

# WESTERN

# 'A' MODEL NEWS

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

October 1984

NEXT MEETING:     SUNDAY, OCTOBER 28TH 1984 - ALL 'A' MODELS RALLY

Members are asked to assemble at the Carousel Carpark (Albany Hwy side) at 9:00 a.m. sharp. Organiser of the run, Steve Read, will then issue us with our instructions and send us on our way for what is hoped to be another enjoyable rally. Don't forget your BYO packed or BBQ lunch.

REMINDER: As this is our ALL 'A' MODELS RALLY let's make it a real record and have ALL restored A's out.

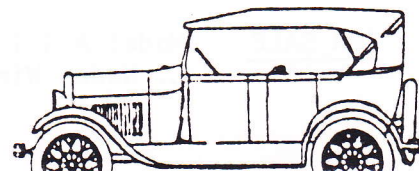
ARALUEN OUTING:

Sunday, September 30th turned out to be one of the best rollups of 'A' MODELS for some time and we hope this was a warm up to our next meeting on October 28th. TUDORS numbered four; TOURERS also four; with one UTE and three Moderns.

Steve and Louise Read were out in their recently completed Tudor for its first Club Event. New members Bruce Jewell and Sallie Madgett turned up in Cooke's Tourer with Sallie's parents, Barbara & Alec, who are holidaying here from Norwich, England. It was good to see Parins making it along in their Ute again - Tony having taken some six months to repair a puncture! Good going Tony - next it's the side curtains for Rita !

Steve sent us off on our drive towards Araluen out thru the Welshpool area. With Kalamunda hill looming in the foreground the 'very leisurely pace' set by one Red Tourer in the lead became a little too much for a couple of our members. While the Bennies were checking out the sights Cookes challenged, only to fade away and be passed by the Red Tourer again - then - along came one larrikin Letch and his four ladies in their bottle green Tourer just 'flying' up the hill, leaving the rest of the pack to climb it slowly and sedately! After this short spurt of hill climbing, we wound our way around Kalamunda and Canning Road area where the wildflowers were all ablaze, then down the hills and into Araluen.

The nine A's all in a line provided a real bonus for other visitors to the park and caused much interest. Our grassed picnic area directly in front of the vehicles was quickly filled with hungry members and the suggestion from our President, Max, that - "seeing it is only 11:30 am perhaps we should all go for a sightseeing wander for an hour or so before lunch " - was loudly and unanimously outvoted as we all tucked into our picnic hampers and settled down for a very enjoyable afternoon of talking, eating and mixing with fellow members. (Some of the more energetic members did eventually see some sights around the park). Our meeting was held just prior to departing and all who attended agreed they had had a most enjoyable day. Thanks Steve and the weatherman.!!





STATEMENT OF INCOME & EXPENDITURE CLARIFICATION:

Expenditure - Club Outings \$664.25

This amount did not come out of Club Funds. It is made up of monies paid to the Secretary for various social outings to enable the Club to make a booking as a whole - rather than members individually.

ANNUAL SUBSCRIPTIONS:

Our Secretary/Treasurer has advised of several members who have not as yet paid their 1984/85 subscriptions. If a red X appears next to this paragraph your subs have not been received at date of mailing this newsletter. Please send them in promptly as no more newsletters will be sent until they have been paid. (Sec. 9 Kilrenny Cres. Greenwood 6024)



COMING EVENTS:

October 28, 1984 - All A Models Rally (next run)

November 25, 1984 - Harvey run. Starting 9 am Causeway Carpark. All members who intend participating in this event and who will be requiring lunch at the Hotel - please phone Max Annear (447 2450) and advise numbers attending. This is to be a scenic drive to Harvey with maybe some control points - just to keep everybody on course! Lets see all A Models out and about for this run.

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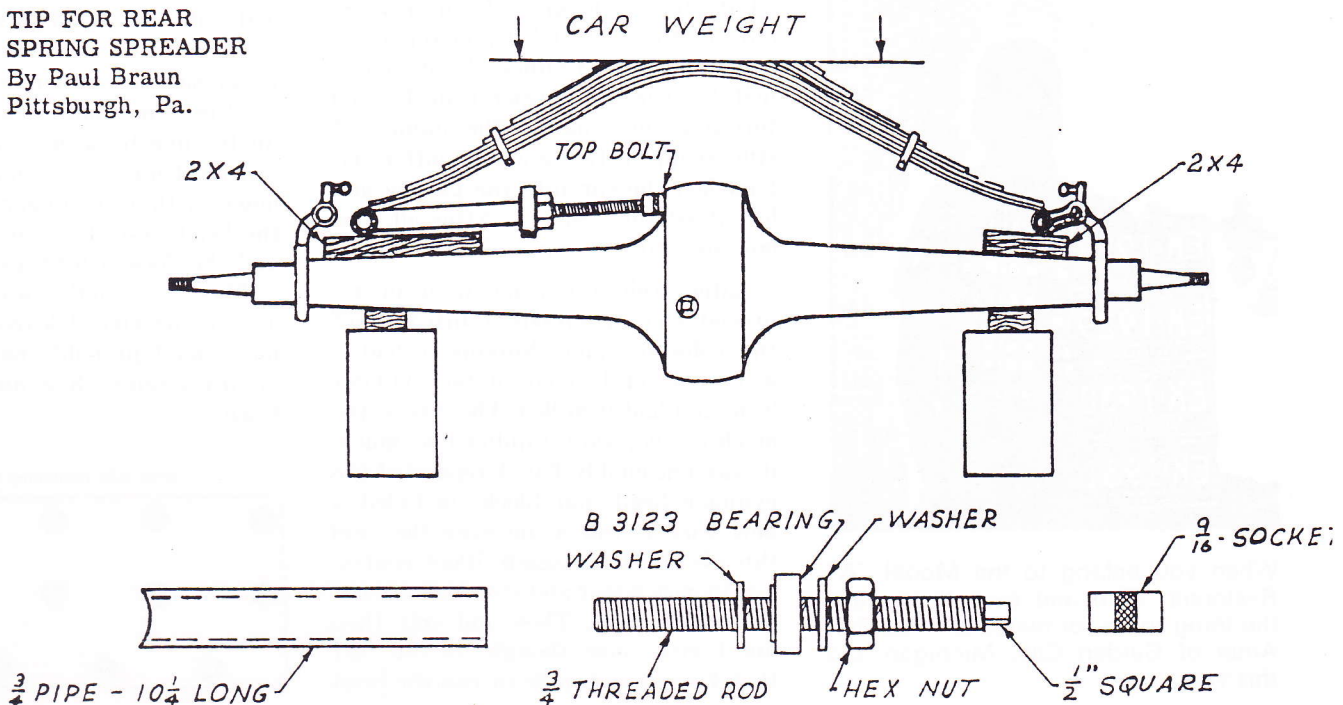
January 20 1985

Holiday Meeting held annually at Nedlands foreshore. Packed cold lunch and some sunburn cream needed. Directions for country members at a later date.

\*December 1984

Adults only social outing being organised. Information next newsletter.

TIP FOR REAR  
SPRING SPREADER  
By Paul Braun  
Pittsburgh, Pa.



# LUG NUTS

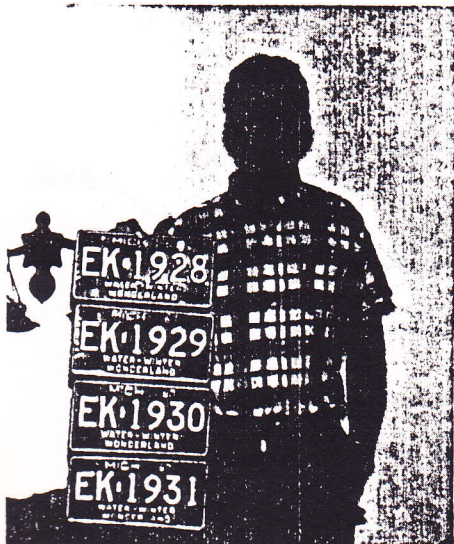
By *Threethumb Mechanic*

## TIP

An essential element to good headlamp illumination is positive grounding of the lamp sockets. The stock Model "A" lamps must depend on making ground to the chassis frame by way of the reflectors to the headlamp housing, to the crossbar, to the fender braces and finally to the frame. Loose connections, rust, corrosion, paint, etc., at these points result in voltage loss and inefficient lighting for night driving.

This problem can be easily corrected by soldering a ground wire to the primary lamp socket of each reflector and connecting the lead directly to the frame. It is suggested that dark colored wire be used and concealed by feeding it through the flexible conduits and carried between the radiator and shell down to the front of the frame where it is bolted down at the splash pans. It is important that the connection be made on bare metal for maximum grounding.

By—R. T. McFarland



When you belong to the Model "A" Restorers' Club and own three cars, the thing to do for plates is what Don Arner of Garden City, Michigan, did this year.

I bet you've read the same articles I have that indicate that proper torquing of cylinder head nuts is an important factor in obtaining a good tight seal between the head and the block for maximum engine horsepower. Wanting to do the best possible job I borrowed an old Sears and Roebuck torque wrench, which registers 5 lbs. to start with (it was bent), and, tearing open a recently delivered mail order bag of 14 new head nuts, I set about torquing down "my" cylinder head.

In my enthusiasm I was oblivious to the fact that I could only run the head nuts on with my fingers for a depth of 3 to 4 threads. From then on it took a stern pull on a ratchet wrench to get them down against the head. I torqued "her" down to 60 lbs. (55 lbs. specification and 5 lbs. for the bent handle). The cylinder head leaked generally. I added a can of DuPont Stop Leak, and sanded and repainted the block and head at the joint. The cylinder head still leaked. I torqued the nuts to 75 lbs., added a new can of stop leak, repainted head and block, but the cylinder head still leaked. But now, it was oozing stop leak. Called several experienced club members and their advice was to keep torquing until it stopped leaking. I torqued the nuts to 85 lbs., sanded and repainted block and head. Cylinder head continued to leak. In desperation I tried torquing once more. The number 7 stud snapped. Being a real enthusiast I pushed the car into the garage and left it sit for a month. After all, just how discouraged can a fellow get?

Later, well rested and with an improved mental outlook I brushed off the cobwebs, and thinking I had a warped head I removed the cylinder head and had it milled. The guy at the machine shop said it didn't take much, it was reasonably flat. I repainted the cylinder head and block, installed a new gasket, ran a die over the stud threads and tried again. Block continued to ooze water and stop leak around the gasket area. Then and only then did I give some thought to the fact that I never was able to run the head



nuts down with my fingers and that each time I attempted to remove the head nuts the stud came out with it and it took two pipe wrenches to remove the nut from the stud.

Deciding that the tight nuts probably had some effect on my torque wrench reading, I visited the local automotive supply store where I made an effort to purchase new head nuts. As the salesman poured the 14 new nuts into a small paper bag he commented on the fact that I was lucky. Those were the last self locking head nuts he had in stock. After some verbal exchange I managed to communicate to him that the Model "A" uses standard nuts and I didn't want self locking nuts. The salesman said that he never sold any other kind.

With some additional effort I was finally able to acquire a set of standard head nuts, the kind you can turn down with your fingers. I retorqued the head to 55 lbs. No fuss, no muss, and she doesn't leak a drop.

There were only two benefits from all this activity. I learned about head nuts and I probably have more paint on my engine than any one else in town.

Head Bolt Tightening Pattern

