

# Western 'A' Model News.



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

JULY 1986

JULY MEETING: SUNDAY 13TH

MEET AT : CAUSEWAY CARPARK, PERTH at 9:45 am for DEPARTURE 10:00 am to arrive at Lilac Hill Park, West Swan Road, Guildford (approx. 10:25 am) to collect any 'hills' members who may wish to meet us there. Departing again approx 10:35 am for all points north!

There will be BBQs at our destination point so bring along the snags and steaks or pack yourself a lunch..... and we'll see you at one of the departure points.

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MINUTES OF THE MEETING HELD 15TH JUNE 1986 AT WHITBY FALLS COACH HOUSE:

APOLOGIES: B & M Spencer, D & B Bennie, D & D Philp, J & I McLean, I & S Lawson

WELCOME : Welcome was extended to our ex-country members of Ken and Denise Brown and family attending their first 'city' outing.

MINUTES : Minutes of the previous meeting were read and confirmed as a correct record. Moved D. Annear, Seconded L. Cooke.

BUSINESS ARISING FROM PREVIOUS MINUTES:

Christmas Outing: To be a Friday or Saturday night. Meet at 7:30 pm for meal at 8:00 p.m. Presents to be decided upon.

Dora Annear advised of prices etc from both the White House and Contacio and Sallie Madgett had obtained information from Matilda Bay. Final decision to be left to the Xmas Committee. Advice in future newsletter.

Brake Testing Day: Date had not been fixed as yet.

M. Cooke to contact B. Bennie regards Questionnaire for 1990 MARC RALLY.

Neil Phillips, M.A.F.C. (S.A.) asks that we let him know of any items we wish to put before the Delegates Meeting at Bendigo. These to be sent to him by late August 1986.

GENERAL: Special thanks to Fred, Inge & Peta Starcken for coming along in Era clothes to our Birthday Run.

JULY 13 RUN: Max Annear advised this would be north of the river. Meet at Causeway carpark 9:45 am and leave at 10am sharp. People from the hills can meet us at Lilac Hill Park, Guildford approx. 10:30 am.

SEPTEMBER 27/28/29 - All members asked to consider possible route for this long weekend run and bring ideas to July meeting so that

decision can be made and accommodation booked. Also require to know who will be participating.

One Day Outing: Bill & Val Cowlin offered to make enquiries about the Agricultural Historic Society at Serpentine.

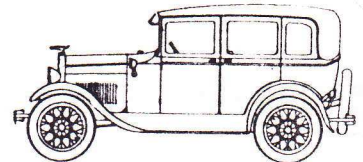
FOR SALE/WANTED:

FOR SALE: Complete 1928 Phaeton - Contact Peter Lynch Ph: [REDACTED]

WANTED : 21" Rims - Contact Ross Letch Ph: [REDACTED]

There was no further business to discuss so the meeting was closed.

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COMING EVENTS:

JULY 13, 1986 - Ref. Page 1.

AUGUST 17, 1986 - ANNUAL GENERAL MEETING:

Members are advised that the A.G.M. of the Model A Restorers Club (WA Branch) Inc. will be held in the Lesser Hall, Leederville Town Hall, Leederville on August 17, 1986. If there are any items which you wish placed on the Agenda, please forward them in writing to our Secretary, Mrs. A. Letch, [REDACTED], Greenwood, 6024 to arrive by Friday, 15th August 1986.

This will also be a social afternoon with old time music and we would ask members to 'get into the spirit of our hobby' and come dressed in Era outfits. Prize for the best dressed person/couple/whoever!?

SEPTEMBER 14th - KITE DAY - Venue Organisers - Jeffree family.

SEPT. 27/28/29 - LONG WEEKEND RUN to somewhere.

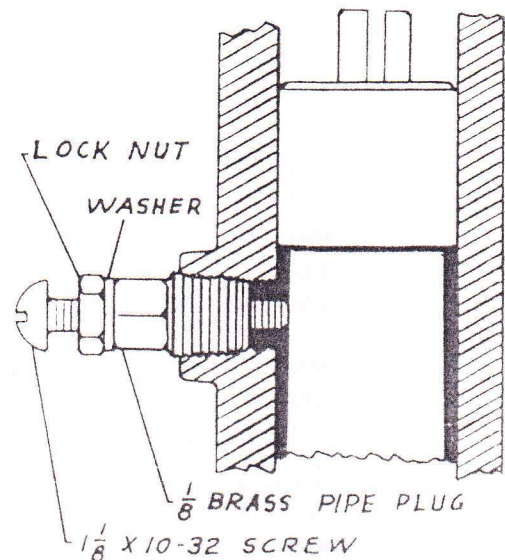
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*Reprinted from M.A. NEWS, USA  
March/April 1981 Edition  
for information to our members.*

## OIL PUMP TIP

by D. Earl Jeffries, Logonton, PA

When dropping the oil pan on a Model "A" engine, there is a loose oil pump to bother with. I have corrected this condition by removing the 1/8 inch pipe plug on the side of the block and replaced it with a brass square ended pipe plug which has been drilled and tapped for a 10-32 screw approximately 1-1/8 inch long. The screw holds the oil pump in place while the pan is removed. After the pan is replaced do not forget to put the original pipe plug back.



JUNE 15TH OUTING TO WHITBY FALLS COACH HOUSE:

A total of seven A's and six moderns braved a maximum temperature of 11.9°C for the run to Whitby Falls.

The Northern suburb members met at the causeway carpark and travelled in convoy to Pioneer World in Armadale to meet with the Southerners. After a 'short' chat it was all aboard and off to Whitby Falls, with the Letch family in the lead. As the rest of us began to pull out of the carpark the rear wheel of Bill & Valerie Cowlin's roadster locked up.

Pushed back into a parking bay, up on the jack, lots of advice from cold onlookers, dirty hands for Bill and John Luca and we were back in business. Our resident RAC Serviceman proved to be invaluable as he offered 'technical tips' from the safety of his umbrella.

On arriving at the lunch stop we rejoined the Letch family and decided to eat in the cars out of the wind and rain. After a brief meeting in the restaurant several members enjoyed Scones with jam and cream and cups of piping hot tea while others wandered around the grounds and talked Model As.

Being the coldest day of the year, most people left by 3:30 pm and headed home for a hot drink and a warm fire.

....R & G Andrews

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BITS & PIECES, ETC:

PETER JACKSON'S REPLACEMENT PANELS - Contact Local Agent  
Woodsie's Windscreen Repairs  
14 Harold Street, Dianella, 6062 Ph: 272 8999

CAR BOOKS - 'WA's Motoring Bookshop', 652 Albany Highway,  
Victoria Park, 6100 Tel: (09) 361 3656 A/H (09) 446 9427  
Vast range of books on most makes.

MODEL A FORD MOULDED RUBBER MATS - Contact LES PEARSON, 69 Marlow Road,  
Christchurch 7, New Zealand Ph: NZ (03) 881-316 \*\*

\*\* (MARC WA Sec has letter and prices for any member interested).

MODEL A BITS & PIECES - If you're interested in any of the following, please  
contact STEVE READ Ph: 459 4200.

Radiator Surround S.S., VG Cond; Multi Disc Flywheel; Engine,  
Gearbox & Front End; two 1929 Wheels and various other bits and  
pieces, including carbi, to suite Model As.

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*"I don't know why, but every time  
I sit on this thing I have an uncontrollable urge  
to shout VROOOM VROOOM."*

# CLUTCH CHATTER

## SATIN AND BUTLER FINISH

By James C. Bernard, Elwood, Indiana

Of particular interest in the May-June issue of "Model "A" News", was the question of James Greene regarding the definition of "satin" and "butler" finish.

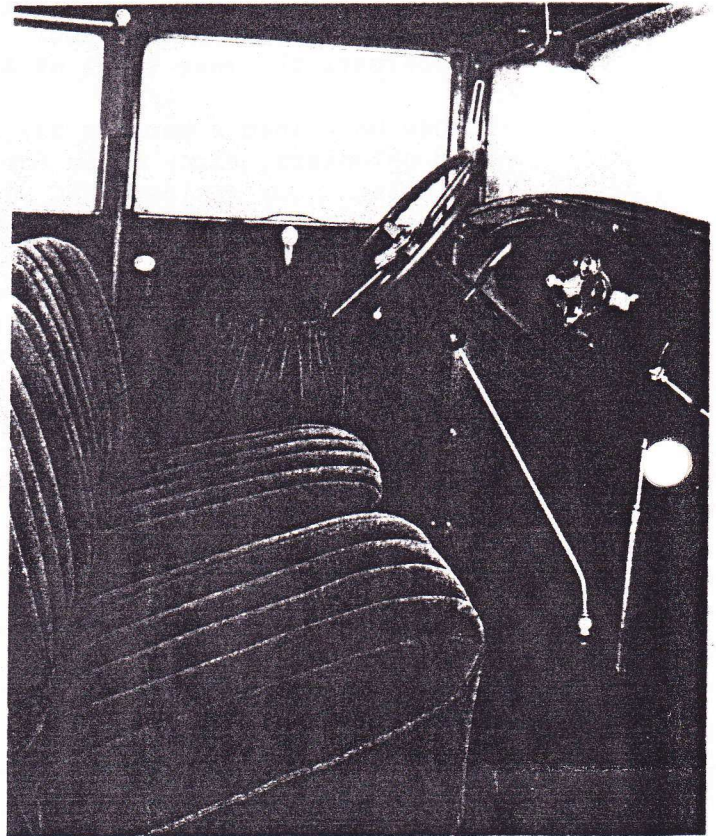
I have spent over 30 years in decorative chrome plating and have been a member of MARC for 15 of those years. During this period, I have had occasion to observe a multitude of Model "A" parts that were to be refinished. May I offer the following comments from the viewpoint of the polisher and plater? They may not jibe with blueprints and service bulletins, but these are rather vague on the actual work that was or was not performed prior to plating.

The first item is that the nickel plating baths of that era were not the bright high speed, high current density baths that we use today. They were actually a low current, rather dull finish baths, which varied from plater to plater and from day to day operations. The brightness of the plating often depended on either prefinishing all or portions of the part or nickel buffing prior to chrome plating. Contaminants in the bath also affected this. My conclusions are drawn from close observations of the many parts that I have stripped, refinished, and replated over the last 30 years. Most platers today do not have a Watts Nickel bath available and the newer "satin" nickel baths are too flat in appearance to duplicate the original finish:

1. All gear shifts were plated without prefinishing the steel and whatever finish that came out was used.
2. Parking brake levers were run two ways. One method used was polishing and buffing the upper hand grip area before plating. The other method was to plate the whole piece and then nickel buff the hand grip area to a high luster. Both of these methods would give the desired two finish effect.
3. All bumper bars were finished on the face side only prior to plating. Nothing was done to the edges or the back side. This could startle a few people, but I have seen no original bumper after stripping of the old plate that indicated otherwise.
4. Dash plates were finished two ways. One was the prefinish prior to plating and the other was the nickel buff after plating. I would imagine the quality of the raw base metal controlled this to a great degree.
5. The die cast trim items-window winders, etc.-, I cannot say too much about. Most of what I have seen do not show that a great amount of prefinish was done. These parts were plated in the older dull copper baths prior to nickel plate, so they would not necessarily match a piece of steel plated in the nickel bath only.

In conclusion, may I state the following:

- A. Satin and butler finish were basically the same. Variation was dependent on the base metal and condition of the plating baths.



Interior of a 1931 Deluxe Tudor showing use of the butler finish. The hand grip part of the brake handle was bright finish. (Photograph: Courtesy of Ford Archives)

- B. The "satin" and "butler" of today are not to be construed to be the same finish that was used in the Model A era.
- C. Most platers today do not have the type facilities to duplicate the finish even if new raw stock of the old type were available. They must salvage the old part and then try to duplicate the old finish with the new processes.
- D. The reply to Mr. Greene did not indicate that both "butler" finish and "satin" finish can be chromed. Some parts are and some are not. I personally think that this was more dependent on the year of manufacture rather than process. Nickel with chrome was developed in this era and that alone can create a bit of confusion.

Please do not think that I am being critical. I only hope to throw a little more light on the subject which has held a personal interest for me for 30 years or more. I know some people will disagree with me.

I think it would be a great idea to have a seminar on plating and metal salvage at some of the National or Regional meets. My past experience with old cars and the plating industry has convinced me of this.

*The above article was reprinted from MARC NEWS, USA, Sept/Oct 1977  
for information to our members.*

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