

# Western 'A' Model News.



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

February 1987

Next Meeting: SUNDAY, FEBRUARY 15th for our BREAKFAST BBQ  
VENUE: Neil McDougall Park, Ley Street, Como.  
TIME : 7:00 A.M. (Bright and early).

Snaggers, Champers, Eggs, Bacon are the order of the morning for our breakfast barbecue (or other things more exotic if you wish to test your culinary skills on the council bbqs!). From memory there are both wood and electric bbqs at the park - if you prefer wood cooking then please bring along a small bundle (of wood) to make up a community effort. Pack up the family, the goodies and we'll see you there at 7:00 a.m. bright and early to beat the summer sizzlers.

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## Annual Picnic in the Park:

Twelve A's, a vintage motorcycle and a couple of moderns brought our members to Peppermint Grove for our annual picnic on January 18th. Parking was easier to find this year as the weather was much cooler but that did not stop some of our young members going swimming in the river. The tiny tots spent the day racing around the park, climbing trees, playing ball, etc. whilst the men gathered to examine vehicles, discuss mechanical matters, check out faulty CB's and the like while the ladies relaxed under the shady Peppermint trees.

Our 11:30 meeting was once again the most casual of affairs (any more casual and it could not be classed as a meeting!!)

Was good to see Alan & June Smith and also Geoff Davies out in their A's. After a very pleasant day most members were ambling off home or wandering around the nearby streets admiring the beautiful old homes of Peppermint Grove by 3:30 ish. We'll do it again next year!

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## Boyanup long weekend (Feb 28th/March 1 & 2):

Seven of our MARC families are the first registered with the Perth VCC co-ordinator for the Boyanup long weekend run. (6 camping/1 motel). (The VCC entry forms will be in their February newsletter).

John Jeffery (VCC) advises that receipts for monies paid, plus final information sheets (departure times, route, etc) will be issued direct to all who have entered the rally - approx. end of February.

For those of you who have been away on school holidays - please refer to your January 1987 newsletter for full details of this run. There is still time to enter then phone our Secretary to let her know you will be participating.

It seems as though we have enough MARC members attending to field a cricket team to challenge the VCC for the ASHES so start practicing now (if you know anything about the game!). Also get out your camping gear - or in the case of the Andrews, Lucas and Cookes - go splurge on some new gear so you can really look like 'city dudes!'; tune up the A's ready for the gymkana, and please don't misplace your receipts and info sheets when you receive them.

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### Busselton Trip - Easter (April 17-20):

So far we have seven families camping at the Vasse Caravan Park and possibly several staying in motels for this holiday run. If you have not yet contacted our Secretary [REDACTED] to record whether you require one of the camping spots (only two left) or will be staying in a motel, would you please do so in order that we may issue Information sheets with our March/April newsletter (and also give final confirmation of camping sites required at the Caravan Park). (Refer January 1987 newsletter for complete details).

This looks like shaping up to be another great trip away for the club so decide today and come on along with the rest of the group....hopefully we may meet up with a couple of our country members from down south.

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### Minutes:

Minutes of the Meeting of M.A.R.C. (WA) Held 18th January 1987 at Peppermint Grove.

#### Events:

Boyanup Weekend: Members decided we would travel with the VCC Group. Further details in February newsletter.

Busselton Trip: (April 17-20): Meeting venue and departure time to be finalised at February meeting.

February 15th: Breakfast Barbecue at Ley Street, Como. 7:00 a.m.

#### Bits & Pieces:

Max Annear moved a vote of thanks to Ross Letch for the excellent 1986-87 Membership Roster.

Bill Spencer showed members Model A number plates sent by M. Creedy in South Australia. Bill would make enquiries as to price if enough members were interested. (*Since advised - no longer available ex S.A.*)

The purchase of a filing cabinet for Club deferred until next Secretary took office in August 1987.

Eric Richards introduced Mr & Mrs Bevan Sharpe to members. Bevan is looking for a Tudor to drive in the Bicentennial Rally from London to Sydney. Entrants could drive via USA or Afghanistan. (Bevan plans on the USA route).

Parts Wanted: Rear straight shocker arms.

Phone: R. Blewett [REDACTED]

No further business to discuss the meeting was declared closed.

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## Events Roster for 1987:

FEBRUARY 15TH - See Page 1  
 FEB 28/MARCH 1 & 2 - BOYANUP LONG WEEKEND (page 1)  
 MARCH 22ND - Organiser & Event required NOW !  
 APRIL 17 - 20 - BUSSELTON trip (Easter) Organisers A&R Letch (page 2)  
 AUGUST ? - A.G.M.  
 SEPTEMBER LONG W/e - Organisers required (so bookings can be made).

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## 10th NATIONAL MEET WANGARATTA - 31st March to 4th April 1988:

Have you decided to attend this Meet? Have you sent in your Entry Form ?  
 Are you still trying to decide whether to attend or not ?

DECIDE NOW because two of our members who elected to do the bookings for those travelling to the meet have run into a rather frustrating situation. Apparently Wangaratta is almost booked to the hilt with regular visitors each easter, plus hundreds more on rallies, concerts, tennis tournaments, etc. .... we can't understand what's happened to the supposed "MAFC pre-booked" accommodation because no-one we spoke with knew what we were talking about. All cabins have been spoken for and most on-site vans (from what we gather) - Motels still seem to have some bookings at approx. \$48/50 per night for two. THEREFORE - if you are going - get organised now and send in your entry and get your accommodation booked 'yesterday'.

We've got a good gang attending once again: Spencers, Williams, Reads, Bennies, Andrews, Jewell/Madgett, Cookes and we believe the Browns as well.

Phone any of the above if you are going and come join in the trip over -  
 GETTING THERE IS HALF THE FUN !! *(The pre-travel meetings are a lot of fun too!)*

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## General Interest :

Thought some of you may be interested to see how the Pommies did things way back when - the following was taken from a 1928 English Ford Manual - Note position of shock absorbers and linkage - also wiring from park lights on guards !

### "" THE STEERING GEAR

The fitting of front wheel brakes imposes severe torque stresses on the front axle. To overcome these, torque members run from the ends of the down-swept axle beam to a ball joint at the base of the fly-wheel housing in a similar fashion to that formerly used in the Model 'T', but these stays, & also those connecting the ends of the rear axle with the head of the torque tube, are specially designed.

Since the introduction of front wheel brakes wheel-wobble or, as the Americans expressively call it, 'Front Wheel Shimmy' has been a rather prevalent complaint. ""

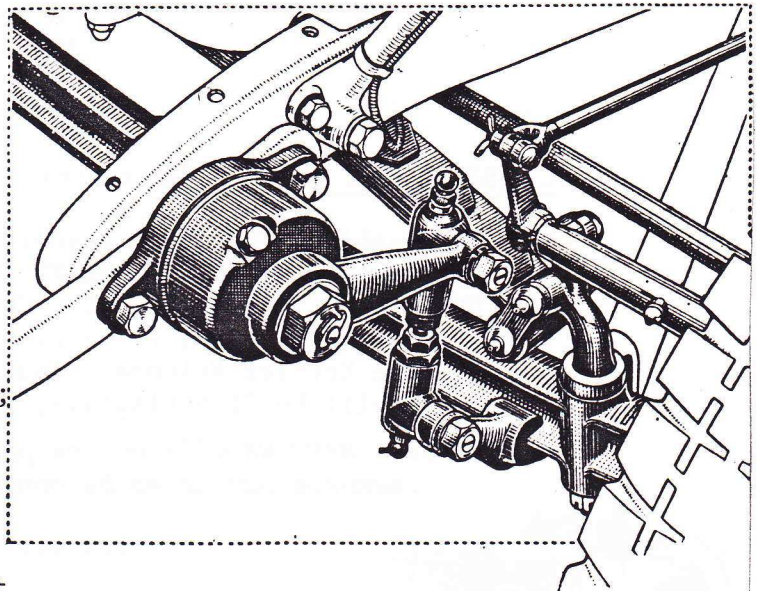


FIG. 41. Front axle, showing shock absorber.

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Wanted - Bits & Pieces - Etc.:

WANTED: Mechanically minded member with no car. Contact Phil [REDACTED]

WANTED: Rear straight shocker arms. Phone: R. Blewett [REDACTED]

WANTED: Articles for this newsletter for future use - technical tips or drawings or stories - old articles on motoring, etc. Remember - blank pages make for dull reading !

EDITOR, MARC WA.

AUTO PARTS:

A.J. (Tony) NOONAN  
OBSOLETE AUTO PARTS CO.  
40 Comleroy Road (PO BOX 5)  
KURRAJONG N.S.W. 2758  
Telephone: STD 045-731424

(Send SAE for written enquiries please).

Car, Truck, Motorcycle, Marine, Industrial, British, European American, Australian and some Japanese.  
Engine Parts - Suspension - Steering - Electrical - Transmission etc. etc. FORD PARTS 1/3 to 1/2 off (in stock) 1900 to 1960.

NEW PISTONS FOR MODEL A's:

The M.A.F.C. of South Australia advise -

"Pistons will be available from early in the new year. You will be able to purchase them through the S.A. Club.

Total money to be included with order.

Sizes available: Standard +20 +40 +60 +80

Cost is \$200.00 including freight. Country members, if you can arrange to pick up in Adelaide - \$180.00.

For the \$200.00 you get, 4 pistons, a full set of rings to suit and gudgeon pin. This price will hold until May 1987.

These are a modern type piston, not full skirt as Henry made them, but advice from the experts (not the manufacturer) is that this does not affect the piston function in any way.

Order with money to: M.A.F.C. (S.A.)  
PO Box 202,  
Tynte Street, ADELAIDE, S.A. 5006 "

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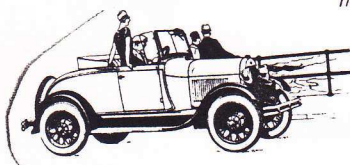
CLASSIC CAR SHOW - Concours D'Elegance (18th Annual)

The Combined Car Clubs Association of W.A. will be holding its Classic Car Show on FEBRUARY 8TH from 10am-4pm at LILAC HILL PARK, GUILDFORD. Admission \$2 Children Free. Proceeds aid Telethon It is a Festival of Perth Event.

Private Entries Welcome: Inquiries to: 274 5584 453 6126 398 6696 There will be Club Displays, Classic cars and Vintage cars.

(Note: MARC WA will not be participating as a club but individual members can do so by contacting organisers direct).

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PARTS FOR SALE AND WANTED

FOR SALE:- 1928 Model "A" Ford Utility. Restored. \$6000 O.N.O.  
contact M. French, [REDACTED]; Portland 3305 Vic.  
Phone [REDACTED]

WANTED:- Powerhouse Generator and Starter Motor for 1928 Model A.  
contact R. Barnett, [REDACTED]; Glen Waverley.  
Phone [REDACTED]

SWAP:- Will trade a 1932 4 cyl. Generator for a 30-31 Ford Generator.  
contact [REDACTED] (03) [REDACTED]

FOR SALE:- 1929 Ford Model A Roadster. Original car, complete Chassis  
restoration, brakes relined, professional engine restoration,  
rebuilt woodwork, all major body panels finished, all parts  
available. Easy restoration. Storage problems force sale.  
\$4000 to good home.  
contact Geoff Worthington, ([REDACTED] Home, [REDACTED] Work.

SOUTH AUSTRALIA

WANTED:- Fordor 1929 Sedan interior dome light & external wiper motor.  
contact R. Davidson Phone ([REDACTED])

A.C.T.

WANTED:- Front Pillars for '28-'29 Tudor or Sports Coupe, or just L.H.  
Side or pieces of. Rear window surround for Sports Coupe.

FOR SALE:- '28-'29 Briggs Body:- Rear Tub with Skirt, 1 Rear Door, some  
woodwork, 1 Windsceen Frame, 1 Front Cowl.  
1928-'29 AA Truck:- Cab, 3 Doors, Timken Diff, Engine, 1 Running  
Board. For all the above contact S. Tate, [REDACTED]; Yass.  
Phone [REDACTED]

QUEENSLAND

WANTED:- Brian Baxter is desperate for a Rear L.H. 1930 Roadster Mudguard,  
he has a pair of 1930 Roadster Doors & other stuff to swap.  
Phone [REDACTED]

FOR SALE:- Colin Hughes knows of a 1928 AR Phaeton for sale, with Reco  
Motor & Radiator, New Tyres, 12 months Registration & numerous  
Spare Parts. Genuine Enquiries to ring ([REDACTED]) for further  
information.

N.S.W.

FOR SALE:- Model A Tow Bar \$25. Charlie Muscat ([REDACTED])

FOR SALE:- 1929 Model A Ford Tourer, fully restored to original condition,  
mechanically excellent, reliable rally car, genuine 2 owner car,  
travelled 86,000 miles since new. Plenty of spare parts. \$12000.  
Ben Cross, [REDACTED]; Tamworth. Phone [REDACTED].

FOR SALE:- 1928 AA Truck, fair condition, (may start).  
Colin Robinson, [REDACTED]; Glenorie. Phone ([REDACTED])

# CLUTCH CHATTER

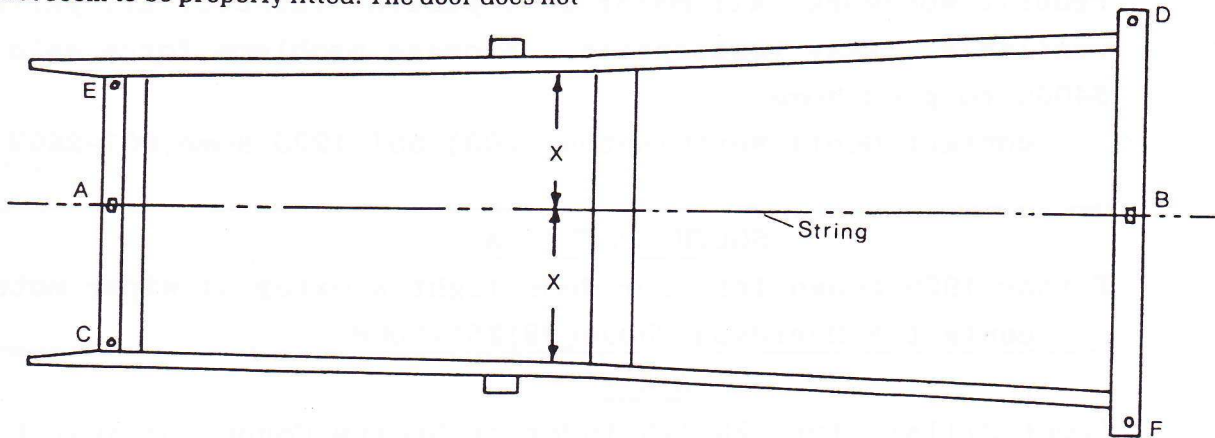
Reprinted from MARC NEWS, USA July/Aug 81  
for information to our members.

## PREPARING THE CHASSIS BEFORE MOUNTING THE BODY

The following text was prepared by Fred Laurita in conjunction with his club seminar. It is reproduced from the club's monthly "Newsletter," Mile High Region, Colorado.

Sometimes you see a restored Model "A" where the body does not seem to be properly fitted. The door does not

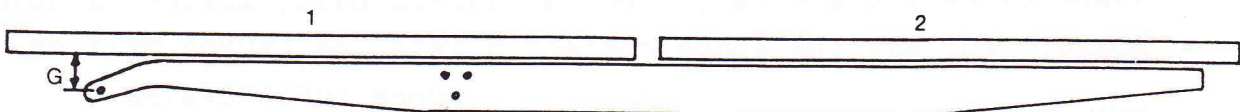
line up or the hood is not straight. Even though there are some bodies which have been sprung out of shape, often the problem is improper preparation of the frame and chassis. Here are some of the things you should do before mounting the body.



### Frame

Is the frame straight? Stretch a string from A to B exactly at the center of the square holes. The distance X must be exactly the same on each side of the string. Measure diagonally from C to D and from E to F. These dimensions should

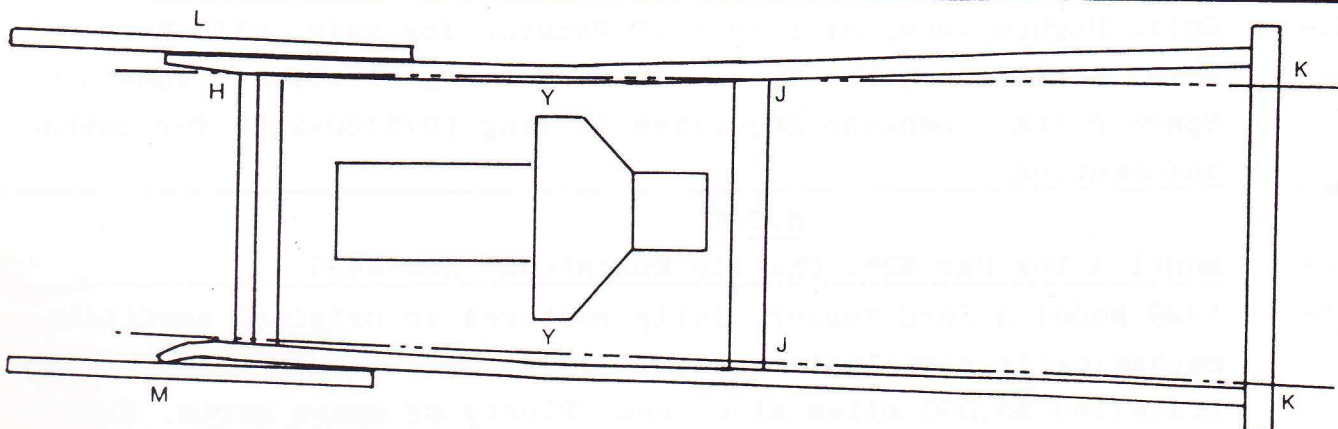
be within 1/8". Measure carefully from the center of the holes or measure from corresponding rivets. I would be very concerned about a frame that measured more than 1/4" out of square. If a frame is out of square it will cause the car to run like a "bird dog."



Lay a straight edge at position 1, then at position 2, or stretch a string at these locations. The most common place for a frame to be bent is in the area of Y near the rear motor mounts. They are often bent down or to the right or left. Measure the distance G on both sides to be sure the frame

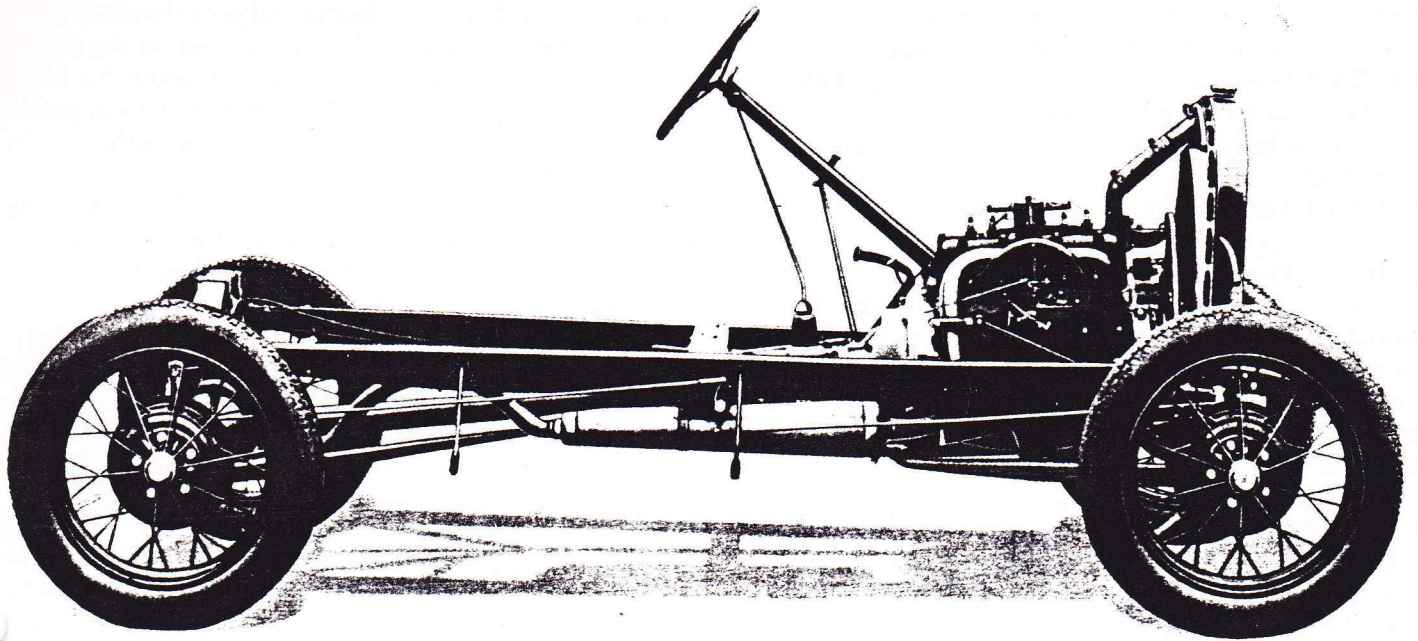
horns are shaped the same.

If the chassis is already assembled, make the following checks. They are not quite as accurate but will warn you if the frame is bent significantly.



Stretch a string along the inside edge of the frame H to J and on back to K. Repeat this on the other side. The distance K that the string is inside the inner edge of the frame should be exactly the same. The frame in the sketch is bent

to the right. Notice also when the string is stretched from H to J the bent portion of the frame is located at Y. Use a straight edge at L and M to check the front horns.



You will be wise to take care of a bent frame even if it means disassembling a completed chassis.

The front cross members of the '28-'29 models have a raised boss where the radiator mounting bolts are located. This type of cross member *must* be used only for a '28-'29 car. The '30-'31 cross members have a lowered boss at the mounting point. Original replacement and current replacement cross members have the lowered boss and can be used on all models. When used on a '28-'29 model, more rubber spacers are used to raise the radiator.

#### **Chassis**

I prefer to assemble and road test the chassis before installing the body.

1. Correct front cross member.
2. Install steering column, shift lever, emergency brake lever.
3. Assemble the hood.
4. Install radiator shell with hood lacing.
5. Install frame welt with trim cement, full length of the frame including the horns.
6. Install frame welt on the rear hood latch brackets and the 2-hole bracket mounted on the outside of the frame (position 2 & 3). Punch holes in welt to match all holes in the frame.
7. Install painted splash aprons.
8. Front fenders may or may not be installed. I prefer to install them, especially on the 1930 models with two piece splash aprons.
9. After assembly of chassis, check the distance from the frame to the ground to make sure frame sets level on axles.

Make the following checks to be sure that you are ready to put the body into place.

1. Doors have been fitted to the body. (May be removed while mounting the body.)
2. No upholstery or glass. (Weight.)
3. Painted except for stripes.
4. Install cowl lacing, term. box, coil, patent plate, sediment bowl, cowl band on '30-'31s, and even the instrument panel complete with speedometer and cable, switch and wiring to terminal box. This is not necessary but is easier.

#### **Materials**

1. Set of body bolts (black), nuts (black or raven), lock washers (cad.), washers (raven). NOTE: See pages 30 & 31 of *The Ford Model "A" — As Henry Built It*. This book shows bolt sizes, lengths and locations for all Model "A's".
  2. Set of body blocks painted black. (None on A-400 and Victoria.)
  3. Rubber pads. Dense rubber with a woven reinforcement was used. Garlock gasket material is excellent. Use 1/8" thickness and it is handy to have some pads 1/16" thick to make adjustments. Cut the pads to fit the body blocks and tack them in place.
- On '28-'29 models, drive the front body block in place; on '30-'31s, secure the front block in place with a wood screw. Check all other body blocks to see that they fit and are relieved to clear rivets. Most body blocks can be slipped into place after the body is installed, however, on any body with a curtain pan it is best to install body blocks in the curtain pan area and secure them in place.

Place the body directly behind the chassis. Four men can lift the body of an open car, six men are needed to easily handle a closed car body. Carry the body forward, the two front men raise the body over the steering wheel and very carefully and slowly lower the body into place.

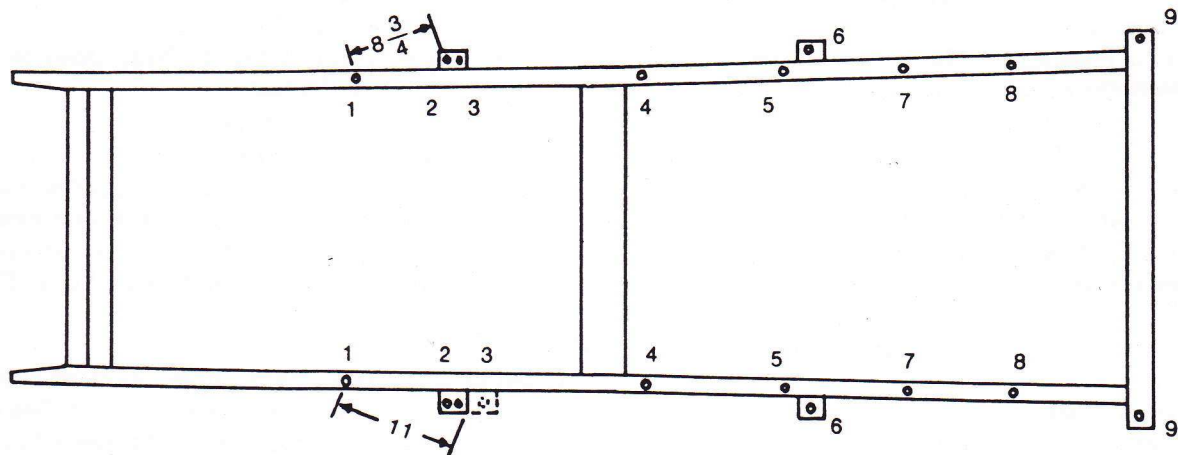
**CAUTION** Before moving the body, check to see if any of the metal at the bottom edge is resting on the splash apron. If so, raise the body slightly and install a rubber pad to protect the paint.

Install a rubber pad at the front body bolt position and drop a bolt in place.

Install the hood.

Check alignment of the hood at the top rear edge. There is usually enough slop in the body bolt holes so that the body can be moved slightly to the left or right to align the top rear edge of the hood. Check the relation between the hood latch (rear) bolt holes and the latch riveted to the side of the hood. Quite often the hood seems to be forward too far. Moving the body to the rear as far as slop in the mounting holes will allow is the only thing I know to help this condition. Get the top rear edge of the hood aligned as perfectly as possible; some additional adjustment can be made by moving the radiator slightly to the left or right.

**NOTE:** While making the above adjustments, it is best to set the rear body blocks in place and drop a bolt through the holes so that the rear of the body is not later found to be off to one side or the other.



Check the alignment of the hood sides at the lower rear edge. If the gap is too wide, place additional rubber pads under the front of the body (position 1). If the gap is too narrow, the radiator will have to be raised by putting extra pads under its mounting points.

Tighten the front mounting bolts and recheck hood alignment.

Install two carriage head bolts on each side (position 2 & 3). Use a flat washer and a lock washer. Tighten these two bolts. Check door alignment. If the door is too low, install an additional pad at position 2 & 3. On some frames the bracket for position 2 & 3 is located 2-1/4" further to the rear. Also on some body styles only one of the carriage head type bolts goes through the bracket; the other car-

riage bolt secures the block to the body. See pages 30 & 31 of *The Ford Model "A" — As Henry Built It*.

Install body blocks and bolts at positions 4 & 5. If door alignment is good, the body blocks and pads should fit snugly so that the body will not be pulled down in the center when the bolts are tightened. After tightening the bolts, check door alignment. If center of body has been pulled down (door is now too high), additional pads will have to be placed under positions 4 and 5.

Body blocks at position 6 (Cabriolets, Fordors, Victoria Coupes and Town Car deliveries only) should fit snugly so that body sills are not pulled downward when the bolts are tightened.

Body blocks at positions 8 & 9 should also fit snugly. Some small amount of door alignment is possible by adding pads at 8 and 9 (or removing some pad thickness). For instance, if the rear door is low, a pad could be added under position 8 but not under position 9.

In general, closed bodies are quite rigid. The doors should have been fitted during body repair. Mounting these bodies is a process of raising or lowering the front of the body to get hood alignment, then fitting the body blocks and pads so that the body is not pulled out of shape or put in a stress when the bolts are tightened.

Open style bodies are quite flexible and depend entirely on the frame to hold the doors in alignment. Begin at the front, raising or lowering the cowl to obtain hood align-

ment. The doors can be raised by adding or lowered by removing rubber pads from positions 2 & 3. The door opening is next adjusted by adding or removing pads from positions 4 & 5. For instance, adding a pad at 4 will make the door opening wider (after tightening bolts), while adding a pad at 5 only will close the door opening. On all but Phaeton bodies, the remaining pads are fitted snugly in place to prevent placing any stress on the body or throwing doors out of alignment when the bolts are tightened. On Phaetons, the body blocks at positions 8 & 9 are used to align the rear doors. An extra pad at position 8 will raise the rear door and widen the door opening, an extra pad at position 9 will lower the door and close the opening. An extra pad at both positions 8 & 9 will raise the door but maintain the opening.