

# WESTERN

# A MODEL NEWS

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

July 1985

NEXT MEETING:     SUNDAY JULY 21 1985

The ANNUAL GENERAL MEETING of MODEL A RESTORERS CLUB (W.A. BRANCH) INC will be held on SUNDAY, JULY 21, 1985 COMMENCING AT 2:00 p.m. in the Club Rooms of the VCC & WA Car Clubs, Hale Road, Forrestfield. (near corner of Hale Rd & Tonkin Hwy (prev. Gosnells-Beechboro Hwy).

Members are asked to arrive by 1:45 P.M AT THE LATEST PLEASE.

The Agenda for the meeting will consist of the following:

1. Apologies
2. Minutes of the 1984 A.G.M.
3. Business arising from Minutes.
4. Election of office bearers.
5. General Business
6. President's Report.

CLOSE

This year nominations are required for PRESIDENT as Max Annear has indicated that his two year term as President ceases at this A.G.M. If you would like to take on this position we would be pleased if you would register your nomination with our Secretary, either before or at the A.G.M.

Country members - if you have any matter you would like put to the meeting (either A.G.M. or General) would you please put it in writing addressed to our Secretary, Mrs. Alma Letch, [REDACTED] Greenwood 6024 to reach her no later than Friday, 19th July 1985.

Gentlemen ::: last month I was accused of being sexist when asking the 'Ladies' to bring along a plate of afternoon tea - so to even things out - Could the Gentlemen please bring along a small plate of goodies for afternoon tea at the A.G.M. (Coffee/Tea will be supplied).

Looking forward to seeing you all there - make a special effort to be involved in the running of YOUR CLUB.

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SOCIAL OUTING - 30TH JUNE 1985

Yeeehaa, do-sa-doh, swing your partner, promenade, allemande left.... or something like that - was the tempo of our afternoon of participating with members of the Rocky Top Square Dance Club of Kalamunda last Sunday.

The day dawned a typical winter day but rain held off nicely for our



run up the hills to Kalamunda. Not long after the 100 or so adults and children were gathered in the hall, the rains bucketed down outside for the next couple of hours.

Tony Cowley, President of Rocky Top welcomed us along and then the Square Dancers swung into action. You can sure get confused watching them but half way through the afternoon Kath Pepper clued me into the fact that by just watching one person you can follow the steps much better - afraid it didn't help me much tho Kath. The Barn Dance, Pride of Erin and several 'Learners' dancers with the experts guiding us kept all on their toes and certainly toasty warm. Square dancing is certainly a lively hobby and I think that many of our members need to be a little fitter if they were planning to continue with the dancing !

Afternoon tea was welcomed and the hall was filled with chatter as all mixed in together. The Raffle of a Roast Lamb Dinner and another of a beautiful Fern went to Square Dance folk - but some of our people did get some spot prizes during the afternoon.

When the rains ceased our four Phaetons and two Tudors were inspected by interested persons - then it was back into the hail for some more dancing until about 4:00 p.m. when we all said goodbye and thank you for a really enjoyable time.

This social afternoon was planned as a 'non-profit' day but because of the unexpected large number of people who attended - after all costs of the day were deducted, an amount of \$80 was still in hand to be shared between our two clubs.

From observations and remarks throughout the afternoon it seems you all thoroughly enjoyed yourselves and perhaps we can do it again one of these days. Meanwhile - thanks for coming along and making the afternoon a great success.

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SUMMARY OF MINUTES: A meeting was not held on June 30th 1985.

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VEHICLE EXAMINATION REPORTS:

Members - don't forget to bring along your current Vehicle Examination Report to the A.G.M. in order that Ray Mahony can register the necessary details.

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GEARS: (Ref. also June 1985 newsletter)

An order will be placed with the East when all monies are received from members who have ordered gears - please send it in to our Secretary if you already haven't done so. At the moment there are three spare Top/2nd gears being ordered just to make up the required amount of 10 - so if you require one and haven't already ordered - please contact either Mike Cooke [redacted] or Ross Letch [redacted] NOW please.

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CLUB BADGES:

An excellent response was received by our Secretary for both Car Badges and Lapel Badges and numbers are sufficient that an order can be placed with Sheridan's immediately. After discussion at our A.G.M. about any possible subsidy by the Club funds you will receive in your August newsletter a form which will include an account for both Annual Subscriptions and the Badges you have ordered.

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SCOOP OF THE MONTH:

This month's Scoop was provided (unintentionally) for us by one Sallie Madgett.

After travelling in convoy with Cookes to collect the Letch clan for the Square Dance outing, Sallie and driver Bruce Jewell (complete with Phaeton) suddenly disappeared off the map! A retrace of our travels could not find them. As we thought they must have had very good reason to disappear and probably passed us somewhere on the backtract route, we continued to our destination of Stirk Park, Kalamunda. However, no sign of them there. As they had the Roast Lamb Raffle and Spot Prizes in their "A" the situation suddenly became a little clearer - they've shot through with the Loot !! But no - that was not the case as some half hour later they arrived and the story unfolded.

Sallie, while waiting in the Phaeton for the ever late Cookes, had decided to apply hand cream, had taken her rings off and placed them in her lap, then got out of the car to replace the cream in her bag on the back seat. You can guess the rest - hence the very quick retreat to retrieve the rings from the side of the road where they had fallen.

Sallie - as we said to Steve last month - "Some mothers do have em !!!"

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If you have a 'Scoop' for us on one of your family or members - send it in - you never know - we may get enough to issue an Annual "SILLY SAUSAGE AWARD". It has to be the truth though - none of those made up stories that we know a few of our members are good at !

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COMING EVENTS:

July 21st - See Page 1  
August 11/18/25 ?

Easter 1986 - Barossa Trip - members concerned will find an info. sheet enclosed.

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WANTED: By Ken Harris, [REDACTED] Katanning [REDACTED]. (For Model A)  
One hand operated windscreen wiper.  
One driver's side door lock mechanism.  
Front seat back cushion.

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TIP - A BETTER SOUNDING HORN

The quality of tone and length of service received from Ford horns depends entirely on the care they receive.

To produce the most effective tone, it is necessary that the armature revolve at a high rate of speed. This speed is possible only when bearings are properly oiled, and the commutator and brushes are kept clean.

LUBRICATION: Once a month, remove motor cover located at rear of horn and place a few drops of oil in groove at each end of the armature shaft. Use light fine oil.

CARE: To clean the commutator, set the motor in motion by pressing the horn button. While motor is revolving, hold a piece of fine sandpaper against commutator until commutator is clean.

Next, with a small piece of wood, clean the gaps between the commutator segments. Do not use metal when cleaning gaps.

When turned with the fingers, the armature should revolve freely. Should it fail to operate, examine the battery, the wiring, and the horn button.

TIP ..continued

**ADJUSTMENT:** Turning the adjusting screw regulates the tone.  
Turning the screw to the right tightens the adjustment.  
Turning to the left loosens it.  
Regulate the adjustment until the desired tone is obtained.

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## SERVICE INFORMATION

From the Ford Service Bulletin

### April 1929

When replacing an A-7506-A clutch and brake pedal shaft and an A-7507-A pedal shaft collar, be sure to replace these parts in their original assembly position.

By lining up the punch mark on the pedal shaft with the punch mark on the collar (see Fig. 677), assures these parts being properly replaced.

### June 1929

Both the clutch and brake pedal bosses have been shortened approximately 1/32" and a spring washer A-7512 is now placed between these parts. The washer keeps the pedals under pressure endwise and prevents any possibility of a rattle. See Fig. 711.

If an instance is brought to your attention of a brake or clutch pedal rattle occurring in a car not equipped with an A-7512 washer, it can be easily corrected by installing one of these washers between the pedal bosses. To do this, it is necessary to remove both the clutch and brake pedals and grind 1/32" of stock from the inner face of the clutch pedal boss and 1/32" of stock from the outer face of the brake pedal boss.

Care must be taken to grind the parts accurately.

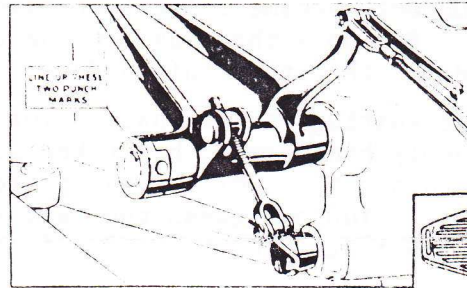


Fig. 677

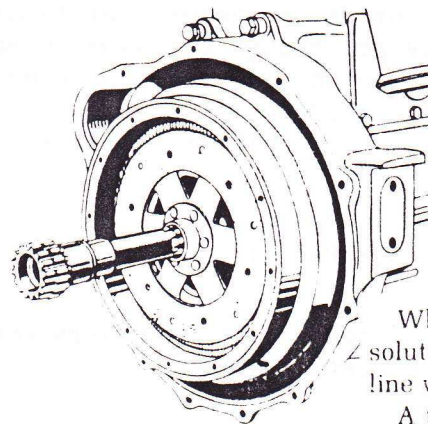


Fig. 690

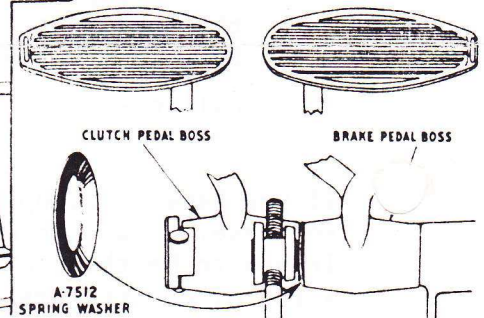


Fig. 711

When installing single plate clutch, it is absolutely necessary to hold the clutch disk in line with the pilot bearing in the flywheel.

A transmission main drive gear makes an ideal tool for this purpose. The small end of the shaft acts as a pilot in the bearing while the splines on the shaft mesh with the splines in the hub of the disk and hold the disk in accurate alignment when installing clutch. (See Fig. 690.)

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*(The two information tips reprinted above were taken from MARC NEWS, USA/  
Ford Service Bulletins for the information of our members.)*

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Don't forget - July 21st - Annual General Meeting - Come along.

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