocks Pass in the Flinders Ranges to Orroroo where we purchased fuel at 93.9 cents per litre. Just before Horrocks Pass we decided to stop to take a couple of photos and the car decided to boil. No real reason, just a hot day and no breeze to carry the heat away. Horrocks Pass was a second-gear-climb up one side and second-gear-crawl down the other. Lovely scenery. On the outskirts of Peterborough we stopped to see "The Big Gum Tree" which if I remember correctly is about 16.3m in diameter. It's real big anyway. On to Cockburn at the SA/NSW border for fuel (103.9 cents per litre) before heading off to Broken Hill. Just a few kilometres before Cockburn we saw the first Police vehicle since leaving Perth. How can anyone, even a cop, need 13 radio aerials on one vehicle?

We arrived in Broken Hill at about 6.45 pm. As we were staying here for a couple of days I unhitched the trailer before unpacking, showering and heading into town to find some food.

To be continued ...





BASICS ON BATTERIES

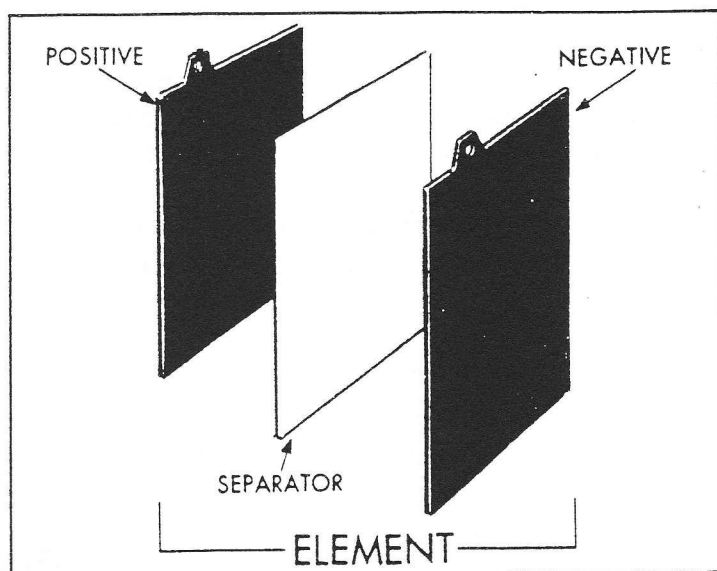
by Dale DeKok

If you ask the average guy on the street what his car's battery does, he'll probably tell you that it stores electricity. In fact, storage battery is the most common name for this vital piece of equipment. In reality, batteries don't store electrical energy at all. Condensers and capacitors are the only true storers of electricity. The "storage" battery in our cars produces electrical energy by means of an electro-chemical reaction. The current drawn from a battery originates in that battery, whether it's the dry cell in your transistor radio or the wet six volt battery we use in our Model "A."

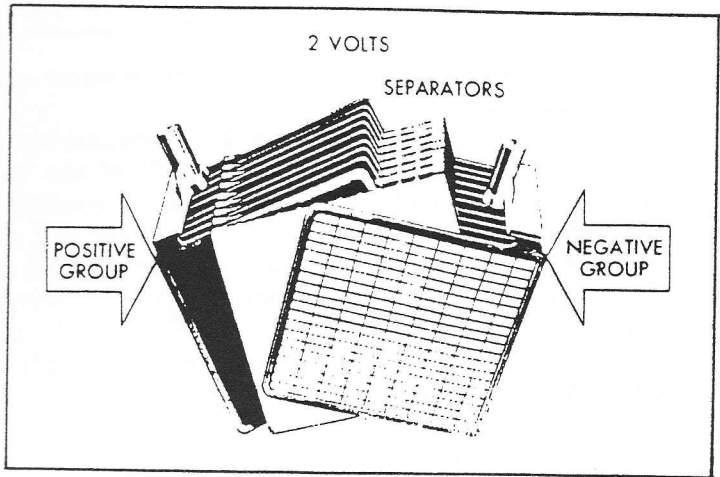
It's easy to understand why the average person assumes that an automotive battery stores electricity, however, after all, there is an engine driven generator in the car to charge the battery and we've all connected it up to a battery charger overnight just to add a little "extra" charge before an outing. Still, there's something else in common experience that should tip us off that it isn't necessary to deposit electrical current in a battery before you can make a withdrawal on the account; namely the dry-charge type batteries that are sold in many stores. These batteries are shipped without any electrolyte (the acid and water mixture inside the battery). They sometimes sit around on a shelf for months, then when someone buys one, electrolyte is poured into the cells and an electric current is produced immediately without any outside electrical charge having been fed into it. The current that the battery produces is the direct result of a chemical reaction within the cells and is not simply the storing up of current put into it.

Now, let's talk a little on how it works. The lead acid (wet) battery that we use in our Model "A's" consist of many parts. Incidentally, all these parts were sold separately by the Ford dealers so that the car owner could repair his own battery or the Ford Service Department could do it for him. This helped to keep repair costs down. Remember, a new battery (part #A10655-A) costs anywhere from \$11.00 in 1928 to \$7.50 in 1931. This was big money; in some cases, more than a whole day's pay. The first major part of our automobile battery is, of course, the container filled with diluted sulphuric acid (electrolyte) known as the "case" (part #10660-A, sold for \$1.40). As far as I can tell there were two types of cases used during the Model "A" years. The original battery cases were made

of a dull black bakelite material and were slightly larger (length 9 3/8", width 8 1/2", height 9 1/2") than our modern Group I batteries. The next major components are the positive and negative plate assemblies (part #A10680-B and A10690-B sold for \$1.40 each) which are immersed in the acid filled case. The negative plates contained pure sponge lead and the positive plates a high percentage of lead dioxide. These substances react chemically with the sulphuric acid in such a way that there is a flow of electrons set up between the plates. As this current is used, the sponge lead of the negative plates is partially converted into crystalline normal lead sulphate, while the lead dioxide in the positive plates converts to lead sulphate. When all the available sulphuric acid has been absorbed into the plates, the battery becomes fully discharged. This, then, is where battery "charging" comes into the picture. The current directed into the battery, either by the generator or a battery charger reverses the chemical reaction by driving sulphuric acid from the plates and increasing the acid content of the electrolyte. Once this is done the battery is ready to start producing current again.



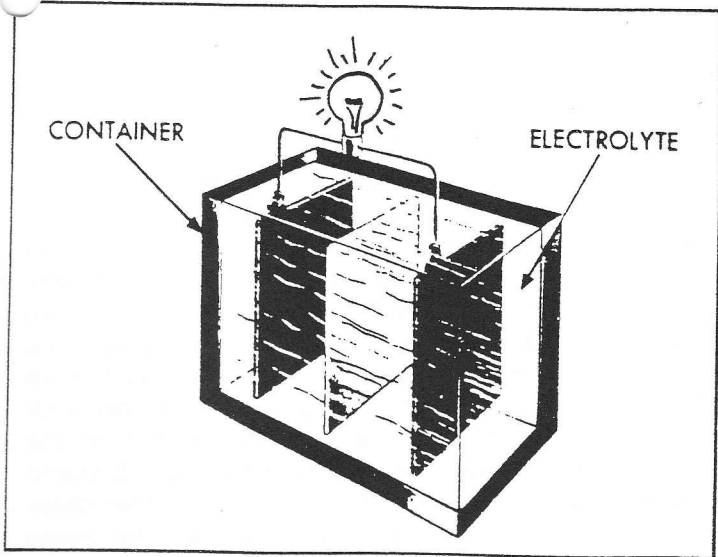
Battery Element (Simple)



Battery Element (Compound)

Our Model "A" batteries consisted of three individual cells. Each cell contained a group of positive and negative plates capable of producing approximately 2 volts. Each cell had its own "private box" in the battery case so that there was no mixing of the acid from cell to cell. The cells were connected together in series; that is where the negative terminal of one cell is joined to the positive terminal of the next one and so on. These battery cell connectors (part #A10715 sold for 10¢) were made of lead and had the Ford script stamped on top. Two were used on each battery.

Also on top of our "A" battery you would find three battery cell covers (part #A10705) and, with them, three battery filler plugs and their gaskets (part #A10720). The filler plugs or "caps" also would have Ford script across the top. A heavy tar like material was poured around the cell covers to seal the battery. This not only kept the electrolyte in, but also kept the dirt and foreign matter out. The last major part of our battery was the wood separators that went between the positive and negative plates to prevent direct electrical contact and to make the whole assembly more rigid.



Two Volt Battery Cell

The purity of the materials that went into our batteries manufacture were of prime importance to its serviceability. Ford had a one year conditional guarantee on their batteries. If the battery proved to be defective in the first four months, it was replaced free of charge. After four months however, you were charged on the pro-rated basis up to the one year time period. On this basis, if the battery proved defective after say five months service, you would pay 5/12's of the new battery price.

TESTING AND CARING

USE AN ACCURATE HYDROMETER

When checking batteries it is very important that the readings be accurately made—this applies to both temperature and specific gravity readings.

Never use a cheap hydrometer. Cheap hydrometers often give incorrect readings. Instances have been brought to our attention where such hydrometers were 10 to 30 points off.

Fig. 1030 shows the Batometer supplied by K. R. Wilson

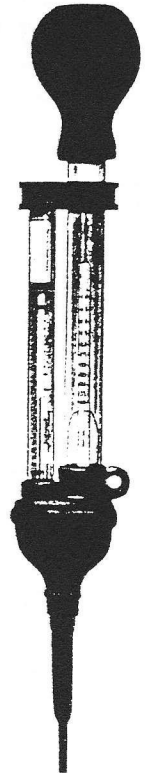


Fig. 1030

Since the percentage of acid in the electrolyte is less when the battery is discharged, the relative acidity of the solution provides an extremely accurate picture of the battery's state of charge. Service garages, as well as many home mechanics, use a device known as a hydrometer to measure this. The hydrometer measures the specific gravity of the electrolyte solution—specific gravity being the weight of the solution compared to that of pure water. There is a small float inside the glass barrel of the hydrometer that is weighed in such a way that its scale projects upright through the surface of the liquid drawn in. If pure water is drawn in, the 1.000 line will rest even with the surface of the liquid, showing that the specific gravity is exactly that of water (1 times the weight of water). If, however, there is acid in the water, the weight of the liquid would be greater than that of pure water. In a fully charged auto battery, the gravity is about 1.280 (it is 1.280 times as heavy as the same volume of pure water). A reading of 1.250 is usually considered good, a cell in fair condition produces a reading between 1.225 and 1.250 and

anything below 1.225 is considered poor. When one or more of the cells produce a reading .050 or more below that of the others, it's a good indication that the low cells are shorted.

The most accurate readings are obtained two or three days after water has been added to the battery and the car has been parked overnight following a period of normal service. However, the temperature of the electrolyte has a definite effect on the figures. In summer, higher reading will be obtained—in cold weather the effect is just the opposite. Hydrometers are calibrated to read dead accurate when the electrolyte temperature is at 80° F.

BATTERY EFFICIENCY AT VARIOUS TEMPERATURES

Temperature	Efficiency of a Fully Charged Battery
80°F.	100%
50°F.	82%
30°F.	64%
20°F.	58%
10°F.	50%
0°F.	40%
-10°F.	33%

Now that we've talked about the construction and testing of the battery, let's look at some of the reasons that our Model "A" batteries go bad and how to prevent them. The first and probably the most common is *overcharging*. This "battery killer" has been a problem for the last fifty years. The reason that this problem is so common is our "A's" is because we use a three-brush generator, that must be manually adjusted for electrical output. Even later model cars that use a voltage regulator to control generator output can have this problem if the regulator is not tested and adjusted periodically. Ford recognized this trouble area early and it is mentioned five or six times in the service bulletins. They recommended that the generator output be adjusted to the car owner's driving habits. Therefore, if the car was driven mostly at night with the lights on, the output would be set higher to keep the battery fully charged. However, if the car was used mostly during the daytime or for long driving trips, the generator would be set lower, usually to about six amperes. One of the best ways to keep sharp lookout for overcharging is to check the electrolyte level in the battery frequently. During charging, some of the water in the battery evaporates and escapes through vents in the filler caps. This leaves the electrolyte with an over-concentration of acid, and the higher acid concentration begins to eat away at the plates. A thirsty battery is an overcharg-

ing battery, normally, a battery will require water only about twice a year.

Almost as bad as overcharging is *undercharging* of the battery. Sulfating is the direct result of the battery's being in a constantly undercharged condition. The chemical reaction between the electrolyte and the lead plates normally converts some of the materials into lead sulphate, but when the battery is never charged sufficiently to completely convert this compound back into usable materials, sulphating will take place. Usually there will be warnings that the battery no longer has its old stamina, and if the cells are given a long slow charge, they usually can be saved.

Vibration is also a major enemy of our Model "A" battery. Loose battery mounting clamps and bolts are usually to blame for this condition. Anytime the battery is allowed to bounce around in the battery box, the car owner is asked for trouble. These batteries are likely to have the active material shaken from their places by the constant vibration. However, in the quest for firm battery mountings one must be careful not to tighten the hold-down clamps to the point that the case is cracked or deformed.

Another trouble spot in our battery is the *type of water* we use when we fill it. Distilled water is the only kind that should ever be added to a battery, and while you might have heard otherwise from somebody else, there are many good reasons to provide your battery with this little extra care. First, the amount of impurities found in the tap water at the battery factory may not be significant; however, it should be obvious that every water system in the country has its own particular brand of poison. Those with a high iron content, including iron picked up from rusty water pipes, are deadly in a battery cell. Furthermore, the water in battery electrolyte evaporates, leaving behind its content of minerals. A little impure water is one thing, but use exclusively, the concentration of unwanted and harmful mineral elements can become deadly.

Caring for the *outside of the battery* is just as important as attending to the inside.

Whenever dirt and acid salts are allowed to accumulate on top of the battery, a conductive layer is formed that puts a constant discharge drain on the cells. This condition may become so advanced that in damp weather it can completely discharge the battery overnight. Ford recommended wiping the battery with a rag moistened with ammonia, but I've had good luck with a mixture of baking soda, water and dish detergent about three times a year. The only real trick is to avoid getting even the slightest amount of the solution down through the filler cap vents, which would seriously weaken the acid in the electrolyte. After cleaning, the cables should be removed and the posts brightened with a cleaning tool or sandpaper. Once the cables are clamped firmly back into place, a light coating of Vaseline will prevent future corrosion problems.

Notebook

BIRTHDAYS for APRIL: Birthstone: Diamond; Flower: Sweet Pea

Marg Addison, Mavis Berkshire, David Bussard, Jane Cocks, Bill Cowlin, John Forbes, Harold McCashney, Ray Mahony, Toni Mahony & Rodney Spitz.

Happy birthday.

TOOWOOMBA: By all accounts a successful and enjoyable rally.

We look forward to some of the reports of getting there, the rally itself, and the return journey. Best wishes to Reg & Coral Blewett who were in an accident with their Model A on the way to Toowoomba.

MERV WARD'S JOKE CONTRIBUTION:

Two groups of computer experts were asked what gender should be given to computers- one group of males and one group of females. Here's the results:

The group of men reported computers should be referred to in the female gender because:

1. No one but the Creator understands their internal logic.
2. The native language they use to communicate with other computers is incomprehensible to everyone else.
3. Even your smallest mistakes are stored in long term memory for retrieval.
4. As soon as you make a commitment to one, you find yourself spending half your pay cheque on accessories for it.

MURPHY'S LAW:

The following is taken from Early Auto, June 2000, page 15.

- ◆ The nut or bolt which is the most difficult to reach will always be stripped or seized.
- ◆ Nothing is ever put back together in the reverse of the way it is dismantled.
- ◆ No matter how rare the accessory, there is always someone's uncle who had one just like it.
- ◆ No matter what fails on your car, there is always someone who knew it would.
- ◆ The later you leave for home after a Rally, the greater the chance of failure of the lighting system.
- ◆ Carrying an extra set of plugs, points, coil and condenser will inevitably result in rupture of the lower radiator hose.
- ◆ When you double check everything prior to a run, you stand a greater chance of running out of petrol.
- ◆ The probability of a car starting is inversely proportional to the number of people standing around watching.



If undelivered, please return to:
Theodore [redacted]
Western Australia, 6108

SARTORI Peter & Lorraine
[redacted]
MURDOCH WA 6150



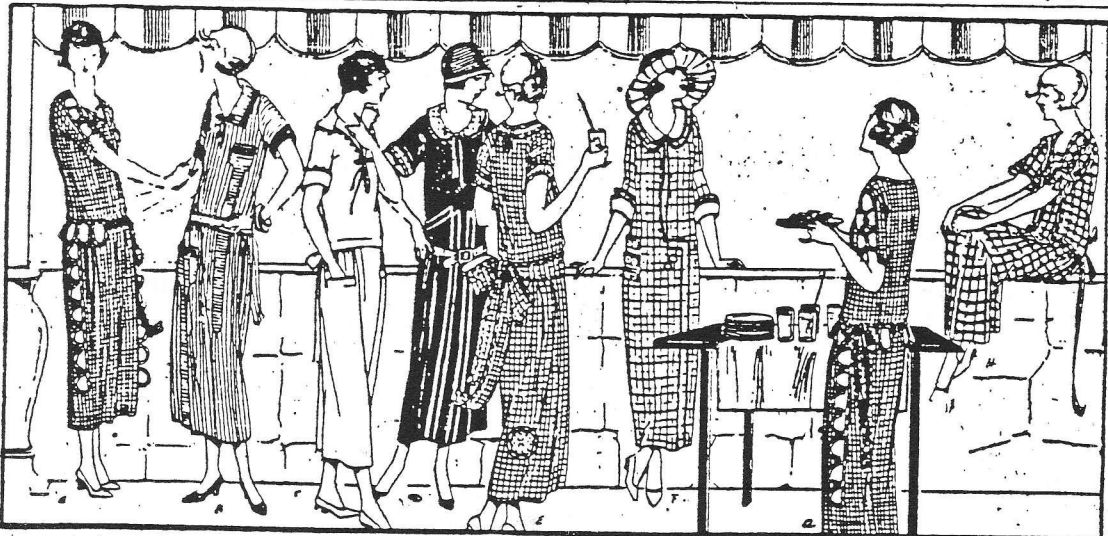
Model A News
WESTERN

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A noteworthy sale of cool summer wash Frocks in an extraordinary assemblage of lovely styles that will indeed fascinate the housewives of Kansas City. Women everywhere, are familiar with the special features of these well known garments—the workmanship is the very finest, the materials the best and the styles the most original.

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Secretary/Treasurer: Toni Mahony, [redacted] Bedford
Ph: [redacted]