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Secretary: Dan Brady
Membership: Phil Lang
Tours and Parades: Tom Brady
Librarian: Noel Cleveland
Sergeant at Arms: Evan Cox
Technical Director: Jim Wong

Thoughts from the editor's dash.

By Colin Blair

As always, the past couple of months have been very busy and another edition of the newsletter has snuck up on me again! Didn't I just finish the last one? Mike and Bob, I sure appreciate your tolerance for providing me with articles for each and every newsletter.

Back in April, I went with my family to the PACCAR (parent company of Kenworth, Peterbilt and DAF trucks) open house in Mount Vernon, WA as a good friend works there. We basically saw how they build and test class 8 heavy duty trucks plus much of their history in the Pacific North West.

Also at the open house was the American Antique truck Association with several antique trucks including a 1928 Mack and the Whidbey Island Model A Club had some members there as well. It always amazes me how ownership of an antique car automatically makes you a friend and I ended up having quite a long discussion with them. They were all very excited about coming north to Vancouver for this summer's National meet.

After the open house, we went down to LaConner to visit the tulip festival, I guess that was in consolation to Jen and Kaitlyn for them putting up with a couple of engineers touring a heavy duty

truck show. Although Kaitlyn did enjoy seeing all the trucks and test facilities too. According to her, the Model A's were good but not as good as grandpa's and I admit to the same bias.



Notes from the President

By Bob Krause

Greetings to one and all! Isn't this weather just great for the beginning of May! Yes, there's a lit nip in the air, but the clear sunny days are just meant for getting out in your Model A and enjoying a leisurely drive through the countryside. Remember, our next monthly PMAC tour is on Sunday, May 16th and hopefully the weather will continue to cooperate. See you at the monthly meeting on the 11th, where you can get more details.

Well again, I draw your attention to this time of the year. Over the next six months in particular there are a lot of activities geared around participating with your car. Hopefully those winter and early spring months have paid off and your ride is ready for the road and the various parades, monthly tours and excursions that will take place over the ensuing months.



In particular there's the MAFCA International meet sponsored by the Lions Gate club that takes place in Vancouver this year during the first week in August. There's still time to register for the meet, sign up for seminars or other activities you might be interested in and get to see hundreds of Model A Fords all together in one location. It's a great opportunity to meet other folks from distant places, who are also interested in "Henry's Lady"!

My report is rather short and brief this month, not a lot to say that I haven't mentioned before, other than make an extra effort this year to get out and enjoy your car with club members and friends! It's good therapy!

Till next time, be safe and happy ModelAing!!

Regards/Bob & Marilyn K.

From the History Pages

From www.terracevelocity.ca

The Terrace Speedway

WHAT: A 3/8 mile paved oval race track. The dirt track was built in 1967 by a group of young enthusiastic racers. The oval track was paved in 1973, and

today's racers still enjoy racing on the



original asphalt.

WHERE: Located 10 minutes from the City of Terrace in northwestern British Columbia, Canada. The Terrace area offers great fishing on the world famous Skeena River, and great hiking in the scenic mountains.



WHAT TYPE OF CARS: The Terrace Speedway races Thunder, 4 Cylinder Mini Stock and Hit-to-Pass classes. Each class can race up to three drivers, driver with the fastest time in A Class, second driver in B Class, and a female driver in the C Class.

In 1966 a group of young men and women saw their dream of an oval race track in Terrace, British Columbia, start to take shape. The Speedway could not have been built without the generous support of the people in the small logging community, and the dedication and drive of the first Speedway members.

Frank Halvorsen provided the club with the land, which was uncleared and thick with brush. In 1966 several people and their families put in hours of labour to

clear the road and track area. Many of the local businesses donated their equipment to develop and gravel the marshy land. The dream was now a reality.

Two feet of water covered the track in the Spring of 1967. The water was drained off by ditching, many more of hours of donated time and equipment. More clearing and gravelling was done, a retainer wall built on the front stretch, and bleachers to seat 800 people were erected. The big day, July 28, 1967, first race day at the Terrace Speedway.



Dust was always a problem on the 1/4 mile dirt track, and new dust control measures were being tried all the time. Artic Powder laundry soap was tried one year, and it did help some. Filling the water truck with soap was a real event in itself, enough bubbles to look like the Lawrence Welk Show. Another dust control attempt was to use ink liquor, a waste product from pulp, 10,000 gallons was worked into the track, which worked for awhile. The dust problem was solved in 1973 when the track was paved.

The Terrace Speedway has undergone several improvements since the track was paved in 1973. The track has had many ups and downs due to economical influences and membership support. However, racing at the Speedway

continues to provide excitement and enjoyment for drivers and race fans from all areas of the Pacific Northwest in British Columbia.

Tours, Parades and Events

By Mike Breed

Hi Folks,

On March 21st our group was invited to join members of the VCCC and the Totem A+T club in the annual Baker Run. The run was around UBC picking up clues to solve a puzzle. A great deal of fun was had by all. The run ended with a spectacular garage tour of old brass and vintage vehicles owned by Paul Carter. The Townsends took first place and the Breeds took second place. We must thank Alan and Nicole for the tremendous effort to put on this run and Paul Carter for his open house.

The Easter run was held under mediocre weather. The run ended with an open house at Jim + Lily Wong's home. Again the Wong's deserve a big thank you for the wonderful spread of food. Thank you.



On April 25th, after breakfast in Walnut Grove, we travelled over the Golden Ears Bridge to Port Moody for a garage tour at Peter Eglinton's shop. Peter has a project on the go that is very unique,

marrying up a Chev pick-up to Model A running gear. Peter then joined us on our run to Steveston for a fish and chip lunch. It was a great day and good weather.

Upcoming events include:

May 15-16 - Monroe Swap Meet
May 16 Bob's PMAC Mystery Run.
Breakfast at Denny's on Scott Road at 8:30 am.

May 22 - Cloverdale Rodeo Parade

May 24 - Fort Langley Parade

May 28-29 - Coastal Swap Meet at the Tradex

June 5 – Hats off Day, Burnaby

June 6 – Model A Sunday, Fort Langley

June 19 – KMS Show and Shine, Coquitlam

June 20 – Old Car Sunday, Mission

June 26 – Totem A & T Barn Dance, PMAC Clubhouse

July 1 – Canada Day, TBA

July 31 – Torchlight Parade, White Rock



Looking forward to seeing you at some of these events.

Thanks
Mike Breed

A Big Thanks!

A big thank you goes out to the Club Members who helped with the major body repairs and paint repairs to the Club Car including:

Dan Brady
Bob Krause
Colin Blair
Charlie Bridle
Phil Lang
Bob Siak
Don McClelland
Gord Goranko
Bill Mercer
Ron Parchoniak
Jimmy Wong
Noel Cleveland
Ken Baldwin
Mike Breed

Considering the jobs that needed doing, this was an excellent showing of club members. Thank you from your technical Director, Jim Wong and Assistant Technical Director, Ken Baldwin.

Needs and Leads

Don't forget to check out the needs and Leads on the website!

Jim Wong is looking for a driver's side AR splash apron and NOS starter brushes. He is also looking for a 1931 Fordor door skins for a friend.

Dave Waters is looking for a good used exhaust manifold for his 1929 Model A.

Peter Eglinton is looking for a front fender and a Model B water pump.

Gordon Hill is looking for a Canadian valve stem.

Noel Cleveland is looking for any Model A accessories.

Ken Baldwin has a lead on eight 29-31 fenders.

Bob Siak is looking for a front door post for a 1928 Fordor with a Briggs body.

Kevin Penner is looking for original Champion 3X Canada Spark plugs ,wheel stem hardware (Dill or Schrader) and other rare CDN parts, will pay top dollar, these are so hard to find. Can also trade a few goodies. Thank you Kevin. phone 403-248-8575 collect.

Generators: Re-built 1928 Powerhouse Style Model A Ford Generators for sale on an exchange or core charge basis. **(Dependent upon** our inventory) 5 and 3 brush, side and top mount, Cdn. and US style models. All units have been completely disassembled and rebuilt as required. All previously used armatures have been growler tested, and after re-assembly each generator has been tested for maximum amperage output before being pre-set to a 6 to 8 amp operating range. Generator cutout is not included. Prices: \$ 235.00 per unit w/ used field coils and \$ 285.00 per unit w/ new field coils. All pricing based on location – Calgary, Alberta, Canada. Terms – Cash or Money order accompanying the trade-in unit. A core charge option may be available should you not have a trade-in unit, please contact us for details. Cores must include a reusable armature. USA or Cdn. funds accepted at par. All

incoming units must be shipped pre-paid and all outgoing units will be shipped COD via the same carrier. Purchaser is responsible for all shipping and handling costs, including insurance. To preclude the shipping of incorrect types, all units shipped will be of the same type and or model as the trade-in received unless the buyer specifically arranges otherwise in advance. Arrangements can also be made for local pick up. Contact – Dan Adams (403-238-9616) or Murray Walkemeyer at (403-809-5277) for further details and availability.

PMAC has baseball caps with the club logo for \$15.00 and Model A restoration tip videos for sale too. Just ask Noel, our overworked Librarian!

For the Funny Bone

Courtesy of the World Wide Web

How Fights Start

My wife sat down on the settee next to me as I was flipping channels. She asked, 'What's on TV?'

I said, 'Dust.'

And then the fight started...

My wife and I were watching "Who Wants To Be A Millionaire" while we were in bed. I turned to her and said, "Do you want to have sex?"

"No," she answered.

I then said, "Is that your final answer?"

She didn't even look at me this time, simply saying, "Yes."

So I said, "Then I'd like to phone a friend."

And then the fight started.....

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked up the boat up to the van, and proceeded to back out into a torrential downpour. The wind was blowing 50 mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day.

I went back into the house, quietly undressed, and slipped back into bed. I

cuddled up to my wife's back, now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 5 years replied, "Can you believe my stupid husband is out fishing in that?"

And that's how the fight started....

I rear-ended a car this morning. So, there we were alongside the road and slowly the other driver got out of his car. You know how sometimes you just get soooo stressed and little things just seem funny? Yeah, well I couldn't believe it.... He was a DWARF!!! He stormed over to my car, looked up at me, and shouted, "I AM NOT HAPPY!!!"

So, I looked down at him and said, "Well, then which one are you?"

And then the fight started.....

My wife was hinting about what she wanted for our upcoming anniversary. She said, 'I want something shiny that goes from 0 to 150 in about 3 seconds..'

I bought her a bathroom scale.

And then the fight started....

When I got home last night, my wife demanded that I take her some place expensive... so, I took her to a petrol station.

And then the fight started...

After retiring, I went to the Social Security office to apply for Social Security. The woman behind the counter asked me for my driver's License to verify my age. I looked in my pockets and realized I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later.

The woman said, 'Unbutton your shirt'. So I opened my shirt revealing my curly silver hair. She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application.

When I got home, I excitedly told my wife about my experience at the Social Security office.

She said, 'You should have dropped your pants. You might have gotten disability, too.'

And then the fight started...

My wife and I were sitting at a table at my school reunion, and I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table.

My wife asked, 'Do you know her?'

'Yes,' I sighed, 'She's my old girlfriend. I understand she took to drinking right

after we split up those many years ago, and I hear she hasn't been sober.'

'My God!' says my wife, 'who would think a person could go on celebrating that long?'

And then the fight started...

I took my wife to a restaurant. The waiter, for some reason took my order first. "I'll have the steak, medium rare, please."

He said, "Aren't you worried about the mad cow?""

Nah, she can order for herself."

And then the fight started...

A woman was standing nude, looking in the bedroom mirror. She was not happy with what she saw and said to her husband, "I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment.'

The husband replied, 'Your eyesight's damn near perfect.'

And then the fight started

Model A Maintenance

Courtesy of the Enduring A's

Each 500 Miles

- Inspect radiator hoses
- Adjust fan belt
- Inspect fan for cracks
- Change crankcase oil (if not using a filter)
- Check fan bearing for looseness (side play)
- Test windshield wiper
- Check wiper blade rubber

Each 1,000 Miles

- | | |
|---|--|
| <input type="checkbox"/> Front spindles (upper and lower) | <input type="checkbox"/> Door dovetails (light coat of Vaseline) |
| <input type="checkbox"/> Steering tie rods | <input type="checkbox"/> Door striker plates (light coat of Vaseline) |
| <input type="checkbox"/> Front brake camshafts | <input type="checkbox"/> Door latch mechanism and lock (white graphite) |
| <input type="checkbox"/> Front spring shackles | <input type="checkbox"/> Oil door hinge pins (1 drop light oil) |
| <input type="checkbox"/> Front shock links | <input type="checkbox"/> Oil hood hooks (1 drop light oil) |
| <input type="checkbox"/> Rear spring shackles | <input type="checkbox"/> Oil horn bearings |
| <input type="checkbox"/> Rear shock links | <input type="checkbox"/> Clean horn commutator |
| <input type="checkbox"/> Rear brake camshafts ¹ | <input type="checkbox"/> Check steering wheel free play (1" max) |
| <input type="checkbox"/> Rear wheel bearings ¹ | <input type="checkbox"/> Test battery high discharge volt ⁵ |
| <input type="checkbox"/> All 500 mile items | <input type="checkbox"/> Check battery with electrical tester |
| <input type="checkbox"/> Test emergency flashers ² | <input type="checkbox"/> Grease clutch pedal bearing |
| <input type="checkbox"/> Test wheel bearings for looseness, spin ³ | <input type="checkbox"/> Grease brake pedal bearing |
| <input type="checkbox"/> Tighten accessory mountings (windwings) | <input type="checkbox"/> Grease drag link (both ends) |
| <input type="checkbox"/> Tighten spring u-bolts, front and rear ⁴ | <input type="checkbox"/> Grease u-joint |
| <input type="checkbox"/> Tighten all wheel lug nuts | <input type="checkbox"/> Grease water pump bearings |
| <input type="checkbox"/> Test all lights | <input type="checkbox"/> Oil main throttle shaft (rear of engine) |
| <input type="checkbox"/> Inspect all engine compartment cotter pins | <input type="checkbox"/> Drain sediment bowl |
| <input type="checkbox"/> Inspect all steering system cotter pins | <input type="checkbox"/> Clean carburetor filter screen |
| <input type="checkbox"/> Inspect all brake system cotter pins | <input type="checkbox"/> Clean generator commutator, check brushes |
| <input type="checkbox"/> Go over entire fuel system for leaks | <input type="checkbox"/> Check lubricant level in differential |
| <input type="checkbox"/> Go over entire exhaust system for leaks | <input type="checkbox"/> Check lubricant level in transmission |
| <input type="checkbox"/> Clean distributor cap, lid, rotor and check for cracks | <input type="checkbox"/> Check lubricant level in steering gear |
| <input type="checkbox"/> Oil distributor shaft | <input type="checkbox"/> Check for tight electrical connections ⁶ |
| <input type="checkbox"/> Check pints gap (0.018 to 0.022") | <input type="checkbox"/> Clean battery cable and Vaseline |
| <input type="checkbox"/> Check points for pits, misalignment | <input type="checkbox"/> Tighten battery ground connection |
| <input type="checkbox"/> Service brake cross shaft | <input type="checkbox"/> Check clutch pedal for 3/4" free play |
| <input type="checkbox"/> Service parking brake cross shaft | |
| <input type="checkbox"/> Service engine control link joints | |
| <input type="checkbox"/> Wipe out headlight switch | |

Each 2,000 Miles

- | | |
|--|---|
| <input type="checkbox"/> Do all 500 and 1,000 mile items | <input type="checkbox"/> Repack upper ends of shock lines |
| <input type="checkbox"/> Check shock fluid | <input type="checkbox"/> Drain and flush radiator with clear water ⁸ |
| <input type="checkbox"/> Inspect starter comutator and brushes | <input type="checkbox"/> Grease clutch release bearing |
| <input type="checkbox"/> Grease steering gear sector shaft | <input type="checkbox"/> Examine tires for wear, cracks, damage |
| <input type="checkbox"/> Check engine timing ⁷ | <input type="checkbox"/> Test parking brakes for hold on hill |
| <input type="checkbox"/> Adjust brakes | |
| <input type="checkbox"/> Inspect Main leaf springs for cracks | |

Each 5000 Miles

- | | |
|---|--|
| <input type="checkbox"/> Do all 500 and 1,000 mile items | <input type="checkbox"/> Inspect and repack front wheel bearings |
| <input type="checkbox"/> Check headlight focus and aim | <input type="checkbox"/> Clean and re-gap spark plugs (0.035") |
| <input type="checkbox"/> Drain, flush and refill transmission | <input type="checkbox"/> Inspect front brake drums, linings ⁹ |
| <input type="checkbox"/> Drain, flush and refill differential | |
| <input type="checkbox"/> Tighten engine, chassis and body bolts | |

Notes:

- 1 Rear wheel bearings and rear brake operating shafts must not be over-lubricated. These areas already subject to oil seepage past the axle housing seals have a tendency to drip lubricant onto brake drums.
- 2 This concerns the battery-operated portable red flashers some owners carry for road side emergencies.
- 3 Be sure there is no excessive looseness in the fronts and gritty sound or drag in any.
- 4 The large U-bolts holding the leaf springs to the frame cross-members should be kept very tight at all times. This is a precaution against cracks in the cross-members and broken springs.
- 5 Check each cell with a high discharge tester; this shows whether the battery will hold its voltage under actual operating loads.
- 6 To test for tightness, try to wiggle the connection with your fingers. If it gives, tighten it. Check also that the wires are not loose in their crimped-on terminals. Look for frayed or cracked insulation and for spots where wires rest against metal to cause worn insulation. Open up the junction box and check for these items.
- 7 A very accurate way to see exactly when distributor points open is to hook up a six volt DC voltmeter across the points. With the ignition on, the meter needle will jump from zero to about six volts at the instant the points open. When not performing this test, keep the ignition switch off or slip a piece of paper between the points to keep the battery from discharging through the primary winding.
- 8 Drain the radiator immediately after running the engine for about 10 minutes so that sediment and loose scale will be stirred up into the water. Do not pour cold water into a warm engine. If hot water is not available, allow the engine to cool completely before filling.
- 9 Clean every trace of grease from brake drums and brake shoe linings with rags dampened in lacquer thinner. Dry with clean, dry rags. Also remove any excess grease from bearings, bushings and backing plates so that none will later drop down onto drums or shoes. With everything sanitary, inspect for scored drums, worn linings and broken springs.