

WESTERN

A MODEL NEWS

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

December 1984

CLUB CHRISTMAS DINNER EVENING:

FRIDAY EVENING - 14TH DECEMBER 1984.

This will be the last get together for club members for this year. It looks like being a good evening as so far we have thirty six members attending and hope to see a few more of you along once this Newsletter has jogged your memory to -

TELEPHONE [REDACTED] and let Toni Mahony know you are coming. Once having done that, pop your cheque in the mail to our Accounts lady - Mrs. A. Letch, [REDACTED], Greenwood, 6024.

VENUE: ROSE & CROWN HOTEL, GUILDFORD

TIME : 7:30 p.m. for Dinner at 8:00 p.m.

COST : In our November newsletter the cost was listed at \$19.00 per person for meal and drinks. This was slightly incorrect in that the estimated cost of drinks had not been added onto that price and therefore, there will possibly be an extra charge of about \$2 per person on the night. We hope this won't inconvenience anyone.

CHRISTMAS PRESENTS: Reminder to wrap up a gift to pop into our Lucky Dip Box - something you no longer have use for = eg. old tin of sardines, cigarette lighter (for those who have given up smoking!), winter long johns, etc.

NOVEMBER 24TH - HARTFIELD PARK CAR DISPLAY:

The organisers of this event were very pleased with the number of vehicles displayed by various clubs and individuals. Two of our members had their Phaetons on display.

The point has been noted that this type of outing is of no great interest to many of our members and therefore any future invitations of this nature should perhaps be on an individual acceptance basis if they happen to fall on a M.A.R.C. meeting day. The usual M.A.R.C. outing would be held for those members who did not wish to participate in the display. Comments to our President or Secretary would be of interest or discussion at a future meeting.

JANUARY 20TH 1985 (Sunday):

Pack your cold lunches, drinks, swim suits (if required) and come along to our Annual HOLIDAY PICNIC AT PEPPERMINT GROVE (Manners Hill Park - between Keane and Lilla Streets). This is right on the river front with plenty of open space and shady trees, plus the river for the kids to swim in.

Make your arrival time about 11:00am and look for the large blue & white FORD flag hanging from one of the trees somewhere near the Lilla Street side of the park. We hope to see some of our country members if they happen to be in the city on holiday during January. Mark your calendar with this date - NOW!

MINUTES OF MEETINGS: There have not been any formal meetings at the last two runs for the Club.... therefore no Minutes to report on.

NEW MEMBER: Graeme Tilbury, [REDACTED] Kingsley, 6026 Tel: [REDACTED]
 Graeme has purchased a 1930 Town Sedan from New Zealand. It is arriving in Melbourne approx 2nd December. The vehicle is in quite good condition and has been used as every-day transport by the previous owner. (From the photo supplied (which will be placed in the Club Album) the vehicle looks in very good condition). Welcome along Graeme and we look forward to meeting you and seeing your vehicle on our forthcoming outings.
PARTS WANTED : Horn and distributor.

BELATED THANK-YOU:

Steve Read wishes to express a belated THANK YOU to all the people who helped out in the organisation of the run to Pinjarra on the 28th October. Every event needs helpers to make it a success.... thank you.

BITS AND PIECES:

WANTED: 1929 Hoodbows for Roadster

SWAP : One pair 28/29 Two Light lenses for AR lenses

CONTACT: Steve Read, [REDACTED], Thornlie 6108 - Telephone: [REDACTED]

WANTED: Horn and Distributor - Contact Graeme Tilbury (see New Member above).

RESTORATION TIP: (From John Broadbent - taken from Bendigo Club Newsletter)

"Having spent a considerable amount of money, time and effort restoring my car, I expected it to obey my every command without question.

One problem I have been plagued with over the years is a very high water temperature, especially on hills and when pushed by a tail wind. My car is a 1929 Ford 'A' and having recored the radiator, planed the head and block, re-built the water pump, fitted four blade fans, radiator cowls, etc., it was very annoying to be constantly watching the motor meter (worst thing I ever bought) rising !

Last summer I thought I had fixed the over heating and was sailing along in the 43 degree heat with the temperature normal, only to find out later the motor meter had a broken thermometer.

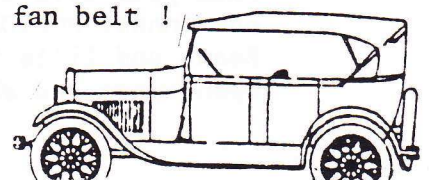
At last the problem is solved - for the huge outlay of \$1.00.

Fit a disc to the top hose of the radiator as near to the engine as possible with a 5/8" hole in it. All this does is restrict the water flow sufficiently to allow the hot water to stay in the radiator core longer, giving it a chance to cool down.

I used a 2" brass welsh plug and a hose clip to fix my problem and I hope this information may help some other frustrated restorer. Believe me, as simple and silly as it sounds, this idea really does work. Now my car runs some 20 - 30 degrees cooler. Having done a bit of snooping I have noticed that a lot of vintage cars which never have heating problems have very inefficient water pumps and small radiator pipes.

I may have achieved the same result by just cutting the fan belt !

Good restoring, John Broadbent. "



CLUTCH CHATTER (Model A News, U.S.A. MAY-June 1981)

"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-

