



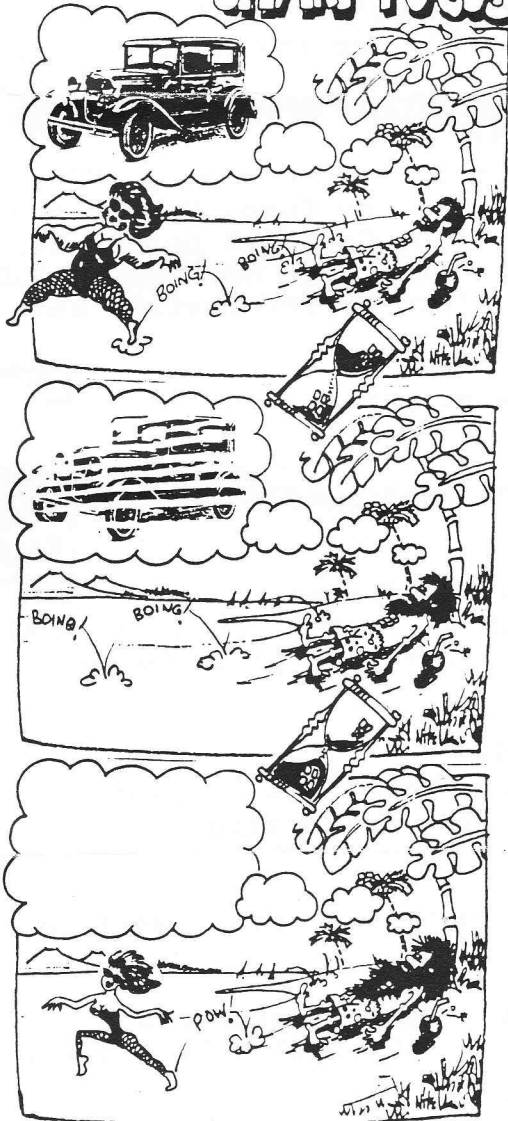
Western Model A News

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

Year XI Number XI

JUNE, 1991

SHARP FOCUS



BEVAN AND HELEN SHARP
'WORKING' HARD IN TONGA
FOR THOSE OF YOU WHO DON'T.
KNOW, HELEN IS TAKING IT
EASY DOING AEROBICS AND
PLAYING SQUASH!!

A great time was had by all
at Noalimba, for further
information and gossip read
roving reporter Elsie's
write up on page seven.....

NEXT RUN.... SUNDAY 9th JUNE, 1991. Assemble at Burswood Super Dome
Car Park for 9.15am start. Round trip approximately 100 miles.

OFFICE BEARERS: President: JOHN LUCA () Secretary-Treasurer: HELEN SHARP ()
Vice President: LOUISE READ () Editor: BEVAN SHARP ()

COPY DEADLINE: by the 7th. of each month to : () Palmyra, W.A., 6157

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

Sunday, JUNE 9, 1991
Organised by BLEWETT family. Assemble at Burswood Super Dome
car park for 9.15am start.
Round trip approximately 100 miles.

Sunday, JULY 21, 1991
Organised by WILLIAMS family

Saturday, JULY 27, 1991
Invitation 'Christmas in July' Dinner
Tracmac have kindly invited members to attend this dinner.
Time: 7.30, Dinner served at 8.00pm. Dance from 9.30pm
Venue: Valley Reception Centre, Midland.
Cost: \$21 per head. Gents are asked to bring a \$2 present for
their partner. There will be raffles.
Contact Alan SMITH for bookings or further information on [REDACTED]

Sunday, AUGUST 25, 1991
Annual General Meeting at GODWIN'S home.
Time to give thought to office-bearers for the next 12 months
which will include the 1991 National Meet

SEPTEMBER 28-30, 1991
Long weekend run to Norm Bates' Bimbiji organised by SMITH family.
Room for 60 people. Mattresses suppld. No food. Petrol available.
About 250 miles of good but sandy road. Cost: \$12 per adult,
\$6 per child under 12 years per night. PLEASE NOTE NEW PRICE!!!
Contact Alan SMITH on [REDACTED] for further information and
booking.

OCTOBER - date and place to be confirmed
Organised by LUCA family

NOVEMBER - date to be confirmed
Organised by the LETCH family

DECEMBER - date to be confirmed
Christmas Dinner Committee Dora ANNEAR, Edith JEFFREE and Alma
LETC. Venue: Freeway Hotel, Mill Point Road South Perth.
Price to be advised.

FEBRUARY 10 - 24, 1992
2nd BP Pan Pacific Rally, Palmerston North, New Zealand.
Details: Rally Director, P.O. [REDACTED] Palmerston North, N.Z.

APRIL 16 - 21, 1992
12th Australian National Model A Ford Meet - Perth, Western Aust.

JUNE 22 - 26, 1992
M.A.F.C.A.'s 17th National Convention, Dallas, Texas, U.S.A.
'Early Bird' Club US\$7.50 to: P.O. Box 797402, Dallas, Tx 75379-7402.

1993 TASMANIAN F.I.V.A. WORLD RALLY
This event has generated interest from some of our members.
The World Rally is being organised by the Veteran Car Club of
Australia and will run for 15 days, starting MARCH 13.
Families BLEWETT and DAVIDSON have already entered, with interest
from the WILLIAMS, McLEAN and LETCH clans.
Information forms are available from the secretary for any others
who are interested, or Entries & Enquiries to: Mr A.F. Ransley,
[REDACTED] Wynyard, TASMANIA, 7325. Ph: [REDACTED]
Enclose \$5 to cover postage, etc.



M I N U T E S

of Meeting held at John Forrest National Park on 5th May, 1991, with 57 members, 6 children and 5 visitors in 17 Model A-s & 8 moderns.

Apologies from John & Fil LUCA, John & Pat LAURIE, Bevan & Helen SHARP.

In the absence of President John LUCA, and Vice President Louise READ as Acting Secretary, Steve READ chaired the meeting which opened at 1.30pm. New members Barrie & Gwen GUEST were welcomed, also Elizabeth WOJDYLO, and visitors Ron & Lois and Cheryl & Bob PROCTOR.

Acting Secretary Louise READ read minutes of the last meeting which were passed as correct - moved Maxine DAVIDSON, seconded Max ANNEAR.

Steve READ thanked Alex KIRKWOOD for arranging our 10th Anniversary Run, and was pleased to see so many members attend including those who haven't been to a meeting for some time.

Christmas Dinner Committee will be Dora ANNEAR, Edith JEFFREE and Alma LETCH. Alma suggested we go to the Freeway Hotel again this year. Members agreed. It was requested that the date NOT be 14th Dec.

Steve asked members to consider committee positions for elections coming up in August. Laurel COOKE suggested we ask our current secretary to stay in this position until after 1992 National Meet.

Louise READ suggested a portion of club funds be put into a higher interest account at Home Building Society. Bill BENNIE agreed, members voted in favour of \$1,000 being transferred into a Bonus Account

Steve READ read out a list of jobs which need volunteers for 1992. He asked that members consider these and offer their help to the 1992 Committee.

Bill BENNIE reported on 1992 and gave a broad outline on what was happening, some suggested outings for the Meet, venues for the Dinner, and asked if there was anything members wanted to know about, and endorsed Steve's request for volunteers for a list of jobs. Dorothy BENNIE thanked members who had already helped and had offered their assistance. Ray MAHONY offered help with security at Noalimba through the S.E.S. of which he is a member.

Financial Report: Club \$1,993.80 1992 \$11,937.85

Correspondence In: Roy Burton, Hunter Valley Research Foundation, Westline Shearing Supplies, C.C.C., House of Fundraising, Dave Slater.
Correspondence Out: Frank Sinclair, Alex Kirkwood, Australian Taxation Dept, various approaches for advertising and accounts.

Steve READ read out the letter sent to the Taxation Dept asking for a tax file number exemption. Also extracts from the minutes from the C.C.C. meeting ie: that concessionally licensed cars could not be used for weddings, concessional licensing will remain and not be Federal licensing, it is the clubs responsibility to notify the police of any sale of vehicles that are concessionally licensed or if any member with a conc. licensed car becomes an unfinancial member or resigns.

Laurel COOKE advised those going to Noalimba on the 25/26 May that the price is \$31.15 per person, not price in May's newsletter.

Coming Events: See calendar

Bits & Pieces: See Notebook section

There being no further business the meeting closed at 3.15pm.

Well! I've heard of people going to extremes not to go on runs, but I believe throwing your child out the back of a ute is going too far!! We all wish Michael Luca (and his Mum and Dad) a speedy recovery. It was very pleasing to see 17 Model A's and several moderns, and even one dare I say it 'Hotrod' on our Anniversary Run. Reg and Coral Blewett were at McCallum Park to see us off even though they couldn't make the run. It was great to see Greg Tuck turn up in his Model A Hotrod to also see us off. Nice to see Ron Andrews hard work pay off and at the last minute turn up in his modern. Guess that just goes to prove, if its not one thing, it's another.

It makes me very proud to be a member of the Model A Club when we get such a response on a run like this. For those of you that weren't on the run, in this month's newsletter are the situations vacant for the National Rally. If you are interested in any of these jobs then please contact any of the 1992 committee members.

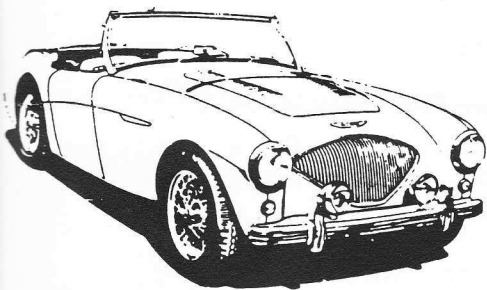
P.S. When fitting your exhaust systems, it's wise to periodically check them for security, or like Mike Cooke you could suddenly think you own a V8 half way up a steep hill, when it drops off.



RESIGNATION: Steve READ has resigned from the Model A Restorers Club effective from Bevan Sharp's return.

WIN AN AUSTIN HEALEY 100

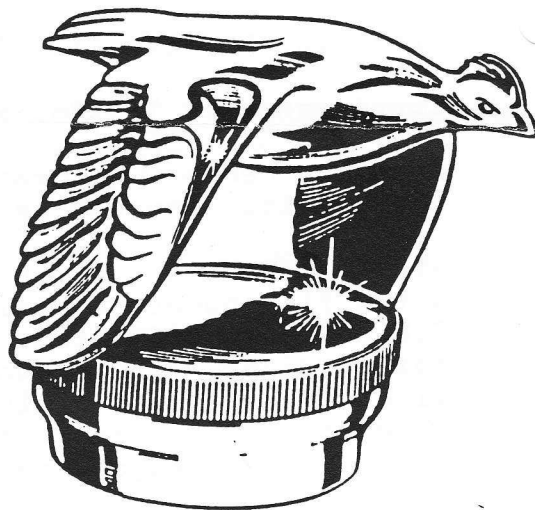
FULLY RESTORED AND UPGRADED WITH
'LE MANS' KIT
IN CONCOURSE CONDITION AND VALUED
AT \$60,000



\$2.00

PER TICKET
BOOKS OF 25
WINNER NOTIFIED

The Austin Healey Owner's Club is offering members t opportunity to purchase tickets in their club raff The object of this enterprise is to fund thei own club rooms or to buy shares in partnership with any other interested clubs



THE AUSTIN HEALEY OWNERS CLUB OF VICTORIA
FUND RAISING EFFORT. PERMISSION GIVEN BY RAFFLE &
BINGO BOARD 18-3-1991 PERMIT NO: C185/91
TO BE DRAWN AUGUST 31 1991.

HEALEY RAFFLE

Please send me Tickets at \$2 each by return mail (minimum 5).
\$..... Cheque (payable to A.H.O.C. Vic.) or Bankcard/Visa/Mastercard



Name:..... Signature:.....

Address:..... P/Code:.....

Phone:.....

All correspondence to: Ticket Sec. 105 Whittens Lane, Doncaster, 3108 or phone: Chris Coughlin (Sec. A.H.O.C. Vic.) on 822 4956.

For those who cannot afford to buy a Quail, Cut out and paste on to radiator.

10TH ANNIVERSARY OF THE CLUB'S INAUGURAL RALLY
RE ENACTMENT RUN SUNDAY MAY 5TH, 1991

Sunday May 5th, 1991 was a special day for me in that as a foundation member of the club I was asked to run our first event on Saturday May 2nd, 1981 and was asked by Bevan to run the re enactment 10 years later.

With the exception of a small part involving Roe Highway, the run in 1991 followed the same course as 1981.

It was pleasing that of the 7 members who attended in 1981, 6 attended the re-enactment being families: Mahony, Davies, Cooke, Bennie, Annear and Kirkwood.

As I recall, actual Model A's which attended both rallies belonged to families: Mahony, Cooke and Kirkwood.

Sunday May 5th, 1991 was a reasonable day weather wise but the final count of 17 Model A's assembled at McCallum Park made it an excellent day.

I have never driven with so many Model A's and everyone enjoyed the run to John Forrest National Park.

Let's do the same in 2001!

Alex Kirkwood

SITUATIONS VACANT

This list of jobs need volunteers, some members have offered their help, more are needed. Remember many hands make lighter work.

REPAIR FACILITY: Does anyone have a large marquee we could borrow?
INFORMATION BOOTH: We plan a roster of 2 hours on etc. with all members assisting.

TOURS: Need people to assist on different runs during the weekend.
SIGNS: We need a sign writer (Volunteer at no or little cost).

RALLY BAGS: Volunteers to staff the booth handing out Rally bags.

PRESENTATION DINNER: Need helpers for set up on Sunday afternoon.

DINNER SEATING: Toni Mahony has volunteered for this job, needs at least one helper.

TROPHIES: Need a carpenter to make wooden bases, etc.

SECURITY: Awaiting proposal from S.E.S.

PROGRAMME: Assistants to help collate information, maps, etc, for production.

BAR: Need a gregarious friendly type to run this facility at a profit, plus others to assist.

SWAGGIE CO-ORDINATOR: Is to assist the organisation of cars and rides for visitors with no car.

SOUVENIR TABLE: Volunteers for a roster to man/woman this table at various times.

DAVE'S EARLY FORD EXCHANGE SERVICE (03) 729-0049
7 PARKSTONE DRIVE, BAYSWATER NORTH, VICTORIA 3153

Model A Ford - Distributors, Water Pumps, Rear Ends, Steering Box, Rear Hubs, Shock Absorbers, Generators, Starters, Universal Joints, Oil Pumps, Pitman & Steering Arms Re-Balled and Crankshaft Pulley Re-Sleeved.

Enthusiast Specialising in Quality rebuilt 1928 to 1934 4cyl Ford exchange units. Most items in stock for immediate exchange.

'EDGAR'

Our story begins in 1978 when my brother told us he had access to a 1928 Ford A motor. This motor had been used as a stand-by - backup for a country pumping station and had been used for only six hours. The search was then on for a car to match the motor ! After many phone calls, trips to different parts of W.A., and hours of just looking, we found a reasonable body (car) at Lake Grace. Onlookers were astounded at our 'wreck'. Hours of work went into stripping down and sorting the useful from the useless parts.

About a year into the project we bought another three wrecks. It was then decided that we had enough body parts to rebuild two cars. My brother used the motor for his car. I bought another ute that was being used on an orchard to cart boxes of fruit about the property. The motor is still in my car. The body parts weren't much good for me to use and became proudly restored and used in someone else's car.

Many long hours went into the restoration of our Edgar. Our greatest time waster was waiting for 'friends' to do the woodwork. We ended up doing this ourselves. About five years went by with us working on the car; some things take a lot of time to bring up to scratch. Finally we were at the stage where we could drive the unfinished car up and down the lane at the back of our house. This went on for about six months or more.

We had sent to America for a wire harness and electrical parts to finish off the car and get it licenced. We had sent for our parts when the great lakes had frozen over and ships were unable to move. A few phone calls to America and our patience at a low, good news, the parts were coming. Eventually our parts arrived in Eastern Australia, only to be left unloaded on the docks, due to a wharfies strike ! The much needed parts ordered in early September arrived at our post office late March. Our great excitement was short lived when we had to pay lots of money in taxes and import duties before we could have the parts.

Edgar was licenced in April 1986. What a great day for us all. Neighbours and friends rallied round to see our finished project; mainly for a ride. The car was licenced without a hood. We drove around for a few months like this. Only when we had a few near misses with the wet weather did we have the roof done. Edgar was finished on 24 June 1986. We had 17 inch wheels on him because with the hood on we couldn't fit him into our garage with the 21 inch ones. The thought of putting down and putting back up the hood every time we went out, which was often, was a blob. We extended the garage in November 1986 and then put on the 21 inch white-walled tyres.

We use the car often and have taken part in Easter rallies at Albany and the local area. Edgar has also been used for relatives weddings. The people used to wave and cheer us when we were out shopping or visiting, but after seeing us so often, now just wave.

We have had many long conversations with old fellows at different shopping centres, reminiscing when they used to own a Ford A. It's nice to see their faces light up; the most common question asked is 'Can you still buy parts ?'.

Doug & Sandra Netherway

HI, I'M THE MANAGER

THERE'S YOUR FLOOR PLAN. FLOOR WHO IS IN ROOM NINE ? WE NEED TWO ROOMS TOGETHER

I WANNA SLEEP ON THE TOP FLOOR GO TO IT!

HOW MANY PEOPLE IN ONE ROOM.

HANG, ON END OF EACH BUILDING!

DO THE OTHERS KNOW WHERE TO COME ?

AT THE END OF LOT, WAIT A MINUTE!!

WHERE ARE THE STAIRS ?

HANG, ON YOU LOT - QUITE FOR A MINUTE.

QUIET !!!

And so our weekend at Noalimba began !

99% all present and accounted for by 4:40pm and settled into the campus type accommodation - large adequate rooms, rather cool from being closed up, so on went the heaters to add a little warmth.

Dinner was happily eaten in the West Dining Room; hot main meal, dessert and plenty of tea and coffee.

We then wandered over to the hall and spent the rest of the evening with the usual Model A waffling, listening to music provided by Darren, (thanks) sharing some delightful Champagne and birthday cake in honour of ALAN JEFFREE'S 50TH BIRTHDAY (thanks Alan and we wish you another happy 50 years!). Awarded a couple of lucky-dips, more chatting, etc. Colin Davidson arrived some time after 10:30 much to the relief of Maxine (she was beginning to think she was gonna have the room to herself). The Calleja's then strolled on in with their Fur Coat and Tux (you two scrub up real nice!) having spent the evening at a wedding. More coffee, chatting, etc then most wandered off about 11 to place weary bodies on beds much firmer than the usual 'bendy' motel type. The hot water was HOT, the loos clean, the showers worked - so we've been, seen and checked it out and it looks pretty good for '92.

Morning, and the early Bennies (early to bed, early to rise) acted as alarm clocks for the rest of us sleepy heads. A crisp sunny morning greeted us as we headed off for more eating - a substantial selection of goodies for breakfast.

Once the problems of the day and the world had been solved over the last cup of hot coffee it was time for testing the new set of judging points on the nine Model A's present. No sheep stations were won... in fact did any of you make Concourse points ?

Ladies spent an enjoyable morning learning the secrets of making cake decorations from icing. Edith Jeffree kept us busy making roses (some of which looked more like cabbages or lillies), flowers, etc. It was a real treat but doubt if any of us will take it up full time. Thanks Edith for a great morning.

Lunch call about 12:15 gave us another hot meal plus fresh watermelon for dessert. We certainly didn't starve this weekend !

After lunch it was off on our rally to Fremantle area. Well, being such a beautiful sunny day, every man and his car were out in the Fremantle area sightseeing so we cut the rally short and headed for home early - in time for interested persons to see the Eagles on their way to winning again (that right Jim!).

Well, I think it was a very worthwhile weekend and know we will be quite happy there for the '92 rally - good choice Nina.

.....ELSIE

John LAURIE has submitted these colour charts for members information.

TABLE 1

Body Style		Body	Mouldings	Wheels	Guards	Line and Other Details
1929 SPORTS ROADSTER	1.	Tanuana	Virginia Cream	Virginia Cream	Black	Line, Glacier Green Line, Orinoco Vermilion Double line, Orinoco Vermilion Bonnet louvres lined Virg. Crm. Bonnet louvres lined black & line of Virginia Cream Line Virginia Cream Line Virginia Cream
	2.	Glacier Green	Robin Hood Green	Black	Robin Hood Green	
	3.	Mariner's Green	Cascade Green	Black	Cascade Green	
	4.	Prairie Vale Green	Liberty Blue	Orinoco Vermilion	Black	
	5.	Corinthian Purple	Virginia Cream	Virginia Cream	Black	
	6.	Empress Yellow	Black	Orinoco Vermilion	Black	
	7.	Liberty Blue	Black	Orinoco Vermilion	Black	
	8.	Dark Niagara Blue	Grey	Black	Black	
SPORTS PHAETONS	9.	SCHEMES No 1, 3, 7 & 8 as above, plus:				Line Abyss Green Line Virginia Cream Line Virginia Cream Line Virginia Cream
	10.	Abyss Green	Ivanhoe Green	Black	Ivanhoe Green	
	11.	Santa Barbara Sand	Fallow Field Brown	Orinoco Vermilion	Fallow Field Brown	
	12.	Argonaut Brown	Fallow Field Brown	Black	Fallow Field Brown	
STANDARD PHAETONS AND ROADSTERS	13.	SCHEMES No. 4, 7 9 & 10 as above plus:				Line Virginia Cream Line Virginia Cream
	14.	Mariner's Green		Black	Black	
	15.	Santa Barbara Sand	Fallow Field Brown	Black	Black	
	16.	Santa Barbara Sand		Black	Black	
	17.	Abyss Green		Black	Black	
	18.	Liberty Blue	Black	Black	Black	
	19.	Liberty Blue		Black	Black	
SPORTS COUPE	20.	Abyss Green	Mist Grey	Black	Black	
	21.	Imperial Green	Mist Grey	Black	Black	
TUDOR SEDAN	22.	SCHEME No. 8 as above plus:				
	23.	Abyss Green	Ivanhoe Green	Black	Black	
FORDOR SEDAN	24.	SCHEME No. 11 as above plus:				Line Virginia Cream
	25.	Mist Grey	Ivanhoe Green	Black	Black	
In 1929, a version of the Fordor Sedan was offered with fabric body. Green fabric from firewall back.						

TABLE 2

Body Style		Body	Mouldings	Wheels	Guards	Line and Other Details	
1930-31 STANDARD PHAETONS & ROADSTERS	1.	Crest Blue	Crest Blue	Black	Black		
	2.	Imperial Green	Imperial Green	Black	Black		
	3.	Argonaut Brown	Argonaut Brown	Black	Black		
	4.	Arabian Sand	Arabian Sand	Black	Black		
SPORTS PHAETONS & ROADSTERS	5.	Crest Blue	Crest Blue	Orinoco Vermilion	Black	Line Gold Line Cream Line Cream Line Orinoco Vermilion Line Gold	
	6.	Imperial Green	Ivanhoe Green	Ivanhoe Green	Imperial Green		
	7.	Argonaut Brown	Arabian Sand	Orinoco Vermilion	Argonaut Brown		
	8.	Arabian Sand	Arabian Sand	Orinoco Vermilion	Arabian Sand		
	9.	Rich Wine	Rich Wine	Black	Black		
Body Style		Body Below Belt Moulding	Body Above Belt Moulding	Window Reveals	Belt Moulding (Lower narrow mould)	Line or Stripe	Guard Wheels
TOWN SEDANS	10.	Crest Blue	Black	Crest Blue	Black	Gold	Black
	11.	Rich Wine	Black	Rich Wine	Black	Gold	Black
	12.	Imperial Green	Imperial Green	Ivanhoe Green	Ivanhoe Green	Virginia Cream	Black
	13.	Arabian Sand	Argonaut Brown	Argonaut Brown	Argonaut Brown	Orinoco Vermilion	Black
FORDOR SEDANS	14.	Crest Blue	Black	Black	Black	Gold	Black
	15.	Rich Wine	Black	Black	Black	Gold	Black
	16.	Imperial Green	Black	Black	Black	Virginia Cream	Black
	17.	Arabian Sand	Black	Black	Black	Orinoco Vermilion	Black
SPORTS COUPE	18.	Crest Blue	Black	-	Black	Gold*	Black
	19.	Rich Wine	Black	-	Black	Gold*	Black
	20.	Imperial Green	Imperial Green	-	Ivanhoe Green	Virginia Cream*	Black
	21.	Arabian Sand	Argonaut Brown	-	Argonaut Brown	Orinoco Vermilion*	Black
*Single stripe only on Sports Coupe							

BRAKE ADJUSTMENT

Before you know it vehicle examinations will be on us again and as our club now requires the vehicle to be driven for a short distance by our examiners, we will try to cover some of the problems occurring in cars, even restored ones.

This month it will be brakes.

Firstly a short explanation on how Model A brakes work:

First you push the pedal, this pulls the thingy, which turns the whatsit, which pulls four long things, which twists four short things, which push two long whatsits on the front and twists two things on the rear. Hey presto your brake shoes expand and you brake, or is this too technical.

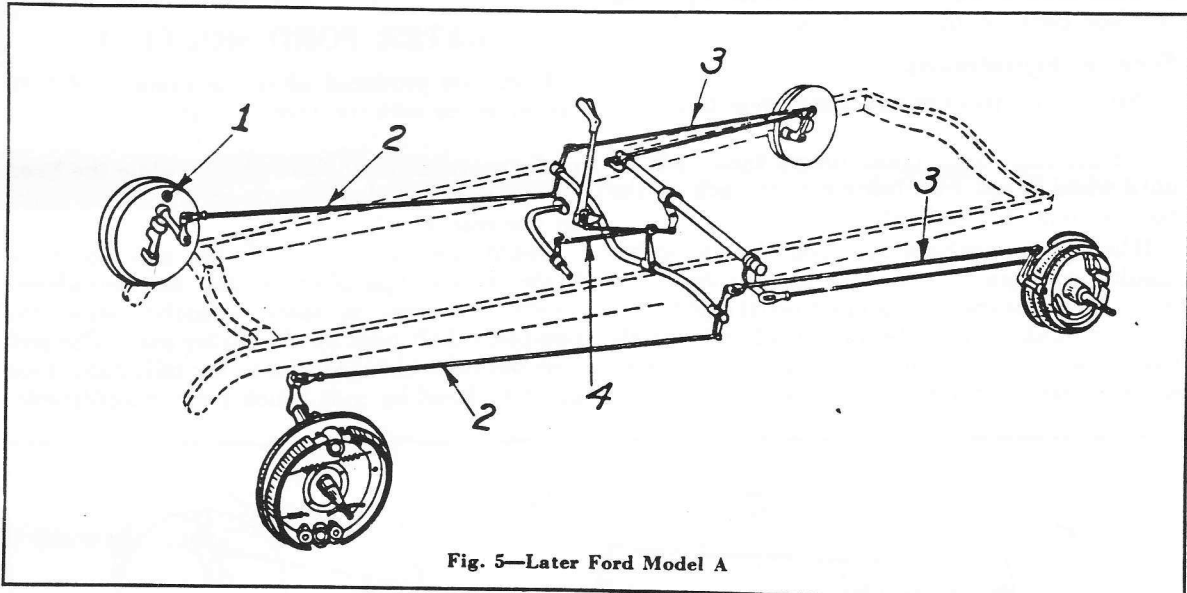


Fig. 5—Later Ford Model A

The linkage layout is now as shown in Fig. 5.

The construction and adjustment of the service brakes remains the same as on the earlier models.

Major Adjustment

Make sure that all levers and joints are properly lubricated.

With car on jacks, disconnect front and rear pull rods 2 and 3, Fig. 5 at the wheel ends.

Disconnect pedal rod 4.

If the car is equipped with a *multiple disc clutch*, adjust the length of rod 4 so that when the end of rod touches the cross member of frame, the brake pedal will clear underside of floor board by $\frac{1}{2}$ to $\frac{3}{4}$ inches. Then connect rod 4.

If the car has a *plate clutch*, pull the brake pedal against its stop and adjust rod 4 until there is $\frac{1}{16}$ " clearance between rear end of rod and rear flange of the cross member.

Adjust brakes at wheels as for Service Adjustment under Early Ford Model A, page 66.

Adjust pull rods 2 and 3 so that when all free movement is removed the rods can be hooked up without disturbing the position of the levers.

Hand Brake

The hand brake has only one point of adjustment.

If the hand lever F, Fig. 7, travels rearward to the extreme position, which will be due to wear on the linings, the rod A connecting the hand brake lever to the cross shaft center lever should be removed, by first disconnecting rods E.

Replace the rod A by passing it through the hole B in the frame center cross member and connect it to the upper hole C in the cross shaft center lever.

The pull rods E should never be shortened to take up wear, but after changing rod A to a new position it may be necessary to adjust rod E to a new length, leaving rear lever at brakes and cross shaft lever in proper position. Hand lever should be in released position.

If the hand lever still travels to the extreme rear it is necessary to reline the brake. Replace the rod to its former position after relining.

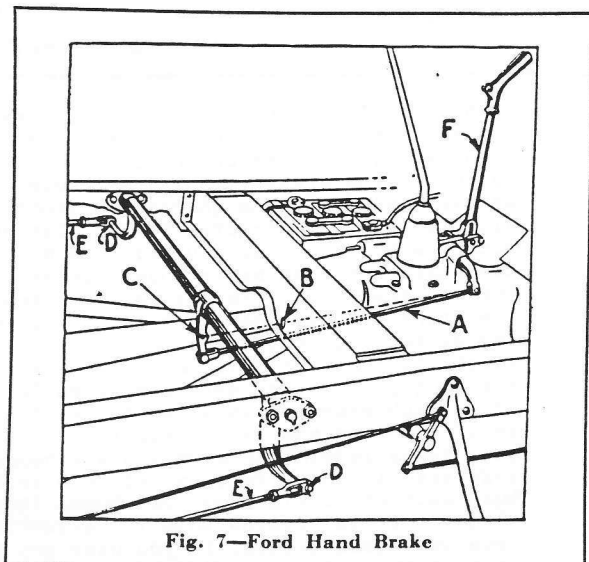


Fig. 7—Ford Hand Brake

anchorage on the upper band, but this will not be possible if the bands are in the least distorted or are not concentric with the brake drum. Slipping or squeaking may then result.

Brakes which are apparently in perfect adjustment may not hold in stopping the forward motion of the car. Try the brake in the reverse and if it is excellent the trouble is that the pressure is too high on the lower band. Bring the upper one down by adjusting nuts B and D and try again. Spring E might be compressed fully and this would also prevent the brake holding in forward direction.

EARLY FORD MODEL A

Early Ford Model A cars are equipped with four internal brakes, which can be operated by either the foot pedal or the hand lever.

Service Adjustment

With car on jacks release hand lever to full release position. Tighten nut 1, Fig. 4, for front and 2 for rear, until brake drags, then back off until wheel is just free, being sure to back off the same amount for each wheel.

If linkage has not been disturbed, the rear brakes should just begin to hold when pedal is down one inch. With one and one-half inch pedal depression, the front brakes should begin to hold and rear almost lock. Two inch depression should lock rear and hold hard on front but not lock.

If suitable adjustment cannot be obtained by wheel adjustment at 1 and 2, Fig. 4, check the linkage.

Major Adjustment

All lever joints should be properly lubricated and wheel bearings tight.

Disconnect rods, 3, 4, 5 and 6 at equalizer shaft.

Lever 7 and 8 should be against stops 9 and the shafts at each side should be in the center of brackets 10. Unless the shafts 11 are bent, the levers 12 should be vertical.

With levers 12 vertical and levers 7 and 8 against stops 9, adjust rods 3, 4, 5 and 6, just taking up free travel of the brake levers 13 and 14.

Adjust brakes as for minor adjustment.

LATER FORD MODEL A

Ford cars produced after the summer of 1928 are equipped with six internal brakes, one on each front wheel and two on each rear. The service brake operates on all four wheels, while the hand brake operates independently of the service brake on the rear wheels only.

About the time of adding the separate hand brake, a new type of cross shaft was introduced which, however, is interchangeable with the two-piece shaft used on the earlier cars. The pull rods were also changed, the earlier adjustable rods being replaced by rods which are non-adjustable.

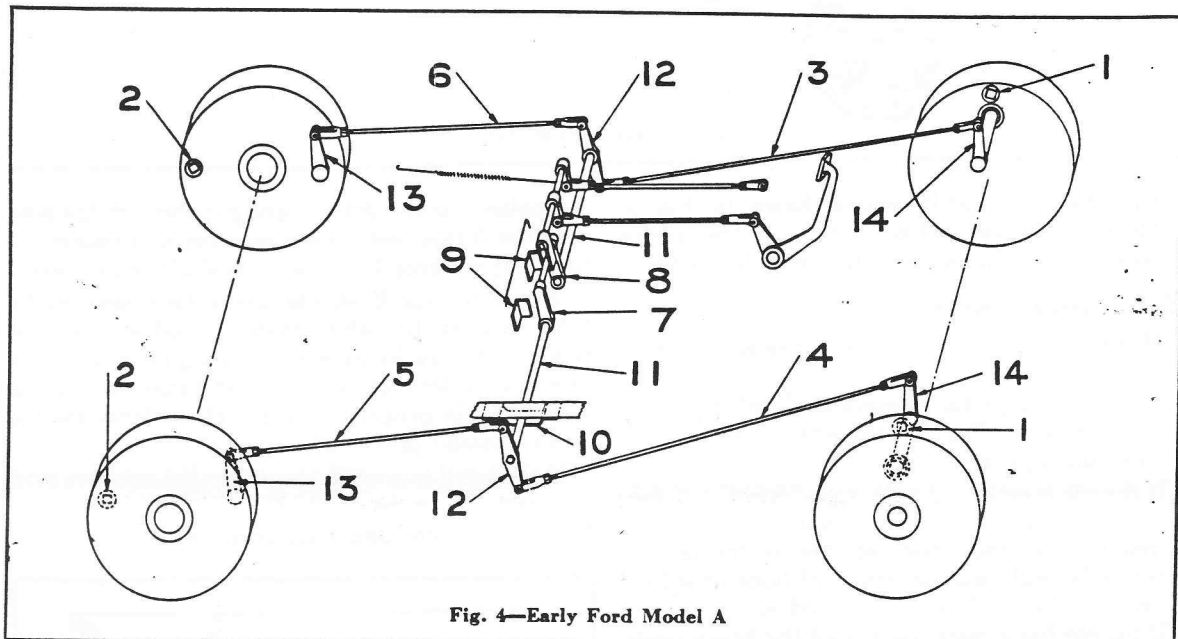


Fig. 4—Early Ford Model A

We have included an excerpt from a very old brake reliners manual but before commencing on this excerpt one rule must be strictly adhered to. In order to lose motion in our Model A we must first eradicate all lost motion in the brakes. This can occur in several places on a Model A. We will assume (although basic automotive rule is never assume), that all clevis' are correctly fitted with good fitting correct pins not nuts and bolts and all bushes have been replaced or are in very good condition and also brake shoes are still serviceable. Then we shall commence. It is very important that in order to operate the front brakes, the front actuating levers are in the forward position and as soon as they start to move, that the wedge on the roller also starts to move. If this doesn't happen then the pin that goes through the king pin must be extended by building up with bronze. Usually 1/16th of an inch each end is more than sufficient. Don't go overboard though as if you lean the levers too far then you won't be able to hook up your brake rods. Then once you are happy with that angle and your brake rods are all connected, adjust your front brakes until they lock and then back off until they just turn. Then adjust brakes as shown in this diagram. If you follow this in conjunction with the above you should have very good brakes. If you have any problems don't hesitate to contact the writer on 459 4607 during business hours.

Steve Read

... Notebook ...

NEW MEMBERS: Apologies to our new members BARRIE (not John) and GWEN GUEST, got the name wrong in last month's newsletter. These folks have just moved house to [REDACTED] Willetton, 6155. Phone no. [REDACTED]. Also joining us are DALE & DOREEN PANZICH, [REDACTED] Cloverdale, 6105. Phone no. [REDACTED]. Dale has a '28 Phaeton which he says needs lots of work. At the moment he's looking for a tub and some back doors. DAVE & SUE SLATER have joined us as interstate members, they live at [REDACTED] Bayswater North, Victoria, 3153. Ph. [REDACTED]. They own '31 Two Door Phaeton, restored. '31 Slant Windshield Fordor Sedan, restored, and a '30 Factory Roadster Utility that Dave describes as a basket case. And still another new member DANIEL PINNINGTON of [REDACTED] Kalamunda, 6076. Ph. [REDACTED]. Daniel has a '28 Phaeton which needs work. We give all these people a M.A.R.C. welcome, please find room on your register for their names.

JOHN LUCA has found a supply of 20 new uni joints. These are available at \$36 each if the whole 20 are bought. Please contact John if you wish to purchase one or more. For more details phone him on [REDACTED].

WANTED LIST:

Model B Head to take Model A pump. Contact PETER LYNCH [REDACTED]

Klaxon Horn 6 Volt. Contact BILL COWLIN [REDACTED]

'29 Gearbox. Contact JOHN LAURIE [REDACTED]

Four '28 A.R. rims. Contact KEN BROWN [REDACTED]

Front cross member. Contact RON ANDREWS [REDACTED]

DOUG NETHERWAY requires two licensed soft tons for a wedding on October 26. Please contact him on [REDACTED] if you can assist.

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Western
Model A News

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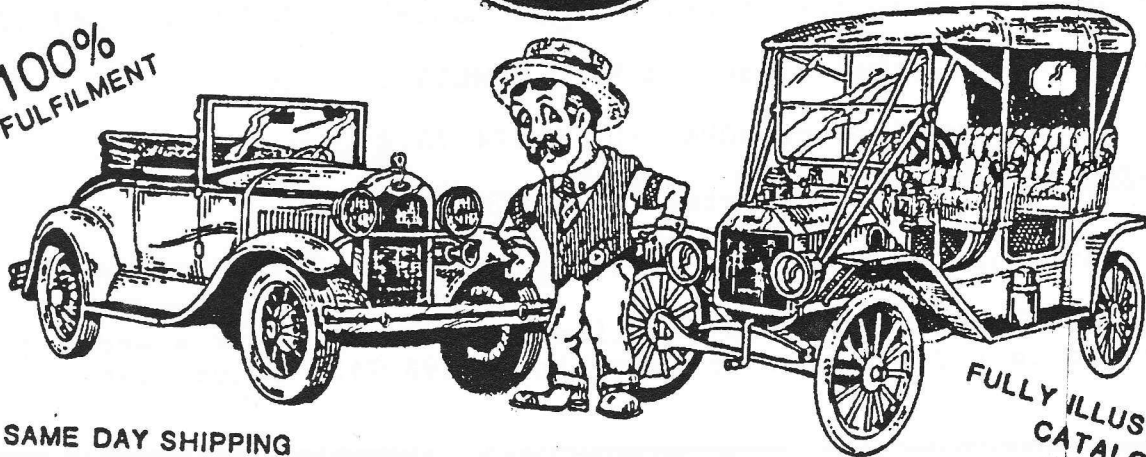
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CLUB GOSSIP

It was reported from Geraldton last month that while working on a new power line 50km east of Geraldton our Rally Director was able to assist a workman who had caught his thumb between two pieces of steel causing a pressure build up of blood under the nail.

Nothing could be found to pierce the nail and to relieve the pressure. However our experienced Model A traveller looked in the tool box and found a 'Coles' Junior Hacksaw. This was used to saw a slot in the base of the nail and - Presto! yet another use for the inimitable 'Coles' Junior Hacksaw.....