

WESTERN

A MODEL NEWS

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

January 1985.

HAPPY NEW YEAR !!

To all our members - we wish you a very enjoyable 1985 Model A Year!

NEXT GET TOGETHER: JANUARY 20TH (Sunday)

Come along to our Holiday Picnic at Manners Hill Park, Peppermint Grove (between Keane and Lilla Streets). Remember, as this is right on the river front, bathers, cool drinks and a picnic lunch are the order of the day. See you there about 11:00 a.m. The Ford Flag will be flying under a shady tree somewhere in the park.

BENDIGO IMPRESSIONS - by *Bill Bennie*

It was hot, 33° - 35° and crowded - at a guess 25-30,000 overall during the weekend of 17th & 18th November at the Bendigo Swap Meet. There were 886 stalls, some occupied by single stalls but some people needed three or four spaces. In all there were many tonnes of cars and parts; sized from the smallest spring or screw to complete cars, trucks, etc.

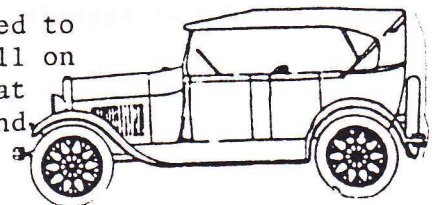
Specialists carried huge ranges of headlights or light globes or U.S. number plates or Veteran horns or Rubber trim, etc. Everyone's taste and need were catered for. There were bargains for the sharp eyed. It was important to know what you were looking at. Very often the stall holder didn't have a clue. One bloke called a Jeep regulator an alternator. It was brand new and worth \$25. He said he didn't know what it was off and I could have it for \$10 - I didn't correct him !

From the Model A point of view the range was not huge. East Coast was there - if you could afford it. In fact the impression I got was that if it could be called "A Model" then it was worth gold! If you queried the price the comment was "Well, it is genuine 'A' you know!!". But this didn't always hold good - I bought original Condensers and original headlight globes at reasonable prices.

One vendor had a dozen 'A' guards - back and front - for sale from \$25-30 each on Friday afternoon. They were rough but restorable. By Saturday there were 6 or 8 left and on Sunday morning they were \$1 each. Sunday afternoon they were free if you wanted them. Quite a few stall holders were prepared by Sunday afternoon to merchandise or reduce prices. So late shoppers could pick up bargains.

The trip is worth while at least once in a lifetime - it is a long way from W.A. If you are going next year book your accommodation in Bendigo NOW. A hire care is recommended and is invaluable for the weekend. Anyway, if you're going, ring me for the cheapest way to do it.

Someone told me Frank Cocks had a pedometer strapped to his right fetlock and after walking past every stall on the Bendigo showground, it recorded 26 KM - and that included a number of trips to the "cool drink" stand.



Eric Richards led his merry band of 14 Western Australians across the Nullabor in a bus and trailer. By the look of the almost full trailer, they must have spent a fortune !

COMMENTS FROM STATE DELEGATES MEETING held at Bendigo, Saturday, 17th November 1984:

W.A. was represented by Bill Bennie. The agenda was not heavy and most of the discussion related to the 1986 Nationals to be held at Barossa.

Initially there was a plan to reduce or alter some of the judging requirements for Concourse judging. However, the meeting decided that the standards must be upheld and no changes or easing of conditions would be considered. Therefore, the following basic conditions will apply -

1. Engine - correct for year of vehicle
2. Top upholstery
3. Metal Bodies - no fibreglass
4. Paint - no metallics
5. Lights - 6V only
6. Horn - original type only
7. Tyre and rim size - correct for year of vehicle
8. Authentic shocks and links
9. Mechanical brakes - no hydraulics
10. Standard engine mounts
11. Roadworthy Certificate.

Vehicles not fully complying with one or two of the above conditions can still enter but would be downgraded in points: eg. Correct shocks but dog bone links.

It was also emphasised that all previous National Rally Winners were only able to compete against previous Blue Ribbon Winners. This will apply at Barossa.

All judging will be carried out to Australian Standards and not American or Canadian Standards.

Other suggestions were that all Newsletter Editors receive newsletters from each state direct so that information, For Sales or Wanted Ads, could be quickly printed in State Newsletters. This was agreed to and should give a better service to members.

Also suggested that each State include the names, addresses and phone No's of its Committee members regularly to assist communication.

An Australia wide membership list by State is about to be compiled in a professional manner and this should greatly assist interstate travellers to contact fellow members. You will be advised of availability at a later date.

The subject of dues was discussed briefly and to date the following situation applies:

NSW	\$20	\$15 for Country Members
VIC	\$15	
S A	\$12 ?	
QLD	\$10	
W A	\$ 7	

So W.A. members - you don't get such bad value for your dollar do you!? We have always tried to keep it down. It all depends on the Post Master and the possible need to have the newsletter Commercially copied.

All States except Canberra and Western Australia have as the name of their Club - example :



with only the bottom line varied as to the name of the State.

In order to come into line nationally, our members may wish to consider a similar logo which could also become the badge for the Club. (Other suggestions previously submitted appear in June & Sept. editions of our newsletter).

It was suggested that W.A. drop the word 'Restorers' from our present title. This would not be difficult and would unify us in name only with the other States. In all other respects we would remain a separate Club.

CLUB CHRISTMAS DINNER EVENING (Dec 14th):

Thirty six members and friends gathered for pre-dinner drinks in the garden area at the Rose & Crown in Guildford for our Christmas Dinner evening. Around 8:00 p.m. we were ushered into the room reserved for this occasion. After settling down at nicely decorated tables (complete with delicious Prawn Cocktail), it was cheerily announced by our lady organiser that after each course the menfolk had to move to a different table. This certainly kept the men on their toes and the conversations changing all evening.

Lucky prizes, numbered "pot-o-luck" Christmas Gifts - including such things as a well used rubber duckie pottie (now lovingly cherished by Ross Letch), assorted non-working clocks, irons, one 'amorous toad' (which fairly tickled Kelvin Pepper pink) old mail box advertising and the Yellow Pages plus a very evil looking redback spider in Vegemite Jar were among some of the gifts bestowed on fellow members.

President, Max Annear addressed our happy gathering and thanked all for their attendance at the dinner plus our monthly runs during the year.

After Coffee, members mingled and chatted and finally ambled off home about midnight after a thoroughly enjoyable evening.
Thanks to Toni, Alma and Laurel for a function well planned.

BITS AND PIECES:

FOR SALE: 1929 A Model : Diff parts, headlight rims and two lights, chassis and all running gear, radiator, fuel tank, speedo, four wheels, steering column and box, Engine/Gearbox complete. Enging free and turns with compression. Zenith carburettor.

Contact: Bob Delury, [REDACTED] and negotiate a price. He would prefer to sell the lot if possible.

FOR SALE: Hood irons - replacement tubes and fittings available for most makes of hood irons, including Ford 'A' and Model 'T'. New sets also available.

Contact: Alan Sugden Phone: A/hours [REDACTED] (A.C.T.)

WANTED: 2nd National Meet Badge (Sydney 1974) will buy or swap for another National Meet Badge.

Contact: F. Smith, [REDACTED] 3167 Phone [REDACTED]

COMING EVENTS:

1986 Rally Report (from South Australia):

There are now in excess of 40+ entries. This raises the point that if you wish to stay at the Weintal or Barossa Lodge Motels at Tanunda you would be well advised to forward your entry and accommodation request immediately. Hopefully an accommodation up-date will be published every two months.

W.A. February Meeting:

A date for this meeting will be decided upon at the January picnic. It is planned to be an early morning Breakfast BBQ (or Champagne Breakfast) to beat the heat of the day.

"Taken From Model a News, USA Jan-Feb 1981."

AUTHENTICALLY SPEAKING

by Ed Francis and George DeAngelis

Spindle Bolt Locking Pin

At a midwest Model "A" Meet this past summer, the subject of the spindle bolt locking pin came up. Some claimed that the 1928 models had the locking pin inserted from the front of the axle so that the head of the pin which limits the turning radius of the front wheels is on the forward face of the axle. Others claimed that the locking pin was inserted from the rear on 1928-29 models and from the front on 1930-31 models. With over 50 cars attending the Meet, it was a simple task to walk up and down the isles and check the various Model "A's". What we found was unbelievable.

Most 1928-29 cars had the pin inserted from the rear, but some had it inserted from the front. A few 1928-29 models had the 1930-31 design while some 1930 cars had the 1928-29 design. And, two cars had one locking pin inserted from the front while the other pin was inserted from the rear.

According to existing engineering drawings, three designs were developed, but only two were used. At the start of production, spindle A-3115-B was used. On this design, the locking pin holes on the axle and spindle were drilled straight (no taper). The locking pin had the long hex head and was inserted from the back side of the axle. The pin was held with a castellated nut and cotter pin on the front

face of the axle. The long head of the locking pin acted as the stop for the turning of the front wheels. This design was used until August of 1929.

In the new design, with spindle A-2115-C, the spindle and axle were drilled with a tapered hole. The locking pin had a matching taper without a head and was inserted from the front face of the axle. A long hex nut and lock washer held the pin in place from the back side of the axle. The long nut on the locking pin also acted as the stop to limit the turn of the front wheels. This design was used to the end of Model "A" production.

Since the front axle and spindles had very few changes, it is possible to fit a 1928-29 axle to a 1930-31 car and visa-versa. However, the spindle locking pins cannot be interchanged from one axle design to the other. In either case, the wheel turning stop feature of the pin should be on the back face of the axle. If the turning stops are placed on the front face of the axle, scrubbing of the brake rod by the tire will occur when making a tight turn.

The two cars that had one pin with the turning stop on the front of the axle and the other turning stop in the rear, could have a serious problem when making a tight turn. In this case, both turn stops will limit the turning in one direction and neither will limit the turning in the other direction.

