

Western 'A' Model News.



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

JUNE 1988

For all correspondence, organisational information, newsletter articles etc, please contact the appropriate person. Listed below are the "A" model officials for 1987/88.

PRESIDENT

Steve Read

[REDACTED]
THORNLIE W.A. 6108

SECRETARY/TREASURER

Gail Andrews

[REDACTED]
ARMADALE W.A. 6112

VEHICLE EXAMINER

Ray Mahony

[REDACTED]
BEDFORD W.A. 6052

RALLY MARSHALL

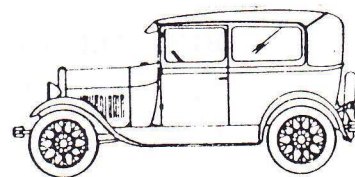
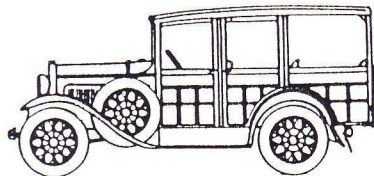
Max Annear

[REDACTED]
NORTH BEACH W.A. 6020

EDITOR

Alan Jeffree

[REDACTED]
DIANELLA W.A. 6062



MAY OUTING

Ron and Gail organised an interesting run through the hills via Lesmurdie and across to the Brookton Highway. Churchman's Brook was our eventual destination.

Although the weather had been threatening the day was delightful for this time of the year. Five "A" models and three moderns took part in the day.

Churchman's Brook was a pleasant spot with ample space on the day. It mightn't be so uncrowded on a spring weekend. Minutes of our meeting follow.

MINUTES OF MEETING HELD AT CHURCHMANS BROOK ON 21-3-'88

APOLOGIES

M & D Annear, P & F Lynch, C & R Blewett, R & A Letch,
I & J McLean, D & B Bennie, B Jewell, S Madgett, J & F Luca.

BUSINESS ARISING FROM MINUTES

S.Read announced that West Australia is to host the 1992 National Rally.

GENERAL BUSINESS

S Read asked everyone to start thinking about the 1990 National Rally in Brisbane.

G.Andrews has information on the N.Z. rally if anyone is interested in attending.

S.Read asked for an update on the membership Roster and mailing lists.

It was agreed that we spend \$200 on club lapel and car badges.

Members were asked for ideas on the long weekend in September.

L.Read and G.Andrews to organise the Christmas Function.

BITS AND PIECES

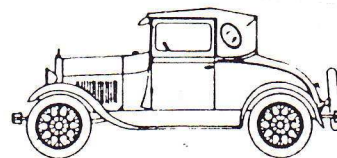
L.Cooke asked if members could PLEASE send in before and after photos of their cars and a short history for the club album.

WANTED

1930 Stainless Steel Radiator surround phone B.Spencer on 386 4156

COMING EVENTS

June 26th:- E.Richards to organise
July 24th:- J.Williams to organise
August :- A.G.M.



Meeting closed at 1.15

HAVE YOU EVER WANTED

" SOMETHING FOR NOTHING " ?

Well, right now I (Laurel Cooke) am wanting 'something for nothing' (no rude remarks thank you !).

The 'something for nothing' I'm wanting happens to be photos from your supply of negatives of the various club runs held over the years.

Having taken on the task of keeping the club album updated I find that the photos now in it are more like a Cooke/Bennie Family Album. It's not that the photos aren't good - it just seems a very one sided (or in this case two sided) view of the club - after all IT IS YOUR CLUB TOO ! Some of the runs prior to 1983 are not on record and more current ones also not recorded are:

Mystery Lakes Tour - March 22 1987

Easter at Busselton - April 1987

Canning Dam Tour - 24 October 1987

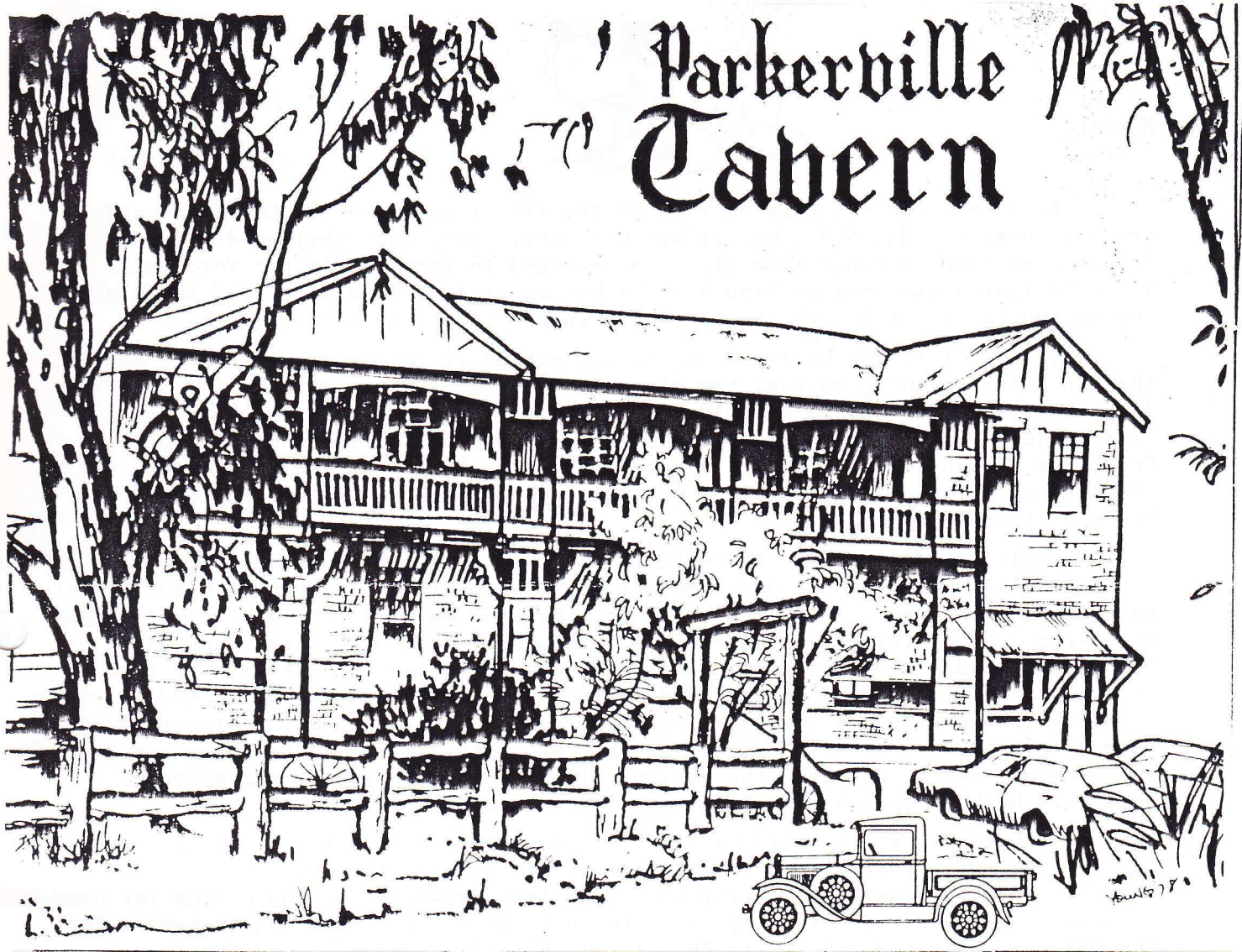
Wanneroo Photo club group - 22 November 1987

Boyanup Weekend - March 1988

as well as the more recent Wangaratta Tour.

So, come on, look up the prints tonight and send one or two (or more if you like) along to me straight away please. (Take them to the 1-Hour place for developing !).

+++++



Parkerville Tavern

Colonial character for patrons

**You live in the Hills
 & you would undoubtedly be familiar
 with the long-established Parkerville
 Tavern.**

Originally built as a picturesque hotel in 1896, the Parkerville Tavern is a colonial-style building with wide verandahs and is set among lovely gardens and surrounding streams:

The tavern is full of character and has many pieces of antique furniture, as well as large open fireplaces.

The tavern houses a bistro which is open every day for lunches and serves steak,

seafood and many other dishes.

You can also dine on Thursday, Friday and Saturday evenings at the bistro, and on Saturday nights the remarkable Warren Ball plays the piano — Warren is blind.

Every Sunday you can feast on roast lamb and beef from the spit, or use the barbecue facilities, with wood provided.

The Parkerville Tavern Sunday session from 4pm to 8pm is the biggest and most popular in the Hills area,

with a jazz band which provides a lively and relaxed atmosphere.

It also has an earlier, quieter session on Sundays, from noon to 2.30pm, which is more family-oriented.

If you are planning on dining at the bistro on a

weekend night, you would be well-advised to book in advance.

Bookings can be made by phoning 295 4500.

Parkerville Tavern is only a 35-minute drive from Perth.

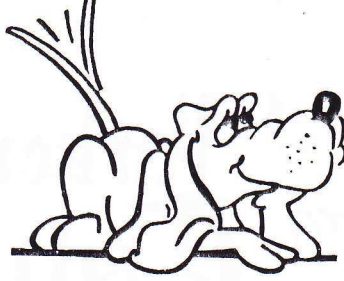
PROGRAMME FOR SUNDAY 26th JUNE 1988.

Meet at the Richards Home, [redacted] Gooseberry Hill for morning tea/coffee @ 10.15A.M. —
 Leave for "PARKY PUB" via Zig-Zag, Ridge Hill Road, etc. to Gt East. Hwy. 11.15
 Turn left off Highway @ Seaborne St., proceed along past store on right
 Next left is OWEN Rd where "Parkerville Tavern" is just a few chain
 down that road.

I have ordered Roast Lamb from the "SPIT" for lunch
 cost to be Lamb, salad & bun = \$3-50 per person
 or counter lunch or dining room menu—your choice!.

THE ABOVE DIRECTIONS ARE FOR THOSE THAT MAY GO DIRECT.
 ROUTE SHEET FROM THE RICHARDS AVAILABLE SUN. 26th JUNE.

BOMBIE



.. M & L Cooke

We'd seen the old phaeton many years earlier in a shed on Laurel's uncle's property near Koorda, W.A., but it was not until early 1966 that we enquired about it and were told we could have it. We arranged to leave it in the shed until we returned from a two year working holiday but on arrival home were told that Laurel's cousin wanted it for her wedding. There went our antique dream.

1970 we left for overseas and it was not until 1974 while living in Canada that we heard anything more of the old car. The relatives were retiring from the farm and everything was being sold or auctioned - including the old Ford. This created no end of panic, not to mention the large phone bill but all to no avail. Relatives thought we were crazy to want such a 'bucket of bolts' and refused to bid for us. The 'expected' price was not reached so Roseanne decided once more to keep it and have it done up.

While holidaying back in Perth in 1975 and at a family gathering, conversation casually mentioned that the old bomb was being advertised the next weekend. What ! Whose bomb, 'the' bomb ! Alarms began to ring. So much for the party, off we went to take a look at the car and when that Roll-a-door went up - there she was in all her glory - faded lime green hand painted body, dark blue '32 wheels with tires split but still inflated, black guards caked underneath with thick red mud of years gone by, International headlights, tattered seats and a chaff bag roof over sagging hood bows - what a beautiful sight ! That was that, we had to have her and to cut a long story short, obtained the car for \$160.00. Thank heavens for stubborn relatives back in 1974 as the bidding then went to \$700.00 !

With two weeks of holidays left, one to be spent away from Perth we barely had time to buy a large garden shed, have it erected and then drove the car in. We took photos to assist in buying parts for later restoration and during the next 18 months in Canada we purchased many new parts from the various parts houses in the USA and collected other bits and pieces on various trips around the country.

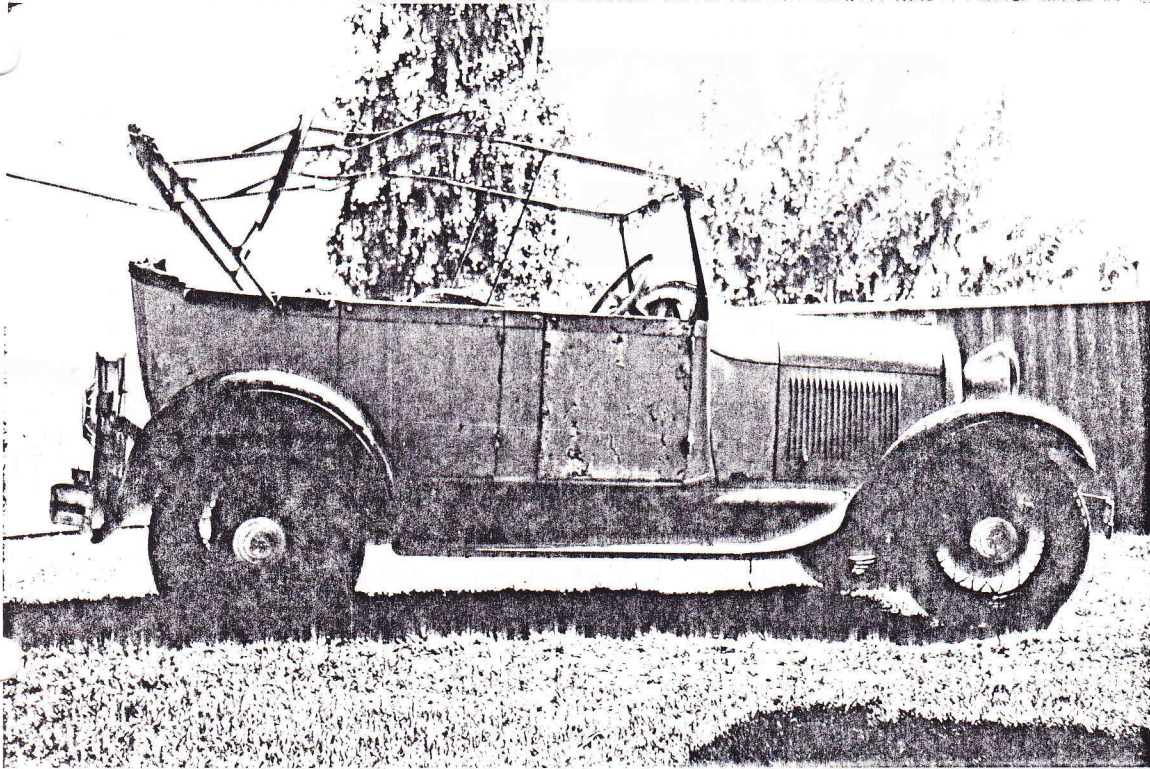
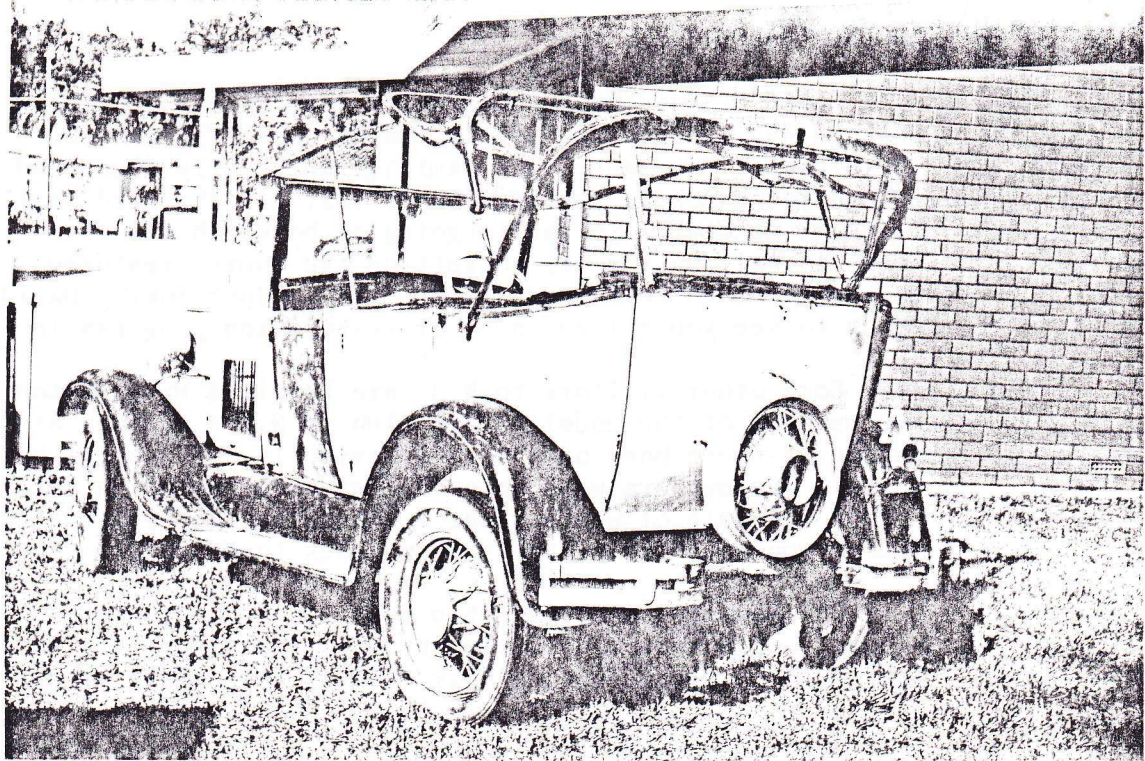
October 1976 and we returned to Perth to settle but it was almost the end of November before disassembling began on the car. Then came February 1977 and a spanner in the works - 3 nights of nightschool, homework, assignments, etc. etc. so work on the car more or less came to a standstill until after July exams. By Christmas 1977 work had progressed really well but January 15 1978 saw us move from our home. Moving the three million and one bits to where we were staying while our new house was being built was a real task.

Painting came next - in the middle of the backyard in temperatures of up to 40°C. Upholstery followed and it was done by Crawfords who have been upholstering antique vehicles long before they became antique.

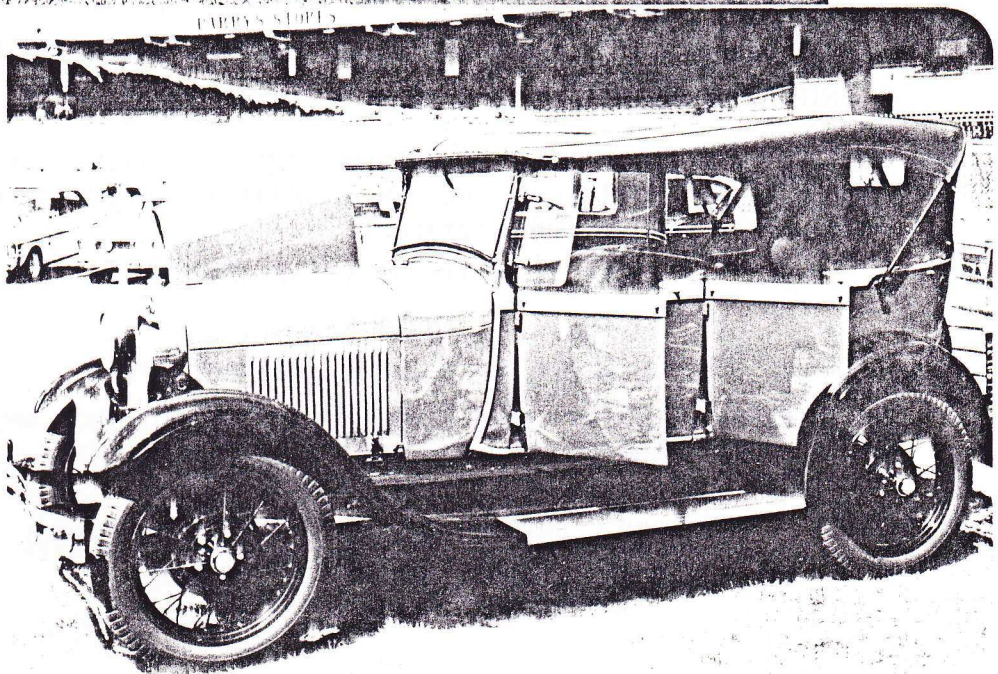
Two weeks to go (including travelling time) before the 1978 Anniversary Meet in Canberra saw the panic stations on full alert ! Kelvin Pepper did the wiring during evenings and we worked way past midnight to get all the jobs done. (...and you wondered why I spent many a full night helping him with his truck in 1988!). Kelvin even got the car licensed for us as both Laurel and I were too busy to take time from work.

The planned departure day for the Meet came and went while I frantically tried to finish a painting contract. Then all was in order (or as much in order as it was going to be) and we set off at 4:30 a.m. Sunday, March 19th 1978. Would you believe it the Cortina had a flat battery - what an effort pushing car, car trailer complete with Ford down the drive way in order to jump start it. However, all solved and no further problems.

It was a long and fast haul over to Canberra for the 1978 Anniversary Meet but for those who have since attended Meets will realise - all the hard work and effort was well worth it - to see all the other A's and meet up with a really great bunch of people - all with the same interests - FORD A's.



"Bombie"
before
and
after.



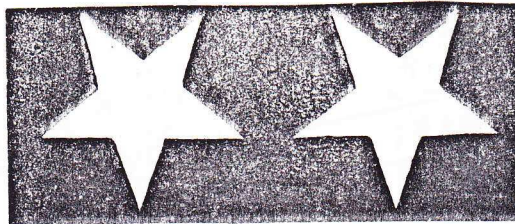
AROUND & ABOUT:

David & Sonia Heard and family from Karratha were in town this last weekend and managed to visit a few of our city members. The Blewett, Read and Cooke families apparently succeeded in showing them enough Model A's to convince Sonia that all the hard work going into that 'old car up north' is really going to be worth it. David is well on the way to getting the Tourer restored - never know he may drive it to Perth next trip !!?! (Just joking David) Great to see you all and hear of restoration progress in Karratha.

Some other visitors to W.A. are Dennis & Mary Ashton and family who are members of the Model A Ford Club of N.S.W. They are driving around Aussie in their home on wheels (previously a 52 seater bus). Quite a few members were able to meet them during an evening held at the Cookes a couple of weeks back. We wish them well on their continued journey up north, over the top and back to N.S.W.

Our Manjimup members - the Duns family are now the proud owners of a bundle of unrestored '29 Tourer bits and pieces (full car actually). That will surely keep them busy through the coming winter months !

Also heard there is a brand new A Model in the Eastough family. Congratulations to all three of you.



COMPETITION - PRIZES - FREE ENTRY - GOTTA BE IN IT TO WIN IT ! - LAST CHANCE
ENTER NOW - REAL EASY - READ ON FURTHER FOR INFO !

COMPETITION CLOSES 15TH JULY 1988

Entrants of the competition are asked to provide on or before the above date of 15th July 1988 the following :

- + One only photograph of your MODEL A as it was found or purchased prior to restoration, plus
- + One only photograph of your MODEL A after restoration completed OR at current stage of restoration.
- + Photographs to have on back - owner's name, approx. date vehicle obtained, date of photos and any interesting history of the vehicle.
- + Only members of M.A.R.C. Western Australia are eligible to enter.
- + ENTRIES TO BE MAILED TO: MRS. L. COOKE 3 BRIAR CT KINGSLEY 6026

ONE PRIZE OF A ROLL OF KODAK GOLD COLOR PRINT NEGATIVES (24 in roll) WILL BE AWARDED TO THE ENTRANT OF THE TENTH ENVELOPE RECEIVED (provided of course it contains the required photographs!).

!!!!!! GO TO IT NOW AND GOOD LUCK !!!!!

IN FACT

+ ENTER TWICE IN THE ONE ENVELOPE +

THE THIRTEENTH LOT OF GENERAL "SOMETHING FOR NOTHING" REQUESTED PHOTOS RECEIVED WILL ALSO WIN THEIR ENTRANT ONE ROLL OF KODAK GOLD COLOR PRINT FILM (24).

REMEMBER - ENTRIES MUST BE IN BY 15 JULY 1988

COUNTRY MEMBERS THIS IS FOR YOU TOO
NOT JUST THE CITY MEMBERS

Adjusting Breaker Contact Points and Timing Ignition

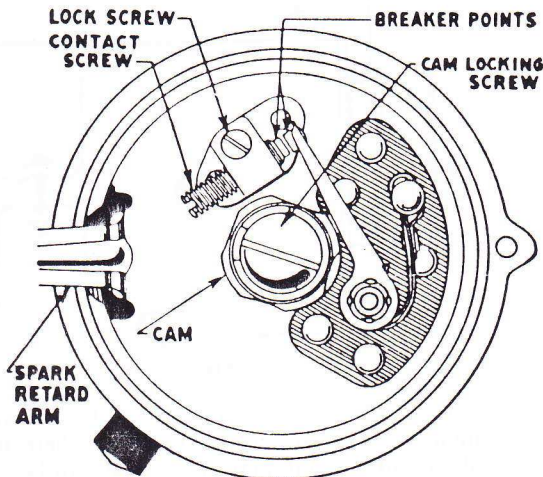


Fig. 69

Correct adjustment of breaker contact points and correct ignition timing play such an important part in the satisfactory operation of an engine, that it is absolutely necessary that every mechanic thoroughly understand the correct procedure.

So that there may be no misunderstanding, we are again describing these operations.

ADJUSTING BREAKER CONTACT POINTS

The gap between the breaker points is set at .018 inch to .022 inch. The gap should occasionally be checked to see that the points are clean and properly adjusted.

If the points are burnt or pitted they should be dressed down with an oil stone. *Do not use a file.*

To adjust the contact points proceed as follows:—

Lift off the distributor cap, rotor, and body.

Turn engine over slowly with starting crank until breaker arm rests on one of the lobes of the cam with the breaker points fully opened.

Loosen lock screw and turn the contact screw until the gap is at .018 to .022. A standard thickness gauge is used to obtain this measurement.

When correct adjustment is obtained, tighten the lock screw. After tightening the lock screw, again check the gap to make sure the adjustment was not altered when the lock screw was tightened.

Replace distributor body, rotor and cap.

IGNITION TIMING

As the spark must occur at the end of the compression stroke, the timing must be checked from that point. To find the compression stroke and time the spark proceed as follows:—

1. Fully retard spark lever.
2. Check gap between breaker contact points, and if necessary adjust them as previously described.
3. Screw out timing pin located in timing gear cover and insert opposite end of pin into opening.
4. With the starting crank turn the engine over slowly, at the same time pressing in firmly on the timing pin.

When the piston reaches the end of the stroke, the timing pin will slip into a small recess in the camshaft gear.

5. With the pin in place, remove the distributor cover and lift off rotor and distributor body.
6. Loosen cam locking screw until cam can be turned.
7. Replace rotor and turn it until the rotor arm is opposite No. 1 contact point in distributor head (see Fig. 70).
8. Withdraw rotor from cam and slightly turn the cam in a counter clockwise direction, until the breaker points are fully opened, then slowly turn the cam back in a clockwise direction until the points just close. Next lock the cam by securely tightening the cam locking screw. This method prevents any backlash in the distributor shaft from affecting the timing.

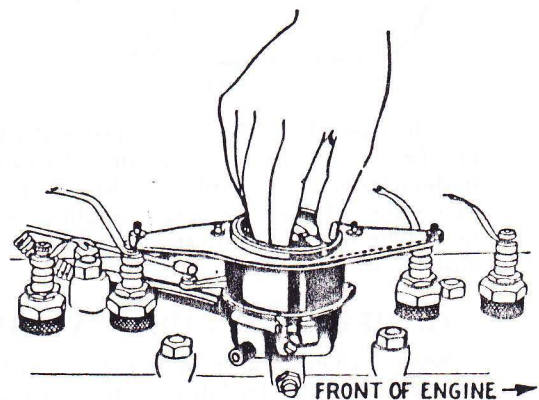
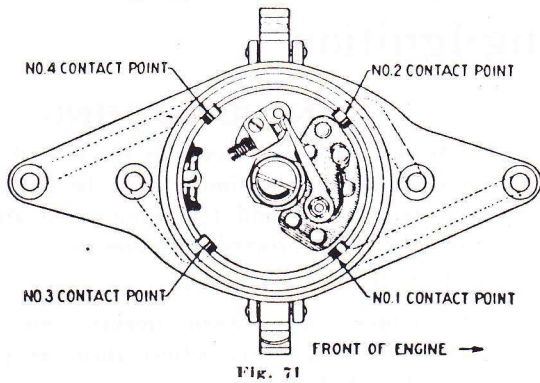


Fig. 70

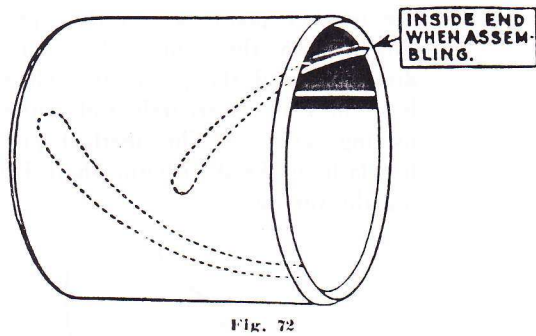


Before replacing the rotor and distributor cover, the timing should now be carefully checked. This can be done as follows:—

Withdraw timing pin from recess in timing gear. Turn on ignition switch. Again insert the timing pin into opening in gear cover. While turning the engine over with crank, press in on timing pin. If properly timed, just as the pin seats in the recess in the time gear, a spark should occur between the breaker points. If a spark does not occur, some error has been made, and it will be necessary to recheck your work until the spark occurs between the breaker points as previously described.

When ignition is correctly timed, turn off ignition switch, replace rotor and distributor cover. *Withdraw timing pin from recess in timing gear and screw it back tightly into the timing gear cover.*

SPRING SHACKLE BUSHING

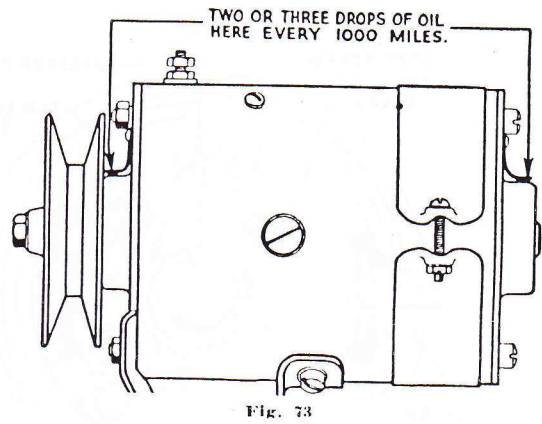


When installing AA-5791 spring shackle bushing, be sure to install it with the oil groove in the bushing pointing inward (see Fig. 72). This is important. Unless properly installed, it will be impossible to force lubrication between shackle and bushing.

GENERATOR LUBRICATION

Several changes have been made in the Model "A" generator. To lubricate the bearings, an oil hole has been placed at both ends of the generator (see Fig. 73). Two or three drops of oil should be placed in these oil holes every 1000 miles.

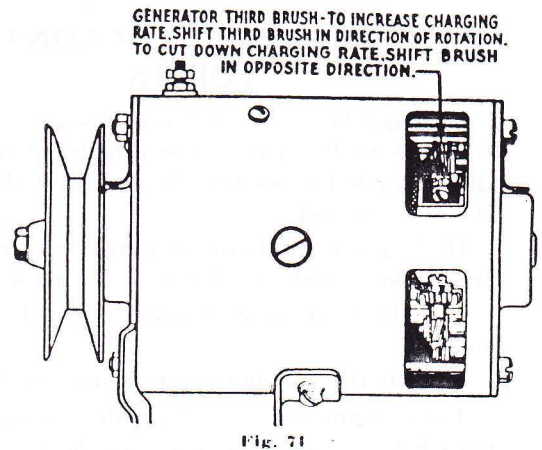
The oil holes are protected by a small cover, which it is necessary to push to one side when lubri-



cating. Do not put more than the recommended amount of oil in the generator, as there is a possibility of the oil getting on the brushes and affecting the operation of the generator.

The lock screw in the former design generator, which it was necessary to loosen when shifting the third brush, has been removed as the spring in the brush holder provides sufficient tension to hold the new brush in place.

When increasing or decreasing the generator charging rate use a small fibre or wood stick to shift the third brush. This prevents any possibility of sparks occurring.



GENERATOR CHARGING RATE

For average driving during summer months a charging rate of six amperes is sufficient. This rate can of course be increased or decreased to meet individual requirements. For example the owner who takes long daylight trips could cut the charging rate down even less. On the other hand the owner who makes numerous stops should increase the normal rate if his battery becomes weak.

Instruct mechanics to check owners' cars and adjust the charging rate to suit conditions under which the car is operated. This is important.