

WESTERN

A MODEL NEWS

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

May 1983.

Next Meeting: SUNDAY MAY 29, 1983
 TIME: 2:00 p.m. for 2:15 departure.
 PLACE: CAUSEWAY CARPARK

After meeting at the carpark we will proceed to the Veteran Section Club Rooms which are in Hickey Street, Ardross. (small roadway entering Wireless Hill Park....Club in an old House at top of roadway). We plan to hold our meeting and general get together. Tea and coffee will be supplied but ladies are asked to bring along a small plate of biscuits, or cake, etc. to ward off any hungry spirits which may appear.

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Kite Day:

In this day and age people get 'high' on all sorts of things. The expression 'high as a kite' took on a new meaning at our last merry meeting. It had nothing to do with Dad getting home late on a Friday night either !

After meeting at Dog Swamp Shopping Centre, we proceeded to follow a devious and somewhat tortuous route via the northern suburbs to the coast then south to Cottesloe and across to the river 'elite' suburbs to finally arrive at the Nedlands foreshore.

With our cars safely parked, rugs, chairs and afternoon tea unpacked, coffee, etc. was quickly partaken of and the real fun of the afternoon got underway.

All sorts of kites made their appearance from the weird to the fantastic.! Some flew instantly - some never did! There were big ones, little ones, long tails, long tails. Some went round and round and confused many of the spectators wandering along the river bank. How did they stay up ?

A Chinese family suddenly appeared to watch. As a kite flying nation we wondered what they were thinking.

Cookes flew their 'garbage bag' - it must have still had some garbage in it as it flew the 'highest'. The Stevens 'T' model did a good job of keeping up with the best. The Mahony kites were fascinating as they whirled away on the end of their strings and appeared to be 'flying saucers'. Bennies came prepared for everything except keeping their kite up in the air and after several on-the-spot adjustments, gave it away. Peter and the Lynch family 'boxed' on without much apparent effort and the Unkovich and Eggenhuizen families tried to get airborne and ended up taking their 'bought' kites back to the shop for a refund! The 'prettiest' kite belonged to Peta Starcken.

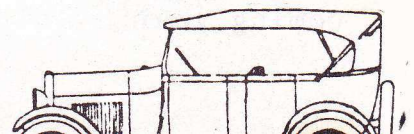
All in all everyone had a really good time and we must make this an annual event.

Night Out:

It was suggested the Club has a night out somewhere at either a restaurant or variety show or night club or something similar. We propose to discuss this in detail at our meeting (on 29th) so come along and give us your thoughts.

Bits and Pieces:

Manifold Gaskets - from M.A.R.C., P.O. Box 202, Tynite Street,
North Adelaide, S.A., 5006.



Starting with flat battery - 1946 style:

The following article was supplied by Fred Starcken from April 1946 - Power Farming in Australia.

" Ingenious English Device

Motor operators who have had trouble in starting a coil-ignition engine when the car battery was flat (and few have not had the experience) will be interested, says the "Dunlop Bulletin", to learn that a leading English maker of automotive electrical apparatus, Joseph Lucas, Ltd., according to patent specifications lodged in that country, has evolved a method of turning a dynamo temporarily into a magneto, so that a start may be obtained when the battery of a motor vehicle is dead flat.

The dynamo is provided with two field coils, normally connected in series, via a spring-loaded switch. A second switch, in the low-tension circuit, connects the primary winding of the coil either with the system in the ordinary way or by-passes the cut-out and connects the ignition coil direct to the dynamo.

In the event of the car battery being so run down that it will not provide a spark, or in cases of "coil starvation", where insufficient current is available for both starter and ignition, the spring-loaded switch is held over. This puts the two field coils in parallel, thus increasing the output of the dynamo considerably; the cut-out is then by-passed by the use of the second switch. Then, when the engine is cranked, the dynamo acts as a magneto and provides a hot spark at the plugs. Once the engine is running, the switches can be returned to their ordinary positions and normal circuit resumed. "

(Hopefully none of our members will need to use the above method - there usually being another vehicle around to give the needed boost!)

New Members:

Welcome is extended to William and Valerie Cowlin of Rockingham who have recently joined our Club. They have a 1928 Roadster in the process of being restored. When purchased it was not in good condition. Missing windscreen and frame, steering wheel and in need of back panels.

Bill has the facilities to rebuild or make panels and would like to photograph and measure a Roadster to assist in making the panels....should none be available. (Any members with information could contact Bill on [REDACTED]).

July Annual General Meeting:

Yes Members, it is time to start thinking about the Annual General Meeting which will be held late July. The positions of President, Vice-President, Secretary/Treasurer all become vacant as at 31st July. We would like to have nominations from members who would be happy to take over one of the above positions for a period to two years. If acceptable to members, the Club Auditor, David Palmer has consented to continue in that capacity for a further term. Please contact either our President, Bill Bennie ([REDACTED]) or Secretary, Laurel Cooke ([REDACTED] or drop a line to [REDACTED], Kingsley, 6026 with your nominations or suggestions for the forthcoming year.

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CLUTCH CHATTER

“The Shocking Truth About Coils”

by Dale DeKok, Middlethian, Illinois

With summer on its way there is nothing sweeter to the ears than a smooth running Model “A” engine — especially if it’s under your hood and you’re 50 miles from home. A phone call from an old friend and club member has brought to my attention a problem that seems to be more common on Model “A’s” and is just as important as a good tune-up. The problem that I am referring to is *coil polarity*.

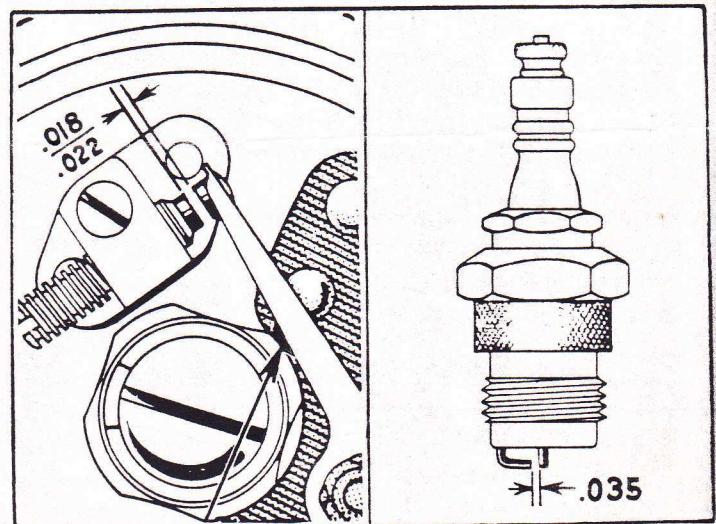
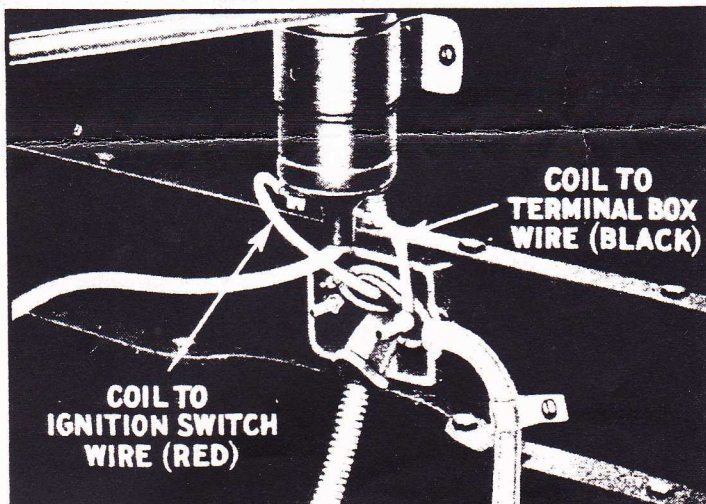
A few years ago at one of our outings, we checked some Model “A’s” for correct coil polarity. What we found was quite amazing — five out of the seven cars checked had the wrong coil polarity. The drivers of the five cars said that they did not really know it and the cars seem to run alright. That statement alone seems to be where the main problem lies, because the car runs, they think it’s alright.

Coil polarity is predetermined and must match the circuit polarity of the system being used. It is an established fact that the electron flow through the spark plug is better from the hotter center plus electrode-to-ground than by the opposite route, from ground-to-center electrode. On the Model “A” there is about a 14% difference in the required voltage of the two polarity designs at idling speed. This differential increases with engine speed. Usually the car is hard to start and misses at higher speeds, suggesting that there is inadequate spark voltage, however, I know of one member who had “no trouble” until he started climbing hills out in Iowa. (Be sure to check yours if you are going to Seven Springs.)

The cause of reversed coil polarity is because the two primary wires leading to the coil have been reversed due to incorrect reconnection. When this happens, the spark volt-

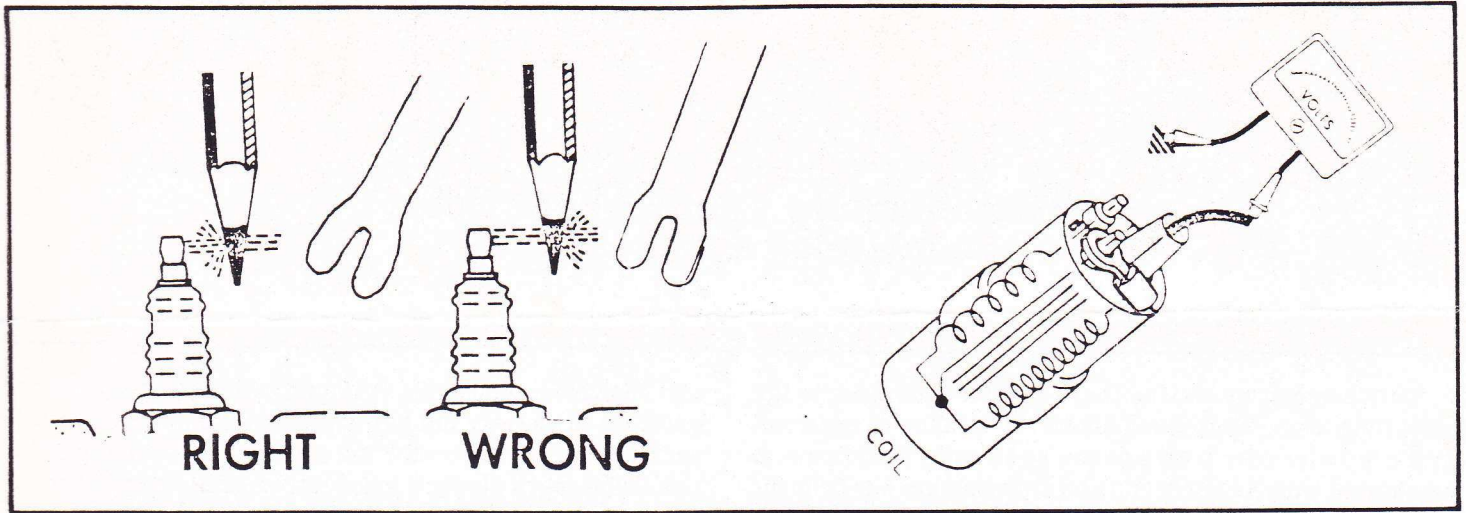
age has positive polarity. It should always be negative regardless of the way the battery is installed in the car. If it isn’t, the sparking current has a lower “pressure” in relation to the spark plug ground electrode that it must jump to. The end result is a weak spark even though every part of the ignition system is in perfect condition. Another indication of reversed coil polarity is “dishing” of the spark plugs’ side electrodes, however, we do not leave a set of plugs in long enough to see this effect — usually about 18,000 miles. The original Model “A” coil mounted to the firewall one way only unless, of course, you put it in upside down. Therefore, the problem is most common in cars with replacement coils or duplicate of original coils that are not properly spot welded to their bracket. In both cases they can be installed 180 degrees off. This 180 degrees puts the primary terminals on the coil in the opposite position of where they belong. The proper way is to have the plus terminal on the right side (passenger side of the car), then if the car is wired correctly, the red wire from the terminal box (ignition switch wire) will be connected to this terminal and the coil polarity will be correct.

You can test for reversed coil polarity with the aid of a common lead pencil. First, make sure the points and spark plug gap are set properly. Then, simply remove one of the spark plug leads and hold it about a quarter of an inch from the spark plug terminal (I recommend the use of a good pair of rubber gloves). Then insert the point of a lead pencil between the ignition lead and the plug while the engine is run-



ning. If the spark flares on the ground or spark plug side of the pencil the polarity is correct, but if it flares between the ignition lead and the pencil the polarity is incorrect and the primary wires should be exchanged at the coil.

the negative (-) terminal. What I am saying is that if you happen to have a car (like our Model "A") with a positive ground, remember that the coil primary terminal marked positive (+) must be connected to the distributor while on



Many of today's coils have their terminals marked positive (+) or negative (-), but some are also marked Bat. (battery) and Dist. (distributor). The latter is the kind we must be careful with because when replacing a coil it is very important to make sure that the new one is not only the correct voltage but also the correct polarity. Pre-1956 Fords with six volt systems for example, have the positive pole of the battery grounded to the cars chassis. Therefore, if the coil is marked Bat. and Dist. the terminal marked Dist. would be the positive (+) terminal. On the other hand, if the coil was made for a 1954 six-volt Chevy with a negative grounded battery, the terminal marked Dist. would be

cars with negative ground it's the other way around.

Another more precise way to check coil polarity on the car is done by connecting a voltmeter negative lead to the ignition coil secondary wire. (the big wire that goes to the top of the Dist.) and the positive voltmeter lead to engine ground. If the voltmeter reading is up-scale, polarity is correct; if voltmeter reading is down-scale, polarity is reversed.

I hope after all this that you are not too confused — if you are, don't feel bad. Just remember, five out of the seven tested must have been confused also.

THE MODEL "A" FORD BUG

Now I really don't know the very 'zact day
when I caught the bug of the Ford Model "A".
And I've got a funny feeling that it's here to stay.
'Cause I'm really doin' nothin' to chase it away.

Now there's this fellow I know, who must carry the blame
for releasing the bug (it's really quite tame).
But catch it I did, I got it real good.
Understand it? Of course not, don't expect that I could.

Now, you who live clean, such meticulous lives,
treat a mother-in-law decent, don't beat up your wives,
be watchful, be careful, be ever on guard,
when the bug gets you baby — he gets you real hard.

It's weird how it happens, it sneaks up on you,
and then 'fore you know it, you're done,
yeah, you're through.
And you find yourself searching, by night and by day,
for that very elusive, "real cheap" Model "A".

Reprinted from "The Saga of the Model "A" Ford" by Kevin J. Dalton.

Are you Restoring them —

I suggest the following books:

Model "A" Judging Standards (\$7.50). Order from M.
"A" Restorers Club, 24712 Michigan Avenue, Dearborn,
Michigan 48124.

The Ford Model "A" — As Henry Built It (\$16.95) by
George DeAngelis, Edward P. Francis and Leslie R. Henry.
Order from: Motor Cities Publishing Company, 10405 Rush-
ton Road, South Lyon, Michigan 48178.

Model "A" Ford Service Bulletin (\$12.00). Snyder's An-
tique Auto Parts, Inc., 12925 Woodworth Road, Rt. 165,
New Springfield, Ohio 44443.

Model "A" Service Letters (\$18.95). Craig Frazier, 5507
North Lydell Avenue, Milwaukee, Wisconsin 53217.

Ford Parts Books (\$6.50 ppd). Northern Ohio Model "A"
Ford Club, 81 Northeast Avenue, Tallmadge, Ohio 44278.

*Remember all prices are in
American Dollars*