

Western 'A' Model News.



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

July 1987

Next Outing: July 26th 1987 (Sunday) "Handy Hints Day"

Assemble At: Garden City Carpark, Riseley Street,
Booragoon. (the Riseley St side please)

At : 9:30 a.m. for departure shortly after.

Members are asked to assemble at the above time and place so we may all travel down to Bill & Valerie Cowlin's at 7 Harbour Court, Safety Bay. Remember, as this is a 'Handy Hints Day' do bring along your hints and ideas to contribute to the workshop day.

As we will be there for both morning and afternoon tea (as well as lunch of course) would each family please bring along a plate of goodies to contribute to the morning/afternoon teas. Coffee and tea will be supplied BUT YOU MUST bring along your own mugs/cups, etc as well as your own lunch. Should be a different and interesting day - see you at the carpark BY 9:30 a.m. on the 26th.

June 28th outing:

Not realising I would be writing up this 'account' of our Sunday outing I did not take note of the exact number of members who turned up - but I do know it was up near the 50 mark - and what better number to secretly celebrate Bill & Mavis Spencer's 50th Wedding Anniversary (19th) and our Club's Seventh Birthday (22nd).

Steve & Louise had chosen well, with a verandah setting enclosed on three sides with the outlook into pergola covered gardens at Sereaglio Park in Kelmscott. It was rather a tight squeeze for our large crowd but we all made it and enjoyed Devonshire Teas, absolutely scrumptious tasting cakes (there went at least 3 weeks of dieting!!), coffees, teas, etc.

At the Causeway carpark prior to our departure, Channel 2 had turned up to record our June outing as part of the promotion of Bevan Sharp and Geoff McEwan's forthcoming tour from London to Sydney. The 6 O'clock news gave quite a short but good coverage of the cars - and it seems that some people go to all sorts of lengths to get more coverage than others - even having your prized Tourer 'pushed' across the TV Screen!?! Anyway, happily all made it to the venue safely.

During the afternoon tea our President, Michael Cooke, presided over the usual informal meeting and had the pleasure of presenting Bill & Mavis Spencer with the Club's Inaugural Life Membership Award, in appreciation of their continuing support of the club and club members. Bill & Mavis then received

two sturdy picnic chairs as a gift from members - so they can relax in comfort on many more outings.

Also, Edith Jeffree presented the Spencers with a most magnificently iced and decorated 50th Wedding Anniversary cake she had made for the occasion. The special touch of course was the little Model A beaming proudly out of the icing. It was a beautiful gift and I've heard it has pride of place at the Spencer's home with only very small pieces being handed out to visitors. Trying to keep the wonderful decorations in place won't work for ever Mavis!

There were several new members present, some members who had not been along for some time, our three South Australian visitors in Beth Martin, Maxine & Maurie Creedy who had come over as a special surprise for Bill & Mavis and of course our regulars. All in all it was a great day of getting together and thoroughly enjoying each other's company. After farewells to the S.A. three who were leaving for home the next morning, the last of us left Sereaglio Park about 5:00 p.m. pleased with the knowledge that all had had a very enjoyable afternoon.

Minutes of Meeting held 28th June 1987 at Sereaglio Park, Kelmscott:

Michael Cooke opened the meeting and welcomed along all members, including new members Bevan & Helen Sharp, Colin Davidson and our three visiting South Australians; Beth Martin, Maxine and Maurie Creedy.

APOLOGIES: B. Jewell, S. Madgett, B & V Cowlin

MINUTES : Minutes from the previous meeting were read and confirmed as a correct record. Moved D. Bennie, seconded D. Annear.

COMING EVENTS: 26TH JULY - HANDY HINTS DAY at B & V Cowlin's, Safety Bay.

CHRISTMAS OUTING: D. Bennie had made booking at Miss Maud's Carvery, Mirrabooka, for Friday 11th December. Dorothy, Dora Annear and Fil Luca to organise the evening.

WANGARATTA UPDATE: L. Cooke advised members that Sallie Madgett had tickets for those travelling by train to Adelaide. Also that all accommodation in Adelaide, Nhill and Bendigo had been booked and confirmed.

CONCESSIONAL LICENCES: M. Cooke read letter from Minister of Police on Concessional Licence. Members would no longer have to pay Licence Fee component.
Eric Richards advised that members travelling to National Rallies were covered by Concessional Licence.
It was also stressed that the Licence should be carried in the vehicle at all times.

M.A.R.C. W.A. 7TH BIRTHDAY - JUNE 22nd 1987: Note was made that our club had been growing steadily from its beginning seven years ago.

INAUGURAL LIFE MEMBERSHIP AWARD: 50TH WEDDING ANNIVERSARY

President, Michael Cooke, congratulated Bill & Mavis Spencer on behalf of all members, on their 50th Wedding Anniversary on the 19th June 1987.

At the May meeting it was unanimously agreed by those present to award the Club's Inaugural Life Membership Award to Bill & Mavis Spencer in recognition of their continued support of the Club. The Award was presented to them this afternoon, June 28th, 1987.

Ross Letch was then thanked for the excellent work on the Certificate. Edith Jeffree was then called upon to present the special Anniversary Cake which she had made for Bill & Mavis.

ANNUAL GENERAL MEETING: 23RD AUGUST 1987:

Members were again reminded to consider the positions coming vacant at the A.G.M. on August 23rd - President, Vice President, Secretary/Treasurer and Editor and asked to - please give our current Secretary (Alma) a call for any information you may require - or better still - to record your name for one of the positions listed.

BITS AND PIECES:

Brake and Clutch Pedal Shaft - made in W.A. to original dimensions-to suit Australian cars - ready to fit - \$8.00 each plus postage if necessary. Contact: Ross Letch [REDACTED]

THANKS: Maurie & Maxine Creedy thanked all the Club members for their kindness shown to them on their visit to Western Australia. They also brought greetings from their South Australian Club President, Bob Moylan.

A special thanks was extended to Jim & Nina Williams for all their help and Maurie hoped to reciprocate when members arrived in Adelaide next year on the way to Wangaratta. He also thanked Bill & Mavis Spencer for welcoming them to their 50th Wedding celebrations.

CLUB JUMPER:

Bill Spencer put forward the suggestion that our club should look into some sort of Jumper to wear on club runs and especially to national meets. Eric Richards advised of Jumpers with the Ford logo that were available from Ford. Further enquiries to be made.

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

Membership List:

NEW MEMBERS: Welcome is extended to John & Jan Jordan of [REDACTED] Thornlie, 6108. Tel. [REDACTED]. They do not have a vehicle at present but hope to in the near future.

CHANGE OF ADDRESS: John & Ivy McLean have moved to [REDACTED] Duncraig, 6023 Tel. [REDACTED]

Members please add to and alter your Membership Roster accordingly.

Coming Events:

JULY & AUGUST (see current newsletter)

SEPTEMBER LONG WEEKEND: Proposed weekend away at Wongan Hills with camping and accommodation at the farm of Alan & June Smith.

Put this on your calendar now and more details will be published next newsletter.

OCTOBER - possible weekend away at a Tractor/Machinery Show.

A & J Smith to advise further.

DECEMBER 11TH 1987 (FRIDAY NIGHT) CHRISTMAS FUNCTION. D. Bennie contact.

CARE OF INNER TUBES: The DONT'S

- NEVER INSTALL TUBES which are undersize or oversize for the tyres to be used.
- DON'T USE OLD VALVE CORES in new tubes.
- DON'T PUT WET TUBES into casings. It is OK to test tubes with water, but dry them thoroughly before installation in casings.
- DON'T USE TOO MUCH TALC when installing tubes. It may lump up in one spot and cause trouble later. Apply talc sparingly and distribute it well.
- NEVER OVER-INFLATE A TUBE when testing it for leaks. To do so may weaken the wall and cause porosity later.
- DO NOT LAY TUBES down on any dirty or greasy spot on the work bench or floor.

(Thanks to the Magazines who originally published the above).

The following advertisements were taken from the July/August 1987 edition of the M.A.F.C. of Victoria.

M.A.F.C. VICTORIA - PARTS FOR SALE AND WANTED

- FOR SALE:- CAST IRON BRAKE DRUMS. (Club project.) We now have in stock another batch of '29-30 Brake Drums at \$133 each. '28 AR Drums are also available at \$143 each. Send FULL REMITTANCE along with order to:-
Mrs. Ellie Wallace, [REDACTED] Croydon 3136.
For technical information contact Keith Rawson [REDACTED] home.
[REDACTED] work.
- FOR SALE:- MODEL A FORD CLUB "T" SHIRTS These are good quality collared shirts in navy with a small club emblem printed on the top. Priced at \$17.50 each. Send money along with order to Ellie Wallace.
- FOR SALE:- CLUB CAR BADGES Bumper Bar Badges \$16.50 each & \$1 postage & P'g.
Lapel Badges \$4.50 each & 50c. postage & packing.
Woven Jacket Patches \$4 each & 40c. Postage & packing.
Model "A" Tudor Lapel Badges \$5 plus 50c. postage & packing
Send money along with order to Ellie Wallace.
These badges will be available for sale at the next general meeting.
- FOR SALE:- 1930 Improved Model 'A' Tourer. Showroom condition. Spare wheel mounted in mudguard. \$9000. Contact Phillip Pearce, [REDACTED]
- FOR SALE:- 1929 Model A Ford Tourer. Well restored, in top condition with comprehensive range of spares including new parts. Full rege-
now due. contact A.Good, 158 Asbury [REDACTED] 3226 [REDACTED]
- FOR SALE:- 1928 'A' Ford Phaeton. Sound restorable condition. Near complete car
contact Wally Cook [REDACTED]

PARTS WANTED AND FOR SALE (cont'd.)

WANTED:- SET OF WINDWING BRACKETS for 1929 Tourer.

contact Alan Wilson [REDACTED]

WANTED:- FRONT & REAR SEATS, MOTOR METER & RADIATOR CAP for 1929 Tudor Sedan.

contact J. Merrett [REDACTED]

FOR SALE:- 1928/29 Tourer parts. - RESTORED PANELS (sandblasted, patched & prime Rear Tub, Rear Guards, Windscreen Frame & Posts, Hood Irons, Spare Wheel Carrier, Tail Light Bracket.

NEW PARTS - Base Woodwork (complete including frames for seats), Set 4 Door Handles.(702350-0), Set 4 Internal Door Pulls(A702400-C), Tail Light '29 (A13405-SL), Body to Chassis Bolt Set(A80045), Door Bumper Set(A702610KS), Windscreen Post Screw Set(A80016A), Hood Hold Down Straps, Flying Quail Radiator Cap(A18385AB), Cowl Quarter Panel R/H/S (A35255/56AIS).

UNRESTORED SPARES - Set 4 Doors, Fuel Tank, Front End, Radiator - Surround, Rear Window Frame, Base Woodwork (Good enough to copy).

contact Jim Merrett (051) [REDACTED] home.

" [REDACTED] work.

FOR SALE:- 1928 Ford 'A' New Huckster Woodie. Mechanically needs restoration 98% complete. Offers. contact K. Holloway [REDACTED]

SOUTH AUST.

WANTED:- FLYWHEEL for B model motor, also any information on 28/30 model speedsters, such as photos, plans etc. Also headlights to suit speedster, any reasonable body parts from centre column forward '28/'29. contact Wayne Johns, [REDACTED] Port Willunga 5173.

WANTED:- PHAETON OR TUDOR - prefer restored or almost.

contact Pat Green field [REDACTED]

QUEENSLAND

WANTED:- FORD 'A' SPEED EQUIPMENT and SPEED CAR PARTS to assist in restoring a 1940's Speedway Midget. Any information or material appreciated.

contact Michael Qualmann [REDACTED]

WANTED:- FULL SET OF SHOCKIES AND ARMS for '28 Model 'A', good condition. Light switch & Horn rod assembly. Steering wheel - red or black. Headlight rim & glass. Complete taillight. Set of windwings.

contact Cyril Johnston, [REDACTED] Moranbah 4744

WANTED:- 1930 or 31 Model A Cabriolet Convertible or Tudor/Coupe body.

contact R. McMullin. [REDACTED]

FOR SALE:- FIBREGLASS WINDOW DOOR MOULDS for 1929 Tudor.

contact Rod Greene [REDACTED]

NEW SOUTH WALES

FOR SALE:- '28 ROADSTER UNRESTORED, Complete or parts, G.Coleman [REDACTED]

CLUTCH CHATTER

(Reprinted from M.A.R.C. NEWS USA
Jan/Feb 1982 for the information
of our members).

ROUGH BUT RESTORABLE?

by Paul Moller — photos by Walter Malchin

While the title would usually refer to a vehicle found abandoned and long neglected, in this case it refers to a carburetor that suffered a similar fate. This particular carburetor, a Zenith-2 side filter, was found bolted to the intake manifold of an engine long exposed to the ravages of weather and a home for insects.

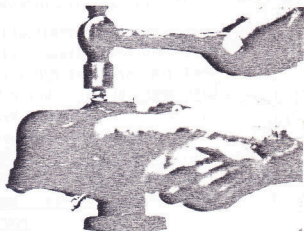
As restorable carburetors are becoming harder to find, especially the later side filter variety, a good long look was taken at this rusty item. Was it possible or practical to restore this carburetor? One encouraging detail that helped make the decision to buy was the condition of the threads for the bolt of the missing side filter assembly. The side filter assembly was on the late 1931 Zenith-1, Zenith-2 and Zenith-3.

Having purchased the carburetor, the first move was to try to separate the upper and lower bodies. To help loosen all the parts, the entire carburetor was placed in an oven for about half an hour at 350 degrees. After heating in the oven, it was removed, wrapped in paper and placed in a freezer for several hours.

The bolt holding the upper and lower bodies together was loosened a few turns and rapped with a hammer to start separating the bodies. This was repeated until the bolt was out and the castings were apart.

As the screws for the plates of the choke and throttle shafts were frozen tight, they were drilled out to save the throttle plate and to try to save the choke shaft. The throttle shaft lever, choke plate and lever, idle air adjusting screw and drain plug were badly rusted, so they were discarded.

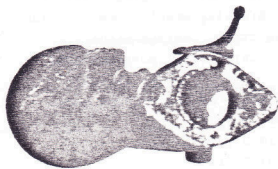
The long idle jet broke off at the casting surface while being unscrewed, so the stump was carefully drilled out with



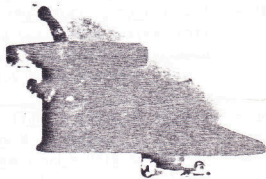
The best method I have found for separating the upper and lower bodies of a carburetor

a #21 drill bit and the hole retapped with a 10-34 tap. The main jet, cap jet and compensator jet were unscrewed for salvage. The secondary well resisted all efforts at removal, so it was drilled out with a 5/16" drill bit in the drill press. The remaining shell was drawn out with an E-Z-out. If a drill is used all the way down to remove it, don't drill through the bottom of the casting.

The original 13/32 hex of the gas adjusting needle housing had been badly chewed up with pliers in the past, so a long 3/8" socket was driven down over the hex with a hammer and turned out with the socket wrench handle. The remains of the broken venturi were extracted with a venturi



Top view of the rusty Zenith-2



The upper body of the rusty Zenith-2. The float is missing from the bracket and hinge

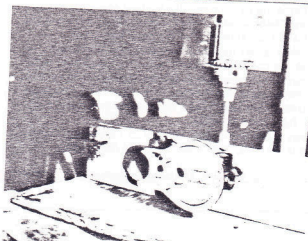
puller tool. The bowl of the float was missing so the float hinge and pin were removed. The hinge pin was saved. The float valve came out next.

After removing all the parts from the pair of castings, each of the castings was wire wheeled and wire brushed, internally and externally to remove as much rust and dirt as possible, after which the upper and lower bodies were soaked in undiluted ammonia for several days for the second step in cleaning.

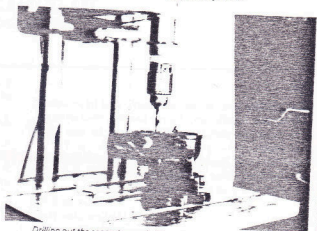
After rinsing and drying, both castings were glass beaded and blown out with air pressure for further rust removal and to clean up the seat for the idle air screw and gas line connection.

The passageways were probed with a length of piano wire to see if they were clear and open. The passageway from the compensator jet to the cap jet was solidly blocked. A small hand held drill bit cleared this passageway. Luckily the seat for the gas adjusting needle was of the replaceable type. This, too, had to be drilled out and retapped with a 10-34 tap.

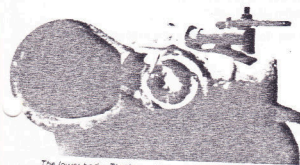
All the jet threads in the castings were chased out with a 10-34 tap, the mounting flange bolt holes with a 5/16-18 tap, the float valve and gas line threads with a 1/2-20 tap, and the gas adjusting needle housing threads with a 1/8-27 N.P.T. tap. The seat for the gas line connection was pitted, so a 7/16" ball ended grinding stone, in the drill press was used to clean up the seat. This was done slowly as cast iron grinds away rapidly. The gasket surface of the drain plug and float valve were slightly pitted. A flat surfaced grinding stone, carefully aligned in the drill press, was used to



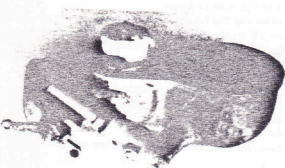
The jig used to hold the upper body square while grinding the gas line seat with a 7/16 ball ended grinding stone.



Drilling out the secondary well. The drill must be exactly perpendicular to the lower body.



The lower body. That's a spider web in the throat.



Side view of the lower body.

smooth these areas followed by glass beading to clean out any remaining traces of dirt or rust.

The three salvaged jets were cleaned and the nozzle openings checked for clogging and opening size. The following had to be replaced with new parts: drain plug, throttle shaft, choke plate, choke driver, choke shaft nut and lock washer, four 5-40 oval head shaft screws, secondary well, venturi, body bolt and lock washer along with a complete side filter assembly and a modern two ball float valve.

The idle air adjusting screw was replaced with a new assembly in the original style complete with spring and cover. The screw should be slightly longer in length to allow it to seat in the worn casting.

The float valve and float were assembled in the upper body and adjusted for correct fuel level in the gas bowl. This is an important step as correct fuel level is needed for good performance at idle and driving speeds.

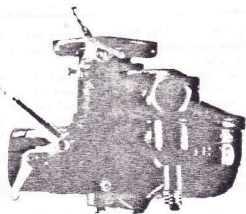
After assembling the upper and lower bodies with all jets and gaskets in place in the unpainted castings, the carburetor was bolted to the intake manifold for a test and ad-

justed. Following a successful test, the outer rusted surfaces were filled and sanded smooth with all the external parts removed. The gas bowl interior received a coat of zinc chromate paint to seal the surface and inhibit future rusting. The exterior surfaces of the castings were painted black and reassembled after the paint had dried.

While a great deal of effort and new parts were involved, the challenge had been met, so a rough but restorable carburetor was back in service once again. We are indeed fortunate in that the Model "A" Ford carburetors are cast iron. If they hadn't been, this restoration project might never have been possible.

Many of the steps made, along with testing tips, can be found in my book, *The Model "A" Ford Carburetors*.

The restored carburetor, ready for installation.



TECHNICAL LETTERS TO DON CRUM

by Don Crum

Dear Don,

I enjoy reading your technical advice and have used it many times, and I might add, I have two national winners, thanks to guys like you. I was fortunate to be one of the judges at Hershey this year. Looking over the 30-31 "A" Ford Roadsters and Phaetons, I noticed that the dash rails were painted body color, molding color, two tone body and molding color and also black. What is correct?

August Rotili

Wadsworth, Ohio 44281

Glad to be of help. As to your questions, what to paint the dash rail does seem to be a problem. This being the rail directly under the windshield, I can see why some restorers believe it should be trim color. I have researched this question before and I am positive it was originally painted body color. As an example, a Washington Blue Roadster with Riviera blue trim should have the rail painted Washington Blue.

Dear Don,

I am restoring a late 1931 Roadster Pickup with the indented firewall.

I have been a member of MARC for a number of years, but I have never seen any articles on the '31 Roadster Pickup in any of the Model "A" News.

I have several questions on this model.

1. Was the radiator shell on the Pickups the same as the large commercial trucks or the same as the passenger cars except painted black?

2. Does the radiator have three rows of tubes or four rows of tubes?

3. Was the small bed also used on the late 1931 Pickups?

4. What was the correct color combination for this model?

5. What was the top fabric and color? The interior upholstery material and color.

6. Was the Roadster Pickup a low production in 1931?

Harold Hawkins

Bedford, Indiana 47421

An article on the 1930-31 Pickup was published in the September-October, 1966, issue of "Model 'A' News."

1. The Pickup shells were the same as passenger cars except they were steel painted black (not polished stainless steel). The large trucks had a deeper shell to fit the larger four row 136 flat tube radiator.

2. Three rows 102 flat tubes same as passenger car.

3. The new all steel wider bed went into production in May, 1931.

4. You have a large selection of paint color combinations, see page 14-7 of the Judging Standards.

5. Top was black long-short grain rubber covered fabric. Seat was black two-tone cobra cross grain artificial leather. Doors, cowl, etc., were black two-tone cobra cross grain cardboard.

6. Yes, production for the open cab Pickup in 1931 was 2,637.