

# Western Model A News

VOLUME 44, ISSUE 3

APRIL 2023



**Model A Restorers Club of Western Australia, Inc.**





## NOTE FROM THE PRESIDENT

**Dean Roberts**

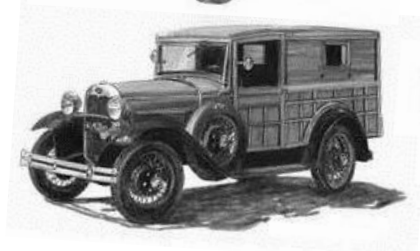
As most of you are aware, I hold the dual roles of President of both the Model A Restorers Club of Western Australia, and the Council of Motoring Clubs (CMC) of Western Australia.

Last weekend was the Perth Classic Car Show, (run by the CMC) which is the premium car show for Western Australia. We had 1186 cars registered to display and, even with the bad weather at the start of the day, it is estimated that we still had over 1000 cars displayed. This makes it one of the CMC's most successful shows and gave all car clubs attending a perfect opportunity to show off their members' cars and hopefully attract new people to their clubs.

I would like to thanks all those members who volunteered to be gate marshals and assisted in the smooth flow of getting all cars into their correct locations.

Stay safe

Dean



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The MARC stand at the Classic Car Show

**Front Cover:** Ten Model A's at the Classic Car Show at Ascot

# SECRETARY COMMENTS

**Kathleen Kuenzel** ([secretary@modelafordclub.com.au](mailto:secretary@modelafordclub.com.au))

I am very pleased to announce that we welcomed three new members into the club during March.

They are Geoff and Raymie Hulm of Esperance, and Lucy Furfaro of Hamersley. Geoff and Raymie are friends of Kaye and Peter Eardley, and Lucy is a granddaughter of Coral Blewett.

Previously (in the December newsletter) you were asked to put John Hanel's details on page 27 in your Members' Directory. On the same page, please add Geoff Hulm, member number 209, email [hulmy8@hotmail.com](mailto:hulmy8@hotmail.com) and phone 0427 777 255. Geoff has a 1928 Coupe (Ed's note: ex-Bussard Special Coupe).

On page 28, add Raymie Hulm, member number 210, email [hulmy8@hotmail.com](mailto:hulmy8@hotmail.com) and phone number 0488 487 554.

Next is Lucy Furfaro, member number 211, email [lucyfurfaro@hotmail.com](mailto:lucyfurfaro@hotmail.com) and phone 0413 154 020. Lucy is driving a 1930 Phaeton.

We hope our new members enjoy friendship and good times in the Model A Restorers Club of WA, Inc.

Kathleen Kuenzel



## April Birthdays

Ron Andrews	Ray Mahony
David Bussard	Toni Mahony
Ellie Davidson	Jean Misko
Darryl Freind	Gary Moore
Scott Heffernan	Maureen Oulaghan
Gary Knight	Terry Redman

**Western Model A News** is the official newsletter of the *Model A Restorers Club of Western Australia Inc.*

**Copy deadline** 1st of each month to: [maofwainc@gmail.com](mailto:maofwainc@gmail.com) or **7 Gransmoor Way, Willetton WA 6155**

**VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF MARC of WA Inc.**

## MARCWA (INC.) CLUB CONTACTS

### ELECTED:

President:	Dean Roberts	9295 2588
Vice-President:	Allan Jeffree	9275 4106
Secretary:	Kathleen Kuenzel	9385 3887
Treasurer:	Anne Steer	9457 4968
Committee Member:	Horace Misko	9256 1895
Committee Member:	Ian Steer	9457 4968
Committee Member:	Andrae Moore	0427 773 621

### APPOINTED:

Editor / Web site:	Ian Steer	9457 4968
Printer:	Daniel Pinnington	0400 132 445
Vehicle Registrar:	Jean Misko	0408 917 042
Events Coordinator:	Horace Misko	0417 958 311
Regalia Officer:	Marilynn Horgan	0403 434 004
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	David Bussard	9524 1086
Property Officer:	Ray Mahony	9271 7630
Delegate: CMC	Toni Mahony	9271 7630
Delegate: CMC	Dean Roberts	9295 2588

**Website:** [www.modelafordclub.com.au](http://www.modelafordclub.com.au) **MARC Email:** [info@modelafordclub.com.au](mailto:info@modelafordclub.com.au)

**MARC WA Life Members:** Bill & Mavis Spencer (1987), Max & Dora Annear (2000), Ray & Toni Mahony (2004), Barrie & Gwen Guest (2006), Reg & Coral Blewett (2020), Alan & Edith Jeffree (2020), Steve Read (2020)

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# EDITOR COMMENTS

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Ian Steer

[\(editor@modelafordclub.com.au\)](mailto:editor@modelafordclub.com.au)

## Unwanted MARC Emails?

I do my very best to minimise sending emails that are of little or no interest to the recipient. You will have seen my latest attempt to minimise irrelevant MARC emails - the "Events email list".

I realise there are quite a number of members who do not take part in any (or many) events (particularly our country members), who may not be interested in emailed information about upcoming events. To this end, I have created a new email list (Events) that I will use to send reminder emails, or other events information that cannot wait for the next newsletter. Initially, all members who have an email address have been added to this list.

- If you do not wish to receive events-related emails, please email, text or phone me and let me know. (It is very quick and easy to remove you from the list.)

## Potentially interesting items out there on the web

Old photos of Model A's in their heyday [https://www.youtube.com/watch?v=ZUd3VM\\_irJc](https://www.youtube.com/watch?v=ZUd3VM_irJc)

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## MARC APRIL ACTIVITIES IN YEARS GONE BY

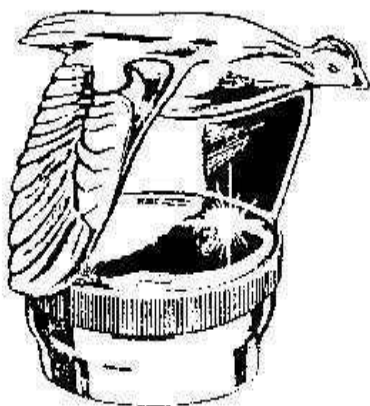
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**10 Years Ago:** Report on Daniel Pinnington's run to Woodman Point then Jandakot airport, and the Peter Sartori-organised trip to the Manjimup Show. Great write-ups from a selection of participants on the Easter run to Esperance where 35 members took part!

**20 Years Ago:** Write-up of the Whiteman Park car show. Discussion on 2004 National Rally fund raising.

**30 Years Ago:** Some manifold cooking recipes in preparation for a trip to Harvey.

**40 Years Ago:** Restoration Run report that visited Steve Read, John & Jayne Unkovich, then finishing at Eric & Nene Richard's.



# EVENTS COORDINATOR

Horace Misko

([events@modelafordclub.com.au](mailto:events@modelafordclub.com.au))

Daniel Pinnington has planned a pleasant run down the coast to look at some of the Giants Wooden sculptures on Sunday, 16th of April, no meeting, arrive in Mandurah around lunchtime.

Please note the new dates for Alan and Edith's Wheatbelt run, 1st-5th of May. The list of events on the club website is updated by Ian regularly and is the most up-to-date list of Club Runs.

## April

**Event:** Giants Sculptures  
**Date:** Sunday 16<sup>th</sup> April  
**Time:** 9:30 for a 10am start  
**Location:** Meet at Wells Park, Kwinana Beach  
**Details:** A coastal drive stopping to view a couple of the Giants Wooden Sculptures arriving around lunchtime in Mandurah.  
**Organiser:** Daniel Pinnington

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**Event:** Custom Cars & Coffee  
**Date:** Sunday 16<sup>th</sup> April  
**Location:** Perth Motorplex, Kwinana

## May

**Event:** MARC Wheat Belt Run  
**Dates:** Monday 1<sup>st</sup> May to Friday 5<sup>th</sup> May **NOTE: Changed dates from last newsletter**  
**Locations:** Staying at: Wongan Hills, Wyalkatchem, Narembeen, Narrogin  
**Details:** See item on page 7 of the March newsletter. If you are interested and haven't spoken to Edith yet, contact her on 9275 4106.  
**Organiser:** Edith Jeffree

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**Event:** **MARC Run & Meeting**  
**Date:** ???  
**Organiser:** **desperately needed**

## July

**Event:** Cape York Run  
**Date:** July 3<sup>rd</sup> (departing Perth)  
**Details:** Expected to take 6 weeks. Very strong preference for Model A's, but exceptions will be considered. Participants: Brett Pollock, Paul Kelly, Tania Piercy, Darryl Freind, Peter Eardley, Des Addison. Contact one of the participants if you are interested.

## September

**Event:** York Motor Show  
**Date:** Sunday 10<sup>th</sup> September  
**Time:** 9am to 4pm  
**Location:** Avon Terrace and Avon Park, York  
**Details:** Free event, MARC-sanctioned event, always a good day out.  
**Organiser:** Horace Misko

# EVENTS COORDINATOR (CONT)

## Horace Misko

**Event:** Curtin FM 100.1 Car Show  
**Date:** Sunday 17<sup>th</sup> September  
**Time:** Gates open at 6:30am, set up by 9:30am. Public entry is at 10am  
**Location:** 6 Elderfield Rd, Waterford  
**Organiser:** Horace Misko (0417 958 311)

## Monthly

**Event:** Annual General Meeting  
**Date:** Sunday 1<sup>st</sup> October  
**Time:** tba  
**Location:** Ray & Toni Mahony's house, 157 The Strand, Bedford  
**Organiser:** Kathleen Kuenzel

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**Event:** (Proposed) Nungarin Searchlight Trip  
**Date:** Saturday night 7<sup>th</sup> October  
**Details:** Possibility of a "special event" lighting of the WWII anti-aircraft searchlight  
**Organiser:** Please let Wayne Millman know if you are interested ph: 0408 477 472

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**Event:** Hubley Racing  
**Date:** Saturday 14<sup>th</sup> October  
**Time:** 4pm until late  
**Location:** Jeffree's house, Dianella  
**Details:** BYO BBQ evening meal and drinks. All club members welcome (you don't have to own a racer to be part of the afternoon/evening - there are always spare cars to be allocated)  
**Organiser:** Allan & Edith Jeffree

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**Event:** Bay to Birdwood in South Australia  
**Dates:** Leaving Perth/Collie 11<sup>th</sup> October, returning by 31<sup>st</sup> October - actual Bay-Birdwood Sunday 22<sup>nd</sup> October  
**Details:** Open to pre-1993 cars, maximum number of entrants is 1700, registration to participate in the event is essential. See Bay to Birdwood website for more information. A proposed itinerary for travel to and from the event can be seen on page 15, and contact details for accommodation options can be emailed to members who are interested in attending  
**Organiser:** Wayne Millman (0408 477 472)

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## Monthly

**Event:** LBW (Leeming, Bullcreek, Willetton) Coffee Run  
**Date:** 1<sup>st</sup> Tuesday of every month (except January)  
**Time:** 10am  
**Location:** RAAFA Club, Air Force Memorial Estate, 2 Bull Creek Drive, Bull Creek  
**Organiser:** Steve Seddon (VCCC)



# NEW PERKOLILLI BOOK

Ian Steer

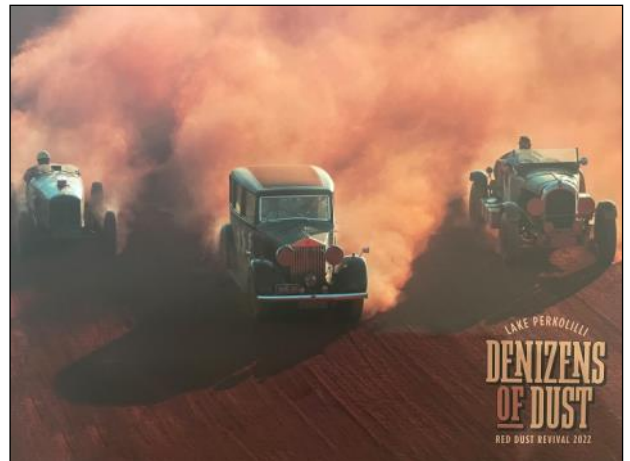
At a meeting a little while back, the purchase of the new book celebrating the 2022 edition of the Lake Perkolilli Revival was approved. I am pleased to say that this is now in the club library and can be borrowed (contact Ian Paisley).

Because the production of the book was delayed, the organisers included another small booklet written by Graeme Cocks.

Short reviews of each:

## **"Denizens of Dust, Lake Perkolilli Red Dust revival 2022"**

A beautiful photo book of images from Lake Perkolilli last year. Photos are from Sharon Smith and a band of other contributors - including our "own" Tania Piercy. Featuring 225 glossy pages, many with multiple photos, I spotted Peter Eardley, Ray Major's back and Darryl Freind - maybe you can spot more?



## **"Boulder's Best - The Remarkable Story of the First Recorded Four Wheel Motor Race in Western Australia".**

Another meticulously-researched book by Graeme Cocks about the first motor race in WA - at Boulder. Graeme goes through the development history of some of the models involved in the race, including De Dion Bouton, Darracq, pre Model T Fords, and the Star. After the cars have been introduced, the actual race day events are described.

# OAKOVER GROUNDS COFFEE RUN

Ron Andrews

The planned coffee morning looked to be off to a poor start with more apologies than confirmations from people that could attend. In the end, we had eleven people come along to the Oakover Grounds for coffee, cake and a chat. We initially sat on the veranda overlooking the lake, but the flies proved to be a little annoying so we relocated into the cafe - which was very pleasant.

These were only a few other people there, so there wasn't any need to rush or leave before the lunch time crowd arrived.

I had not been there before, and booked it solely on the recommendation of a friend - and certainly was not disappointed. It is a lovely venue and I sure it is popular on the weekends with families.

Everyone thoroughly enjoyed the get-together and we were home before a light drizzle of rain.

Many thanks to those who could make it on the day and to those that gave their apologies.



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# BROOKTON OLD TIME MOTOR SHOW

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Peter Sartori

Saturday 25th March

With the threat of a thunderstorm and some long awaited rain, we met at Karragullen for our trip to the 2023 Brookton Old Time Motor Show.

The participants were: John Moorehead in his FB, Alan & Edith Jeffree in their EJ, Horace Misko in his EJ wagon, Daniel & Erika in their super-nice 1930 Fordor (I am allowed to say that about my old car ☺), Ray Major in his real nice 1948 Rover and myself in the XL Falcon - plus Gerry ten

Bokkel in his modern (He needed to return early, plus his Model A is still not well). We were ready and on our way by 7.00am, and were in Brookton, topped-up with fuel by about 8.30am.



The day ended-up being fine and warm and the show was great (although numbers of cars on show were down on other years). John & Kaye Cook were also there, as was Alan Duns from Manjimup. After participating in the grand parade at 3.00pm, we all left for home and had some quite heavy rain on the return trip.

Another top old car day.

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## CLASSIC CAR SHOW

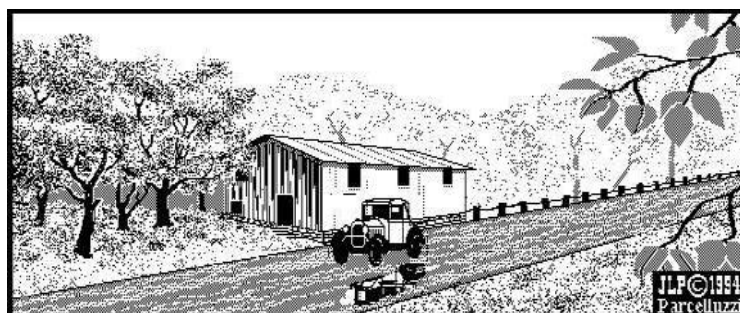
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Ian Steer

The annual Classic Car Show was again held at Ascot on Sunday 26th March. Despite a dubious forecast for the day, the weather turned-out to be just about perfect. As mentioned in Dean's Notes, there was a record turn-out of cars, and there seemed to be a lot of spectators wandering around.

MARC WA had 10 Model A's - all lined-up in front of our splendid marquee. We were moved from our "usual spot" on the north side of a row of trees to the south side - which proved to be perfect cover for the setting sun as the day wore on (the VCCC members on the north side of the tree were gradually shifting closer and closer to us trying to get some shade).

I don't know about other members, but I had a good day out. Not only did I get to chat to MARC members, but managed to catch-up with 3 other mates who are also car enthusiasts. The Treasurer also turned-up for lunch and to joined me for a meander through the cars.





# NZ NATIONAL RALLY

Wes Hartley

16<sup>th</sup> National Model A Rally, Methven, New Zealand

4<sup>th</sup>-10<sup>th</sup> March 2023

## Touring Through the Mountains and Plains of New Zealand's Canterbury Region



The 16<sup>th</sup> National Model Rally (hosted by the Christchurch-based Canterbury Chapter of MAFCA), took place in the picturesque South Island town of Methven. It was attended by over 200 participants, including a smattering from Australia and the UK. Amongst them were four from Western Australia: Wes Hartley and Beverley Biggs; along with Brett Pollock and Paul Kelly.



The many participants were accompanied by 103 Model A's, keen for a week of frenetic activity. There had been initial concern expressed by several participants from the North Island concerning the areas heavily impacted by recent floods. These areas included the art deco region of Napier, hosts of the 2017 13<sup>th</sup> National Rally, and Gisborne, who hosted the 15<sup>th</sup> National Rally in 2021.

However, Model A-ers are not easily deterred, as evidenced when the first day of the Rally (planned as an era-fashion "*Show and Shine*"), was completely washed out. The only significant activity on the day was vehicle concourse judging (with Brett, Paul and Wes amongst the judges), in freezing conditions under the welcome cover of an agricultural warehouse.

This delay in proceedings resulted in many impromptu conversations with visitors and locals alike. Those of a certain age recounting their experiences with a Model A, whether learning to drive or, for some, engaging in more amorous pursuits. Everyone, it seems has a Model A story to tell, some truthful, others a little more fanciful. Then in the evening, as tradition would have it, the Hubley racing was on in earnest.



Blue skies and a snow-capped Mt. Hutt after the rain

In a foretaste of the transition from Summer to Autumn in the Southern Hemisphere, after the rain, the following morning greeted participants with blue skies, bright sunshine and snow-capped mountain peaks. It was now time to seriously get things underway.

The day unfolded in the best British tradition with a visit to Bruce McIlroy's magnificent Bentley and Rolls Royce Heritage Dealership, where they exclusively

restore and service motor vehicles from 1907 Rolls Royce motors through to the present day. Not deterred by the previous day's rain, period dress was in great abundance as participants paraded their vehicles, posed for photographs, and engaged in impromptu picnics on the luxuriant lawns while drooling over some of the most magnificent motoring machinery ever built.



Cont. over

# NZ NATIONAL RALLY (CONT)

Wes Hartley

Model A enthusiasts, their palates well sated, then motored the short distance to Winchmore Gardens, a magnificent 170-year-old colonial estate, with its exquisite mid-Canterbury gardens, sheltered by a wide variety of lush and verdant trees. It was the perfect setting for a "High Tea", as participants sat at small tables throughout the garden, being entertained by



live music, parading in period fashion, while sipping champagne, eating cucumber sandwiches, cakes and other delicacies, finishing off, as one does, with tea. It was quite picturesque, highlighting for all attending that some things just do not date as time goes by.

The Tuesday run was another special day, as Model A's weaved their way over a variety of back roads, through farms and small hamlets. Encountered along the way were rural delights, such as having to pause for cows meandering their way from milking, guided across the road by temporary electric fencing wires keeping them in check. Road rules, valid to present day, require stock to have priority, even for Model A's. Then a short time later, around another bend, a mobile butcher expertly works on a recently deceased beast, strung out on a large supporting frame - not the average experience when motoring on a freeway!

Neatly-attired participants eventually arrived at the historic "Terrace Station", so full of New Zealand's early colonial history and architecture. It was once the home of Sir John Hall, credited as the champion of the right of women to vote, with New Zealand being the first jurisdiction in the world to achieve universal suffrage for women and men in 1893.

There were magnificent gardens, detailed libraries of museum quality, in addition to rough-hewn buildings full of traditional farming equipment and blacksmith's forges. Again, it was as if we were being transported back in time - so in keeping with our Model A's, with many now in their 95<sup>th</sup> year and still going strong.



Model As crawling up Mt. Hutt

With the weather behaving itself, Wednesday was a day of challenge as brave Model A's weaved their way up the rough, narrow, shale-surfaced roads, much without any safety barriers, to the lower reaches of Mt. Hutt (soon to be the epi-centre of the forthcoming ski season). In conditions that would put many modern all-wheel drive vehicles to

shame, slow and steady in 1<sup>st</sup> and 2<sup>nd</sup> gears got us to our destination. The views were magnificent and the sense of achievement, quite palpable. Then it was time for the descent, with patient, slow progress, as brakes would soon begin to overheat. The experience was all the more memorable, as the driving experiences replicated what it would have been like to drive in the 1920s and 1930s before present-day road infrastructure existed.

Next there was "Plan B", namely the gymkhana, that had been delayed from the very wet first day. Skills were put to the test in all manner of manoeuvres, while other participants chose to visit the variety of near-by towns - many with excellent vintage car, aviation, agricultural and railway museums.

Cont. over

# NZ NATIONAL RALLY (CONT)

## Wes Hartley



Some went for a jet boat ride on the Rakaia River, while others soothed their bodies (tired from travelling too many hours in an A) at the renowned Opuke Thermal Pool and Spa.

Thursday was the compulsory run day, with instructions to have plenty of fuel for both cars and participants. It was a significant sight as 100 Model A's weaved their way through Hakatere Conservation Park and Ashburton Lakes - areas that were utilised in the filming of scenes from "Lord of the Rings".

We finally arrived at the huge Mt. Heron Station, covering 60,000 hectares in the wilds of the Mid-Canterbury region of the South Island. Rough shale roads and crossing fords of fresh mountain streams, replenished by recent mountain snows, added to the unique New Zealand ability to replicate driving in conditions as they would have been in the Model A's heyday.

So isolated is the area that in Winter, access is often restricted to light aircraft or helicopters to bring in supplies. This was underlined when sudden heavy rain had participants beating a hasty retreat to the station's airline hangar in order to have their picnic lunch.

The return journey included a novel approach to mustering sheep, as a fleet of Model A's at 3mph on both sides of the road, gently assisted local farmers get their flock from one side of the road to the other - a frequent sight in New Zealand (otherwise known as the Kiwi version of a road jam).

As we motored on over more than 120 miles, most of the Model A's looked like they had been to a motorised hell and back. However, the exhilaration of the day could not dampen our spirits, with yet again, the Model A's triumphing over diversity.

No sooner than having made it back to Rally Headquarters in Methven, it was time for a quick refresh and dressing-up in period attire for the formal Rally Dinner as the concluding finale to the 16<sup>th</sup> National Model A Rally. A plethora of awards for both vehicles and well-attired participants was interspersed with entertainment and dancing (that indicated more about the physical limitations of several who took to the floor, than the rugged robustness of the aged vehicles they represented).

The final morning was the Farewell Breakfast, as participants prepared their homeward journeys, while anticipating meeting once more for the 17<sup>th</sup> National Model A Rally to be held in Masterton, North Island from 24<sup>th</sup> to 28<sup>th</sup> February 2025, preceded by the Wairarapa Air Show from 21<sup>st</sup> to 23<sup>rd</sup> February. It will be an opportunity to celebrate yet again our great love of the Model A Ford and the pivotal part it has played in automotive history.

As Australian members, my wife Beverley and I express our appreciation to the MAFCA Canterbury Chapter who once more embraced us, allowing us to experience a very particular way of engaging in what is Model A motoring.



Wes Hartley, Beverley Biggs and Marion Hartley in the Canterbury MAFCA Chapter's 1928 Phaeton.





# TECHNICAL TIP

Tom Endy, Santa Anita A's

## Tyre Mounting

Mounting a new set of tyres can sometimes be difficult for Model A owners as it is not normally something you want to have done at the tyre store. Modern day tyre stores will likely damage the paint and the hubcap on a Model A wheel while using their tyre mounting apparatus. In most cases installing new tyres is a do-it-yourself task.

To make the job easier, I built a simple mounting board to place the wheel on while pushing the new tyre on.

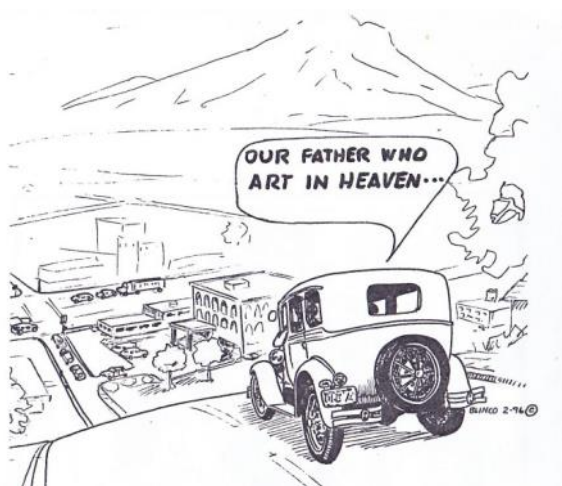
The board is made of  $\frac{3}{4}$ " plywood 44" long and 21" wide. There is a border  $1\frac{1}{2}$ " wide nailed around the bottom edge. Two plastic "milk carton" containers fit nicely under the board and will easily support my weight along with the wheel and tyre. A 9" hole is cut in the centre and the surface is covered with carpeting.



The wheel is placed on the board with the hubcap facing down into the 9" hole. To make the tyre slide on the rim easy, obtain a large can of baby powder. Liberally sprinkle the powder on the inside of the tyre and especially around the bead. Coat the inner tube with powder as well. It is easy enough to put the tyre on the rim, but the hard part is to get the bead all the way around the rim once the inner tube has been installed. This is done with the heel of my foot.

I stand up on the tyre and work the bead into place with my heel.

To keep from losing my balance and falling off the board I mounted a handle up under the eaves of the house to grasp onto. The handle makes it easy to maintain balance while walking the tyre onto the rim. It is also a handy place to hang newly painted parts to dry.



# MY MODEL A OVERHEATING SAGA

Gerry ten Bokkel

Before I start my story, I feel some background information is required. The radiator tubes were rodded and cleaned out about 30 months ago. At this time the engine block was also back-flushed a number of times including using compressed air with the water to dislodge rust scale. I use Penrite racing coolant with rainwater and have a plastic 'Cool Filter' water strainer fitted in the top hose. I have also an original metal shroud and a Snyders multi-blade plastic fan with a relatively new 'Leakless' water pump. A new electronic distributor with counter weights was also fitted.

In mid December, I drove my Model A to the VCCC without incident, and after a couple of hours I attempted to drive home - but after only about 2 km I was forced to stop in Dawsons Garden Centre carpark due to overheating. The VDO capillary type temperature gauge (installed in the engine water inlet housing) was indicating just above 100 deg C. I looked around the car and engine bay and could not see where water might be leaking from. I refilled the radiator with about 4 ½ litres of coolant that I had on-board. A further quick look around the car showed that no water appeared to be leaking, and so I continued my short journey home (another 2 km). Again, the car overheated, but I managed to get up my driveway through the carport and into the garage over the pit. Still no indication of where the water was going and I put in another 3 litres of coolant. The only sign was some black spotting on the garage floor behind the exhaust pipe similar to condensation, but a bit heavier (not excessive though). I checked the dipstick and found no evidence of water contamination.

Over the next week or so, I tried-out my air flow gauge (that is connected to each spark plug port with that cylinder at TDC compression) and listened for where the air is escaping, adjacent cylinder, carby, exhaust pipe, oil filler and bubbles in the radiator – good in theory but it seemed to be leaking from everywhere, except no bubbles in the radiator, and difficult determining 2 and 3 TDC's. While all the spark plugs were removed I then did a compression test, but as all cylinders have such low compression this was also inconclusive. No 1 cylinder was the lowest at about 50 psi and increased to about 53 psi with oil added.

I discussed the mystery of where the water may have disappeared (and more importantly, what may cause such a drastic water loss) with several people. I came to the conclusion that the most likely cause was a 'blown' head gasket, and therefore proceeded to remove the head. On examining the copper gasket (which sandwiches a composite material) I could not find any irregularities - also nothing on the head and block surfaces. This resulted in further discussions with numerous people as to what may be the problem and concluded the block may have a crack. As I had lost so much water, it was suggested that the engine parts adjacent to the leak would be effectively 'steam cleaned'. No pistons, valves or later exhaust ports showed any sign of being cleaner than the rest. One person said that they experienced a crack in the no.4 exhaust port that may close when the engine is cold and reopen when it gets hot. I therefore raised the rear of the car to level the engine, removed the manifolds, and poured kerosene into the water jacket. I left this for about a week (mainly due to also working on the house) but there was no sign of wetness from the kerosene anywhere.

With still no answer to the loss of water and overheating, I borrowed a engine block pressurisation plate from another generous club member. This blocks-off all the engine top deck water ports and

Cont. over

# MODEL A OVERHEATING SAGA (CONT)

Gerry ten Bokkel

uses a rubber gasket as a seal. As I was cleaning the top face of the block for the test plate, I noticed a heavier black scale between cylinders 2 & 3 than other areas. I tried a toolmakers straight edge on the block with no noticeable errors, but the head had a 0.004" low point in the centre which aligned with the heavier dark scale. Therefore I had a possible culprit and had the head skimmed. I also did a cautionary check that the camshaft timing was correct to the crankshaft.

Whilst the head was out being skimmed, I applied 25 psi air pressure to the water jacket with the test plate fitted via the water inlet port and brushed soapy detergent over all accessible areas without finding any air leaks (bubbles). I also tested my Burtz engine while I had the test plate. It was about this time that I again checked the dipstick, and although it still did not indicate water, I noticed this time the level instead of being about 1 ½" up the dipstick was about 3" high. I did not notice the high oil level difference earlier, and therefore drained the oil - to find about 1 ½ litres of thick grey sludge followed by engine oil. I determined that the water contaminated oil was probably below the dipper tray and the bottom of the dipstick – inexperience showing again. I then felt it necessary to remove the sump while the engine was still in the car and clean it properly, as I felt it would be difficult to flush the sump contamination with the dipper tray and oil pump screen in place.

On re-assembly, I fitted a 'premium' head gasket of composite construction with silicon beading around all the water port holes, and linking some other areas on both sides. I torqued the head first at 35, then 45, then 55 ft.lbs in accordance with the Les Andrews tightening sequence. I ran the engine on idle for about 15 minutes and then re-torqued again at 55 ft.lbs and most nuts rotated around 30 to 45 deg. I test drove the car 66 km and again for the third time re-torqued the head nuts rotating the nuts about 15 to 30 deg. I then went on a MARC club run to Point Reserve, and going there the temperature remained below 60 deg – problem solved I thought. However, returning home, the car overheated 3 times where I had to stop and wait for it to cool down. So after another 38 km, I tried re-torquing for the 4<sup>th</sup> time but didn't get any movement of the nuts.

I therefore looked in other directions, and changed the timing from 5 deg BTC to about 2.5deg BTC and also adjusted the carby idle air adjuster from 1 ½ turns out to eventually 1 turn, and the fuel adjusting needle (inside the carb) closed. I then went on a test run to Point Reserve and again the engine stayed below 60 deg, but on the return the car went up to 80 deg C – although a milder day temperature, the car did not overheat. I went on a run with the VCCC to Churchman's Brook Dam, and overheated once on the way there. On the return journey I overheated about 5 times, pulling over and waiting 15 to 20 minutes for the car to cool down.

I then looked in a yet another direction and removed the radiator. As I intend to eventually fit a Burtz engine, (theoretically having higher power and hence possibly generating more heat), I decided to change to a pressurised system. As the radiator had had a number of repairs, I decided to replace the core with a 4 tube core normally fitted to racing and rally cars. I also looked at fitting an oil cooler which is easily adapted to a Burtz engine, but not feasible for an engine that is soon to be replaced with a Burtz engine. This appears to be an on-going project, and may be resolved when either the 'repaired' radiator or the Burtz engine is fitted as I'm running out of options. Meanwhile I'm waiting

Cont. over



# MODEL A OVERHEATING SAGA (CONT)

Gerry ten Bokkel

for the radiator core to be made, and I am replacing the plastic fan with a stainless steel bladed flexi-fan as I believe the flexi-fan pumps more air through the radiator and cowling (although I had to modify the flex-fan to fit the plastic fan hub). We'll see how all this pans out over time – after all it's been only 4 or so months so far.

(Ed: the puzzle continues - I look forward to next month to find out "who dunnit")

## PROPOSED BAY TO BIRDWOOD RUN

Wayne Millman

The Bay to Birdwood is open to all vehicles manufactured prior to December 1993. Maximum number of entries is 1,700.

If anyone wants to join us on the run, it will be your responsibility for all bookings and nomination for the Bay to Birdwood. As soon as nominations are open, I'll forward information - or you can log on to the Birdwood National Motor Museum and request newsletters.

Planned departure: 11th October

Proposed itinerary:

11th: Collie/Perth - Southern Cross	460km	22nd: West Bay - Birdwood - Hahndorf	80km
12th: Southern Cross - Balladonia	570km	23rd: Rest day	
13th: Balladonia - Border Village	504km	24th: Hahndorf - Melrose	280km
14th: Border Village - Streaky Bay	590km	25th: Melrose - Poochera	399km
15th: Rest day		26th: Poochera - Nullabor	500km
16th: Streaky Bay - Port Lincoln	290km	27th: Nullabor - Caiguna	530km
17th: Port Lincoln - Port Augusta	340km	28th: Caiguna - Kalgoorlie	550km
18th: Port Augusta - Tanunda	280km	29th: Rest day	
19th: Rest day		30th: Kalgoorlie - Merredin	330km
20th: Rest day		31st: Merredin - Collie/Perth	350km
21st: Tanunda - West Bay area	80km		

If anyone is interested in going, Wayne has a list of contact phone numbers for potential accommodation places along the way.



# MEMBER'S SHED ACTIVITIES

Darren Jeffree



This is Covid engine #1 assembled while in lock downs/isolation. It is on my test stand that now has a dash (the wiring still needs a tidy up).



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