

# Western 'A' Model News.



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

JANUARY 1988

## WELCOME TO 1988

The Executive of our Model "A" Restorers Club would like to extend to all members every best wish for the new year. We hope you have a successful year, both in life and in your hobby.

## DECEMBER CHRISTMAS PARTY

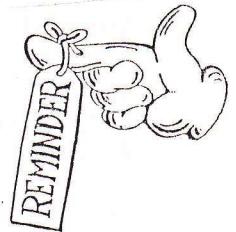
A very pleasant and enjoyable function was had at Miss Maud's in Mirrabooka. Around fifty members and friends attended and all present, appreciated the food, atmosphere and company.

Thanks must be given to Dorothy Bennie, Dora Annear and Fil Luca for their excellent organisation and novelties.

No meeting was held in December, hence no report is included in this issue.

## REMINDER

Entries for the Boyanup long weekend should have been despatched.

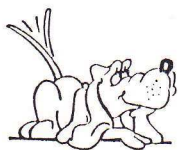


## WEDDING CARS

Phil Rebe wants three cars for a Wedding, can members help. It is for February 14th (Sunday) at Witby Falls Coach House. Please ring Phil [redacted] if you can assist.

## CLASSIC CAR SHOW (28th Feb.)

Any members interested in displaying their vehicle should contact our secretary for entry forms.



Mrs G. Andrews  
[redacted]  
ARMADALE W.A. 6112  
Ph. [redacted]

## JANUARY OUTING (Sunday 17th)

Manners Hill Park, Peppermint Grove - 10.30 am. B.Y.O. cold lunches.

## MEMBERS ON THE MOVE

1988 is shaping up to be one of our Club's busiest years yet; with members attending rallies here, there, interstate and around the world.

Starting off the movement, Bevan Sharp, Geoff McEwan and families left mid December 1987 for England to prepare for participation in the London to Sydney Vintage Car Endurance Rally. We wish them trouble free motoring in the Model A Tudor.

Next, in 'Red Rover' complete with trailer, the Bennies headed off across the Nullabor early January for Long Service Leave ramblings around most of our Aussie states. They plan on including the Wangaratta National in Victoria somewhere amongst their travels.

Late February, early March finds another few members from W.A. heading off for the Bi-Centennial Castrol World Rally which is an international rally run by the Veteran Car Club of Australia. Reports are that there will be around 3500 people and 1200 cars at the finish in Canberra.

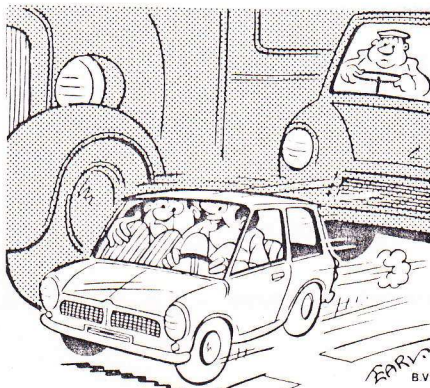
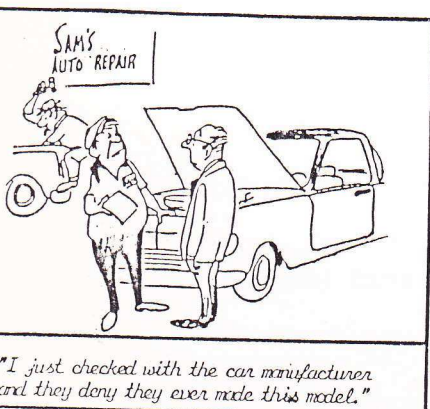
Early March in W.A. sees the Boyanup long weekend gymkhana down south at the Leach property. This is always an excellent weekend away. Come tenting at the farm - it's great company and great fun.

Later in March another ten families plan to head off for Adelaide on the first leg of their journey to the Wangaratta National (31 Mar-4 Apr). This is a fantastic effort since six of the cars were or will be restored during late 1987 early 1988. Great going - and with the high standard of restorations we should come home with a few more trophies.

NOW, if you are not included in the above - what about an EASTER CAMPOUT IN W.A.? We've several families 'staying home' who would love to pack up the "A" for an Easter outing. Come to our January meeting and put your suggestions forward or if you are a COUNTRY member and cannot make the city meeting just drop a line to our Secretary, Gail Andrews, [REDACTED] Armadale 6112 and tell us of your suggestions or your favourite camping spot where the city folk could join you for the weekend away. Please send suggestions in BY JANUARY 12TH in time for the meeting.

PS: No snake infested areas please as we've half dozen small kiddies to keep an eye on - plus a few of the adults would die of fright rather than snake bites!

FOR ALL OF US - REMEMBER - if you don't speak up, you don't get heard and it's no good sitting back and saying "Oh, I wish they'd done this or that". Get up and have your say, get things organised, don't just leave them for the very few - contribute your ideas, may surprise yourself how easy it is!



Laurel

"But then on the good side, it does 50km to the litre."

"THE GREEN MACHINE" Engine No. CA 4510

My interest in "A" models happened by chance.

As a graduate teacher I was appointed to the Pingelly District High School in February 1960 and soon began courting Edith. It just happened that on their farm was an "A" ute which her father had bought from the Ford Dealer in Narrogin for forty pounds (1956). The ute had previously been owned by a mechanic from Corrigin who used it as his mobile workshop. The tourer's original owner is believed to have lived in the Kent Shire. It was to be used as a farm hack. Edith and her brother learnt to drive in it, along with their many young city relations.

About the time I came on the scene, Lizzy for many reasons had given up the ghost and stood under a tree loaded with old fencing wire and bags etc. By this time I was at the farm most weekends and Edith's brother and I decided to get Lizzy going again, this we did quite easily, but her engine was sad. After talking to Laurie Watson (Watson's Garage in Pingelly), we took the engine into him and he rebored it to .010 and fitted new pistons and rings off the shelf. He also poured one new main bearing. This was around 1964-65.

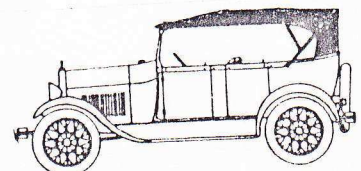
Now with the engine right we decided to look into the gearbox. We couldn't believe what we found. For bearings in the cluster, someone had put in a piece of water pipe and because the fit wasn't quite right a couple of layers of thin tin took up the slack. This arrangement had been functional for about twelve years of farm running. The reason we pulled the box apart was to see why it was so noisy!!

From memory I think this was the point where I became an "A" enthusiast. At this stage I decided to do the old girl up, sort of properly. The body came off and the job started.

This next paragraph has some humour but will also give a safety hint to would be beginner "A" model restorers - the topic, the rear spring. With the body off and the rear assembly out, it was time to remove the spring. Just knock that shackle out I thought. This I did and luckily I wasn't standing over it or had my body anywhere near, because when it finally broke the pin off the shackle when it was two thirds out, the spring rocketed up and swivelled over. Putting the rear spring back on was fun! To spread the spring (fully assembled) I positioned a wooden platform on the rear of the chassis and after putting one shackle in I proceeded to fill and sew wheat bags with wheat. After stacking one ton on the platform (several bags in layers and almost to the roof of the shed) I was still a little bit off, so a large plank and the front of my then current EH driven onto it and the job was done.

In February, 1968 I was transferred to Beverley and by this stage Lizzy was a driveable chassis. While in Beverley I was able to pick up the tub, rear doors and hood bows, which were in mint condition, from a farmer in Brookton. (No charge - just take what you need). With a back lawn for my workshop I completed the body during our three years there.

In 1971 we transferred to Mandurah and being in our own home for the first time and with a reasonable workshop I completed the restoration in our first year there.

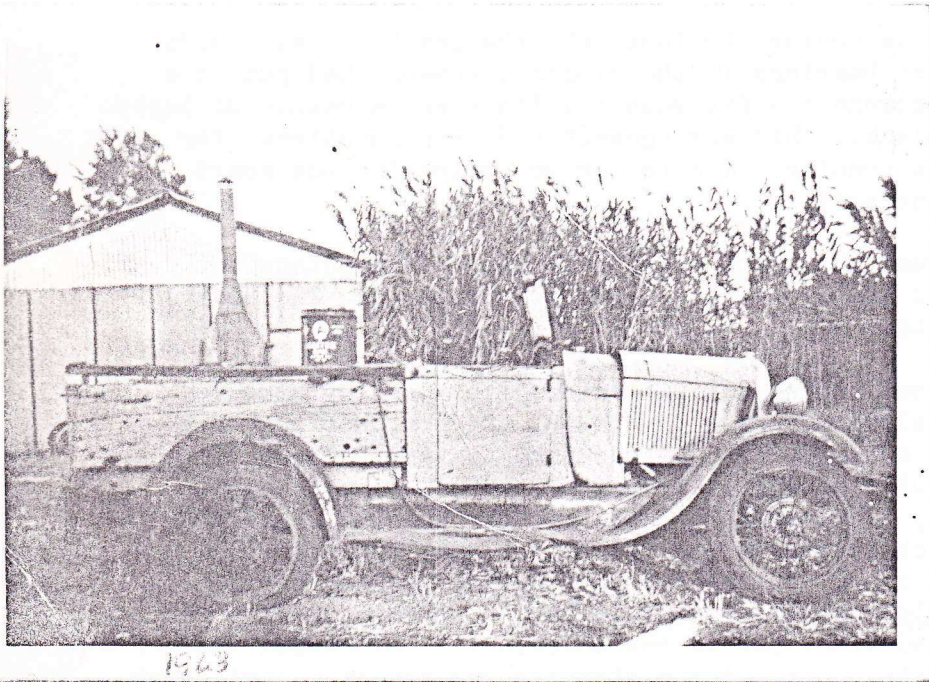


Making and upholstering the seats proved an interesting task. I went to upholstering classes in Pinjarra, one night a week for three months. Each of the four squabs are made from springs and horse hair exactly like the old timer lounge chairs, built onto a wooden frame. Each squab took me forty hours to make and upholster.

Of the sixteen years since restoration our tourer has spent two periods totalling five years on blocks, due to distant country appointments. However, she has travelled 12,000 miles, visiting several country areas - Geraldton, Manjimup, Busselton, Hyden, Merredin and Wyalkatchem.

As editor I have asked contributors to this section of our newsletter not to include costs or valuations but because our "A" was restored in the "olden days" I will include my original expenses for your amusement.

Tyres/Mechanics - Nil (the best of old parts used)  
Paint - \$100 Stan McEntee Mandurah  
Radiator - \$100  
Chrome - \$100 Stay Bright Subiaco  
Upholstery - \$50 self  
Hood & Curtains - \$100 Porters Fremantle



Edith & Alan Jeffree

The ute after about seven years of farm work.



The proud owners 1987.



CAPRICORNIA PACIFIC Pty. Ltd.

P.O. BOX 443, DRUMMOYNE, N.S.W. 2047

Phone: (02) 517 2266

Telex: 70866 (Model)



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1788-1988

**SPORT 88**

Sponsor of  
THE AUSTRALIAN  
BICENTENNIAL  
CASTROL WORLD  
RALLY

For the attention of: .....

To commemorate the Australian Bicentennial Castrol World Rally we are pleased to announce the launching of .....

THE CASTROL COLLECTORS SERIES.

These 3 diecast models are exclusive to Capricornia and come from the world-renowned stable of LLEDO (London) Ltd. They are limited to just 10,000 pcs of each model worldwide. Huge media attention will be given to the event organised by the Veteran Car Club of Australia under the auspices of F.I.V.A., patron of whom is Sir Jack Brabham OBE.

Being the major motoring event of the Bicentenary, we are sure your Members will be delighted to acquire an authentic souvenir of the event, either as an investment or an appealing souvenir of guaranteed collector value.

In staging the Rally, The V.C.C.A. have made a huge commitment which will ensure greater exposure and an enhanced image to all motoring car Clubs in Australia, and in view of this we would greatly appreciate your support in submitting this unique offer to your Members through your regular communication channels.

Your Members can buy direct from us as per coupon details, which you can duplicate in your Club newsletters, or you as a Club may buy a standard 36 pce Pack ( any assortment you wish) for a 25% discount and do your own distribution. Pack price is \$268.65 ( \$7.46 per model) plus \$5.00 freight to any point in Australia.

David G. Leeman  
Director

Sole Licenced Supplier of Models Cars to

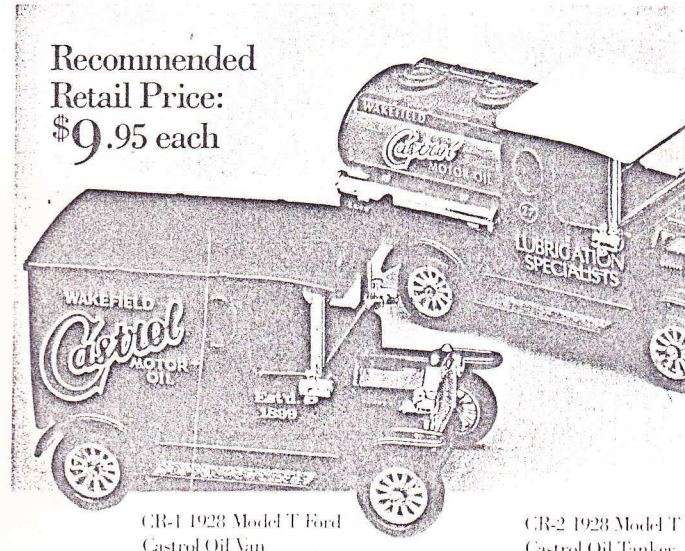
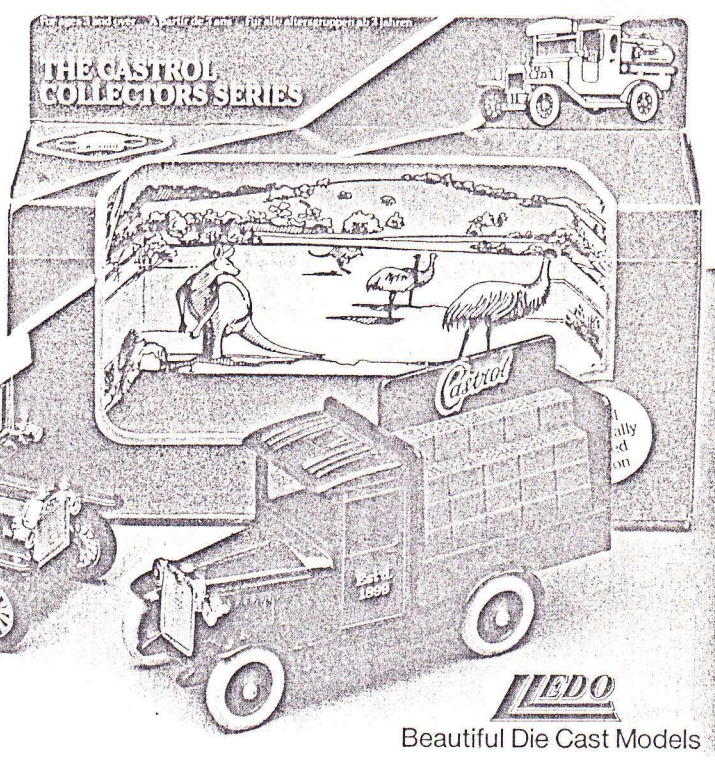
THE AUSTRALIAN BICENTENNIAL CASTROL WORLD RALLY



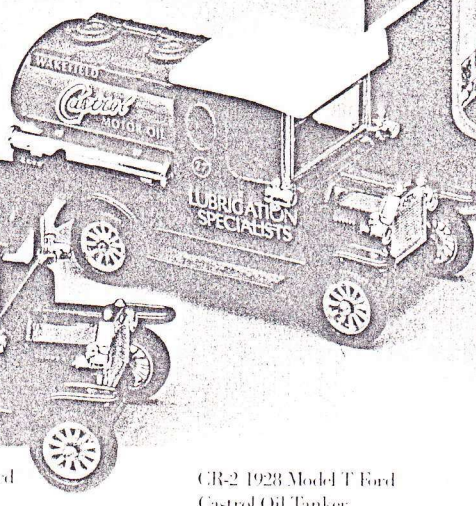
# The Castrol Collectors Series

THREE SUPERB VINTAGE DIECAST REPLICAS IN LIMITED EDITION TO COMMEMORATE ...

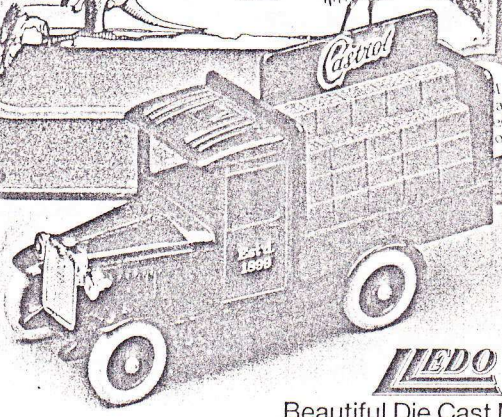
Recommended Retail Price: \$9.95 each



CR-1 1928 Model T Ford Castrol Oil Van



CR-2 1928 Model T Ford Castrol Oil Tanker

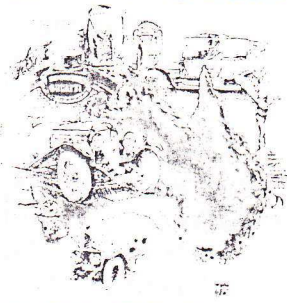


CR-3 1933 Chevrolet Castrol Supply Truck

**LLEDO**  
Beautiful Die Cast Models

## The Australian Bicentennial Castrol World Rally

The largest event of its kind ever staged as over 1,200 Veteran and Vintage cars from all over the world take part in a thrilling Rally between 18th February and 20th March 1988, starting from every Capital city and heading for a grand finale in Canberra.



Your once only chance to acquire this beautiful commemorative set, designed and built by the world's leading diecast modelmakers Lledo (London) Ltd. Each model presented in an exclusive Australiana window box with unique outback scenics linking the model to the event.

**ORDER COUPON:**

ITEM	QTY	PRICE	TOTALS
CR-1 T. Ford Oil Van		9.95	
CR-2 T. Ford Oil Tanker		9.95	
CR-3 Chevrolet Oil Supply		9.95	
Total value of order:			

Please add \$1 per model for postage packing, insurance . . .

SOLE LICENCED SUPPLIER OF MODEL CARS TO THE 1988 CASTROL WORLD RALLY  
**CAPRICORNIA PACIFIC** Pty. Ltd.  
P.O. BOX 443, DRUMMOYNE, N.S.W. 2047



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Enclose cheque  Money Order  payable to Capricornia Pacific P/L or charge my Bankcard  Mastercard

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Signature: \_\_\_\_\_

Allow 28 days for delivery.

## Brake Adjustment



Fig. 412

Make all adjustments *with brakes cold*. Jack up all four wheels. Release hand brake lever. See that wheels revolve freely.

Turn the adjusting wedge at each brake (not the pull rod) until the brake drags, then back off the wedge 2 or 3 notches or just enough to allow the wheels to revolve without drag.

On new cars brakes will sometimes drag slightly for  $\frac{1}{4}$  or  $\frac{1}{2}$  revolution, due to slight high spots. Some judgment must be used in setting such brakes, for if the adjusting wedge is backed off sufficiently to allow the wheel to revolve freely, the brake pedal will go all the way to the floor board when the brakes are hot. A slight drag in one or two spots will do no harm, as the brake will soon free up when the car is driven a short distance and the brake drum slightly expands due to the heat generated. For this reason, brakes should *not* be adjusted with the drums hot, as when the drum contracts upon cooling it would cause the brakes to drag.

To insure correct equalization have one man only check the brake pressure by rotating the wheel.

If the above adjustments are correctly made the brakes should operate as follows:

- 1—Rear brakes should just start to hold when brake pedal is depressed approximately 1 inch.
- 2—Depressing pedal about  $\frac{1}{2}$  inch farther

should tighten but not lock rear brakes and cause front brakes to just start to hold.

- 3—Depressing pedal approximately another  $\frac{1}{2}$  inch should lock rear wheels and hold the fronts very tightly. With properly adjusted brakes this should not exceed one-half of the total possible pedal movement.

- 4—When brake pedal is applied with full pressure, rear wheels should slide and fronts should make a heavy impression or road print, which condition is obtained just before sliding.

### Do Not Turn Up Clevises on Pull Rods for Average Brake Adjustments

The length of the brake pull rods connected to the levers at each brake is correctly set at the factory and *should not* be altered. . . . Car owners should be notified to this effect.

If the pull rods have been tampered with in an attempt to adjust the brakes, readjust brakes as follows:

Operate the brake pedal quickly and snap it off several times to insure the brakes being fully released.

Disconnect the pull rods at adjustable clevises by removing cotter and clevis pins. Make certain that the brake equalizer levers

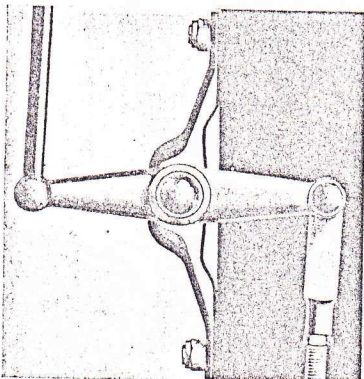


Fig. 413

under the center cross member are back against the stops (see "A," Fig. 412) and the brake cross shaft is in the center of its travel as allowed by the bracket on the frame side member (see Fig. 413). **This is important!**

An easy method of keeping the cross shaft in the center of the bracket, while the adjustment is being made, is to insert a wooden wedge between the bracket and each side of the shaft. Now with the brake equalizers against their stops, the brake cross shafts in the center of their brackets as previously described, pull forward on the rear brake rod just sufficiently to take up the free travel in the rear brake lever (the brakes are designed and machined to allow a small amount of free travel in each brake lever) then adjust clevis until holes in clevis line up with hole in cross shaft lever and clevis pin can be inserted.

Next pull backward on front brake lever to take up free travel and adjust clevis until holes line up with hole in brake lever and clevis pin can be inserted.

Adjust brakes as previously described.

### CLUTCH PEDAL CLEARANCE

The correct clearance or play for the clutch pedal is approximately  $\frac{3}{4}$  inch. That is when the clutch pedal is depressed there should be about  $\frac{3}{4}$  inch movement of the pedal before it starts to disengage the clutch.

As the clutch facings wear, this clearance or movement gradually grows less. Consequently it should occasionally be checked. Under no

circumstances should the car be driven without clearance or play in the clutch pedal.

### Adjusting Clutch Pedal Clearance

The adjustment is easily made by removing the steel pin, see "A," Fig. 414, and turning the release arm rod "B." Screwing the rod increases the clutch pedal movement. Screwing the rod out decreases the movement. After making adjustment, be sure to replace steel pin and cotter key.

### THE RUNNING GEAR

#### Checking Front Wheels for Side Play

The front wheels should be jacked up periodically and tested for smoothness of running and side play. To determine if there is excessive side play, grasp the sides of the tire and shake the wheel. Do not mistake loose spindle bushings for loose bearings. Insert a cold chisel between spindle and axle when making this test to take up any spindle bushing play.

#### Adjusting Front Wheel Bearing

If there is excessive play in the bearing it can be adjusted as follows: Remove wheel. Withdraw cotter key and tighten adjusting nut until the hub just starts to bind. Then back off the adjusting nut one or two notches until the hub can be freely revolved. Before replacing the wheel, be sure to insert cotter key in adjusting nut.

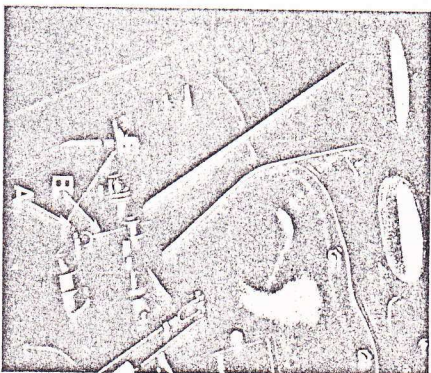
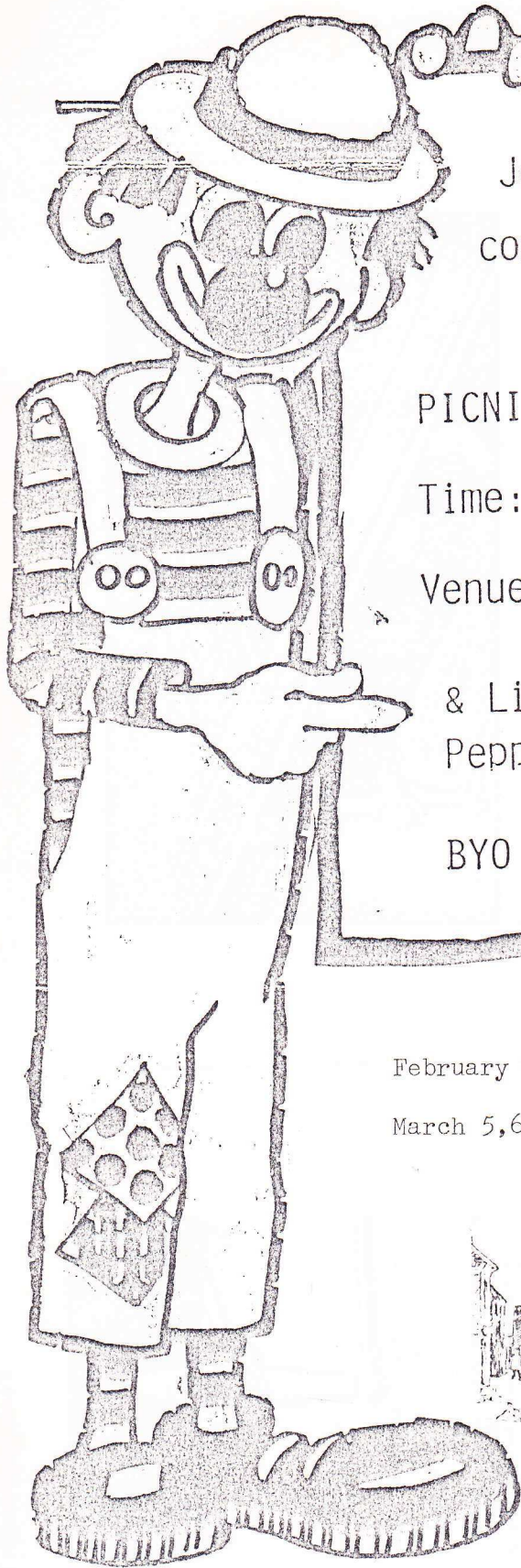


Fig. 414

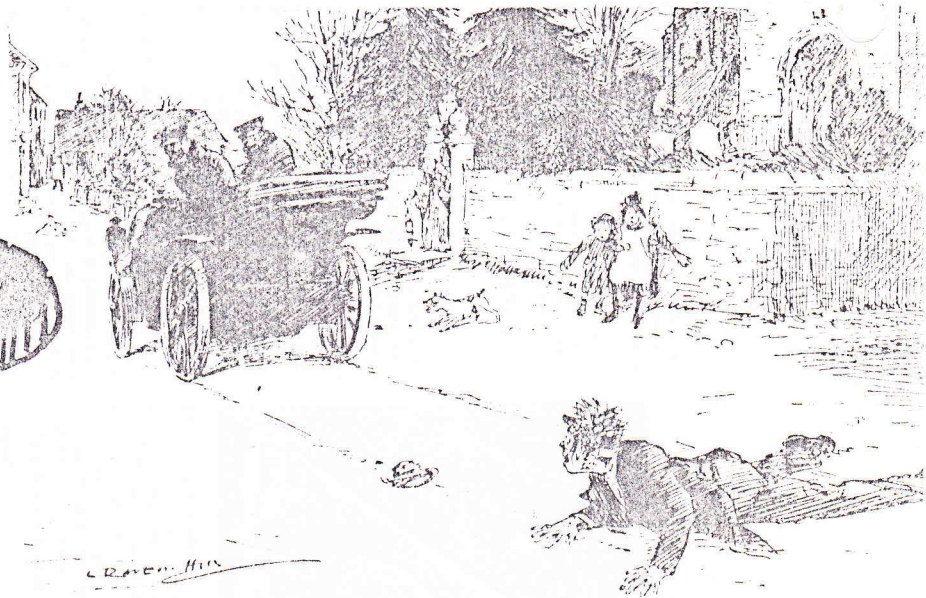


January 17th  
come on along to  
our  
PICNIC IN THE PARK  
Time: 10:30 a.m.  
Venue: Manners Hill  
Park - Keane  
& Lilla Streets,  
Peppermint Grove.  
BYO cold lunches

COMING EVENTS

February 21st - Neil McDougall Park, Ley Street, Como.

March 5, 6 & 7th - Boyanup.



Motor Fiend: "Why don't you get out of the way?"  
Victim: "What! are you comin back?"