Western 'A' Model News.

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

August 1987

Next Meeting: SUNDAY, AUGUST 23RD, 1987

The ANNUAL GENERAL MEETING of MODEL A RESTORERS CLUB (WA) BRANCH INC. will be held on Sunday, 23rd August 1987 COMMENCING AT 1:30 P.M.

VENUE: DRABBLE HOUSE, WEBSTER STREET, NEDLANDS. The hall is behind the Nedlands Library and parking is available in the Library/Hall grounds.

Members are asked to arrive by 1:15 p.m. at the latest please.

The Agenda for the meeting will consist of the following:

1. Apologies / Guests
2. Minutes of the 1986 AGM.
3. Business arising from those Minutes.
4. Election of Office Bearers
5. General Business
6. President's Report
7. CLOSE

This year the positions of President, Vice President, Secretary/Treasurer and Editor become vacant. If you would like to nominate for one of the above, please give Alma Letch a call on [redacted]

Afternoon Tea: As in previous years, could each family please contribute a small plate of goodies for a combined afternoon tea. ALSO BRING ALONG your own coffee/tea cups as the hall does not supply these items. The club will be supplying the tea, coffee and cordial.

Country members, please remember, if you have any item you wish to put before the meeting, put it in writing to our current Secretary, [redacted] Greenwood, 6024 to arrive prior to the 20th August - it's your club too, not just for the city people.

Make a special effort and we'll see as many of you as possible there on the 23rd.

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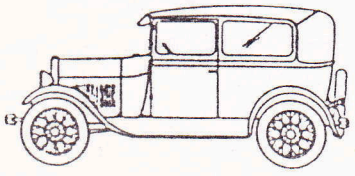
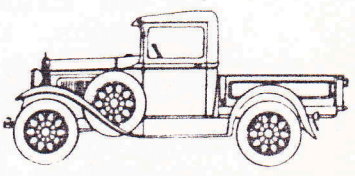




July 26th Restoration Run.

The fine weather must have attracted the large turn out of members for last months outing which started at the Booragoon Shopping Centre, and travelled south to Bill and Val Cowlins' home in Rockingham. The trip down there was a little disorganised with vehicles using several different routes and a few of us getting slightly lost, however, we all arrived in time for morning tea, and the very inviting selection of food.

The Cowlin 29 Tudor is progressing nicely and as Bill has had to hand make some of the rear panels himself, he was able to give us some useful tips in this area.

Generator Cutout Conversion.

Kelvin Pepper gave a very detailed demonstration on how to convert the generator cutout to the simplified and more reliable diode system. He has also prepared an information sheet detailing how the conversion is carried out. If you are interested in this and have not received a copy, please contact the secretary.

Pinstriping.

John Luca also gave a demonstration on paint pinstriping. This method can give very professional results and is easy to do. If any country members are interested in this we should be able to arrange a sample and information sheet. Contact secretary if you require this.

Rear Hub Puller.

Tony Parin bought along a rear hub puller which he made. This puller will fit both styles of rear hub and work very well on the most stubborn hubs. Once again if any country members wish to make one, we could provide a template or drawing with sufficient information to make one - contact secretary.

Fred Growns loaded his 1930 Roadster on to a trailer and bought it across from Medina for members to see.
Fred has completed the chassis and mechanical restoration and is now ready to start on the body panels.

New Restorations.

The July run was also the first outing for two more restored Model A Fords.
The Jim and Nina Williams 1929 Phaeton and the 1930 Deluxe Roadster of Max and Dora Annear.
(Max only took 13 years to complete his car, Kelvin, so there is hope for you yet.)
Both vehicles are very nice restorations and are a welcome addition to the club. There are now 28 restored Model A Fords in our club and there is a strong possibilty that two more phaetons, two roadsters and a 1928 truck will be ready by Xmas?

Thanks to the Cowlin family for hosting the July run and an enjoyable day, and thanks also to Kelvin Pepper for the considerable effort he put into the demonstration on the Generator Cutout Diode Conversion.

Minutes of Meeting Held at Safety Bay on 26th July 1987.

Apologies: B & M Spencer, E & J Richards, L & M Barendse, B & D Bennie.

Business arising from Minutes.

Max Annear was to make enquiries on colours and the price of Jumper from Ford.
John McLean was to get information on a cloth badge.

General Business:

L. Cooke put forward the motion that the Club Constitution be amended in regards to the A.G.M. as it was not possible to have the books audited and hold the A.G.M. by 31st July. Laurel also felt the M.A.R.C. (W.A.) Inc. Constitution should be printed in book form like the Membership roster and issued to all members as soon as possible, with new members issued a copy on joining. The motion was put to members, all were in favour and the motion was carried.

Max Annear suggested club marshalls be appointed so runs are more organised.

Coming Events.

A.G.M. 23rd August (See current newsletter.)
SEPTEMBER LONG WEEKEND Wongan Hills accomodation at the farm of Alan and June Smith. More information to be given at the A.G.M.
October - Possible weekend away at a Tractor/Machinery Show. Will have to be discussed at the next meeting as accomodation would need to be booked.

The following names have been recorded for positions becoming vacant at the A.G.M.

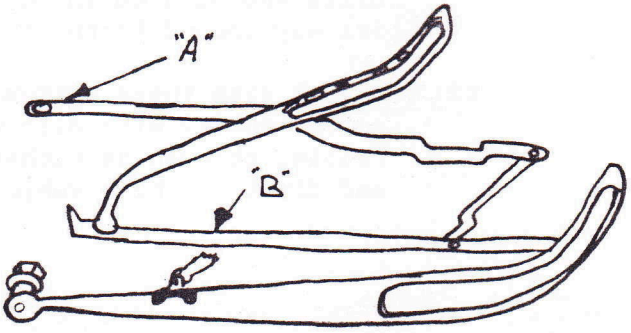
President - Steve Read
Vice President - Ron Andrews
Editor - Alan Jefree

Please call the secretary before A.G.M. with any further nominations.

Ron Andrews moved a vote of thanks to Ross Letch, from all members for work on Bill and Mavis Spencers' certificate.

No further business arose, the meeting was declared closed.

Bits And Pieces.



Wanted for 1928 or 1929 Phaeton, rear section of hood bow.
Require right hand side, I have left hand parts to swap.
Parts required are A and B.
Contact Ron Andrews, [redacted]

For Sale :
1928 Model A restored running chassis. New tyres, tubes, restored hood bows, hood and side curtains. All body panels, wood work and upholstery. $5500.
Maurie Creedy, phone [redacted] Adelaide - South Australia.

RECOLLECTIONS OF YESTERYEAR

Several months ago Bill Spencer and Geoff Davies gave us interesting insights into the earlier days of motoring in Western Australia. Again, Bill has come up with more information on vehicles around during the 20's and 30's. Hope you all enjoy this little addition to the history of days gone by !

THE SEDAN: These had their advantages in the wet weather but never really gained popularity till the mid thirties. There were several reasons: The Australian was not one to accept new ideas without suspicion and general discussions were of the noise level; ie: drumming of the car bodies causing the ears to block over. This of course was obviated by sound deadening materials used later. Also, the danger of capsizing due to the height and weight of the top section and the shattering of the glass if this occurred.

TAXIS: The Hudson Six was undoubtedly the popular choice. Mainly Tourers were used by the Alpine Taxis which in the late 20's used to congregate alongside White City under the Moreton Bay fig trees - just about where the new overpass at the bottom of William Street is today. They used to ply mainly between Perth and Fremantle and were later formed into Parlour Cars - a rather unique vehicle with four side doors, enabling them to carry more than double the previous taxis capacity. They were eventually taken over by the Metro Bus Company who in turn was acquired by the now familiar M.T.T.

THE ROADSTER or Single Seater as it was commonly called, complete with dicky seat called for a lot of criticism, mainly from those who could not afford to buy a car and considered the owner 'selfish' in not providing for passengers in reasonable comfort in the back seat. This may sound a bit odd today when possibly 95% of vehicles are driven without rear seat passengers, but it was the general thing to arrange for as many persons to travel as possible and enjoy the pleasures of motoring.

THE TOURER or of late described as the 'Phaeton', was by far the most popular body. It gave you good vision all round, was economical (because of its weight) on petrol consumption and was within the reach of the little above average wage earner.
It's disadvantages were the mad scramble for the side curtains from behind the seat on the first shower of rain and the continual renewing of the celluloid because of its yellowing within a couple of seasons. Removal of the hood was a fairly costly business and several lines of hood dressing were marketed to keep out the rain but eventually you either drove along in your overcoat and hat or fronted up for a new hood.

STEAM TRUCK of the Swan Brewery with its horizontal boiler and vertical funnel projecting through the roof, brass gauges and handles, chain drive and painted in the familiar green and gold, ponderously wending its way around Perth at about 10 miles per hour.

YELLOW CAB with their custom built vehicles beautifully proportioned and solid looking with disc wheels, separate driver compartment, interior heating through an exchanger and painted their own outstanding Orange and Black. These vehicles were designed for their job and not just a

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production run of the standard car as of today. They were purchased eventually by a Perth firm who converted them into utilities and were selling them in the early forties for around the £120.0.0. mark which was a far sum with wages averaging about £8.0.0. per week.
They had probably done hundreds of thousands of miles each but were still considered a good buy because of their solid design.
They were superceded in 1935 by the Oldsmobiles which were again in the distinctive company colours.

1928 WHIPPET: A popular car in the low price range. A sturdy vehicle of fairly light construction and competed with the Morris Cowley.
Again, they were mainly Tourers and could be distinguished a block away by the high pitched whine which was believed to be caused by the angle of the fan blade to the radiator core.

.....by Bill Spencer
M.A.R.C. W.A.
August 1987.

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Overdrive
Synchro-Mesh
Two Quiet Highs

-- and 70 to 80 miles per hour!

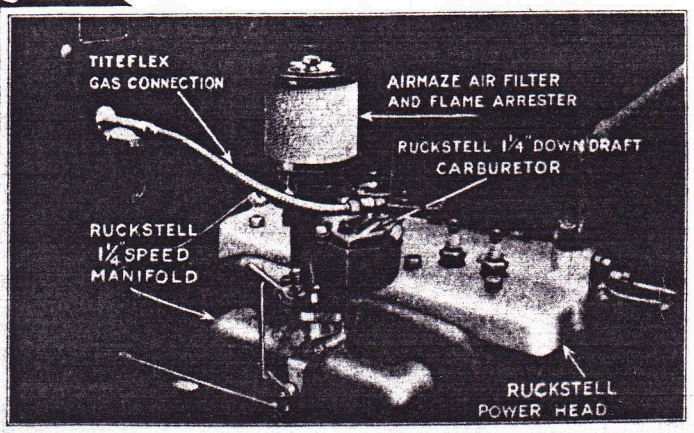
RUCKSTELL SPEED COMBINATIONS

FOUR different Ruckstell Speed Combinations provide a price range that puts increased top-speed within easy reach of every owner of a Model A Ford.

The free-running sensation of the Ruckstell OVERDRIVE Transmission—the benefits of SYNCHRO-MESH—the thrill and comfort only possible with TWO QUIET HIGH GEARS—the GREATER SPEED, power, punch, pick-up and acceleration only possible with HIGH COMPRESSION — the economy and smoothness of DOWNDRAFT CARBURETION—all are now available in complete, compact, factory assembled form, in Ruckstell special Speed Combinations.

Easily installed, merely replacing standard parts with no cutting, changing or alterations of any other parts.

Write today for complete information and prices.



Ruckstell No. 1-H Speed Combination. Also available with special Ruckstell-Schebler Carburetor, or with or without Ruckstell Two-Quiet-High Transmission.

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HUBS

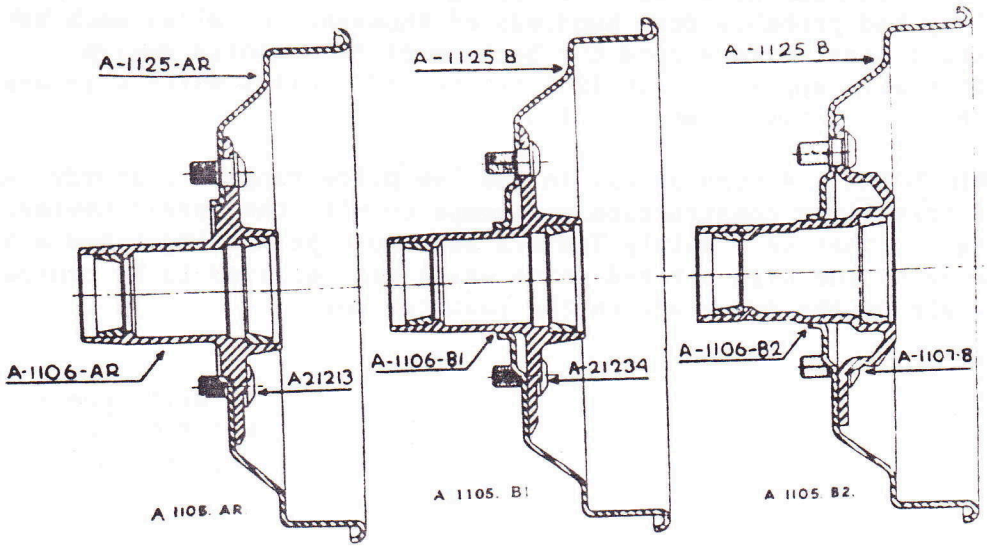


Fig. 41

FRONT HUBS

Three different types of front wheel hubs have been used on the Model A chassis and these are illustrated above (Fig. 41). A-1105-AR is the hub which was used on cars not equipped with the new style emergency brake, and is now supplied for service requirements only.

A-1105-B1 is the hub that was used on the earlier models equipped with the new style emergency brake, and is now replaced by A-1105-B2. It will be observed from the sketches that the latest type hub is considerably larger round the inner roller bearing race than the earlier type, and for this reason it is necessary to use a slightly different type of front brake grease baffle assembly with these two hubs. The baffle used with the A-1105-AR and A-1105-B1 type hubs is interchangeable with that used on the truck and is now carried under the part number AA-2059. The baffle for the A-1105-B2 hub is carried under the part number A-2060-B.

Mechanics should take care that the correct type of baffle is used when replacing either hub or baffle.

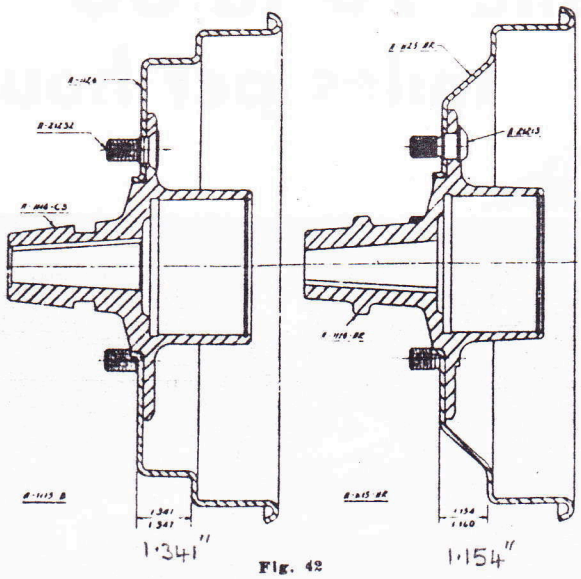


Fig. 42

REAR HUBS

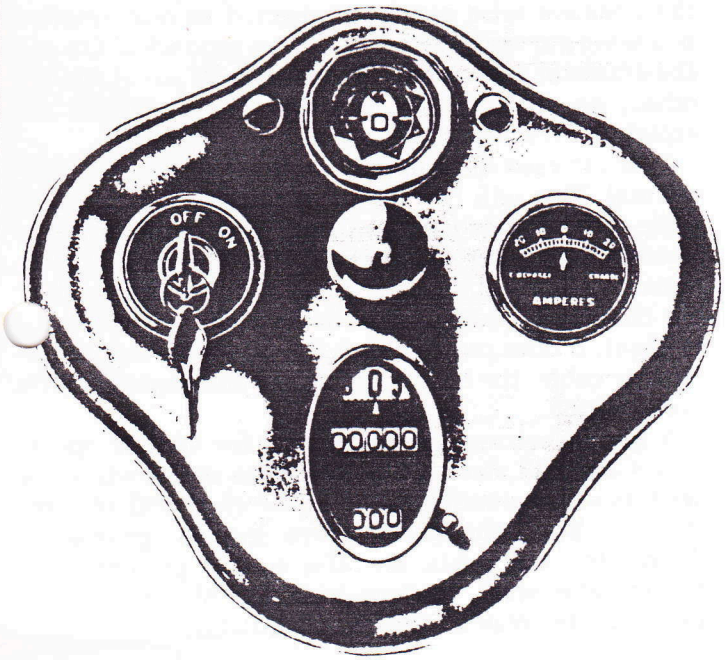
The sketch shows the two types of rear hubs in use. The A-1115-AR hub and brake drum was designed for use with the A-1015-AR wheel and was used up to August 1928.

The A-1115-B hub and brake drum was designed for the new A-1015-B wheel, having the specially shaped rim to take the emergency brake shoes and brought into use after August 1928.

Reference to Service Bulletin for August 1929 will show that AR wheels cannot be used on the B hubs and vice versa.

READING THE AMMETER

By Paul Moller



The ammeter seen in the instrument panel of the Model "A" Ford is needed for more than to simply tell you that the generator is charging the battery. If it weren't, then a simple meter with only a "Charge" side of the scale would be sufficient. What can it tell us about the electrical circuits and their condition when we read the "Discharge" half of the ammeter scale?

The ammeter indicates current flow to the battery on the "Charge" side of the scale and current flow from the battery on the "Discharge" side of the scale. Thus we have two functions from one meter, using a divided scale with a zero center point.

When things are normal electrically speaking, the engine is started, the ammeter pointer swings to the charge side of the scale to indicate current flow from the generator equal to the amount of current the generator is adjusted to; usually, eight to ten amperes of current. When the engine is idling, the reading changes to a slight discharge. With all electrical switches turned off and the engine stopped, the pointer reads zero as no current is flowing to or from the battery.

ABNORMAL READINGS

1. No movement of the ammeter pointer while the engine is being started and it fails to start. Or a steady discharge reading of a few amperes.

2. No Charge reading with the engine running rapidly or with a fast idle speed to allow the generator to produce charging current for the battery.

3. The pointer indicates a full discharge reading when an electrical circuit, such as lights, is turned on. Or with all switches off.

4. The ammeter pointer indicates a discharge reading of approximately ten amperes with the engine idling or stopped.

5. A small discharge reading of approximately two or three amperes is seen with the engine running rapidly, increasing with the use of headlights or the horn.

6. No charge reading with the engine running rapidly, followed by intermittent or varying rates of charge on the ammeter scale.

7. The engine cuts out intermittently or stops completely after running for a short time with fluctuations of the pointer on the ammeter scale.

WHAT TO LOOK FOR

1. See that the ignition key is turned on. With ignition current flowing through the ammeter, the pointer should fluctuate slightly on the discharge side of the ammeter scale as the engine is cranked, indicating that the ignition breaker points are opening and closing in the distributor. If the breaker points fail to close, no reading is seen on the ammeter scale. If they fail to open, a small steady discharge reading is seen. A short circuit at the pig tail wire between the distributor plates or a completely shorted ignition condenser will have the same effect. Check for loose connections at the ignition coil terminals, junction box terminals on the firewall, ammeter and ignition switch terminals within the instrument panel.

2. A open generator circuit. Brushes that fail to seat, dirty commutator bars, a broken wire inside the generator, open generator windings in the field coils or armature or loose terminals. The cut-out contacts may not close. The latter can be checked with a "jumper wire". This may be a plain piece of wire or a length of wire with a clip on each end for ease of connection. Connect the jumper wire to each terminal of the cut-out. If the ammeter indicates charge at a fast idle speed, cut-out contacts are not closed, so cut-out failure is indicated. In an emergency the jumper wire may be left connected across the cut-out terminals to charge the battery. However, the jumper must be removed when the engine is stopped to prevent generator burn out and battery discharge. If no reading is seen, the generator may be at fault.

3. Turn all switches off. If the short is still indicated on the ammeter or by smoke from the wiring, disconnect the battery cable or cut the wire from the starter switch terminal to the junction box. (I hope you have a fire extinguisher!)

If the cut-out contacts fail to open resulting in a ten ampere discharge reading when the engine stops, the battery is discharging through the generator. Disconnect either terminal of the cut-out or remove it completely from the generator. Use the jumper wire to ground the output terminal of the generator to prevent it from producing electrical current when the engine is started. This is to prevent the generator from burning out as the battery is no longer connected.

To locate the short with a battery cable disconnected, turn off all switches. Unplug the headlights, one at a time, tail light plugs, horn wires, instrument panel wires, etc. As each circuit is disconnected, touch the battery cable to the battery post, if a spark is seen on contact, the short is still present. If a circuit is not shorted, no spark will be seen. Make a visual check for burnt wires to locate the shorted wiring circuit also.

4. The generator cut-out contacts may fail to open. At times a sharp rap on the cut-out may cause them to open. Repair or replace the cut-out.

5. The generator circuit is not connected to the battery circuit due to loose connections or cut-out failure, possible generator failure or a broken fan belt. If the fan belt breaks, engine temperature will rise! These two indicators say, "Broken fan belt" without lifting the hood!

6. Cut-out contact gap may be too great. As a result, the opening and closing of the cut-out contacts varies with engine speed.

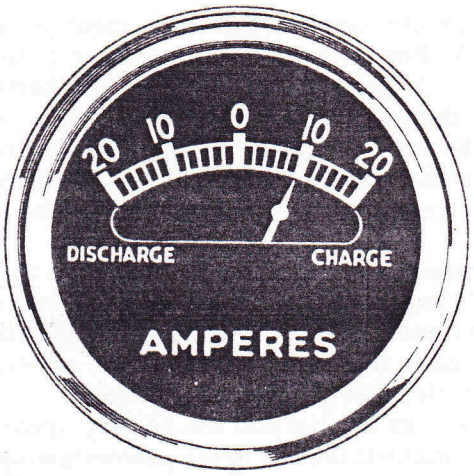
7. Loose terminal at the ammeter or in the junction box on the firewall. Tighten the ammeter studs after the wires have been removed, firmly. Use lockwashers on all bolted wire connections. If the ammeter studs are loose, the jumper wire can be connected to the pair of wing nuts that fasten the junction box cover. This will bypass the ammeter electrically until a permanent repair can be made. The ammeter will not read with the jumper wire connected here.

Loose connections at the ammeter or elsewhere, will generate heat. Feel the instrument panel around the ammeter bezel, if it is warm or hot, loose ammeter connections are indicated.

If a trickle charger is used for charging the battery, the negative wire can be connected to one junction box wing nut with the positive wire grounded. On one the ammeter will read in the instrument panel. On the other, no reading. The junction box terminals are equal, electrically, to the ammeter terminals.

Learn to read the ammeter scale when everything is normal. This will be helpful in reading the ammeter scale when things are abnormal. The ammeter is not used in the starter motor circuit. In the event of electrical problems, if the starter motor cranks the engine the chances of loose or poor battery cable connectio is slight. It does pay to check the grounded end of the battery cable, the battery posts and the starter switch connections.

A good electrical system is vital for vehicle operation. Check all electrical connections in the wiring as well as any grounded point in the electrical system. Battery, headlight shells, horn button, generator, distributor, tail lights, etc. Use rubber grommets in the radiator shell, ignition switch cable and starter motor cable. Watch for frayed insulation.



Remove the battery cable when doing electrical work.