

Western 'A' Model News.



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

FEBRUARY 1989

PICNIC IN THE PARK

Eleven "A" Models and three or four moderns were at Peppermint Grove for our January meeting. One "A" Model should have stayed at home because it had a nasty "cough" - we are waiting to settle the argument (the cause Bevan!) Some people go to great length to attract attention.

Although the day was hot we had a pleasant get together under the trees.

BOYANUP WEEKEND - (MARCH 4, 5 & 6th)

Bookings should have been despatched by the 1st of February.

Alan Jeffree [REDACTED] is coordinating the trip down on the Saturday and members going are advised that the vintage group is assembling at the Pioneer Village Car Park at 9.30, to leave at 10 am. The lunch stop will be at Margaret and Richard Jackson's farm in the Yarloop Shire.

The annual cricket match is to be played on Sunday afternoon so sharpen up those out-swingers etc. We are defending the ashes.

--oo0oo--

For all correspondence, organisational information, newsletter articles etc, please contact the appropriate person. Listed below are the 'A' Model officials for 1988/89.

PRESIDENT

Steve Read
[REDACTED]

THORNIE WA 6108

SECRETARY/TREASURER

Gail Andrews
[REDACTED]

ARMADALE WA 6112

RALLY MARSHALL/VEHICLE EXAMINER

Max Annon
[REDACTED]

NORTH BEACH WA 6020

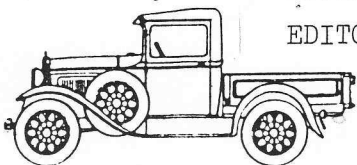
ASSISTANT VEHICLE EXAMINER

Reg Blewett
[REDACTED]

EDITOR

Alan Jeffree
[REDACTED]

DIANELLA WA 6062



MINUTES OF MEETING HELD AT PEPPERMINT GROVE ON THE 21ST JAN. 1989

APOLOGIES:

D. Annear, E & J Richards, B & M Spencer, C. Pepper, I & S Lawson

MINUTES FROM PREVIOUS MEETING:

Moved and accepted as read by A. Jefferee, seconded by B. Sharp

GENERAL BUSINESS:

A letter was received from the Combined Car Clubs advising the date of the next meeting. S. Read and B. Bennie to attend re Model A restorers club joining.

Invitation from Toodyay Moondyne Festival. It was decided that this would be incorporated as the April Run.

Baldivis Ski Park Vintage Day Feb. 5th. A. Smith looking for members to attend and display vehicles.

Brisbane National Meet 1990-discussion of prices for train to Sydney.

Members were advised that entry to the Boyanup long weekend close on th 1st Feb.

Bill Bennie advised members of E. Richards health.

COMING EVENTS:

Feb. 19th Feb. Ley St, COMO

March 4th 5th 6th :- Boyanup

March 24th-27th :- Tone River

April 9th:- Toodyay Festival

Meeting closed 1.30

C O M I N G E V E N T S

February 19th	Ley St COMO Breakfast BBQ 7am
March 4, 5 & 6th	Boyanup Run
March 24-27th	Tone River
April 9th	Toodyay Run
April 15 29th	Fund Raising BBQ
May 28th	to be organised
June 4th	Movie - fund raising event
June 25th	Club run to be arranged
July 23rd	Club run to be arranged
August 27th	AGM

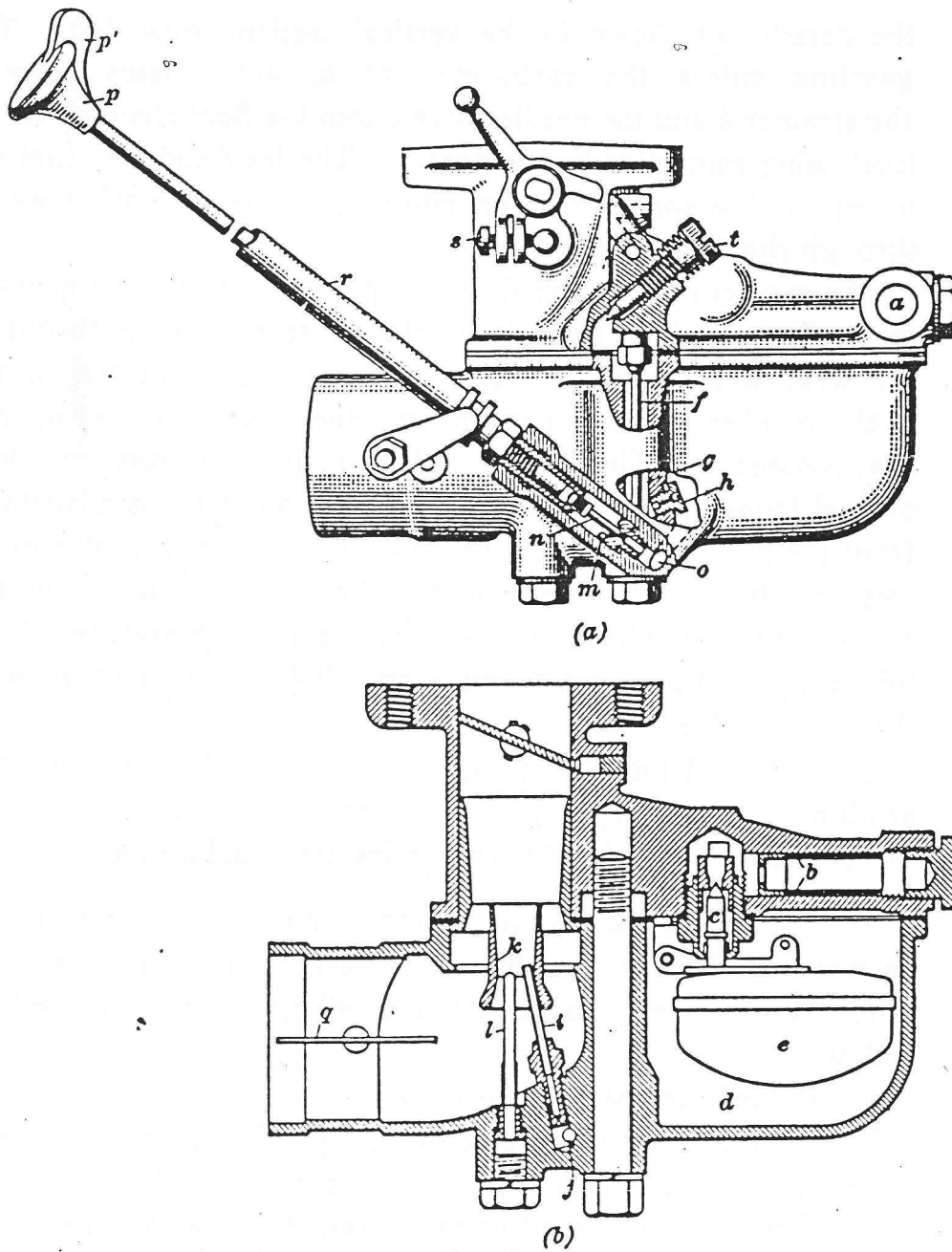


FIG. 29

FORD CARBURETER

85. Construction.—The special Zenith carbureter used on the Ford, Model A, car is shown in perspective in Fig. 29 (a), a part of the outer housing being cut away to disclose some of

SUPPLIED BY:

JACK BARRIE

the details not shown in the vertical section, view (b). The gasoline enters the carbureter at *a*, and passes through the strainer *b* and the needle valve *c* into the float chamber *d*, the level being controlled by the float *e*. The jet *f* supplies fuel for idling and low speeds, the fuel entering the compensating well *g* through the compensator jet *h*.

The cap jet *i* is connected by the passage *j* to the compensating well *g* and delivers fuel into the air stream at the throat of the secondary venturi *k*. The main jet *l* is connected to the fuel chamber by the passage *m*, the needle valve *n*, and the passage *o*. The needle valve *n* that controls the flow of fuel from the fuel chamber *d* to the main jet *l*, is adjustable from the dash by means of the knob *p*. The knob *p* also operates the choke *q*, but there is a sliding connection within the choke-operating tube *r* that permits the knob *p* and the choke tube *r* to be drawn out to close the choke *q*, without moving the needle valve *n*.

The action of the main jet *l*, the cap jet *i*, and the idling jet *f*, at idling, low, and high speeds, is described in Arts. 22 and 23, in connection with the Zenith, Series 100, carbureter.

86. Adjustment.—No adjustment on the carbureter should be made until the engine has been warmed up to normal running temperature. To adjust for idling speed, proceed as follows:

1. Retard the spark lever fully.
2. Turn the throttle stop screw *s*, Fig. 29 (*a*), in or out until the engine runs sufficiently fast to keep from stalling.
3. Turn the idling adjusting screw *t* in or out until the engine runs smoothly; that is, without rolling or missing.
4. Back off the throttle stop screw *s*, until the desired idling speed is obtained.

Usually the best idling speed will be obtained with the adjusting screw approximately two turns off its seat.

87. The dash adjustment controls the main flow of fuel from the fuel chamber to the main jet *l*, Fig. 29, but a small amount of fuel is drawn from the fuel chamber through small fixed openings, even when the dash adjustment is fully closed.

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The dash adjustment is fully closed when the thumb wing p' is turned to the right as far as it will go. For best operation under usual driving conditions, the knob p should be given a quarter turn to the left, thus backing the needle valve n one-quarter turn off its seat. In the case of a new stiff engine, an opening of the needle valve in excess of a quarter turn may be necessary, but, otherwise, a larger opening will result in poor economy, excess carbon formation, and crank-case dilution.

For driving at high speeds on a level road, or at high altitudes, or with high-test gasoline, an opening less than a quarter turn may be possible, but for running under normal conditions, a smaller opening will cause too lean a mixture, and result in slow pick-up and uneven running at low speeds.

Never force the adjusting needle n against its seat, as there is danger of scoring both the valve and its seat.

88. Starting the Engine.—When starting a cold Ford engine, proceed as follows:

Open the hand throttle two or three notches. Fully retard the spark lever. Turn the dash adjustment p , Fig. 29 (*a*), one full turn to the left. Turn on the ignition at the switch. Pull back the choke knob p , and, at the same time, press on the starter switch. At the instant the engine starts, release the choke and turn the dash adjustment to the right, a little at a time, until it is in the normal running position, or one-quarter turn off of its seat.

To start the engine when it is warm, set the spark-control lever about halfway down the quadrant, and advance the throttle lever two or three notches. Then turn on the ignition switch and depress the starter switch. The choke is usually not required with a warm engine.

89. To start a cold engine in very cold weather, a somewhat different procedure should be followed than in the warmer season, as the battery efficiency is low, and the fuel does not vaporize readily. Under such conditions, an engine may usually be started readily as follows:

Open the hand throttle two or three notches, and fully retard the spark control lever. Open the dash adjustment p , Fig. 29

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(a), one full turn, and crank the engine two or three turns with the ignition *off*, and with the choke lever pulled all of the way out. This will give a rich mixture to the cylinders. Then close the choke, turn on the ignition, and step on the starter again. The engine should start on the second or third turn of the crank-shaft.

Hoping this will help keep your "Lady" running clean and sweet.

Jack Barrie

Taken from International Correspondance Schools 1928

* * * *The Balcony* * * *

Murray Bridge's Private Hotel/Guest House & Dining Room

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SALESMAN: "CAN I SELL YOU A SPEEDOMETER SIR ?"

CHEV OWNER: "I DON'T USE ONE - WHEN MY CHEV'S RUNNING AT 5 MPH THE FENDERS RATTLE: AT 12 MPH MY TEETH RATTLE AND AT 15 MPH THE TRANSMISSION DROPS OUT !! "

PATIENCE is the ability to idle your motor when you feel like stripping your gears.



"It's a trick Charlie picked up at the auto show!"