

Western 'A' Model News.



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

AUGUST 1986

NEXT MEETING: SUNDAY, AUGUST 17, 1986

The ANNUAL GENERAL MEETING of MODEL A RESTORERS CLUB (WA) BRANCH INC. will be held on SUNDAY AUGUST 17th, 1986 COMMENCING AT 1:30 p.m.

VENUE: LEEDERVILLE TOWN HALL, Lesser Hall, 84 CAMBRIDGE STREET, LEEDERVILLE. The nearest cross-street is HOLYROOD ST. Parking is available in the public carpark near the hall.

Members are asked to arrive by 1:15 p.m. at the latest please.

The Agenda for the meeting will consist of the following :

1. Apologies / Guests
2. Minutes of the 1985 A.G.M.
3. Business arising from those Minutes
4. Election of office bearers
5. General Business
6. President's report

CLOSE

This year Alma Letch has completed her further year as Secretary. If you would like to nominate for this position please advise Alma accordingly.

Also, our 'self proclaimed' editor feels there should be a fresh news reporter after all these years and is offering up the position of Newsletter Editor to any interested member. Nominations to our Secretary please.

AFTERNOON TEA: Could each family please bring along a plate of goodies for a combined afternoon tea. ALSO bring along your coffee or tea cup as the hall does not provide these items. The club will be supplying the coffee and tea and cordial.

REMEMBER also please that Fred and Inge Starcken will be bringing along their old time records and player to add some more enjoyment to the afternoon and members are asked to please try and attend in the 20/30's era clotheswe know that the Barossa crowd at least have some outfits !!

This should be a great afternoon so see you at the hall on the 17th.

JULY 13TH OUTING:

9:00 am and the weather looked 'reasonable' from our viewpoint in the northern suburbs but our opinion quickly altered to 'wipe out' as we motored along the freeway towards Perth city and the Causeway carpark - black clouds dropping all and sundry onto the city and surrounds. (There is some compensation for living in 'South Geraldton' - the weather takes longer to reach us !!). Anyway, we found two very anxious looking organisers, Max & Dora Annear, snug in weatherproofed modern Fairlane waiting for any brave soles who may have ventured out for our run today.

Fifteen minutes after pulling into the carpark we had assembled four A's and two moderns and as the rains began to bucket down once more we headed out along Great Eastern Hwy to Guildford, over the muddy looking Swan River and on to Lilac Hill Park (not a Lilac tree in sight) where we were to meet the rest of the group. No-one in sight... too early we decided, so settled down in the sunshine to await their arrival and sure enough another two families in A Models and seven families in moderns arrived within 20 minutes. The route then took us north up through Middle Swan area and the vineyards, through the distant backblocks, across the Gt. Northern Hwy somewhere past the Pearce Air Base and brought us back towards the coastal plains via the Wanneroo (Sth Geraldton) area, goodness knows where else and then as the speedometer reached 73+ miles we arrived at Neil Hawkins Reserve, Joondalup. The rains were just sprinkling down by now and the sun was shining as we all alighted after our tour of some very pretty countryside - places we never venture to in our daily routines.

Lunch was the most important item on the agenda for the ladies and kids while the men as usual, found plenty to chat about and things to look at on the vehicles. Umbrellas were raised and blankets spread on the gently sloping lawns next to the carpark. After lunch, in pleasant sunshine, our usual informal 'out of order' type meeting was held with much hilarity and the usual wise cracks (just as well the highly organised Bill Bennie was not to hand!). Our September run was sorted out and Jim & Nene Williams were voted 'Captains' for that outing.

The children were hardly seen or heard from as they explored the lake, park and bushlands around this very pretty setting. Must come back another day when the weather is finer and some of the adults may too venture out into the wilderness. About 3:00p.m. all had set out on their way home after a very enjoyable days outing.

MINUTES OF M.A.R.C. MEETING 13 JULY 1986:

Apologies S & L Read, B & V Cowlin, P. Luca, P & F Lynch, M. Barendse
D & B Bennie

Minutes from previous meeting read and moved by L. Cooke 2nd S. Madgett as correct.

Matilda Bay Restaurant booked for Friday 28th November 1986. Buffet Dinner \$24 per person with drinks extra. Suggestion for Xmas presents \$1 Scratch & Match Tickets.

Brake testing day for August cancelled.

Long weekend run September:

B Spencer, J. Williams & R. Andrews put forward a suggestion for this. After discussion it was decided to go with J. Williams suggestion - to Cervantes, Moora and home via New Norcia. J & N Williams to organise.

General Business: J. Luca has donated a tarpaulin to the club for use on wet weather runs.

Bill Spencer had received a letter from people in South Australia coming over to Rally West towing camper-trailers. They will arrive approx. 26th October. Bill asked if any members would be willing to billet these people; J Williams, T Parin and M Cooke volunteered to do so.

Secretary to write to Combined Car Club in reference to account for \$20 received for membership subscription.

K. Pepper showed members car mats he had bought from Les Pearson in New Zealand.

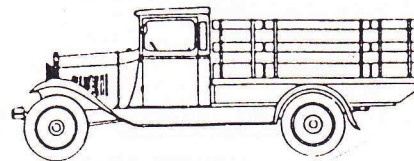
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Minutes contd.

B. Spencer suggested some thought be given to including names on club badges.

T. Parin put to members if articles other than Model A parts could be advertised in newsletter. Members did not object.

No further business to discuss; meeting closed.

BITS & PIECES, ETC:

CAR BOOKS - Correction - the W.A. Motoring Bookshop has ceased business and most of their books were purchased by RELLIM BOOKSELLERS, 834 Hay Street, Perth, 6000 Tel: 321 5684.

K CRAFT PRODUCTS, 74 Robinson Ave, Belmont (Ph 277 9566) have the balance and are selling them at reduced prices.

Mike Cooke purchased the remaining copies of "THE FORD MODEL 'A' "As Henry Built It" By. G. DeAngelis, E.P. Francis & L.R. Henry" THIRD EDITION.

These are available for \$17.50 per copy (Normal price is \$33.95).

Snyders Catalogue price US\$17.95 ex USA plus freight, conversion, etc).

This is an excellent book of 244+ pages full of info and photos and to give our country members the opportunity of purchasing this book to

help in your restorations we are holding the remaining five copies until

August 20th to give you a chance to write or phone Mike Cooke, [REDACTED],

Kingsley, 6026 Ph: [REDACTED] to obtain a copy at \$17.50 plus postage.

(\$5.00 for North West & \$3.65 for elsewhere - this includes packaging).

FOR SALE: CAST IRON BRAKE DRUMS: The Victorian Club project is forging ahead.

Unfortunately they regret to announce that due to the rise in the price of casting, there will be an increase of \$3.00. The new price is \$121.00 each Front or Rear.

For Tech. enquiries contact Keith Rawson (059) 43-2273 H.
(059) 43-2375 W.

To Order - send full remittance along with order to Mrs. E. Wallace,
89 Exeter Road, Croydon, Victoria, 3136.

CHANGE OF ADDRESS: P & J KRIKKE have moved to [REDACTED], Bunbury.
Please update your registers.

LET IT BE KNOWN !!"GENUINE AUSTRALIAN"

Members restoring cars know full well about nuts. Rusty ones, black ones, painted ones; others chromed, domed, cross threaded and even stripped. Now, whether they be S.A.E., Whitworth, hex or square, none are like Tony Parin's nuts. (really??).

Besides being interested in 'A' models, he also belongs to Woodturners Association of W.A. and has a selection of items produced from Banksia nuts.

These pieces will be on display at our next meeting and may appeal to some as gifts, especially for sending away to friends overseas or interstate. His hobby efforts will be available at wholesale prices, which range from \$7 to \$10 to club members or their friends. No obligation whatever to purchase - however, interested people should order early for supply before Christmas.

Thanking you,

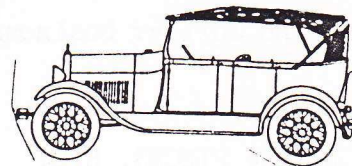
Tony Parin

DO YOU WANT TO HAVE USE OF A PAMP !?

Any member wishing to look under his car, or do that awkward job underneath is advised that a PAMP is available for use by members by simply phoning Tony Parin on [REDACTED] for the all clear.

PS: A PAMP ? = Half a PIT and half a RAMP !!

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COMING EVENTS:

- AUGUST 17th - AGM - See page 1.
 - SEPTEMBER 14th - The proposed Kite Day has been postponed until a date in OCTOBER (to be advised)
 - SEPTEMBER 27/28/29 - LONG WEEKEND RUN - See below.
 - OCTOBER ? - Kite Day - get those Kites ready.
 - NOVEMBER 14/15 - Bendigo Swap Meet
 - NOVEMBER 28 - Evening Christmas Dinner Function, Matilda Bay.
- 1988:
- MARCH 31 - APRIL 4 10th National Meet at Wangaratta, Victoria. Make your decision to attend NOW. Info in future newsletter.

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SEPTEMBER LONG WEEKEND RAMBLE:

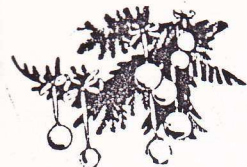
This year's ramble has been organised for us by Jim & Nina Williams with Day 1 (Sat) from Perth to Jurien Bay (o/nite stay); Day 2 (Sun) off along the backroads to Moora, checking out the various sights along the way (o/nite Moora), then Day 3 (Mon) from Moora back to Perth via some more interesting country roads. Sixteen families have booked for this trip, decided upon at our last meeting, and other members who wish to participate on what will be a thoroughly enjoyable ramble with great company can give Jim & Nina a call on 332 1841 for further information. Bookings have been made for the sixteen families at either the Jurien Bay Motel or Camp and either the Moora Motel or Hotel. Members planning to join the ramble after reading this newsletter are asked to please make your own reservations at any of the above venues and give the Williams a call to let them know you will be coming. Those participating will be given the route sheet etc in due course. Hope to see a few more members joining in after you've read this!!

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CHRISTMAS SOCIAL FUNCTION: NOVEMBER 28TH 1986 - MATILDA BAY RESTAURANT:

Ho Ho Ho and a bottle of bubbly!! Start getting into the Christmas Spirit now - not drinking it Bill Spencer - just the thought; the thought of a great night out celebrating another great year of enjoyable rallies and get-togethers with club members. As requested by many members - this year again we have booked a room to ourselves at the Matilda Bay Restaurant - BUT - there is to be a MINIMUM number of FIFTY people (maximum of 75). Therefore, all you city members get out your calendars and ink in this special date. Country members - if you happen to be in town - would love to see you there - maybe you can plan that pre-Christmas shopping weekend or something!! Buffet meal \$24 per person; drinks extra. Bring along a couple of friends or extra family members to make it a great night out. Our reservation form will be enclosed with the September newsletter (thank you Ross) so start organising your group now!!

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CLUTCH CHATTER

Reprinted for information to our
members from MARC NEWS USA
Jan/Feb 1981 Edition.

FRONT WHEEL SHIMMY

by Paul Moller

Front wheel shimmy is that condition where the front wheels tend to oscillate while they are also rolling in a forward direction. Control of the vehicle becomes difficult and the steering wheel shakes agitating the driver. Not a pleasant condition. Shimmy of the front wheels may be stopped momentarily by applying the brakes. Again, it may start when the brakes are needed.

A number of faults in the front end system can cause this problem. One of the most frequent is worn spindle bolts and bushings. The "U" bolts that fasten the front spring to the cross member may be loose. Other faults are: front wheel bearings improperly tightened or worn, the wheel bearing races loose at the spindle or within the hub of the brake drum, brake drums badly out of round, defective or missing shock absorbers, steering box adjustments, a sagging front spring, loose spring clips, a worn ball on the pitman arm or loose parts in the steering assembly. Also, the radius rod ball may fit loosely at the rear mount. All are part of the steering system.

Taking these problems one at a time, we might start by jacking up one front wheel to check the spindle bolts, one side at a time. Drive a wedge such as a chisel between the axle end and spindle bolt, place one hand at the top of the tire and the other at the bottom and shake the wheel. If it moves from top to bottom, check the wheel bearings. Tighten the axle nut until the wheel drags as it is revolved, back off the axle nut one notch of the castles so that the wheel spins freely. If the bearings are in good condition and properly adjusted but the wheel wobbles as it is shaken, the spindle bolts are worn and need to be replaced.

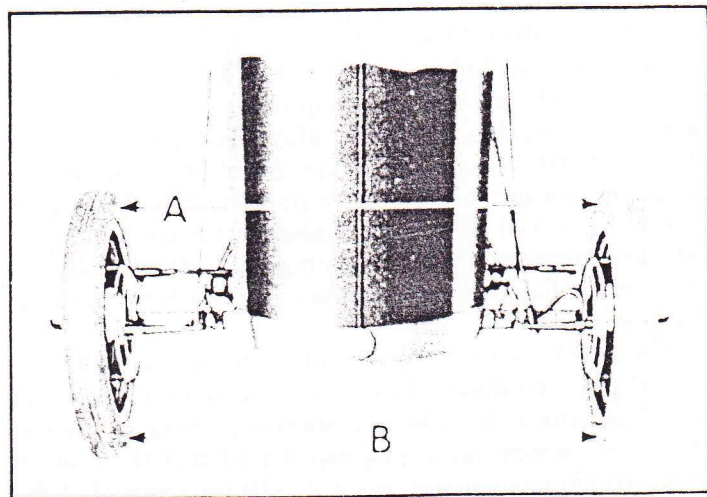
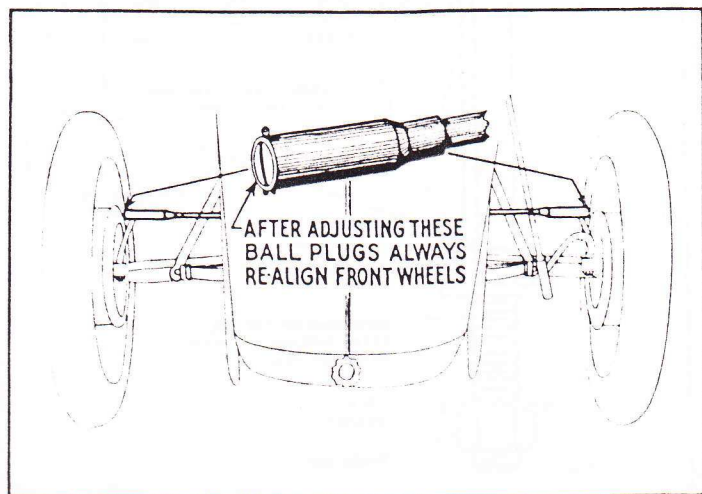
If the bearings need grease, work wheel bearing grease into each bearing by hand, revolving the bearing slowly until it has all the grease it can hold. After the axle nut is adjusted, insert the cotter pin at the axle end and install the grease cap. If the bearing races are loose, they may be worn or the spindles worn. While I haven't tried it, Loctite has a new product made to fasten metal to metal that might provide an answer.

The front spring "U" bolts can be tightened securely and cotter pinned and the spring clip bolts tightened on either side of the spring. If the brake drums are out of round, this may be detected at the brake pedal as they will cause the brake pedal to rise and fall when the brakes are applied. If the shock absorbers are missing, install a set. If they are worn, they may be checked individually by removing the arm and moving it up and down to check for resistance to movement.

Steering box adjustment procedure is outlined in the Ford Service Bulletins. If the pitman arm ball is worn badly, the entire arm may be replaced or a new ball added to the arm. If the sector shaft and its bushings are worn, they can be replaced. Wear here leads to excessive play at the steering wheel and looseness in the entire steering system.

If the front spring is sagging, the running boards will not be parallel to the road, front to rear. The spring can be rearched or rebuilt or replaced. The spring shackles may be worn and need replacement.

If all these areas check out good, the radius rod ball may be loose at the rear. Originally, the radius rod was supported at the rear by the ball end at the bottom of the bell



A should be 1/32" to 3/32" larger than B

housing into a kind of saucer shaped metal cup with a tongue at the forward end set into the bell housing. A heavier piece below fits around the bottom of the ball and both slip over a pair of bolts extending down from the bell housing. With the cups and ball in place, a coil spring fits around each bolt with a sleeve inside and a large nut to secure the assembly. The nuts are tightened until they compress the springs and meet the sleeve ends. The pair of bolts are held in place by a metal pin that passes through the bell housing into slots formed into the head of each bolt. Just under the metal pin inside the bell housing, a thick piece of felt soaks up oil drips to lubricate the radius rod ball. Some movement of the radius rod ball takes place as the front end swings up and down while the vehicle is driven over uneven road surfaces.

The original radius rod ball retainer may have been replaced with a hollow rubber ball that slips over the radius rod ball end with a cast iron lower cover or retainer. If the rubber ball deteriorates, the radius rod ball fits loosely, and shimmy takes place because the front end is not properly supported at the rear. The rubber ball may be replaced or the support converted back to the original style.

If one of the bolts has stripped threads, it can be replaced without pulling the rear end of motor by working the old bolt out through the opening at the bottom of the bell housing. This is tedious but it is easier than removing the rear end or motor.

The springs and sockets at each end of the tie rod may be loose or worn. If the tie rod is repaired or adjusted, front wheel toe in must be checked as any change in the tie rod ends effects toe in. This is advisable in any case. The toe in, that is, the distance between the front of the tires at the center should be $1/16$ " closer than the rear.

You may have had the experience of greasing the front end and finding that shimmy suddenly developed. This is because the various parts start to move freely. Although some of these faults may exist without causing shimmy at the moment, they should be checked.

To sum it all up, everything in the front axle assembly must be in good mechanical condition and properly adjusted, not only to eliminate wheel shimmy but for good control and steering of the vehicle. Finish by checking all cotter pin locations and a complete grease job for longer life of all moving parts.

Don't forget - Annual General Meeting - Sunday, 17th August 1986

HERE'S A POSSIBLE HELPFUL HINT FOR THOSE OF YOU WITH TUDORS
-taken from MARC NEWS Sept/Oct 1978

Front Seat Adjustment — by Willey F. Higgins, Jr. Riverdale, Georgia

We thoroughly enjoyed ourselves at the Dearborn meet. The Motor Cities Region deserves our most hearty congratulations for a job well done.

We drove up, along with about 18 other Georgia Region "A's", via Niagra Falls, in our early '28 Tudor. On the third day out of Atlanta, I became painfully aware that my back and the standard Model "A" seat adjustment were not compatible. I'm a little over 6'2" and all day in a Model "A" turned out to be too much. Consequently, my part of the trip wasn't as enjoyable as it might otherwise have been. Over the next 1,500 miles or so, I had plenty of time to mull over in my mind some sort of modification to allow the driver's seat to be moved back without altering the car at all. The attached drawing is what I came up with. I searched through the literature and couldn't find anything, so this is the best I could do.

The bracket allows adjustment of the seat back 1", 2", and 3" from the standard bracket adjustment. I found that the 2" adjustment feels best for short trips. I may go back to the 3" adjustment on a long trip. I find that the bracket looks decent enough and, since it calls for removal of the old bracket, does not alter the car in any way. The ability to flip the driver's seat forward is lost, but that is seldom done anyway with the driver's seat. For authenticity, the old bracket can be put back anytime.

