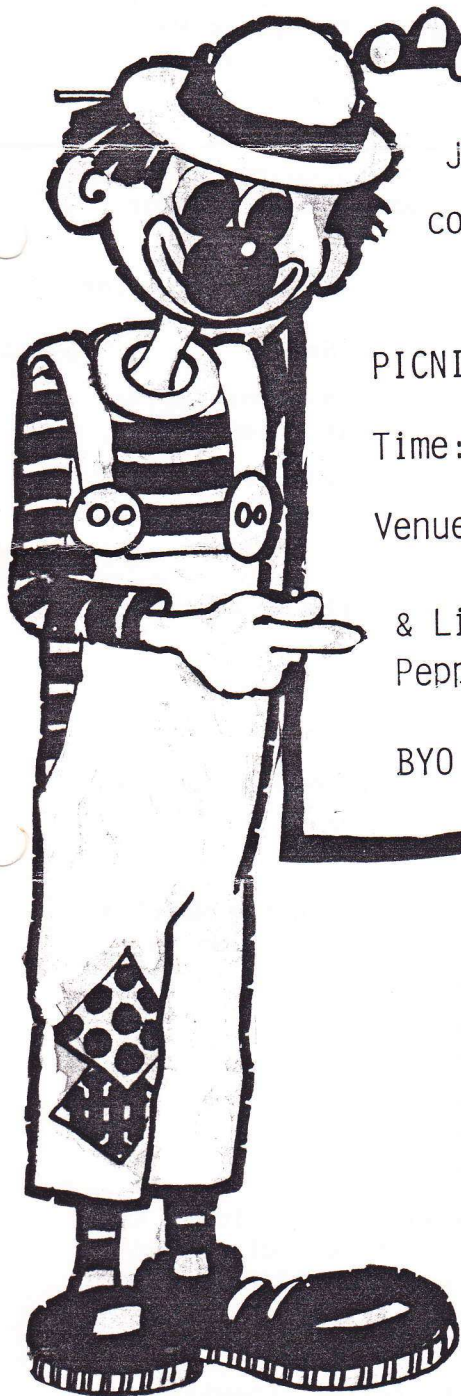


Western 'A' Model News.



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

January 1987



January 18th
come on along to
our

PICNIC IN THE PARK

Time: 10:30 a.m.

Venue: Manners Hill
Park - Keane
& Lilla Streets,
Peppermint Grove.

BYO cold lunches

To all our members
we wish you and your
families, a VERY HAPPY
and PROSPEROUS NEW YEAR.

This is always a really pleasant way to spend a (usually) warm summer day - lolling on the lawns under the peppermint trees with a group of people sharing the same interest - MODEL 'A' FORDS of course !

There is plenty for the younger ones to do to - the river banks to explore, playgrounds, etc.

Pack up your gang, the cold lunch and drinks and be early to beat the heat and more importantly - be assured of a parking spot close by !

SEE YOU THERE AT 10:30 AM FOR OUR FIRST 1987
MEETING.

PS: Meeting will commence at 11:30 a.m. to enable
rest of day for socialising !

New Members:

WELCOME is extended to our first new members for 1987 -

Allan and Sue McLeay of Warwick who have a 1928 Roadster - as yet unrestored. Hope you can make it along to the January picnic to meet up with the rest of the members.

General:

As we did not hold a December meeting there are no Minutes to report from our Club but below are listed some points taken from the Delegates Meeting held in Bendigo, November 15th 1986, that are possibly of interest to some members who may be restoring their 'A's to Concours condition :

Concours: In an effort to obtain more entrants into concours it was decided, after much debate, to amend the mandatory items for concours.

1. Deleting the words "tube links" from shock absorbers section.
2. Deleting "stock engine mounts". Moved F. Smith. Sec. B. Moylan.

This in effect allows dog-bone links and float-a-motor engine mounts, but cars will be down graded if they have them.

This will be a trial for the 1988 National (Wangaratta); if numbers do not increase, a serious look at concours will take place at the Delegates meeting in Wangaratta.

Section Prizes - Concours: Two more section prizes will be awarded along with those for paint and upholstery.

1. Engine compartment.
2. Undercarriage

Any car can enter up to two sections, but must compete against concours cars. The winner for each section may be either a concours or non-concours car.

Special Bodied Cars: It was agreed that at this stage in the Model A movement that there was not a need for a special section to cater for non-Ford bodies. These cars can be entered in any of the sections above.

1990 National Rally:

As you will know, Western Australia put in a bid to hold the National Rally in 1990. At the Delegates Meeting in November 1986 this was discussed and the general feeling of those present was that little would be achieved in the continued planning of such an event in Western Australia because of poor participation numbers by the Eastern States clubs.

Some of you may be disappointed - others sighing with relief (knowing what a huge task it would have been) and others may not care at all. However, attached to this newsletter is a letter addressed to our Committee & Members from the Chairman, Delegates Meeting which you will all find self explanatory.

Boyanup Weekend: Feb 28th/March 1st & 2nd:

We have been invited by the VCC's SOUTH-WEST SECTION to participate in a long weekend of fun at the farm of Dennis Leach & family. A limit of 30 vehicles has been decided upon so if you wish to participate - GET YOUR ENTRY FORM RETURNED NOW !...we need enough members to field a cricket team for a challenge match !!

The general information is:

ENTRY FEE: \$3.00 per vehicle.

MEALS: The South-west members are very considerate in providing all meals for the weekend (if you require them), otherwise you can pack your own. Having attended the rally last year I can report that those meals were excellent - an abundance of food - no-one went hungry!

COST OF MEALS: (5 meals - SAT: Dinner/ SUN: Breakfast-Lunch-Dinner/MON: B'fast).

ADULTS: \$25.00 per adult

CHILDREN TO 15 YEARS OLD: \$15.00 per child

(For littlies of 2/3 years old we feel that \$15.00 would cover 2).

Alcohol and lemonsquash available reasonable prices - cordial free all weekend. Even though you order the meals YOU MUST PROVIDE your own cutlery, crockery, drinking utensils; also throw in a teatowel for good measure.

ACCOMMODATION: FARM: BYO Tent/camper trailer/whatever, plus sleeping bags, etc.

MOTEL: Closest is in Donnybrook - nice and clean - used by members last year. Please contact motel direct, or Holiday WA (322 2999) to make your reservation. Other motels are at Bunbury.

AGENDA:(as at typing this newsletter - Ref. Feb. newsletter for late changes)

SATURDAY 28TH MARCH: Assemble with members from VCC, Perth at Pioneer Village, Armadale by 11:45 a.m. for departure at 12:00 noon sharp. A call will be made into Richard Jackson's farm for afternoon tea stop then a leisurely drive to BOYANUP.

SUNDAY: Gymkana for cars and people and maybe a cricket match, etc.

MONDAY: After breakfast, off to view the Museum and then head home later in the day.

ENTRY FORM: MUST be completed, returned to John Jeffrey (VCC Perth co-ordinator) at your earliest convenience; not forgetting to note motel/camping, \$3.00 fee plus total cost of meals required for the family.

It was a thoroughly enjoyable weekend last year and should be once again.

Easter (April 17-20) - Busselton Trip:

Here's another decision for you to make NOW - there has been a camping/motel trip to Busselton arranged for this Easter. We managed (after a bit of juggling of sites by the proprietors) to obtain seven tent sites in one group and three in another group at the Vasse Caravan Park near Busselton. They have agreed to put a hold on three for us until 14TH JANUARY 1986 ONLY - the other seven have had a deposit paid on them (thanks Laurel).

If you wish to participate, would you please phone ALMA LETCH (██████████) today to secure your tent site. Prices: \$9.00 per night for 2 Adults, additional Adults \$3.00 per night. Children \$2.00 per night.

For members wishing to stay in Motels, accommodation has not been reserved as rates and rooms required will vary (number of persons, etc). We were informed the Amaroo Motel is close to the Vasse Carapark but we suggest that you phone HOLIDAY WA (322 2999) and they will do the bookings for you.

The exact 'schedule of events' has not been worked out yet but generally we will all travel down together on the Friday morning (leisurely) then do day trips out of Busselton to the various points of interest, wineries, beaches, caves and the like. Think about it and bring your suggestions to the January meeting or when you phone Ross & Alma TODAY to confirm your participation (motel or camping) add your ideas to their list for the weekend.

Events Roster for 1987:

Once again we are asking members to participate in the club by running one event during the year. This not only saves a lot of strain on one Events Organiser, it also assures you of getting to one event you like and in general gives a wider variety of ideas: Listed below are some events organised so far - choose a month not listed and phone Alma to 'book it' then you have plenty of time to organise your event.

JANUARY 18TH	- PICNIC IN THE PARK (page 1)
FEBRUARY 15TH	- EARLY MORNING BREAKFAST BBQ (Venue in Feb newsletter)
FEB 28/MARCH 1 & 2	- BOYANUP long weekend (page 3)
MARCH 22ND	- Organiser & event required
APRIL 17 - 20	- EASTER Busselton trip (Organisers: A & R Letch)
AUGUST ?	- A.G.M. (page 3)
SEPTEMBER long w/e	- Organisers required.

Membership Roster:

Enclosed for your information is an updated Membership Roster (thanks Ross) which is self explanatory. Please use this for club members only and do not freely give out names to persons who are not members - in this way we keep the security of our vehicles tighter.

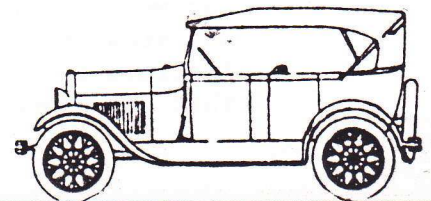
Wanted:

Mr. W.J. Matthews of P.O. Box 70, Corrigin, W.A. is interested in buying a MODEL A restored to perfect order. If any member is interested, or you know of anyone with an 'A' for sale please contact Mr. Matthews direct.

FRANK SINCLAIR of Dampier is still missing the two back doors and the middle piece of the tub for his Phaeton - can anyone assist with spares. Contact Frank direct. (Refer Roster for address)

Photographs for Album:

Only two members sent in photos for the album from previous trips - surely more of you have had your films developed now - and Christmas and New Year are all over - so no excuses - get a print and send it in today please.



To The Committee & Members,
 Model A Restorers Club,
WESTERN AUSTRALIA.

At the Delegates meeting held in Bendigo November 15th 1986, your continued eagerness to hold a National Rally in the West in 1990 was on the agenda.

After much discussion of the pros and cons of such an event, and taking into account the returns of your questionnaire, it was the general feeling of those present there would be little achieved in the continued planning of such an event.

It was felt by all those present that so much planning by the Host Club goes into a National Rally you as a Club would be disappointed in the number of Model A's coming from the East. This is not to say that you will not be able to host a National in the future, maybe when better economic times return there will be greater interest and a more positive response.

It was also felt that some of those who replied in the positive would not actually enter. This has happened in previous National Rallies. The initial enthusiasm soon wanes when costs, annual leave, school holidays etc., are taken into account.

The main deciding factor was, what happens to those people who normally attend a National but could not see their way clear to go West? Faced with the prospect of having a 4 year break, may cause a "Claytons National" to occur. If this happened it would also affect those persons who would have committed themselves to your rally in the west, and thus cause ill feeling between your members and the eastern States Model A Clubs.

Having discussed the financial and time commitment needed to travel west, the Delegates are now much more aware and appreciative of the outstanding efforts by your members to attend Nationals in the Eastern States.

Because of the above discussion the Delegates from Q.L.D., suggested that their Club may take on 1990, a final decision rests with the members of that Club and confirmation is expected early in the new year.

It was felt that the majority of cars for this Rally would come from N.S.W. fewer from Victoria and only a small number from S.A., as the distance from S.A. to QLD is about the same as to the West. Thus the numbers of cars at a National would remain at around the 100.

In conclusion we as Delegates wish the W.A. Model A members continued success in the future and our Clubs in the East will continue to assist where ever possible in the development of the Model A movement through out Australia.

Yours in the "Ford Spirit",

Neil Phillips
 Neil Phillips,
 Chairman,
 Delegates Meeting 1986.

CLUTCH CHATTER

MARC NEWS, USA
Nov/Dec. 1981

REPLACING THE HEAD GASKET

One of the few problems associated with the Model "A" engine is an occasional blown head gasket. Especially if the block has been overbored, reducing the space between the number one and two cylinder and between the number three and four cylinder. A blown head gasket can also be caused by a warped head or reuse of old nuts which will no longer provide a good hold on the studs. Some indications are loss of power, water weeping at the head gasket and an oily film on the water at the radiator neck.

When changing the head gasket, it is best to remove the hood and the radiator support rods. The radiator can then be tilted forward and it will not be necessary to remove the water pump and fan blade from the head. The distributor can be removed without removing the ignition cable.

After the head and old gasket have been removed check that no part of the old gasket is stuck on the head or block. If any parts of gasket are stuck they should be removed. It is also a good idea to remove any carbon buildup on the head and pistons. When removing carbon from the top of the pistons do not turn engine over until you have blown off all loose carbon between the edge of the piston and block. Flow some heavy oil at the edge of the piston, then, as you turn the engine over, any small pieces of carbon will be left on the cylinder wall where they can be wiped off.

With the head cleaned up, check the bottom of the head with a metal straight edge to make sure it is not warped. If warped, have it machined.

When you are ready to put the head back, place the dry gasket on the block and turn the engine by hand to make sure that the pistons do not contact the gasket at any point. This is especially important with blocks that have been overbored. (Whenever blocks are overbored .040 or more

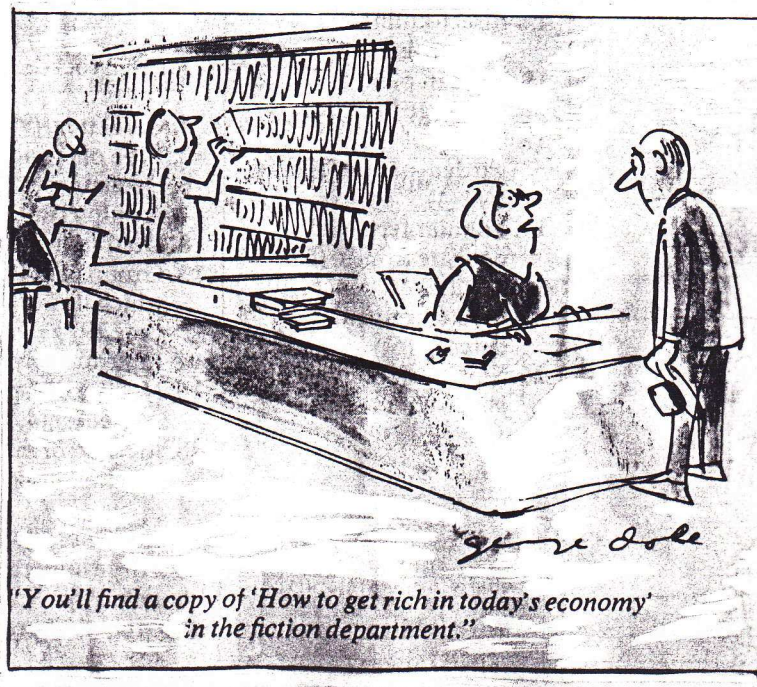
it is a good tip to bevel the top of the pistons to avoid contact with the edge of the gasket.) If you have this problem you can avoid taking the pistons out by using a Model "B" gasket which has more clearance for the pistons. A copper-asbestos gasket is recommended.

Before installing the gasket, spray both sides with rifold and head gasket sealer. This is available in a spray can. Place the head on while the sealer is still wet.

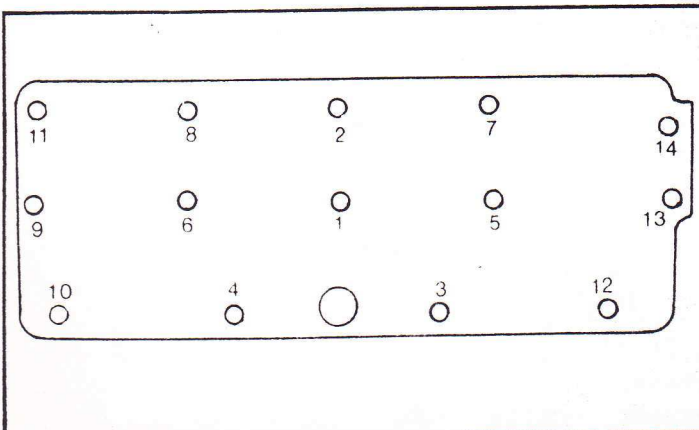
Next, place all the nuts on the studs finger tight. Then with the use of a torque wrench, torque all nuts down to 30 pounds. Follow the sequence shown on the sketch. Other sequences can be used, as long as the studs in the center are tightened first and the others are tightened alternately at each end.

Torque all nuts a second time to 45 pounds following the same sequence as above. Torque the nuts down a third time to 50 pounds. Original Model "A" studs should not be torqued beyond 50 pounds. If you have purchased new harder studs it is possible to go beyond the 50 pounds but care must be taken that the studs are not pulled out of the block.

After all parts are replaced, run the engine for about 20 minutes. Then torque the nuts down once more. Later, when the engine has been run about 100 miles check the nuts a final time.



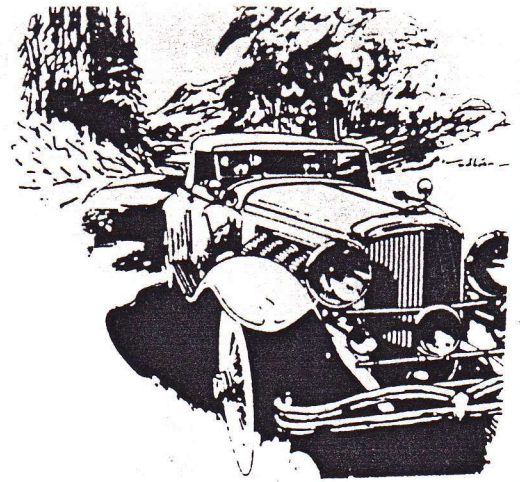
"You'll find a copy of 'How to get rich in today's economy' in the fiction department."



ENTRY FORM

1987 BOYANUP RALLY - LABOUR DAY WEEKEND

28th February, 1st and 2nd March



ENTRIES TO: John Jeffery: [REDACTED]
 Wembley, 6014.
 ph: [REDACTED]

ENTRY FEE: \$3.00

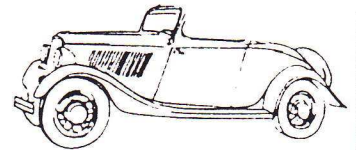
ENTRIES CLOSE Monday 16th February or 30 cars (whichever is first)

PLEASE USE BLOCK LETTERS

ENTRANTS.....PHONE NO.....

ADDRESS.....POST CODE.....

MAKE AND YEAR OF VEHICLE.....



CLASS (please circle) VETERAN VINTAGE POST VINTAGE



MODERN STYLE TRANSPORT

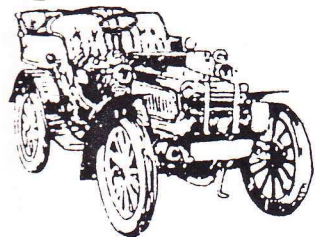
LICENCE REGISTRATION NO.....CONCESSIONAL PERMIT NO.....

CERTIFICATE OF ROADWORTHINESS NO.....



INDEMNIFICATION:

I have read the Constitution and Rally Rules of the organising Club, and agree to be bound by them. In consideration of the acceptance of this entry, I agree to save harmless and keep indemnified the rally organizers, promoters and all other Club members, their respective officials, servants, agents and representatives, from and against all action, claims, costs, expenses and all demands in respect of death, loss or damage to the person or property of myself, my reserve driver or passengers however caused arising out of or in connection with this entry, except insofar as same are covered by an Insurance Policy with the Motor Vehicle Trust or some other Insurance Company.



FOOD: Signed

5 Meals: (Saturday night, 3 meals on Sunday & Monday morning)

	Number	Total
ADULTS.....	\$ 25 *	=
CHILDREN (up to 15yrs)...	\$ 15 *	=

I / WE will be:
 CAMPING
 STAYING IN MOTEL

ENTRY FEE\$ 3 + 3

TOTAL ENCLOSED WITH ENTRY FORM \$

SWAGGIES: In accordance with the decision of the Management Committee members are asked if they can take swaggy passengers in their vehicle. Number of swaggy seats available