

Western 'A' Model News.



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

September 1986

NEXT MEETING: SEPTEMBER 27/28/29th (Long weekend ramble to there and back!)

Members travelling on this weekend away are asked to please :

ASSEMBLE: BY 8:15 AM, SATURDAY, SEPTEMBER 27TH
on the Great Northern Highway
just north of the Gull Service Station
opposite Copley Road, Upperswan,
for

DEPARTURE: which will be promptly at 8:30 AM as we have a busy
day ahead of us.

CLUB CAPTAINS Jim and Nina Williams will issue us with route sheets or
whatever at the start.

Just a quick reminder - for those persons booked into the Apex Camp at
Jurien - there are BBQ facilities available in the camp should you wish
to 'cook out' on the Saturday night. If not, you can join the motel
group (who are not permitted to use the camp facilities) at either the
motel dining room or the roadhouse.
Sunday dinner is catered for at the hotel in Moora for all travelling.

If you have any questions - please phone Jim & Nina on [REDACTED]

SEE YOU THERE BY 8:15 AM (*Heaven forbid Jim !!*)

NEW MEMBERS: Welcome is extended to Colin and Maxine Davidson of [REDACTED]
Street, Kelmscott. They have a 1928 Phaeton which is basically all there;
has been dismantled of most body parts (half of which are now repaired and
painted) and work is continuing on the rest of the parts.

WANTED will be a pattern of chassis woodwork and windscreen side support
arms. Telephone No. [REDACTED]

(Any member who may be able to assist re the above wanted parts please phone
the Davidson's direct - thank you.) Also please add to your Roster.

COMING EVENTS: SEPTEMBER (as above)
OCTOBER 26TH - Kite Day (venue to be advised later)
NOVEMBER 14/15 - Bendigo Swap Meet, Victoria.
NOVEMBER 23 - General outing to be decided upon
NOVEMBER 28 - CHRISTMAS DINNER (EVENING) See separate notice.

NEW FORD MODEL: Congratulations to John & Marie Stramsek on the safe arrival of
another little 'A' Model member -- Alexander James.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE MODEL A RESTORERS CLUB (WA BRANCH) INC.
HELD IN THE LESSER HALL, LEEDERVILLE TOWN HALL, CAMBRIDGE STREET, LEEDERVILLE ON
SUNDAY, AUGUST 17TH, 1986 AT 1:40 P.M.

APOLOGIES: L & M Barendse R & T Mahony B Jewell S. Madgett
D & D Philp

WELCOME: Welcome was extended to Alan & June Smith of Wongan Hills
who were attending their first metropolitan meeting.

PREVIOUS MINUTES: The minutes of the previous Annual General Meeting held
21st July, 1985 were read and confirmed as a correct record.
Move Eric Richards, seconded L. Cooke; accepted.

BUSINESS ARISING FROM
MINUTES:

Subscriptions:

Because of ever increasing costs it was moved that the sub-
scriptions be increased to \$10.00 per annum. Bill Bennie
moved that Country Subscriptions remain at \$8.00 as members
did not receive the same benefits as metropolitan members;
Seconded L. Cooke, all in favour. Therefore \$10.00 Metro
and \$8.00 Country Subscriptions approved.

Financial Report:

Secretary read the Audited Report and placed a copy on the
table for perusal. Copy of report to be published in
September newsletter. Moved by Bill Bennie, Seconded J. Luca;
all in favour the Financial Report be accepted as read.

Office Bearers:

President: M. Cooke has further year to serve.

Vice President: R. Letch has further year to serve.

Secretary/Treasurer: Moved B. Bennie, seconded L. Cooke that
A. Letch stay on in this position. Alma agreed to continue
for further 12 months only and would not be available for
nomination in 1987.

Vehicle Examiner: R. Mahony to continue in this post.

Judging Standards: B. Bennie to continue.

Auditor: D. Palmer is happy to continue as Auditor.

Newsletter Editor: Moved B. Bennie, seconded A. Letch that
L. Cooke continue with this position.

GENERAL BUSINESS:

Concessional Licence: G. Davies spoke on changes by VCC in
Concessional Licence Permit. Members now issued with
sticker which was displayed on windscreen. After discussion
it was moved by S. Read, seconded K. Brown that M.A.R.C.
stay with our present Concessional Licence Permit Card.
All in favour.

Secretary asked to write to VCC to enquire if vehicles
examined by M.A.R.C. Vehicle Examiner, Ray Mahony would
be accepted by the VCC for persons who were members of
both clubs.

1990 Rally: Bill Bennie spoke on Questionnaire which had
been sent to Eastern States clubs to ascertain amount of
interested persons who would attend W.A. 1990 Rally.
This would take place over the Easter period 1990 and be
known at TOUR WEST 1990.

President's Report: Mike Cooke gave brief report on Club
activities over the past year. Print in newsletter.

Vote of Thanks: Coral Blewett moved a vote of thanks to all
office bearers for a job well done during the past year.

CLOSURE:

There being no further business to discuss the meeting closed
at 2:45 p.m.

MODEL A RESTORERS CLUB AUSTRALIA (WESTERN AUSTRALIA BRANCH) INC.STATEMENT OF INCOME & EXPENDITURE FOR THE YEAR ENDED 31ST JULY 1986.

Balance brought forward as at 21st July, 1985. \$1931.54

INCOME:

Gears	\$ 1787.75	
Postage - Gears	5.91	
Freight - Gears	27.54	
Bank Interest	80.97	
Subscriptions	406.44	
Badges	901.00	
Xmas Outing Dec. 1985, Merlin	1056.00	
Fine on Badges	1.60	4267.21

TOTAL FUNDS FOR THE YEAR \$6198.75

EXPENDITURE:

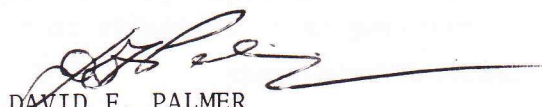
Postage	\$ 249.29	
Badges - payment to Sheridans	915.21	
M.A.F.C. (NSW) - Gears	3240.00	
Xmas Outing, Bistro at Merlin, Dec. 85.	984.00	
Refund Xmas Outing (B Bennie)	72.00	
Matilda Bay Restaurant Deposit (Xmas 86)	200.00	
Stationery	66.79	
Postage - Gears	5.91	
Freight - Gears	32.94	
Hall Hire (AGM)	6.00	
Refund on Subscriptions	5.19	
Refund on Badges	15.00	
FID & FED Tax	4.09	

TOTAL EXPENDITURE FOR THE YEAR \$5796.42

EXCESS OF INCOME OVER EXPENDITURE \$ 402.33

BALANCE OF PERTH BUILDING SOCIETY SAVINGS ACCOUNT
NO. 24/010150/8 AS AT JULY 31, 1986. \$ 402.33

I have examined the Books of Account and supporting records of the MODEL A RESTORERS CLUB AUSTRALIA (WESTERN AUSTRALIA BRANCH) INC. for the year ended 31st July, 1986. In my opinion the above Statement of Income & Expenditure reflects a true and fair view of the state of affairs of the club for the year ended on that date.


DAVID F. PALMER
CHARTERED ACCOUNTANT

PRESIDENT'S REPORT:

This is just a brief report on club activities since our last A.G.M. in August 1985.

Firstly, we've had eight new families join our Club.

A major achievement has been the designing and purchase of our Club badges and a large proportion of the second order has already been sold.

As for Runs - they have taken us to Deer, Wildlife and National Parks, to Whitby Falls Coach House and the January 'Picnic in the Park' at Peppermint Grove was once again well attended. The breakfast BBQ also brought out a large number of early birds eager to beat February's heat.

The March Restoration run turned out very well and we should be organising another one soon as I believe there are about 4 - 5 vehicles well on the way to completion.

Last September, fourteen families enjoyed our first long weekend ramble through the farmlands to Wave Rock and surrounding areas and this year we already have sixteen families signed up for the ramble up the coast and across to Moora through the wheatlands. It really looks as though this will be an enjoyable annual event.

Another achievement for four of our families was the drive across the Nullabor in their A's to the National Meet in Barossa, South Australia, while the Spencers and their 'A' took the comfortable way over on the train.

We were pleased too that the Andrews and Spencers were among the prize-winners at the Meet.

The Christmas Function at the Bistro in the Merlin proved delicious, food wise, but a little cramped for seating. The company was great though and we all had an enjoyable evening.

In general I feel we are a club with members who thoroughly enjoy the monthly get-togethers and hope you all can continue to come along in the forthcoming year - and possibly a few more members who have not been able to do so this year.

Thanks to our Secretary, stand-in Chairmen, the Editors, Printers, Events Organisers for all the work they put into the club to keep it running smoothly.

...and that's the end of this Report.

Michael Cooke
President 1986/87

MINUTES OF THE GENERAL MEETING OF THE MODEL A RESTORERS CLUB HELD IN THE LESSER HALL, LEEDERVILLE TOWN HALL, CAMBRIDGE STREET, LEEDERVILLE ON 17.8.1986.

APOLOGIES: L & M Barendse R & T Mahony B Jewell S. Madgett
 D & D Philp

MINUTES FROM PREVIOUS MEETING were read and confirmed as a correct record.
Moved by K. Pepper, Seconded J. Williams.

BUSINESS ARISING FROM MINUTES:

B. Spencer advised re families coming over from South Australia for the V.C.C. Rally West. Bill thanked members who had offered to billet the families and will advise them of details at a later date.

Advertising of Other Items: No objection providing Ad kept to a minimum and providing space available in newsletter.

Name Badges: Enquiries being made.

GENERAL MEETING (continued)

Combined Car Clubs Assn. Secretary to write to C.C.A. and advise we are not currently members and do not wish to become members.

EVENTS: Jim Williams advised members going on long weekend run in September that accommodation had been booked and deposits paid where necessary. He advised of further details, prices and places we would visit on run. Members to meet at Upperswan at 8:15 a.m. to leave promptly at 8:30 sharp.

BITS & PIECES: Eric Richards advised that piston rings at \$55 each and ring cylinders \$22.50 each were available at J.P. Engineering 25-31 Innes Road, Windsor Gardens, South Australia, 5087. *(Above prices current at 17.8.86 - could alter without notice).*

CLOSURE: There being no further business to discuss, the meeting closed at 3:30 p.m.

ANNUAL SUBSCRIPTION/VEHICLE UPDATE REGISTER SHEET

Enclosed you will have found the above sheet which we would ask you please to fill in and return, together with your cheque, to our Secretary by return mail. Remember: Country Subs \$8.00, Metro Subs now \$10.00. Also, if you paid at the AGM please still fill in the form and write paid and your Receipt number *(Will make it easier for Alma).*

Do not separate the Subs/Register sheet as BOTH are needed for our records - just fill them in and send the COMPLETE sheet back. Thanks.

XMAS SOCIAL FUNCTION:

Another form for you to fill out - this time when you have rounded up your merry group for the outing on 28th November. Confirmation of numbers are needed BY the last week in October so please also send this back at your earliest convenience; not forgetting to enclose your cheque as well thank you.

Information Article:

(Reprinted from MARC NEWS, USA Sept/Oct 78 for information to our members)

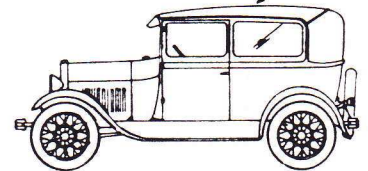
Distributor Breaker Plates. by, Paul Moller Photos, Walter Malchin & George Klecka

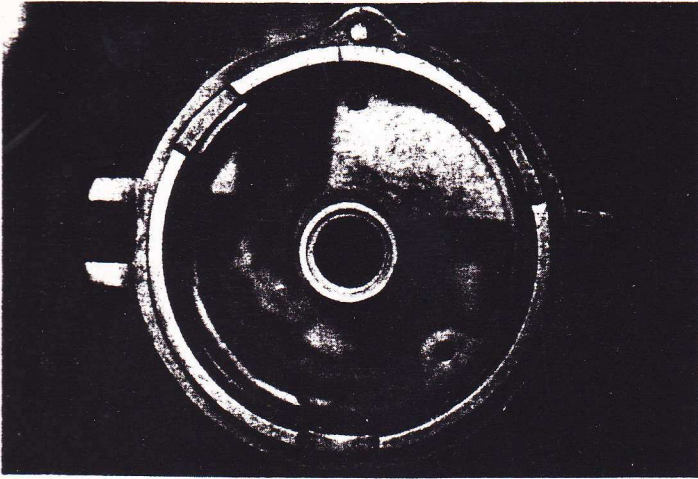
The early Model "A" Ford vehicles used many forgings throughout the vehicle. The distributor breaker plate was no exception for it, too, was a forging with the bracket for the adjustable breaker point contact forged as an integral part of the breaker plate. The breaker point arm, spring and mounting stud were separate pieces, assembled to the breaker plate with the bracket for the adjustable point located close to the arm for the spark control rod.

The distributor breaker plate design was changed, possi-

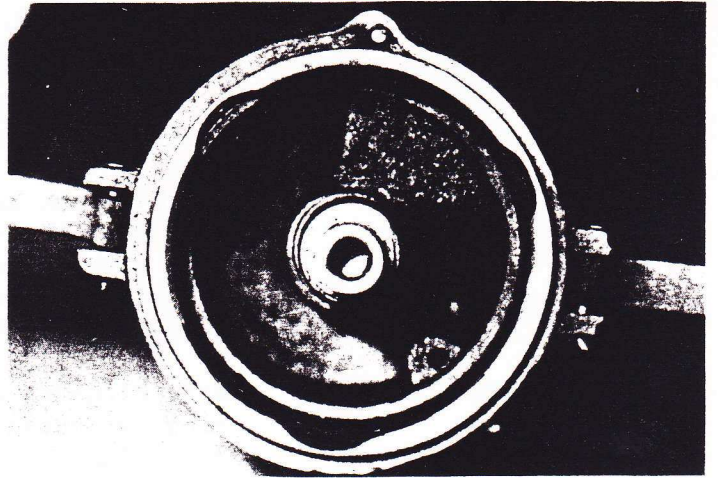
bly for the 1929 vehicles, to a stamped steel plate, continuing until the end of Model "A" production. A study of the two breaker plates leads to the following conclusions as to why the changes were made.

First, the cost was less. Second, assembling the breaker point, spring and stud to the breaker plate required more time in a year of high Model "A" production. Third, the length and fit of the breaker point arm had to be very accurate so that the contact face of the moving breaker

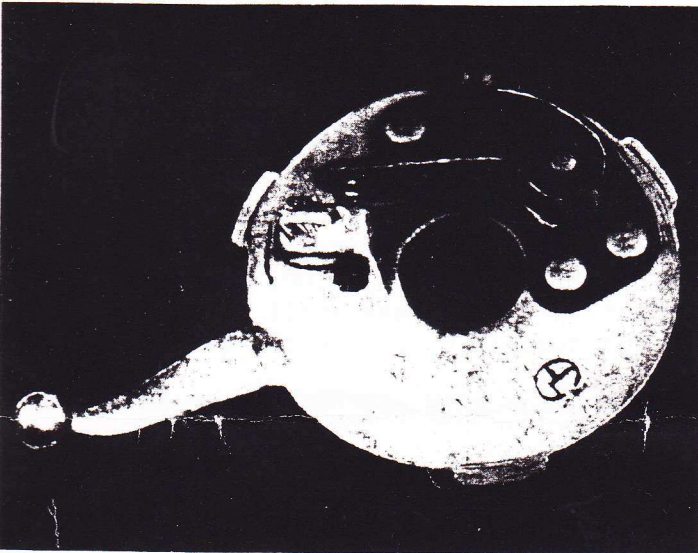




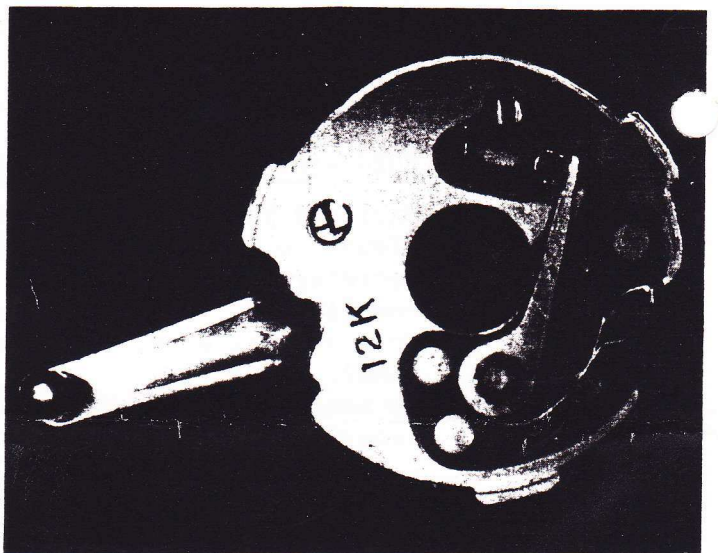
The 1928 distributor base with the rectangular notches for the breaker plate.



The later distributor base with semicircular notches for the breaker plate.



The 1928 forged breaker plate.



The stamped steel distributor plate used in later production.

point would meet the contact face of the adjustable point squarely. This may have meant that some breaker points were discarded or, if used, point life and ignition performance had to suffer.

The use of a stamped steel breaker point plate would have reduced costs even though the steel ball on the arm was inserted as a separate piece. The use of a breaker point with the spring and mounting stud as a complete assembly increased the speed of assembly. The use of an adjustable mounting for the point bracket allowed adjustment of the breaker point contacts so that they would meet squarely during assembly at the factory or later replacement. The location of the insulator for the breaker point may have been made to facilitate assembly of the adjustable point bracket as it has no apparent effect on ignition performance. The shape of the notches for the breaker plate in the casting of the distributor base was changed, possibly as a simpler machining operation?

It has been stated that the Model "A" Ford had 5000 parts and underwent 5000 changes. This is one of the many changes made during the production years of the "A" Ford.

Studying the changes made over the 4 years we find that many changes were due to cost. While this is a factor with any manufactured product, it must have been one that received much consideration, especially as the years of "The

Great Depression" faced the Company. Some changes obviously were made to improve performance along with a reduction in costs, possibly due to the economic conditions faced by Ford and other companies. A reduction in costs benefitted the Company; an improvement in performance or an increase in life expectancy of the vehicle or a reduction in the selling price of the vehicle benefitted the buyer. As the Ford Motor Company survived the years of depression while many other manufacturers failed, their policy of beneficial changes, allowed the Company to build good, durable vehicles at prices the customer could and would pay. This says a bit more about the genius of Henry Ford and reinforces the thought that, "Henry didn't make too many mistakes!"

