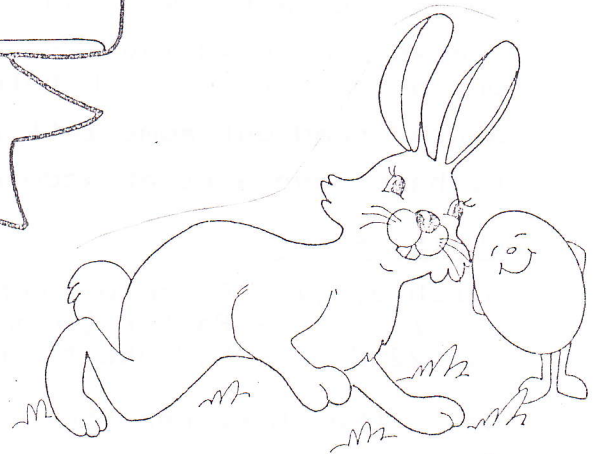


# Western 'A' Model News.



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

MARCH 1988



NEXT MEETING: Sunday, May 22nd. Details in your next newsletter.

## WANGARATTA 1988

Twelve of our families are supporting the 1988 biannual "Model A" event. Two families - Kelvin & Kath Pepper and Bill & Dorothy Bennie are already in the east and will meet up in Victoria. Steve/Louise Read, John/Jan Jordan and Jim/Nina Williams are driving across towing their vehicles on trailers. Gail/Ron Andrews, Max/Dora Annear, Ross/Alma Letch, Peter/Faye Lynch, John/Ivy McLean and Bill/Mavis Spencer leave on this coming Saturday night train, (9pm). Sally Madgett and Bruce Jewell are flying across to join in the activities.

All vehicles will assemble at Adelaide the following Tuesday morning to drive, together with the S.A. Club members, (about 19 cars altogether) to Wangaratta. They should arrive there Thursday at noon ready for the Rally to begin Friday morning.

Good luck and trouble free motoring from those you have left at home.

MINUTES OF MEETING HELD AT NEIL MCDUGALL PARK ON 21st FEB. 1988

APOLOGIES

K.Pepper, G.McKuen, D&B Bennie.

MINUTES FROM PREVIOUS MEETING

Moved and accepted as read by L.Cooke seconded by P.Luca.

CORRESPONDENCE IN AND OUT READ.

BUSINESS ARISING FROM CORRESPONDENCE

M.Annear moved that the delegates in Wangaratta apply for the 1992 National Meet to be held in W.A. If this fails N.Williams moved that we have a visitors run in 1991 where we invite other clubs to visit W.A. and we organise a rally.

GENERAL BUSINESS

B.Spencertold of the VAA's club run to the Lazy Crab in Mandurah and suggested we think about a weekend camping trip there as it looks like a fun weekend.

S.Read suggested inviting other car club members and their families on one of our runs. R.Letch moved. M.Cooke seconded.

S.Read read out some letters he received from B.Bennie.

B.Sharp gave a brief account of his trip so far.

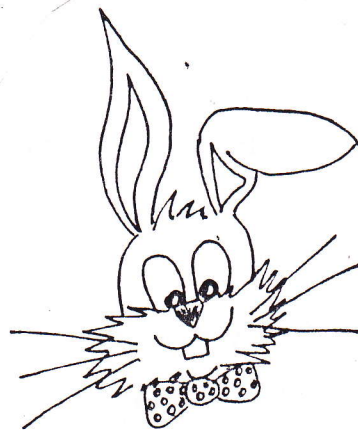
COMING EVENTS

March 5,6,7 - Boyanup long weekend (No meeting)  
April - Easter (No meeting)  
May 22nd - L.Cooke to organise.

No further business the meeting was declared closed at 10.20

EASTER OUTING

For those of our club who are unable to travel East we have three families heading south. Cooks, Lucas and Jeffrees are tenting at Fonty's Pool Caravan Park in Manjimup. They will meet up with the Dun family, our only member in the area, and see the sights.



An update on the Bennie Trip

Mildura  
21-1-'88

Well we have paved the way for you to safely make your way across the big paddock without risk of damage to your new car..

We've killed all the rabbits, frightened the wombats dodged the U.F.O.'s and avoided the Kanga's.

What a trip - makes you sweat a bit when you realize you have no back up except a tool box and a new Coles junior hacksaw to keep you on the road.

We made the S.A.-N.S.W. border before the radiator boiled. I had tightened the water pump too tight-ha ha! Made it to Broken Hill and met lots of beaut vintage blokes and their cars.

Lousy drive to Mildura-stinking hot 37.3deg no towns and only one service station half way along a 200 mile road-I wouldnt like to get stuck out there its real outback Australia.

Other than that we are having a beaut trip seeing a lot of the country (2150 miles so far) I keep the old girl to around 40-45 mph and have been getting 21.19MPG pulling the trailer.

Fuel across averaged 71cents per litre but at Cocklebidy it was 82c pg. If you plan to stay at Ceduna best stay in the township itself. I have given Alan Jeffrees a few tips on this and places to stay you may wish to ring him for details.

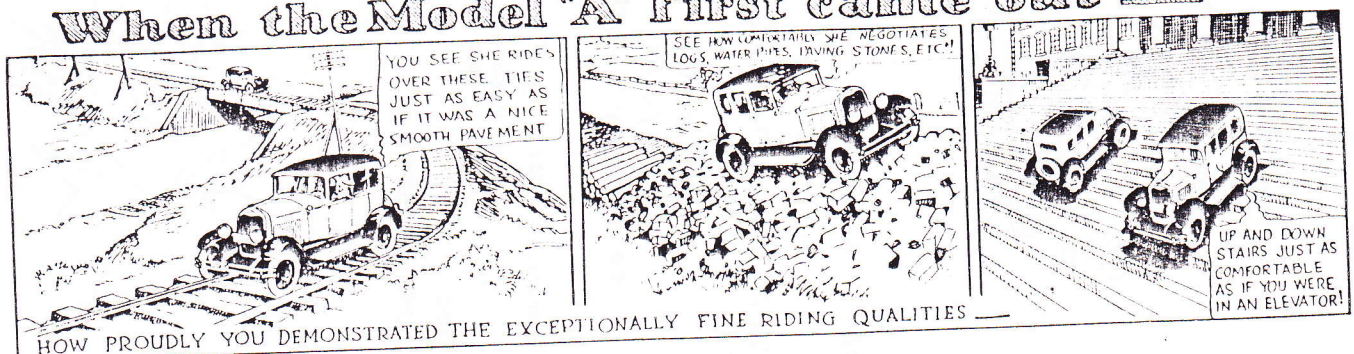
We were impressed with Broken Hill-its bigger than Kalgoorlie-better laid out and has a very active vintage car crowd. Went to one blokes shed that was absolutly packed with cars-about 30 in one shed and another 6 or 8 in another. Around 10 fully restored and licenced.

Tomorrow we leave Mildura for Swan Hill and will stop on the way to see Jim Jilbert at Trentham Cliffs to see his collection. He has every Model A produced except a Town Car so I've been told.

Bill and Dorothy.

From K.R. Wilson Tool Catalogue (December 1931) which was distributed to Ford dealers:-

## When the Model "A" first came out



NEIL PARK OUTING

The Wanneroo Photographic Society, being host club for the 1988 Bicentennial Convention of W.A. camera clubs, asked our club if we could display two or three Model "A"s at Neil Hawkins Park, Joondalup on Sunday morning 6th March. Rita/Tony Perin, Nina/Jim Williams, Valerie/Bill Cowlin and June/Alan Smith attended with their Ford "A"s. Many people were in period dress. Ladies were demonstrating woolspinning and bobbin lace making. On display were two horse drawn sulkies, the Swan Breweries team of four Clydsdale horses and wagon with the rows of beer kegs. There were two Mounted Policemen on their grey horses. One Policeman was in his blue uniform, the other in khaki with blanket role, billy etc strapped to the saddle. Neil Hawkins Park is an ideal place for photography with big old Tuart trees, black boys, thick scrub, lake, water fowl and large grassed area. The day was cloudy which seemed to suit the avid photographers.

Alan Smith

BOYANUP WEEKEND

Four Model "A"s, Don/Doreen Philps Studebaker, Brian Corlitt's 1929 Chev and two Austin 7s travelled to Boyanup via Jackson's farm for the long weekend in March.

Two of the As were on maiden voyages. Ron's tourer proved cantankerous both ways but never the less clocked up three hundred miles without a tow rope. Ross's roadster went as you would expect, except for a soft rear spring causing a minor loading problem.

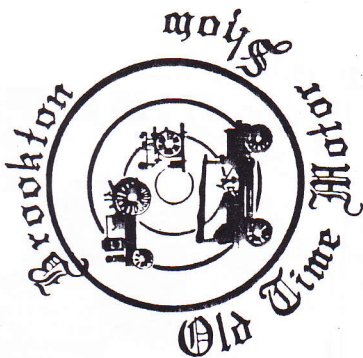
The gymkana at Leach's was enjoyable as usual and the food once again was excellent value. Once again we brought home the ashes by narrowly defeating the country 11,12 or 13.

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SATURDAY MARCH 26th 1988

Two days ago while ascending a large hill at speed (42mph) 40 miles south of Gin Gin on the Bruce Highway south of Gladstone in Queensland the blade on my water pump fan suddenly disintergrated knocking some holes in places I didn't want.

My wife and I both immediately suffered a mild anxiety attack. The next truck down the hill was a Coates Hire truck who offered to take us somewhere-I couldnt think of anywhere so I opted to stay put. I was now faced with half a fan and as you may well know you cant do much with only half a fan of any sort.

From the depths of the tool kit out with the Coles Junior Hacksaw and amputated the other half.

While all this activity was proceeding large numbers of cars and trucks were roaring past us as we were fully in the slow lane of a large hill. In order to prevent further congestion in case any did decide we needed help I asked my wife to look casual and prepare lunch which she did. I have no doubt of the value of this advise and recommend it to all intrepid travellers.

Needless to say I now need a new fan blade should you hear of one in your district.

Another handy tool kit item is a tube of Silastic, this can be used for filling in large holes that broken fan blades cause when they rocket around the engine room unchecked. Its difficult to know what to do about dents in body panels and paintwork-these are difficult to fix by the roadside. I write this in the interest of yourself or any of your motoring friends who may contemplate touring in foreign lands in the near future.

As a matter of further interest the natives in this part of the world are extremely friendly. We have been stopped by many members of the Vintage Tribe and taken to their dwellings and plied with copious quantities of the local love potion- we are sure thats what it is because it has four kisses on the can XXXX and they all say they can feel it coming on.

Recently I was taken many miles into the hindersland to a place called TOO-WOOM-BA where a annual ritulistic ceremony was being performed over two days. It consisted of large quantities of old motor car parts laid out on blankets on the gound and everyone walked passed smiled at the owner and walked on. There was much love potion around and some lay on the ground and some in tents. There were about 15,000 people from surrounding villages and many said it was nearly as good as a similar ceremony held down south in a place called BEN-DIG-O. The hardest parts to find were for the Model A Ford and many hours were spent searching not to mention dollars if a part was found.

Finally I must mention how tough some of the Villages are that we have visited one in particular was Broken Hill (even the name sounds tough doesnt it) In the main street they have placed a statue of a soldier from World War 2. In his hand is a hand grenade, legend has it that he will throw it at the first virgin that walks down the street. Funny thing is he's been standing there since 1947 and he's still holding the grenade.

Bill and Dorothy

BEVAN SHARP / GEOFF McEWAN  
entrants: THE LONDON TO SYDNEY VINTAGE CAR ENDURANCE TRIAL  
16 Irwin Street, East Fremantle W.A., 6158  
P.O. BOX 42, PALMYRA, WEST AUSTRALIA, 6157 - (09) 339 4082

February 16, 1988

Mr Alan Jeffree  
95 Boulton Street  
Dianella, WA 6062

Dear Alan:

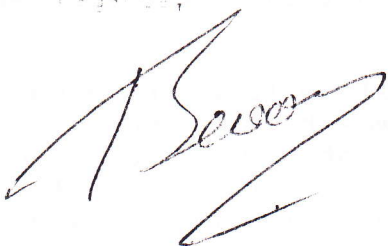
Well, we are back in Perth while the Tudor is shipped from California to Sydney - we then have the 'short leg' left to drive right around Australia back to Sydney - and then home again to Perth! It helps to be insane.

Had a relatively easy trip really, met lots of interesting people, etc.

We met Marilyn Kuban in Fort Worth who wins awards as editor of "The Continuum" (a) newsletter and she gave me the enclosed newsletters for our club and requested, well almost insalated, that she be placed on your mailing list for our Club newsletter - she will probably send the first one to me but if you could ask (her) she send subsequent copies to you when you send her her first issue that should solve the problem.

See you soon....

Regards,



Regards to  
Beth & Alison.

## EXPERIMENTAL MODEL "A" ENGINE

OUR OWN MODEL 'A'S WOULD HAVE BEEN POWERED BY THIS ENGINE IF HENRY'S EXPERIMENTS WENT A LITTLE BETTER:-

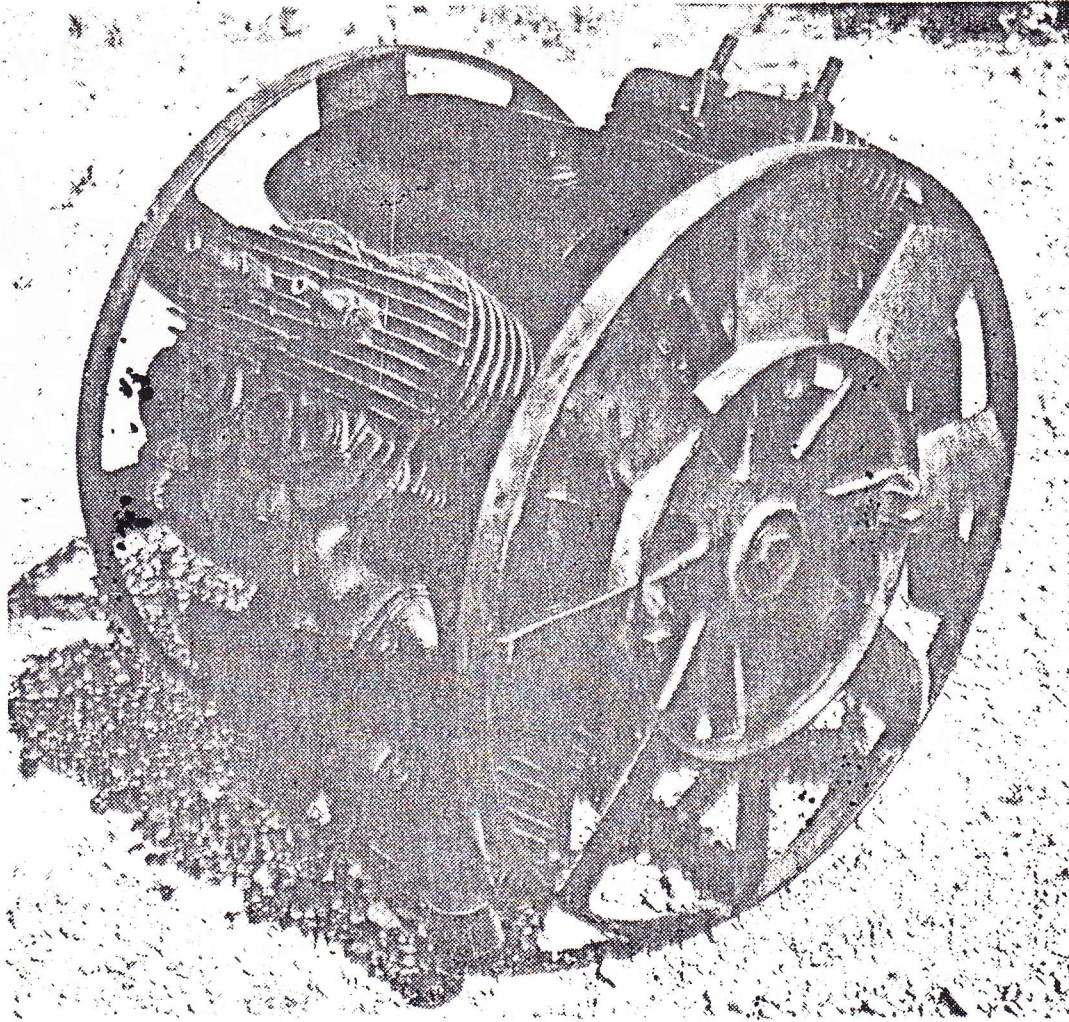
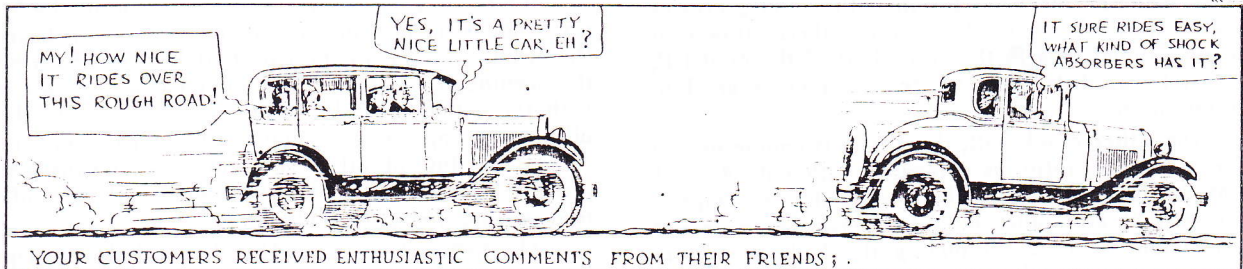


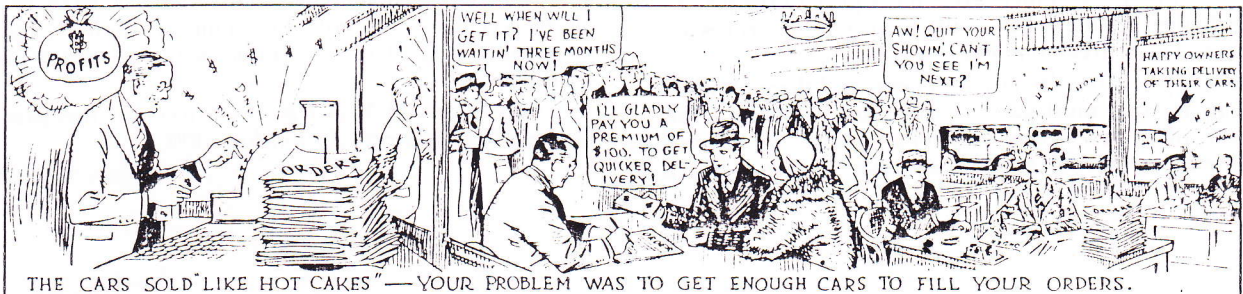
Photo courtesy Research and Information Dept., Ford Motor Company.

**FIGURE 19. EXPERIMENTAL FORD X-8 ENGINE**  
(1922 to 1926)

This radical X-8 engine was Henry Ford's idea for the successor to Model T. One such engine was road tested. Note the finned cylinders cast in pairs, the "L" arrangement of the valves operated by two camshafts, and the twin flywheel fans for cooling. Also visible are the twin exhaust manifolds. Other unusual features of this engine are steel pistons and roller bearings for the crankshaft. Bore and stroke are 3 $\frac{3}{8}$ " x 4"; displacement is 286 cu. in.



YOUR CUSTOMERS RECEIVED ENTHUSIASTIC COMMENTS FROM THEIR FRIENDS;

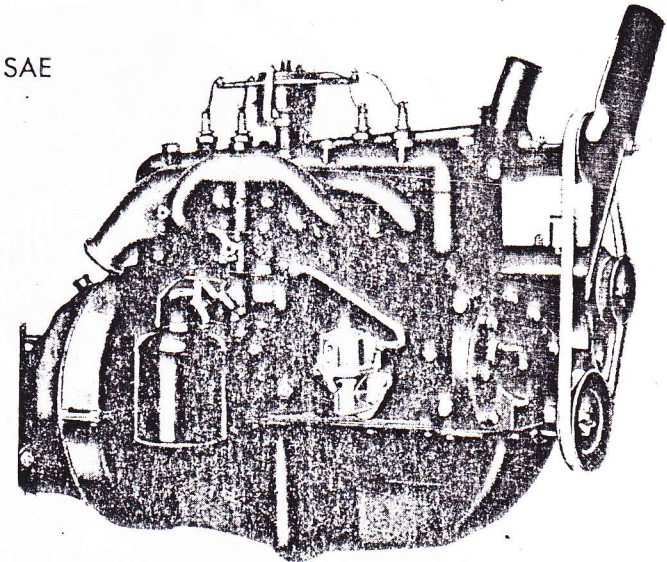


THE CARS SOLD LIKE HOT CAKES" — YOUR PROBLEM WAS TO GET ENOUGH CARS TO FILL YOUR ORDERS.



# Forgotten Model B . . . Offers Clues to Model A Owners

By MURRAY FAHNESTOCK, Member SAE  
Exclusively for THE RESTORER



The Model B Ford, (improved successor of the Model A) never received much recognition, because 1932 was in the depths of the depression, when few cars of any kind were being bought, and it was overshadowed by the much more spectacular (for 1932) low-priced Ford V-8 — a much more radical car at that time.

But the forgotten Model B does offer many points of interest to owners of Model A Fords, by showing what the Ford engineers could do to improve the Model A car, without radical redesigning.

Although still a 4-cylinder engine, with the same cylinder dimensions, the Model B Ford developed 50 brake horsepower, as compared to only 40 hp. for the Model A. But this 25 percent increase in power made a considerable difference in performance, especially as the weight of the car was slightly decreased.

The fundamental difference was that the Model A engine was limited to 2,200 revolutions for maximum brake hp., while the Model B engine could run at 2,800 revs. for maximum brake horsepower.

This was primarily made possible by a heavier and better balanced crankshaft—the backbone of an auto engine, although other factors were also involved.

The heavier and better balanced crankshaft allows higher speeds, before vibration tends to restrict power. We remember installing Dunn's counterbalances in a Model T Ford, with a great improvement in speed. But unfortunately, we neglected to put lock washers under one of the nuts when bolting the counterbalances to the shaft. (It was supper time and we were hungry!) The crankshaft broke and, when we took it to a shop and told the dealer the crankshaft was broken, he said we were "Crazy!" That it was impossible to drive a car with a broken crankshaft. But we did! The bolted on counterbalances held the parts of the broken crankshaft together.

The Model B crankshaft was of 2-inch diameter, as compared with the Model A crankshaft with main bearings 1 5/8 inch diameter and rod bearings 1 1/2 inch, thus giving greater "stiffness" against vibration. Not only was there 50 percent more cross-sectional area in the crankshaft of the Model B, but the metal was distributed where it did more good in resisting vibration.

With the stiffer crankshaft, the Model B engine used a 4.6-to-1 compression ratio, as compared with only 4.2-to-1 for the Model A engine. Even this was moderate compression, since Ethyl and other high test gasolines were not readily available in 1932. Ramming the fuel-air mixture more tightly into the cylinders gives more push to the pistons. And the higher engine speed, with more power strokes per minute, produced greater power.

Higher speeds require larger "openings," through which the fuel-air mixture must pass. So the Model B had a larger carburetor, of 1 1/2 inch size, as compared with the one-inch carburetor of the Model A Ford, and this furnished an in-

crease of 3 hp. The carburetor of Model B had a "silencer" for quieter operation.

The inlet manifold was also of larger size, designed for increased turbulence and of the hot-spot type to give better fuel mileage.

While the mushroom valve stem was retained, the "lift" of the valves was increased to .319 inches. To prevent noisy valve action and lessen valve wear, the profile of the cams was changed to a design similar to that used on Lincoln cars.

The Model B Ford had a full-automatic spark control, to adjust the spark to take advantage of the increased speed ability of the Model B engine and develop greater power.

With the cylinder walls finished to a "glass hard" polish, this reduced friction and there was less flutter and chatter with light pressure piston rings, thus reducing friction losses.

Interesting chassis changes, from the Model A to the Model B Ford, included attaching of the front radius rods to the No. 2 cross member of the chassis frame, and insulating them in rubber to prevent vibrations from being transmitted to the engine and to give steadier steering.

The improved transmission of the Model B had spiral gears for second speed, for smoother and quieter operation.

While basically similar, the lubrication of the Model B was changed to pressure feed of the three main bearings of the crankshaft and to the camshaft bearings by restricting the opening from the oil distributor passages, (cast integral with the cylinder block into the crankcase). As the Ford oil pump is capable of developing about 75 pounds pressure (when the flow of oil is shut off), this means ample oil pressure was secured by slightly reducing the size of the oil feed opening into the crankcase.

The fuel system of the Model B included a diaphragm pump, mounted on the engine, driven by a lever operating on an eccentric camshaft. Fuel tank of Model B Ford was mounted at rear of chassis frame, with fuel gauge mounted on the dash.

In 1932, Ford Model B was priced at: Roadster \$410, Coupe \$440, Tudor \$450, Fordor \$490.