

WESTERN

A MODEL NEWS

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

March 1985.

NEXT MEETING: SUNDAY, 24TH MARCH - Restoration Run

STARTING POINT: Parking Lot, Elizabeth Street, Kalamunda
(Low side of Stirk Park)

TIME: 9:30 a.m. for 9:45 departure.

The members we will be visiting on this run are :

Eric & Nene Richards - [REDACTED] Gooseberry Hill (Morning Tea)
Ron & Patricia Andrews - [REDACTED], Armadale (Lunch & Meeting)
Steve & Louise Read - [REDACTED] Thornlie (Afternoon Tea)

Tea and Coffee will be provided and the Andrews have a BBQ available for our use so pack yourself a BYO barbecue or cold lunch, plus your own coffee mugs and a chair (if required) for this outing.

See you at Stirk Park at 9:30 a.m.

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FEBRUARY - TOMATO LAKE BREAKFAST MEETING:

Well, it ended up a bit closer to a 'brunch' meeting than breakfast but apart from our Model A's - nothing in life is perfect is it !?

Bill Bennie's mob dead heated with the Steve Read tribe for the honour of arriving first. Some honour it was too -- as on inspection, the BBQs were found to be covered in grease and other ethnic delicacies. So Steve and Bill got out their cleaning gear (ever prepared for the worst these two BLOKES!) and after much scraping, etc., managed to get a reasonably hygienic finish. Of the two hotplates, one was a fast one the other super slow. Fiddled with a match and bit of wire in the coin slot of the slow one to make it go faster and all we succeeded in doing was to jam the machine so that it kept burning and didn't need any more coins - what a pity !

To ease the pangs of hunger for the assembled multitude the Champagne corks were popped and bubbly flowed. The brave band of cooks slaved over the slow hot plates and gradually the snaggers, onions, steak, eggs and bacon were shrivelled up enough to be considered edible.

One thing Steve Read learnt was that to cook eggs on a gas barbie you need those little ring things to keep your egg under control. Steve plopped his egg on the hotplate in a gay carefree manner - it promptly slithered downhill and disappeared down the drainhole for the fat like a ferret down a bunny hole on a hot day ! Last we saw of Steve, he was looking for a drinking straw to try and retrieve what was left !!!!!

Gradually everyone was happily doing what we came for - eating 'brunch', knocking off the pale stuff and generally looking content. The heat was moving in fast and by days end it hit 41°C.

The only member who turned up ready for a swim was Phil Rebe, complete in trendy whites - but after inspecting Tomato Lake he decided to leave it to the ducks. Phil told me in confidence later on that the weather wasn't quite warm enough for such intimate pursuits and besides that, he had forgotten to bring a towel !!

When the meeting got under way it had all the formality of a country race meeting. Max did his best (God bless him) but the heat and the champers had hold of us and after one or two statements of the necessary facts, etc, plus a couple of interruptions to say thank you (to a chap named Bill Ryall who was cleaning out his garage and thought we might like some wheel pullers and tyre levers, etc) we finally closed the formalities, sat and chatted for a while and gradually drifted off for a hot drive home at about 11:00 a.m.

All in all a good day with seven Fords plus a Thunderbird and several moderns.

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SUMMARY OF MINUTES OF MEETING HELD 24TH FEBRUARY 1985

Meeting opened at 9:40 a.m.

Apologies: Bruce Jewell, Sallie Madgett, Tony & Rita Parin, Geoff & Kath Davies.

Minutes of previous meeting were read and confirmed - Moved B. Spencer, Seconded M. Cooke.

Regarding affiliation with M.A.R.C. U.S.A. - Bill Bennie will be contacting Bill Ingwersen as to the best way to make application to the Dearborn club.

Weekend run to Beverley was suggested. Facilities of the Gliding Club could be used. This to be looked into.

Combined Car Clubs display at Lilac Hill Park for March 3rd. Several members will be attending. There will be an Auto Jumble Sale and Auction as well.

Secretary to book V.C.C. Club House for 21st July for A.G.M.

L. Cooke suggested we purchase a filing cabinet for the Club. The sum of \$100 maximum was agreed on for this purchase.

With the value of the Australian dollar against the U.S. dollar Bill Spencer suggested some serious thought be given to local manufacture of parts. Suggestions on parts that could be manufactured cheaper than U.S.A. parts would be welcomed. Secretary to contact other Model A Clubs to obtain list of parts available through local manufacture.

Thanks extended to Bill Ryall of Kewdale who donated vintage tools to the club. These will be sold at the next Swap Meet with proceeds going to the club.

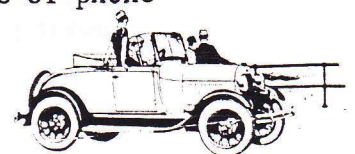
Graeme Tilbury and family were welcomed to the club on their first outing.

Max Annear advised there is a World Meeting of Model A's in USA 1986.

Meeting closed 10:30 a.m.

BAROSSA VALLEY MEET, EASTER 1986:

As there are quite a few members planning on attending this rally and hoping to drive their A's across the Nullabor - a get together is being held at Laurel & Mike Cooke's home on Sunday, MARCH 31st at 2:00 p.m. to discuss the trip over and what other plans need to be finalised. Address: [REDACTED] Kingsley, Telephone: [REDACTED]. Come along if you are interested in participating. Any interested country members please write or phone and Mike will advise of any decisions or plans made at the get together.



COMBINED CAR CLUB DISPLAY AT LILAC HILL PARK

Five of our members exhibited their vehicles at this event which was attended by a huge crowd. There were cars of all sizes and ages on display and the organisers were very pleased with the results of the day. Special thanks should go to Valerie Cowlin and Coral Blewitt for doing such a good job in keeping many sticky fingers and over enthusiastic viewers off the vehicles during the day.

AUCTIONS, FOR SALES, PARTS SUPPLIERS, ETC.

The Combined Car Clubs Concours Presentation Night will be held in the 1841 room, Rose & Crown Hotel, Guildford on Friday, March 22nd. Meeting will be at 7:30 p.m. for 8:00 p.m. Dinner. Cost \$19.00 per head inclusive of dinner and drinks (beer, wine and soft drink) Reservations to the Secretary, C.C.C. c/- Rose & Crown.

Vintage Auto Parts, 42-44 Moss Avenue, Marleston, S.A. 5033
Geoff Johnston, (08) 297 5197 A/H (08) 332 5332

J.C. James, 4 Reid Street, Seacombe Gardens, S.A. 5047 Tel: 296 7798
(Bearing remmetalling - Engine reconditioning - Specialising in veteran and vintage motors).

Australian Hood Irons, 63 Irvine Street, Watson, A.C.T. 2602
Tel: (062) 41 5530 A.H. Alan Sugden
(Specialising in wooden hood bows, replacement parts, accessories, new sets, repairs.)

P.L. Pickles & Co. Auction: The entire Grant Phillips Antique Collection consisting Bicycles, Wickerwork baby carriages, Signs, 1912 Fire Engine, Australiana, Lamps, Mechanical Music. - plus
The Bruce Phillips Weapon Collection - 120 superb long arms and hand guns.
Date: March 30, 1985 Address for further info: 2 Victoria St, Lidcombe, NSW Phone (02) 649 1200

Unique Cars Magazine: The club has received the following letter and if you are interested please submit your advertisement in writing to our Secretary - Mrs. A. Letch, [REDACTED], Greenwood, 6024

" Hello from Unique Cars Magazine!

Our second edition is now on sale at newsagents around Australia and is much bigger and better than the first, hopefully this trend will continue until you have the most fascinating and useful market place ever available to Australian Motor Enthusiasts.

REMINDER! WE ARE STILL OFFERING YOUR CLUB

1. Free Advertising for your 'Coming Events' that are open to the General Public.
2. Free Classified Advertising for 'Parts Wanted' and 'Parts for Sale.'
3. Free Advertising for cars manufactured before 1930.

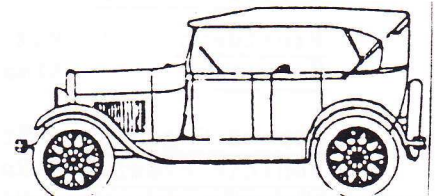
NOTICE: This offer is available to your club members only and must come through your Club - Private advertisers must pay advertised rates.

Yours faithfully,

(Signed)

Editor. "

WANTED: Kelvin Pepper to get his 'A' into gear and come along on some of the runs with it !!



FUTURE EVENTS:

- MARCH 24 - Restoration Run (Page 1)
 MARCH 31 - Barossa 1986 Rally: Discussion afternoon for interested members re: travelling, times etc for the above meet. (Page 2)
 EASTER - ? Any suggestions
 MAY/JUNE? - Social afternoon with square dance club.
 JULY 21 - Annual General Meeting at Veteran & W.A. Car Club rooms, Forrestfield.



9TH NATIONAL RALLY
 BAROSSA VALLEY
 MARCH 28TH - 31ST
 1986.



P.O. BOX 202, TYNTE STREET, NORTH ADELAIDE, S.A. 5006

RALLY NEWS RELEASE

NOTICE TO ALL CONCOURS. ENTRANTS AND INTENDING ENTRANTS.

The following rules, for all future National Meets, were formulated and agreed upon by all delegates present at the National Delegates Meeting in Bendigo, 1984.

1. All entries will be judged on the Australian Judging Standards, as revised by the NSW Model A Ford Club, from those published by the Vic. Model A Ford Club.
2. Listed below are the 10 basic items your Model A must have to be eligible for judging;
 - a) Original 4 cyl. Model A engine
 - b) Authentic type top/upholstery material
 - c) Authentic sheet metal, no fibreglass
 - d) Correct era paint finish; no metallics etc.
 - e) Authentic Model A lighting equipment
 - f) Authentic Model A horn
 - g) Correct tyre and rim size for year model
 - h) Authentic Model A shockers and tubular links
 - i) Authentic mechanical brakes
 - j) Authentic front and rear engine mounts.
3. Previous National Concours winners and Blue Ribbon trophy winners cannot compete for Class awards, but can only compete against each other for the Blue Ribbon Trophy.

If you have not already done so, and your car complies with the rules laid down, please consider entering.

A lot of information has been gathered and researched by people giving a lot of time and effort for Model A owners, giving us a better, although sometimes confusing idea, of how to restore our cars, to the high standard of most Model A's, compared to some other makes.

Bob and Frank,
 Chief Judges,
 National Meet, 1986.

OFFICE BEARERS:

<u>President</u>	:	Max Annear	-	Telephone:	[REDACTED]
<u>Secretary</u>	:	Alma Letch	-		[REDACTED] Greenwood, 6024
				Telephone:	[REDACTED]
<u>Events Organiser:</u>		Steve Read	-	Telephone:	[REDACTED]
<u>Vehicle Examiner:</u>		Ray Mahony	-	Telephone:	[REDACTED]
<u>Vice President</u>	:	Michael Cooke	-	Telephone:	[REDACTED]

All correspondence to be addressed to the Secretary please.

A postscript to the Rally Release is that Steve Read just received his Entry Number back (having sent his application in some time ago) and it is 73. We believe the cut-off point is 150 - so don't be dilly dallying as the other States may make up the numbers quicker than you think.

Contact our Secretary if you have misplaced your original Appln. form.

February 1985.

Unleaded Petrol

What will it mean to you?

Continuing our series of answers to questions most commonly asked of the RAC about the introduction of U.L.P.

LEAVING aside the question of whether we need unleaded petrol its introduction is unlikely to cause any great trauma in the market place.

Although behind the scenes a great deal of work has been done, and a great deal of money spent, the average motorist will notice very little difference at the local service station.

This particularly applies in the metropolitan area and provincial towns, although smaller outlets and outback suppliers may have problems.

At the larger service stations where there is currently a "Standard" grade petrol pump the changeover will be the simplest. In broad terms, what will happen at that style of station is that sometime during 1985 — probably about June/July — the "Standard" pump will be redecorated, branded "Unleaded" and dispense unleaded petrol. If you have been buying fuel from that pump you will continue to do so, and the only difference will be the colour of the petrol and the dispenser nozzle which will be smaller in diameter.

If you have been buying "Super" petrol, and your vehicle definitely needs Super, you will continue to use the "Super" pump. But does your motor really need "Super?" If your handbook says that the octane requirement for your vehicle is 92 or less you may be able to use the unleaded petrol.

A listing is to be brought out by the Government, after consultation with the vehicle manufacturers, indicating which of those vehicles currently on the road can use unleaded petrol.

Q: Is the name of the new petrol lead free or unleaded?

A: The correct terminology is unleaded.

Q: How can I tell if my new car needs U.L.P.?

A: In the absence of the handbook, which will quite clearly point out the fuel required, there is one major difference to the fuel filler which will make it quite obvious. The normal "Super" pump dispensing nozzle just will not go into the fuel filler neck of a vehicle designed for U.L.P.

Q: Is it true that the wrong sort of petrol will ruin a 1986 car?

A: Continued use of leaded fuel in a vehicle designed for unleaded will eventually totally poison the catalytic converter which will then have to be replaced if you are to remain within the law.

Q: Will some current cars run better on U.L.P.?

A: Yes. There are certain models such as Fuegos, some Rovers and the Mazda rotaries where the lead in our current petrols has a detrimental effect on the spark plugs. Some fuel injected vehicles, e.g. Cressida, will also benefit.

Q: What about my lawnmower?

A: Most two-stroke motor manufacturers specify standard fuel because of the lower lead content. U.L.P. will have the advantage of minimal lead (lead

can cause spark plug fouling), and a higher octane. So two-stroke mowers, chain saws, outboard motors etc. will benefit.

Q: Do catalytic converters start bushfires?

A: There have been overseas reports of this nature. However, it appears that in Australia the catalytic converter will be mounted in the engine compartment, well away from any combustible material. Conventional exhaust systems have also been known to start bushfires.

Q: Do I have to convert my current vehicle to take U.L.P.?

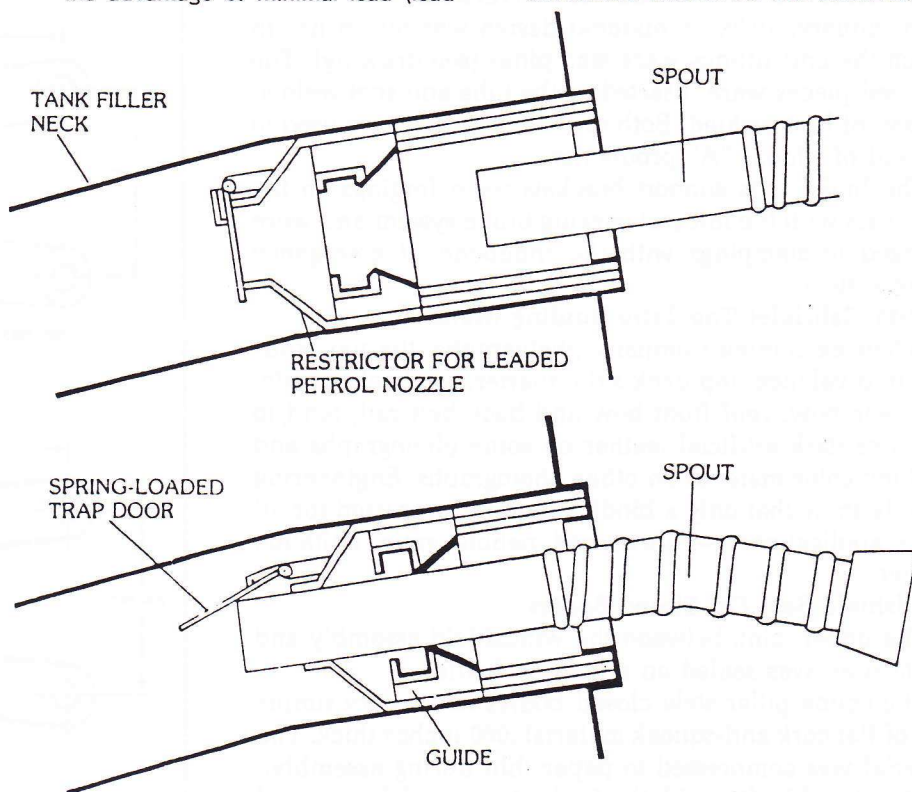
A: No. There is no need since "Super" petrol will be available for many years. If your current car accepts fuel with an octane rating of 92 or less you can go straight onto U.L.P.

Q: What about my vintage vehicle?

A: If it is a genuine vintage (i.e. pre-1931) there is no trouble at all since lead additives were not introduced into petrol until the early 1930s, and consequently the engine was originally designed for unleaded petrol.

Q: Is unleaded petrol safe to handle?

A: Exactly the same precautions must be taken as when handling current petrols. There is no additional danger introduced without the lead additives.



• A typical U.L.P. dispenser nozzle and tank filler neck showing how U.L.P. vehicles can only be fuelled by the correct size pump nozzle, which will be smaller in diameter than the existing nozzles. Note the spring-loaded trap door to further minimise the chance of misfuelling, even from a can.

AUTHENTICALLY SPEAKING

by Ed Francis and George De Angelis

The three Model "A" items in this column were re-searched as the result of many questions raised by club members.

Rear Radius Rod Ends

The rear radius rods on the first Model "A" production had forged end fittings which were butt welded to a tube. This design was used on the early models with the integral parking brake system which permitted both the foot brake pedal and the hand brake lever to activate the same mechanism. Some state governments would not approve this type of brake system and the Company was forced to make a quick change. The new brake system with separate emergency brakes was introduced in February, 1928. With the new system, the forged end fittings and the tube were redesigned. The end fittings were lengthened to provide clearance for the relocated brake lever. Even though the new design went into production in February, it was not until June before all plants made the conversion.

In January, 1929, an optional design was put in use in which the end fittings were stampings (see drawing). The stamped pieces were inserted in the tube and spot welded instead of butt welded. Both of these designs were used to the end of Model "A" production.

The brake rods support brackets were forgings on the early cars with the integral parking brake system and were changed to stampings with the independent emergency brake system.

1930-31 Cabriolet Top Trim Binding Material

When examining Company photographs, the top bindings (top valance, top deck side quarter, top back curtain, roof rear bow, roof front bow and back belt rail) tend to look like dark artificial leather on some photographs and light top color material on other photographs. Engineering records show that only a binding material was used for all these applications — brown-red pebble grain imitation leather.

Windshield Seal On Closed Bodies

The upper joint, between the windshield assembly and the header, was sealed on all closed bodies.

The coupe pillar style closed bodies had a very simple seal of flat cork anti-squeak material .060 inches thick. The material was compressed to paper thin during assembly.

The closed bodies with the fordor type cowl design used 60 durometer extruded rubber seal between the windshield assembly and header. The seal was a "z" shape with a 3/16 diameter head which filled the opening between the windshield hinge and the header panel. This type seal was used on all bodies with windshield headers.

