Western 'A' Model News.

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

MODEL A RESTORERS CLUB WESTERN AUSTRALIA — Ford — Founded in 1980

MAY 1986

NEXT MEETING: SUNDAY 18TH MAY 1986

TIME & PLACE: MEET 9:30 A.M. DEPART 9:40 A.M. SHARP
BELMONT FORUM, (Assemble near McDonalds Restaurant)

DESTINATION : WALYUNGA NATIONAL PARK

For those of you who are unsure about where the Forum is - it is bounded by Abernethy Rd/ Wright and Fulham Streets, Belmont.

Pack up your lunches and come join us for this outing to Walyunga. There are both wood and gas BBQs and of course acres of natural bush to explore. An entry fee of $2 per vehicle is payable to enter the park. See you at the Forum at 9:30 on the 18th!

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ACKNOWLEDGEMENT:

The editors of this newsletter would like to acknowledge their absolute gratitude (down on bended knees of course) to last month's guest writer (co-organiser of the Eneabba Duck Shoot non-event) who so brilliantly gave you the March Restoration Report and provided you with his "refreshing breath of literary skill". Unfortunately there is disappointment in store as all our approaches to him to become "Editor in Chief" have been unsuccessful as he is reluctant to expose you to too much intellectual garbage at once. Seems like it's back to the 'dribbling' boards again Red Rover .....Elsie.

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MINUTES OF MEETING HELD 13TH APRIL 1986 AT MUSSEL POOL:

Apologies: M & L Cooke P & F Lynch R Blewett S & I Lawson

Minutes from previous meeting were read; moved B. Spencer, seconded J. Luca, carried.

General Business: Secretary advised that after payment for Lapel Badges the PBS Account balance was $550.69.

Bill Spencer had copper/asbestos manifold gaskets $5.00 each. Contact Bill.

May 18th run to Walyunga National Park - Meet at Belmont Forum near McDonalds 9:30 am. Entry to park is $2.00 per vehicle.

Congratulations to Bill & Mavis Spencer on winning trophy at Barossa for vehicle with Greatest Public Appeal and to Ron & Gail Andrews who won the trophy for Longest Distance Driven. B. Spencer advised all members present who had not been to a National Meet that it was a worthwhile experience.

Bill Bennie gave report on Barossa and advised the next National was to be held at Wangaratta, Victoria in 1988. Bill also suggested we put together a questionnaire to send to all States asking how many people would come to W.A. if we held the Meet in 1990. This would see what support we can expect. Delegates from W.A. going to Bendigo Swap Meet next November could then advise whether we are prepared to hold the 1990 rally here in W.A. or not.

June Birthday Run: It was suggested we hire the VCC rooms and have a BBQ Lunch. Ladies to bring a plate of goodies for afternoon tea. Secretary to follow up if rooms available.

S.G.I.O. Insurance: For Vintage Cars the person to contact is Mr. Jim Hubble.

Meeting closed.

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NEW MEMBERS & CHANGE OF ADDRESS: (Please note on your Roster)

Welcome is extended to JOHN & MARIA ALBERTI, [redacted] Hamilton Hill, 6163 who have a Fordor Sedan. Hope to see you on our next outing.

The Bill Bennie clan are on the move again - new address (for a while anyway) is [redacted], Alinjarra 6064.

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FOR SALE OR WANTED:

FOR SALE 1928 Phaeton - complete car, nothing to find. Bumpers and Lights in good condition. Motor seems to be very good. Lots of spares.
Price: $3500 Telephone: 342 2389

WANTED for 1928 Fordor Sedan - rear end tub - roof framework - windscreen.
Contact: [redacted] John Alberti.

FOR SALE - copper/asbestos manifold gaskets from S.A. Club stock.
Ten sets available at $5.00 per set.
Contact: Bill Spencer Phone: [redacted] (before 7:30pm)

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COMING EVENTS:

May 18th - Walyunga National Park (see Page 1)
June 15th - Club Birthday Outing - venue to be advised
July 13th - TBA
August - Brake Testing Day (Co-ordinator R. Mahony) Date TBA
August - Annual General Meeting Date TBA

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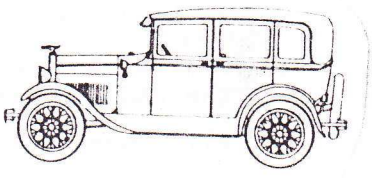

CLUB INFO:

President:	Michael Cooke	Ph: 409 9260
Vice President:	Ross Letch	Ph: 447 8247
Secretary/Treasurer:	Alma Letch	Ph: 447 8247
Correspondence to Sec:	9 Kilrenny Crescent, Greenwood, WA, 6024	

APRIL OUTING:

April 13th dawned a little ominous (weather wise) as the Club's monthly run began at the Ascot Inn Hotel car park.
By 10:30 a.m. a good roll up of members had assembled, along with a good helping of manure from local Belmont horses !

The contingent was late departing as we found it unusual that 1-928 was not present. However, during conversation it was discovered that it was 1-928's wedding anniversary and he had obviously slept in.

We therefore proceeded on our excursion, following carefully prepared instructions by our guest organisers to Mussel Pool. Once safely arrived (after a minor detour) the Acting Club President assumed full control of the meeting and immediately declared lunch.

In between jumping up and looking at rattling trams and Bill & Mavis Spencer playing football with other picnickers an impromptu meeting was held. Tales of Barossa run were recounted by those who had returned and general discussion on a possible future national rally in Perth took place.

Due to gathering storm clouds, this writer made a hasty retreat home and is therefore, unable to report further .....

BJ/SM

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TRIVIA: Is is fabulous or vile ! ?
Australian staple stuns American Taste Buds.

"...It has the flavor of old fish.
I'd be hard-pressed to go to Australia and join in the fun."
... "Tastes musty — musty and dark — like I should be eating it in a cob-web filled basement..."

Taste Testers Agree, Vegemite Stinks

Riddle: What do dirty sneakers, axle grease, cat-box litter and shoe polish have in common?

Answer: Vegemite.

Maybe our expert panel was a little strange, but that's a sampling of how Vegemite went over in our recent Taste Test. The taste-off wasn't scientific, by any means, but the masses have spoken: Ugh.

Here's what some of our 20 tasters said after nibbling at the Australian food product, spread thinly over Stoned Wheat Thins (some preferred to look only):

"It makes me wanna urp."

"It does smell like *something*... what is it? Shoe polish?"

"Looks like old pools of oil in a gas station."

"It has the flavor of old fish. I'd be hard-pressed to go to Australia and join in the fun."

"Tastes musty — musty and dark — like I should be eating it in a cob-web filled basement."

"It really gets a stranglehold on your palate!"

"Uh, I'd say liver pate mixed with rancid prune whip. Sorry. Have to rinse out my mouth."

"I could get that outta my cat box!"

"If anything'll put the starch in your drawers — this is it."

"Takes like cheap steak sauce that sat out too long."

"Jeez, the cracker would be a lot better off without it."

"Tastes like an anchovy too long in the sun."

In fairness, though, one of our sturdier tasters — taking micro-thin nibbles at the cracker — said she actually might acquire a taste for the reviled Vegemite.

"I think I could get into it — in a little time, maybe," she said. "But I think I could end up liking it."

By MARJIE LUNDSTROM
Denver Post Staff Writer

Reprinted from MARC NEWS, USA, Nov/Dec 1984
for information of our members

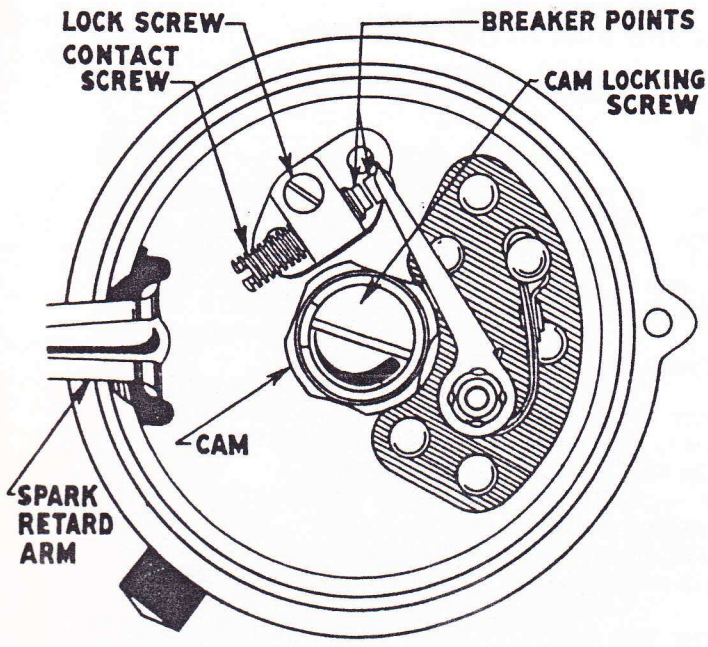
DISTRIBUTOR BASICS

By Dale DeKok, Midlothian, Illinois

I hesitate to write "another" article about the Model "A" distributor because there have been so many fine ones already written over the past years. However, as we all know, there are new members joining our club every month, and many of them lack the mechanical expertise that can only be acquired by reading such articles. The following then, is intended to help our new members to better understand the role that the distributor plays in the ignition system of our Model "A." For you "old timers" who know everything — there's a simple test at the end of the article, if you get 100%, you can skip these pages and go on to the "Parts for Sale." If you don't get a 100%, then you may want to read the article and learn a little more about our Model "A" — I know I'm constantly learning more everyday.

The Model "A" distributor does exactly what its name implies — it distributes the electrical energy, (or spark as some people call it), to the four cylinders in our engine.

Its function in the ignition system is to switch the power supplying the coil's primary windings on and off and to route the coil's high-voltage secondary output to the individual spark plugs according to the firing order of our engine (1 2 4 3). Therefore, the distributor is nothing more than an engine operated switching device that is driven off the camshaft and, like the camshaft, turns at one-half the engine speed. This on and off switching of the primary circuit is accomplished by the breaker points - often simply called points. These are operated by a multi-lobed cam on the distributor shaft. Our Model "A" distributor cam has four lobes (or high spots) on it; one for each cylinder - an eight cylinder would have eight lobes. The points are pulled closed by a spring, the tension of which is very important for proper ignition operation. If the point spring is weak the points will begin to bounce at high RPM's causing the timing to become very erratic and the engine to misfire. A spring that's too heavy will promote rapid wear of the rubbing block and the point gap will decrease with operation. This can soon bring about a marked fall-off in performance as well harder starting and rough idle.

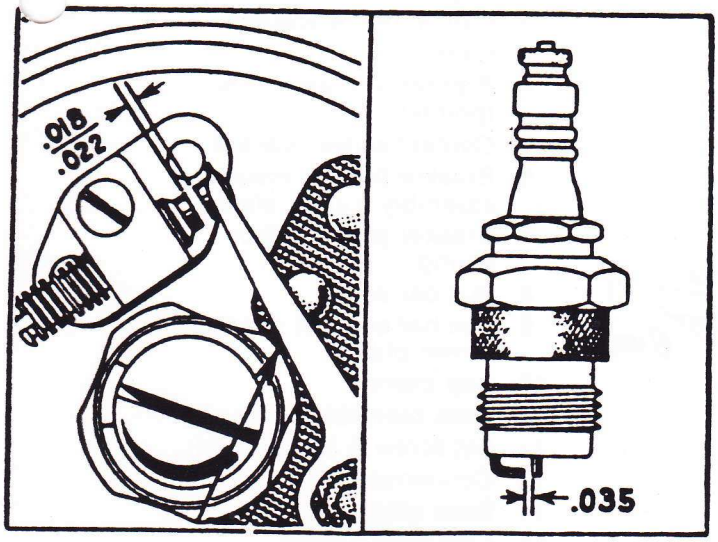


The distributor high-tension or secondary circuit consists of the rotor and high tension lead from the coil; the distributor cap and body and, of course, the spark plug wires. The distributor cap and body were black or maroon in 1928, and black thereafter. The spark plug leads were bronze throughout production and did not have the prongs offset like the Model "B" style. The rotor is mounted on the end of the distributor shaft and fires every cylinder of the engine with each completed rotation. The rotor is in constant electrical contact with the center contact terminal of the distributor cap which in turn is connected to the high-tension lead form the coil. Along the top of the rotor lies a strap of metal that is long enough to reach close to the circle of contact inside the distributor body that leads to the spark plug wires. The amount of rotation necessary to put the points through one complete opening and closing cycle is just enough to move the rotor tip from one plug-lead contact to the next. Thus a different plug is fired each time the points open. Ford supplied Champion 3x spark plugs in all our Model "A" engines. Original 3x plugs can be detected from the modern reproduction ones by a different deeper knurling pattern that extends to the bottom of the plug. Also, the original plug gasket was copper-asbestos.

Another very important part of our Model "A" distributor is of course the condenser. The condenser has two principle functions: the first is to prevent arcing at the breaker points when they open; the second is to de-magnetize the coil so that we get maximum secondary voltage when the coil sends its high voltage current to the plugs. A very large percentage of condenser trouble can be eliminated by making sure that all connections are clean and tight. When a condenser is installed, the mounting strap and the part of the distributor that it attaches to should be cleaned with emery paper to ensure a perfect ground for the condenser case. Heat is another enemy of our condenser, keep it as cool as possible. Ford released a distributor heat baffle in December of 1929 for use in the hotter weather. I do not recommend moving the condenser from the distributor base. Think for a minute — where's the condenser in our modern car? There's a reason automotive engineers haven't moved it from the distributor base so leave it where it belongs. Some Model "Aers" claim they haven't changed condensers in 10 years - I know I've had mine in now for four rs and I do a lot more driving than most. It's also a good idea to test your spare condenser; I've had new ones that were tested and proved to be no good.

When looking for electrical shorts in our distributor, the first place to look is in the bus bar wires support assembly (or lower plate and wire). The bus bar wire runs counter-clockwise to the points and because of the manual spark adjustment this wire may rub against the base assembly and eventually wear through causing a short in the primary circuit. Also check the connection at the points; if the bus bar wire is touching the distributor base, your engine will not start. Be careful when replacing condensers - be sure that the new one is the same length as the one you removed. A condenser that is too long will push the bus bar arm against the base causing a short. Condenser length can be adjusted by bending the mounting strap.

The breaker plate friction spring is very important to the grounding of the points. Sometimes this spring is the only ground that the points have, so it is important that it makes good contact with both distributor plates. Emery paper can be used to brighten both ends of the spring and the area it meets on the plates. An engine that cuts-out or has an erratic miss may have a weak or rusty friction spring.



It seems that during the four years of Model "A" production, four different distributor body castings were used. The first and earliest being associated with AR cars and trucks, it has a round indent above the popout connection and square slots where the breaker plate assembly (upperplate) slips into the distributor base. The last style, used in 1931, is the easiest to distinuish because the bale-ears were bridged over for greater strength.

Finally, another problem with our Model "A" distributor is the restorer himself. In our quest to make everything perfect, we tend to over-restore. Usually an over-restored distributor means a poor ignition system with a weak spark. Never, never dip the distributor base in paint. Never fill or prime the base. Remember the distributor didn't have the same finish as the fenders. This is the one case where the less

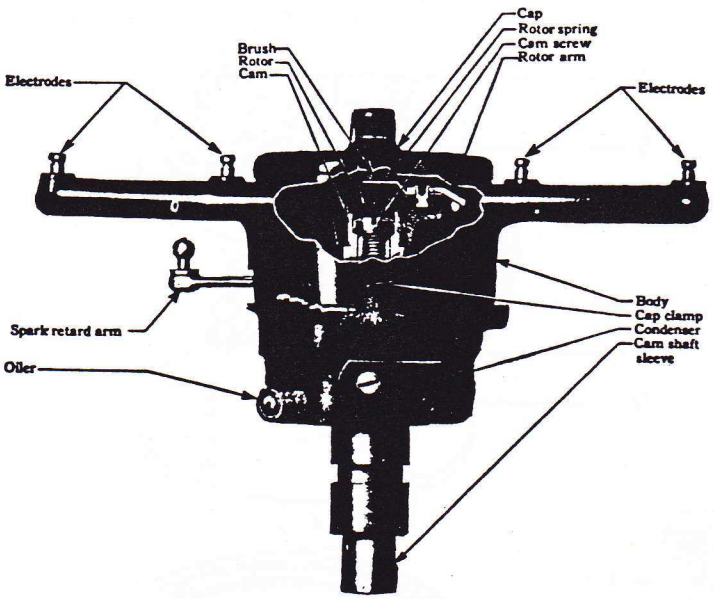


Fig. 20. Side view of timer-distributor.

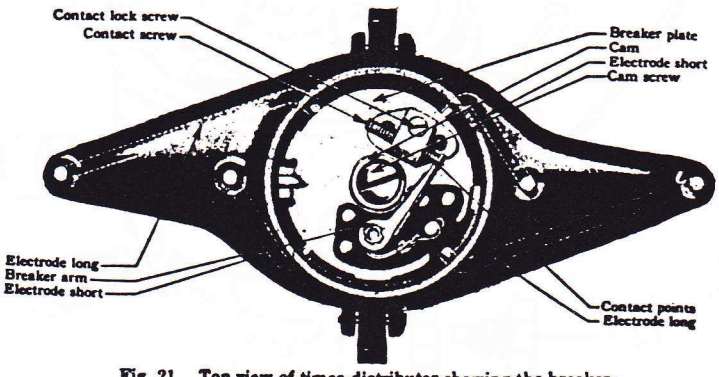
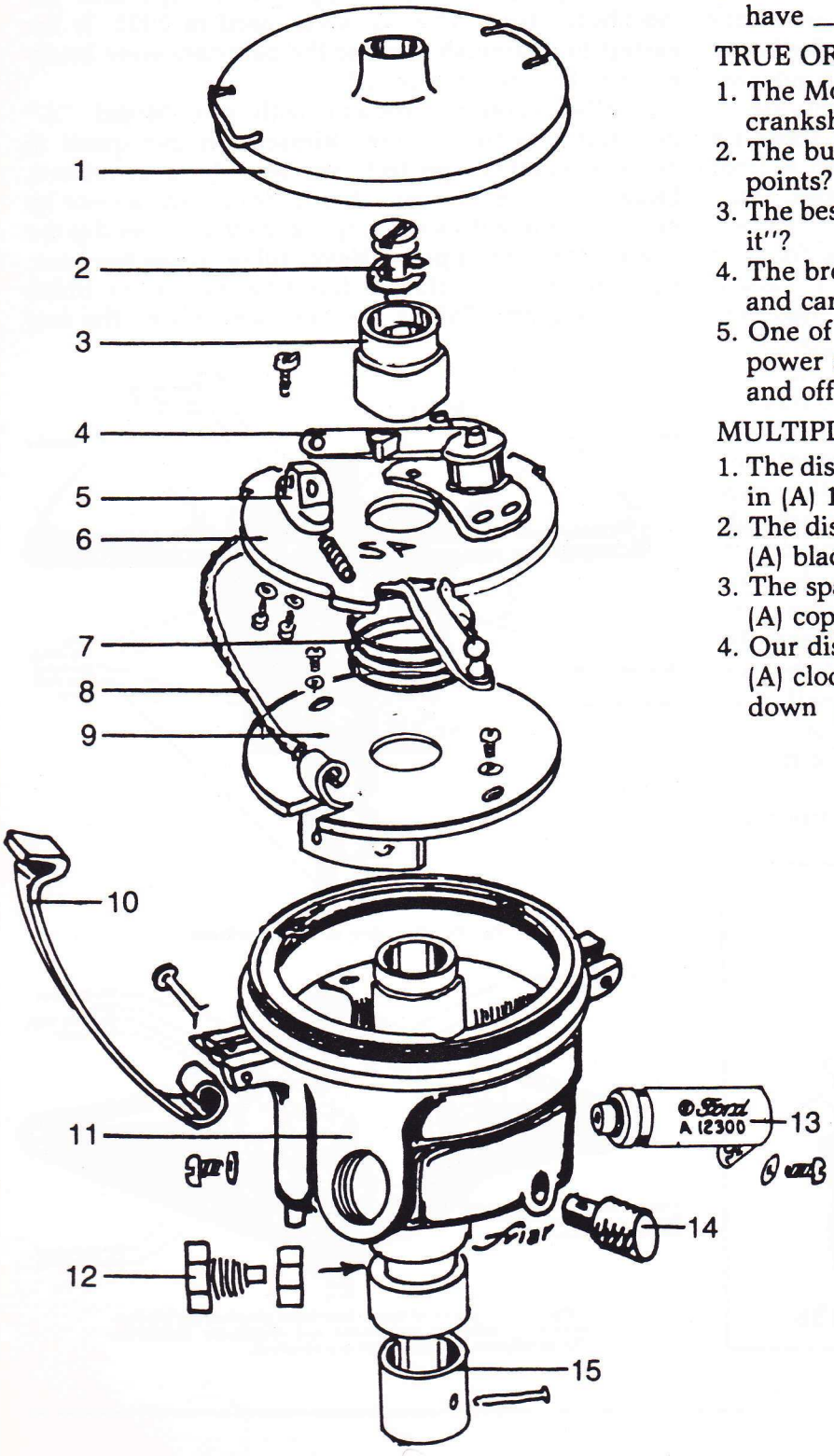


Fig. 21. Top view of timer-distributor showing the breaker-contact (interrupter) mechanism and distributor electrodes. The distributor cap and rotor are removed.

paint you use is the best for your car. I used a highly thinned dull black enamel.

As I mentioned earlier, this article was written to help explain and identify some of the major parts of our distributors. It also touches on some of its more common problems. I hope that by reading it you have learned a little more about our favorite car - the Model "A."



DISTRIBUTOR TEST

1. What is the firing order of our Model "A" _____
2. How many lobes are on our distributor cam _____
3. How many different style distributor bases are there _____
4. In what year were the distributor bale ears bridged over for greater strength _____
5. How many principal functions does the condenser have _____

TRUE OR FALSE QUESTIONS

1. The Model "A" distributor is driven off the crankshaft?
2. The bus bar wire runs counter-clockwise to the points?
3. The best way to paint the distributor base is to "dip it"?
4. The breaker plate friction spring is unimportar and can be left out?
5. One of the distributor functions is to switch the power supplying the coils primary windings on and off?

MULTIPLE CHOICE

1. The distributor cap and body were black or maroon in (A) 1931 (B) 1928 (C) 1930 (D) 1947
2. The distributor base should be painted (A) black (B) green (C) pink (D) unfinished
3. The spark plug wires were (A) copper (B) brass (C) lead (D) bronze
4. Our distributor rotation is (A) clockwise (B) counter-clockwise (C) up and down (D) none

Answers on page 32

1. Cap
2. Cam screw & washer
3. Cam
4. Breaker arm assembly (points)
5. Contact screw bracket
6. Breaker plate & insulator assembly (upper plate)
7. Breaker plate friction spring
8. Bus bar wire
9. Bus bar support assembly (lower plate)
10. Cap clamp
11. Base assemble
12. Set screw & locking nut
13. Condenser
14. Base oiler
15. Cam shaft sleeve