

Western 'A' Model News.



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



*Seasons
Greetings*

MINUTES OF MEETING HELD AT MAWSON PARK ON 21st NOVEMBER, 1987.

APOLOGIES:

L & M Barendse, M & B Spencer, K & K Pepper, S Madgett, B. Jewell
D. Annear, G. McEwan, R. Blewett, S & I Lawson.

MINUTES FROM PREVIOUS MEETING:

Moved and accepted as read by M. Cooke, seconded by B. Bennie.

BUSINESS ARISING FROM MINUTES:

M & L Cooke have offered to arrange the club album of restored cars.

GENERAL BUSINESS:

CHRISTMAS DINNER:

D. Bennie asked if everyone could please get their money in for the christmas dinner and can each person please bring an instant lottery ticket.

CORRESPONDENCE:

B. Spencer requested all correspondence in and out of the club be noted at each meeting.

S. Read suggested sending B. Spencer a get well card. All Agreed.

L. Cooke suggested having a publicity sheet on facts of the run and the cars because of exaggerated and incorrect information being published.

L. Cooke asked if dates for club runs could be advertised 3 months in advance.

L. Cooke asked the Wangaratta gang to please check their insurance policies to see if they are covered for all persons driving their car.

VISITORS:

A welcome was extended to the Wanneroo photographic club.

BITS AND PIECES:

S. Read needs a stepped rear hub for 1929 with separate hand brake. Phone [REDACTED]

R. Letch wants a pair of rear axles to suit 1929 Model A. Ph. [REDACTED]

M. Cooke requires longer wheel studs to fit replacement rear drums any suggestions welcome. Phone [REDACTED]

J. Jordan needs any 1929 Model A parts. Phone [REDACTED]

R. Andrews requires any LYNAS MOTORS sales badge for dash rail, speedo cable, Horn Phone [REDACTED]

COMING EVENTS:

December 11th :- CHRISTMAS DINNER, Miss Mauds, MIRRABOOKA.

January 17th :- Manners Hill Park, PEPPERMINT GROVE.

February 21st :- Neil McDougall Park, Ley Street, COMO.

March 5th, 6th, 7th, Boyanup. (Please send entries in early)

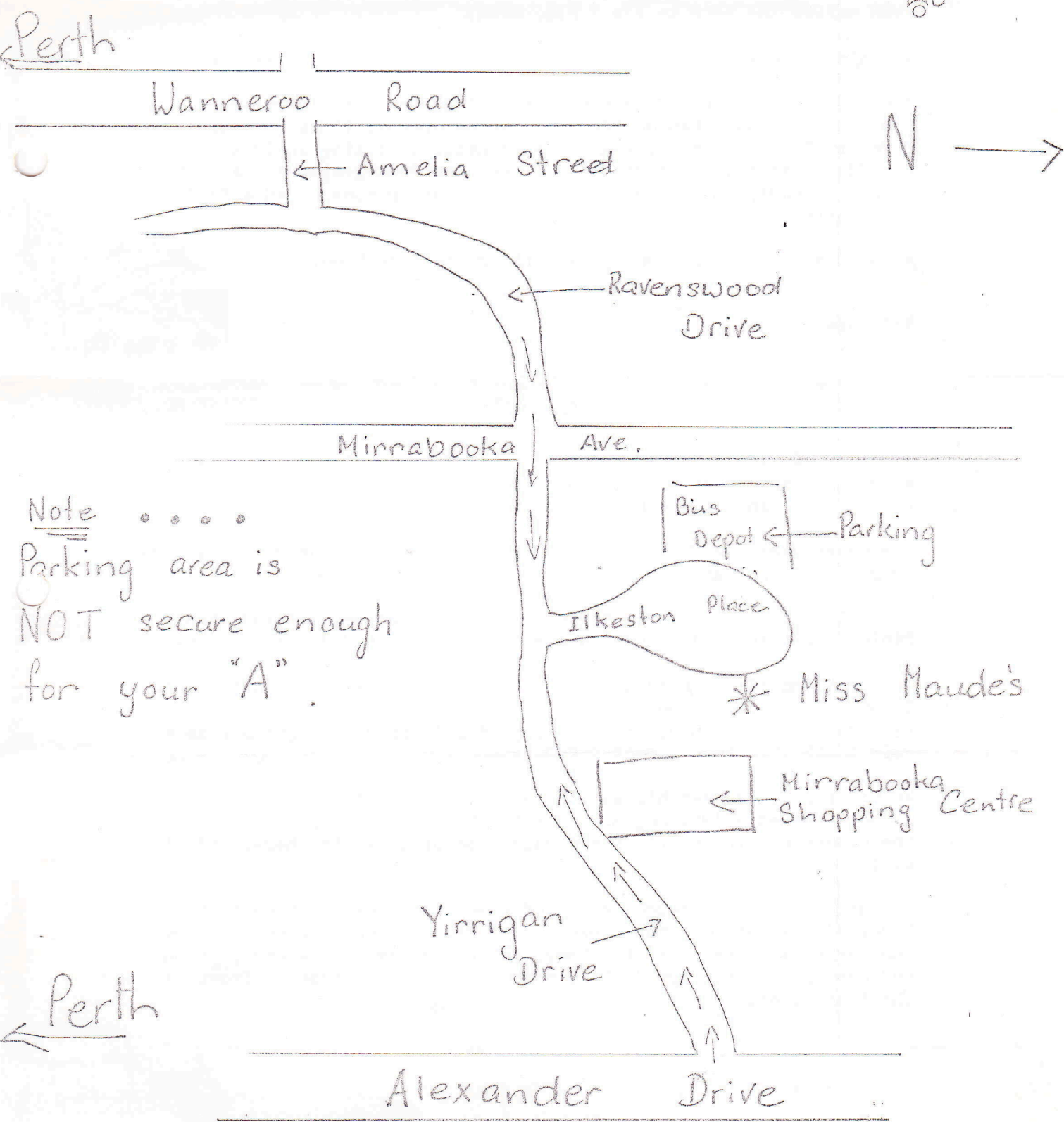
No further business the meeting was declared closed at 12.55.

REMEMBER : CHRISTMAS FUNCTION : 11th DECEMBER AT MISS MAUDE'S 7.00 p.m.

THIS IS A "B.Y.O." RESTAURANT SO DON'T FORGET TO BRING ALONG YOUR CHOICE OF LIQUID REFRESHMENT.

Would each person also bring along a "Scratch and Match" card please. These will be distributed during the evening in the hope that some lucky member will return home a little richer !!

SEE YOU ON THE 11th .



NOVEMBER OUTING

A disappointing cloudy morning, but the last to arrive saw a good turn up at the No. 4 Car Park, 8 Model A's, 6 moderns and 2 motor bikes for our outing to "Mawson Park", Padbury.

At 10.25am all were gathered with route sheets in hand and ready to go, as John springs upon them that they would try something new by sending cars off 2-3 minutes apart, upsetting our usual standards of hoping the next guy can read. This seemed to put smiles on a few faces, and worried looks on others.

Without a hitch, everyone assembled on the Park lawns. It was decided to park ourselves under the shady trees (not that the trees were needed) and everyone settled down to a warm drink and a chat, some making the hike to the B.B.Q. area.

At this stage we were found by the Wanneroo Photographic Members.

A quick lunch and brief meeting was held in fear of the rains coming and it was then decided to move on approx. 10 km further north to "Hawkins Park", where a more natural setting would make our "Model A's" look at their best, for the Photographers. A vast supply of equipment was unfolded and the Photographers had a field day with their camera's.

At 3.10pm everyone gradually made their way back home.

Fil Luca



RED ROVER

ENGINE NO. CA5897

I purchased my first 1928 Ford A on 26th November 1973. This was a complete and licenced car and on the road, I even took it for a test drive. The Engine No. was CA2071.

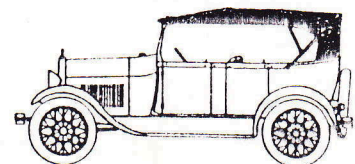
The owner wanted \$700 for it and although I tried to haggle he wouldn't budge from his figure.

It cost me \$250 plus parts for a complete engine rebuild and when finished Dorothy and I enjoyed almost 10 years of Model A motoring.

On March 2nd 1980 I purchased "Red Rover" from Mike O'Brien for \$2000. Again I offered less but he needed that much to put a new tile-roof on his house, so again I paid full price. I guess I am a soft touch when it comes to A Models.

When I first answered his advert he took me into the first shed. We both pushed a 1954 Jaguar out into the drive and he pointed to the grease pit in the floor and said some of it is in there, and it was!

We then entered the second shed and some of it was in there too! Under old carpets and furniture he was storing for a friend. Remove the carpet and there lay the body, sadly lacking its nether portions and having the front cowl etc severed at the wood frame in front of the front seat.



A number of boxes full of things like headlights, dash instrument panel, tail light etc lurked in the corner with wheels, diff, running gear etc.

Well we were getting somewhere. I was making a mental note of what was there and what was missing, try that with 5000 pieces!

So where was the engine and chassis and mudguards? They were at Mike's workshop - and they were too! The engine had been rebuilt by Ross Legge. Ross was a "Jeweller" when it came to engines and nothing was left to chance. (Bit like another Ross we all know.)

Well to make a short story longer, I got it all home and started work. This period dragged on with sessions at Carine Tech, panel beating, welding etc. Finished bits were stored, chrome plating done and purchasing parts from U.S.A. gradually took place.

Then one day Mike & Laurel Cooke said we are going to Kiama for the 1984 Nationals and both you and Dorothy should come too. That was in August 1983, so I had 8 months to finish the car. Long nights and hard work and she was finished.

First run was to Brookton on March 17th 1984. Then a trip to Northam to show the car to the family of Mr James Turnock who was the original owner.

James Turnock first drove the car on February 1st 1929 and he continued to drive it until October 5th 1962 (five days before he died) aged 73 years. During those 33 years he carefully recorded every mile and every gallon of fuel in 5 hand written record books now in the hands of his son Ross. Recently at the Wyalkatchem Show two old timers said they remembered James Turnock and his car and how fussy he was in looking after it and that it was always garaged.

When his estate was finalised the car was sold to a local garage owner for 60 pounds.

There followed a succession of owners including Tony Stafford and Ron Perry then Mike O'Brien and I am the fifth (and final) owner.

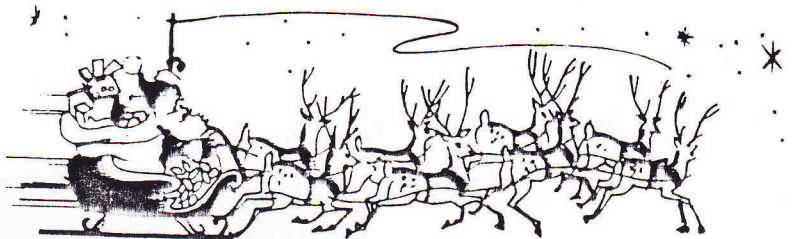
Since restoration the car has taken several awards in various car shows. We have attended two National Meetings in Kiama and Barossa Valley and this year will be at Wangaratta for the 10th Nationals.

Dorothy and I both have long service due in 1988 and have decided to drive to Wangaratta the long way, via Cairns (but not over the top end). In the four months on the road we will cover over 15000 km staying in about 76 different towns and cities along the way.

I have fitted a tape deck and CB Radio for entertainment and the call sign for the CB is "Red Rover".

You may remember the game we played as kids - "Red Rover all over". Well thats Dorothy and I for 1988 "All over Australia in our A".

Bill Bennie



NEW MEMBERS

Welcome to the following new members;

Dave & Sonia Heard

KARRATHA W.A.

Phone (091) 851535

Dave has a 1929 Phaeton
mechanically complete
needs front bumper,
horn & inlet manifold.

Phillip Raccuia

MORLEY W.A. 6062

Phone 276 9054

Phillip has a 1928 std
coupe 45A body.
Fully restored on
concession licence.

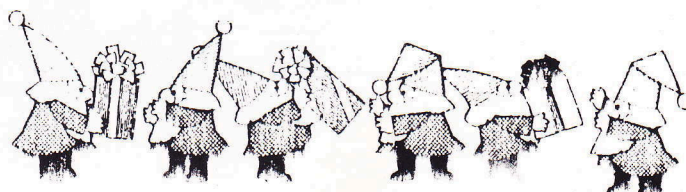
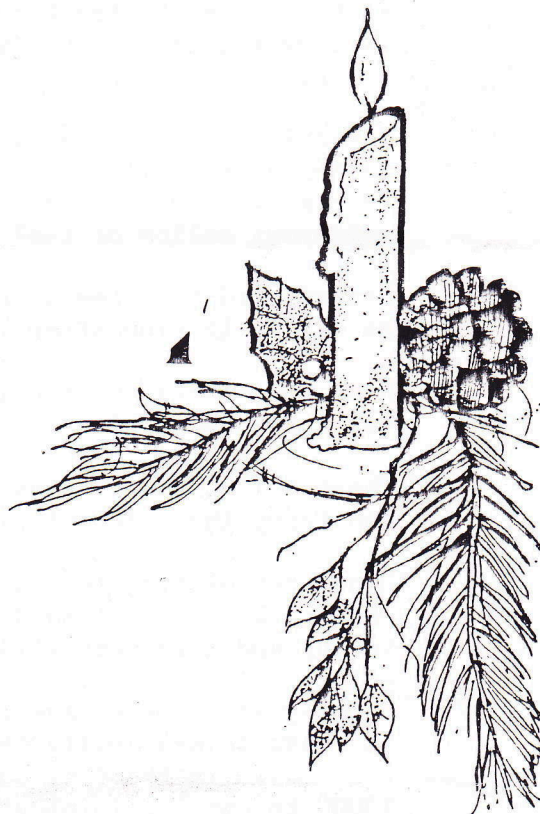
The following poem has been written by Mavis Spencer and has been included for your enjoyment.

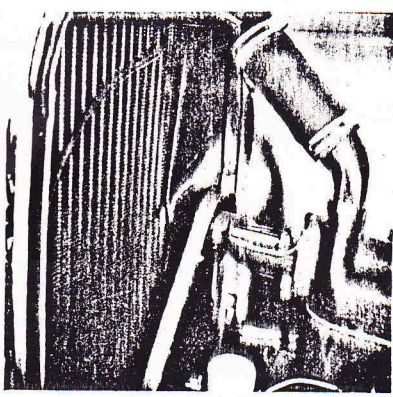
VINTAGE RESTORATION

WE'VE BEEN TOGETHER FIFTY YEARS
LOTS OF LAUGHTER AND SOME TEARS
ESPECIALLY WHEN I HEAR HIM SAY,
"THINK I'LL START ANOTHER 'A' ".
WILLIAM ALBERT IS HIS NAME
RESTORING CARS HIS FAVOURITE GAME.
MUST ADMIT HE'S HAD SUCCESS
CREATING BEAUTY FROM A MESS.
WONDER FOR A HANDSOME FEE
COULD HE DO THE SAME FOR ME ?
UPHOLSTERY IN THE RIGHT PLACE
NEW PAINT JOB UPON MY FACE.
SURELY ALL THIS SORT OF THING
WOULD SEE ME THROUGH ANOTHER SPRING
WHAT A PACKET IT WOULD SAVE US
IF ONLY HE COULD RESTORE MAVIS !

MAVIS SPENCER

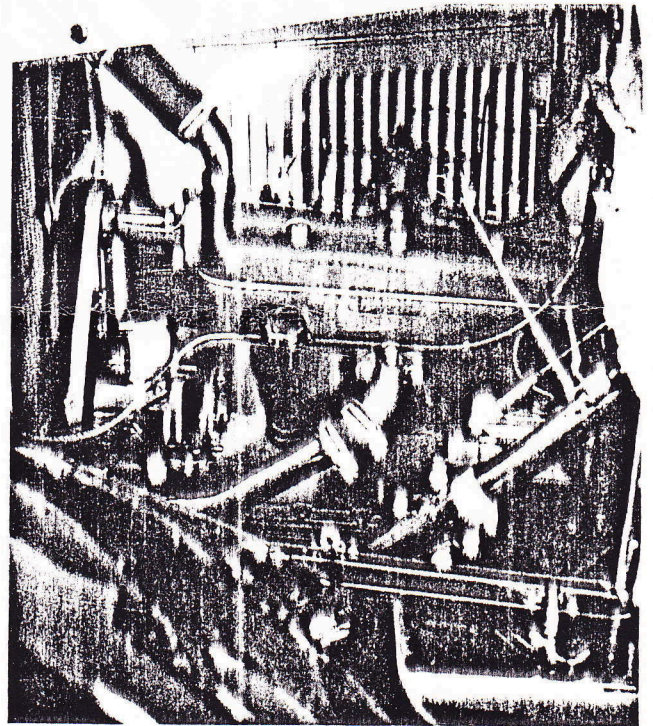
JUNE 1987



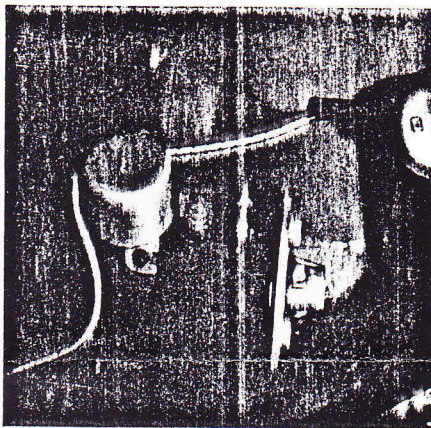


By late in 1929, the fan shroud behind the radiator (see page 35) had been deleted.

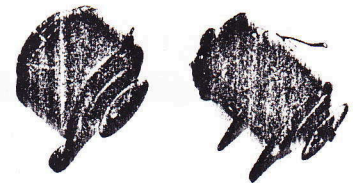
The Bendix starter, (on the right), was adopted for all production in September of 1928, and the lighter Abell unit discontinued.



By late 1928, several changes had been made in the engine compartment. Among these is a change in the shape of the starter switch and push rod (page 35).

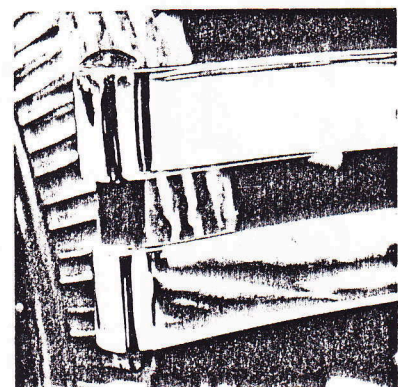


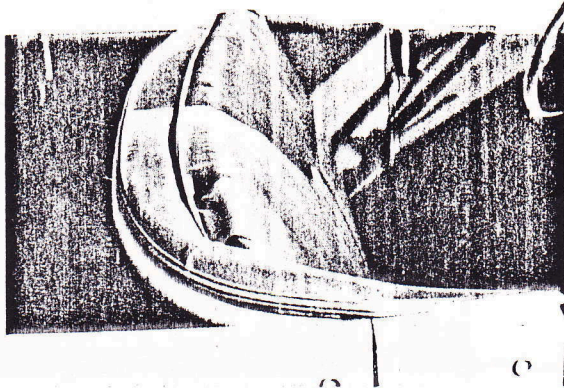
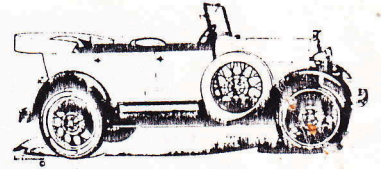
The familiar Ford script appears atop the generator cut-out.



The Powerhouse generator (left) was furnished well into 1928, but by the end of the year, it had been replaced by the conventional three-brush unit.

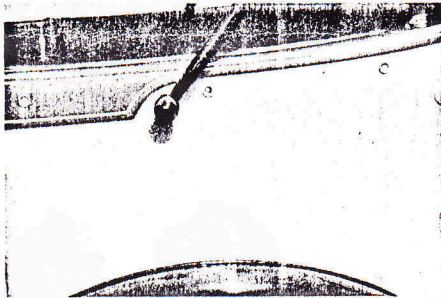
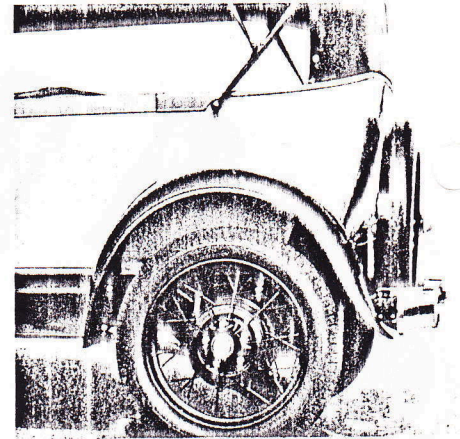
Shortly after production started, bumper ends were closed and strengthened as shown. Bumper bars are nickel-plated; bolt is painted.





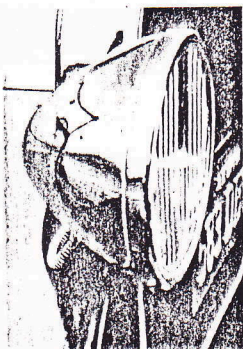
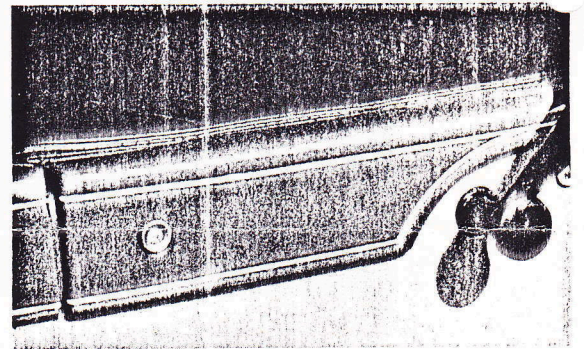
The wooden seat frame is sheet-metal covered, and upholstered, offering a distinctive curve.

The body had been painted prior to assembly, hence, sides of body seen under rear fender displays body color.



The single stripe around the back becomes two as it moves forward from the lower edge of the top socket. A plug conceals the threaded socket into which top saddles are installed to support a lowered top.

Note the treatment of the stripe pattern in this area which is unique to the phaeton. The receptacle is employed when attaching side curtains.



These headlamp lenses with vertical flutes are typical of 1928.

The drum-shaped taillamp, typical of 1928, is made of brass, nickel-plated, and is stamped "Duo-Light".

