

Western 'A' Model News.



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

September 1985

NEXT MEETING: SUNDAY, SEPTEMBER 15th 1985.

TIME : 10:00 a.m.

PLACE: GARDEN CITY CARPARK - BOORAGOON HOTEL SIDE
(Off Riseley Street, Booragoon)

VENUE: MARAPANA DEER PARK (Near Mandurah)

Steve has obtained a Group Entrance Fee of \$1.50 per adult and \$1 per child for this interesting park. You get a bag of carrots to feed the kids - or was it to feed the animals - anyway, no doubt someone or something will end up eating the goodies ! There are lots of things to see, BBQs for cooking your lunch on and swings, etc. for the kids. Pack up the family and see you at the car park at 10:00 a.m. come heck or high water !!

AUGUST 25th PROPOSED OUTING - Cancelled

Talk about wrong decisions! We thought we were being helpful in cancelling the run early, but seems we were a little incorrect weatherwise. Apologies to those half dozen families who were apparently intending to brave the elements and turn up for our run to the Caversham Wildlife Park. That is now history, and we look forward to seeing you on the 15th September when we can bring our A's out again (and the occasional Chevy!).

CLUB BADGES:

By now, if you have already paid for your badges, some members will have received them and no doubt will agree we certainly have a badge to be VERY proud of. Thanks again to those members who contributed time and effort and to the Badge Committee for their excellent decisions. A job well done. Additional Badges are available from our Secretary, 9 Kilrenny Cres. Greenwood, 6024. Cost \$5 Lapel and \$10 Car.

GEARS UPDATE:

It is just as well none of us were in a drastic hurry for these gears as we are still waiting on final delivery dates and prices from the East but hopefully these should be available early September as the other Ford Clubs were asked to submit their orders ASAP. Members who have ordered gears will be kept informed.

LIBRARY:

At each Club outing our Secretary, Alma Letch has available a folder of Eastern States Clubs magazines for members to peruse or borrow. If borrowing, the time limit is one month - ie: returned at the following meeting. There are other magazines available too. If interested contact Alma on 447-8247.

SUBSCRIPTIONS & MEMBERSHIP LIST:

Our Secretary/Treasurer advises that members have responded well to the Subs and Badge Accounts but there are still a few who have possibly overlooked sending the remittance back. If you find a Red X next to this para it means that at time of mailing this newsletter, your account is still outstanding. Please mail it to our Sec/Treas. tomorrow as we wish to compile a Membership List ASAP for inclusion with our next newsletter. X

PS: (If Subs are not received by mailing of next newsletter we will automatically presume you do not wish to continue membership of the Club and naturally will cease mailing the newsletter to you.)

BITS AND PIECES:

KING PINS: Bill Spencer has obtained a quote locally to recondition King Pins. The pins are to be hard chromed and then ground back to original Specs. For a quantity of five pairs the cost is \$60 a pair. New cost ex the USA is \$70 a pair but taxes bring the cost to around \$150 ! Members to contact Bill for further information on Ph: [REDACTED] during office hours or [REDACTED] during evening (before 7:30 pm please).

WANTED: Right hand back door for 1929 Phaeton.

Contact: David Heard, [REDACTED], Karratha, 6714 [REDACTED]

FOR SALE: 1930 Model A Phaeton, unrestored but in excellent condition and complete. Has been stored under cover. Also 28/29 Ute unrest; 32 rear end, engine & gearbox.

Contact: Tony Parin, [REDACTED], Wanneroo 6065 Ph: [REDACTED]

PHOTOGRAPH ALBUM: Could any members (especially country ones) who have a spare photograph of their car (unrestored or restored) please send it along to our Secretary so that we may include it in the Club Album. A few words of description and ownership on the back too please.

COMING EVENTS:

- SEPTEMBER 15 1985: (See Page 1)
- SEPTEMBER 28/29/30: HYDEN RUN (See below)
- OCTOBER 27th : To be advised
- NOVEMBER 17th : Caversham Wildlife Park



HYDEN LONG WEEKEND RUN:

It looks like those families listed in last month's Newsletter are the total group travelling to Hyden for the long weekend. We've been invited to visit a farm to view some vintage vehicles under restoration and Lloyd Hartee from Hyden has advised of an Historical Museum to visit and of course there are all the rock formations, so we will certainly be a busy bunch on the Sunday. A suggestion has been made that we get together as a group on the Saturday night at the Caravan Park and have a BYO BBQ tea. If the night is cold, we will just 'take over' a chalet or two occupied by a couple of our members for a chit chat before heading for the land of slumber. Think about this and we'll make a decision at the next outing on September 15th - in order that we can pack the necessary goodies.

If you can't make the outing on the 15th and are coming to Hyden - we'll see you at the Kelmscott Hotel BY 7:40 a.m. for departure at 8:00 a.m. sharp 28 Sept. Please phone Laurel or Mike Cooke if you have any questions about the trip. (Ph: [REDACTED]).

Authentically Speaking

or
As Mr. Ford Built the "A"

by Edward Francis and George DeAngelis

"Reprinted from MARC News, USA,
September/October 1968 for Information
to our Members".

Model "A"'s Rear Axle

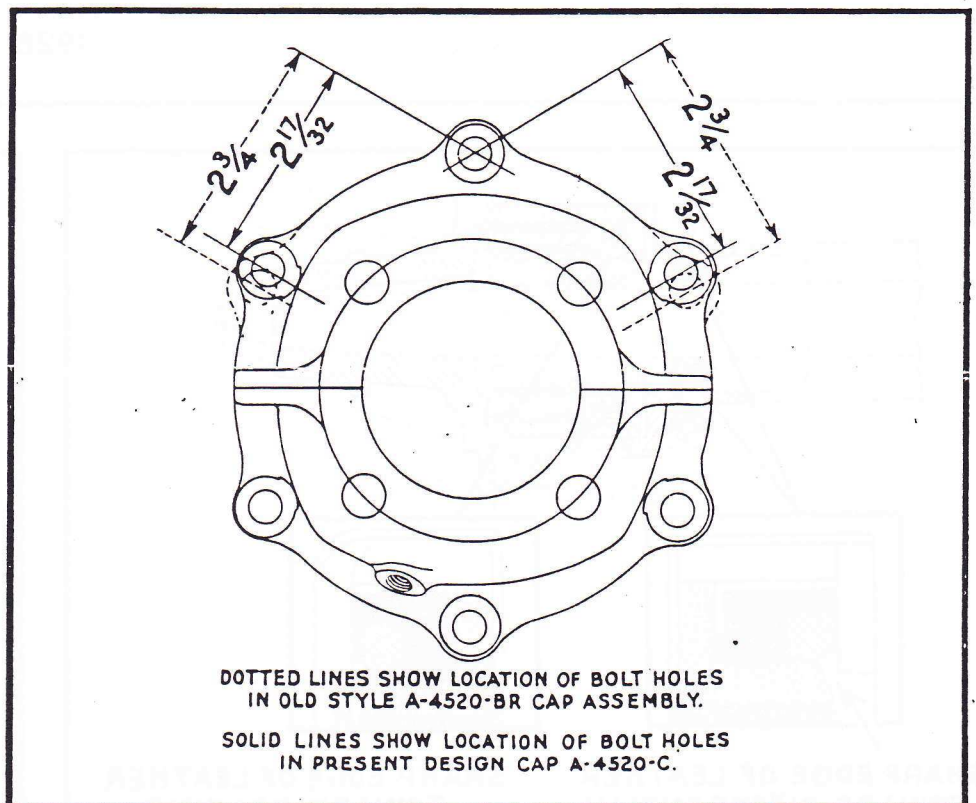
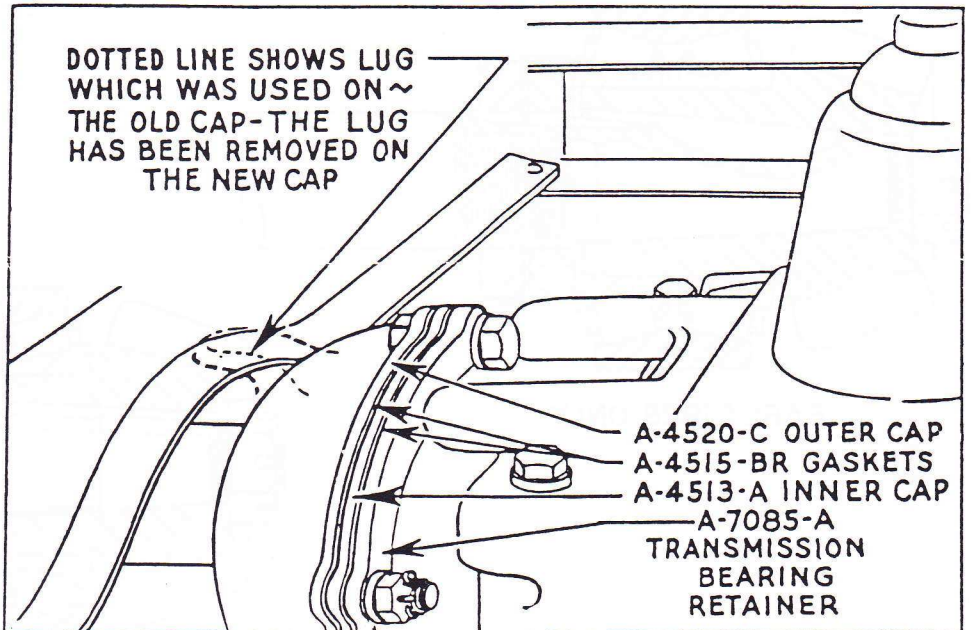
The rear axle assembly consists of the drive shaft, torque tube, differential housing, axle housing, axle shaft, gears, bearings, seals and radius rod. Unlike the front axle which resembled the "T," the Model "A" rear axle was a completely new design; a three-quarter floating type.

The earliest design, used on the first 200 cars only, had the spring perch without the ball for the shock absorber connection. All of these cars were assembled at the Rouge Plant in Dearborn and it is likely that any are still in existence. If any are, it is likely that after they were purchased the owner may have had changes made to accommodate the shock absorbers as soon as they became available.

Visually, the universal joint housing was also different. The bolt holes were equally spaced and there was no lug on the top of the housing. The universal joint gasket was .008 to .010 thick and the felt seal was a single piece, going all the way around. These units were used on the first 1,000 cars only. The second design had the lug casting on the top edge and the unequal spaced bolt hole design. With the introduction of the new casting, the felt was made into a two-piece design. The lug type was used through 1928 and dropped early in 1929.

The drive shaft, the axle gears and radius rods were also changed from the early design. The first differential gear ratio was 10 teeth on the pinion and 27 on the ring (3.70 to 1). In May 1928, the ratio was changed to 9 teeth on the pinion and 34 on the ring (3.78 to 1). A 9-37 axle was also made available as a service item only. This was often referred to as a mountain axle and had a ratio of 4.111 to 1.

The drive shaft used during this period was the threaded design. The radius rod change was mainly in size with the thickness of the forged ends being increased. For a short period during 1929 an alternate stamped end design was also used. This design was dropped after September of 1929.

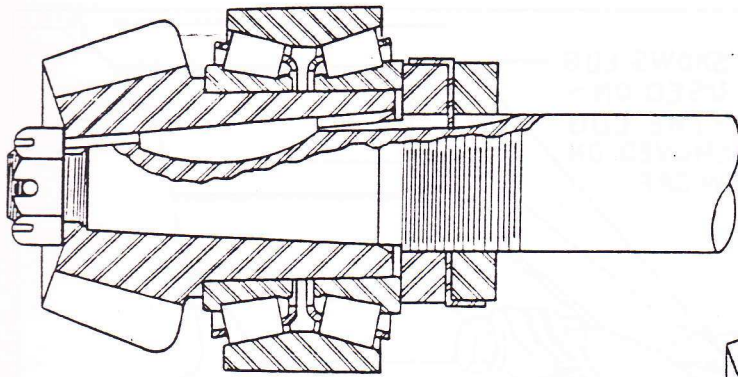


A very important internal change was made to the rear axle housing in mid-1929. The dimension from the housing flange to the differential bearing shoulder was reduced by .005. (refer to drawing). The purpose of this change was to reduce end play of the differential carrier and reduce noise. Many restorers will change axle housings without being aware of this difference. The gasket normally used on

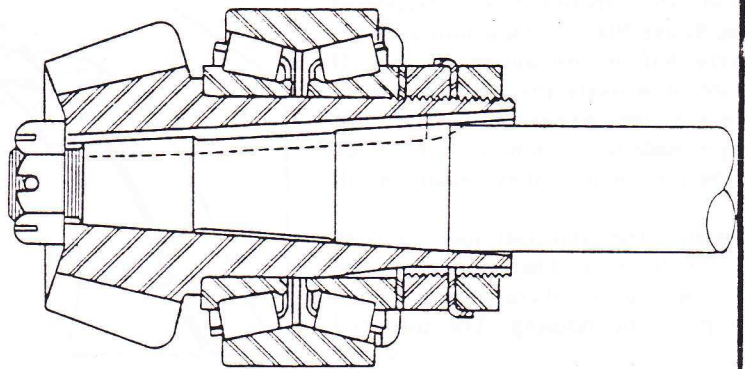
the housing is .008 to .010, but the Company released a .004 to .005 gasket so that end play in the differential could be reduced on previously manufactured axle assemblies. Generally, when an axle is noisy the problem lies with the bearings, but the possibility of excessive end play of the differential carrier should be kept in mind. It is possible to use a thinner gasket to reduce the end play.

After September of 1929 very minor changes were made to the rear axle assembly. In fact, most of the parts were unchanged on Ford cars through 1949.

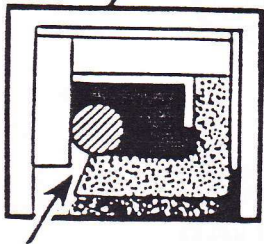
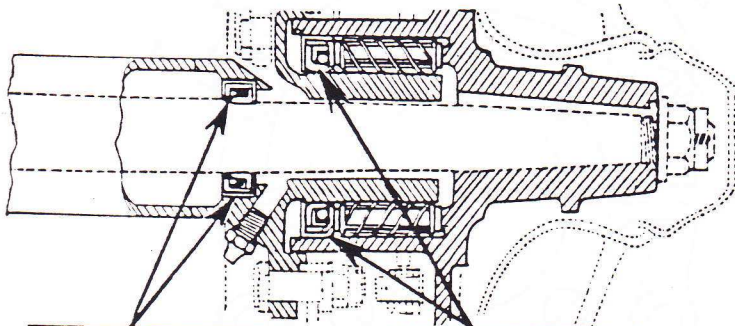
The engineering lubrication chart calls for 2 1/4 pints of rear axle lube for the rear axle. SAE 140 gear lube is recommended.



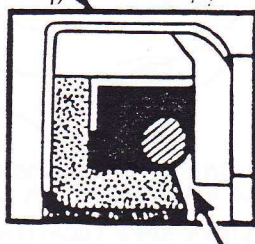
EARLY 1928 ONLY



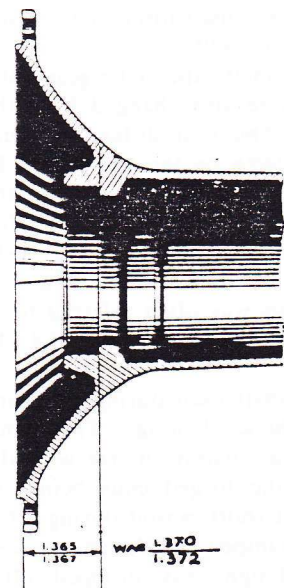
1928 - 1931



SHARP EDGE OF LEATHER TOWARD DIFFERENTIAL



SHARP EDGE OF LEATHER TOWARD BEARING



1.365
1.367
WAS 1.370
1.372