

# Western 'A' Model News.



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

October 1985

NEXT MEETING:      SUNDAY, OCTOBER 27, 1985

TIME & PLACE:    10:00 a.m.

Sir James Mitchell Park (off Mill Point Road,  
South Perth). "Down by the river-side!"

VENUE            : Steve is keeping our venue under wraps for the  
time being - but - rumour has it that we will be  
off to possibly Canning Dam or a Railway Museum.  
(Wonder if we'll have dual route sheets again?!)

Pack a cold lunch (no BBQ facilities available) and we'll see  
you at 10:00 a.m. on the 27th.

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## MARAPANA DEER PARK OUTING - SEPT. 15TH:

Our Events Organiser took Henry's advice for the route sheet this time and 'kept it simple', so we all found our way to this delightful park full of Deer. Admission charge gave us a bag of carrots or pellets to feed the well fed Deer and any other hungry birds and animals present. The carrots were that fresh that some of our members were observed giving them a test taste before offering them to the Deer! A variety of the tamest kangaroos kept the kids busy. Peacocks abounded in the nearby trees and as they screeched their plaintive crys which sounded like 'Help Help', Bill Spencer was heard to shout "Coming love - coming!" but the birds stopped long before Bill got there. I think they saw him coming. After our usual fairly brief meeting we all had a walk around the park and fed the Emus and Ostrich etc. before wending our way home after a terrific day out in the Spring sunshine.

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## THE "HOW TO SUCK EGGS" SECTION:

In keeping with Henry's advice on trouble shooting in the Model A engine room, ie: 'keep it simple or look for the obvious', I along with most A owners never seem to believe in this advice and always go for the complicated solution to the problem. The result is frustration and wasted time. So - recently in a go-stop situation all sorts of things were considered and checked out BEFORE having a look at the moving wire below the top plate in the distributor which sure enough was grounding occasionally on the large spring that holds the tension on the upper and lower plate. I can hear you saying - Yep!! been there, done that, but for those who haven't and find there is no spark at the points - go for the bottom plate first - you'll save some time!

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## "DRIVING THE FREEWAY IN A MODEL A"

....with Bill Bennie.

Recently I was stopped (very politely) by a traffic patrolman on the Kwinana Freeway and asked if I knew the speed limit - I said "Yes, 80KPH" - he said "the minimum speed". Turns out it is 60KPH and I was barely making it.

After exchanging various opinions I agreed to leave at the next exit as I could not make the minimum speed.

To those who don't know and have had to sit behind me on runs, my car WAS fitted with a 4.1 ratio differential - sometimes known as a "Mountain Axle". Originally the car was used in 1928-29 as a demo car by the Ford dealer in Northam. The low speed gear must have impressed the local clients who were used to Model T having to back up the Northam hills.

With the help from Bill Spencer who supplied a drive shaft and Steve Read (workshop and advice), a new crown wheel and pinion has been fitted, giving a 3.7 ratio and an improvement of 8 - 10 MPH, so goodbye to Freeway Blues from now on.

I now have to get used to another set of engine sounds in relation to ground speed as the engine revs slower for the increased MPH.

*(Possibly several members' blood pressure will also rev slower now that Bill can increase speed !!!?\*)*

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#### NEW MEMBERS:

Welcome is extended to the following new members to our Club.

Alan and Gail Duns

██████████, Manjimup

They have a 1928-29 Truck under restoration. (A change from sedans).

Ian and Sharron Lawson

██████████, Maddington

They have a 1929 unrestored Ute but meantime borrow Reg & Coral Blewitt's newly acquired Ute.

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#### MINUTES OF MEETING held at Marapana Deer Park on 15th September 1985. (Summary)

Apologies: E Richards, K Pepper R Mahony T Eastough D Bennie

Minutes from the previous meeting were read. Moved by S. Read seconded B. Jewell they be accepted.

B. Bennie on behalf of members recorded a vote of thanks to Max Annear for a great job as President for the past two years.

Membership list with vehicles restored and unrestored to be made up and sent to all members asap.

Christmas Outing - venue to be booked asap. Tony Mahony to advise.

Next run is October 27 - venue to be advised in newsletter.

Barossa Rally: Bill Bennie advised all accommodation had been booked for members travelling across Nullabor. Bill will hold all receipts.

All Ford Day: Entry to be left to individual members.

Subscriptions: Cut off point for newsletter after three months if not paid.

Enquiries to be made for possible sponsor for Barossa run.

Duty increased approx 25% on Ford A parts.

Photocopy of letter from Repco advising of discount available to be sent to members.

Meeting closed.

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#### GEARS UPDATE:

Hooray - at last things are on the move and our order is being processed.

Final prices for the gears are: CLUSTER \$168, TOP/2ND \$55 and LAYSHAFT \$16.50.

Members who have ordered gears will receive an account in due course for any amount outstanding due to the small increase in costs. Delivery will possibly be in November (this year!).

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PARTS WANTED: For 1929 Ute - front windscreen, radiator cowling.  
Contact: Ian Lawson 459-5251

CLUB BADGES : Response has been tremendous and there are only a few of the Lapel (\$5) and Car (\$10) badges left.  
Contact: Secretary, 9 Kilrenny Cres, Greenwood, 6024  
Telephone: 447 8247

LOST/FOUND ? Did anyone happen to find a lapel badge at Hyden ?  
Ian Lawson has misplaced his - possibly in the camping area.

PENRITE OILS: Penrite Oil Company have opened up their own outlet here in W.A. at -

Unit 6 - 13 Cressal Road  
BALCATTA TELEPHONE: 344 5052

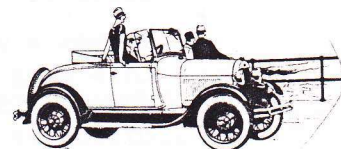
Contact is: Mr. Chas Harris

There is a special price list for Penrite Oils on a Club purchase basis. Members contact Mr. Harris direct.

Technical information is available for perusal from our Secretary at forthcoming meetings.

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COMING EVENTS: OCTOBER 27th - (see page 1)  
NOVEMBER 17th - Caversham Wildlife Park  
DECEMBER - Christmas evening TBA.



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WAVE ROCK WANDER 1985:

.....B. B.

Moving fourteen cars, twenty eight adults and fourteen children over 800km in three days sounds formidable doesn't it, but it turned out to be a piece of cake. No real problems, no casualties (either cars or people) (just a couple of blown off radiator caps and a breakfast or two!).

The whole trip was originally planned to let the 1986 National Meet entrants and their cars do a shake down run prior to next Easter. This would then allow time to get rid of any bugs that may be around.

Saturday start was cold and windy with the odd shower but ten Model A's and two moderns left Kelmscott Hotel at around 8:00 a.m. and pushed on up through the hills to Brookton for a fuel and morning tea stop. Refreshed it was off to Corrigin for lunch in the park then on to Kondinin and Hyden.

Saturday night, although dampish, was pleasantly spent around a barbecue at Wave Rock Caravan Park and many a burnt offering was washed down with a drop of singing syrup - not to mention a drop of elderly claret (which proved on tasting to have been aged in the sump!!?\*!).

Sunday morning saw us all in convoy en route to a farm owned by Russell Mouritz whose family pioneered the district. Russell has a collection of restored and unrestored cars and while the dads and mums looked at these, all the children were entertained by Mrs. Mouritz feeding the lambs and piglets. Tearing ourselves away reluctantly, we all headed back to Wave Rock and after crawling all over this enormous natural feature we had morning tea then waved the Blewitt convoy (Ute, Tudor & VW Kombi) off for their return trip to Perth.

The rest of us headed north for an area called the Humps and Bates Cave. After lunch in the bush and a good look around, it was off again by the back roads (mostly unsealed) through endless acres of farm land to Narrembeen. The wildflowers in this area were in abundance. To those who thought our fearless leader (BB) was lost once or twice - wrong again - he only looked that way to spice up the day and add a bit of interest - we all got there didn't we ?!

Fueled up at Narrembeen and set off again to our overnight stop at Merredin. Sunday night we 'took over' Lisa's Restaurant and being the only customers (14 couples and umpteen kids) we received excellent service for such short notice; in fact, they were about to shut when we turned up and made it worth while staying open.

Monday saw an early start for home via Bruce Rock, Shackleton and York where we stopped for lunch.

A quick calculation of petrol, food, accommodation and other odds and ends and collectively we would have left about \$2500 behind in the various towns visited. Can't say we are not doing out bit for W.A. Tourism.

We hope Peter, Yvonne Ortmueller and their boys and Ken Brown and his children enjoyed coming from Kalgoorlie and Kambalda respectively and spending the weekend with us. We all enjoyed getting to know them and perhaps next year they will rejoin us in their newly restored A's.

Those of us who had the odd hiccup in the engine rooms will no doubt be hard at it to rectify the problems over the next 4-5 months prior to Barossa. We have a long way to go and this trip was only half the distance.

It was a unanimous decision (made on the lawns at York) that we make this long weekend an annual club feature and suggestions are wanted for the 1986 'Tour'. It should be about 800km with reasonable distances each day. So let us know where.

Thanks to all who participated and made the weekend so enjoyable.

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#### MODEL "A" CAPACITIES

Cooling system—2½ gallons.

Gasoline tank—9 gallons.

Engine oil pan—4 quarts.

Transmission—1 pint.

Rear axle—1½ pints.

Steering gear—7¾ ounces.

When changing the oil in the engine pan, the new oil can be poured through the breather pipe more rapidly and will not bubble over if the oil level indicator is withdrawn.

When replacing the indicator be sure that both the short and long ends of the indicator enter the opening in the crankcase, and that the indicator is pushed down as far as it will go. Failure to insert both ends into opening permits oil to splash out.

#### TIME GEARS MUST BE MESHEDED ACCORDING TO MARKS

When installing time gears always make sure

that the tooth marked Ford on the small time gear meshes between the two teeth on the large time gear at the point where the gear is marked with a slight indentation. (See Fig. 180.)

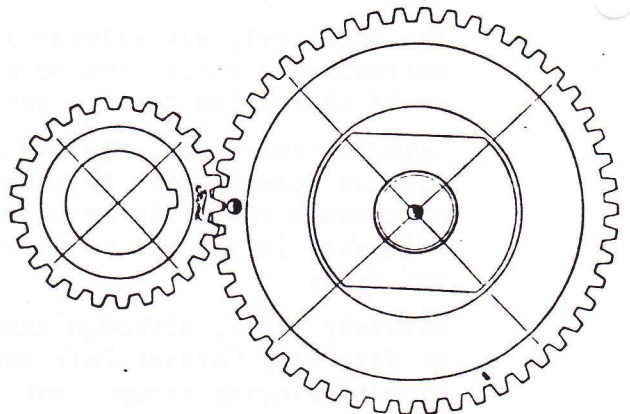


Fig. 180

(reprinted for information to our members - from AUST. SVCE. BULLETINS)

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President, Mr. Michael Cooke, [REDACTED] 6026 Tel. [REDACTED]  
Vice Pres. Mr. Ross Letch, (as above) [REDACTED]