

WESTERN

A MODEL NEWS

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

APRIL 1983

Next Meeting: SATURDAY, APRIL 23RD 1983
TIME: 1:15 P.M. for 1:30 P.M. DEPARTURE
PLACE: DOG SWAMP SHOPPING CENTRE
(Cnrs Wanneroo Rd, Charles & Wiluna Sts, Yokine)

This is the day that all the perserverance with the string, glue, etc. proves itself either worthwhile or utterly useless! KITE DAY!!

Following a short "tour to somewhere" from Dog Swamp, we will head for the Kite Canaveral Testing Grounds....better known to us locals as the Nedlands Foreshore; arriving around 3 o'clock....where we will pit our skills and kites against the elements (anyone for a bet on who'll be more successful?!). Judges will be appointed and there are plenty of prizes to be won, so get going and finish those kites.

Bring along some afternoon tea or refreshments as this could turn out thirsty work. See you at Dog Swamp on the 23rd.

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March Restoration Run:

Once again it was a great turnout for our meeting with eight Model A's (1 Ute 2 Tudors 2 Roadsters & 3 Phaetons); one Thunderbird and four moderns. First call was to Steve Read's workshop where we checked out his Tudor Sedan - painted but not buffed and ready for upholstery. Wheels are being prepared and all going well Steve hopes to have it complete for the April meeting - or if not quite - for the May meeting.

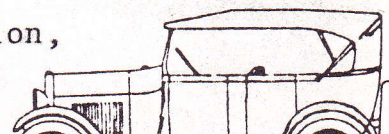
Second stop after a pleasant amble around the foothills was at John & Jane Unkovich's in Lesmurdie - where I think we all thought at first glance John was building a sand buggy (some seating you have there) but on closer inspection it was determined that in fact it was a 1930 Phaeton chassis. After an Easter trip with the Eggenhuizen family John will probably have more body panels, etc. to help complete the restoration.

Stirk Park, Kalamunda, was the lunch venue - under nice shady trees on the lawn. Members' legs rested while their tongues ate and talked. A short informal meeting was held then it was off to Nene & Eric Richards in Gooseberry Hill where the swimming pool was a cool retreat for the kids while the adults checked out the assortment of Ford vehicles Eric has under restoration.

It was then homeward bound and from all reports, those who came on the run thoroughly enjoyed themselves even though the day was quite warm.

Information:

Remember, if you have any For Sale, Wanted, information, helpful hints for members, etc. send it along to our Secretary at 3 Briar Court, Kingsley, 6026 for publication in forthcoming newsletters.



To the members who are still restoring their As, may I say that the day you register your car is definitely the greatest. Hooray - MINE IS FINALLY ON THE ROAD.!

It was fully registered Friday morning, 18th March and on 19th at 2:00 p.m. took part in our annual Fair Parade. So far I have driven the A 98 miles in the last two days. I haven't put the 'Top' on yet, but with summer still here, provided you have a hat, it is quite pleasant to drive; who needs airconditioning.?

Anyway, after travelling about 40 miles, or was it 50, I began to feel how the car wanted to be driven. To experienced Model A drivers it's probably second nature, but to a novice, it sure is a challenge and an unbelievable experience. You begin to accept the fact that you started with nothing, built something from 'bits and pieces' from here and there, constantly watched by a discerning eye from your 'loved ones', and greetings of "What have you been doing?", when you crawl into bed at midnight; then, finally you get an approving nod of satisfaction from them when the Model A is standing in the carport, all shining and new looking. It can bring a tear to ones eye.

After all that, you can imagine that I'm the proud co-owner of a 1930 FORD A PHAETON. It's well worth the effort!

HAPPY RESTORING, from Peter & Yvonne Ortmueller & Adrian & Simon too.

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Engine Reconditioning

In response to our newsletter advising of extremely high prices charged for engine reconditioning here in the Perth area, a Dampier member, Joe Sheahan has responded as follows:

"I thought I would send you details of the cost of my engine rebuild. Enclosed is a copy of the rebuild account and a sales pamphlet from the reconditioner. I checked a few places out and found these prices to be far cheaper than anywhere else. The freight is not dear if you shop around. I had the motor sent from Dampier to Melbourne by Centurion for \$60.00. I checked a few of the tolerances when I got it back and everything was within specs. This may be of interest to some of the other club members BUT as it is 18 months old the prices today will be somewhat higher."

Bore 4 cyls + 100 Thous.	28.00	Surface Block	15.00
Finish 4 pistons suit bores	25.00	Metal & machine 4 rods	100.00
Fit 4 bushes, pins and align rods	25.00	Metal & machine 3 mains	110.00
Supply & fit 8 inserts (new valve seats in block)	64.00	Grind shaft	35.00
Seat valves & set tappets	60.00	Final Clean and assemble shaft, pistons, etc.	50.00
Face followers	8.00	Supply 4 pistons & pins	93.00
		<u>1 Sept. 1981</u> <u>Total</u>	<u>\$613.00</u>

Wouldn't it be lovely to have our engines done today for the above prices - but as Joe says - those prices are history. The main purpose of this is to let members know of 'alternative' workshops available and attached is the sales pamphlet from G.P. RUSSELL & CO. in case any other member may be interested to contact them for quotes, etc.

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AUTHENTICALLY SPEAKING

Generators and Starters

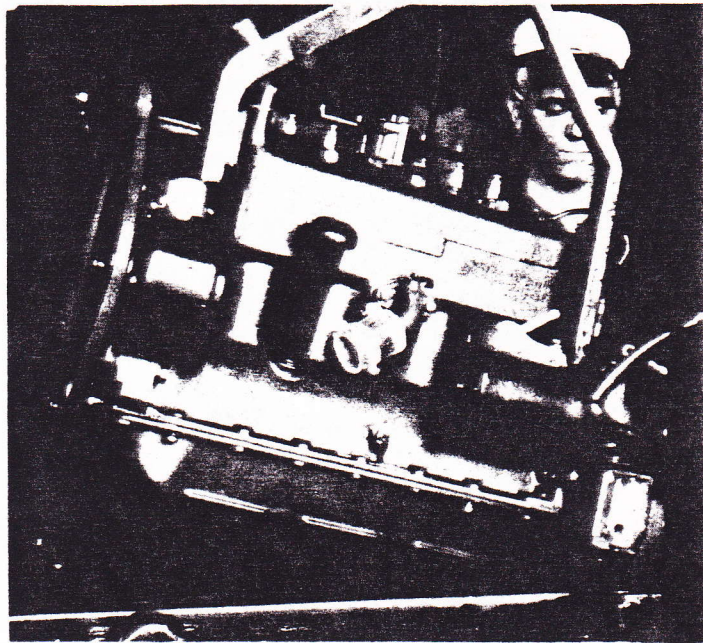
By Ed Francis and George DeAngelis

Photographs Courtesy of Ford Archives

Up to now, it was believed that the powerhouse generator was used through 1928 and phased out by May of 1929. Recent information from the historic engineering records indicates that it was used through July of 1929.

When the Model "A" was introduced, it was equipped with a Ford-made powerhouse generator. It was mounted on the engine with a "U" shaped bracket, and belt tension was adjusted with a strap which fastened to one of the timing gear cover screws. The rear cover was a cadmium-plated steel stamping rather than aluminum as originally thought.

In January, 1928, some minor changes were made. The "U" shaped mounting bracket was modified to a single ear and the belt adjusting strap was reduced in thickness from 1/8 inch to 1/16. The front cover screw was changed from 3/8 to 1/2 inch. These changes were made with engine number approximately 2500. In April, 1928, the finish of the rear end plate was changed from cadmium plate to black enamel. This all black unit was to be phased out at the end of 1928 and would be replaced by a new Autolite generator. The Autolite generator was longer, it used a "U" shape mounting bracket and eliminated the use of the belt tension adjusting bracket. However, production of the new generator by both Ford and Autolite had some tooling problems and production was slower than projected. Therefore, the



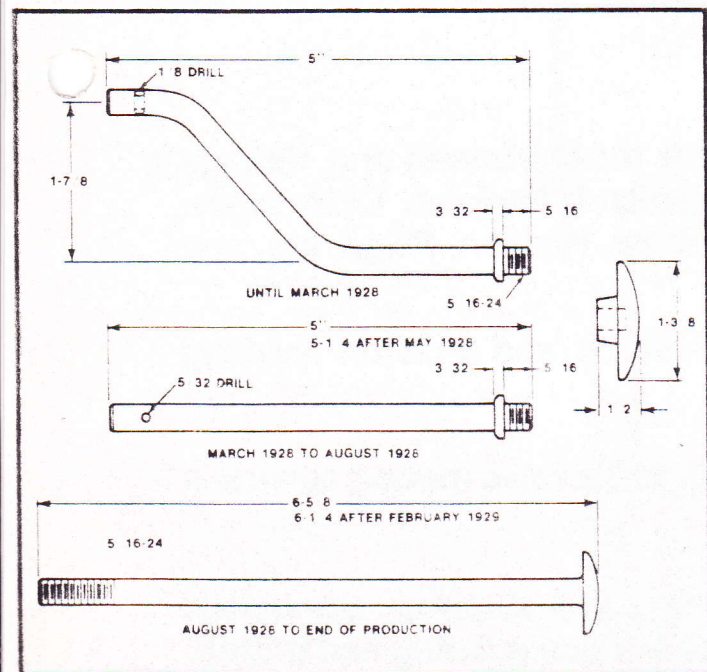
use of the powerhouse generator was extended through July, 1929. Cars built during this period could have had either of these generators installed.

The first Autolite generators, built during January and February, had a stamped metal end-plate. In February, 1930, it was changed to casting. At the same time the hub on the cast iron pulley was decreased from 15/16 to 9/16 inch.

Two special equipment generators were released in 1931. A low speed unit for use on Police cars and Delivery cars became available in May, 1931, and a high output generator for stand drive trucks became available in October, 1931.

The Ford-designed Abell starter was used on the early Model "A" through March of 1928. After that date, the company switched to the Autolite design produced by both Ford and Autolite. The Bendix starter feature was introduced in October, 1928, and was used thereafter.

Three different starter switches and starter switch rods were used during the first year of production. See sketch for shape and size. The curved push rod was used with the square box which had a tapered contact. The Autolite starter had the straight rod which necessitated relocation of the hole in the floor. The final design had a new switch with flat contact and a one-piece push rod.



G. P. RUSSELL & CO.

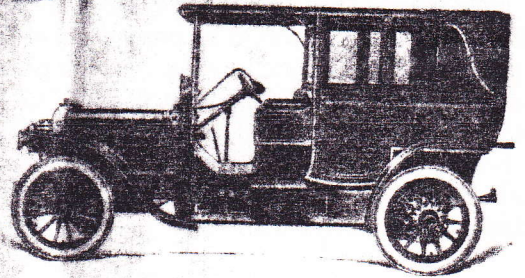
8 AUGUSTA ROAD, THE BASIN, VIC., 3154 — Tel. Melb. 762 1178

Engine Reconditioners — Specializing in
Veteran & Vintage and most engines to 1960.

(SAMS
03-
AFTER
HOURS)

New Parts Stocks include — Pistons, rings, valves, bearings, timing gears, chains, gaskets, etc. to suit the following:

CHEV. & GMC	All 4 & 6 cylinder engines.
DODGE	All side valve engines.
FORD	All side valve engines, including 8 & 10 hp, plus Consul & Zephyr.
HILLMAN	All Minx, and other engines from 1930 to 1973.
HUMBER	Hawk & Snipe engines from 1936.
VAUXHALL	G Y, Wyvern & Velox engines.
STANDARD	8 & 10 hp engines and 4 cylinder Vanguard.
AUSTIN	7, 8 & 10 hp, A40, A50, A70, A90 engines.
MORRIS	8 Series E, Minor, Oxford, 10/4, etc.
M.G.	TC, TD, & TF engines.
SINGER	9 & 1500 engines.
WILLYS	Jeep engines.
LAND ROVER	Series 2 & 2a engines.
INTERNATIONAL TRUCK	K3 & K5, 220 & 240 engines.
BEDFORD TRUCK	KM0 series, 214 & 300 engines.
FERGUSON TRACTOR	Petrol & Kero engines.



In addition — **Pistons and Rings** to suit most Veteran and Vintage Engines, some examples are: Buick, Overland, Packard, Oldsmobile, Pontiac, Nash, Chrysler, Cadillac, Continental, Hudson, Paige, etc. and many English makes.

We have approximately 3,000 pistons in stock, and a piston finishing service is available.

A large range of engine valves is carried, and a valve making service is available.

Workshop facilities include — Reboring and sleeving, crankshaft grinding, bearing re-metalling, line boring, surface grinding and milling, pin fitting, piston finishing, Valve and seat work and general machining, and complete engine reconditioning.