

WESTERN

A MODEL NEWS

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

February 1985

FEBRUARY OUTING: SUNDAY 24th

VENUE: TOMATO LAKE, CARLISLE (Off Oats Street)

TIME : 7:30am for the BBQ stokers
8:00am for the Sleepyheads

For those members who almost turned turkey when Steve Read suggested Rockingham for the early morning get-up-and-go breakfast, you can now rest easy (that was just to get the blood circulating!) and sleep in an hour longer! Then - pack up your sleepy heads, chicken and champagne, orange juice, sausages, eggs, and the works for a real refreshing Sunday morning outing. From past experience may we suggest that you also pack some lunch as these 'breakfasts' tend to carry over long past 'lunch' time!!! See you there bright and early.

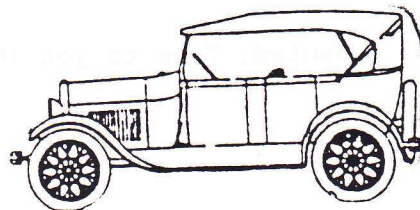
JANUARY HOLIDAY PICNIC:

It would be hard to imagine a more pleasant day for the January meeting held at Manners Hill Park, Mosmans Bay. A record rollup of twelve Model A's all parked side by side not only looked impressive but had numerous members of the public stopping for a closer look. The early arrivals quickly parked their cars sideways in the parking area, thus reserving the spaces for the rest of us - good thinking. It was almost a record for the 'modern cars' too with approx. seven families arriving in them.

A shady tree was draped with the FORD flag and the resulting large attendance spread out on rugs. The usual vast quantities of food and drink were consumed with Mums and Dads endeavouring to control what seems to be an ever increasing tribe of growing children. In fact, all of a sudden the 'babies' all now seem to be at the crawling stage or just walking. Not sure at this stage if there are any 'new models' on the way.

Suddenly a dozen or so Vintage cars of other makes arrived on the scene and circled the park looking for a parking spot. Not sure which club but when all had settled down a contingent of our club did an inspection tour of 'their' cars. A comparison of restoration finishes etc. leaves one feeling that its hard to be humble - our members could show them a thing or two.

Eric Richards 'slummed it up' a bit by turning up in a Falcon and left his Model A's at home. He is forgiven as at least it was a Ford and not one of those other exotics he owns! This is a unique collector car as it is in very original condition and had only done 14,000 miles when Eric acquired it.



And times are changing - once not so long ago, Phaetons were the order of the day; they were like navels - everyone had one - but now the more sophisticated Tudor has appeared and out of 12 cars at the picnic, four were Tudors. Of course Sports Coupes like Bill Spencer's are rare and we are looking forward to his 5 window Coupe being restored. The Club is growing and each month sees interesting changes.

Discussion at the meeting during the afternoon included a name change for the Club but the decision was made to leave things as they are and in fact to contact the American Club with a view to closer contact and liaison regarding Model A matters.

The children quickly organised a cricket hit up using a 44 gal drum rubbish bin for wickets. Both Laurel Cooke and Will Eggenhuizen got a few out using the "Chappel Under-arm Lob". Some of the batsmen would never make an Australian Eleven. All in all lots of fun was had and a leisurely afternoon was spent in very pleasant company.

If you didn't come you certainly missed a beaut day. What about making the effort next time - we have never had a bad meeting yet - so expose yourself to the dangers of having a good time and come along !!

MINUTES OF MEETING HELD 20TH JANUARY (Summary)

Meeting opened at approximately 1:50 p.m.

President, Max Annear commented on the roll-up of twelve Model A's.

Apologies: Ray & Toni Mahony; Don and Doreen Philp.

Max Annear thanked Toni Mahony, Alma Letch and Laurel Cooke for their efforts in organising a very enjoyable Christmas outing at the Rose & Crown in December '84.

Treasurer's Report: As at 31.1.1985 - \$475.24 in the Club PBS Account.

General Business:

1985 Centenary Year of the Motor Car: Eric Richards to discuss the possibility of some sort of event at the next Combined Car Club meeting to celebrate the Centenary. We as a Club would take part.

Bill Bennie discussed the subject of a name change for our Club to bring us into line with Eastern States clubs. It was unanimously agreed that we keep the name Model A Restorers Club and Bill Bennie was asked, and agreed to correspond with Model A Restoers Club, USA to have us included as a Chapter of the main club.

Club Logo was also discussed and the one shown in the January newsletter was approved insofar as Will Eggenhuizen will have several samples made with different sizes of FORD logo so that a final decision can be made at the February meeting.

Events: Steve Read advised February would be an early morning breakfast run. Easter Camp-out: Apex Jurien Bay Camp suggested. Laurel Cooke to organise.

Car Books, 652 Albany Highway, Victoria Park (Ph: 361 3656) are offering a 10% discount to any member of a Car Club on books purchased from them.

Parts Wanted: Peter Lynch requires hinges for his 1929 Phaeton.

Meeting Closed at 2:30 p.m.

BITS AND PIECES:

Wanted: Hinges for 1929 Phaeton. Peter Lynch - Telephone: [REDACTED]

Wanted: Back doors and tub for 1928 Phaeton. Bruce Jewell - Telephone [REDACTED]

Wanted: Time to get into some restoration - John Unkovich and Will Eggenhuizen.

BELATED WELCOME is extended to Phil Rebe, new member with two 1928 Phaetons fully licensed.

FUTURE EVENTS:

FEBRUARY - Sunday 24th as advised on Page 1.

MARCH - Sunday 24th (Run to be advised)

EASTER '85 - There will be no camp-out at Jurien Bay as the Apex Camp is fully booked months in advance and the Travel Bureau advise most camping/motel facilities as far north as Kalbarri are fully booked for Easter. So - we will just have to get our bright ideas in gear earlier.

MAY/JUNE ? Social afternoon run being organised with Kalamunda Square Dancing Club. More details next newsletter.

JULY Annual General Meeting - Veteran Section Club Rooms, Wireless Hill. (Possibly 21st - to be confirmed).

SEEN AND HEARD:

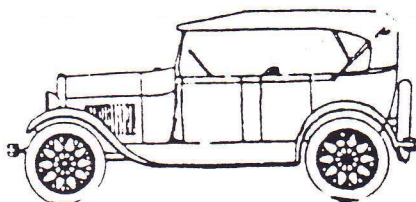
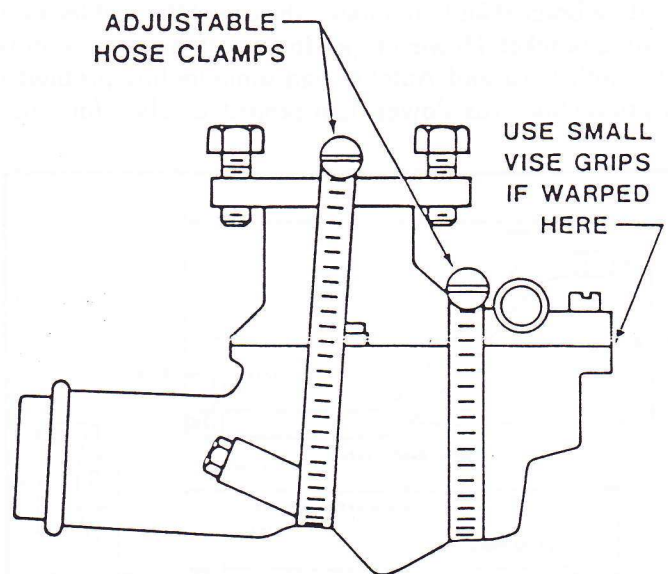
Rumour has it that Reg & Coral Blewitt have acquired a Phaeton to keep their Tudor company.

"Taken from M.A. News, USA, January-February 1978".

TIP

From L. D. Sand, Ozark, Alabama

I recently cleaned my Tillotson carburetor and found the top was badly warped. Since parts "scalpers" ask prohibitive prices for replacements, I, like many others, decided to try to fix it. I thought if heat warped it, heat could reshape it. An aeronautical engineer friend supplied the fix — here it is: Disassemble, clean and wash off all gasoline residue. Remove all gaskets and reassemble the two halves, using the bolts to hold them together. Use adjustable hose clamps to bring the two halves together — slowly and carefully (see sketch). Put the carburetor in the oven and turn the heat to about 350-400°. Heat for about 3 hours. Remove the carburetor (it's hot) and allow to air-cool. Reassemble. It works — you can save yourself \$35-40. Scalpers — eat your hearts out.



AUTHENTICALLY SPEAKING

"Taken from U.S. News, USA, November-December 1977".

Generators and Starters

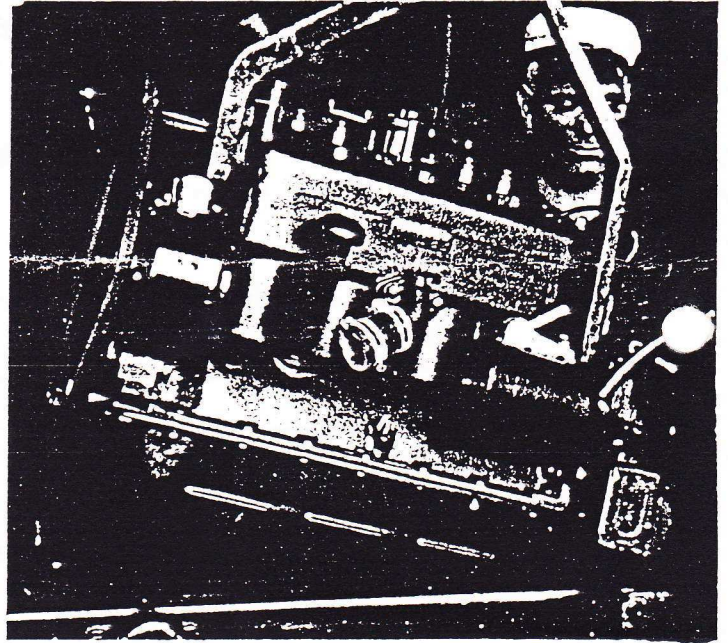
By Ed Francis and George DeAngelis

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.

