

WESTERN

'A' MODEL NEWS

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

MARCH, 1984.

Next Meeting: 25th March, 1984.

Venue: The Blue Gum Camel Farm.

Starting Time: 10.00a.m. Boans Morley Carpark.
10.45a.m. Mundaring. *ON ROADSIDE*
NEXT TO SHOPS

The above starting times are to accommodate members living in the Hills areas and will save a repetitive trip for some.

The Blue Gum Camel Farm has barbecues and should be an interesting place to visit (even if you are not into camels). They certainly have the cleanest camels I have ever seen. So come along and bring a few dollars with you as there are camel rides for the more adventurous.

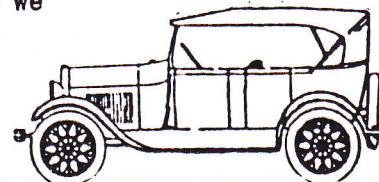
Last month those members who made the trip to Ted Scott's hacienda at Dawsville really enjoyed a lovely day out. The sun was not too hot, the cars sparkled (and bubbled) and all round everyone seemed to enjoy themselves. Mike and Laurel Cooke brought young Jordan on the run together with two visiting friends from Canada, Richard and Sheila Yaremko. Mike had his Tudor out on its maiden long run and found out its best not to fill the radiator too full.

Ross Letch and family were hard to keep up with in their Dark Green Phaeton which cruised all the way keeping up with all the moderns. Looks great Ross - what's the next one going to be?

Ted and Evelyn Scott have an excellent collection of old enamel signs and various other memorabilia from the vintage years. His car, a 1929 Phaeton is the one Neil Lopez brought over from the Eastern States shortly before he left Perth. Ted has had it tidied up and with a new coat of paint he has a nice car that we hope to see on rallies with us in the future.

As with all new restorations various members have been experiencing teething troubles in the first few hundred miles of a newly restored car being put back on the road. Some of the problems that crop up make you wonder how on earth you missed them during the rebuild but with such a huge number of separate items to assemble or paint or adjust, its not surprising that some things escape your notice. Take the cover plate at the bottom of the steering column. It is possible to reinstall this plate in reverse. You can get some adjustment on the side play of the sector shaft but not very much. The plate should be installed with the concave side into the cavity of the housing. This may be nothing new to old experienced members but after you read this go out to the garage and reach down below the carbie and check yours - if its the wrong way round you may be happy to find you can get rid of the slop in your steering after all!

Sexual Discrimination has now come to an end or so our politicians tell us. No longer will males be required to change tyres, crank their 'A' Models, dig the sand out when bogged, change the oil -- we are now all equal so go to it girls - get your share - don't wait to be asked. There are however some basic things that will never change - Viva La Difference!!



From the "Still Some Good People Around" department - Bill Bennie was out at Warwick Police establishment having his Phaeton "done over" for a full licence, when from amongst the huge crowd of admirers a man said "When you've finished here come over to my place opposite". Duly arrived and he presented a.B. with two diamond tread Goodyear tyres in excellent condition. 5.25 x 21 for free!

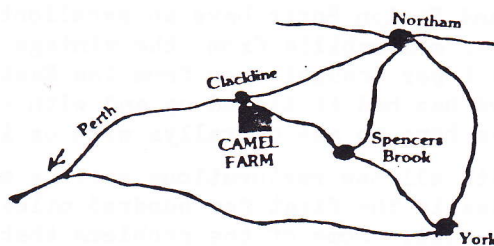
Bill's car has been fitted with personal plates. The letter I and numbers 928 thus it reads 1928. If personal plates appeal to you (and they don't appeal to everyone) and you would like to get 1929 or 1930 for your A or any other year, I suggest you get in and order the plates quickly before other clubs catch on. You can order them and pay for them (\$50) and then collect them when you are ready, up to one year later if need be. Or you can get them for your modern car and transfer them to your vintage when it is finished. The Police are very helpful and co-operative. One point to watch when ordering is to make sure the letter 'I' is positioned next to the dot to get maximum effect. It is possible to place it one space to left of dot and thus ruining the required number. By leaving two letters off the left hand side it shortens the length of the plate and makes it far more suitable for our cars. Unfortunately you can't get rid of the 'P!', but you don't have to have the Cup slogan. To answer another question, you can have personal plates if your car is on concessional licence, there is no restriction.

Several of our members have recently had their speedometers overhauled by Automotive Instrument Service, 153 Francisco St., Belmont. The service has been excellent and all work is guaranteed. The cost for a complete overhaul and some relettering for a Stewart Warner is \$46. The result is "as new" providing the unit is in good condition to start with. They will also rebuild the cable with new cable and ends etc. The above cost also includes resetting back to zero.



Blue Gum Camel Farm

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