

# Western 'A' Model News.



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

FEBRUARY 1988



NEXT MEETING: Sunday, February 21st for our Breakfast BBQ

VENUE: Neil McDougall Park, Ley Street, Como

TIME: 7:00 AM (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 am bright and early to beat the summer sizzlers.



MINUTES OF MEETING HELD AT MANNERS HILL PARK ON 17th JAN. 1988

APOLOGIES:

R.Blewett, S.Read, J.Jordan, K.Pepper, B.Jewell, S.Madgett, N.Richards.

MINUTES FROM PREVIOUS MEETING.

Moved and accepted as read by L.Read seconded by J.Jordan.

BUSINESS ARISING FROM MINUTES.

B.Spencer thanked everyone for his get well card and all the concern shown toward himself and Mavis during his illness.

CORRESPONDENCE IN AND OUT READ.

GENERAL BUSINESS.

A.Smith had a phone call regarding the price of a Model A Truck and parts. He asked members for their opinion on the price.

L.Cooke asked if members could please bring a before and after photo of their car and also a short history of the car for the album to the next meeting. Could country members send their photo's and history to the club secretary.

A. Letch asked if Model A's were to be examined before going to Wangaratta. Members cars have recently been examined so it is not necessary.

T.Parin gave a special thanks on behalf of his friends who attended the Christmas Dinner and had an enjoyable evening.

M. Annear asked if those going to Wangaratta on concessional licence would have to be off the road by dark.

E.Richards advised that if you were on concessional you can now go to the police and they would add a note saying you can drive after dark but only on a club run.

A.Jeffree has a figure of \$20 for the photo-copying of the newsletter. All were in favour.

R.Andrews advised people going to Wangaratta to pay for their train tickets by the 1st March as there is going to be a 15% increase in rail fares.

L.Read advised all persons going to Wangaratta to organise a 1920's outfit for the dinner.

B.Spencer asked for an update of the membership roster. G. Andrews informed him this was already underway.

A.Jeffree asked if any members were interested in a camping trip at easter.

BITS AND PIECES

J.Jordan needs rear tub and doors for Model A. Ph. [REDACTED]

COMING EVENTS

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

March 5th,6th,7th :- Boyanup long weekend.

April :- Easter (No meeting)

No Further Business the meeting was declared closed at 1.32

The following two letters are included to keep members up to date with Bill & Dorothy Bennie's tour across Australia.

Somewhere East of Mildura

21-1-88

Dear Members,

To date we have been 13 days on the road and are now on the way to Swan Hill.

Our speedo reading when we left Perth was 11784 and it is now 13909 so we have covered 2125 miles. We have only had minor problems as far as the A is concerned but nothing to really hold us up.

I made the mistake of tightening the water pump gland a little too tight consequently the pump did not operate for about 170 miles, then at Cockburn on the border of S.A. - N.S.W. on the way to Broken Hill we suddenly smelt the unwelcome smell of a condenser being barbecued by a very hot and boiling engine.

After a couple of hours waiting for everything to really cool down during which time the only person we saw was a local railway worker slightly enebriated and clutching half a stubbie who offered to make us a cup of tea. We cleaned the plugs, put in a new condenser, filled the radiator and drove on to Broken Hill fortunately no damage done.

For several days there was no charge showing on the Ampmetre. When we got to Broken Hill we were soon involved with "Vintage boys". It seems most of the ex-speedway drivers over 40 years old get into Vintage Cars. They proved to be a terrific bunch of blokes and soon pointed me to an old time Auto Electrician who diagnosed faulty generator as nothing more than a worn 3rd brush. I had a spare brush in the toolbox as it turned out.

I thought I would change the plugs at Broken Hill and made mistake number 2. I set the gap at 20 instead of 35 so for the 200 miles south to Mildura the old girl overheated and needed gallons of water - I can hear Steve Read laughing from here!

At Mildura she got a complete going over points, plugs etc, and is now back to new and ready for the next 7500 miles. We are averaging 21.19 miles per gallon towing the trailer and fuel averages 71¢ a litre.

A word of warning to the "Wangarratta mob". Don't arrange your accommodation within the town of Ceduna as they are experiencing a colour problem. We can recommend the Ceduna Caravan & Tourist Centre, P.O. Box 82, Cedura as being well run and spotlessly clean. \$18 a night for well equipped cabins that would hold 2 adults and 4 or 5 children. You need sheets, blankets and pillows.

The road across is now very good and much better than 2 years ago when we all drove to Barossa. The worst part (and it is still quiet reasonable) is in the basin from Madura pass to Eucla pass.

Regards Bill & Dorothy Bennie

Brisbane  
7-2-88

Dear Members,

We have now completed the first 4000 miles. The journey up to the top of the Great Divide above Tamworth in the New England area of N.S.W. took us to the Moonbi hills.

The climb up this double hill really taxed the A particularly pulling the trailer. We were in 2nd for most of the way and the final assault down to 1st and I had to hold it in gear with one hand and steer with the other. These two hills made Greenmount and Lesmurdie look like speed bumps in a Shopping Centre.

Further into the ranges after steadily climbing day after day we reached Stanthorpe at 1300 metres above sea level or 4260 feet. It regularly snows in this area in Winter. As it was, when you were putting up with 37°C we were experiencing 22°C. Beautiful country with lush green everything. Fruit very cheap at dozens of roadside stalls eg. Nectarines as big as tennis balls (99¢ kg).

We visited a huge private collection of cars at Armidale - Rolls, Hispanos, Minerva, Issotla Franchini, Lagonda etc, to name a few of the 30 plus vehicles all in 1st class order. Almost anywhere you go over here when you park in the street people come up and tell you who owns this or that Vintage Car or who has a collection and where you can see it. We have seen dozens of cars in the last four weeks and we haven't had to ask anyone yet. Without exception people are pleasant and friendly and very keen to know where we have come from and where we are going.

We arrived in Brisbane two days ago. Wow! What a huge City - very hilly and very busy. We couldn't get a parking spot in the City at anytime on Sunday.

We made contact with the Model A people here and we were immediately treated to a large dose of Queensland hospitality. In fact we have just returned to our Caravan Park after a great Barbecue held on the second storey verandah of Nev Schumans three storey home. Later we viewed light of his cars including an A Model Van that has been cleverly made into a campervan.

Saturday we split - Dorothy went into the City shopping and later a river cruise to the "Lone Pine" Animal Sanctuary and I was taken to the Toowoomba swap meet some 90 mile away by some of the Model A people - Brian Waters and Ray and Margaret Gibons. What a day - there were around 14-15000 people and countless stalls. It is about half the size of Bendigo. I believe most of the stuff offered never sees Bendigo. There are very little A Model parts on offer and the few that were there were highly priced and a lot of people after them.

A well known parts man from down south was there - and without his armour on so I thought maybe some reasonable prices - Wrong! This is the East Coast and I guess you go for what the market will bear. We can all still buy cheaper from Snyders.

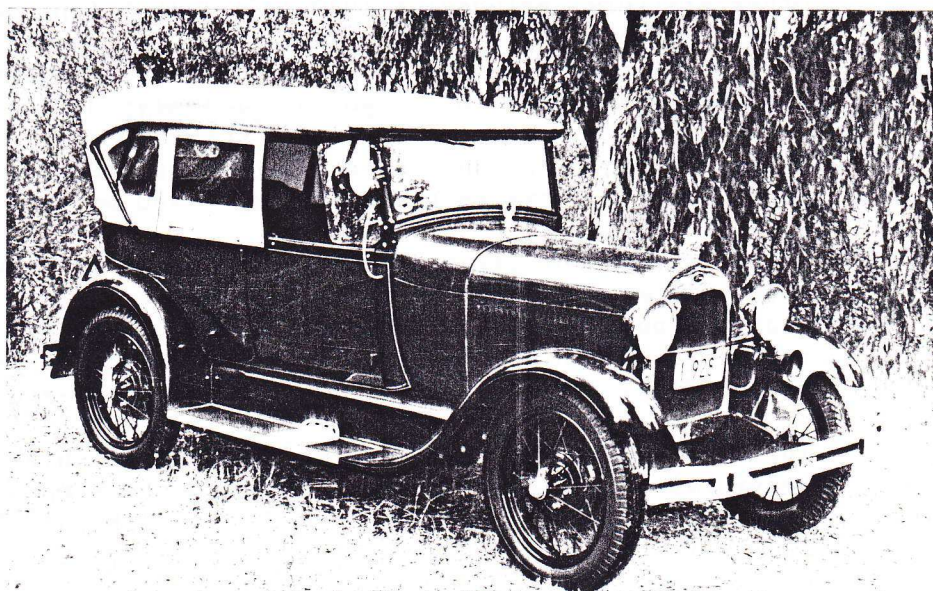
There were huge quantities of motorcycle parts, Australiana, Model Cars, bottles, Saddlery, Vintage and Modern Cars ie Partly restored A \$1500, Camaro \$14000, Chev Blitz Waggon \$3900, Morris 8 restored \$3900. You could even get an International Bicentenary Rally Badge \$20 whether you were an entrant or not.

During the day there were demonstrations of Spray Painting, Upholstry, Chrome Plating and Turning on a metal lathe all laced with Country music over the speaker system. Good stuff!!

We leave in the morning through the Brisbane traffic and head north to Maryborough on the next stage which will get us to Cairns in about two weeks time.

The car appears to have settled down now with the few little bugs ironed out and is enjoying drinking petrol at 45.9¢ a litre.

Regards Bill & Dorothy



- TRIVIA:

FANGIO'S FORD MODEL A !

How many members know that Juan Manuel Fangio, many times World Champion Racing Driver, began his career in Argentina in a home-made Model A Ford ?

The car was fitted with an early chassis, 1930-31 radiator, home designed and built aluminium body with two bucket seats, no guards, and no body from the rear of the seat, apart from the fuel tank mounted horizontally across the chassis, and two spare wheels mounted at an angle behind that.

Later again, Fangio built his Ford Special, of basically 1933 V8 components, with foreign components in the front end and the rear end. Described as 'entirely devoid of comfort' this racer enters its first race against stiff opposition, primarily a new 3.8 litre Alfa driven by crack driver Carlos Anzani. From the drop of the starter's flag, the humble home-made Ford Special jumps to a 20 to 30 yard lead on the bright red Alfa. The Alfa, capable of 175 MPH eventually regained the lead and went on to win with the Ford Special coming home third.

It was to that modest success that Juan Manuel Fangio attributed the impetus to continue in motor racing.

+++above taken from Aust. Model A News Oct/Nov 1978.

London January 13

Dear Alan,

Just to bring the club up to date - sorry, no access to a word processor here! Trial driving so far is a bit like being in a war - hours and hours of boredom interspersed with seconds of frantic endeavour!

The car was unpacked from its container looking exactly the same as when it left Fremantle and we found a free garage for the Tudor in London among chauffeur driven Roll Royces:- very comfortable she looked. Replaced the spark plug strips with suppressor caps and leads - all very non-authentic but stopped the radio static at last.

So, onto the start at Marble Arch on New Years Day with about 200 spectators, dozens of TV crews and press photographers etc on a cold damp morning. We gave about six TV interviews plus press coverage and answered the same inane questions over and over. Drove through the S.A. flag held by Kevin Skipworth of W.A. house after he presented us with a carton of beer (light!)

Other starters included: a 1930 '75' Talbot (an open car being driven through the Sahara to Mombassa!) a Vauxhall 14/40 M Type (also open car, bright fellow), a 1930 Model A Fordor from U.S.A, a 1929 Morris Cowley and a Launda Lancer 1928 from Melbourne. All of us going ~~vertically~~ <sup>virtually</sup> different ways!

Drove down to Portsmouth to a civic reception with the Mayor at a GM Dealers showroom(?) Ferry to Le Havre France and we were away.

On the way to our first stop (an Aussie who has lived in France for 35 years, loves old cars and contacted us in London) the 'luckless water pump gland' started leaking badly and we were using litres of coolant. We pulled the radiator out and the water pump and replaced the seal with another which seemed fine. After another 250 miles that one started leaking as well.

Then the radio, indicators and wipers stopped while driving in the dark and heavy rain - traced to a fault/short in the stop light so I disconnected the switch lying on the wet, dark road. Then the headlight bulb blew in the sealed beam.

Limping through a small village going up an incline everything died! We thought it was a fuse but they all looked O.K. Drove it on the starter motor across a busy road to a handy car park and 'slept' the night in the car - temperature '0'c. Traced the fault eventually to a bad connection on the fuse holder.

We stopped at a hotel next day and while Geoff checked in I packed the water pump with some old string which seems to have cured the leak. Had to re-time the engine and adjust the brakes which had faded right away!

A few nights later driving at night in pouring rain with the petrol gauge reading '0' Geoff said "bet you we make it to the next service station" - You're right - a dead stop on a busy auto route in pouring rain. So with massive trucks charging past a few feet away and rocking the Tudor with backlash and sheets of spray I re-filled the tank. THEN ALL the power died. After some hair-raising time this was traced to a faulty clip on the 20 amp in line fuse.

So, on its gone like that for 2,500 kms back to Le Havre for shipment on P. & O CL to Baltimore and we flew back to London to pass the time again while the car goes across the Atlantic.

Everything that has gone wrong has been "modern improvements" - must be a message here - wonder what it is?

Regards,

Bevan

It was great to see Jill Barrie from Balingup at our January meeting.

BOYANUP LONG WEEKEND

Members who have nominated for this March long weekend should meet at the Pioneer Village Car Park on Saturday March 5th to leave by 11am. Lunch will be an hour down the track and afternoon tea again at Richard and Margaret Jacksons just south of Yarloop. Those families going please ring A. Jeffree [redacted] to register and we will wait for you at the start.

EASTER BREAK

Three families - Cooke's, Luca's and Jeffree's are planning a few days camping at Manjimup. If you are interested in joining in, please ring the Editor on [redacted]

NEW VEHICLES

Congratulations to Ron and Gail, Steve and Louise on reaching the conclusion to their restoration. Both Steve's Roadster and Ron's Tourer were licenced this past week.

NEXT MEETING

Due to the Eastern States trip by several of our members no meeting is planned for March.

Further dates and outing information in your next newsletter.

# Forsberg Power Take-Off

## For FORD Model "A" Car and "AA" Truck

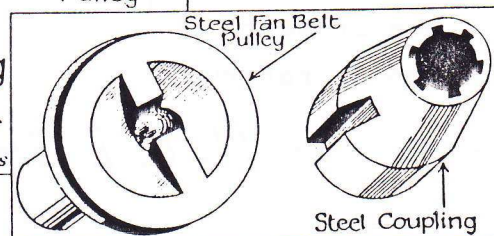
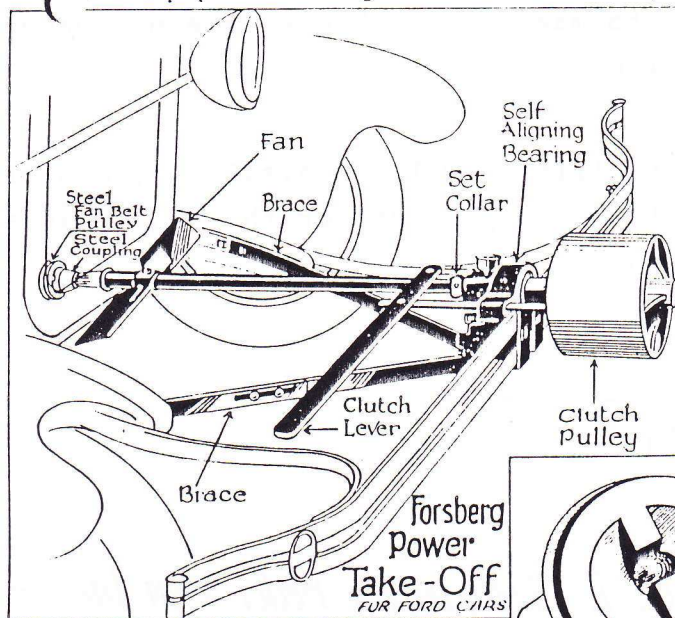
Your Ford car or truck can be converted into a PORTABLE POWER PLANT by the use of the Forsberg Power Take-Off. The limit of its power is governed only by the effectiveness of your engine.

The Forsberg Power Take-Off can be installed without the aid of skilled mechanics the only tools required are ordinary wrenches. When installed your car or truck becomes a Power Plant available for use in any place and at any time.

Designed to furnish a reliable source of power to the full capacity of the motor. It is furnished with clutch pulley and auxiliary fan. Has self-aligning bearing, cold rolled shafting, and steel coupling to motor. Built substantially, and with proper care should give reliable service indefinitely.

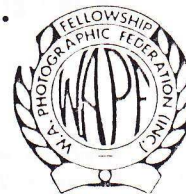
### TO INSTALL

Remove shield under radiator, remove radiator, remove crank guide on top of front spring, remove bolts holding motor to frame, and raise motor sufficiently to allow removal of fan drive pulley on crank shaft. Replace cast pulley with steel pulley furnished with wedge shaped sleeve. Replace bolts holding motor to frame. Place bearing housing D.1 in position on bumper. Place braces from front bearing to second bolt on frame in position. Place coupling in position. Enter shaft into bearings, with set collar on shaft in position on inside of D.1 bearing. Line shaft up with motor, then tighten all nuts, replace radiator and your drive is ready for use. Drive shaft and pulley can be removed in 30 seconds, and the entire drive dismantled in less than 10 minutes



PATENT APPLIED FOR

Included for your information is a page sent in by our member Alan Smith.



# 1988 BICENTENNIAL CONVENTION

HOST CLUB: WANNEROO PHOTOGRAPHIC SOCIETY

Convention Secretary  
Len Stewart  
PO Box 85, Hillarys, WA. 6025  
Phone (09) 401 5395

25 January 1987

Dear Allan,

Following our discussions last year for the Pioneer Show of the WAPF Convention, the following is an outline of our plans for the Sunday morning in Neil Hawkins Park.

## VENUE

Neil Hawkins Park, Boas Avenue, JOONDALUP.

## TIME

Date - 6<sup>th</sup> March.

We will be starting with a BBQ breakfast from 8am onwards, and expect to be in the park until approx 11.30am, depending on interest and weather.

## PHOTOGRAPHS

As early morning lighting produces the best photographs during the summer, we would appreciate having your vehicle(s) in the park as early as is convenient to you.

## OBJECT

To provide period scenes to photograph. Your contribution will be an important part of the overall attractions and we plan to place the vehicles in an area that will give photographers easy access. We have requested permission to take vehicles into the park proper to make sure vehicles are not damaged by road and bush conditions.

## REFRESHMENTS

Tea and coffee facilities will be available, and of course you will be most welcome to join us for the BBQ breakfast should this be convenient.

Many thanks,

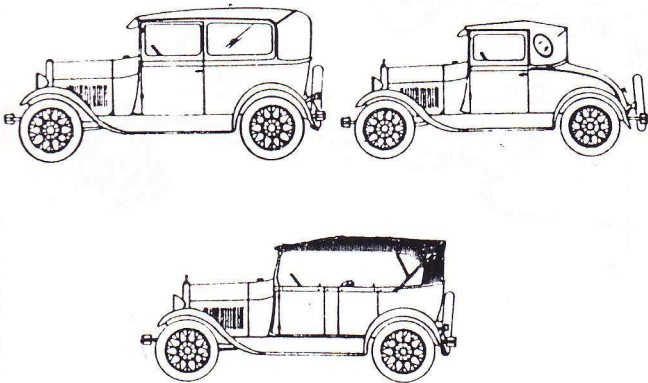
Len Stewart

Hon Secretary

*The W.A. Photographic Federation Inc.*



Included in this issue is a brake adjustment section - requested to be included by our chief vehicle examiner.



### EARLY FORD MODEL A

Early Ford Model A cars are equipped with four internal brakes, which can be operated by either the foot pedal or the hand lever.

#### Service Adjustment

With car on jacks release hand lever to full release position. Tighten nut 1, Fig. 4, for front and 2 for rear, until brake drags, then back off until wheel is just free, being sure to back off the same amount for each wheel.

If linkage has not been disturbed, the rear brakes should just begin to hold when pedal is down one inch. With one and one-half inch pedal depression, the front brakes should begin to hold and rear almost lock. Two inch depression should lock rear and hold hard on front but not lock.

If suitable adjustment cannot be obtained by wheel adjustment at 1 and 2, Fig. 4, check the linkage.

#### Major Adjustment

All lever joints should be properly lubricated and wheel bearings tight.

Disconnect rods, 3, 4, 5 and 6 at equalizer shaft.

Lever 7 and 8 should be against stops 9 and the shafts at each side should be in the center of brackets 10. Unless the shafts 11 are bent, the levers 12 should be vertical.

With levers 12 vertical and levers 7 and 8 against stops 9, adjust rods 3, 4, 5 and 6, just taking up free travel of the brake levers 13 and 14.

Adjust brakes as for minor adjustment.

### LATER FORD MODEL A

Ford cars produced after the summer of 1928 are equipped with six internal brakes, one on each front wheel and two on each rear. The service brake operates on all four wheels, while the hand brake operates independently of the service brake on the rear wheels only.

About the time of adding the separate hand brake, a new type of cross shaft was introduced which, however, is interchangeable with the two-piece shaft used on the earlier cars. The pull rods were also changed, the earlier adjustable rods being replaced by rods which are non-adjustable.

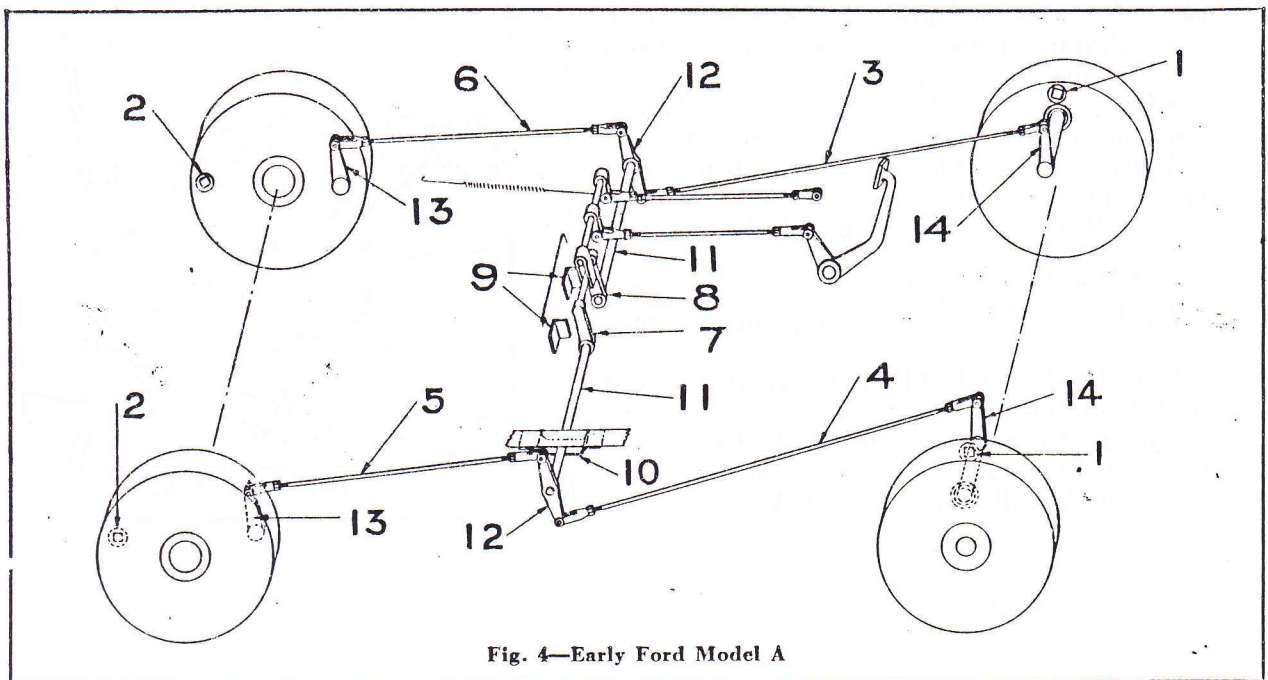


Fig. 4—Early Ford Model A

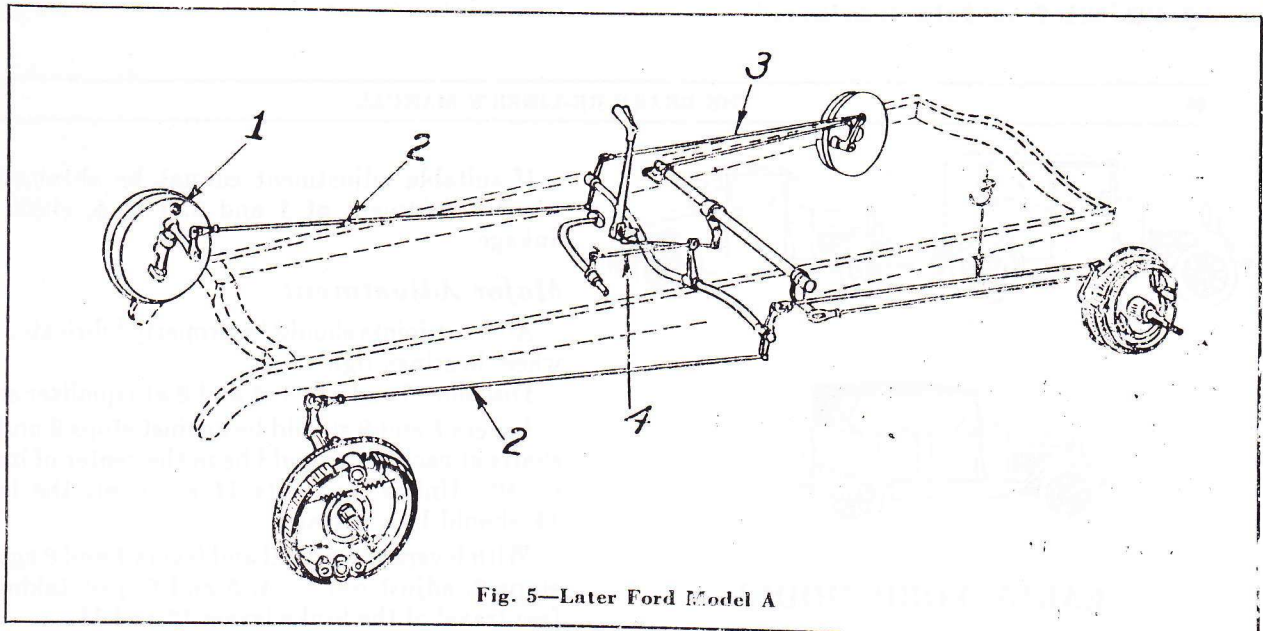


Fig. 5—Later Ford Model A

The linkage layout is now as shown in Fig. 5. The construction and adjustment of the service brakes remains the same as on the earlier models.

### Major Adjustment

Make sure that all levers and joints are properly lubricated.

With car on jacks, disconnect front and rear pull rods 2 and 3, Fig. 5 at the wheel ends.

Disconnect pedal rod 4.

If the car is equipped with a *multiple disc clutch*, adjust the length of rod 4 so that when the end of rod touches the cross member of frame, the brake pedal will clear underside of floor board by  $\frac{1}{2}$  to  $\frac{3}{4}$  inches. Then connect rod 4.

If the car has a *plate clutch*, pull the brake pedal against its stop and adjust rod 4 until there is  $\frac{1}{16}$ " clearance between rear end of rod and rear flange of the cross member.

Adjust brakes at wheels as for Service Adjustment under Early Ford Model A, page 66.

Adjust pull rods 2 and 3 so that when all free movement is removed the rods can be hooked up without disturbing the position of the levers.

### Hand Brake

The hand brake has only one point of adjustment.

If the hand lever F, Fig. 7, travels rearward to the extreme position, which will be due to wear on the linings, the rod A connecting the hand brake lever to the cross shaft center lever should be removed, by first disconnecting rods E.

Replace the rod A by passing it through the hole B in the frame center cross member and connect it to the upper hole C in the cross shaft center lever.

The pull rods E should never be shortened to take up wear, but after changing rod A to a new position it may be necessary to adjust rod E to a new length, leaving rear lever at brakes and cross shaft lever in proper position. Hand lever should be in released position.

If the hand lever still travels to the extreme rear it is necessary to reline the brake. Replace the rod to its former position after relining.

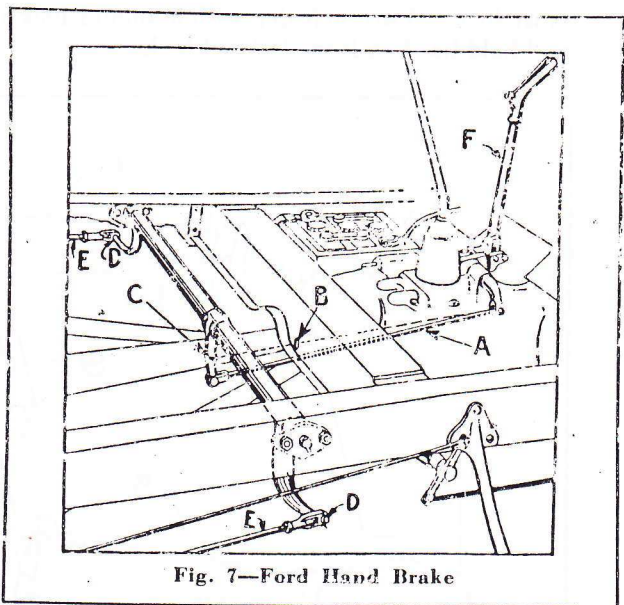


Fig. 7—Ford Hand Brake