

WESTERN

A MODEL NEWS

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

Pres: Bill Bennie [REDACTED]
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September 16, 1981.

NEXT MEETING: SATURDAY September 26th 1981
Run to PIONEER VILLAGE

Leaves No. 1 Carpark, western end Causeway 10:30 a.m. with morning tea and lunch stops during run.

ARRIVES PIONEER VILLAGE 1:00 p.m. - ADMISSION FREE to each A. MODEL and passengers. Cars will be put on display inside Village for the afternoon. Remember your cameras - the atmosphere in the Village is superb!

RESTORATION OF RUNNING BOARDS:

There were three different running board styles for the Model A, ie:

1928-29 style has a zinc moulding and ribbed rubber cover.

1930 style has zinc moulding with pyramid rubber cover.

1931 style has moulding on the outside only and the rubber has a smooth area around the board with pyramid design in the rest.

Firstly, you can import complete sets from the U.S.A. at the following current prices plus freight and customs and sales tax, from Snyders Antique Auto Parts.

1928-29 \$59.95 pr 1930 \$64.95 pr 1931 \$59.95 pr

Alternatively, if you have a set in good general condition, you can purchase kits of rubber and trim and restore your own.

Kits Cost: From Snyders

	Trim		
1928-29	Zinc	\$17.95	Stainless \$19.95
1930	Zinc	\$17.95	Stainless \$19.95
1931	Zinc	\$10.95	Stainless \$11.95

Rubber - enough for pair boards any year \$9.95

Kits from Peter Jackson's, P.O. Box 328, St. Marys, 2760.

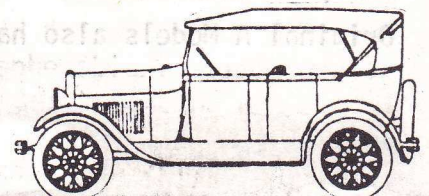
Alloy edge Kit \$20.00 pair Rubber Kit \$12.00

The above suits 1928-29 or 1930 but not available for 1931.

++ All prices quoted are subject to change without notice++

The following comments relate to 1928-29 and 1930, the only difference being the pattern on the rubber for 1931.

Commence by removing the two small rivets in each end of board and remove remainder of end trim. Then take a small block of wood, place against edge of old side trim and tap the side trim off - it should slide along running



board edge. If there is too much rust or sand and grit behind it, the screwdriver, lever the edge up from bottom and remove edge. Strip old rubber off. Have boards sand blasted and repair all cracks and holes by welding or brazing.

Usually the upper surface that takes the rubber is pitted by rust. Give this surface an undercoat and spread sufficient body filler to just level the pits up to the metal surface. Sand off perfectly smooth. Make sure the hollow sections that strengthen the board underneath are clear of mud, dirt, stones, etc. Run a wire through and blow out with compressed air - old vacuum cleaner helps here with the hose on the blowing end! Also make sure the key-hole shaped holes are in good condition and not ripped about.

When all is well in the under regions, give the boards a couple of coats of enamel over all surfaces except the area you glue the rubber to. A good enamel is Estapol - it dries to a very hard finish - remember this area gets a hammering from stones thrown up by the wheels.

Next trick is to coat the rubber and board with contact adhesive and allow dry separately. Make sure there are no ridges or lumps in the glue. Lay several pieces of dowel across board and lay rubber, glue side down, these. Match your edges up and smooth down rubber onto board as you remove the dowels.

Using a block of rubber and a rubber hammer, hammer the rubber from centre ends to remove any air bubbles. A sewing needle inserted into centre of any bubbles as you press it down, often works and releases the air.

TRIMMING: Trim from the U.S.A. is genuine Zinc, however, the Australian trims are aluminium. In the kit you will get four long side pieces and four short end pieces plus eight (8) rivets.

The narrow side pieces go next to the Valances and the wide section outside edge. All end pieces are the same and their riveted ends overlap the long pieces.

Place the side piece in position and hammer the bottom edge down over edge of board until it crimps onto edge tightly. Avoid any hammer marks on the outer face edge.

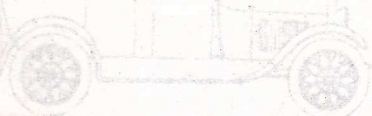
Repeat the same procedure for the inside edge.

Hold end piece in position and mark and drill holes for rivets. Set rivet place with rivet head under running board and leave this head unpainted.

The running boards have two square holes in each end that take the cadmium bolts that attach boards to both mudguards. Drill a centred hole through aluminium trim and make square with square file to match board ends.

When fitting to car, use a small strip of malthoid or tar impregnated fabric strip between ends of board and mudguards.

Original A Models also had a strip of the old style woven insulation tape attached to the bottom inside edge of the trim where it slots into the valance.



The four bolts that hold the running board to its brackets are a special type with a high crown and are obtainable from Snyders for \$2.45 set of 8.
1928-29 used bolts 1-3/16" long 1930-31 used 3/4" long.

Look great don't they ! ~ Happy Restoring.

BITS AND PIECES:

WANTED: 1930 Radiator surround, radiator, bonnet,
Roadster tub.
1929 Truck wood spoke wheels (front).
Complete back end for 1928 Phaeton.

John Teale, [REDACTED], P.O. Busselton
Phone [REDACTED]

ANNUAL DUES:

Set out below on a tear-off slip are dues for both the W.A. Branch and the main Canberra Club. A block mailing of Subs for the Canberra Club, together with a list of members subscribing and their mailing/home addresses will be sent to Canberra at the appropriate time by the Treasurer.

We would like all W.A. Branch members to belong to the Canberra Club but if you wish only to belong to the W.A. Branch enclose \$5.00 only.

Also, could you please send your Subs in promptly so there will be no need for the Treasurer to do any chasing around for overdue accounts - Thanks.