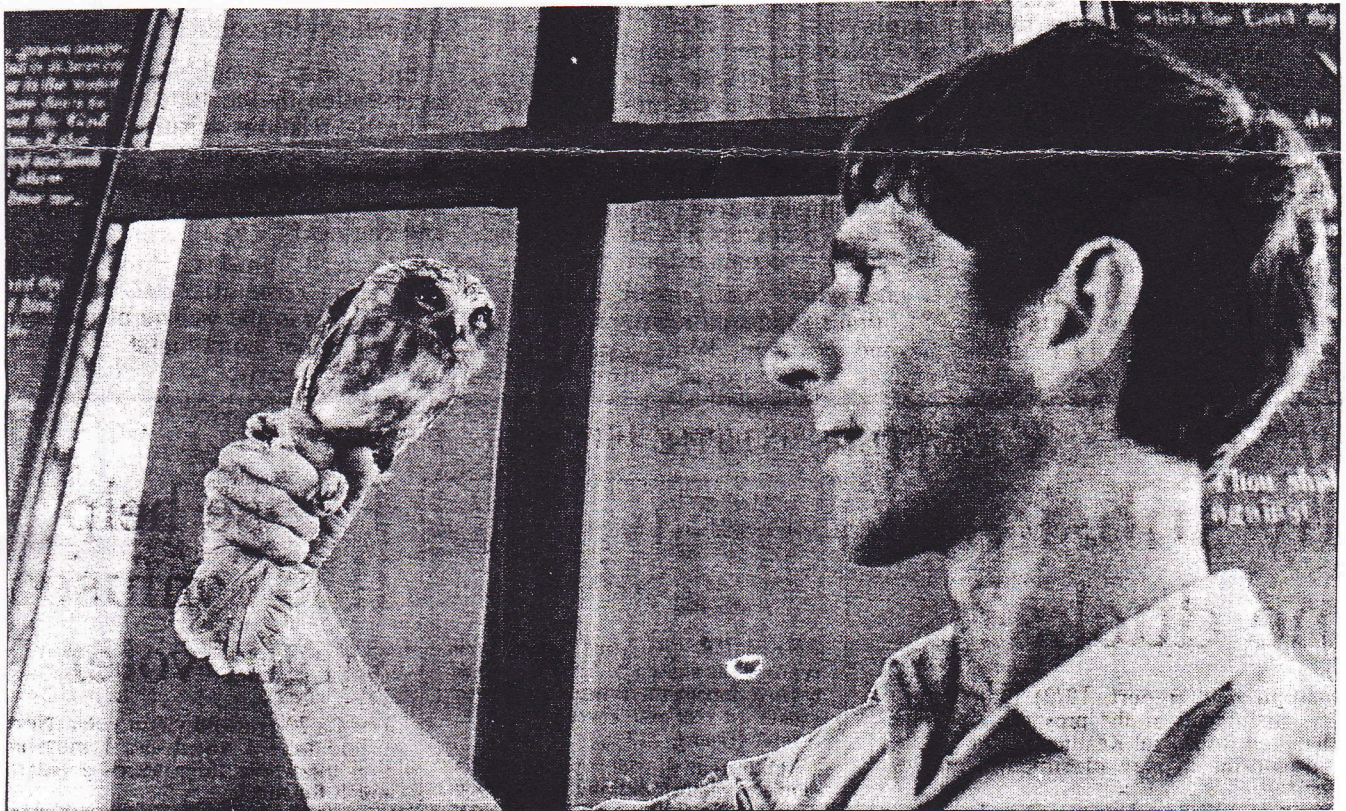


Western ¹⁹⁹⁶ Model A News

Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XVI Number VIII

MARCH, 1996



The above photograph appeared in the 'West Australian' on the 23rd February. The young male Boobook owl had settled in Fremantle Prison's main cell block the previous Friday and moved to the chapel on the weekend.

Those who attended the Candlelight Tour of Fremantle Prison on Wednesday 21st would have remembered him.

Next Outing/Meeting: 17th March - Classic Car Show,
24th March - See calendar for details

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc
MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA - Foreign Membership US\$24.00 per year

OFFICE BEARERS: *President:* ALAN JEFFREE XXXXXXXXXX *Secretary/Treasurer:* GERMAINE WRINGE XXXXXXXXXX
Vice-President: STEVE READ XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

COPY DEADLINE: By the first day of the month to: XXXXXXXXXX Thornlie, W.A., 6108

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF M.A.R.C. of W.A.

SUNDAY, MARCH 17, 1996

CLASSIC CAR SHOW

Ray Mahony to co-ordinate and Marshal for Club .
Germaine has entry passes for the day, if you wish to join
in our club display with your vehicle please contact either Ray or
Germaine, pronto! spaces are available.

SATURDAY, MARCH 23, 1996

BROOKTON OLD TIME MOTOR SHOW

Closing date for entries March 18th. No entry fee. Entry forms available.
Lots of fun and entertainment. Overnight stay possible, returning Sunday.
Further info. available on (096) 42 1316 - Brookton Tourism Assoc.

SUNDAY, MARCH 24, 1996

Mahony Family organising

Mystery destination . Meet at Galleria Shopping Complex
in parking area at the Myer/Bunnings entrance on Collier Road.

MEET at 9.30am for a 10.00am DEPARTURE.

Bring morning tea, lunch and plenty of petrol.

EASTER, APRIL 5-8, 1996

WINDSOR NSW 14TH NATIONAL MEET

Hosted by MAFC of NSW

EASTER, APRIL 5-8, 1996

KIRUP camp-out. Organised by Jeffree/Wringe Families.

Please phone Edith on [REDACTED] if you will be going.

Further details available after 16th March.

SUNDAY, MAY 19, 1996

Reg & Coral Blewett organising.

Please note change of date.

JUNE, 1996

Barrie & Gwen Guest organising

JULY, 1996

M.A.R.C. AGM

AUGUST, 1996

Volunteers needed for this month's run.

28,29 & 30 SEPTEMBER, 1996

Alan & June Smith have offered their farm at
Wongan Hills for this long weekend.



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleeving * Crankshaft Grinding
Recommended by MARC member*

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

**MINUTES OF GENERAL MEETING HELD AT McDOUGALL PARK, LEY ST, COMO
25TH FEBRUARY, 1996.**

Meeting opened by President at 8.50 am. Attendance and apologies as per attendance book. Alan welcomed everyone and commented on how many people had made the effort to get out of bed early.

MINUTES: Proposed Peter Gilberthorpe, seconded Barrie Guest that the January minutes be accepted as read.

BUSINESS ARISING FROM MINUTES: Alan thanked Louise Read for organising the recent visit to Fremantle Gaol which was enjoyed by all those who attended. However Louise commented on how many people didn't wear their yellow Model A Shirts. Steve Read has sold his Roadster and David Bussard has got a single plate housing.

CORRESPONDENCE IN: Stateside Distributors; Finch Sportswear; Model A Restorer Club (Aust) Inc re delegates meeting; Big Al's Poker Run; Shannons Grand Prix Auction; Shannons Grand Prix Trackside; Mt Panorama Motor Racing Hall of Fame; Model A Ford Club of America - meeting highlights; Classic Cars from America; Combined Car Clubs Assn re concessional licences.

CORRESPONDENCE OUT: Model A Restorers Club (Aust) Inc; Department of Transport. Accepted Jack Berkshire, seconded Ray Mahoney.

FINANCIAL REPORT:

JANUARY:	Opening Balance	\$12,273.26
	Receipts	<u>131.26</u>
		\$12,404.52
	Less expenses:	<u>79.51</u>
	Balance:	<u>\$12,325.01</u>

Moved Toni Mahoney, seconded Coral Blewett.

GENERAL BUSINESS:

Classic Car Show, Alan asked for volunteers to attend the C.C.Show on March 17th. John Hall, Steve Read, Peter Gilberthorpe and Ray Mahoney volunteered with Ray Mahoney the club's co-ordinator and marshal.

BBQ at Jeffrey's - Alan reported that everyone who attended the BBQ on January 27th had a great time and the Canadian guests enjoyed themselves. He also asked if the club would reimburse him \$80.00 for expenses incurred in preparing for the BBQ. Moved Louise Read, seconded Barrie Guest.

Kirup Weekend, Easter 1996 - Alan reported that there were 24 people going to Kirup and that details will follow after the 16th March.

Leonora Weekend, October - Jim had checked out the accommodation situation and all motel accommodation is already booked only tent city on the town oval is available. It was decided that there was not enough interest and Germaine will forward a reply to the organisers.

Combined Car Club Assn - Peter Gilberthorpe reported that there was concern regarding the concessional licence rules and regulations for those clubs not registered as licence examiners. According to the C.C.C. our club is not registered with either the C.C.C. or the Department of Transport. However Steve Read confirmed that we are still registered with the Department of Transport.

John Hall gave a warning to members regarding the Police Booze Bus as he was doing a wedding on the weekend when he left Kings Park and there was a Booze Bus down the road, his car and the following car were flagged on however the Father of the Bride who had had a couple of stubbies during photos was pulled over and charged with drink driving.

Alan Smith invited members to his farm in Wongan Hills for the longweekend in early October 1996. Accommodation is available and about twelve couples showed interest. Alan will supply details closer to the time.

Louise Read thanked those members who have supplied photos for the club album. The album is now up to date and Louise has offered to bring it along to the next meeting.

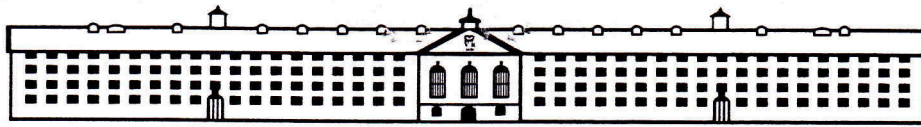
Steve Read reported that cam shafts for Model A's reground in the Eastern States can now be done locally for a better price. A master has to be made which will cost \$100.00 which the Club would pay for and then the master belongs to us. Steve will look into it further.

Shirley Hall is going to have a craft stall at the Windsor Meet, if any members have any SMALL crafts that they would like Shirley to sell she has offered to take them with her and set up a club stall.

John Hall asked if anyone had the plans to make a wheel straightening jig. However Alan advised that the club was going to purchase the plans from Canada.

Alan commented that the Bassendean Swap Meet had lots of stalls but not a lot of Model A stuff.

Meeting Closed 9.30 am.



TOUR OF FREMANTLE PRISON 21st FEBRUARY, 1996

Most of our tour party had arrived by the allotted time of seven thirty for a candlelight visit of the Fremantle Prison. After a little confusion over who was with who our guide for the night, Langley, started the tour in the reception area.

Fremantle Prison was built in 1855 by convicts out of limestone blocks. 'New Division' was completed in 1907 using stone quarried at Rottnest Island.

We were then shown through the kitchen and the boiler room. The main cell block was next. With our little torches we explored the unoccupied cells noting some of the paintings that past occupants had left on the walls for posterity. The original 1.2 x 2.1 metre cells were enlarged after the 1899 Commission recommended that men serve the first parts of their sentences isolated in separate cells, and found that the cells were too small for such a purpose. We were shown the cell in which 'Moondyne Joe' resided for some time and also the Church of England chapel. In the chapel a young owl had made its home, not the first owl to have done this and regarded as a bad omen when the prison was occupied. (A newspaper article about the same bird was shown to us by Jack at our Sunday meeting.) A Roman Catholic Chapel was later added when the Irish Fenians were transported and resided at the gaol.

Langley then showed us the exercise yard and the dark cells, solitary confinement and the gallows. The gallows were built in 1888, the same year as women prisoners were moved from Perth to Fremantle Prison. During the 1900's women in prison were called "fallen angels".

In 1991 the controversial Fremantle Prison, built in the Victorian era, was closed and the site was listed under the State Heritage Act.

A very interesting tour and for those who have not been, well worth the time to take a look. All those that attended enjoyed it and finished off the night with a drink or icecream and had a chat, heading home by around 9.30pm.

#####

BREAKFAST BBQ AT COMO 25th February, 1996

A nice turn up of cars (and people) for the annual breakfast bbq. The weather did its usual thing for this time of the year, moderately hot by eight o'clock and fairly boiling by ten o'clock. Most had arrived by eight o'clock and were busy cooking and eating and even some brought McDonalds (couldn't find anywhere to plug in the toaster!) We all looked very clannish in our yellow t-shirts.

Peter and Elaine brought along some photos that they had taken on Wednesday night of Fremantle Prison. Thanks guys, great for the photo album.

Alan and Germaine conducted an orderly meeting, with some newsy interruptions by Jack Berkshire in the way of a newspaper article about the owl which was residing at Fremantle Prison the night we were 'visiting'. He then also read another article about the police force. The meeting finished around 9.30am.

We all waffled and had a chat with most people heading off home by 10.00am.

%%%%%%%%%

\$\$\$\$\$\$\$ **FOR SALE:** Restored 1929 Roadster, lic., \$19,500

Partly restored 1929 Tourer \$5000

For further infomation Ph: John MacLean

Restoring the Model A Ford Steering Column

taken from an article by Ken Ehrenhofer, Medinah, Illinois in *Model A News* by Bevan Sharp

The exciting part of any restoration is when things start to go back together again. Now that you have completed all the tasks of the previous articles, and the items to be plated have all been returned bright and shiny, we can begin reassembly.

Reassembly will begin with the lower casting and the lower bearing race will be the first item to be installed.

The next step is to insert the new bearing, lightly greased, followed by the worm gear mounted on the shaft. The upper bearing and worm adjusting sleeve (upper race) must be slid over the length of the shaft from the top.

Make sure the 'pocket' for the worm adjusting screw is inserted so that it aligns with the adjusting screw hole.

ADJUSTMENT 1 - Adjustment for end play in steering shaft. Turn the steering shaft in either direction to the end of rotation and then back up one-eighth of a turn to a spot where there is some play in the gears. Tighten the worm adjusting screw until a binding starts to prevent the steering shaft from rotating, then back off one-sixth of a turn. The steering shaft should turn freely without any play.

Next insert the housing clamps bolt and install lock washer and nut and tighten. Always recheck adjustment after this so that the steering shaft turns freely.

The housing cover must be prepared for installation. Lightly grease the needle bearings (original style) and the sector gear shaft. Install the brass thrust washer over the sector gear shaft and insert shaft into the cover housing. Make sure the neck of the thrust washer points upward (toward the housing cover). Insert the eccentric adjusting sleeve into the proper hole and turn the slot so that it will point towards the worm gear when installed (this means the worm gear will be at the farthest position from the worm gear when installed).

The next step is to screw the sector adjusting screw into the worm gear housing (lower casting). **Warning: Do not allow the sector adjusting screw to extend into the housing as this could damage the cover housing. When you tighten the nuts you may crack the housing.**

Place the new cork gasket in position and coat it with a good gasket sealant on both top and bottom to provide a good seal. Next, slip the housing cover over the studs and just start the cover nuts, be sure the small tapered lock sleeve is inside the eccentric adjusting sleeve. Tighten all four nuts so that the housing cover is installed. Install the steering arm temporarily so that you can use it as a handle.

ADJUSTMENT 2 - Sector end play adjustment. Turn the steering shaft to either extreme, then back one-eighth of a turn. Now, grab the steering arm, swing back and forth freely. Check for end play (in and out motion) and screw in on the sector thrust screw until all in and out motion is removed. Turn the steering shaft to the other extreme and repeat (remember to turn back one-eighth of a turn).

Part

3

of 4 parts

RE-ASSEMBLY

ADJUSTMENT 3 - Adjustment for proper mesh of sector teeth in worm gear. Next, turn the steering shaft to its centre position. Try to rotate the steering arm and detect for play (rotational fore and aft motion). It will probably be excessive at this point. Next, loosen the three housing cover stud nuts one-

quarter turn, then loosen the housing cover adjusting nut one-half turn. Turn the eccentric adjusting sleeve clockwise, very slowly, until the play from the steering arm is removed (be sure to end this adjustment in the clockwise direction; if you go too far, you must turn counter-clockwise and start over). Tighten the nuts and turn steering shaft full travel to check for a high spot in the middle. Tighten the adjusting stud nut first and then the other three cover nuts.

The objective is to not have any play in the middle and, when turning the steering shaft, to have a smooth travel. If either condition is not correct, you must readjust. Do not proceed until this step is correct.

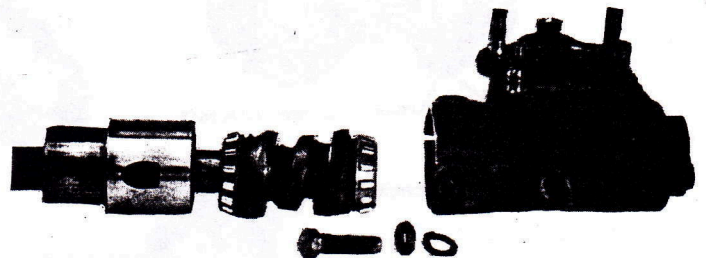
Now that you have gone through the adjustments, you should have a steering gear that works smoothly throughout its travel, no 'play' in the centre position and a small but equal amount of play near the end of its travel. If this is not true, please continue to Step 4.

In an effort to give us equal lash (play) at equidistant points from centre of travel, they provide us with an eccentric rivet adjustment, this means we can adjust the centre line of the sector to the mid point of the worm gear. At this point we should have play at equidistant point in the steering travel.

ADJUSTMENT 4 - Centralisation of tooth contact. Begin by turning steering shaft to the middle of travel. Turn until it stops in one direction, then reverse rotation for one and a half turns. Align the key-way with the worm adjusting screw. Next, turn the steering shaft one half turn to the right (using keyway as a marker). Try to move the steering arm to check for play or lash at this point. Now go back to centre and turn steering shaft one half turn to left of centre. Again, move the steering arm to note amount of play at this point to see if there is any difference compared to the other location.

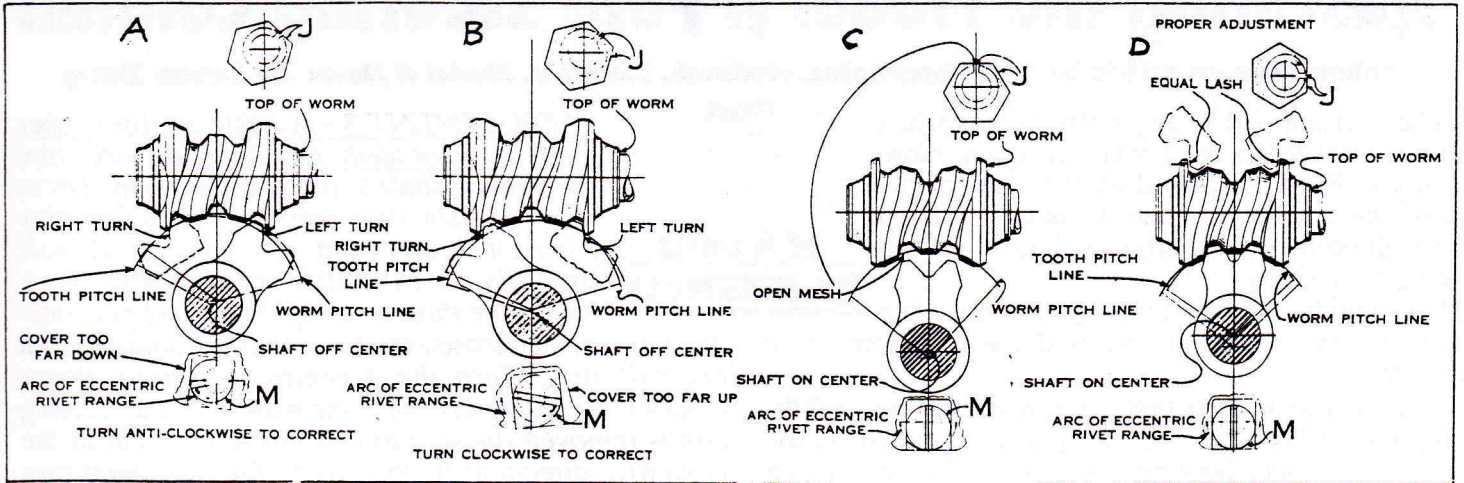
If there is less play in the left position, move the eccentric rivet in a clockwise direction (you must first loosen the housing cover nuts). If there is less play in the right position, move the rivet in a counter-clockwise direction. When these amounts of lash are equal, return to Adjustment 3 and continue from there,

Be sure to securely tighten the cover adjusting stud nut, then tighten the three housing cover nuts.



Inserting the worm gear and shaft into the lower housing.

... continued >



Note - for more detailed information, consult the *Ford Service Bulletins* for February, 1929 for complete adjustment details.

A - Illustrates binding in a right turn and play in a left turn. Adjust eccentric rivet to correct.

B - Illustrates binding in a left turn and play in a right turn. Adjust eccentric rivet to correct.

C - Illustrates that the sector shaft is on centre with the midpoint of the worm but gear mesh is not correct causing excessive play in all positions. Adjust eccentric adjusting sleeve to correct.

D - Illustrates proper adjustment.

The assembly of the upper column begins by inserting the central rods into the upper bushing. Next, install two rubber sleeves used to prevent rattling of the two control rods. These rubber sleeves can be about 1 inch long and can be made from scrap compressed air hose or similar material. They must be positioned near the mid-point of the rods to prevent rattles. They must also be a tight fit so they do not slide out of position, they could be glued or taped into position.

After the rods have been guided through the holes at the

lower end, you must drive the bushing into the column. We used a round steel disc that is notched to go around the control rods. This prevents the bushing from cracking or breaking. Insert screws if needed.

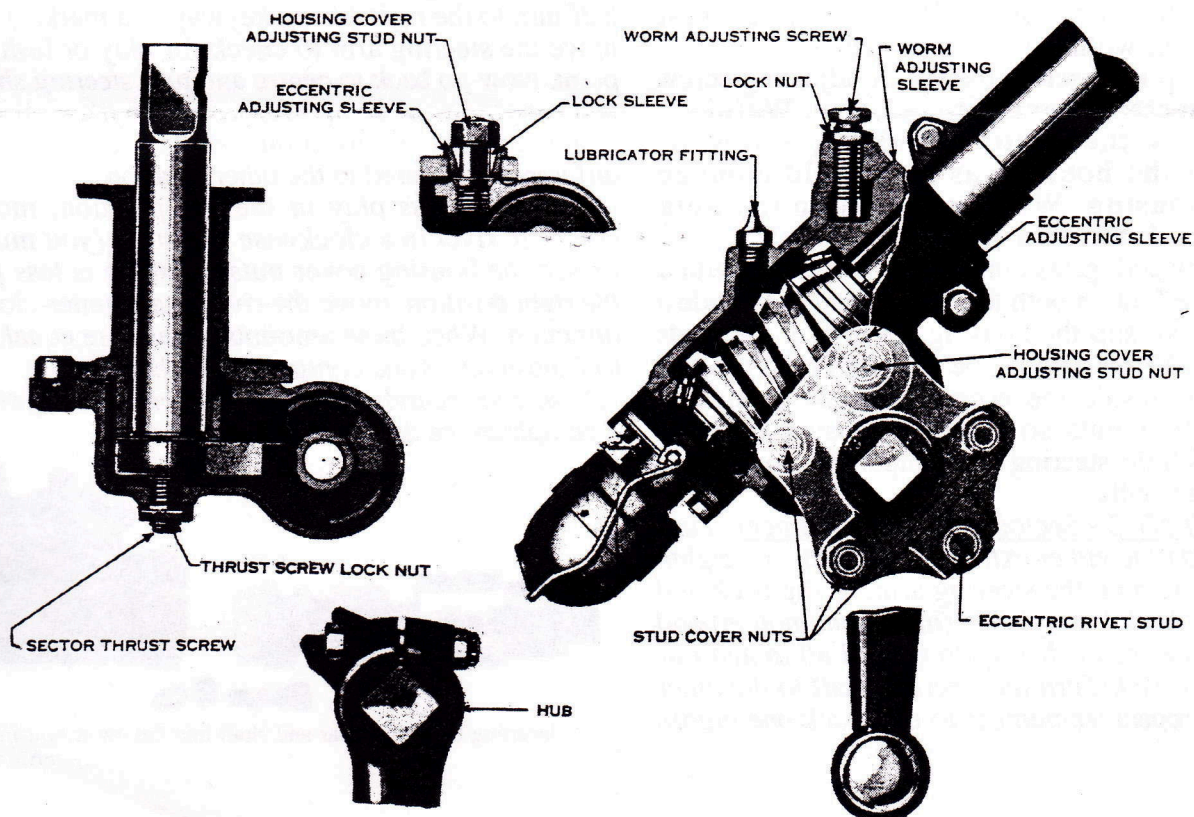
Next, install the springs and control arms and use a small welding rod to replace the retaining pins. A small hammer is used to peen the ends so they do not fall out.

The horn rod and wire must be soldered back into position in the reverse order of removal (see Part 1) and, after plating, the horn button retainer must be installed. In order to bend the four tabs over, we used a socket of the correct diameter and covered the edge with black electrical tape. This will act as a cushioned support while we use a punch and hammer to bend over the tabs.

The bottom plate, gasket and end cap are installed, using a gasket sealant to prevent leakage.

We have now assembled the lower gear assembly and upper column assembly. Keep these parts separate and we will be painting and assembling them in Part 4. BS •

NEW STEERING GEAR



Well, it's sum-summer-time again ... time to ... AIR CONDITION YOUR MODEL A

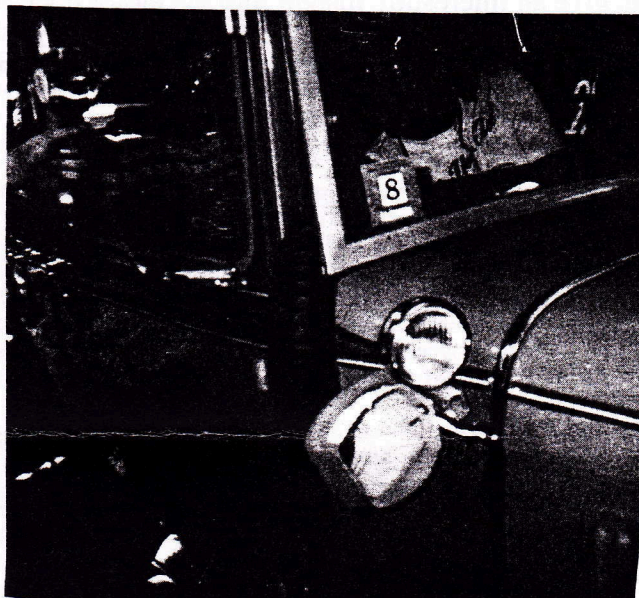
Adapted from an article in *The Restorer* by John Jacobson of Massachusetts by Bevan Sharp

Is your Model A giving you a hot foot?

Do you suspect that your friends are avoiding you due to your odoriferous toes, a condition bought on by floorboard temperatures rivalling that of a re-entering NASA nose cone?

The *Minuteman Chapter Comfort Control System* is the answer!

You can install it yourself (even if you have no previous climate control experience). It will win back your friends, cool your tootsies, and make you the envy of fellow old car enthusiasts. For double comfort, consider fitting right and left hand installation.



8. Insert bolt through holes and tighten around cowl light arm using washers and nut. - If you do not have cowl lights fitted, you have several options, such as:- run a longer hose to the head light bar, fix to a rear-view mirror, attach to the petrol filler cap...

9. Route vent hose through open windscreen and down onto floorboard area. (Optional - wire in place to choke rod.)

10. A kitchen strainer of a suitable size can be fitted into and taped to the open mouth of the air conditioner if bugs (or kangaroos) become a

problem being funnelled straight into the cab.

PARTS NEEDED

1. One suitable plastic bottle - about 4 litre - such as detergent, oil, etc. You can paint the bottle to match your particular car colour.
2. Two meters of 8cm diameter (or other suitable size) automotive vent hose.
3. One 1/4" x 3" bolt with flat lock washers, 1/4" nut.
4. 25cm of stainless wire.
5. Paper towels.
6. Plastic electrical tape.

TOOLS NEEDED

1. Hacksaw.
2. Drill.
3. Screwdriver.
4. Tin snips.
5. Felt-tip marker.
6. Tape measure.

INSTALLATION PROCEDURE

1. Drain plastic bottle.
2. Carefully remove label, including "Special Offer" coupon.
3. Using tape measure and felt pen, draw a circumferential line 15cms down from the container mouth (cap removed). Hacksaw across this line through entire bottle. Discard larger (lower) section - it can be used later as a boat baler, bed pan, oil catcher, etc.
4. Using paper towels, wipe the residue out of the bottle.
5. Drill 3/8" holes through handle and over sides of bottle 1/2" from handle stump end.
6. Slide vent hose over bottle mouth and wire in place with the stainless wire.
7. Slip handle over cowl light arm so that open section points to front of car. (Note- device will malfunction if open section points rearward.)

HELPFUL HINTS

1. **Shut down** - the system can be shut down using two methods:

- a) Insert a tennis ball in the outside opening, or
- b) Mash windscreen closed so as to crush vent hose.

2. **Temperature control** - as in most modern air conditioning systems, the *Minuteman Chapter Comfort Control Air Conditioning System* offers the option of mixing warm and cool air (for those unpredictable early Spring or late Autumn days):- simply cut a hole in the floorboard and fit another hose to funnel the hot air from around the muffler into the cabin - perhaps use the battery access hole, if suitable.

3. **Defogger** - for unparalleled windscreen clarity even in rain, just hold the heater end up to the windscreen and open all windows - *magnifique!*

4. **Motorman's Friend** - on long trips, should there be an emergency and no convenient "pit stop", the *Minuteman Comfort Control* system can be used to provide instant relief. (Note - it is necessary in this use that instruction No. 7 be disregarded and, in fact, be reversed.). NEVER attempt to use the air conditioner for this purpose with the "funnel" fixed to the front of the vehicle, particularly when the vehicle is in motion....

Watch for more exciting new accessories soon to be made available to Model A owners:-

- * Automatic fuel cap opener.
- * Automatic running board retractor.
- * Automatic Roadster rumble seat release.
- * Sun roof for Sedans.

Patents pending - all rights (and lefts) reserved; any use, misuse, or duplication of any of these items without the express written permission of the Commissioner of Model A-ing would be ridiculous. ••

These snippets give an interesting insight into the motor trade in Perth (and Western Australia in general) just after the Model A era. If there is any interest from members, there is plenty more where this came from? Compiled by: Bevan Sharp.

C.I.B. ADVICE

Inspector Purdue, Chief of the Criminal Investigation Branch, advises all Service Station proprietors to retain as little cash as possible on the premises during an evening, and recommends large amounts be deposited in some place other than the till. He favours the retailing of goods through Garages should be restricted to regular hours and 7am to 7pm is a good suggestion. He agrees that it should be possible to charge stranded clients an opening fee. The Police Department is only too willing to endorse the issue of licensed firearms to employees competent to handle same, but it must be understood that an age limit applies. *Well, thank goodness for that!*

"PETROL - Packed Dynamite"

The truth of the old adage "Familiarity breeds contempt" was never better exemplified in the handling of petrol by mechanics, garage men and car owners. All readers doubtless have a healthy respect for dynamite and would feel a prickling sensation up their spine if they saw a labourer carelessly handling a case of destructive explosive. Yet many mechanics and shop employees are equally careless with petrol - **Which possess, weight for weight, 8-1/2 times the energy of dynamite.**

For the information of those foolish individuals who strike matches or take a naked light near exposed petrol, the following details should act as sufficient warning:-

A gallon of petrol has the power of 130 sticks of dynamite, and the energy to lift 116,000,000 lbs 1 foot. If it were possible to completely utilise for propulsion of a motor car all the potential energy in petrol, it would run 160 miles on a gallon of fuel, at 60 miles per hour.

According to the Dunlop Bulletin, which furnishes the above information, only 13% of the power in petrol is actually used in propelling a car. Here is how the energy of the petrol motorists buy is dissipated:-

Wind resistance takes 10%, rolling resistance of vehicle 3%, friction in rear axle 1%, friction in transmission 1%, fan 1%, exhaust 43%, radiator 25%, and heat radiated from the power unit 16%. The foregoing figures, of course, vary with different cars, but they indicate fairly accurately where the energy goes.

Now I don't know about you, but I rechecked those percentages and they add up to 100% - so does that mean that the average vehicle burns up all the fuel but does not actually go anywhere?

PERSONAL

Among the Garages

Mr C. Morry, secretary to the State Tyre Committee has lately suffered an attack of bronchitis, and in consequence thereof was confined to his home for some few days.

We won't mention names, but it is worthy of record that a prominent official of the WASSA recently sought to acquire the services of a very attractive young lady who happened to attend to him. The former's wife smiled at her good man's initiative, as she happened to know that the purveyor of the gas was the station's mistress.

Well really, aren't you flabbergasted? What was happening in Perth in 1935, such goes on....

AMONG THE GARAGES

Into the ranks comes another station, and the proprietors signed their application even before they opened for business. Messrs Burrows and Head, of the "Bridgeway Service Station", Leederville, we refer to, and we hope that their advent to the motor trade will prove a congenial and profitable one. Their premises are attractive and right up-to-date. The latest high-pressure greasing system has been installed in conjunction with an hydraulic hoist. Mr Head was previously a traveller, and Mr Burrows seeks cooler climes, following a long period of business at Peak Hill. Drop in next time you are passing, as these gentlemen are anxious to meet other members of the Association.

Did You Know That-

In operating the average car 10,000 miles:-

- * Contact points open and close 90,000,000 times?
- * Each spark plug fires 15,000,000 times?
- * The Coil delivers 90,000,000 charges of 1,350,000,000 volts?
- * The Carburettor mixes 2,810,000 cubic feet of air with 825 gallons of gasoline?

SMILE, D---N YOU

If Mae West had twins, a boy and a girl, what would they call her?

Why, "Mother", of course.

Right goes before might.

Taxis - with radio!

An idea of the popularity and extensive use of radio on public passenger motor vehicles on the Continent may be gained from the fact that no fewer than 3,100 radio-equipped taxis are now operating on the streets of Paris.

In that city, the majority of taxi drivers hire the vehicles from the proprietors. A small premium is charged for cabs with radio, a fee readily paid by the drivers, as they find that there is extra profit to be made owing to the travelling public giving preference to taxi cabs so fitted.

Bah Humbug! Newfangled idea - never catch on in Perth. What will the French do next ... detonate devices in the Pacific? Another likely story!!

The coming years bring with them many advantages; as they recede they take many away.

Notebook

BIRTHDAYS for MARCH: Birthstone: Aquamarine. Flower: Jonquil

Marg Addison, Maxine Creedy, Maxine Davidson, Frank Farrelly, Shirley Hall, Ruth Lucas, Ivy McLean, Daniel Pinnington, Lesley Polley, Doreen Stathy & May Wilson.
 Birthday wishes to all the people born in March.

NEW MEMBERS: Welcome to Ian & Astrid Dalby, [REDACTED] Bassendean.

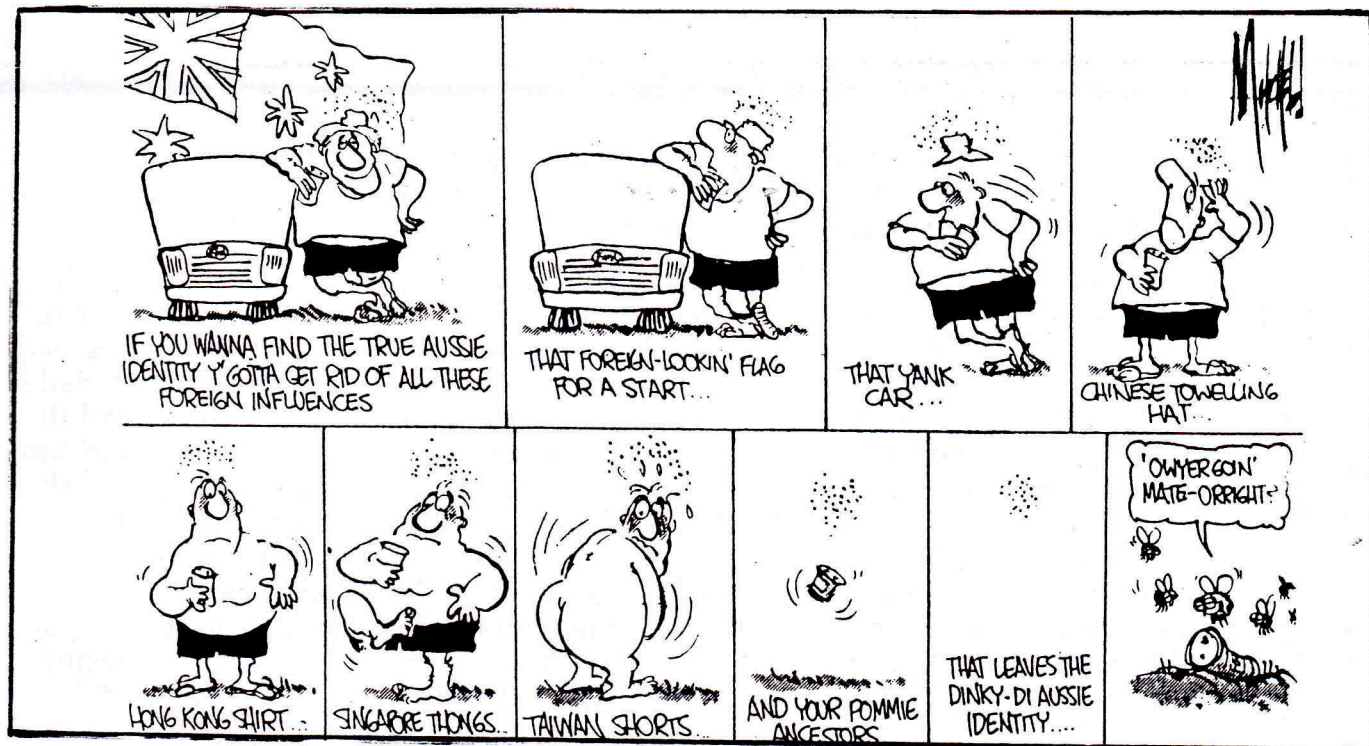
Ph: [REDACTED] These folk have bought a fully restored 1929 Roadster. Hope to see you on a run soon.

THANK YOU !! I'd just like to thank all those people who went through their photos and were kind enough to donate those missing from our Club album. I will endeavour to finish the labelling in readiness for our March meeting. Thank you also to those who supported our outing to the Fremantle Prison. *Louise*

VISITORS: It was great to catch up with our Brookton members Gary & Rosalie Eva who visited the Read residence recently whilst in Perth for a wedding. It would be nice if you could join us on a run sometime!!

"Towards More Picturesque Speech" in 'Reader's Digest' gives some ideas for navigating your Model A: Stalking through the cornfield....Blazing past the fire station.... Slipping through the lingerie department....Barging through the shipyard....Hopping past the brewery....Skirting the women's wear department.... Tripping through the travel agency....and Lumbering through the woods.

CONSTITUTION & BY-LAWS: Any recently joined members who have not received their copy of the Constitution and by-laws would you please contact Louise on 459 4200 and arrange to collect your copy at a meeting or have it posted to you.





If undelivered, please return to:
Thornlie WA 6108

PAISLEY Ian & Dianne
NORANDA, 6062



**Western
Model A News**



**HAPPY ST. PATRICK'S DAY
17th MARCH**



MORE TECHNICAL TIPS

These from South Australia's "Model A Torque"

Does your Model A send oil back up the oil filler tube? Most Model A-s do to some degree - I have endured this problem for some time in my Tudor and more recently in the Wagon with a new motor. After reading many ways to cure the problem, from major surgery on the motor to a very simple idea, I chose the later. I purchased two stainless steel kitchen scourer pads and placed one in each of the oil filler caps, the problem was solved - no more blow back and a clean engine bay. Try it.
This old favourite from Neil Phillips

If your Model A is fitted with a four-blade fan and has a pressed hub, take it off right now, drill out the rivets and replace them with 1/4" UNF grade 8 high tensile bolts. The rivets are 7/32" dia so drill the fan blade and hub 1/4" clearance and tap the fan boss 1/4" UNF. Locktite the threads of the bolts or if you have room on the inside of the hub fit locknuts to secure the bolts. Chances are that when the rivets shear and the fan lets go you won't be sitting in your warm garage.
Kevin Draper