



# Western Model A News

The Official Newsletter of  
THE MODEL A RESTORERS' CLUB (WESTERN AUSTRALIA BRANCH) INC.

NOVEMBER, 1989

JOIN IN THE FUN ON COOKE'S

## tall timbers tour

With that wonderful introduction to the November Run, how could you possibly want to miss it?

Pack up the cold lunches or BBQ packs and join us by:  
9.15am for 9.30am departure on  
**SUNDAY, NOVEMBER 26, 1989**  
at the SANDRINGHAM HOTEL carpark  
Great Eastern Highway, Belmont.

We have planned a morning tea stop (hopefully ALL together) and then a meander through the tall timbers to a lunch spot where there is (or was when we sussed it out) a huge area for the kids to play footie/cricket, a couple of wood burning BBQs but only a table or two - so better pack your own folding chairs

and tables for a bit of comfort. Toilets are on site and there's a circular bush walk for the enthused! Maps for bush walks are supplied but after the navigational expertise - or lack of it - shown by 99% of members on a recent tour no responsibility of any kind is accepted by the organisers for misplaced kids and the like. Come and enjoy!

See you at the ALL FORD DAY  
Don't forget the Swap Meet

HAVE YOU BOOKED FOR  
CHRISTMAS DINNER?

OFFICE BEARERS: President: JOHN LUCA

Secretary-Treasurer: HELEN SHARP

Vice President: LOUISE READ

Editor: BEVAN SHARP

COPY DEADLINE: by the 7th. of each month to : Palmyra, W.A., 6157

VIEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.) INC.

**Sunday, NOVEMBER 12, 1989**  
**ALL FORD DAY**

Full information in this issue. 'Wall' from STEVE READ, petrol pump and signs from BILL BENNIE, oil bottles and stand from REG BLEWETT. Any other artifacts to enhance our 1930's garage and workshop would be welcome. Vehicles on Leederville Oval well before 9 am please. Car trailers can be stored for the day.

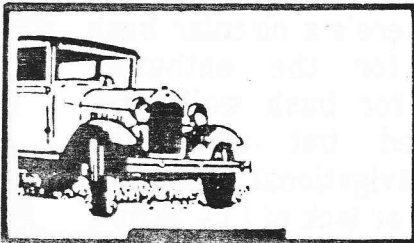
**Saturday, NOVEMBER 18 - 19, 1989**  
**RAC MANDURAH RALLY**  
Weekend rally for Veteran Car Club members.

**Sunday NOVEMBER 26, 1989**  
Cooke's TALL TIMBERS TOUR  
Full information on front page. Organised by MiLaJo Inc.!

**Sunday, DECEMBER 3, 1989**  
**SWAP MEET**  
at Wanneroo Showgrounds  
Please collect ALL your unwanted but saleable items and take to Cooke's, Luca's or Read's before the above date. Enquiries, offers of help, to: LAUREL COOKE

**Friday, DECEMBER 8, 1989**  
**Annual CHRISTMAS DINNER**  
At The Oyster Beds, Riverside Drive, East Fremantle from 7.30 pm at \$26.00 per person (plus any drinks). You can still book for this function in our own room at the restaurant. If you have booked but not yet paid, please remit as soon as possible - Ta.

**Sunday, JANUARY 21, 1990**  
**PICNIC IN THE PARK**  
Meet at 10.30 am at Manners Hill Park,  
corner Keane and Lilla Streets, Peppermint Grove. B.Y.O. picnic lunch.



## THROUGH THE REAR-VIEW MIRROR

**A NOSTALGIC LOOK BACK**  
From 'Western A Model News' - May, 1984

"Interesting to see five 'A's on the run to the camel farm. Bill and Mavis Spencer in their Sports Coupe and Bill and Dorothy Bennie in their Phaeton were on their first club run with newly restored cars. Both were endeavouring to shake out any problems before going to the 8th National Rally at Kiama in a few weeks time.

"Mike and Laurel Cooke had their Tudor out, and hopefully they will be going to Kiama too if pressure of work allows. The Tudor seems to be running perfectly.

"Ross and Alma Letch had their Phaeton out for its second run and Ross has perfected a method of catching the otherwise lost oil from the rear main bearing. The only problem is he hasn't hooked up a pump to pump it back to the sump...

"John and Filomena Luca's Tudor is currently in at Crawfords having its interior decorated and should possibly be on the road for our next meeting."

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"Power and machinery, money and goods, are useful only as they set us free to live. They are but a means to an end." 'My Life and Work' by Henry Ford, 1922.

# MINUTES

of Meeting held at ALCOA, Jarrahdale at 11.15 am on October 22, 1989  
with 22 members and 4 visitors in 8 Model A Fords and 4 moderns.

**Apologies:** Colin & Maxine DAVIDSON, Max & Dora ANNEAR, Alan & Edith JEFFREE, Ross & Alma LETCH, Jim & Nina WILLIAMS, Tony and Rita PARIN, Ron and Gail ANDREWS, Faye LYNCH, Gordon & Janine GODWIN, Ivy McLEAN.

The Minutes of the previous Meeting were read and accepted. Moved: BILL BENNIE. Seconded: KELVIN PEPPER.

**Business Arising:** Brewery Run - on schedule.

All Ford Day. BEVAN SHARP gave an update. STEVE READ and Bevan to erect display soon to check it out. PETER LYNCH, JOHN LUCA and KELVIN PEPPER to help BILL BENNIE to load his petrol pump and display signs. REG BLEWETT to supply oil bottles and stand. All these people to help on the day. The Swan Brewery truck is not available for our display.

**New Members:** NICHOLAS & LINA FERREIRA of Bellevue who have 3 As plus some other vintage vehicles.

**Correspondence:** IN: GEOFF & KATH DAVIES thanking members for condolences. Pam Beggs from State Government re sale of Museum cars. M.A.F.C. (Vic) re National Register. Center Point Towing Service (new member).

OUT: Approaches for Newsletter advertising including Snyders, East Coast Antiques, etc.

**Financial report:** Balances:- Club: \$1,480.42. 1992 Fund: \$2,963.94. Total \$4,444.36 (including Christmas Dinner yet to be paid out) as at October 22, 1989.

**1992 Committee** - Rally Director, BILL BENNIE, gave a report. Bill and STEVE READ to be our delegates at meeting during Bendigo Swap Meet. Video films from W.A. Tourism Commission to be used to make up our own promotional video, with assistance from DARREN JEFFREE, they will also supply posters and a display for Queensland in 1990.

Combined Car Club - no news yet on Customs enquiry.

Moved STEVE READ, Seconded BILL BENNIE and passed that we supply the Victorian Club with members' details for a National Register of Model A owners.

## **Future Run organisers:**

December - no meeting or run.

January - to Peppermint Grove.

February - to Corno.

March - ANGELO & JUDY CALLEJA.

April - KELVIN & KATH PEPPER.

May - JOHN & IVY McLEAN.

June - 10th Anniversary run to be organised by STEVE READ with assistance from BEVAN SHARP and KELVIN PEPPER.

By-laws to be formulated. BEVAN SHARP to make up a list including motions passed at previous meetings - assistance from ANGELO CALLEJA.

**Visitors welcomed:** James & Gay Brown, Nina & Mick Kitchens.

STEVE READ to create the ultimate "Model A Trouble-shooters' Guide". Suggestions made to use the Guide to promote 1992 National and to sell the guide as a fund-raiser.

LOUISE READ gave details of 'Games Night' for fund-raising.

'Bring and Buy' stall to be organised 'North of the river' by LAUREL COOKE around November 19, 1989. ALAN & JUNE SMITH, JOHN & FIL LUCA and KATH PEPPER to assist. Any and all contributions to Cooke's for Northerners and to the Read's for the Southerners.

There being no further business the meeting closed at 12.10 pm.

## The ALCOA Amble

The first arrival at Pioneer Village was a bit early so he lay down on the running board (as is his wont) and read some interstate Club newsletters (available at each meeting from your Secretary). Gradually a few more Model A Fords plus some members in modern motors (mostly devoid of running boards) accumulated and all departed for Jarrahdale. Run organiser BILL COWLIN was a little worried about 'the hills' but after Mount Singleton everything else is 'a doddle'.

All arrived safely at ALCOA, including a few stragglers. The impatient ones consumed lunch while others settled for 'morning tea' - followed by a meeting on the lawn, then followed by lunch. We had a couple on the 'sick list': FAYE LYNCH and GAIL ANDREWS (hope you are both now firing on all four). MELISSA READ was a.k.a. 'Spot' on this occasion as she was recovering from a dose of chicken pox. BEN LUCA was heard asking JOHN McLEAN if he was "a goody or a baddy during the war" and if he "remembered fighting a man with grey hair".

After some confusion with coaches and couriers we eventually continued on a conducted tour of the site. The exercise was really nothing more than a propaganda exercise to promote ALCOA's concern with the environment - green being the 'in' colour - but was interesting nevertheless for those who managed to stay awake!

Back at the base it was time for another cuppa before setting off home after an interesting Run - thanks to BILL and VAL COWLIN. The Quail.

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## The Brewery Bash

OK, so it was another propaganda exercise, this time on behalf of Bond Brewing (or is that Steinlager or Cascade?); however the film was interesting, the tour educational, the drinks welcome and the eminently adequate supper consumed with enjoyment. To top it all off it was a great fund raiser - the simple beauty of the exercise being that (like SALLIE JEWELL's, *nee Madgett Quiz Night*) it was not just our own members putting their hands in their pockets.

Thanks to JIM and NINA WILLIAMS for the idea, planning and running of this successful event.

The sight of all that beer caused JIM WILLIAMS to trip over his tongue a bit during the tour but at least they gave him a glass by around 6.30pm which is a bit past the 5pm whistle.

\* \* \*

As you read through the newsletters of other Model A clubs, and, other marques' and models' monthly magazines and even clubs like stamp collectors or pigeon fanciers, you will regularly note their concern with lack of interest in the club's activities, difficulty in generating participation and even articles titled 'Apathy' - would that ever happen in MARC (WA)?

You gradually come to the, perhaps biased, opinion that our little club is probably one of the most successful in Australia. Other Model A clubs with up to 100 vehicles often battle to get 8 cars along to a rally and just a few people at their meetings.

What is the difference? I believe that it is the fact that we are unashamedly a 'family club' and that we combine our meeting and run so that a night-time meeting is superfluous (which would probably only be attended by a few of the men anyway).

Oh yes, one more reason: the members, like the WILLIAMS (and many others), who are willing to contribute a little effort for the benefit of everyone in our club.



# ALL Ford DAY

Leederville Oval, Sunday, November 12, 1989

The following fifteen vehicles have been promised for our display: '28 Truck (Kelvin Pepper), '28 Phaeton (Mike Cooke), '28 Phaeton (Bill Bennie), '28 Roadster (Steve Read), '28 Roadster (Bill Cowlin), '29 Roadster (Ross Letch), '30 Roadster (Max Annear), '29 Tudor (Bevan Sharp), '28 Phaeton (Frank Fogliani), '29 Phaeton (Peter Lynch), '28 un-restored Roadster (Angelo Calleja), '30 Phaeton (Reg Blewett), '28 Standard Coupe (Phillip Racciua), '28 Phaeton (Ron Andrews), '29 Phaeton (Ray Mahoney).

Volunteers to watch the cars, answer questions and promote the 'Reliable Model A' on the day, include: Steve Read, Peter Lynch, John Luca, Reg Blewett, Alan Jeffree

Many thanks to all the above - please advise of any changes. Also thanks, as always, to Ross Letch for the overall design.

Volunteers have been arranged to help Bill Bennie load (and unload) his petrol pump. We shall need some volunteers on site by 7.30 - 8 am to help erect the wall, position the signs, locate the cars and put up the 'rope baracade'.

ALL vehicles must be on the Oval well before 9 am please.

If you did not see our display at the CCC Classic Car Show come along and see our 1930's-ish garage and workshop.

Queries, comments and offers of help to Bevan on [REDACTED]

*Thursday April 16 to Sunday April 19, 1992*

## FOUR DAYS OF FORDS As

*to remember forever*

Your committee is now very actively laying down the foundations for this major Event. At this stage they are discussing in general terms the wide range of aspects which will constitute the 1992 Meet before making any concrete decisions to ensure a 110% succesful function.

If you have any suggestions or comments on any relevant aspect (or even if you do not think that it is particularly relevant) please advise any committee member before you forget.

First priorities include: an official logo for badges, publicity and so on (being handled by ROSS LETCH), searching for a Patron, future fund raising, deciding on the Meet headquarters and venue, promotion to attract a good field of entrants, etc...

The Western Australian Tourism Commission will be of assistance in promotion and a contact has been made for possible major sponsorship.

An update report will be made during the Bendigo Swap Meet and contact has been made with Brisbane for promotion of 'Perth, 1992' during their 1990 Meet.

## V.C.C AUTOJUMBLE

Having loaded the trailer the previous day, with the help of Alan Jeffree, we set off at 7am on Sunday for the V.C.C. Autojumble. We arrived just before 7.30 to find a queue waiting to get in, we were directed to our bay and barely had time to unpack and set up the tressles before the crowds descended. We had already sold a lot of parts before the gates officially opened at 9am.

The mountain of parts dwindled at a steady rate with one customer paying \$200 for an assortment of generators and starter motors after some horse-trading with our President.

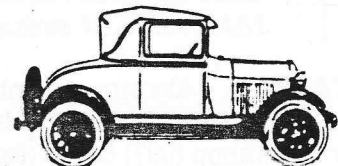
A steady stream of club members came to talk and help out or leave Model A parts for safe-keeping while they went off in search of more treasures.

By 1.00 pm the crowds were thinning out so a bit of high-pressure selling was done. The last few items were donated to the V.C.C. and we were left with an empty trailer and \$740 in Gail's cash box!

There were quite a few Model A parts for sale but a lot went home again due to the owners over-pricing them. There was a Rough Red Tourer with a 'For Sale' sign - the owner was evidently willing to 'take a Chev as trade-in' but we are not sure if he actually had any takers!

One sad note was the disappearance of an illuminated trafficator arm [authentic Model A?] from our stock which evidently went to a new home in Greenwood - you can fix us up at the next meeting Ross.

Thanks to all the members who donated parts and helped out on the day; more welcome funds for the 1992 Fund. *Ron Andrews.*





*Are you confused by your Model A's electrics?*  
**AUTO ELECTRICS MADE EASY**  
*the simple explanation in two minutes!*

First of all, forget all that nonsense about magnetic fields and the flow of electrons along conductors, because it is just that: NONSENSE! It is a myth put about by auto electricians to support their lavish life-style at your expense, and mine.

The reality becomes so startlingly obvious when you think about it. The reality is: SMOKE!! Smoke makes all the electrical bits function. If smoke escapes, the component stops working.

Do you want proof? Well, the last time you had to grovel under your car to replace the starter motor, didn't it give out smoke before it ceased to work? Of course it did...

The loom of your car carries smoke from one device to another, pumped around the system from the generator, from whence it commenced its journey. When a part of the loom springs a leak and lets the smoke out, everything stops. The starter motor requires a lot of smoke to work properly so it has a very thick bit of loom to carry the smoke.

The battery stores lots of smoke dissolved in the battery acid. That's why it was once called an accumulator - until it became obvious that we unwashed home mechanics could twig the secret. Naturally, if you try to dissolve too much smoke in your battery it escapes through those little holes in the caps. This explains why those new-fangled batteries with sealed tops explode when they get too much smoke in them.

Finally, Joseph Lucas and his wrongly-sullied reputation. Why was he so maligned? Why are Lucas components considered much more likely to leak smoke than, say, Bosch or Delco-Remy? The answer is simple: Lucas is British and British things always leak. British engines leak oil, British sports cars leak rain, British hydrolastic units leak fluid and British Governments leak military secrets. So, naturally, British electrical components leak smoke.. Q.E.D.

*Stolen from: Queensland Model A Ford Club via South Australia's 'Model A Torque'.*

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## ... Notebook ...

**NEW MEMBERS** - NICHOLAS & LINA FERREIRA of [REDACTED] Bellvue, 6056 [REDACTED], who have a 1930 Tourer in need of paint and trim, plus a 1928 Tourer and a 1930 4-door needing full restoration. Plus: a '32 Tourer, '32 Sedan, '34 Tourer, '35 Coupe and two '34 Roadsters.

**RESIGNATION** - IAN & SHARON LAWSON.

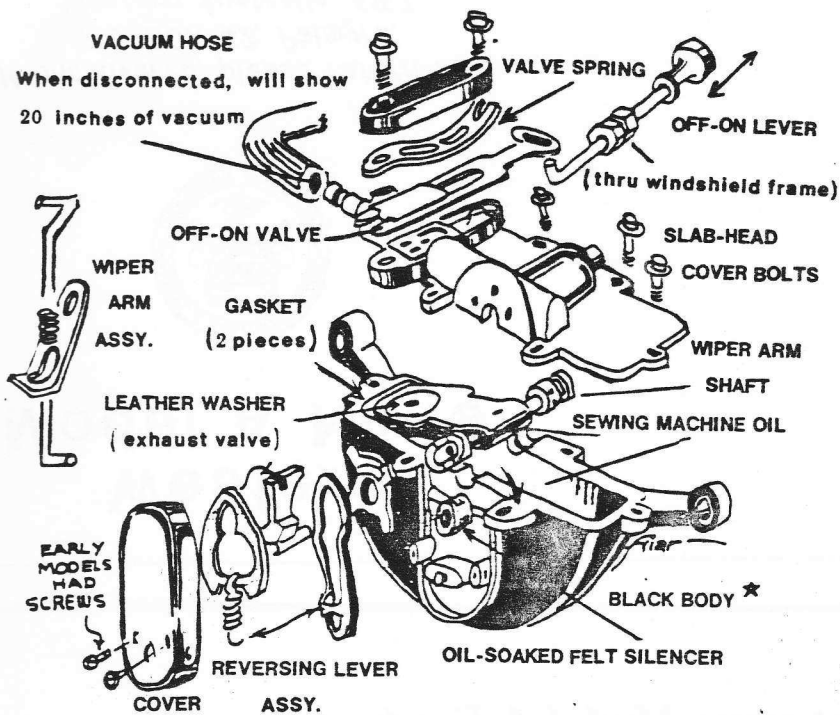
**CONDOLENCES** - to the DAVIES family on the recent sad loss of their daughter-in-law, and to new member ELDRED SAW on the passing of his wife Margaret.

**CAN YOU HELP?** - Please advise if you know where I can beg, borrow, rent, hire (steal?) a car trailer to convey my Tudor to Brisbane for the National Meet next Easter, many thanks - Bevan, [REDACTED]

**WANTED** - STEVE READ requires a R.H. trumpet housing (AR) and 6 dog bone halves - [REDACTED]  
other States please copy | KELVIN PEPPER is seeking one Roadster right rear mudguard - [REDACTED]  
ANGELO CALLEJA would like wheels for his '28 AR Roadster - [REDACTED]  
BILL BENNIE requires engine and brake parts for his 1930 Roadster - [REDACTED]  
MAX JENKIN seeks a rear tub, left rear door & windscreen for his '28 Phaeton - [REDACTED]

**INVITATION** - Country members JOHN & MARGARET TEALE in Busselton advise that their '28 Utility ('Edsel Henry') is slowly but surely taking shape. Club members are welcome to call at their farm or workshop [REDACTED] (farm), [REDACTED] (workshop).

**CHANGE OF ADDRESS** - BILL & MAVIS SPENCER: [REDACTED] Busselton, 6280. [REDACTED]



MODEL A FORD WINDSHIELD WIPER

## VACUUM WINDSHIELD WIPERS

By Bill Friar and Paul Moller  
Drawing by Bill Friar

As Trico no longer manufactures windshield wiper motors for the Model "A" Ford, it might need some attention before it fails. In addition, we will offer some suggestions if it should fail to function at all.

As manifold vacuum from the engine is the source of power for the wiper motor, this should be checked. The hose connection at the wiper motor can be pulled off with the engine running to check for suction at the hose end. A vacuum gauge will give a positive reading of vacuum, not only at the manifold connection, but at the wiper hose connection. These should be equal. If a low reading is found at the wiper connection, check for collapsed rubber hose or loose couplings between the copper tubing and the rubber hose. A vacuum gauge is not expensive and has so many other uses, there is no good reason not to have one on hand.

If the wiper functions sluggishly on the vehicle, remove the hose at the wiper connection, turn the wiper blade by hand until it is straight up and down or about halfway in its stroke. Squirt some WD-40 or similar lubricant such as a light oil, into the hose connection of the wiper motor. Turn the blade to the right to suck the lubricant into the wiper motor. Work the blade back and forth a few strokes. Repeat the lubrication a few times until the lube is well worked in. This treatment might be worthwhile even if the wiper is working very well.

If this doesn't restore full performance, the paddle inside the wiper motor may be loaded with hardened grease. The slab headed screws that hold the cover to the wiper motor body may be removed with pliers, a small crescent wrench or nose pliers. Lift the cover off with care to avoid damage to the gasket as replacement parts are no longer sold generally.

Remove the old grease from the paddle edges and add a film of vaseline as a lubricant and to help seal the edges against leakage.

Remove the little oval shaped cover at the rear of the wiper motor. The cover may snap in place or have a pair of screws to retain it. The reversing mechanism is inside. If the plastic yoke is broken or badly worn where one end of the little coil spring hooks on, the motor won't work. Parts might be taken from a spare wiper motor.

There are air passages in the wiper motor cover. These can be cleaned with air pressure or WD-40 pressure. The leather washer found on the paddle should seat tightly around its edges.

If the on-off valve is dismantled, make notes of the positions of the parts in the assembly to insure correct reassembly. This valve can be used to vary the speed of the wiper blade by pulling it in or out slowly until the desired speed is reached.

A working wiper can be used as an economy gauge. If the engine of the vehicle is accelerated, the manifold vacuum drops. Naturally, the wiper motor will slow down or stop. A vacuum gauge would indicate a sharp drop in vacuum from the manifold. As best gas economy is had when vacuum is high, as at a steady speed, you can judge manifold vacuum by watching the wiper action.

The majority of wiper motors were painted black. Some models of the Model "A" Ford had chrome-plated wiper motor housings.

Drawing by Bill Friar.





If undelivered, please return to:  
Palmyra, Western Australia, 6157



Western  
Model A News

*Protect your Model A Ford*  
call your local insurance expert for all veteran & vintage vehicles:

ERIC WADDINGTON - 291 7749  
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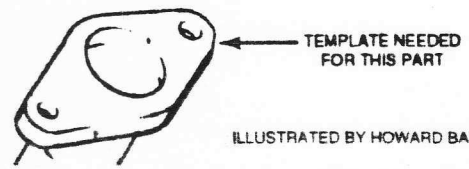
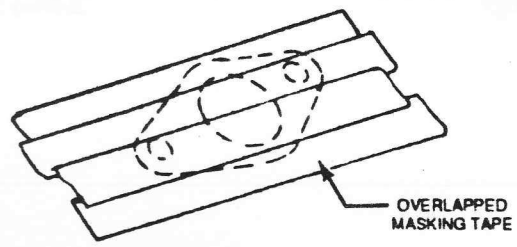
SHANNON'S



Classic Car Insurance

# Tiny Tips

When in need of a template for a part to be reproduced or for use as a pattern for a gasket, try overlapping strips of masking tape across the part. Press the tape to indent it at the edges and holes in the part. The tape stays put on the part and also on the new part as you drill or cut it.  
**Vernon Boyd, Ft. Worth Model A Ford Club**

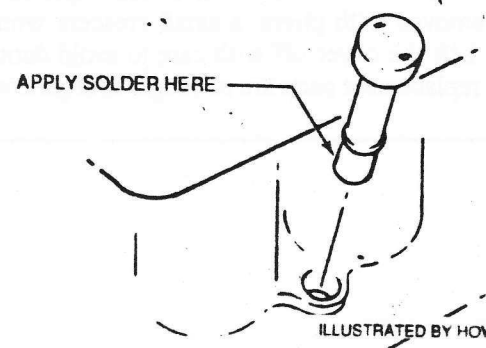


ILLUSTRATED BY HOWARD BARNES

From MAFCA'S 'The Restorer'

A source of an annoying oil leak can be cured with no money outlay and a very brief period of your time. Sometimes the oil filler pipe will fit into the block very loosely from years of being bashed about. Remove the pipe, clean the portion that goes into the engine, and apply a coating of solder. This may be done with a large soldering iron or a propane torch (whichever you own or can borrow). Tap the pipe back into the engine block and presto... no more leaks from there at least.

**Bill Shedden, Scarborough, Ontario, Canada**



ILLUSTRATED BY HOWARD BARNES