

Western 'A' Model News.



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

April 1987

HAPPY EASTER



by R. Andrews
MARC WA

April 17 - 20 - Easter Busselton Trip

Organisers: R & A Letch

This is the next planned outing for our members and for those participating you will find a general Information sheet included with this newsletter. Just briefly though - we are to meet at Pioneer World, Armadale at 8:45a.m. to leave via S.W. Highway at 9:00 a.m. sharp. For any country members who may be able to make the run across to Busselton, we have booked into the Vasse Caravan Park and you can get in contact with us there. Should be a good trip away (if we don't freeze in our tents).

May 17th (Sunday) - Run to Guilderton

Organisers: P. & F. Lynch.

ASSEMBLE AT: B.P. CHICKEN INN SERVICE STATION
Cnr. Canham Way & Wanneroo Road, Greenwood

TIME : BY 9:00 a.m. for DEPARTURE at 9:15 a.m. sharp.

Morning Tea stop will be the Yanchep Lagoon (Two Rocks) and then we will wander on to Guilderton for lunch and a look around. There are a couple of gas BBQ's for those wanting to cook out or else its a 'pack a cold lunch' day. There is a shop for those extra bits and pieces, boats to hire (on the river) or canoes, leisurely walks, or just relaxing. On the return trip to Perth those living towards the hills or the like may wish to turn off at the Gin Gin turnoff - but please inform Peter so we know you have not broken down somewhere 'way back there'!

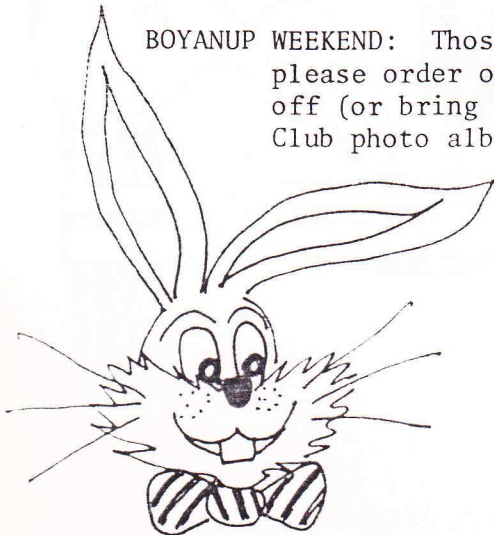
Sounds like another great run so see you at Canham Way BY 9:00 a.m. on MAY 17th.

Events Generally

While you are busily marking your calendar with events - I've got a few more for you to note down so you can't complain later of too short notice or something! I checked out the V.C.C. calendar and have chosen 'Clear Weekends' to ensure that our dual members of MARC/VCC can enjoy the benefits of both clubs outings.

- JUNE 28TH - Organisers S. & L. Read. Destination TBA.
- JULY 26TH - HANDY HINTS DAY at Bill & Valerie Cowlin's, Rockingham.
(You will note in the Minutes this was scheduled for June 21st but has now been re-scheduled for July 26th.)
- AUGUST - ANNUAL GENERAL MEETING Date to be confirmed.

BOYANUP WEEKEND: Those members who attended the Boyanup weekend would you please order one extra print of the photo of your choice and mail it off (or bring it along to our meeting) for Bill Bennie to put in our Club photo album. Put a small caption on the back too please.



DID YOU KNOW - Henry Ford built his first experimental car in a workshop behind his home in Bagley Avenue, Detroit in 1896. It had a twin cylinder engine with chain-cum-belt drive and attained 20 MPH.

"MYSTERY LAKES TOUR"

Organiser: B. Bennie
22nd March 1987.

Some years ago it was decided to hold an early morning 'breakfast' at Tomato Lake, Carlisle and we all had a great time - despite the egg gobbling antics of a council barbecue !

Several other lakeside barbecues and breakfasts have occurred since then and all have been very successful, with good attendances.

So, the March meeting became the "Mystery Lakes Tour". The idea was to visit several suburban lakes and see what other people did on Sundays.

Now when you use the word "Mystery" it seems to have various effects on people. It implies a secret - something to be discovered at all costs ! Devious questions are asked, phone calls are made with no apparent reason and at odd times - anything to gain the advantage of 'knowing' what the mystery is about.

Well the terrific turn up of 13 Model A's, an old Morris, one beautiful Thunderbird and several moderns was a welcome sight. Maps had been prepared for the day's run but not enough for the good crowd that turned up.

The first call for the morning tea stop was at a small lake at the rear of the Canning Shire office in Cannington. Here we were able to watch a Model Boat Club's activities.

Their boats ranged from yachts, tugs and model rowing boats, all beautifully made and in the finest scaled detail. All were radio controlled. As restorers we were able to appreciate the enormous amount of work that had obviously gone into the building of these boats. After a chat with various boat owners and a cup of tea, etc. we departed for the lunch stop at Perry Lakes.

After lunch under the gum trees and our usual informal monthly meeting it was off on a short run to Jackadder Lake at Wembley Downs.

While having afternoon tea, including fresh cream cakes from the local Deli, we were able to watch a dozen radio controlled large model yachts racing. This was the W.A. Championship held by the West Australian Model Yacht Club.

As with all competitions, there was elation and disappointment on the faces of the contestants at race end.

All of the models were beautifully built and are designed to the "10 Rater" formula. This is (as usual with yachts) a complicated method of measuring the water line length of the hull and applying a formula to determine the area of sail each boat may have. The hulls are about 6ft long with an 80" mast. Fibreglass hulls, carbon fibre masts and sophisticated electronic below deck controls make these yachts truly the state of the art in keeping with the recent America's Cup yachts.

At days end we had all enjoyed a pleasant diversion, while giving our dear old A's a run.

...B.B.

HAVE YOU ANYTHING OF INTEREST - technical articles, tips, stories, or the like that would be of interest to other members - send it along to our Secretary right away for inclusion in future newsletters.

WANTED: REAR SPRING FOR ROADSTER or a pattern to borrow. URGENT URGENT
CONTACT: STEVE READ Ph: [REDACTED]

Minutes of Meeting held at Perry Lakes, March 22, 1987:

APOLOGIES: S & L Read J & I McLean

MINUTES FROM PREVIOUS MEETING: Moved by R. Andrews, 2nd B. Bennie the Minutes be accepted as read with the initials CBC being changed to read ABC Bearings, Osborne Park.

BUSINESS FROM MINUTES:

VEHICLE EXAMINATION WINDSCREEN STICKER:

Members present voted on the designs submitted. The smallest, plain sticker was selected and it was decided to display this above the Licence Registration sticker. (eg LHS windscreen) Ross Letch will manufacture these stickers before the 1987 Vehicle Examination Day on 2nd May.

VEHICLE EXAMINATIONS:

M. Cooke read letter from V.C.C. regarding their non-acceptance of MARC Vehicle Examination Certificates except on an "Invitation Basis". Therefore dual members of MARC/VCC please note you must have your vehicle which you intend using on VCC outings, examined annually by the VCC examiners.

GENERAL BUSINESS:

OIL FILTER FOR MODEL A:

M. Cooke advised that the Model A Ford Club, NSW is looking into the purchase of Model A Oil Filter Housings from USA. These are designed to fit the standard Falcon oil filter. No fixed price has been obtained as yet but indications are they will be over \$50 Aust. If any interest, please contact M. Cooke () who will pass the info on to NSW.

AIR CLEANER - MODEL A:

John Luca showed members air cleaner fitted to his Tudor. This was tested on the recent Boyanup Trip and proved successful. John has also tried the modification to the rear main bearing oil return pipe which has reduced oil leakage. Contact John for further information.

Tony Parin has had an air cleaner fitted to his Model A ute for the past 20 years and is pleased with its performance.

DECORATIVE NUMBER PLATES - reading eg: 1928 MODEL A FORD

These can be made by Altona Engineering. Contact John Luca for further details. Price will be dependant on the number of plates required.

REMOVING BENDIX STARTER BOLTS FROM BELL HOUSING:

Bill Spencer has manufactured a simple but effective magnetic tool for retrieving these bolts from the bell housing. Tool is available for loan from Bill.

BITS AND PIECES:

Bill & Dorothy Bennie will be touring the Eastern States next year while on long service leave and would welcome any suggestions of 'places to see' or places to avoid, eg: any helpful hints to ensure an enjoyable and interesting tour.

MINUTES continued

TOURING ON CONCESSIONAL LICENCE:

Max Annear asked about vehicles travelling on Concessional Licence to Wangaratta.

After general discussion it was advised that any member travelling to an eastern states meet should fully register his vehicle for the minimum of six months. This enabled the full use of the vehicle as there would be times when it was required for night driving, eg: returning from functions, the unexpected breakdown, etc. This way your Insurance would fully cover the vehicle and you would not be breaking any laws by driving after sunset (as you cannot do on a Concessionally licensed vehicle).

COMING EVENTS:

APRIL 17 - 20 - Busselton trip for Easter.

MAY 17th - P & F Lynch organising run to Guilderton.

JUNE 21st - B. Cowlin "Handy Hints Day" at Rockingham.

(Please note this has since been changed to July 26th)

SEPTEMBER LONG WEEKEND - A & J Smith offered to organise a run to their Wongan Hills farm.

OCTOBER 17 & 18 - Possible weekend away at a Vintage Tractor/Machinery Show. Alan Smith will advise more at a later date.

CHRISTMAS DINNER FUNCTION - D.Bennie, D. Annear & P. Luca offered to look at venues and prices for this outing.

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

"MOTOBILIA" Last month we circulated a newsletter from "Pictures, Prints & Model Cars, in Midland - well we now have information of his 'Northern Suburbs' agent - so if you don't want to travel to Midland - give PETER PEARCE, [REDACTED], PADBURY - Telephone [REDACTED] a call re the collectors die cast models, etc. etc.

MOORA MOTOR CARS EARLY NUMBERPLATES: Our March newsletter article on the Moora number plates was of great interest to member Reg Blewett who checked out his collection of plates to discover he has M.488 - obtained during one of his earlier fossicking trips into the bush - probably off the tip!! Do any more members have any of the old Moora plates - or do you know where they are ? Could be an interesting 'treasure hunt' to see who can discover the most.

The above brings me to ask - How many times have we heard " My dad used to have one like that!" or "Wonder whatever happened to Uncle Joe's 1927 model car?" We may never know the answer but there's a chance a vintage enthusiast out there may be restoring the very vehicle right now.

One of our members, Bill Spencer, has kindly posed some questions for all of us on some of the vehicles he used to see and admire in Perth and suburbs way back when. Do you know where they've gone; have you seen them in recent years, or maybe you have one in your back yard or garage and are not telling us - well turn the page for some very interesting 'flashbacks' to the years gone by

Where did they go to ?

...Bill Spencer
MARC, WA.

- + The brass radiatored Mercedes Benz which had its stand in the middle of St. George's Terrace near the Supreme Court Gardens ? This vehicle was an immaculate sedan with its pointed V radiator and its white coated driver. - Last seen about 1930.

- + The electric Brougham which parked outside the Perth City Council Chambers in Murray Street - the more recent site of City Arcade? This vehicle was painted dark green, was operated by a tiller and almost appeared as if it could be driven either way - the front seemed identical to the rear. The elderly gentleman who owned it was obviously associated with the P.C.C. - Last seen about 1931.

- + The 1928-29 fawn and cream single seater Falcon Knight with the door panels raised in a checker design and lined in contrasting colours ? A magnificent body treatment supplemented by nickel accessories; generally parked outside Musgroves in Murray Street. - Last seen about 1933.

- + The 1928 Auburn Speedster with the boat-tailed body, Vee wind-shield sloping about 45 degrees, with its 8 cylinder Lycoming motor, 2" dia. circular bumpers - its reputed 10 miles to the gallon, 90 M.P.H., no hood, an exhaust note like a roaring bull and the envy of every red blooded male over 16 !! - Last seen about 1931.

- + The 1930-31 Chevrolet 6 Single seater with accessory chromed mesh radiator screen, painted cream with Speedster body and small dicky seat. Owned by two brothers who operated a garage on the now site of Westralian Newspapers in Bazaar Terrace and reputed to have torn a strip out of the hot tar one summer day in Hay Street central on taking off. - Last seen about 1932.

- + The 1925 Rolls Royce Sedan painted dark blue with wire wheels, a bonnet that appeared to be about 6 ft. long and rows of rivets on the top edge which somehow seemed to detract and give a dark like appearance - usually parked in Howard Street and supposedly owned by someone associated with the Brewery. - Last seen 1929.

- + The 1923 Rolls Royce which had a conversion job with a replacement body of a new 1939 Oldsmobile body, still retaining the bonnet, etc. Owned and altered by a gentleman living, at the time, in Claremont. The writer had the opportunity of purchase in 1949 for 600 Pounds (\$1200) and has not seen it since. At the time of conversion the chassis, motor and transmission were not touched.

- + All those 1926-27 Hudson Six Taxis which were the fore-runner of the Reo Palour Cars and were operated by the Alpine Taxi Co. These vehicles were usually parked under the Morton Bay Fig trees alongside White City, which is about the location of the overpass at the foot of William Street. These Hudsons dominated the Taxi field and were popular because of their reliability and roomy bodies. - Last seen 1932.

ENGINE OVERHEATING PREVENTATIVES

LOSS OF WATER THROUGH THE OVERFLOW PIPE:

This is especially true with the early Model 'A' Fords. At high engine speeds, the circulating pump 'piles up' water in the radiator neck so that some is continually splashed out the overflow pipe. On the early models this pipe should be bent as shown in the service manuals to lessen this effect. Later, the pipe was redesigned and shielded by a flange at the top of the filler neck.

COMPRESSION TOO HIGH:

Early Model 'A' engines had about 75 pounds per square inch compression; this was later reduced to only 64 pounds per square inch, which reduced earlier tendency to overheat. Accumulation of carbon can increase compression, and heating, as can excessive machining of the cylinder head to correct 'warp' (which often causes a high pressure gas leak). Note that the 1928 Fords were mostly equipped with a fan shroud which greatly increased the efficiency of the fan and provided plenty of cooling for a high compression head.

DRIVING WITH RETARDED SPARK:

This is a very common fault since the car is started with the spark lever in the retarded position or is so placed when slowing down, and then is forgotten. A good Model 'A' driver makes constant use of the spark lever, always moving it in accordance with engine speed and load. However, it should never be in full retard when driving.

ENGINE IMPROPERLY TIMED:

If the engine timing is not set correctly, the spark advance lever will not function properly and will result in engine knocking, if too far advanced or in engine overheating, if too far retarded. Either situation results in loss of power and may damage the engine.

IMPROPER AIR MIXTURE:

Any air leaking in the intake system will result in 'too lean' a mixture.

Poor carburetor adjustment, (too lean a mixture or too rich a mixture) also will cause overheating.

OVERLY PAINTED RADIATOR:

Heavy thick paint on the outside of the radiator core will reduce air flow and radiation. Radiator should be painted with a thin coat of flat black paint.

By Leslie R. Henry, Curator of Transportation, Henry Ford Museum

MAGICAL HEALTH CLUB OR WHAT!?!

June & Alan Smith, in conversation with an old friend commented they belonged to the 'Ford A Restorers Club'...

Gosh, replied the friend thoughtfully .. "It would certainly take longer than four-days to restore me !"

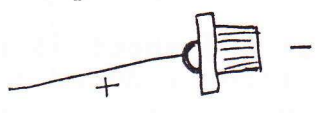
Model 'A' Ford Cutout Conversion:

The cutout positioned on top of the generator has a very important job to do. It stops the flow of current from the battery via the generator winding when the motor is turned off. If the cutout should fail and go unnoticed, it is likely that the generator will be damaged - and this could prove very expensive!

Some years after the Model A was introduced, the semi-conductor diode was discovered. Substituting a diode for the mechanical cutout is a definite improvement for the Model 'A' to add to its reliability.

Diodes for cutout conversion:

Diodes required for preference are the 20-25 amp 1/2" diameter push-in type, that are 'forward biased' when the polarities indicated on the diagram are applied to the diode.



(Note: Test with a torch battery & globe - NOT a Multimeter.)

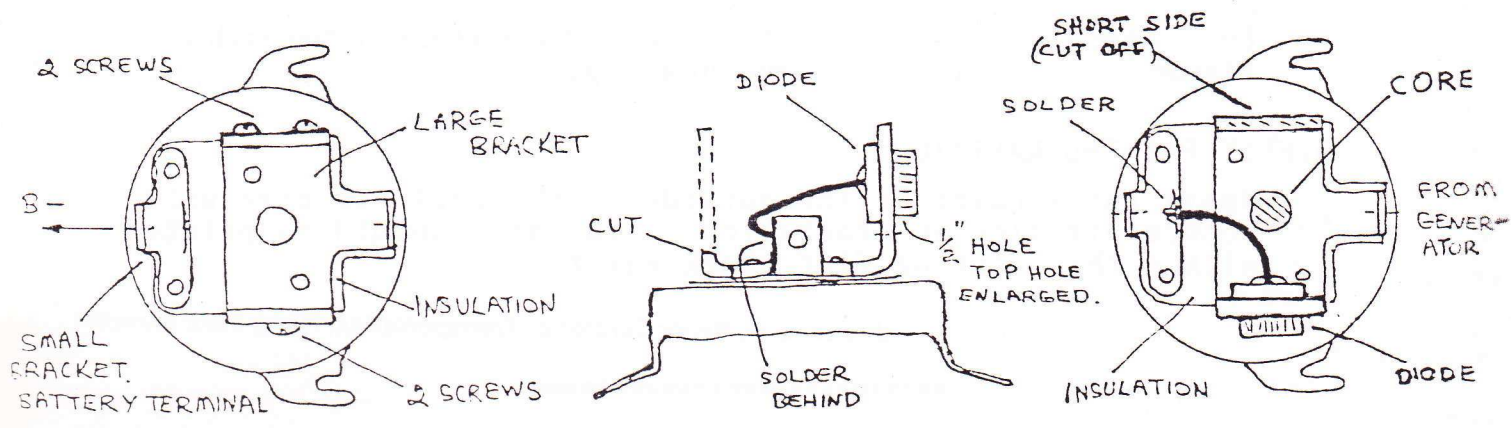
A diode that has been used successfully is the Philips BYX 21 L 200. Obviously any direct equivalent will do the job. Some diodes will have no brand - just a red dot. Suppliers of these diodes in Perth metro area are :-

North Coast Auto Electrics, Wangarra	\$4.50 each
Atkins Carlyle, Colin St. West Perth	\$4.00 + 20% tax (Philips)
Beechboro Auto Electrics	\$4.00 ea. approx. (English make)
Deerings (all stores)	\$2.87 + 20% tax (Email)
Hooley Auto Elect. Greenwood	\$2.00 each - not Philips.

(Prices quoted 1/4/87 - could alter without notice)

STEPS FOR CONVERSION:

1. Remove cover.
2. Remove the screws in the sides of the coil bracket (not the bottom).
3. Remove/unsolder heavy wire from small output bracket and the small wire from the base.
4. With a hacksaw, cut off one side of the coil bracket (See diagram below) and continue to cut through the base of the coil and its core.
5. In the remaining side of the bracket, drill the top hole, starting with a 1/4" bit and work up to 1/2". (This is so the hole will be round). Slightly chamfer the edges of the hole from the inside of the bracket.
6. To install the diode, set it in the hole and press it in (eg: use a vice) using a 7/16" or 1/2" deep socket or a tool designed for installing diodes. Use a 5/8" socket to support the bracket under the diode.
7. Bend the diode lead over and solder it to the small bracket.
8. Reinstall the cover, making sure the insulators are in place. (B to battery terminal.).



If you require any further information/clarification on the above, give Kelvin Pepper a call (he knows all about them and will give you a demonstration of the above at our Handy Hints day on 26th July 1987 to be held at B & V Cowlin's).
