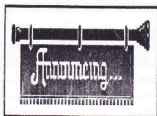




Western Model A News

The Official Newsletter of
THE MODEL A RESTORERS' CLUB (WESTERN AUSTRALIA BRANCH) INC.

MAY, 1990



You are cordially invited to a

BARBECUE LUNCH

(fund raiser for 1992 National Rally)

12 noon on Sunday, May 27, 1990

at 16 Irwin Street, East Fremantle

** new members most welcome * bring your friends*

please B.Y.O.G. and chairs

only \$6.00 per person (children: \$3.00)

includes: BBQ pack, salads, dessert, tea/coffee

R.S.V.P. to [REDACTED]
by Wednesday May 23

* P.S. It's also Bevan's SURPRISE 50th BIRTHDAY
(well it's a complete surprise to him that he's 50!)

Next Meeting/Run: SUNDAY, MAY 20 start 9.45am at Ice World, Mirrabooka
Tenth Anniversary Celebration Dinner - June 21, 1990 - see last page for details

OFFICE BEARERS: President: JOHN LUCA [REDACTED] Secretary-Treasurer: HELEN SHARP [REDACTED]
Vice President: LOUISE READ [REDACTED] Editor: BEVAN SHARP [REDACTED]

COPY DEADLINE: by the 7th. of each month to: [REDACTED] Palmyra, W.A., 6157

VIEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.) INC.

Sunday, May 20, 1990

Meet at Ice World, Mirrabooka - corner of Mirrabooka Avenue and Yirragan Drive at 9.45am for departure at 10.00am. Organised by KELVIN and KATH PEPPER who have arranged a hall at the destination that KELVIN suitably describes as in "the central foothills".

Sunday, May 27, 1990

BARBECUE LUNCH - 12 noon at 16 Irwin Street, East Fremantle. \$6.00 per person - also Bevan's Fiftyth Birthday Party so come along and laugh at him....full details on front page of this issue.

Thursday, June 21, 1990

TENTH ANNIVERSARY CELEBRATION DINNER - Limited numbers so phone Secretary Helen NOW with your bookings - details on last page.

JULY, 1990: (COLIN & MAXINE DAVIDSON). AUGUST: A.G.M. SEPTEMBER 29 to OCTOBER 1, 1990: Long weekend Run to Busselton (JOHN & IVY McLEAN). Have you advised them of your requirements?



... Notebook ...

yet more new members...

TOM and ALICE FERNHOUGH of [REDACTED] Subiaco, 6008. [REDACTED] Have a 1928/29 Tudor being restored.

DOUGLAS and CHRISTINE QUINN of [REDACTED] Wanneroo, 6065. [REDACTED] 1928 Phaeton - doing a valve re-grind and fitting piston rings.

Please add the above to your Members' Register - that makes a total of 63 members with some 92 Model A Fords. The present design of the Register is full and hopefully will require a re-design next year!!

Are you seeking a little excitement in your life? Looking for a touch of adventure? ALAN SMITH is contemplating an event to drive a group of Model A Fords from Perth, across the Nullarbor to Port Augusta, up to Alice Springs and back to Perth via "the Gunbarrel Highway" (more correctly: "the Warburton Road") through Laverton, Leonora and Kalgoorlie. This will not be a trip to undertake lightly and will require all vehicles to be in top class mechanical condition. This is a trip of some 7,000 kms (including 2,554 from Alice Springs to Perth) and will involve very rough roads, some camping and carrying fuel for 574kms on the Warburton Road. If you would like to register your interest please phone ALAN on [REDACTED]

MANIFOLD GASKETS - The South Australian club have manifold gaskets at \$8 (plus freight) a pair. Please advise Secretary HELEN as soon as possible if you would like one (or more) pair and she will compile a bulk order to save on freight.

'NATIONAL MEMBERSHIP ROSTER' The Victorian Club have produced a 'Roster' (don't know why that title is used by many clubs - it's really a 'Register') of individual memberships and (in some cases) Model A Fords of every State Club in Australia. Contact Secretary HELEN if you would like a copy and she will arrange to run off copies.

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SOUTH FOR EASTER, 1990

The Letch, Luca, Andrews, McLean, Davidson (and friends), Bell and Jeffree families headed for Fonty's Pool. Michael Bell and children met up with us at Donnybrook.

Five Model A-s and one modern met at Pioneer World at 8.30am on Good Friday. The weather was great and our convoy made its way south, stopping at Pinjarra and Donnybrook for refreshments. Ron made his 200 mile wheel change just south of Bridgetown, otherwise it was an incident free and enjoyable drive.

By coincidence, we met up with Alan and Gail Duns and their girls at Manjimup Arch. Plans were made for Saturday and we headed out to Fonty's to make camp.

Three families shared two on-site caravans, while four families pitched tents in a square and erected a canvas kitchen stretching between the four tents. It was a cosy set-up. We had booked four tent sites together but our square of tents only filled one of them. Deanna and Tracey, with their two-'man' tent, took one for themselves and the cars filled the rest of the space.

For our Friday evening meal, each family took a casserole which were heated in the on-site van ovens and shared together in the canvas kitchen. Chris Wringe (who was at his family farm at Kirrup for the weekend) came down to the caravan park and joined us for the evening.

After an excellent meal we chatted, joked and sipped - one of us sipped a little more than he should have. It could have been blamed on the prawns, the mattress blowing up or the water, but regularly during the night we heard a tent zip and someone calling for "Ralph"!

Saturday dawned cold and slightly damp, but the fog and clouds cleared by 9.30am (just as Edith had predicted). Our first stop in the morning was Manjimup to let the girls buy up and, couldn't you guess it...the men found an old wrecking yard. Two water pumps, three starters, one wheel and a Vauxhall filter, one tyre pump, three windscreen wiper blades, a Torana diff centre and one gear stick knob later (two hours) we met up with the girls to have lunch at the Manjimup Timber Museum.

At around 1.30pm Gail and Alan Duns joined

us with their restored truck and we all headed east to One Tree Bridge. Mr and Mrs Jeffree senior joined us for the picnic afternoon tea. Wade and his friend were the only two brave enough to tackle the rope swing and sample the water.

That evening we all barbecued in town at Gail and Alan's. Much interest and obvious pride was shown as Alan showed members their tourer which is well under way. They are planning on joining us in it on a run to Leeman next Easter. Keep up the great work Alan.

On the drive home to Fonty's, your scribe and his family had the pleasure of riding in a Model A whose lights had the hiccups. Thank you Ross for lighting up the road from in front for the seven miles through the countryside.

Sunday morning wasn't as cold, or perhaps more of us remembered the bed socks. By nine we were teamed up with the Duns family and heading for Pemberton. Our train was waiting and our twenty odd members and friends were soon clickety clacking along the line through some of our best karri forest.

Norm and Jean Jeffree set up their folder chairs at the Pemberton Station and were the custodians of our vehicles for the day without us worrying about gritty shoes and sticky fingers.

The tram trip to Northcliffe filled most of the day and, because of the excellent facilities at Gail and Alan's, we returned to their home in the evening for a second barbecue.

Many thanks to Gail and Alan for their organisation over the weekend. It is really great when country and city members can get together for our outings.

By 8.30am on the Monday we were packed up and heading homeward. We had a couple of separation problems on the return journey but we all arrived home safe and sound by mid-afternoon.

ALAN JEFFREE

The Eleventh Australian NATIONAL MEET FOR MODEL A FORDS Cleveland, Queensland, 1990

Never having attended a Model A Meet previously, several images still stick in my mind:

- * The memorable picture of a some 123 Model A Fords of almost every conceivable colour lined up together.
- * The 'central square' of Dreamworld ringed by Model A Fords and 'period' buildings.
- * The wonderful array of models: trucks, woodies, vans, speedsters plus all the more 'common' body shapes.
- * The relaxed and friendly atmosphere of the Meet as so many different people with a common interest met to share in a celebration of their common passion - Henry's Lady: the humble Model A Ford.

Part of the joy in owning a Model A Ford is the flexibility. You can be a total purist and be fanatical to the nth degree if that is your particular bent and there is no doubt that is an essential and vital ingredient of the movement. However, you can also show your individuality in subtle ways while still owning what is essentially a real Model A - proven by the array of vehicles in Brisbane - the point being that at least they were 'on the road'.

A 'nibble and natter' was held at Rally Headquarters on the Thursday night when (as right throughout the Meet) old acquaintances were re-newed, faces put to names and new friendships kindled.

Rally bags filled with all sorts of 'goodies' were handed out on Friday morning, followed by lunch, Concours judging of the 15 entrants and a run around the picturesque surrounds of Cleveland and Wellington Point. Then Dinner.

Saturday was the mandatory run to Dreamworld where most of the vehicles were assembled in an impressive display. We all had a wonderful time enjoying the rides and sights of the impressive centre. I even got your Secretary on 'The Thunderbolt' which did two complete 360 degree loops at a 'million miles and hour' and a monster wheel which whirled around in a circle on end with the occupants upside down for half the time, plus a ride where she got swamped with water - no wonder she finished up in hospital a week later! The energetic day wound up with a bush dance.

Sunday morning was free for relaxation. After lunch a run was organised to Fort Lytton - originally a 1880 garrison. The Presentation Dinner that night included many people in 'period dress'. The display on stage was a Model A body in an 'as found' setting in the bush. We all received impressive 'gold' placemats and a coffee mug shaped like a Model A horn.

After breakfast on Monday morning it was time for farewells.

The winner of the 'Hard Luck' award was a Victorian who had driven up towing a small trailer. His rear wheel had decided to leave the vehicle, run down a small hill and lie in a paddock - he tore the mudguard and the running board.

Winner of the 'Longest Distance Driven' was, of course, our own JIM and NINA WILLIAMS.

Our Club won the 'Club Participation' trophy again.

The amazing thing was that it had rained steadily leading up to the Meet - it stopped raining on the Thursday night and started sprinkling again late on Monday morning - not a drop fell to spoil the Meet, did someone know someone?

All in all a well-run, friendly Meet to be recalled with fond memories.

Bevan

TINKERING WITH YOUR MODEL A

A collection of tips, hints and ideas to help you enjoy your toy

Taken from 'MARC Time News' via S.A.'s 'Model A Torque'

HEADBOLTS and nuts with threads chased and oiled will provide an adequate gasket seal when finally torqued to 50-55 foot pounds on a warm engine.

POORLY IDLING engines may simply need a new intake/exhaust gasket set. Some current composition replacements split after a short period of use. Metal clad gaskets are best. Check compression and timing and don't be afraid to turn the idle jet down to its seat. Some 'A' engines idle best at or near this setting.

CASTELLATED NUTS do not always line up with the cotter pin hole in the bolt. Switch about the nuts if working on rod bearings, or try another. A gentle facing on the flat side of a grinding wheel often works. Do not loosen or go grossly over the torque range to align.

When inspecting a set of **REBABBITED RODS**, never swap or reverse the various caps. The rabbit on some remakes is not centered, nor are they sufficiently standardised from rod to rod to permit this.

When installing the **CRANKSHAFT** - do not swap or reverse #1 and #2 main bearing caps.

The large **SPEEDOMETER GEAR** located on the driveshaft, if installed in reverse position, will preclude any attempt to slide on the universal joint while installing the motor/transmission assembly.

To remove a **FAN BLADE** from the water pump shaft, remove blade retaining nut, screw on a headbolt nut about half its depth, follow this with a headbolt stud, tighten, rap bolt sharply with a hammer while holding the fan blade. The fan blade will loosen and the pump shaft will not be damaged.

An unexplained **INTERMITTENT NOISE** in front of the engine can be caused by omission of the tension plunger on the end of the camshaft. The side cap of the timing gear cover can be carefully removed to check.

Many Model A-s have been accused of **OVERHEATING** just because of a leaky radiator cap gasket permitting windshield spotting from expanding coolant from a normal operating engine.

A **LEAKY GASKET** on the water inlet on side of the engine is just in the right place to trickle coolant on the dipstick and into the crankcase. This can cause unfounded worry.

It's no use filling your **RADIATOR** to the top as it will just bubble out the overflow tube to seek operating level. But don't be over confident - add coolant now and then to maintain a safe level. A rubber tube extension on your overflow tube outlet will keep water marks off the firewall.

Save the flanges on the **UPPER WATER OUTLET**. File head (usually not needed) and outlet making surfaces square. Use a thin layer of non-setting Permatex. No gasket. You can

now tighten all headbolts without wrenching. Replacement outlet gaskets often squeeze out on the ends and can eventually cause a break in outlet casing as the head is drawn up.

A few tips over the Editor's shoulder from STEVE READ:

When **VALVE GRINDING** and the valve guides have a tendency to fall out - cut a length of hose to fit in place of the valve spring to hold the guides in place while you grind.

More on **VALVE GRINDING** - stuff a piece of rag into the front space above timing gear so a guide does not fall down the hole.

To guard against collapsing the top pipe on the **RADIATOR** through over-enthusiastic tightening of the radiator hose clamp: - cut a short length of suitable metal pipe (like a piece of exhaust pipe) and tap it up into the end of the upper pipe.

A few more from Snyder's Catalog:

If you have an early 1928 **OIL PUMP** with clean out, the drain plug is larger. Gaskets for the spark plugs (part No A-12410) will work.

Super glue the **RADIATOR EMBLEM** for a sure hold.

Check your **FAN** for cracks which generally start a half inch (13mm) from the nut. If a crack has started, drill a hole at the end of the crack and weld it. Keep checking! To prevent the fan hub from cracking, make sure that the key does not stick up higher in the water pump shaft than the depth of the keyway in the fan hub.

Sorry, no one is making new Model A **WHEELS**.

Cure a leaking **RADIATOR** with a few flakes of oatmeal. They also say that dried horse manure will work! [Pepper (not Kelvin) is also one of the old standbys.]

From S.A.'s 'Model A Torque':

Examine a row of Model A-s at the next Club outing and you will be surprised to find that approximately half will have the **DRAG LINK** facing the wrong direction. This agrees with the law that there is a 50% chance of getting things right if there are two possibilities available. However, there is more to it than pure chance. To clarify the point made, one end of the drag link will be noted to have the opening for the ball joint closer to that end compared to the opening for the joint at the other end. Originally the end of the drag link having the greatest overhang connected to the front wheel spindle arm. To provide additional clearance between the drag link and the front brake shaft housing, the drag link was modified so that the end of the drag link with the greatest overhang connected to the steering box pitman arm. The modification consisted of relocating grease nipples to maintain the same degree of accessibility. If the grease nipples appear inaccessible on your drag link, consider reversing this link as it may be incorrectly installed.

LET US ALL KNOW ABOUT YOUR TECHNICAL TIPS

BRISBANE AND BACK - OR BUST!

This is the short version of driving two vehicles towing Model A Fords from Perth to Brisbane, and back to Perth, including through the recent record-breaking rains in Queensland and N.S.W.

The COOKE (MIKE, LAUREL and JORDAN) Nissan and the SHARP (BEVAN and HELEN) Commodore bearing their respective polished Tudors tied down on car trailers met in Mundaring at 7.20am on April 3 for a leisurely drive 'just down the road' to Brisbane for the 11th National Model A Meet.

Both crews had a CB radio fitted by the W.A. CB Centre which could be used on each of their cars with aerials tuned for each of their respective vehicles - an extra which proved to be an invaluable addition for keeping in touch with each other, talking to the helpful truckies and negotiating the traffic generally.

The SHARP rig had initial difficulty with severe 'fish-tailing' of the car trailer at around 70 kph. The weight in the Tudor was shifted around several times and the potential speed slowly increased. Spare wheels for the trailer were re-located just behind the Tudor's front bumper. Amazingly enough the last refinement was to remove tools from the trunk on the rear of the Ford and put them into the Commodore; that was enough to get the right balance - exacting calculations were obviously employed.

The COOKE Tudor was carrying a weighty load of 130 packs of brochures and information to hand out at the Nationals and the back of the SHARP Tudor was completely filled with the huge folded down (2m x 3.5m) display from the W.A. Tourism Commission.

First night was at the very comfortable and clean Gateway Caravan Park in Norseman. We stayed in on-site vans whenever possible and figured that it saved us around \$600 as against motel accommodation. Plus the saving in food by having cooking facilities available to make our own meals.

HELEN decided to have a shot at piloting the SHARP rig at Balladonia - 114km down the road a tyre on the trailer blew out rather dramatically and she apparently thought that the Tudor had fallen off! HELEN never touched the steering wheel again while the trailer was attached!

In Jamestown we all met up with Model A owners John and Audrey Hunt and admired their collection of a restored Reo and two Chevrolets, plus a '34 Oldsmobile being restored.

75 km out of Renmark a red Commodore with 'P-plates' passed us towing a 'fish-tailing' trailer carrying another trailer. A few minutes later we caught him up - he had lost control on the gravel verge on a corner, apparently over-corrected, jack-knifed and finished up with car and trailer locked together on top of a small tree he had demolished. He said he got a bit worried when his trailer started to pass him! (We don't know if he thought that old stand by: 'Oh, look, I've got a trailer just like that one!')

We uncoupled the COOKE trailer and had several attempts to pull the car and trailer apart with a tow rope - completely without success, even in 4-wheel drive. The trailer was imbedded in the car and the rear axle of the car had moved about a foot sideways. We flagged down a passing car who gave him a lift to town.

At a morning tea stop just out of Mildura, MIKE was looking at the SHARP car trailer and gave the hydraulic brake arm a push - no pressure! The oil reservoir was opened - empty! The brake line to the inside wheel had broken.

We drove around Mildura in several circles on a Saturday afternoon trying to find someone to repair the brake line. A garage proprietor suggested that we go to a wrecker, buy another line of suitable length and replace the whole thing - which we did for the princely sum of \$5. The owner of the wrecking yard kindly provided a stud remover for a difficult connection and we were soon ready to depart.

As often happens when you stop with an 'old car', someone always appears 'out of the woodwork' for a chat. In this case it was Graham Skinner (who had attended the Model A meeting at Eaglehawk during the Bendigo Swap Meet) from the local car club driving a Chev V8 powered Toyota (a 'Chevota' he called it) he bought three of our club badges to impress his fellow club members.

When cresting a hill approaching West Wyalong, two Model A-s could be seen by the side of the road. The SHARP rig was leading at that stage and they pulled up in front of the Phaeton and Tudor. As he emerged from his car BEVAN was surprised to be enthusiastically embraced in a bear hug by a strange woman who declared: "You must be Bevan." And that was how the SHARPS met the friendly CREEDYS from South Australia. →

Maurie and Maxine Creedy with Bill and Shirley Probert were driving to the Meet from S.A. and we decided to meet up with them at Forbes that night.

We all filled up at the next fuel stop. The S.A. A-5 went on ahead. MIKE filled up with 71 litres of fuel and was then shocked to note that he had used super instead of unleaded - a mistake that could have proven very expensive if unnoticed. The Nissan was uncoupled, driven over a nearby kerb, cans scrounged and the tank drained (luckily it was all in the reserve tank). As it was then getting late we stayed in West Wyalong and did not meet up with the 'Crow Eaters' until Brisbane.

A few more minor 'adventures' ensued. Such as another blow out on the SHARP trailer while traversing a long, low hill which went off like a howitzer, and being 'breathalized' in the middle of nowhere in outback N.S.W.

We approached Brisbane traversing unfamiliar roads in peak hour traffic towing cars on trailers over many hilly roads with lanes that kept disappearing and not really knowing where we were going. LAUREL contacted the driver of a Shell tanker via the CB (she will talk to anybody) who was initially unco-operative ("get in the *&\$\$* RIGHT lane lady") but eventually proved most helpful in getting us onto the right road.

We eventually made contact with the Queensland club and were directed to the workshop of the very helpful Ray and Margaret Gibson near Wellington Point where MIKE and BEVAN unloaded their Tudors in heavy rain, stomping around in water up to their ankles. The trailers were left behind for the first time since Perth as we drove off in four separate vehicles.

We had a bit of free time up our sleeves so used it to purchase four tyres (at \$15 each) for the SHARP trailer and one for the COOKE trailer from a wrecker. They used a forklift the size of a block of flats to lift the car to remove the wheels! Beaufairs then charged us \$10 each to fit them!

We had a day to spare so enjoyed it at Seaworld. Watched the amazing displays and the SHARPS even rode the 'Corkscrew' which took those brave enough through an extra adrenalin rush - better than drugs!

It was then time to enjoy the festivities - a report on the actual National Meet is elsewhere in this issue.

After enjoying FOUR DAYS of FORD A-5 it was time to drive back home to Perth, which was easier said than done.

As soon as the Meet ended it was time for more rain. We headed north toward Noosa. Visited a huge tropical fruit plantation, a ginger factory and a thunder egg operation. We stayed the night with MIKE's uncle on his tropical fruit 'plantation'. He showed us around the property during a brief break in precipitation. MIKE and BEVAN were equipped with wellington boots, LAUREL and HELEN belatedly decided to come along in bare feet through the water-covered grass. We were blithely informed that the area was riddled with tiger snakes - that was when LAUREL found that she could walk on water....

It was just too wet to be a tourist so we headed back to Brisbane, collected the Fords and trailers and set off in rain which persisted for the next four days.

The cars crept up the mountain through clouds to Toowoomba where we met up with MIKE's brother and his family.

We drove through rain, rain, rain. There was so much water around thousands and thousands of sheep and cattle were being moved along the roads. Sheets of water lay everywhere.

At Dubbo the police started diverting us east away from the severe flooding. The more we wanted to go home west, the more they sent us east. It was looking like next stop: Auckland, the route would have been just as wet. We crossed bridges with swollen rivers just inches below the road and the S.E.S. standing by to close the road. We were diverted via minor roads through pot holes and puddles for two days.

We kept calling at police stations for updates on which roads were usable and heard stories about cars being ferried through floods on the backs of semi trailers.

We stopped in Coonabarabran around 7pm after negotiating a couple of hours of pot holes and heavy rain in the dark to discover that a bolt holding a spare wheel on the SHARP trailer had sheared off and the wheel had vanished.

We crossed the boring Hay plain as the weather improved to be back in Mildura. Just down the road HELEN started to get radiating chest pains so we headed for Renmark Hospital where they put her in intensive care for 24 hours linked up to flashing machinery. They could not find any heart problem so we were interviewed by the local paper and drove on - at least we were now heading WEST.

We were all anxious to get home so made it in a few longer legs: Renmark to Port Augusta then Nullarbor (that was 932km), Norseman and Perth.

So, that was 10,651 kms for the round trip. Fuel cost around \$1,600 each (highest price being 89.5c per litre).



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Western
Model A News

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Tenth Anniversary Celebration



THURSDAY, JUNE 21, 1990
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Grosvenor Road, Beaconsfield
Drinks: 6.30-7pm/seated at 7pm/leave 10pm
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JOIN IN THE CELEBRATION - PERIOD DRESS EXPECTED (prize for best couple).
Vegetarian meals on prior request. More information and map in next Newsletter.