Western 'A' Model News.

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

October 1986

NEXT MEETING: SUNDAY, OCTOBER 26, 1986 KITE DAY !!

TIME: 10:30 A.M.

VENUE: HINDS RESERVE (at Garratt Road Bridge)

OKAY - This is the last call for Kites ! Remember, for patterns see March & April 1986 newsletters if required.
This should be a great day and as a bonus, Darren Jeffree and a friend will bring along a couple of model aeroplanes to give us some demos.
There are plenty of shady trees, two BBQs (wood being supplied) - all you need is the family, the kites, some lunch and cool drinks!
On a separate sheet you will find a map of the Garrett Road Bridge area.
SEE YOU THERE ABOUT 10:30 WITH KITES

++++++++++++++++

" THE WILLIAMS WILDFLOWER RUN " SEPTEMBER LONG WEEKEND

At around 8:30 am on a beautiful sunny morning - don't think this just happened, it was all pre-arranged - thirteen 'A's and two modern cars complete with occupants headed north from Upper Swan towards Regan's Ford for morning tea. The instructions clearly read, 'Turn left into Brand Hwy' but guess who missed the turn off - a yellow wheeled blue Tudor which was seen heading towards Bindoon still on the Great Northern Highway! Had it not been for a concerned motorist who stopped and informed them the rest of the A's had turned off some 2 odd kilometers back the Tudor's occupants may have spent a weekend in Geraldton by themselves !

After a brief morning tea stop, all continued north to Cervantes for lunch. The A's attracted a lot of attention at our lunch stop and many photos were taken by the local paper reporter. We should make the front page of the next edition of the 'Cervantes Rag' !

Next on to the Pinnacles which proved to be well worth the trip over a rather bumpy and dusty road to view this spectacular sight. Only one Tourer driver was heard to mumble #***!?*%!* as he turned back for civilisation only 200M from the well graded final section of road. A quiet night at Jurien Bay was appreciated by all after a long day's drive.

Much to everyone's surprise (especially Eric who had washed his A after the Pinnacles trip) it rained heavily during the night, but Sunday dawned reasonably clear and bright; so at 9:00 am after a quick tour of the town, we headed out from Jurien through the beautiful green countryside to visit the Nylaganda Bird Park.... a very interesting complex. From there we continued to Badgingarra for lunch - under very hot and stormy skies.

We had our next unscheduled stop when one of the Tourers, after 1½ days of stopping and starting and mostly going slowly, refused to take a hill and stopped completely. This was a great opportunity for the ladies to view more

closely the wide variety of wildflowers growing in that area. Thanks so much for the Botany lesson Tony Parin, it was really enjoyable. Thirty minutes later, after lots of advice, a bit of pushing and on-the-spot repairs, all cars were firing on four and we proceeded to Moora and the Wild Flower Farm at Coomberdale. A very informative talk on wildflowers, a good look around, afternoon tea for some then back to the Hotel in Moora to wash and clean up for a happy half hour (or was it longer!) in the bar, a well presented meal - with an abundance of Cheesecake - another odd drink or two - then off to bed.

Apparently 'tall' stories of local car pilfering convinced one member to 'sleep out' armed with 'monkey' wrench to protect our investments but the only 'monkeys' around were several club members who sneaked up in the dead of night, shook the wheels on the 'A' then scattered pronto as a very confused still asleep voice roared out into the darkness - Whoooo Whoosss Whoo !! *(Not nice you guys!!)* Happily though there were no other disturbances for our concerned watchman.

Early Monday morning all cars lined up outside the Hotel for more photos before moving on to Berkshire Valley Museum to spend an interesting hour reflecting on how the early Settlers got life a lot easier than we do today !!?!??

New Norcia for lunch, then the party split up and each found his own way home at a leisurely pace (midst the mad moderns).

We would like to thank everyone for their participation and co-operation in making it a weekend to remember.

.....Nina & Jim Williams

PS: From all who attended - It was a fantastic weekend - thanks Nina & Jim for an event well planned.

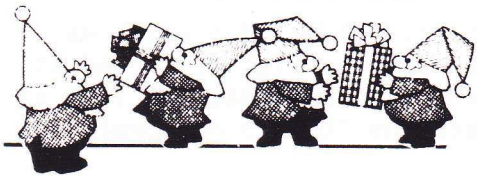
++++++++++++++++

COMING EVENTS: OCTOBER 26th Kite Day

NOVEMBER 14/15 BENDIGO SWAP MEET, Victoria (Anyone going - advise our Secretary if you would like to be our delegate at the Delegates Meeting while you are there).

NOVEMBER 23rd - General day run - to be decided on.

NOVEMBER 28th - CHRISTMAS DINNER (Evening). Have you made up your happy group to attend this function yet ? If so, please send your Reservation Sheet back to Alma Letch ([redacted], Greenwood, 6024) BY the last week in October.....so we can get final numbers in. Thank you.



1990 RALLY - We've had a good response from Eastern States members interested in attending this Rally. (Thanks to all who have sent back information sheets).

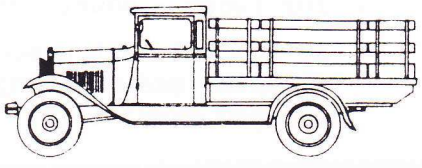
SUBSCRIPTIONS - Our Treasurer advised that most subscriptions have been received thank you but there are still a few outstanding - Have you sent yours in yet !? Remember $10:00 City $8.00 Country.

++++++++++++++++

FOR SALE: Model A Truck 27/28
Ring after 8:00 p.m. Kevin Ashworth, Clackline ([redacted])
If not answered straight away keep on trying please.

WANTED: Left hand top panel of bonnet for 1928 'A'.
Ron Andrews [redacted]

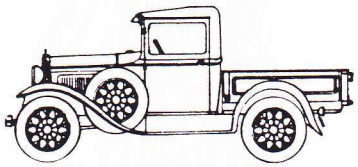
++++++++++++++++

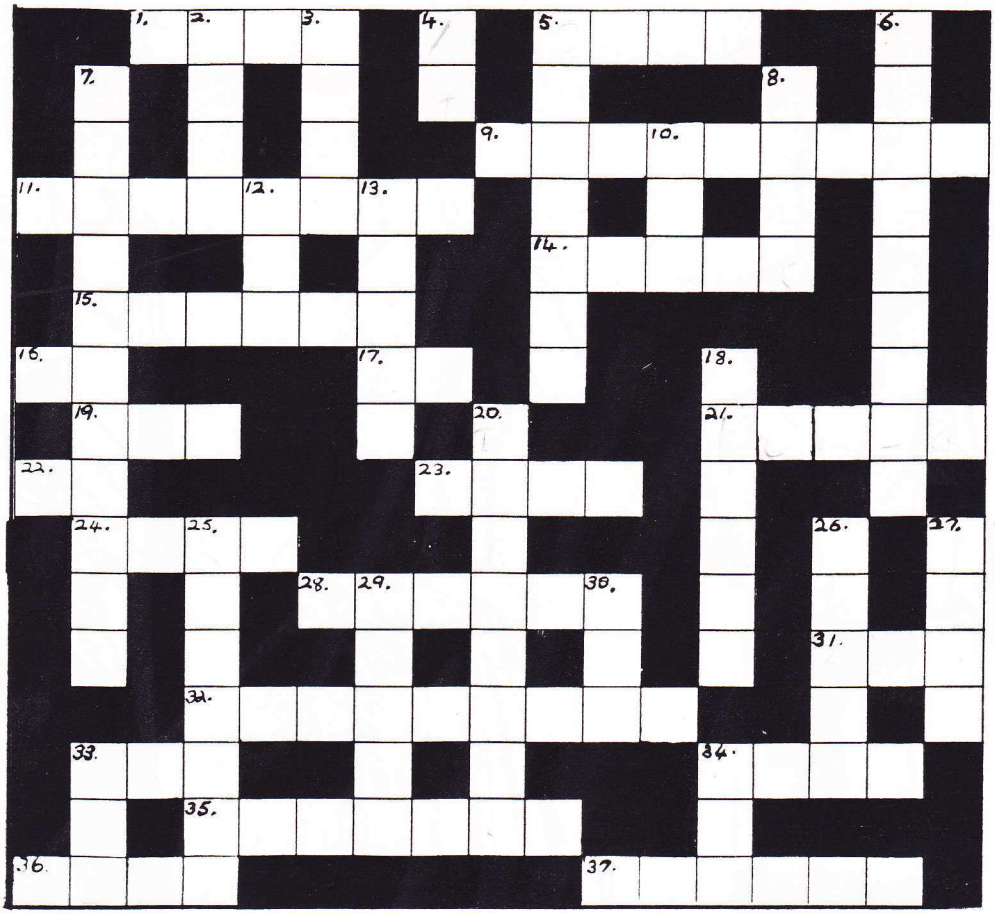


'A' Crossword

For something a little different our Club Member Faye Lynch decided we should brush up on our MODEL A general knowledge and kindly compiled the following Crossword for our solution.

(This really shoots down the belief that our ladies don't know much about MODEL A's doesn't it fellas!!).





(F. LYNCH, Sept. 1986)
(MARC W.A.)

ACROSS

1 A brand of horn used on Model 'A's.
5 An original body colour (Arabian ----).
9 Another name for a closed in Roadster.
11 Diameter in inches of 1930 wheels.
14 Two door sedan.
15 An alternate body design of Fordor sedan.
16 Initials of City where Model A was first shown.
17 Initials of Henry Ford's son.
19 Ultimate aim of Model a meetings (or club).
21 Engine capacity of Model A is approx. 40 ----- power.
22 A country of origin found on Engine number (Abbrev.)
23 An accessory light.
24 "Henry made a ---- out of Lizzie".
28 Type of hood irons.
31 Annual General Meeting (Abbrev.)
32 It advises the driver of radiator conditions.
33 The number of access steps provided with rumble seats on 1929 Roadsters.
34 To tip up.
35 Another original body colour ------- Blue.
36 We call this a Bonnet.
37 A type of carburetor used on A's.

DOWN

2 The Club President's name.
3 ---- curtains.
4 Earliest type of Model A Truck.
5 Another brand of horn.
6 It measures 103½ inches.
7 We've visited this place twice on club runs. — —
8 Where on a Model A is the latch assembly situated ?
10 Roving Reporter's call sign (--- Rover)!
12 Another name for a label (Amer.)
13 Henry Ford's son's name.
18 How many spokes on a Model A's wheel ?
20 Tyre company.
25 Shape of pattern on tread of '28 tyre.
26 A cosmetic accessory.
27 A seat provided for a fourth passenger in Model A Taxi Cabs.
29 "To go ----- for the ride".
30 Utility (Abbrev.)
33 How many light bulbs in each headlamp (1929?).
34 A colour used in upholstery.

++++++++++++++++

No. 3894, June 1927

No. 1772, December 1927

No. 1801, January 1928

No. 5446, October 1928

MARC OF FASHION

by Mickie Parr

"A" VAST WAISTLINE

PART III — EVENING WEAR

Women's evening gowns are perhaps the most difficult to date in any era and the "A" era is no exception. The reason for this is quite simple: when buying, designing or sewing a gown, ladies did and do strive for that special, unlike-any-other-gown. A one of a kind. It may be right in style (as Paris dictates) or she may have preferred touches of yesteryear or touches of her own design and genius, or a combination of all. The other apparel that may be harder yet to date is a wedding gown.

1927 — Gowns were long waisted in 1927 with the waistline resting on the hipbone or just below. This line was emphasized in some manner by perhaps a wide sash, folded band or shirring. Bows, flounces or drapes were found at either center front or on the left side. Bodices were full, but straight-line, pulled in above the low waist to blouse over the snug hip area. For the fall season, there was a layered effect found in many gowns. Swathed belts and left sided effects by means of drapes, bows, sashes, flowers or buckles still prevailed and were found drawn tight at the hip. At the close of the year, the waistline treatment on some gowns almost touched at the bottom of the natural waist. The straight bodices still bloused over the waist area with a tightness from the top of the hip down, 4-6", then fullness in the skirt below. Many gowns had sashes, bows or flounces at the left side with tails hanging lower than the skirt hem. Decorative jeweled buttons or buckles were also found on the left side.

1928 — The early part of 1928 found bodices even straighter and less bloused than past years. Snug hips were definitely the rule. Waistline was marked at the hipbone or just above. A variety of hip band treatments were found. Many bands started high in front, dipping lower in back or slanted upwards from one side to the other. Still others were found with lower hanging fronts or side draperies. Later in the year, sheath line gowns were found, though not tightly fitted. Some of these gowns were found with belts resting on top of the hipbone or many with bouffant side sashes, full gathered side drapes on left or right sides or with immense loops and bustles on the back of the gowns or with ruffles. This slender line gown with its attached flounces, drapes, etc., carried on through the end of the year. Straight line sheath top to hips or even the full length of the gown. Snug at the hips by means of shirring, drapes or a fitted, but not tight, torso to on or below snug hips. A fullness was achieved in the skirt below in many cases by the addition of fabric such as overlapping panels or shaped flounces sewn on the sides or loops and bustles attached on the back of the gowns. A slender line was emphasized.

Reprinted from M.A.R.C. NEWS, USA July/Aug. 1981. for information to our members.

Ford 1928-30

Motor Tune-Up

When tuning a Ford Model A motor, special care should be exercised when checking the ignition timing and carburetor adjustment.

Three different jet assemblies and two venturi assemblies have been used on Ford Model A automobiles from 1928 to 1930 inclusive. On the early models, a large and small venturi was used with one combination of jets. The first change included a single venturi and a change in jet sizes. The last change used on the 1930 models includes another change in jet specifications. This information will be found in the Carburetor Specification section.

If trouble is experienced in obtaining a correct carburetor adjustment, check the idle jet for correct size and make sure that both the dash and idle adjustments have been correctly made (see Carburetor Adjustment section).

Tune-Up Operations

1. Clean and adjust distributor and spark plug points.
2. Check the ignition timing; adjust if necessary.
3. Clean gas line strainers and screens; also check gas lines for loose fittings.
4. Check fan and generator belts; adjust if necessary.
5. Tighten water pump nuts; this operation is only necessary when packing gland is leaking.
6. Adjust carburetor; clean if necessary.
7. Check and tighten all electrical connections.
8. Road test car.

Note: The ignition should never be advanced beyond a point where a spark knock occurs except under full load condition.

Ragged Idle

Spark Plug Point Gap Setting.—A poor idling condition may be caused by the spark plug points being set too close together. Whenever this condition is encountered, always check the spark plug gap first and set at .035".

Idle Jets.—A poor idling condition may be caused by an idling jet (D) Fig. 5 that is too large. The standard idling jet size for Ford Model A carburetors is No. 11; however, it may be that this jet has been drilled out or tampered with.

To check, remove the lower carburetor bowl and carefully check the size of the idling jet with a No. 11 wire drill. If the jet is found to be too large, replace with a new part.

Manifold Leak.—A condition of ragged idle may be caused by air leaks around the manifold flanges. To check for this condition, obtain a squirt can full of light cylinder oil. If a change in motor performance is noted when gasoline is squirted over the manifold flange gasket, tighten the manifold flange nut. If this does not correct the trouble, replace the manifold gasket.

Poor Acceleration

Poor acceleration may be caused either by an improper carburetor adjustment or plugged up or dirty carburetor jets. Whenever this condition is encountered, the carburetor should be removed from the car and thoroughly cleaned. For complete information on carburetor adjustment, see Adjustment section.

Low Gasoline Mileage

Carburetor Dash Adjustment.—One of the most common causes of low gasoline mileage is the improper adjustment of the dash control. On early model cars the dash adjustment needle seat (H) Fig. 6 was a separate part screwed into the carburetor body. When the needle was carelessly screwed too tightly into this seat, it sometimes happened that when the needle valve was opened, the seat would screw out with the needle, thus causing a gasoline leak around this seat, which would lower the gasoline mileage.

The dash control needle supplies additional gasoline to the main discharge jet, therefore, for most economical driving this needle should be properly adjusted. Ordinarily, the needle should never be screwed out more than one fourth turn and for country driving, the needle should be completely closed. For city driving, one fourth turn open is permissible.

IGNITION TIMING

Ford Model A 1928-30.—To time the spark to the motor, remove the timing pin (A) Fig. 1 from the timing case cover and insert the small end of the pin in the hole from which it was removed. Crank the motor and at the same time exert a slight pressure on the outer end of the timing pin until the pin drops into the recess in the camshaft gear. When the pin drops into the recess it will indicate that No. 1 piston is at T.D.C. of the compression stroke or at the firing point. Place the hand spark control in the full retard position. Locate the distributor so that the points just break contact and the rotor is at the terminal of the wire leading to the No. 1 spark plug.

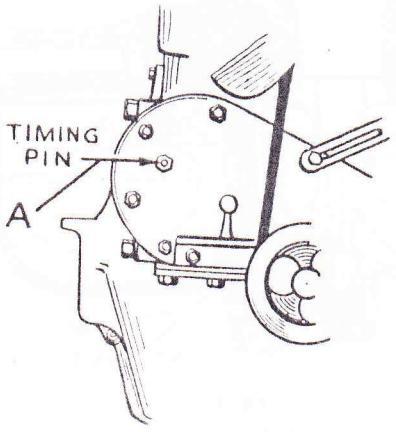


Fig. 1

Cross sectional view of a Ford Model A motor showing the location of the ignition timing pin. When timing the motor, this pin should be removed and the outer end inserted through the hole in the timing gear case. When piston No. 1 is at top dead center of compression stroke, the timing pin can be felt to enter a depression in the timing gear.

The breaker contacts should be set at .020″ and the spark plug gaps at from .027″ to .035″ depending upon operating conditions.

VALVE TIMING

Ford Model A 1928-30.—To check the valve timing, first remove the valve cover plates and the spark plug from No. 1 cylinder. Check the tappet clearance of No. 1 exhaust valve and make sure that it is within the tolerance of .010″ to .013″. With a tool inserted in the spark plug hole of No. 1 cylinder crank the motor until No. 1 piston is just past T. D. C. of the exhaust stroke (4 degrees) at which point the exhaust valve should just close.

GAS LINE SCREENS

On all Model A Fords 1928-30, gasoline is supplied to the carburetor by gravity feed. There are three strainer screens provided for filtering the fuel. One screen is located in the filler opening of the main supply tank; another is located in the sediment bowl which is between the supply tank and the carburetor. The third screen is located in the carburetor. These strainer screens should be removed at reasonable intervals, thoroughly washed in gasoline and blown clear with compressed air.

Carburetor Specifications

FLOAT LEVEL

Ford Zenith Carburetor.—To determine the correct float level remove the carburetor from the car and remove the lower half of the body. With the upper half held in an inverted position the float should be parallel to the casting.

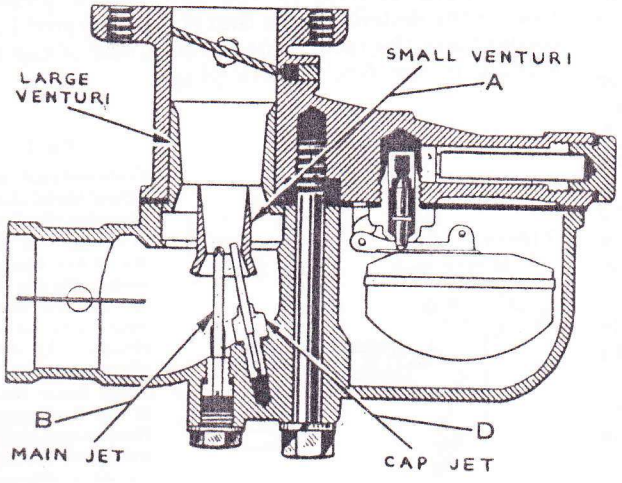


Fig. 2

Cross section view of early Model A Ford carburetor showing double venturi arrangement.

CARBURETOR SPECIFICATION DIAGNOSIS

The early Ford Model A automobiles came equipped with carburetors having double venturis made up in two pieces as shown in Fig. 2.

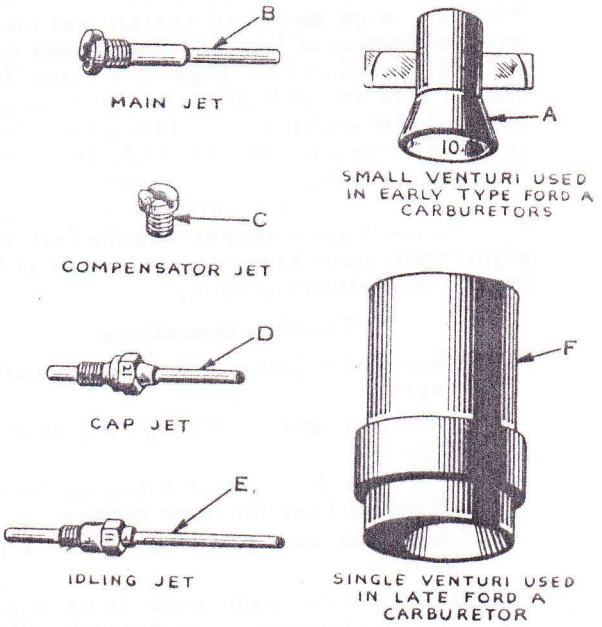


Fig. 3

Showing jet assembly used on 1928-29 Ford Model A carburetor and small venturi (A) used on early models. The single venturi (F) is used on Ford 1930 automobiles.

The jets used in all Model A Ford carburetors are as follows: Main jet (B) Fig. 3; compensator jet (C); cap jet (D) and idling jet (E). In the early model carburetors the main jet (B) was stamped 20. The compensator jet (C) was stamped 18; the cap jet (D) was stamped 19 and the idling jet (E) was stamped 10. These numbers stamped on the jets indicate the size of the jets in wire drill dimensions.

Two changes have been made in Ford Model A carburetors to date. The first change included the replacing of the double venturi by a longer single venturi, the narrowest part of which is 27/32″ in diameter as shown at (F) Fig. 3. In addition, a secondary well (G) Fig. 4 was added. This well is screwed into the lower half of the carburetor as shown in the illustration and forms the well from which the idling jet derives its supply. A slight change was also made in the angle of the throttle plate and the plate was stamped No. 18½ instead of No. 20 as in the early models. The location of the cap jet in the lower half of the carburetor was also slightly changed.

The above changes necessitated using a different combination of fuel orifices so the jet specifications were changed and the parts were stamped as follows: The main metering jet originally stamped No. 20 changed to 19.5. The compensator jet

originally stamped No. 18 changed to No. 19. The cap jet originally stamped No. 19 changed to No. 21. The idle jet originally stamped No. 10 changed to No. 11.

The new idling jet in this first change was slightly shorter than the original jet used, the new jet being 3" over all and the old jet being 3 5/64" over all.

Never attempt to use old style parts in present design carburetors. While the parts look something alike, the fuel orifices in the new parts have been changed to secure maximum results.

The second or last change in Ford carburetor parts went into effect on the 1930 Model A Fords. The changes were made in the jets as shown in Fig. 5. These jets are the only Model A carburetor jets supplied by the Ford factory and they can be satisfactorily used for service replacement of corresponding parts in carburetors used in 1928 and 1929 as well as the 1930 jobs.

The size of the new jets are as follows: Main jet No. 20; compensator jet No. 19; cap jet No. 20 and idling jet No. 11. It is true there is a slight difference in the size of the openings in the present jets as compared with some of the jets used in previous Model A carburetors. This, however, in no way affects their interchangeability or impairs satisfactory operation.

Under no circumstances must an old style carburetor bowl A-9512-A which can be distinguished by small dowel pins which enter the slots in the double venturi be assembled to a new style upper body assembly A-9520 as the carburetor will not function properly if these parts are assembled in this manner. If it should become necessary to change an old style bowl it can be replaced with the type now used by changing from the double to the single venturi. As previously stated, the jets in the present design carburetors are interchangeable with the old type jets but never, under any consideration, attempt to use old style jets in the new style carburetors.

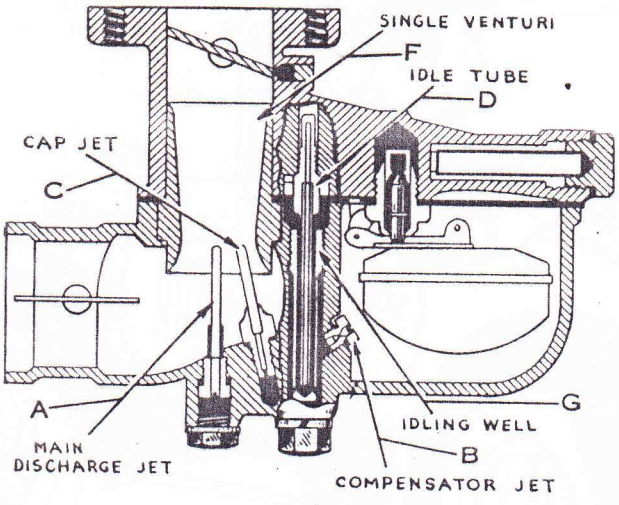


Fig. 4

Cross section view of Ford Model A carburetor showing single venturi arrangement and idle tube assembly. The idling tube (D) gets its supply of gasoline from the idling well (G).

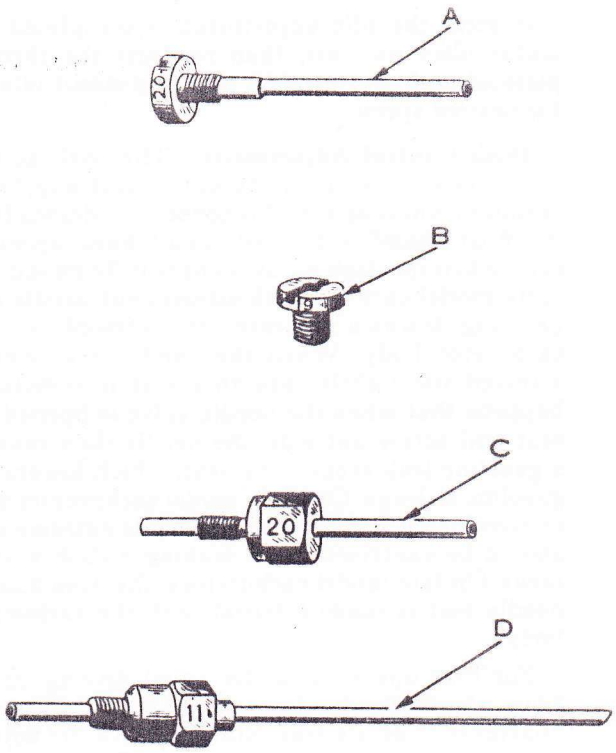


Fig. 5

Showing jet assembly used in the late 1930 Model A Ford carburetor.

Carburetor Adjustment

There are only two adjustments on a Ford Model A carburetor, namely, the idle speed adjustment and the dash control adjustment. One of the most common causes of low gasoline mileage is the improper adjustment of the dash control. Read carefully the following instructions under the heading of Dash Control Adjustment.

Idle Adjustment.—To set the carburetor after it has been removed or dismantled for any reason, proceed as follows. Open the idle adjustment approximately from 3 to 3½ turns. Open the dash control adjustment one half turn. Start the motor. After the motor has thoroughly warmed up, turn the dash control down until it is only one fourth of a turn open. Adjust the throttle plate adjusting screw (B) Fig. 6 to a point where the engine will run fast enough to keep from stalling. Next turn the idle adjusting screw (B) in until the motor begins to Roll or surge then open up the adjustment until the motor just smooths out. Usually the best idling will be obtained with the adjusting screw approximately two turns off its seat.

f after the idle adjustment is completed the tor idles too fast, then readjust the throttle e adjusting screw (A) until the motor idles at desired speed.

Dash Control Adjustment.—The dash adjustt does not control the entire fuel supply. A imum amount of fuel is constantly drawn from float chamber through small fixed openings when the dash adjustment is fully closed. On y model cars the dash adjustment needle seat Fig. 6 was a separate part screwed into the buretor body. When the needle is carelessly wed too tightly into this seat it sometimes pens that when the needle valve is opened the will screw out with the needle thus causing soline leak around the seat, which lowers the oline mileage. On early model carburetors with ovable dash control needle seats extreme care uld be exercised when making a dash adjustt. On late model carburetors, the dash control dle seat is made integral with the carburetor y.

or best operation under usual driving condis, the dash adjustment should be backed one rter turn off its seat. Running with the adjustt more than one quarter turn off its seat, may ecessary on new, stiff engines but otherwise will result in poor gasoline economy, carbon crankcase dilution.

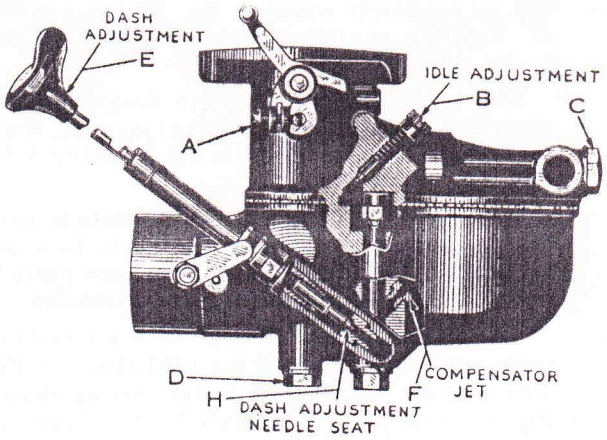
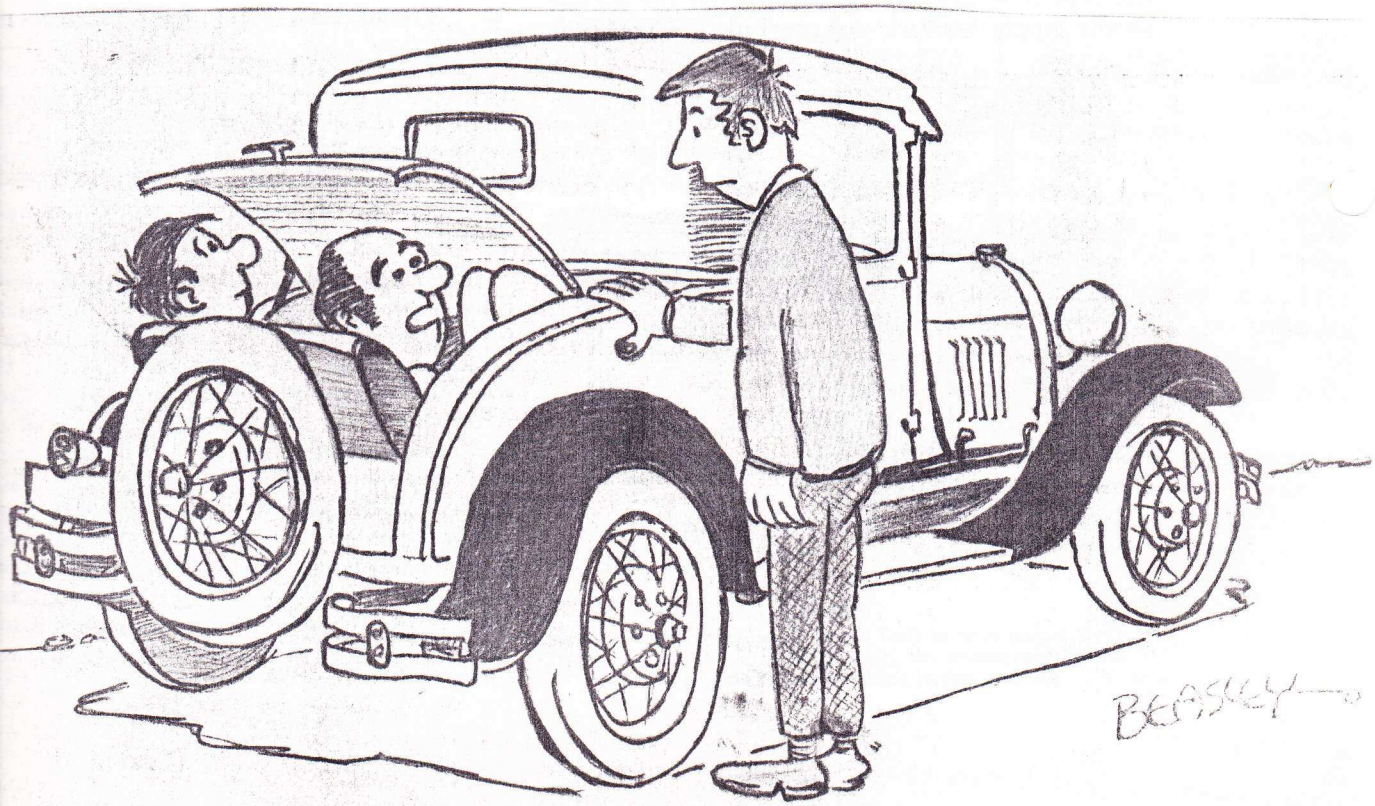


Fig. 6

Cutaway sectional view of a Ford Model A carburetor showing the dash and idle adjustments. On early model carburetors, the dash control needle seat (H) was a separate part screwed into the carburetor body while on late model carburetors the needle seat is made in the carburetor body and cannot be removed.

The dash adjustment may be turned less than one quarter turn off its seat to obtain a lean mixture suitable for high altitudes, high test fuels or when driving at steady speed on level road. Under normal conditions or city driving, however, too lean a mixture causes uneven running at low speeds and slow pick up.

Do not force the adjusting needle down on its seat as this will score the part.



CAN'T QUITE PUT MY FINGER ON IT, ROSS —
THERE'S SOMETHING WRONG WITH YOUR RUMBLE SEAT CONVERSION

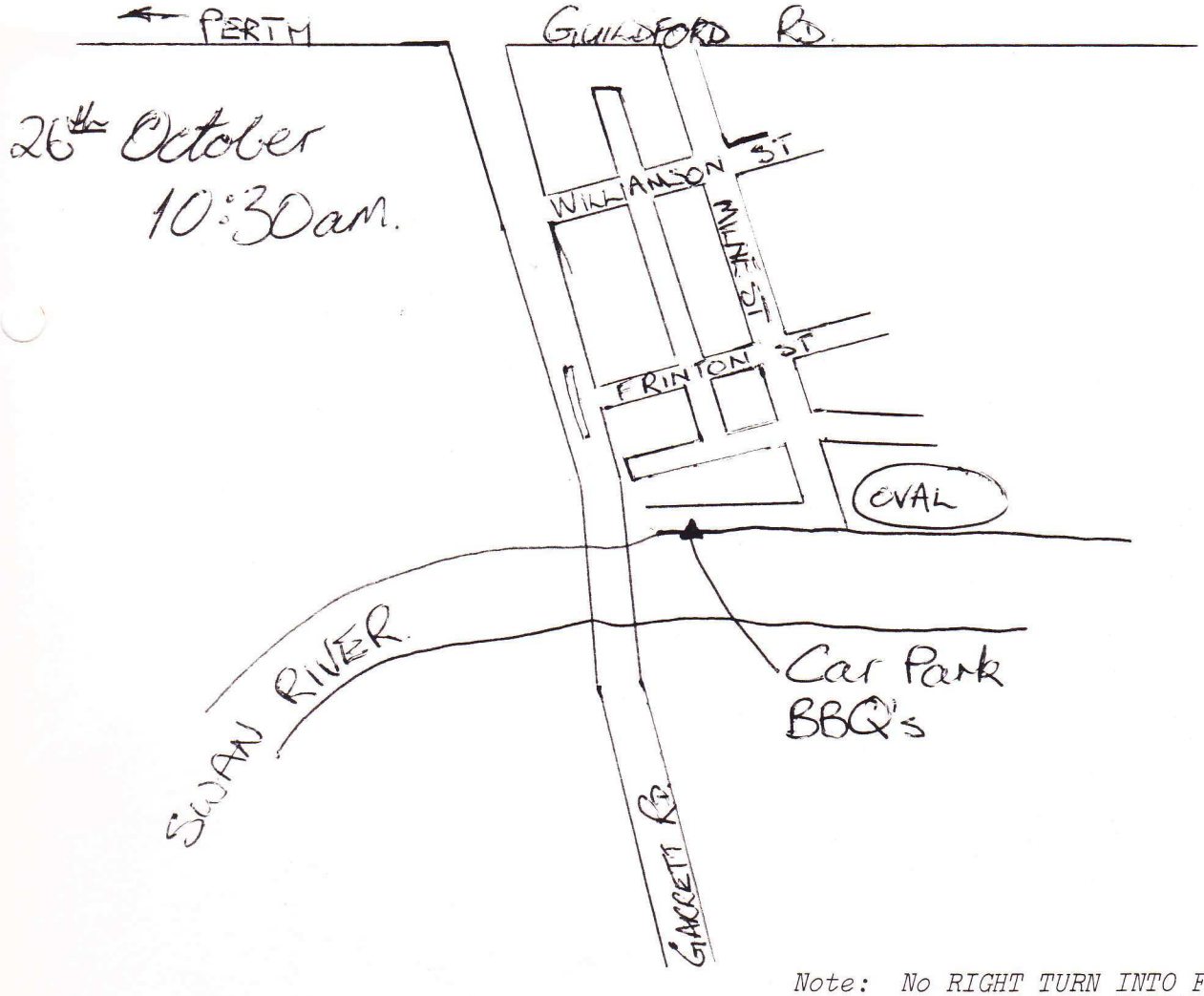
CROSSWORD ANSWERS - DON'T READ UNTIL YOU'VE DONE THE CROSSWORD - OTHERWISE ITS CALLED "C H E A T I N G" !!!!!

'A' CROSSWORD

ANSWERS.

Across (1) AMES (5) SAND (9) CABRIOLET (11) NINETEEN (14) TUBER (15) BRIGGS (16) N.Y. (17) E.F. (19) FUN!!! (20) HORSE (22) C.A (23) COWL (24) LADY (28) LANDAU (31) A.G.M (33) MOTOMETER (33) TWO (34) TILT (35) NIAGARA (36) HOOD (37) ZENITH.

Down. (2) MIKE (3) SIDE (4) AR (5) SPARTON (6) WHEELBASE (7) WHITSYFALLS (8) DOOR (10) REO (12) TAG (13) EDSEL (18) THIRTY (22) GOODYEAR (25) DIAMOND (26) QUAIL (27) JUMP (29) ALONG (30) UTE (33) TWO (34) TAN



26th October
10:30am.

Note: No RIGHT TURN INTO FRINTON ST.
No RIGHT TURN OUT OF FRINTON ST.

Kite Day Mud Map for easy access