

Western 'A' Model News.



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

March 1986

NEXT MEETING: SUNDAY, MARCH 16, 1986 - RESTORATION RUN

- Start 9:00 am until 10:30 am at Bill Spencer's workshop
70 Townshend Road, Subiaco, then on to
- Alan Jeffree's at [REDACTED], Dianella
11:00 am until 12:30 pm. This will be our morning tea
stop as well.
- It is then over the river to Reg Blewett's at [REDACTED]
[REDACTED], East Victoria Park where we will also have lunch (BYO)
and our meeting. (1:00pm until ?)

Pack up your lunch and chairs and come join us. There is a BBQ
for use at the Blewetts for those who want their lunches hot -
also a covered area in case the weather decides to become slightly
more than damp !! SEE YOU AT BILL'S 9:00 AM.

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"BREAKFAST IN THE PARK" (Feb. 16th)

What a contrast this year's breakfast meeting was to last year - weather wise. The heat of last year had most of us fagged out before the last snagger got off the hot plate - but this year nature was kinder and a very pleasant atmosphere pervaded McDougall Park in Como. By 7:30 a.m. barbecues were lit and cooking was underway, Champagne corks were popping and landing in people's bacon and eggs. Bill Bennie being rather dubious of the Council BBQ's brought along his own one burner gas outfit and casually cooked from the comfort of a park bench. Some late risers stretched out for a doze while their partners attended to the burnt offerings.

Children found things to do like tossing sticks and stones at the ducks (thankfully out of range) who were desperately trying to look calm and unworried on a lake that had very little water in it at this stage of summer.

Our meeting was held in the usual manner with everyone sitting in a circle on the grass - probably the briefest meeting we have ever held. We decided to order more lapel badges as the last lot have all been sold (snapped up might be closer to the mark). The "Barossa Gang" said they would like to take a few to the 9th National Meet in a few weeks to satisfy the collectors who usually abound at these meetings.

Because the morning was so pleasant there was no real hurry to head for home and some people chose to play frisbee, others sat and chatted and the usual group gathered around the cars to discuss various mechanical matters. Most had called it a day (a very pleasant one) by 12 noon.

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MINUTES OF MEETING HELD AT McDOUGALL PARK
16th February 1986 (Summary)

Apologies: L & M Barendse, T & R Parin, J & N Williams, K & K Pepper, P. Luca.

Welcome to visitors: Clay Bennie and the Lynch family.

(Actually, the Lynch family are members but its been sooo long since we've seen you - glad you made it along!!)

M. Cooke advised members of VCC to book vehicles in for annual check.

B. Bennie had C.B. radio fitted. Position of antenna not satisfactory as mentioned in last newsletter. Correction in next newsletter.

Steve Read had fitted new set of gears. Gearbox still noisy in Second.

(This has since sorted itself out - no noise now).

Badges: All lapel badges had been sold; moved B. Bennie and 2nd Laurel Cooke the Club purchase fifty more. All in favour.

Coming Events: All future runs to be organised on family roster.

March 16th	Ross Letch
April 13th	B. Jewell/S. Madgett
May 18th	Blewett family
June 22nd	Model A Club (WA) 6th Birthday. Members to dress in period outfit for this outing.

Bill Spencer put to all members present if we would be prepared to host a National Meet in W.A. Moved by Max Annear, seconded by S. Madgett that M.A.R.C. (WA) would hold the 1990 National Meet if agreed by other clubs. All in attendance agreed. We would need to write to all other states to see what kind of response we could expect.

Barossa Run: B. Bennie put forward that members attending the National be able to vote on behalf of the W.A. Club. Agreed.

Motion was put forward that members not wearing club badge pay a fine of 20¢ for forgetfulness and money would go towards Xmas Outing. Not all present agreed with this.

Nothing further to discuss so meeting declared closed.

CLUB PROGRESS (W.A.)

Back in 1980 when some of us first thought of seriously putting our club together I don't think we realized how successful it would turn out. Now we are almost six years old and with over 50 families involved, certain reasons for this success are starting to show up.

The Club has always been based on family involvement, wives and children, not just a car club for men.

Many wives of members have said to me that our monthly meetings become a goal that all can look forward to as being one sure date that the whole family can go out together. Children's interest in the meetings naturally waxes and wanes, depending on where it is held etc., but generally from observations over the years, most seem to enjoy themselves. Organisers of the various meetings usually try to cater for all tastes in the choice of venues.

The National meeting in a few weeks time at Barossa has several events that the organisers have asked members to wear Era clothing to. Our members who are attending will be taking part in these events in the spirit (and clothes) that will, I am sure, be real fun. When you look into Era fashions it's not too difficult or expensive to buy or adapt many of the current clothes available.

It is proposed to hold some events later in the year in Era clothes - ie: Dinner meeting or a 'Picnic in the Park' (not a BBQ but more "Cucumber sandwiches and Lemonade"). In other words we will try to recapture the atmosphere of the

1928-31 period. It is hoped that everyone will get into the action and really enjoy themselves. Start getting your outfits together now!

Another factor in the Club's success is the low cost of being a member, currently \$7 a family. We rarely hire a hall for our meetings - almost all are held in parks and gardens around Perth. Our monthly newsletter is printed at various 'available' venues at little or no cost and of course it is written, typed and mailed by volunteers - our main cost is postage. It is hoped the above situation can continue for ever !!

There always comes a time when budgets must be increased but that moment is not on us yet. Throughout our Club history the main concern of the founders of the Club and the current Officers is not how much money we have in the Bank but more importantly, how many members and restored cars turn up at the events and how much they all enjoy themselves.

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C.B. RADIO INSTALLATION

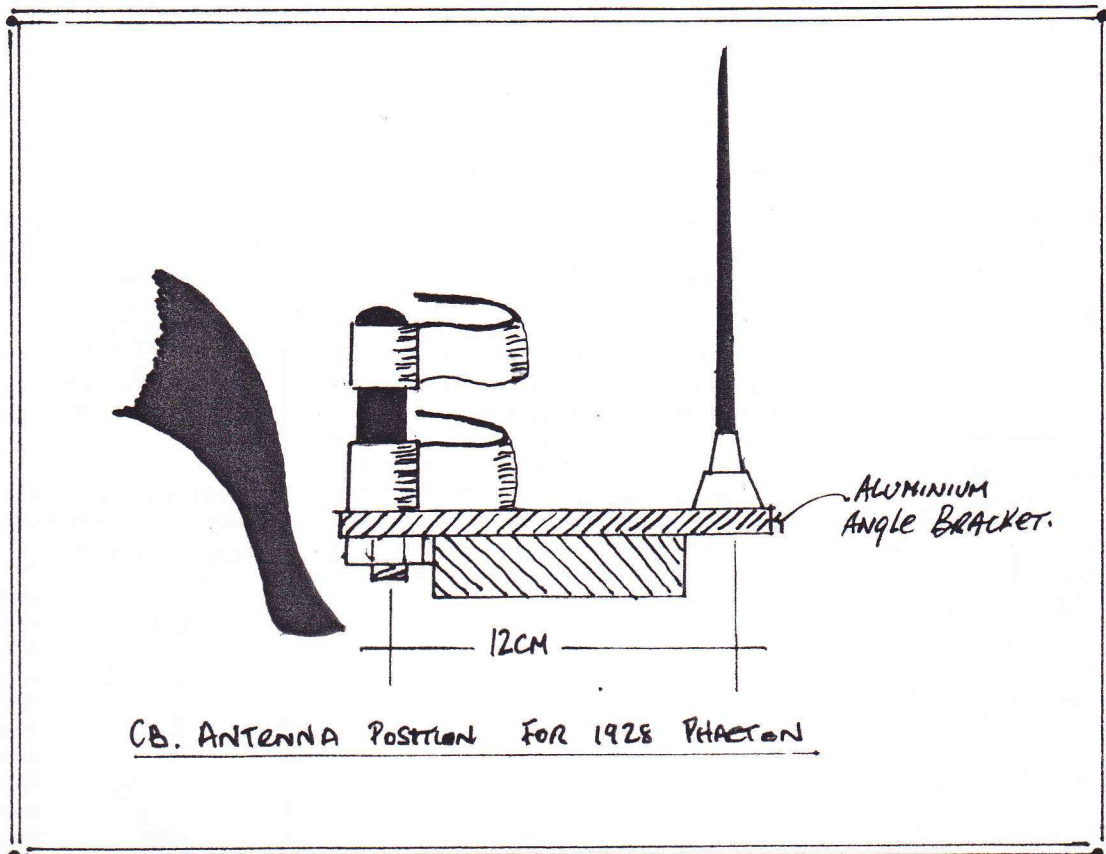
Last month I described the installation of a C.B. Radio in my 1928 Phaeton. I can now advise of a technical change in the installation of the antenna.

The position I described in the article is not ideal and could damage your set as the signal on transmission cannot 'get out' because of interference of the close proximity of the body of the car.

For the antenna I described, you need to get a bolt about 3/4" longer than the standard end of bumper bolt. Make up a bracket from aluminium angle about 1/2 cm thick and attach and instal antenna as shown in sketch below. This position was proved to be in tune on my car for Channel 8 and should be the same for your car if you use the same antenna.

If you instal a C.B. in a Tudor the antenna will have to be longer to get the heavily wound coil section above the plane of the steel roof of your car to avoid interference.

....BB



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BITS, PIECES, MISCELLANEOUS, TRIVIA, ETC. ETC.

Membership List: Please note change of address B & V COWLIN, 7 Harbour Court, Safety Bay, 6169.

Pattern for Bow Bracket on Model A Phaeton - for supporting top bows when folded down on Phaeton. Contact our Secretary, Alma Letch.

Ignition & Door Lock Keys: If you are like the Cookes and lose your set of keys - get some spares cut at SWAN LOCK SERVICE, 608 Beaufort Street, Mount Lawley. Ph: 328 3141 (Mobile Workshop Ph: 227 9094). The firm has an excellent range of key blanks for home and vehicles.

STOLEN from Albury in last week of January, RESTORED 1928 INDIAN SCOUT. Engine, Victorian Police Issue V41421P. This is a machine restored by an old age pensioner and was just completed. FRANK SAGE, the owner, can be contacted on (060) 252-935 or the Albury Police on (060) 212-244. (Maybe we should take a closer look if we spot any Indian Scouts here in W.A. !?)

Scoop - The Duck Shoot That Wasn't!

Did you hear about our member from the Water Authority who, with a couple of colleagues, drove all the way to Eneabba late one afternoon to be ready for the opening of the Duck Shoot. Well, they were all home and rather quiet by 11:00 p.m. the same day. A little duck tells us there was no water in the pond and hence no ducks !! Next time Ross it may be advisable to check with the 'Water Authority' !!*#*?!

Kite Day Warning: One of these coming months we are planning to have another Kite Day so we will print several patterns of kites for members to make up if you wish. Your kite must be 'home made' not bought. Here's your early warning so get out the materials and start working on it.

THE SLED KITE

Invented by an American, William M. Allison, and developed by Ed Grauel, the sled is an ideal first kite as it is easy to make and fly.

Materials:

- 2 x 6mm thick x 900mm long dowels
- 1 garbage bag
- 1 x 12mm or 18mm diameter curtain ring
- 1 snap swivel (from fish tackle shops)
- 25mm wide plastic or insulation tape
- clear adhesive tape
- 3250mm length of twine for the bridle
- 1 flying line about 125N - 200N (12kg-17kg) breaking strain

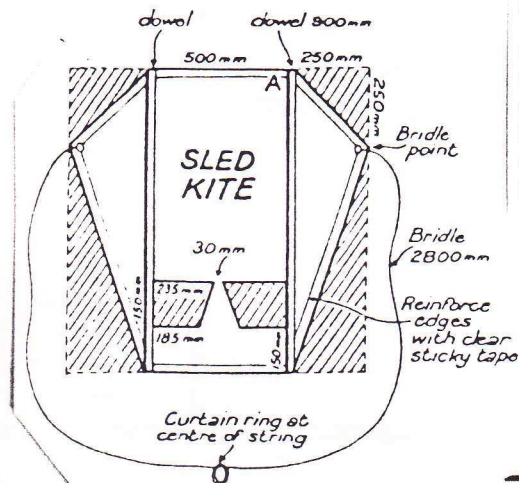
Method:

Open bag by cutting off sealed end of bag and slitting it down one side. Tape the opened-up bag to the floor or table.

Using a marking pen, draw the plan of the kite accurately, as shown. Cut away shaded areas. Position the dowels, as shown, and secure with plastic tape. Reinforce edges of kite with strips of clear adhesive tape. Reinforce the bridle points with plastic tape.

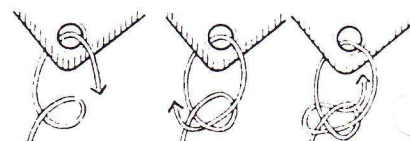
Tie bridle to bridle points using bowline knot. Bridle should be 2800mm long. Flame ends if using synthetic twine to prevent knot from slipping.

Fix curtain ring to centre of bridle using a ring hitch as shown in diagram. Connect the flying line to curtain ring with a snap swivel. Use a locked half blood or jam hitch to tie flying line to snap swivel. The kite flies with the dowels facing earthwards.



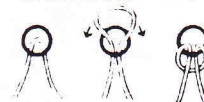
HOW TO TIE THE KNOTS

BOWLINE KNOT



The bowline, the standard knot for tying bridle to kite. Make an eyelet in the kite with a wide-eyed needle.

RING HITCH OR LARKS HEAD



This is by far the easiest way to attach the ring to the bridle. Position of the ring can be easily adjusted. Apply wax to the bridle to stop the ring from slipping.

LOCKED HALF BLOOD



Also called the jam hitch, this is really an excellent knot for attaching flying line to a snap swivel. You can also use this knot to secure one end of the flying line to the kite's frame.

CLUTCH CHATTER

(This article has been reprinted from MARC NEWS, USA July/Aug 1982 for information to our members).

"Repairing Fuel Tank Gauge Leak"

Recently we have seen some fuel tank gauges leaking on older restorations. This can be caused by a cracked or decaying gauge gasket. To help correct this problem, we are reprinting an article which was printed in the May-June, 1965, issue of **Model "A" News**.

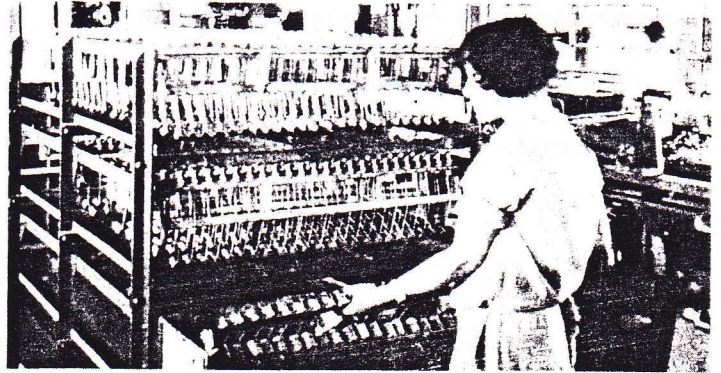
Originally, the company provided the dealers with two wrenches for doing the job. They were tool number 5-Z-1825 for the outer nut and number 5-Z-1822 for the inner nut. Since these wrenches are very difficult to find, we are printing a sketch for making your own wrenches. A wrench currently available on the market is too soft and in many cases, will not remove a tight outer nut.

Before starting to remove the gauge, be sure to observe the following safety precautions: **Do not smoke or light matches. Disconnect the battery cable to prevent the possibility of any sparks.**

CLEAN AND INSPECT

1. Clean all elements and check the rod pivot for proper operation. Wipe the indicator face and the inside of the glass. If any of the elements require replating, have this done while the parts are disassembled.

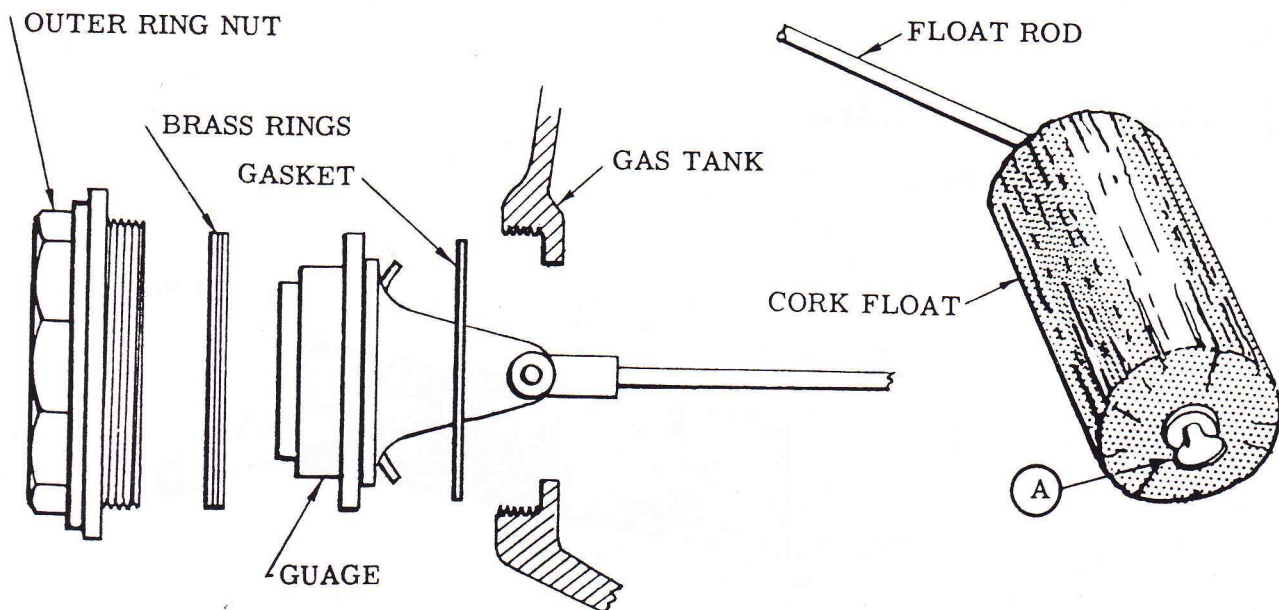
2. Check the cork float carefully to determine its serviceability. Sometimes the cork develops deep cracks, absorbs



Assembly of the fuel tank gauges at the Highland Park Plant.

gasoline and it will no longer float. If the cracks are not too deep, let the cork dry over night, or longer, if possible, then dip it in shellac. Allow to dry and repeat the dip and dry process several times. After this treatment, the cork will again be buoyant.

3. If the float is unserviceable, a new one may be fabricated from a large cork stopper, available at most drug stores and hardware stores. It is not necessary to fabricate the float perfectly round as long as it is about the same size as the original.



Exploded gauge assembly.

4. To install the new float on the rod, carefully cut off the old float, then file or hammer the tip of the rod until it is round (see "A" in accompanying sketch). Slip on the new float and secure by flattening the end of the rod (refer to sketch) then dip in shellac as described above.

INSTALLATION

1. Procure, or fabricate, a new gasket, or gaskets, preferably of neoprene, or of any thin gasoline-resistant gasket material. Cementing is not necessary. The gasket must be inserted between gauge and gas tank as shown on the sketch.

2. If the glass was removed, install the glass assembly in the following order: inner gasket, glass, outer gasket, retainer washer, and inner nut. Tighten this nut only finger tight. Do not clamp in a vise.

3. Install the new gauge gasket on the inner face flange of the gauge.

4. Install the gauge, rings and outer ring nut.

5. If the glass portion of gauge was removed tighten outer ring nut on gauge with wrench 5-Z-1825, disregarding vertical alignment of gauge at this time.

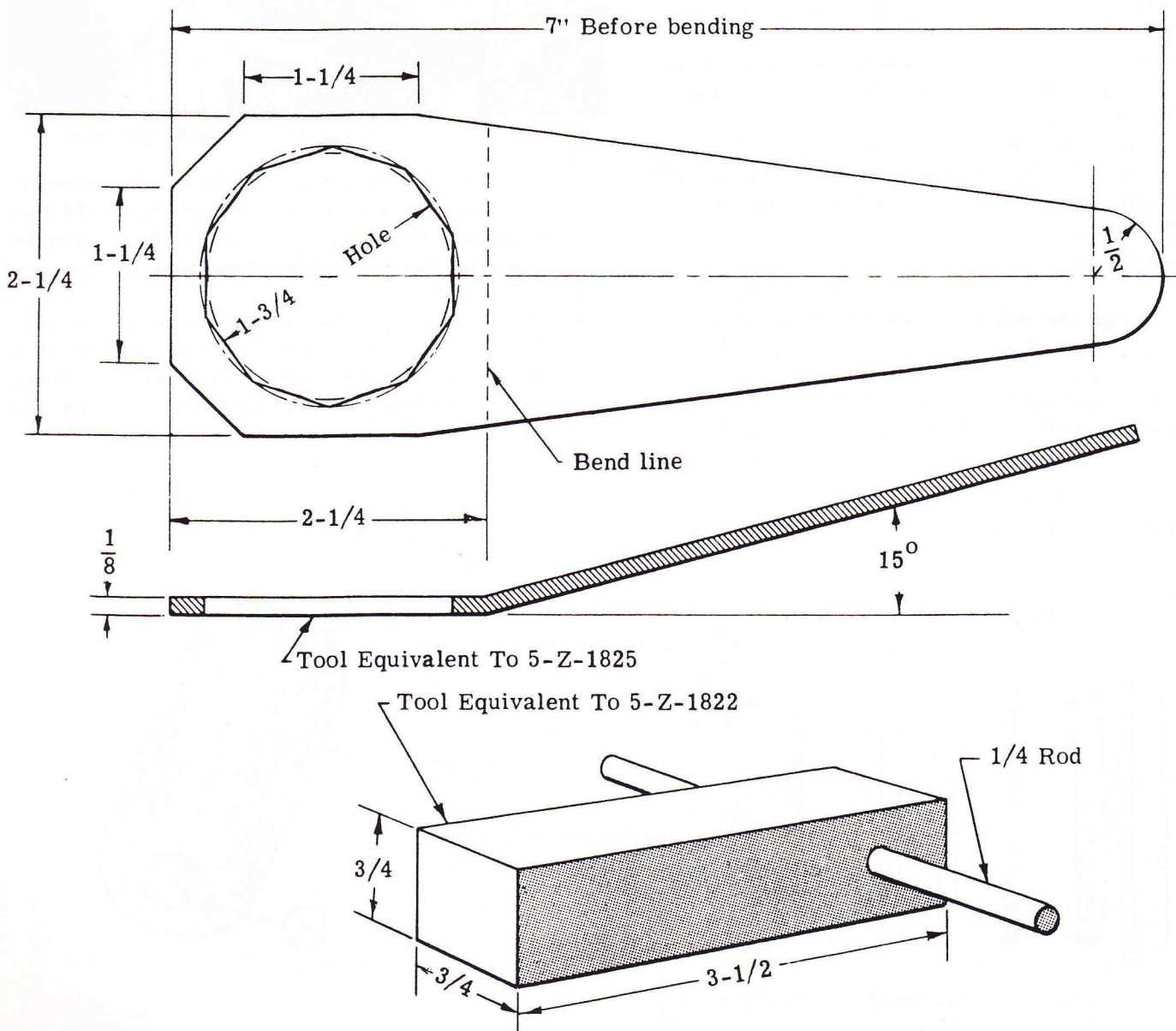
6. Tighten the inner nut (star nut) using wrench 5-Z-1822.

7. Loosen outer ring nut again and correct vertical alignment of gauge with wrench 5-Z-1822.

8. With wrench 5-Z-1822 in place, holding gauge in correct alignment, tighten the outer ring nut again.

NOTE: Some gauges have a lug which matches a slot on the tank to keep it aligned when tightening the outer ring nut. In this case wrench 5-Z-1822 will not be required to keep gauge vertical.

If for any reason the gauge must be replaced, the gauges from any year Model "A" are interchangeable. However, the float rod may have to be bent to correspond with the one which is being replaced.



Dimensions for making gauge tools.