

Western 'A' Model News.



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

MERRY CHRISTMAS



*"Here's one I like ' If you didn't
send us a card this year, please
disregard this greeting!.."*

1986

Social Afternoon:

Days like Sunday, 16th November make one sure our Club is a whole group of 'friends' rather than a whole group of 'Club Members' ! At extremely short notice (and apologies to those who were not contacted in time), 25 adults and numerous children turned up to a HELLO-GOODBYE afternoon for the Creedy and Probert families from South Australia. (It was unfortunate that at the last minute the Proberts were unable to attend, but we know the Creedy's had a great time).

There were six Model A's, one Pilot and plenty of Moderns on hand for the fellows to inspect, check out, ponder over and measure up; while the ladies obviously enjoyed the relaxed atmosphere as it was deafening in the kitchen/family room area from chatter and shrieks of laughter. The younger ones (2 - 12) also found plenty to keep them occupied outside - thanks to Tracey and Deanna for trying to keep them under control !!

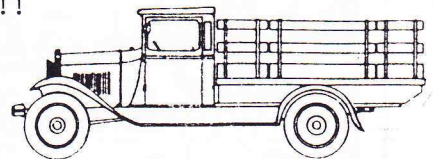
All contributed some delicious goodies to make up a hearty buffet lunch and there was plenty of cool wine, ice cold beer, etc. to keep the whistles wet ! After lunch there was more socialising and vehicle examinations and most had wandered off home by 5:00 p.m.

Thanks to all who could make it - it was such an enjoyable day - must do this more often.

.....Cookes.

"CAUGHT OUT"

Did you know that one of our members from Greenwood kindly borrowed his neighbour's outdoor table and chairs to help out with seating at the Hello/Goodbye day only to have his neighbour return home early to discover 'Thieves had stolen the outdoor setting'. The neighbours were celebrating the fact that they could now purchase a new setting with the Insurance money when along came our slightly sheepish member to spoil their glee -- he returned their outdoor setting safely to them !!



Events - 1987: 1988:

1987 CLASSIC CAR SHOW: Date: Sunday 8th February 1987 Venue: Lilac Hill Park, West Swan Road, Caversham. Time: 10:00am to 4:00 pm.
Organisers: Combined Car Clubs Assn. of W.A. Inc.
Contact for Information: Paul Blank [REDACTED] (H)

Our club will not be participating as a group but individual members can contact Mr. Blank for further information.

P.L. PICKLES & CO PTY LTD AUCTION - MARCH 1987 - SYNEY, N.S.W.

Contact Paul Clark [REDACTED]. Cars, Bikes, Steam & Tractors, etc.

TOOWOOMBA, Queensland: FEBRUARY 12 - 14, 1988:

Anyone going to be in Queensland in February 1988 - well if you are, there is going to be a huge cavalcade of horse & motor powered transport displayed in Toowoomba - from bullock carts to the latest passenger cars and motor cycles, etc.

Further Info: National Concours, PO Box 3159, Town Hall PO.,
Toowoomba, Qld. 4350 Ph: [REDACTED]

Events 1987:1988: (Contd)

WANGARATTA NATIONAL MEET ::: 31ST MARCH TO 4TH APRIL 1988

The headquarters for the National will be the Wangaratta High School, which has a large, modern assembly hall and two adjacent playing fields which will provide ample, secure off-street parking.

As MAFC of Victoria is not handling any accommodation arrangements in any way, it will be the responsibility of all entrants to select the accommodation which suits their particular requirements and make the necessary bookings direct to the place of their choice.

When your Entry Form is sent in, a receipt will be issued, showing your Official Rally Number and attached will be a list of accommodation available in Wangaratta.

Arrangements have been made with various motels/hotels/caravan parks for accommodation to be reserved in the name of the M.A.F.C. of Vic. until 31st December 1987 so mention that you are attending the Model 'A' National Meeting when booking your accommodation.

...The above is the information from MAFC VIC and enclosed with this newsletter is the Official Rally Entry Form for completion, cheque enclosure and return to them.

MAKE UP YOUR MIND NOW to travel over and meet up with old friends, new friends and the like - ask some of our members who have already attended previous nationals what it is like. Maybe we can all travel together or in a couple of groups - lets get organised NOW !!

Combined Model 'A' & Veteran Car Clubs run to RAAF, Pearce:

The day started early, arriving at the Veteran Car Club Rooms in Forrestfield at 9:15 am and starting the rally at 9:30 am. After a leisurely drive through the suburbs we arrived at Mullaloo to meet up with more Model 'A' and Veteran Car Club members.

While the adults chatted and the younger members looked longingly at the ocean, we waited for the slower cars to arrive and then travelled in convoy to the RAAF Base, arriving at lunch time. We then discovered two of our Model A's (and their contents) were missing - they never did turn up but we heard later that an Electrolock was the problem for one and the other did the towing home.

The tables and chairs were quickly arranged under the shade and after a few drinks to cool off, everyone settled down to lunch. Barbecue packs, salad as well as beer and cool drinks were available at prices that represented excellent value.

After lunch bus tours were available around the Base, however, permission was not granted to allow us a close inspection of the aircraft. Entertainment was provided in the form of the Air Corps Pipe Band and a fire tender showing its fire power. This was excellent to see as it sprayed water several hundred feet in all directions while travelling at full speed.

Cars were made available to RAAF personnel for a chauffeur driven tour of the grounds. This also gave us a chance to compare the ride and power of our Model A's against an assortment of Chevs, Buicks and the like.

After a pleasant afternoon it was time to round up the children, two of whom seem to get lost on a regular basis, and head for home.

....R & G Andrews.



Christmas Social Outing:

Luxury yachts rocked peacefully at their moorings and city lights sparkled in the distance as two young men, finished with their prawning activities, broke the silence of the evening as they swam and splashed in the cold river (pity they hadn't been skinny dipping - would have added some spice to this lot !). Anyway, Matilda Bay was a lovely setting as fifty-one of our members gathered upstairs in the Restaurant to enjoy the Christmas outing on Friday, November 28th.

Name tags in the Christmas colors of green and red and looking somewhat similar to red and green apples were handed around and once everyone had arrived, our \$1.00 Scratch-n-Match tickets were collected, four marked for prizes (of additional tickets) and then distributed again after our Entree. It's interesting to note that of the 61 tickets, only approx. six won any prize of \$2 or \$5 - doesn't make for very good odds does it !?

As all were busily eating their main meal it was announced that three red stickers had been placed on the bottom of certain plates - what a sight - dinner plates of food being lifted high above heads by well dressed diners in an 'Up-Market' restaurant; all eager to win a box of Chocolates ! Thankfully the food managed to stay on all plates and our winners were found.

Then, as individual desserts of strawberries in Chocolate baskets were being enjoyed, our 'prize giver' announced that whoever found another red sticker on the bottom of the Chocolate Basket would win a box of Nougat. Well Nougat must be very popular too as the main meal plate raising was a sight to be seen but the whole group lifting up sticky, dripping chocolate baskets and some having a good slurp of the strawberry juice on the bottom was just hilarious !! Even more of a laugh was the look on the faces of the Matilda Bay staff - don't think they'd seen anything like it before - and probably won't again. No-one found the elusive sticker but all had a good lick of sticky fingers.

Coffee and chocolates rounded off the evening as we all mingled and chatted and the last group had headed off home by 12:30ish after a few gentle hints from the Management. It was a very enjoyable evening with lovely company in a delightful setting. Glad you could make it and WE WISH YOU ALL A VERY MERRY CHRISTMAS !!

IF YOUR MODEL A IS HARD TO STEER

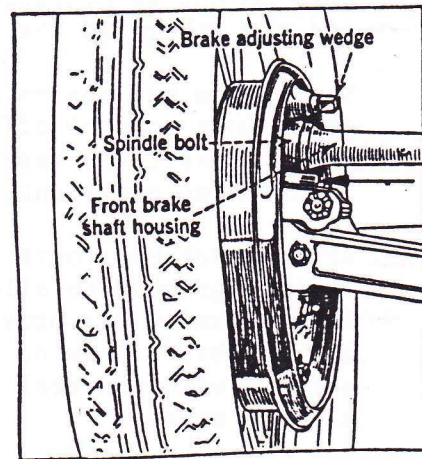
The front axle was designed to carry the weight of the car on the two thrust bearings located near the top of the king pins.

A lot of cars are running with the weight being carried at the point where the bottom of the axle contacts the lower lug of the spindle. At this point, there is a cup washer and felt seal. This makes the car very hard to steer. An easy way to tell if the thrust bearings are carrying the load is to try to rotate the bearings by hand with the car sitting on the ground. If you can rotate them, they are not carrying any load.

The various manufacturers of king pins and bushings send about 4 thin shims with a new set, which are to be placed as needed between the top of the axle and the bottom of the thrust bearings, in order to put the weight of the car on the thrust bearings. Sometimes these are not enough. A thicker shim can be made from an old cup washer that is located at the bottom of the axle. You must grind the lip from this washer in order to use it.

After some trial and error, you will find the correct amount of shims to make the spindle fit right and the weight of the car ride on the thrust bearings.

Jim Rainey
Mid-Tennessee Mail Truck

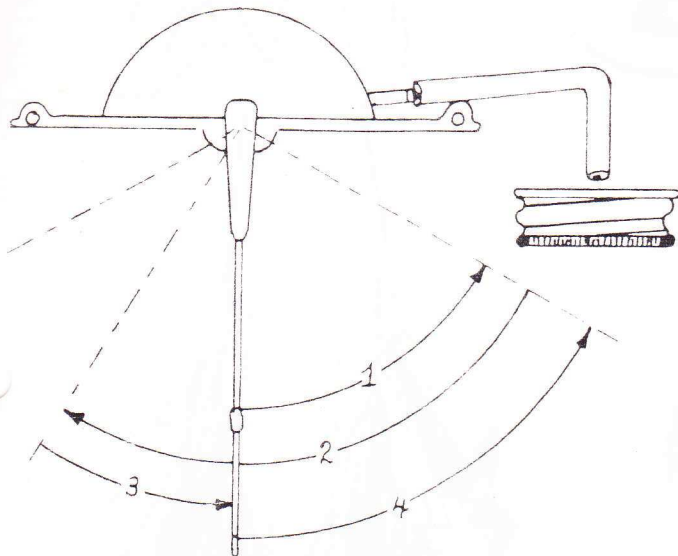


January 18th 1987 - Picnic in the Park at Peppermint Grove.

(Mark your calendars now - information January newsletter).

Oiling The Trico Vacuum Wiper Motors

Reprinted from The Ahooga News
Beaver Chapter, Oregon



When Trico Automatic Cleaners need oil, the quantity required is really very small. The right kind of oil puts new life into the packings and has a generally beneficial effect on the cleaner action. Oiling the wiper motor is a simple operation.

Remove the hose connection from the cleaner. In a small receptacle, like an oil can top, place one or two teaspoonsful of Trico Maro Oil, or any light oil if Maro Oil is not available. To draw up the oil, use a four or five inch length of rubber hose. **Don't use the hose from the wiper — oil softens rubber.**

Turn the shaft of the wiper to the extreme right (see Position one on drawing). Use the handle if it is an interior type or the wiper bar if it is the exterior type.

Move bar back about $\frac{3}{4}$ of the normal travel to the left (Position 2) being careful not to move it all the way. If you miss the $\frac{3}{4}$ stop, start over again.

Submerge the end of the 5-inch hose in the oil, then make a quick move halfway to the right (Position 3).

Withdraw the hose from the oil. Complete the balance of the stroke to the right (Position 4). This operation will result in oil being drawn into one side of the motor.

Repeat the foregoing, starting off in the opposite direction with complete motion to the left; return stroke $\frac{3}{4}$ of the way to the right; submerge hose in oil; quick half stroke to the left; withdraw the hose from the oil and complete movement to the left.

Caution — Do not use an old or dirty hose as particles may be drawn into the motor.

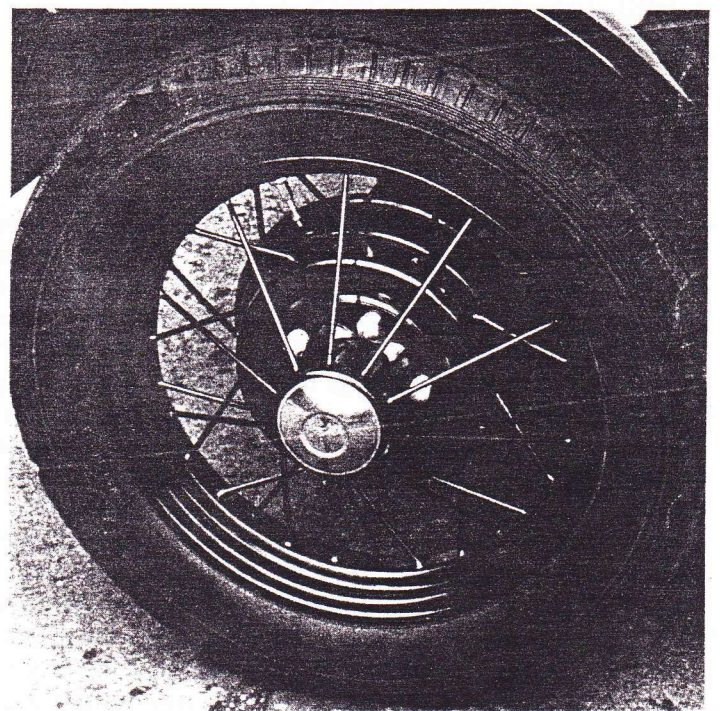
This oiling operation should restore the wiping action of the wiper as though it were new.

Correction

In the last issue in reference to hub caps on page 5 and 6, we stated that there were three hub cap designs used on 1930-31 cars. This was in error. There were only two designs used. The hub cap data was researched in 1977 by Ed Francis and was published in the January-February, 1978 issue as follows:

In researching the Company historical records, we find that the first hub cap designed for the 1930 style wheel was dated May, 1929. It featured a raised center circle without the Ford script. The drawing was modified in June, 1929 with the center portion being depressed and in August, 1929 the name "Ford" was added to the center. This was a polished stainless steel cap with 20 lugs, four of which were to be crimped over after assembling to the wheel. It was part number A-1130-C and around its outer edge it had a $\frac{5}{32}$ flat rim as shown on the photograph. The drawing of this cap was obsoleted in September, 1929 and was never used on production cars. It was replaced with A-1130-D which was not obsoleted until June 24, 1940.

Some company photographs of 1930 cars show these hub caps in use. However, these were photographs of prototype cars and not production cars. An identical chrome-plated steel cap was available later for service.

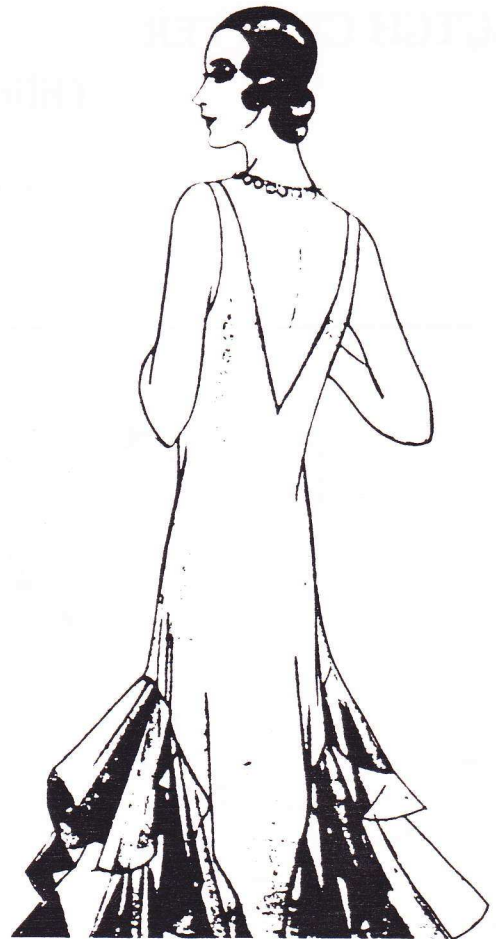




No. 2422, January 1929



No. 2709, July 1929



No. 5844, November 1929

MARC OF FASHION

by MICKIE Parr

"A" VAST WAISTLINE
PART III - EVENING WEAR (*continued*)

(*Reprinted from MARC NEWS, USA
July/Aug. 1981
for information to our members.*)

1929 — Early in 1929, the waistline was still found to be below the natural waist. The attached elaborate pieces such as drapes, flounces, etc., were not as predominant as in the past season. Fullness below the snug hips was achieved by gathered or tiered skirts, many in a basque effect. Spring saw many gowns with molded bodices, snug flat hiplines and almost normal, though not fitted, waists. Deep hip yokes and bustle ruffles were favored as were rather tubular, sheath like gowns which, though they fit the figure, were not tight. Narrow belts, most about 3/4" width, with jeweled buckles at center front were placed to indicate but not mark the natural waistline. At the close of the year, gowns were all with tight fitted hips and bodice was fitted but with a slight blousing over the almost natural waistline. The Princess and Basque line styles dominated. The silhouette in general was emphasized with tight-fitted hips and a higher to natural placement of the waistline.

It is this year that such a striking difference in the

fashion styles is noted. The early gowns of 1929 tend to lean toward the style and design of those in 1928 and earlier. From mid '29 to fall, some similar to '28 and others similar to 1930 will be found. The gowns of the latter part of '29 resemble more closely those of '30.

1929 gowns are extremely difficult to date as there were so many changes as well as holdovers available. In dating a '29 gown, one must take into account both the hem length and the waistline placement. The hemline just being uneven will not make it a '29. The uneven hem as previous articles have stated, began before and ended after the era. The same applies, as you've already read in Part I, to the below natural waistline placement. The extremely exaggerated high to low length of the gown (not those with attached sashes, flounces or drapes), but the gown itself is the best clue to a 1929, coupled with the waistline located somewhere above the hipbone, yet not exactly marking the natural waist. With a narrow belt, it will be placed so that the natural waist is indicated, though not tightly closed or pulled in. The top of the belt may just touch the natural waistline. The bodices are yet another clue. Though bloused, they were not as full as in 1928 or earlier — a tighter, closer-cut bodice, almost like the natural figure line, blousing gently over the slightly low waist. The hip area was more snug than in 1928, tight would be a better word. The skirt below the tight hips was full and flaring and, as mentioned, lengths were extremely short from just below the knees to the floor or heel length in back, or on the sides, or just one side. Most often in 1929, in some way, the gown was both short and long.

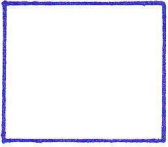
60 Years of
Model A Ford
1928-1988



10th NATIONAL MEET WANGARATTA
31st March to 4th April, 1988

(Incorporated)

ENTRY FORM



PLEASE FILL IN USING BLOCK LETTERS

ENTRANT'S SURNAME..... GIVEN NAMES.....

ADDRESS.....

STATE..... POSTCODE.....

NAME OF CLUB.....

PASSENGERS:- ADULTS CHILDREN AGE AT 1.3.'88

NAMES

.....

.....

MODEL "A" DETAILS

BODY STYLE..... YEAR.....

VEHICLE REGISTRATION No.....

FULL REGISTRATION? LIMITED REGISTRATION?

ARE YOU PREPARED TO BE A JUDGE FOR CONCOURS?

ENTRY FEE \$45.00 (INCLUDES RALLY BADGE)

(MAKE CHEQUES PAYABLE TO:- MODEL "A" FORD CLUB 1988 NATIONAL MEET.)

CANCELLATIONS AND REFUNDS WILL ONLY BE ACCEPTED PRIOR TO 31.1.1988

INDEMNITY:- I, the undersigned, understand that to be eligible to participate in the Tenth National Meeting I must accept the following conditions of entry:-

All entrants, owners and drivers and passengers enter and participate in Tenth National Meeting and associated activities solely at their own risk.

The Model "A" Ford Club of Victoria, it's members and organisers of this National Meeting accept no liability for any loss or damage, or injury suffered to or by any entrant, owner, driver or passenger by any means, act or omission or through any circumstances, and the entrant hereby agrees to indemnify and save harmless the Model "A" Ford Club of Victoria, it's members and organisers of this Tenth National Meeting and their agents from all actions, suits, claims, proceedings or demands for damages or loss howsoever arising out of the entrants, owner, driver and passengers participating in the Tenth National Meeting and it's associated activities.

DATE

SIGNED

PLEASE SEND COMPLETED ENTRY FORM TOGETHER WITH ENTRY FEE TO:-

MRS. ELLIE WALLACE,
89 EXETER ROAD,
CROYDON, VIC. 3136