

WESTERN

'A' MODEL NEWS

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

FEBRUARY, 1984.

Next Meeting : Sunday 26th February, 1984.
10 a.m. from the Causeway Car Park, Perth.

We are going to call on Mandurah (Dawsville) members, Ted and Evelyn Scott for lunch. They have their home on the Peel Estuary with barbecues available for use, so everyone bring your own please. We hope to have those newly licensed vehicles out for a run and look forward to inspecting them, and also meeting Ted and Evelyn.

Belatedly, we wish all of our members a Happy and Prosperous New Year, and hopefully more 'A's on the road this year.

NEW MODEL

On the 4th December, 1983 the management and/or manufacturers at the Cook establishment decided, with great expense and much time consuming labour, to produce a rare classic example of their fine workmanship; indeed a "one of" model, for the admiration of all. This new model, henceforth to be called Jordan Alexander, came complete with all the usual paraphenalia intact, and as with all classics, has a few minor leaks from the usual places. The noise factor is on a par with similar styles (noisy), but the manufacturers hope to have these problems remedied in a couple of years. We wish Laurel, Mike and Jordan many happy adventures together.

NEW MEMBER

We welcome Ken and Denise Brown of Kaumbalda West, who have three 1928 unrestored Fords; a Tudor, Pickup and Truck. We hope you have many hours of fun(?) restoring.

BACK AGAIN

We also welcome back Stephen and Louise Read, from the trip to the U.K.

NEW VEHICLES

We have three newly licensed cars on the road since our last newsletter. Mike and Laurel Cooke's Tudor, Bill and Mavis Spencer's Sports Coupe and Ross and Alma Letch's Phaeton. Bill and Dorothy Bennie's Phaeton is currently in the upholstery shop and just might be ready for our Mandurah run. It is very pleasing for all of us to see these beauties on the road again.

KIAMA, EASTER 1984

The Cooke, Bennie and Spencer families are all heading east for the National Meet at Kiama in N.S.W. None of the participants are driving all the way, but some will do the last 900 miles from Jamestown S.A. For the rest of the journey the cars will be trucked or trailered, and their owners by car or plane etc. The organisers have reported over 100 entries (in Dec. bulletin) and they are still coming in, so it should be an enjoyable get together for owners and their cars.



COMBINED CAR CLUBS OF WA.

The 15th Annual Combined Car Clubs Concours D'Elegance and Classic Car show is to be held on Sunday 18th March, 1984 at the Ascot Race Course. It has been mentioned that our club may want to participate in the display of vehicles at this function and you are asked to give this some thought before our Mandurah run where it will be discussed. If we participate we will need volunteers to help with duties on the day. Entry forms to be had from Toni Mahony.

REQUEST

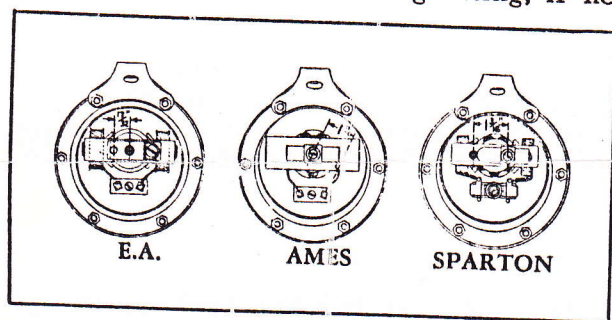
"I am endeavouring to obtain a complete set of Model 'A' Service Bulletins and also interested in acquiring a Model 'A' 5 Window Coupe. I am prepared to purchase the Coupe by cash or if necessary would be prepared to an exchange arrangement with my restored Fordor Sedan (1929). I should be glad if you would advise your members either verbally or by your newsletter".

Contact Keith McKinnon, 18 Towerhill Drive, RINGWOOD. Vic. 3134.

On Model A's having exterior electric windshield wipers exposed to the elements, the ground connections should be thoroughly cleaned. The commutator should be wiped and kept clean. Oil on the commutator, poor connections, and rust or excessive dirt on the windshield frame will cause most windshield wiper troubles.

Headlamps should be inspected to insure clean and tight connections. Inspect the reflectors inside the lamps and clean with alcohol and lampblack powder if necessary, using a scratch-free cloth and only short, light strokes. If resilvering is necessary, it may require an extensive search to locate a competent plater willing to do the job. The advent of sealed beam headlamps and a horde inferior "quicky" plating technics have practically eliminated any really good resilvering talent in the retail business field. Some restorers, however, report having met with success.

Remove the cover from backside of your Model A horn and thoroughly clean the commutators. Use a small piece of smooth wood to clean the gaps between the commutator segments; do not use wire or metal of any kind. Place a few drops of oil in the grooves at each end of the armature shaft. Check the tone of your horn, regulating, if necessary, by means of the adjusting screw on the back.



As we previously pointed out in an earlier issue, the Model A Ford horn was manufactured by three suppliers--Ames, A. E., and Sparton--who stamped their name on the cover. Should the cover be missing, it will be necessary to measure the distance between adjusting screw and mounting screw to determine the make of the horn (according to our diagram, left) before attempting to find a replacement, since none of the three covers are interchangeable.