

MINUTES OF MEETING HELD AT GUILDERTON, 17TH MAY, 1987:

APOLOGIES: B & V Cowlin B & M Spencer J & P Luca R & C Blewett
J & I McLean A & J Smith

MINUTES OF PREVIOUS MEETING: Moved by A. Jeffree, seconded L. Cooke the Minutes of the previous meeting be accepted as read.

WELCOME: M. Cooke welcomed everyone along and asked members to introduce their visitors.

BUSINESS FROM PREVIOUS MINUTES:

Vehicle Examination Day: Bill Bennie gave brief report on the events of the day. Nearly all vehicles had been examined and those passed now had Examination Stickers on windscreens. Suggestion was put forward that vehicles needing minor repairs could be checked by an examiner at the next Club run.

Members whose vehicles were not examined are to contact Ray Mahony on [REDACTED] to arrange a convenient time with him for the vehicle to be inspected before using it on future club events.

Oil Filter Housing; No news from NSW.

Decorative Number Plates: Members to contact J. Luca and he will then approach Altona Engineering with numbers required.

Coming Events:

June venue to be published in next newsletter. Organisers S & L Read.

Christmas Evening Function: Dorothy Bennie gave details of venues and prices for our Christmas outing. After general discussion a vote was taken and members decided on Miss Maud's Carvery at Mirrabooka. This is a BYO restaurant. Dorothy would book a Friday or Saturday night approx. two weeks before Christmas for this event. Confirmation next meeting.

Wangaratta Update: Sallie Madgett has made the necessary train bookings for those travelling to Adelaide for the Wangaratta meet. Accommodation has also been booked at Nhill. Further bookings will be confirmed by next meeting.

Bits and Pieces:

Members buying parts from USA advise it is much more economical to pay Snyders by VISA or MASTERCHARGE card - saves the bank fees.

M. Cooke had Robertson screwdrivers for sale.

Annual General Meeting: The AGM will be held on 23rd August 1987 and members are asked to consider taking on one of the following positions which will fall vacant on that day.

President Vice President Secretary/Treasurer Editor

If you are interested, please give our Secretary a call or any of the people who now hold those positions and they will be pleased to explain what the jobs actually entail.

Parts Wanted: Ron Andrews has a 1929 Crank handle he wishes to swap for a 1928 Crank handle. Ph: [REDACTED]

M. Cooke requires multi-disc fly wheel. Ph: [REDACTED]

Max Annear looking for 1932/36 Ford hub caps. Ph: [REDACTED]

No further business to discuss the meeting was declared closed.

WANTED: Single Plate Clutch Parts: eg. pressure plate, bell housing parts, clutch plate, etc. Ph: Mike Cooke [redacted]

FOR SALE: Original dimensions to suit Australian cars, not American. Made here in Perth, ready to fit, \$8.00 each plus postage if necessary. Ph: Mike Cooke [redacted]

FOR SALE: M.A.F.C. Victoria advise they have available for sale MODEL A TUDOR LAPEL BADGES for \$5.00 each plus 50¢ postage. For quantities of ten or more they are post free. The enamel badges are available in four color choices -
Light blue with black mudguards
White with black mudguards
White with brown mudguards
Black with black mudguards

If interested, send money with order to: Mrs. E. Wallace [redacted] Croydon, 3136.



MODEL T HUMOUR:

A man advertised that he would give away his Ford T on a certain street corner at a certain time. When he drove up to the corner he found ten driverless Ford T's standing around.

... doesn't it make you glad you drive a Model A !

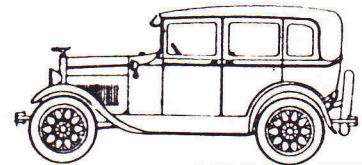
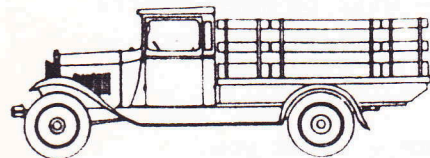
COMING EVENTS: JULY 26TH is our Handy Hints day down at Bill & Valerie Cowlin's in Rockingham. If you have any 'handy hints' bring them along to the meeting - share them with other 'restorer members' !

SOME HINTS ON THE CARE OF INNER TUBES: DO's

USE NEW TUBES with new tires. Old tubes may become porous, lose air, and shorten the life of the expensive new tires.

REMOVE DIRT and all other foreign materials from inside the casing when installing tubes. Any foreign material may cause a wear spot on the tube.

USE A GOOD GAUGE and check tire pressure often in tires. Do not rely on the typical service station inflation gauge.



REBALANCE WHEELS after new inner tubes have been installed.

USE EXTREME CARE with tire irons to avoid "pinching" the tube. Even a slight pinch may develop a leak later.

SOAP TIRE BEADS when installing tubes, but in no case use oil or grease on beads. A pure vegetable oil hand soap may be used with confidence.

You must admit - it's getting a bit rough when a WA editor's request for member participation in the newsletter is answered by non-WA members from South Australia !! However, I felt the following article would be of interest to all, more so to those of you who know our friends John & Audrey Hunt from Jamestown, South Australia. This is their story of "HOW WE GOT STARTED". Like Audrey says " How did you get started ?". Come on WA members - put pen to paper and send YOUR story in to our Secretary [redacted] Greenwood, 6024) so that we may all enjoy it.

... L.C.

How we got started.

*...John & Audrey Hunt
Jamestown, South Australia.*

For as long as I have known John, I knew that one day he would restore a Model A Ford. His Uncle Keith owned a Model A and John thought they were so simple mechanically, especially not having a vacuum tank. His Dad had Chevs and Chryslers in the first days of owning a car. John and brother Frank also owned a Chev and he has never forgotten coming home from Saddleworth squatting on the running board with a funnel in the vacuum tank, filling it with petrol to get home. Yes, a Model A was better !

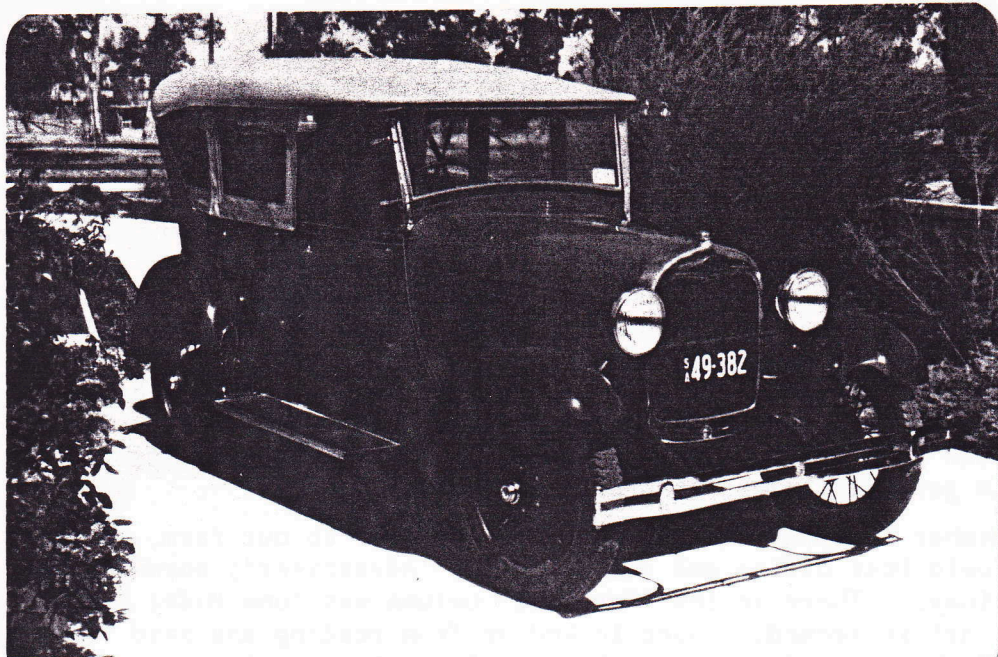
One December Thursday, taking the long way home to our farm, we called into the Yarcowie Post Office and collected the 'Advertiser'; normally not seen until Friday. There in the 'For Sale' column was 'one Model A with spare everything' it seemed. John looked up from reading and said "That's it, I'll ring him", he did and was told "No, that's in tomorrow's paper, how did you find out about it?". The powers that be had put it in a day too soon and so with explanations over it was arranged to have a look at it the following day. I wonder why it wasn't the same day?

Down to Adelaide, Military Road, John disappeared behind a high brush fence and after what seemed like an eternity, reappeared beaming. "Come and have a look, I'm going to have it." Well I looked and even I thought it had possibilities - "But John, where is it's back end (I now know it is a rear tub) and there are only two doors". There were some rear panels for a Roadster but John thought he would like a tourer. "We'll find them". What optimism ! Well sold it was, it was now our Model A. When to take it home ? That was quickly decided as Bob was leaving the city to reside interstate so it had to be collected that weekend therefore arrangements were made to take it home on Sunday.

Up early Sunday, departing from Yarcowie, John driving our modern, towing Mervyn's trailer and I in the Datsun 1 tonner. Yes, there was that much to bring home. With the buckboard as it was then, on the trailer with bits and pieces in it, under it and around it, we then loaded the Datsun; panels, three engines, 13 wheels, etc. etc. On it went, our load getting bigger and Bob's shed getting emptier ! Finally the boot of the car was full and after a BBQ lunch homeward bound we came. Quite an eventful trip it was too, with heavy rain, water over the road in a few places and the wind catching the load on the Datsun; it was anything but fast, but what an interest we were to our fellow travellers.

Harvest in South Australia was under way so nothing happened for a while, then one day suddenly the buckboard was stripped down. Are there really that many pieces in a Model A ? Then in March 1978 off we went to Canberra to a Model a Rally; the 50th Anniversary of the Model A Ford. What fun we had and how we wished we could wave a wand and have our 'A' all finished. However farming came first but then John made the decision to leave the farm.

For the next year our 'A' was locked in the Separator room in egg boxes and anything else that would keep such valued items safe. The farm sold, sheep gone, clearing sale over, new house completed (the garage and sheds were built first of course) it was time to start restoring in earnest and many miles and many hours later our "LADY" as she was by now known was completed in time for the Model A National Rally at Echuca in 1982. What a proud day that was !



' LADY'

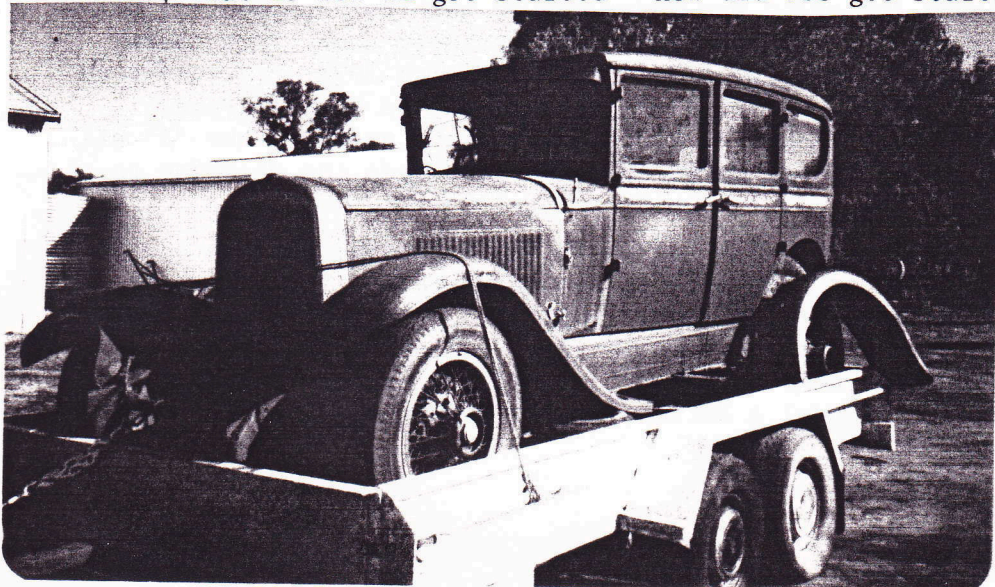
Now what is this ? "How about coming down to Maitland for a disposal sale of Chevs, have a day out " says John. "Yes, why not" and you guessed it, home we came with a 1928 Chev Tourer, now nicely restored and painted a two tone green and named 'BESSIE'.

Then it was "Lets go to this big sale in Victoria, could be fun and there is a 1928 Chev Roadster there we might pick up cheap." What a sight, what a sale and why is everyone wearing gum boots on a hot November day ? To keep the sand out of course ! After hours of patient waiting the Auctioneer said going, going gone and that heap of rusty bits and pieces in the sand was ours. On the way home with the load on the trailer we were asked "What are you going to do with that ?" "Make a car out of it". "No you won't" said he as he wandered off shaking his head. Well John did and 'THE ROCKET' is now keeping "LADY" and 'BESSIE' company in the garage in her fresh grey paint.

Now the big fella has arrived. Will this be the last, of course not, there is still the 1912 Model T to be finished, that is a long term project you know. The 1929 Reo Flying Cloud Master C Sports Sedan is slowly coming along - you can't hurry such a big fella. He has been christened 'Cost-a-lot' and was recently knighted by Lynne.

We look forward to having 'Sir Cost-a-lot' on the road, what enjoyment we shall get from it. Now we also have stationary engines, tools, a little general memorabilia, you know what it is like when you go to a sale - you can't come home empty handed can you !?

Well, that is how WE got started - how did YOU get started ?

.....John & Audrey
Hunt.

The Reo as purchased
30 March 1985.

TINKERING WITH OUR TOYS

by Arnold 'Bud' Dodge, Yakima, Washington.

- The slight fluid oozing of a head gasket is not uncommon even on trued blocks and heads. Replacement copper head gaskets have a minimum of crimping and can allow capillary action to pull fluid out the sides. One-quarter to a half a can of radiator sealant usually will stop this unsightly condition if the problem persists. *Do not* exceed normal head-bolt torque (50-55 foot pounds). It may make the condition worse.

DRIVE LINE

- When you jack up one rear wheel for dry run testing in gear, remember that the raised wheel is turning twice as fast as indicated on speedometer. At 60 mph you are placing undue and unnecessary stress on drive parts. Jack up both wheels and keep speed moderate.
- The large speedometer gear located on the driveshaft, if installed in reverse position, will preclude any attempt to slide on the universal joint while installing motor-transmission assembly.

SPEEDOMETER

- If you hold a constant speed between mile posts, measure the elapsed time in seconds and divide into 3600. This will show your actual miles per hour for speedometer calibration. This can be very accurate if done several times especially with a stop watch.

CLUTCH

- Never install a clutch plate that does not feature a spring loaded hub. The clutch chatter can irritate the most calm personality. If caught without a clutch plate alignment tool it is possible to install transmission while pressure plate bolts are loose. Once transmission is in place gradually tighten pressure plate bolts through inspection hole in bell housing.

FLYWHEEL

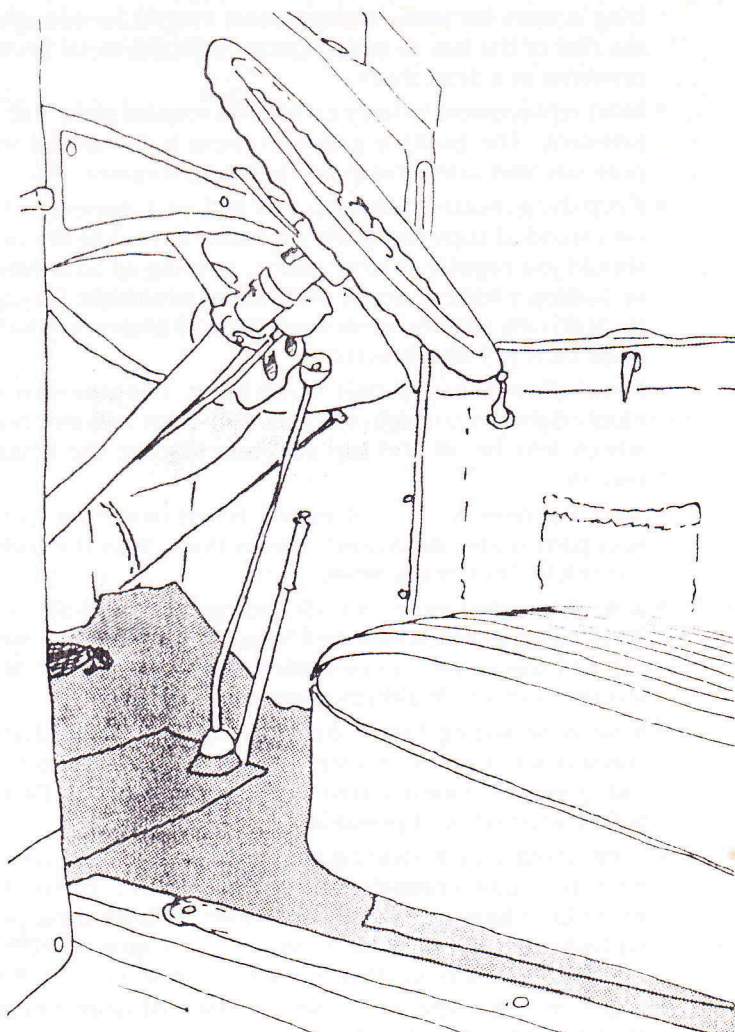
- The heavy flywheel will slide on and off easily if a headbolt stud is used as a guide by screwing it into crankshaft flange.
- Before having excess weight cut from standard flywheel, check with someone who has had it done. There may be some instant acceleration advantage but slow speed power pulses may show up as well as poor idling. Could be worth a check out.

STEERING

- When replacing steering sector or worm, both units should be replaced if good adjustment is to be afforded.
- The steering column must line up with dashboard or tank bracket to avoid hard steering. If necessary, enlarge frame mounting holes slightly and add shims between gear box and frame to clean up side to side misalignment, if any. With a Model A you need all of the steering ease you can arrange.
- About 10% STP added to steering gear oil is said to improve steering ease.

DIFFERENTIAL

- When inspecting the gears of a differential that has been in use, look very carefully at gear tooth bases for hairline fatigue cracks. These are not uncommon and can cause grief if car is driven hard. If in doubt, have it Magnaflexed.
- On new or rebuilt rear ends the use of 140 gear oil is O.K. If new seals have not been installed, watch for leaks. Do not mix 600 and 140 gear oils.



- A 1 1/2 ton hydraulic jack inserted in a disassembled rear end banjo can effectively push out the double cone bearing race. Place banjo in upright position with bearing surface down, use old bearings (or other spacer) for an alignment adapter and base of jack as pusher. Top of jack should be cushioned with a wood block. A steady easy action on the jack handle will do the trick.
- The cotter pin which retains the nut holding pinion on drive shaft can bind against the ring gear carrier. Dress the cotter pin on sides of nut rather than the usual over the end position. This binding, where it occurs, makes adjustments very difficult.
- Difficult to locate rear end noises can be due to a "warped" ring gear carrier. Broken gear teeth riding through a ring gear and pinion can "hairline" fracture the banjo as well as distort the carrier. Sprung ring gear carriers can be readily identified if mounted in a lathe on bearing surface and spun. Ring gear can be mounted on carrier for the most revealing test. Replacement of faulty unit is best course of action.

BRAKES

- When installing rear brake backing plates, note carefully that they are not reversed from left to right. The error can be agonizingly realized when the backing plate brake rod clevis levers do not directly align with brake rod eyes.

ELECTRICAL

- A mysterious and elusive electrical short can be located if you have just installed a black junction box on firewall. The

long screws on some replacements extend far enough to the rear of the box to make contact with the metal firewall resulting in a dead short.

- Most replacement battery cables will require some size adjustment. The positive ground system is in conflict with pole size and cable clamp size of modern cables.
- Keep the generator charging rate at 2 or 3 amperes while on extended trips especially on warm days. The ammeter should just register at road speeds. Burning up an armature or boiling a battery dry is completely avoidable. Daylight local driving seldom needs more than 10 amperes to hold a good battery. 5 to 8 is better.
- Never allow a battery cable to run loose. The generator can climb right up to high voltages and burn out any bulbs which may be on and can seriously damage the ignition system.
- Since the battery is out of sight it is best to use anti-corrosion pads under the battery connections. Split the pads if too thick. They really work.
- A double ended (hole on each end) ground strap about 12 inches long installed from bell housing to right frame member will sometimes put new life in the starter motor. Most frames have a hole already punched in the area.
- Most new wiring looms have swaged-on or solderless connectors. A moment spent soldering these connections can spare you some mysterious electrical problems. Do this before installation if possible.
- Some replacement steering column light switches are just no good. Some crimping and beefing up with epoxy may help but failure of headlights is imminent with these poor reproductions. A cleaned up original or a quality replacement is a must if original switching system is to be retained.
- It is rare that there isn't a spot or two of drips under a Model A. The old rule "If it ain't drippin' something needs fillin'" should apply to your pet "A." Doesn't take much time to be sure. Always note if water has raised your oil level in crankcase.
- As often repeated in Model A articles, "save all old parts" until you are absolutely sure that they are not better than replacements or at least a source of comparison measurements.
- Remember that the two most important gadgets on a Model A are a motor temperature measuring device and an oil pressure gauge. Neither of these were on the original.
- Prepare for the heartbreak when the old Model A junker down the street outruns your new rebuild and sprays oil particles on your windshield. There will come a day.
- Some replacement breaker points not only quickly oxidize and develop a high resistance but the rubbing block wears so rapidly that the point gap is reduced to near zero. Genuine Ford points are available on order from your Ford dealer "Motorcraft Model A Points DP-104."
- A frequent cause of intermittent distributor failure is the wire below the moveable breaker plate. This wire should be of a highly flexible multistrand construction and be installed to permit free travel for breaker plate advance and retard movements. Some replacements have stiff wire which shorts when insulation rubs off on distributor body or internal strands break lowering current carrying capacity or complete off and on operation.
- Some older "universal" replacement coils were marked "Bat" and "Dist." Most were for negative ground systems. If

installed as marked, there can be up to 40% loss of spark intensity at higher speeds. Reverse the coil if you have a problem; worth a try. Coils marked positive and negative should be installed where the positive (red wire) goes to the distributor via the ignition switch and the negative is connected to the battery (black wire) via the ammeter.

- Note fit of plastic distributor body on distributor. Some replacements fit so poorly that the rotor rubs on the lugs leading to the plugs. An unusual noise is usually evident and some side to side movement of plastic body may be noticed. Do not attempt to salvage.
- A 1/4" pipe thread tap screwed part way into distributor sleeve bearings permits easy driving out of bearing.
- The condenser is an important unit running in a very hot environment. Carry a spare. A good one will check out at about .25 microfarads and should take a 400 volt leakage test. If caught in an emergency, remove it and install a modern pigtail type between red coil wire and ground (firewall). It should get you home.
- The steering wheel spark lever should permit a full span of the gap on side of distributor body with no play in linkage. On two-toothed steering systems, the column shell cap can be loosened and rotated a bit to allow proper action or full retard and advance of spark. Adjustment can be made by a small bend of spark control lever on lower steering column if needed in addition to shell movement.
- Replacement distributor cams should be checked out by measuring any change in point gap on the various lobes. The old one may give better performance if the new one is off more than 2 or 3 thousandths.
- Increases in dwell angle, up to a practical cut-off (point-arc), is supposed to increase spark intensity and, hence, better top speed performance. The dwell is increased by dual breaker points, distributor cam design, closer point spacing and the equivalent in modern electronics. Try the .018" setting on points once they are worn-in. A "B" distributor cam (ocean wave profile) offers a bit more dwell if you like to experiment.
- Use that spark lever to improve driving pleasure. Full retard on idle, partial retard while on warm-up and heavy pull such as hills and smooth going in parades and full advance while tooling down the highway. Experiment with settings and enjoy full performance.
- When replacing intermediate distributor shafts a bit of filing will assure an effective fit. Save the old shaft for measurements. This applies to rebuilt distributors and oil pumps. The lugs and slots must permit easy fits and allow the shafts to home-in.

OIL PUMP

- Starting in cold or freezing weather can bring on many strange noises as the oil pump gasps through thick oil, shrunken pistons rap and dry bearings clatter. Cavitation around the oil pump (air pocket) can set up an evil rattle for a few moments while the pump wobbles and pulses. Check oil before starting in freezing weather. The oil pump drive lug can be sheared off if the pump is sitting in a few inches of water leaked into the crankcase. Allow slow warm-up.
- Always replace coil spring on bottom of oil pump if weak or etched. A broken spring can allow the pump to drop enough to disengage the drive lug and create a disaster.
- Very few oil pumps need rebuilding but the procedure offers comfort to a rebuild. Be sure rebuilt fits fully and

snugly into block. An etched or worn pump bottom plate can be reversed to provide a new surface. Be sure there is a gasket under the pump shroud cover to assist in cold oil flow and minimize pulling in of air. Crankcases are pumped nearly dry on cold starts and may show zero on oil gauges upon right turns until warm-up.

- If you have a doubt about oil pump operation, temporarily install a radiator stopcock in oil gallery access hole on side of block. A moment of opening will prove the point. A permanent oil gauge is best but remember, ½ to 1 ½ pounds of pressure on a hot engine is normal.
- Some new oil filler caps permit a complete close off of filler tube. Crankcase pressure will blow through back main bearing and other escape points. Either back off about ¼" on cap when installing or bend down the lugs already on some caps to keep it from closing off filler tube. This will save a lot of oil puddles on the garage floor.

CARBURETOR

- Do not turn on gas supply to a dry carburetor without immediately starting the engine. A puddle of gasoline can form up in a hurry under the carburetor just waiting to flame off. Engine vibration usually seats the float needle valve to set things back to normal.
- Choke rods sometimes rub against the carburetor throttle rod setting up a noisy vibration. Slightly bend out the ball-tipped arm of the throttle plate just enough to clear the point of contact. Use two small wrenches so as to take the bending strain from throttle plate swedging.
- Don't toss out that Air Maze carburetor air cleaner. A clean and well oiled unit is better than nothing until you put on one of updates made for the purpose. Do check for high speed performance after the installation of any air cleaner; missing may occur.
- Reassembled carburetors sometimes display binding throttle and choke plates. Loosen the butterfly screws and "home" the plates to properly center in the openings.

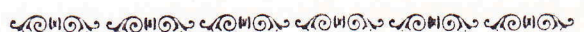
FUEL SYSTEM

- Be careful when installing gas lines. Excessive extension of the tubing beyond the compression ferrule can block fuel flow. Never allow more than ¼ inch beyond ferrule. It is fairly easy to "calibrate" a gasoline gauge through filler by prudent bending of float wire. Most originals and replacements provide sufficient range so that gauge can be set to show somewhat past zero when cork is on bottom of tank and just full on the "F." The "past zero" setting assures some remaining gasoline if gauge is "floating."
- The original gasoline tank filler screen triggers the auto-shutoff on gas station hoses making a tank fillup a painfully slow procedure. Modern filter systems on gas station pumps tend to preclude any practical use of the screen. Ford omitted this screen on all T's, B's and V-8's. A number of Model A owners are removing this screen except for serious judging events.
- Pesky leaks in firewall mounted glass gasoline filter bowls are usually made worse by reefing up on securing bail nut. A neoprene gasket repair kit used on some tank type garden sprayer hand pumps (or cut from stock neoprene) to replace the cork gasket will stop the leaking problem if filter body has not been pulled out of shape.
- Some hard to find carburetor leaks are due to faulty gaskets under the jets, especially the main and cap jets. Leaky float

needle valves and externally viewed gaskets are most obvious.

GENERAL HINTS

- An efficient and effective mechanic never allows wiping rags to cover over tools or parts, has duplicate sockets and wrenches of most often used sizes, immediately returns all tools in use to a "home" area and keeps working zone free of oil and clutter. This simple idealism does work.
- A free turning front wheel hub makes an excellent wheel balancer. Mount a wheel, turn and test for heavy point, add standard wheel weights on opposite side as needed (add weights on both sides of wheel if over 1 ounce). For 21" wheels, wrap ¼" lead wire around spokes. Lead wire can be found at most fishing supply stores.
- A bit of STP or Lubriplate on surfaces of "forcefit" gears, bearings and bushings will help to ease assembly. This includes crankshaft timing gear, steering worm, rear end carrier bearings, water pump, king pin bushings and similar.
- Old parts make excellent drifts or adapters for driving home new bushings, bearing races and related. Wear protective eye gear since some of these parts are made of hard steel.
- Most bench vises will neatly push in the bronze bushings used in clutch and brake pedals. A slight bevel filed or ground on leading edge of bushing simplifies the process.
- Replacement fan belts always seem a bit short and present a testy challenge to install. Do not force the belt over the pulleys or a distorted pulley or torn belt will result. Temporarily pull the generator mounting bolt, install belt and reinstall bolt and adjust tension. Belts about 1" longer are available and can be installed without fuss.
- After a few hundred miles, test for "operational" toe-in or toe-out by rubbing hand across surface of front tires. A feathered edge on tread will point up alignment problems better than most alignment racks. Minor adjustment of tie-rod can correct the problem.
- To save a potential problem, it is best to secure Roadster and Phaeton bodies on the frame in final adjustment before installing the top. Some ugly wrinkles can develop otherwise.
- Hair spray pumps have plastic pickup tubes that make excellent extensions for oil cans.
- Chase all used threads with taps and dies before parts assembly. This will assure easy assembly, avoids sheared bolts and can standardize torque readings if used.
- A few Model B timing gear covers find their way to Model A's. "B" covers have a built-in advance and accurate Model A timing is impossible using the "pin-in-the-hole" method. Peep into #1 with plug removed and top dead center on compression stroke. Retard spark and set distributor as usual. This will by-pass the pin method and ignore "B" cover.
- For the adventurous, speedometers can be adjusted to correct the miles per hour portion. A shorting bar on the rotating magnet can vary the speed indication several miles per hour. Open the magnet gap to increase speed indication, close down the magnet gap to show less speed.
- A tablespoonful of baking soda in a tuna can of water should be handy as a finger dip when working on a battery. Saves clothes, tools and eyes.



E N D