

Western A Model News.



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

APRIL 1986

NEXT MEETING: SUNDAY, 13 APRIL 1986
DESTINATION: WHITEMAN PARK/MUSSEL POOL, MIDDLE SWAN
ASSEMBLY: 10.00 AM CARPARK, ASCOT INN HOTEL,
EPSOM AVENUE, BELMONT.

"MARCH RESTORATION RUN" (16 March)

You can imagine how pleased I was when I was told I would have to write this month's report as the Newsletter's Editors are now on their way to the Model A Rally in South Australia.

The 'restoration run' started at Bill Spencer's workshop where we were able to view his latest project prior to its first outing. Bill has just finished restoring the 1931 five window coupe he purchased in the U.S.A. a couple of years ago. The coupe has been painted two tone grey with white pin stripes and black guards - the end result is terrific.

Our next stop was at the 'Jeffree' residence where the men sat down in the shade to eat the much appreciated array of cakes and refreshments provided by our hosts while the women rushed up to the garage to see the cars! (The women just love these restoration runs).

Darren has completed all the mechanical work on his A. R. Phaeton and was able to start the motor for us which sounds great. The body should restore nicely as there is virtually no rust in any of the panels and we should see the car on the road early next year.

The final visit for the day was to Reg and Coral Blewitt's home, where once again the men sat down to prepare B.B.Q.'s and eat lunch while the women grabbed a drink and went over the garage to inspect the 1930 Model A Phaeton which has now been assembled. Reg is in the process of aligning the body and is about ready to start the fine panel beating in preparation for painting, while Coral has almost completed a very nice upholstery job on the seats.

Reg has an interesting (Steptoe type garage) which includes vintage petrol bowsers, a huge collection of old enamel signs and number plates, a few 'Dodge' trucks, a couple of utes and an assortment of precious junk all neatly chucked into every available corner of the garage.

If you have read this far you are sure to have noticed a dramatic improvement in the quality of this Newsletter, compared to the usual poor English, sarcastic and insulting comments and general dribble which we are forced to read each month!

Unfortunately, this refreshing breath of literary skill will not be repeated in future Newsletters and will revert back to the 'dribble' format when our usual Editors return.

Note from Printer: The Club Management does not necessarily share the view of this month's guest writer who shall remain anonymous and the concept of guest writers is likely to be reviewed.

T.P.

MINUTES OF MEETING HELD AT RESTORATION RUN, 16 MARCH 1986

Apologies: S & L Read : B Jewell : S Madgett : P Luca : D Bennie :
D Annear : G Andrews : I McLean

Minutes: The Minutes of the previous Meeting were read, moved by B Spencer and seconded by J Luca they be accepted.

General Business: Max Annear asked Members attending Barossa to obtain as much information as possible from the South Australian Club as to how they organise their Meeting. This would help us if we hold the 1990 Rally here in W.A. Several of our Members put forward ideas on accommodation and fund raising and these would need to be discussed at a later date.

Doreen Philp wished all Members going to Barossa a safe and enjoyable trip.

B Bennie read out several letters he had received from people in South Australia looking forward to meeting Members from W.A. going to Barossa.

Ross Letch thanked B & M Spencer, A & E Jeffree and R & C Blewitt for having Members at their homes for a great restoration run.

It was put forward that some thought be given to the June run for the Club's 6th Birthday (22nd). All ideas to the Secretary please.

R Mahony objected to Club runs costing money. Also asked if Club Members would be interested in a brake testing day. A date in August to be arranged for a day at Midland Tech.

Closure: 12 Model A's and numerous moderns forgot the heat and had a great day with the meeting closing at 3.20 p.m.

"BE PREPARED"

It's not only the Boy Scouts that have this motto but all Model A owners if they are wise.

Particularly the Barossa lads who gathered at Steve Read's workshop-garage-cum den of iniquity on Sunday, 9 March.

Bill Spencer, Mike Cooke, Ron Andrews, Steve Read and Bill Bennie made an early start and in no time had their respective cars in various stages of disassembly.

Arms and legs protruded from under cars in all directions as nuts were tightened, exhausts checked, brake-rods removed and re-adjusted etc. The aim was to "fix" all those items that most of us are aware are wrong with our cars but don't get around to doing so long as the "old girl" keeps going from Club event to Club event.

The following work we tackled may give you some 'food for thought' about your own car :

Oil Change & Grease: Warm your engine up before you change the oil - makes it flow better, but you knew that didn't you!! But did you know that a soap based grease with Molybdenum Disulphate will improve your steering considerably - more slip - less resistance. Of course if your steering is already sloppy it will make it sloppier!

Bearings: Front Wheel bearings that are clogged with old grease cannot do their job properly. Take them out, clean out the gunk and examine for cracked cages and chipped rollers - if damaged, replace. New bearings are available over the counter locally. Steve Read's suggestion of the week for how tight should rear hub nuts be tightened - "Hard as you can go till the threads strip then back off two threads".

Wheel Alignment: Do your tyres have a surface like ripple soled desert boots? Chances are your wheels are incorrectly aligned. Scuffing on the inner or outer edges is another sign that they need attention. We did ours for various reasons - main one being the 2700 KM drive ahead of us over the Barossa run would have caused havoc, particularly at the high speeds (65 KMH) we will be travelling at!

Brake Adjustment: Remember you travel on a 40 MPH car that has 20 MPH mechanical brakes and all this in amongst the other peasants of this world who drive at 60 MPH everywhere on hydraulic brakes. Mechanical brakes need fairly regular adjustment to be in top condition. If your brake pedal is making impressions in the carpet, it's time to do something about it. Check your linings, brake rods etc.

Water Pump: Does your water pump pulley move backwards and forwards toward the radiator like a fiddlers elbow? Chances are that the end of the water pump shaft has a large gap between it and the boss cast into the lead. Trick is to weld a quantity of bronze on the end and by adding or subtracting bronze, get rid of as much movement as possible. Remember there must be a small amount of end play.

We checked various other areas such as engine timing, rotated tyres to even the wear, oiled the horn motor, adjusted headlights and tightened electrical connections.

We are all carrying a number of spare parts as there will not be a back-up vehicle on this run and most Nulabor garages gave up stocking Model A parts a few years ago.

.... 'Red Rover'

.../4

BOYANUP LONG WEEKEND

Model A's were well represented on this three day venture South. Of the twenty vehicles (14 vintage, 3 post-vintage, 1 modern and 2 veteran motor cycles), 5 were Model A's. Our Members were :

- . Ron and Gail Andrews (Cooke's Phaeton)
- . Steve and Louise Read
- . Ross and Alma Letch
- . Mike and Laurel Cooke
- . Eric and Jeannane Richards (modern)
- . Alan and Edith Jeffree.

On the way down, we had an interesting afternoon tea stop at Margaret and Richard Jackson's who run a dairy farm on the South West Highway just South of Yarloop. Margaret put on a much enjoyed afternoon tea and Richard eagerly showed us his Chev collection.

By 5 p.m. our convoy had arrived at Helen and Dennis Leake's property, just South of Boyanup and within an hour a small tent city was nestled under the trees (and around the chook run which luckily had no roosters)! Many of the South West Veteran Car Club Members (our hosts) had set up camp to join us for the weekend. One of their Members even brought along his domestic goats because he couldn't leave them unmilked for three days. Most of the children had a lesson and a turn at milking the docile pets - the milk didn't taste too bad either.

The meals which our hosts had prepared were fabulous. To think that we all had six full meals, with tea, coffee, literally baskets of fruit, and all the trimmings of home, for just \$20 per head, was certainly value for money. They were to be congratulated on their preparation and organisation. Even the two hundred feet of black poly pipe on the shed roof managed to provide around 60 people with showers.

Sunday was an interesting day with gymkhana events being contested all day. The day was won overall by a Bunbury vehicle but Model A's shone in the spark plug race, with only a few seconds separating us all. Steve Read won this event driving Mike Cooke's Phaeton. Rather than explain the events I will leave the details so that you will all join us next year as the Bunbury Club would like to make this an annual event.

After leaving the farm on Monday morning we all drove into Boyanup to see over the Transport and Rural Museum. The building is the old train shed from the Bunbury Station and has been re-erected and is being filled with a great variety of cars, tractors, carriages, two trains (they were out on a run) and many, many other interesting items of history. For Members who didn't go on this outing, I thoroughly recommend a stop next time you are passing through Boyanup.

There were two casualties on the weekend - Steve's new motor developed a bottom end knock but he managed to finish the course. However, Alan Coles' 1923 Hudson had to be trailered home after developing a serious knock two miles out from the Boyanup farm.

All of those who made the weekend enjoyed themselves and very much appreciated the hospitality and companionship.

.... A.J.

.../5

BITS 'N' PIECES, MISCELLANEOUS TRIVIA, ETC ETC

- . J Davis has a Model A cover for a 1930 Phaeton when the hood is down.
- . B Bennie has a Model T handbook - only cover missing - selling at \$10.
- . S.G.I.O. has a Vintage Insurance Cover available. D Philp's can supply name of person to contact.
- . T & R Parin paid 40¢ fine for not wearing their badges.

KITE DAY

And yet another warning for our forthcoming 'Kite Day' which is being organised by Darren and Alan Jeffree - so start getting your kites prepared for this great event.

THE SANJO KITE

This hexagonal Japanese kite is traditionally decorated with paintings of warriors, priests and kabuki actors. We show you how to tie the knots overleaf.

Materials:

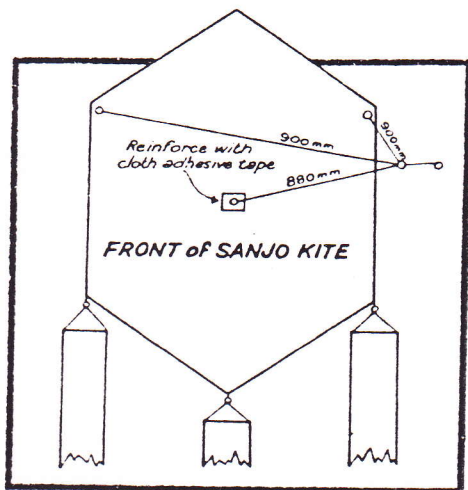
- 1 x 6mm thick x 1200mm long dowel
- 2 x 6mm thick x 900mm long dowel
- High density polyethylene bags
- 6 x 60mm long plastic tubes or the caps of ballpoint pens

clear adhesive tape, cloth adhesive tape

Method:

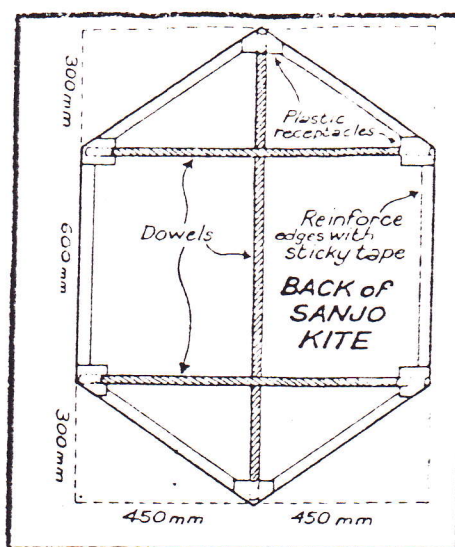
Cut bags open, tape together to make sheet measuring 1200mm long x 900mm wide. Shape kite, as shown. Edge kite with clear adhesive tape before cutting to reinforce the kite. To make receptacles, seal one end of plastic tubes by heating and clamping the softened end with pliers. Tape receptacles to corners using cloth adhesive tape. Reinforce centre of kite with cloth adhesive tape.

Gently bend dowels to fit receptacles,



shortening if necessary. The covering should be gently taut. Fix bridle as for hexagonal kite, using given measurements; the lower leg of the bridle is tied to the centre of the long centre stick. The knot should be glued to the stick.

Make tails from three rolls of crepe paper. Cut each roll into four equal pieces without unrolling. Staple these lengths together to form three tails of equal lengths. Clip to bottom of kite



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 LARK'S 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.



HAPPY EASTER TO ALL OUR MEMBERS.