

Western A Model News.



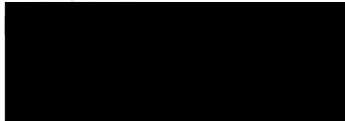
THE OFFICIAL NEWSLETTER OF
THE MODEL A RESTORERS CLUB (WESTERN AUSTRALIA) BRANCH INC.

JULY 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



SECRETARY/TREASURER

Gail Andrews



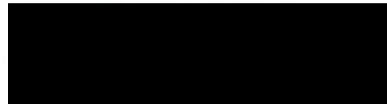
VEHICLE EXAMINER

Ray Mahony



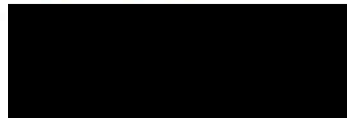
RALLY MARSHALL

Max Annear



EDITOR

Alan Jeffree



JULY MEETING - This is being organised by Jim and Nina Williams for Sunday July 24th.

START - Lilac Hill Park
West Swan Road
GUILDFORD

TIME - 10am to start by 10.15am.

There is a fast food outlet close to our lunch point.

NEXT MEETING

A.G.M. - August 28th

MINUTES OF MEETING HELD AT PARKERVILLE TAVERN ON 26-6-'88

APOLOGIES

I & S Lawson, D. Annear, G. McEwan, A & J Smith, T & R Parrin, B. Cowlin.

MINUTES FROM PREVIOUS MEETING

Moved and accepted as read by M. Cooke, seconded by L. Cooke.

BUSINESS ARISING FROM MINUTES

G. Andrews informed members the membership roster is now being updated. Club Lapel Badges have been ordered and any member wanting car badges please ring club secretary.

The Christmas Function is to be held at the Sandringham Hotel, Sat. 10th Dec

GENERAL BUSINESS

R. Andrews advised members that valance panels are available from Woodsies for \$100 a pair.

S. Read asked if any members are interested in going to Bendigo. Swap Meet

B. Bennie read a thank you letter he received from the Toodyay Moondyne Festival. Bill also presented B. Sharp with the trophy that was presented to Bevan and Geoff for competing in the London to Sydney Endurance Trial.

VISITORS

Andrew and Celia Myers, John Noble from N.Z.

COMING EVENTS

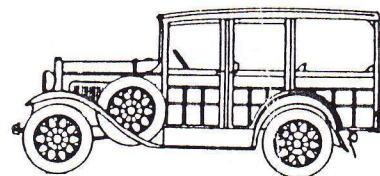
July 24th:- J. Williams to organise.

August 28th:- A.G.M.

September:- Long weekend to Dunsborough to be organised by G. McEwan.

Meeting Closed.

JUNE OUTING



Members assembled at Eric and Jeanane Richards's home in Gooseberry Hill around mid morning and because of the great weather, a record sixteen "A" models were out and about.

Our monthly meeting was held over a pleasant morning tea and around mid day we proceeded in Indian file down the picturesque one way track through the hills to the historic Parkerville Tavern. Quite a spectacle outside the Tavern to see sixteen shining "A" models in a semi circle in the lower car park.

Lunch was arranged through Eric and members lined up enthusiastically for their portion of the lamb on the spit. It seems Sunday lunches at the Parkie are a tradition, as many other visitors lined up for the meal over the next couple of hours.

A local fellow handed around several 1930's magazines from New Zealand for members to browse through and took us to a nearby garage to see a few bits and pieces. He is working on a late 1920's Pontiac.

In all the day was most enjoyable and our thanks must go to Eric and Jeanane for the organisation and their hospitality.

Model A Restorer's Club of Western Australia
QUINDALUP QUEST

Saturday Assemble at Phoenix Shopping Centre car park
Sept. 24 254 Rockingham Road, Spearwood at 1pm.
3 1/2 - 4 hour run to Geoff McEwan's farm -
Bandicoot Ridge - at [REDACTED] Quindalup
(near Dunsborough). [REDACTED]

A 'CAR RALLY' WILL BE ORGANISED FOR THE RUN TO DUNSBOROUGH,
PLUS A QUIZ TO WHILE-AWAY THE TRAVELLING TIME.
GREAT PRIZES DONATED BY PENRITE OILS.

Saturday night: BYO casserole, or meat for barbecue, with
appropriate beverages, (facilities provided for cooking).

Sunday Breakfast (BYO)
Sept. 25 A tour around local places of interest,
finishing up with:
LUNCH: at Cullens Winery - wine tasting/lunch
at \$6 - \$10 per head.

Visit Happ's Pottery (and winery) nearby and/or
other local attractions in the afternoon.

DINNER: Barbecue (BYO). Local restaurants available.

Monday Breakfast (BYO)
Sept. 26 Arrangements in hand for a morning activity.
Leave for home when ready.

ACCOMMODATION Space available for 6-8 tents on lawn in front of
Geoff's home. (lots more space in paddocks!)
Full toilet facilities and change rooms provided.

OR:

NATURALISTE RESORT - new MOTEL 9kms away
(097) 553200 - \$45 per double room with bathroom
(less if we can book more than 6 double rooms)

CAVES' HOUSE - 12kms away
(097) 552131 - \$70 per double room with en suite.

PHONE MOTEL URGENTLY IF YOU WISH TO BOOK ACCOMMODATION AND PLEASE TELEPHONE
GEOFF McEWAN [REDACTED] or BEVAN SHARP [REDACTED] TO ADVISE IF YOU WILL
PARTICIPATE IN THIS FUN LONG-WEEKEND.

PENRITE OIL COMPANY
The Classic oil for that FINISHING TOUCH to your Model A Ford.



CHRISTMAS FUNCTION.

VENUE:- Sandringham Hotel
DATE:- 10th December, 1988
TIME:- 7.00p.m.
COST:- \$29.50 per head

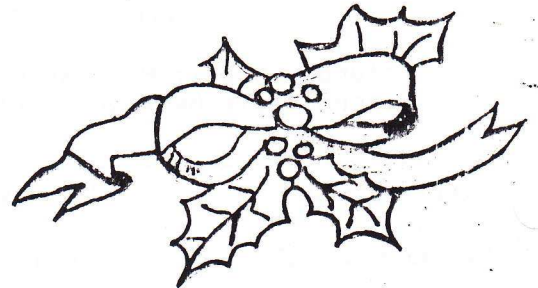


Well its nearly that time of the year again to start thinking about Christmas. The venue this year is in the Sandringham Hotel Function Room. We have our own room and terrace that overlooks the Swan River. We need at least 50 people to make it a success. The menu is varied and very Christmassy and fattening. It ranges from Glazed Ham and Turkey through to Christmas Pudding and Brandy Sauce. Help make it a success by sending in your money as soon as possible.

CHRISTMAS FUNCTION



NAME:- _____
NUMBER:- _____
PAYMENT:- _____



Vintage Horns

7 SPECIALISING IN THE SUPPLY
OF VINTAGE / CLASSIC CAR
AND MOTORCYCLE HORNS

Repair service available -Horns traded

VINTAGE HORNS 4 Isabel Ct. Horsham
Phone 053-822720

I have just purchased a front trumpet assembly for a horn and these are an excellent reproduction. The trumpet includes the mesh and centre flange with all holes drilled and at \$35, plus postage is cheaper than American prices. They also manufacture a complete horn, although the rear cover dimensions are not completely original at \$70 it will fill the gap until a genuine horn can be located. The sound is a modern "BEEP".

Ron. Andrews.

FOR SALE

Lay Shafts - Cluster Gear with O ring grooves stops all that messy oil dripping \$35 plus postage. David Grear 08-293 4052

Front Shackle Bolts-bolts only-no front or rear connecting plates. Bolts case hardened and drilled to take grease nipple. \$20 per set of four bolts. Look similar to original but not suitable for concourse We need 25 sets to get this price. Other clubs requiring any please notify S.A. Club.

HELPFUL HINTS

IGNITION TROUBLE: A very common and sometimes baffling cause of ignition trouble in a Model A Ford with some mileage to its credit is looseness in the distributor shaft. Due to neglect, this pair of bushings usually runs dry, wears, and the shaft scores. Then when you set the points the shaft is forced to one side. When the engine starts the shaft wobbles around and the point gap is anything from what you set it to nothing. This trouble usually shows itself by a skip which is intermittent at about 30 m.p.h. and then gets steadily worse as the speed is increased. Unless the play is vary bad the engine will usually run fair at low speed. The only remedy is to replace the parts.

The following article is taken from "Nedlands - from Campsite to city" by A. E. Williams and Mavis felt it would be of interest to members.

Drabble House

Lots 56, 57 and 58 — the original three blocks of land on which Drabble House and the Nedlands City Library stand today — were once sold for £100 each by Mr Frank Olifant, who founded the real estate firm that bears his name.⁸

The library opened in 1965,⁹ but Drabble House — somewhat altered now by the Council — is much older than this. By the late 1920s it had become the home of a prominent Claremont businessman, Mr Walter Drabble and his wife and family.¹⁰

Walter Drabble was born on 13 March 1875 and was educated in Perth privately. He first began work as a junior assistant in the office of Messrs William Sandover and Company, hardware merchants in Hay Street. In 1903 he built and opened a large two-storey hardware shop with attached dwelling in Bay View Terrace, Claremont. Merchandise was imported on an extensive scale and his new venture prospered.

In 1911 Mr Drabble became the member for the East Ward of the Claremont Municipality. He erected several large commercial premises in the district, among them the Claremont Picture Theatre.

Drabble House possesses a stately entrance patio, leaded paned windows, a beautiful bow window in the main room, and superb jarrah joinery.

In 1944 it was suggested that the home might be bought by the Nedlands Road Board to serve as its administrative centre. However negotiations fell through. Two years later on 13 March 1946, Mr Walter Drabble passed away.¹¹

On 13 February 1962 the Council bought the property from the family for £12,000. Mayor J.C. Smith convinced his colleagues that it was a good buy which could be used by community organisations and time has certainly confirmed his judgement. Today Drabble House is a meeting place for many Nedlands groups like the Red Cross, the Penguins (an organisation which trains women in public speaking) and a group catering for senior citizens called the Social Afternoon Group Activities.



"A" model friends enjoying their Easter at Fonty's Pool 1988.



Fort Worth Model A Ford Club

1121 South Main



Fort Worth, Texas 76104



JUNE 22, 1988

MR. ALAN JEFFREE

[REDACTED]
DIANELLA, WA 6062

HOWDY, PARTNER!

A BIG TEXAS "HELLO" TO Y'ALL DOWN UNDER!

OUR COWTOWN A'S HAVE BEEN VERY BUSY THIS MONTH ATTENDING THE ANNUAL TEXAS TOUR. ALL THE TEXAS CLUBS ARE INVITED TO JOIN IN HAVING A'S AND ERA FASHIONS JUDGED, COMPETE IN CAR GAMES ("DRIVING EVENTS" OR "GYMKHANA"), HAVE A ROAD RALLYE WHILE DRIVING THE A'S ON A SCENIC DRIVE, ENJOY BANQUETS, EXCHANGE IDEAS ON CLUB EVENTS, HOLD SEMINARS, AND JUST HAVE A VERY GOOD TIME IN GENERAL WHILE WE ALL COME TOGETHER TO ENJOY "HENRY'S LADY", THAT WONDERFUL MODEL "A" FORD.

WE CERTAINLY ENJOYED MEETING BEVAN SHARP AND GEOFF McEWAN ON THEIR STOP HERE IN FORT WORTH. WE ARE ALL LOOKING FORWARD FOR JEFF'S BOOK OF THEIR ADVENTURES DURING THEIR "TRIAL".

I'LL TRY TO BE MORE PROMPT IN SENDING THE MONTHLY ISSUES OF OUR NEWSLETTER FROM NOW ON. AND WE ARE LOOKING FORWARD TO YOUR NEXT ISSUE AS WELL. SOUNDS LIKE YOUR CLUB STAYS VERY BUSY, ALSO.

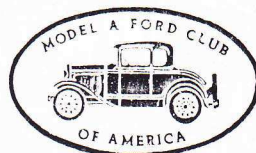
UNTIL NEXT TIME

THE FORT WORTH MODEL A FORD CLUB

Marilyn Kuban

MARILYN KUBAN

EDITOR, THE COWTOWN "A"



8.

The following article was taken from the Model "A" News:-

The editor believes that the rubber bushings from the 1960 American Falcon mentioned in the article would probably be the same as bushings from some of our Australian Falcons.

CLUTCH CHATTER

MOTOR MOUNTS FOR YOUR "A"

By A. V. "Robbie" Robinson, Wisconsin

In view of the growing trend of the Model "A" being used as a second car by many restorers, it was felt by the members of the Chippewa Valley "A" region that we share our member Art Buchholtz's fine idea for his floating rubber rear motor mount. Art's claim is that it may not make your "A" sound like a Rolls Royce, but it sure makes it ride as smooth as one.

Accessory rubber mounts are sold, but are much less flexible, which leaves this conversion almost unbelievable to the point where anyone who has a ride in an "A" equipped with these mounts, won't believe it's the same car they remembered from yesteryear. Also, old solid mounts can be re-installed anytime the owner desires, as no alterations are required to the frame or engine.

The following photos, and step-by-step instructions, should allow anyone to build units from junkyard parts at a very reasonable cost. Parts needed are as follows: 1 pair of standard Model "A" frame to motor rear mounts; two pieces of 5- or 6-inch I-beam, with 3-inch face cut 3 inches long; four rubber bushings from the front eye of a 1960 Falcon rear spring (also, at this time, pick up the mounting bolts from the same springs (two required) or any 3/4-inch bolt 4 inches long will do); two 3/4-inch diameter rubber shock mount rubbers with 1/2-inch hole 5/16-inch thick, and the main air hose from a De Laval dairy milker cut 5/16 works best.

Step No. 1

Begin by blocking engine solidly in place to retain proper position to frame. This is important, as drilling must be done from under car with new units bolted in place

to assure proper location of center bolt which holds rubber doughnut in place.

Step No. 2

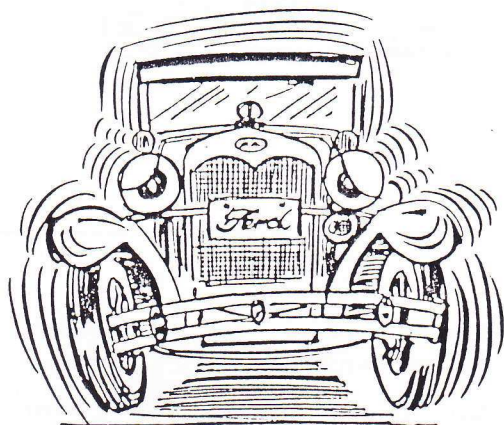
Measure 1-1/8-inch from engine side of old mount on top front and bottom, remove this section with saw or torch. Then with saw or torch, cut in 1 3/4 inch on leading edge at horizontal plane at points of corner both top front and bottom front; follow by bending leading edge forward 3/8-inch. Hammer top and bottom together enough to close gap and weld in the corner cuts.

Step No. 3

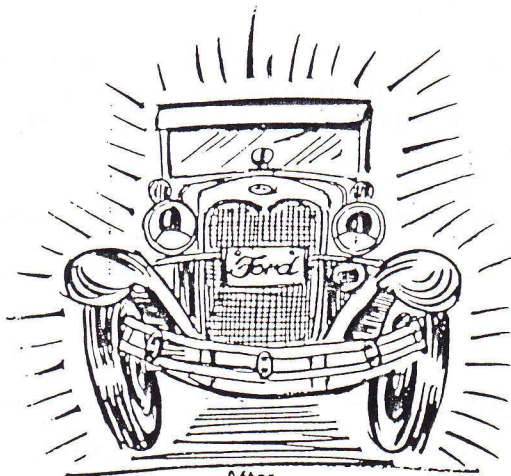
Using the two pieces of I-beam, cut off with saw or torch one side to make "T" iron 4 1/2 inches long. Take discarded pieces from old mount as template and drill two 9/16 mounting holes on each "T" iron. The flat part of iron will be horizontal when mounted on the car.

Step No. 4

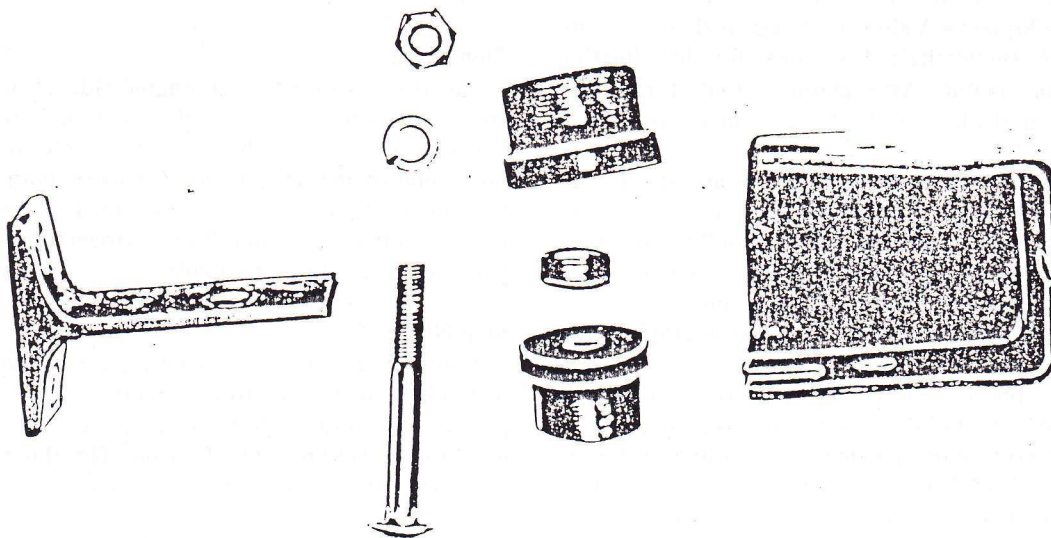
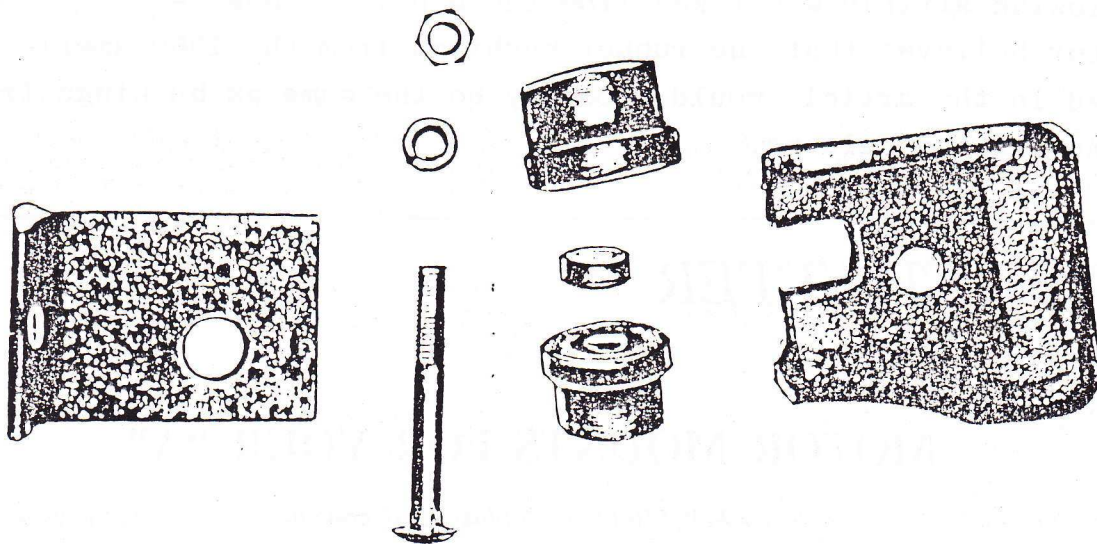
Both "T" iron and modified old mount must be bolted in place on car (this is where it is important to have engine blocked securely in place to assure alignment), then from underneath drill at centermost point of entire unit using a 3/16 drill as a pilot; drill through all three pieces. Next remove "T" iron from engine. After "T" irons are out of the way, enlarge the 3/16-hole in frame mount to 9/16, again drilling from underside of the car. Pilot hole in "T" iron can now be enlarged to 3/4 inch and "T" iron bolted back into position on car engine.



Before



After

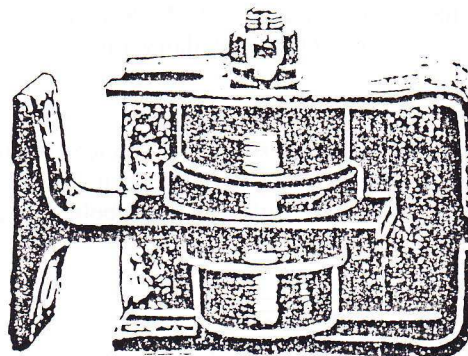


Step No. 5

Now all that is left is to place small 3/4 by 5/16 rubber spacer inside hole in "T" iron, slide rubber doughnuts in place top and bottom. It may be necessary to trim edge of rubber doughnuts to allow clearance for installation (if trimming is necessary, remove same amount from both pieces). The 4-inch bolt may then be pushed through from the top side down with nut and lockwasher easily tightened from underside of car.

Note: We have been using a ground strap from engine to frame as this installation insulates the normal ground and could give trouble if this extra ground strap is not used.

Now, after a short road test, I'm sure you will see why we have strayed a little from originality and found this information worthy of passing on to our fellow members of MARC.



MODEL T HUMOUR:- A man advertised that he would give away his Ford on a certain corner at a certain hour. When he drove up to the corner he found ten driverless Fords standing around.