



# Western Model A News

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

FEBRUARY, 1990



The 1990 REGISTER OF MEMBERS AND VEHICLES has been compiled and printed from limited information received, plus some detective work. Please advise of any errors to ensure accuracy. There is space on the back of the Register for future additions - three of which are in the 'Notebook' in this issue.

**NEXT MEETING/RUN**  
Ley Street, Como, BYO breakfast barbecue at 7am

OFFICE BEARERS: President: JOHN LUCA [REDACTED] Secretary-Treasurer: HELEN SHARP [REDACTED]  
Vice President: LOUISE READ [REDACTED] Editor: BEVAN SHARP [REDACTED]

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

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

**Saturday, FEBRUARY 17, 1990**  
Big Al's Poker Run starts in Fremantle at 4pm

**Sunday, FEBRUARY 18, 1990**  
Annual B.Y.O. Breakfast Barbecue ('champers & snaggers?')  
Meet at 7am in park at Ley Street, Como

**March 3, 4 and 5, 1990**  
Boyanup Weekend - Meet at Pioneer Village at 9.45am  
for 10.00am departure. B.Y.O. lunch to eat on the way.

**Sunday, MARCH 25, 1990**  
Meet at 9.15am at corner of Waverley Street and Alexander Drive,  
Dianella (Dianella Hotel) for 9.30am departure. Morning tea stop  
then on to Lake Leschenaultia. Entry fee: \$3 per car. Electric BBQ's  
(take .20c). Swimming facilities - ANGELO & JUDY CALLEJA.

**Sunday, April 1, 1990**  
Toodyay Moondine Festival - we have been invited again.

**EASTER - APRIL 13 - 16, 1990**  
National Meet in Brisbane or:  
Run to Fonty's Pool organised by ALAN & EDITH JEFFREE.

**MAY, 1990: (KELVIN & KATH PEPPER). JUNE, 1990: 10th Anniversary**  
- STEVE READ to co-ordinate. **JULY, 1990: (COLIN & MAXINE**  
**DAVIDSON). AUGUST: A.G.M. SEPTEMBER 29 to OCTOBER 1,**  
**1990: Long weekend Run to Busselton (JOHN & IVY McLEAN).**



## CONCESSIONALLY LICENCED MOTOR VEHICLES

Members of approved Clubs formed for the purpose of restoring and collecting Veteran, Vintage, Post Vintage or Invitation vehicles or cycles may be exempt from paying normal licence fee. Our File No is: 81/572.

The vehicle can be inspected by either a Police Vehicle Examiner or a certificate certifying road worthiness produced by the Club. Plus a letter stating that the owner is a financial member of an approved club.

The vehicle is licenced CLASS B:

- a) Licence to be carried in the vehicle at all times.
- b) Daylight use only.

(If night time use is required you can get an exemption on this restriction by having the vehicle inspected at any vehicle examination centre. They will check: headlights, tail light, stop light and reflectors plus general road worthiness. If the vehicle is already on Full licence and you want to transfer to Concessional they may waive the inspection.)

- c) Not transferable without prior Police approval.
- d) Vehicle to be used only in connection with club events or for road testing only.
- e) Plate reading 'Vintage' (in our case) to be affixed above the regulation number plate.

Licence: nil. Recording Fee: \$10.90. 3rd Party Insurance: \$11.05. Plate Fee: \$9.00. No Stamp Duty.

Any vehicle which is used on roads for other than club events would be excluded from any concession.

During research for this information it was pointed out that while it was the law that a driver must always signal intention to turn, etc, the use of indicators could not be imposed on vintage cars. However, if the vehicle was involved in an accident and the other driver claimed that there was no signal of intention then it could pose a big problem for the driver of the vintage car.

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## MINUTES

of Meeting held at Peppermint Grove on January 21, 1990  
with 41 members (plus kids and 5 visitors) who arrived in 13 Model A-s plus a few moderns.

The Meeting opened at 11.50am. Apologies from: COOKES, PEPPERS, EASTOUGHES,

The President welcomed visitors: Andre and Martin Dawson, Joe Wojdylo, Charles Moir and Jermaine Wringe.

New member CHRIS WRINGE was introduced and welcomed by the members.

The Minutes of the previous Meeting were read and accepted, Moved by DORA ANNEAR, Seconded by BILL BENNIE.

**Business Arising:** Boyanup Run - ALAN JEFFREE organising, meet at Pioneer Village (details in Newsletter) also run to Fonty's Pool, ALAN will contact those going (Andrews, Jeffrees, Letchs, Lucas, Davidsons) to make arrangements. Sale of parts at RICHARDS - JIM WILLIAMS thanked members for orderly co-operation and advised that they will have another opportunity on February 4, 1990 from 9am. By-Laws - members to consider as listed in December Newsletter. San Diego Nationals Trophy - MAX ANNEAR to advise next meeting. Taxation - JOHN McLEAN reported on tax liabilities for non-profit clubs. The meeting unanimously decided not to persue the matter.

**Financial Report:** the Secretary/Treasurer reported the following balances: Club: \$1,092.32. 1992 Fund: \$4,872.73 (inc. \$4,400.00 invested). Total: \$5,965.05.

**Correspondence** read out from: Classic Car Show in Geelong, re-joined member GEOFF INGRAM, MARC (NSW), Toodyay-Moondyne Festival. C.C.C. re Concessional Licence and application from Paul & Leigh Smith of Auckland, New Zealand who wish to join our Club to receive our Newsletter.

Toodyay-Moondyne Festival - Secretary to advise that at least three cars will attend (BENNIES, SMITHS, LYNCHS).

**Concessional Licence** - After discussion it was Proposed STEVE READ, Seconded BILL BENNIE and passed by the Meeting that all vehicles on Concessional Licence must display a C.C.C. sticker on their windscreen. Vehicle examiner REG BLEWETT to advise BILL BENNIE of the number required who will then collect them (at .50c each) at the next C.C.C. Meeting. Details of legal requirements and restrictions to be printed in next newsletter.

**Membership** - BEVAN SHARP distributed updated 1990 Membership and Vehicle Register and advised that membership in 86/87 was 52 members with 78 cars, 88/89 had 48 members with 73 cars and that we now had 55 members with 86 cars.

REG BLEWETT advised that TOM EASTOUGH now had his car 'on the road'.

MAX ANNEAR read an article from MARC's 'Model A News' re reference to use of the term 'AR'.

**Copper Head Gaskets** - Proposed STEVE READ and passed by the meeting that we order 50 head gaskets from the N.S.W. club at \$15 each (plus freight). Individual orders to the Secretary.

The President suggested that, like other Australian Clubs, thought be given to a Club project for a Model A part - such as an air cleaner or oil filter. STEVE READ advised manufacture of a leather water pump cover was well in hand. Another suggestion was for head lamp covers.

1992 Meet Report given by BILL BENNIE: 300 beds booked at Noalimba, brochure designed, Neil Phillips in S.A. writing with details of official approach to Australian National Railways.

PETER LYNCH suggested arrangements be made for Club members to look over Noalimba - possibly after Como Run.

It was suggested that we hold another Quiz Night as soon as we could find a willing organiser.

JACK BARRIE advised that Instant 'Scratch & Match' tickets could be obtained as a prize. Enquiries to be made.

It was resolved that the September Run be over the long weekend of September 29 to October 1, 1990 to be organised by JOHN & IVY McLEAN to Busselton. KELVIN & KATH PEPPER to now organise the May Run.

The Secretary advised members that we had not received any response to our letter to the Model A Club in Britain after six months and that we were still sending them our Newsletter. It was decided that we continue to send the Newsletter for a while longer. STEVE READ to write to the U.K.

JACK BARRIE advised that he was still seeking a '29 right front mudguard and a radiator surround.

RON ANDREWS reported on the 1990 Poker Run - Andrews, Godwins, Lucas and Jeffrees may participate.

Their being no further business the Meeting closed at 1.10pm.

# "HE WHO WAS LAUGHED AT LAST MAY LIVE TO LAUGH AGAIN"

*("He laughs best who laughs last",  
ironically from 'Three Men In A Boat' by Jerome K. Jerome!")*

Whilst not even miffed or 'muffled' one bit by the great "Bendigo Stitch" recently perpetrated on an innocent 'exhausted' traveller, the question arises as to the intent and behaviour of the perpetrators of this cunningly conceived plot!

Was it the fear of photographic revelations of a visit to a South Australian premises suspected of being a 'knocker shop' but which turned out to be an antique shop with a 'please ring the bell' sign on the door - no 'knocking' was required.

One thing is certain, the stone-hearted maidens guarding the door were in good company! B.B.



*While Colin was with the girl with a bowl -  
was Steve checking out the the others 'cup' size?*

## "Watch The Fords Go By"

The Quail Tale



In case you missed it, Ron Andrews located this fascinating clipping which will bring you up to date.

Born in a plain farmhouse on July 30, 1863, Henry Ford's attempts at business resulted in several bankruptcies but his tenacity triumphed and he owned the world's largest privately-owned organisation with interests from forests to mines, aircraft to ships with one common goal: to manufacture more automobiles...

Melbourne: Wednesday, April 9, 1947

## HENRY FORD DEAD



MAN WHO ROSE from mechanic to multi-millionaire car manufacturer. Below: Henry Ford and his wife sitting in his first machine. It is an 1896 model and at the time the picture was taken was being prepared for the Automobile Golden Jubilee celebration of 1946. Standing behind is Henry Ford II, their grandson.

### Made 31 Million Automobiles

**D**ETROIT, Tuesday, AAP. — Henry Ford I, died without warning from cerebral haemorrhage today. He was 83.

He was in excellent health when he returned last week from the Ford estate in Georgia.

Floods had disabled the lighting system at the Ford home and the world's wealthiest man died in a room lit only by candles and kerosene lamps.

A few hours before he died he toured one of the company's plants investigating damage caused by the storm at the weekend.

Later he told his wife he felt unwell. He died half an hour afterwards.

Henry Ford, founder of the great industrial empire designed to bring motor cars to every family, retired about 18 months ago from active work, and was succeeded by his grandson, Henry Ford II.

But he was still keenly interested in the company, and had planned a 50-mile drive today to visit outlying plants.

The father of mass production, he had manufactured more than 31 million vehicles since 1903, and once refused an offer of 1000 million dollars (£333 million) for his assets.

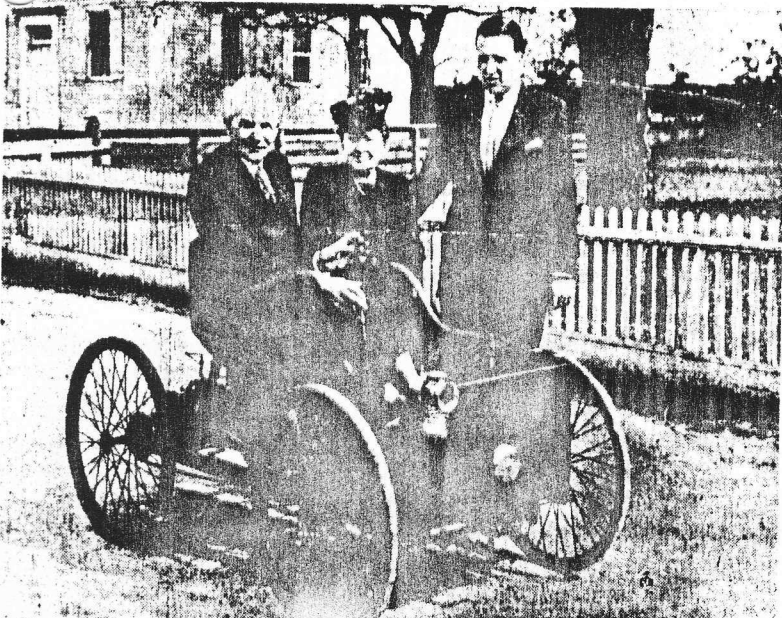
Valuation of the company's assets on December 31 was £250,000,000.

His widow, Clara Bryant Ford, whom he married in 1888, and four grandchildren are the only immediate members of his family surviving.

One of the greatest problems confronting 29-year-old Henry Ford II, who assumed the leadership of the world's greatest family-owned industry in September, 1945, will be payment of his grandfather's death taxes.

Young Ford, who has lately reorganised the business, and cut car prices, aims at production of two million vehicles a year.

All Ford Company operations throughout the world will be suspended on Thursday.



### WHEN IS AN 'AR' NOT AN 'AR'?

In the November/December, 1989 issue of the 'Model A News' published by M.A.R.C. (U.S.A.) a club officially asked: '...what AR in the early 1928 Model 'A' stands for.'

The answer from Roger Kauffman (Chief Judge and Chairman of the Judging Standards Committee) was as follows:

'All Model 'A' parts have a Ford designated part number for reference when ordering or repairing them. For example, an A-2211-A part number is for a 1928 rear brake backing plate. If, for some reason, this part underwent any changes after it was released for service, this new replacement part was given the same number for simplicity; however the letter R was added at the end of the part number to show that it was a replacement part. Therefore, the replacement 1928 brake backing plate number was now A-2211-AR. Since the early 1928 parts went through the most changes first, the 'AR' lingo was applied to early 1928 parts that were changed. There were also part numbers that ended with the letters B, C, D and E, so there are BR, CR, DR, ER parts with the R meaning replacement. This fact is evident when looking through an original Model 'A' parts price list.

If someone told me they had an 'AR' Model 'A' I would take that to mean they had any year Model 'A' that has had all its parts replaced.'

Now then, that should start some discussion - especially from all those owners who insist that they have an 'AR Model A'. Let's hear your comments...

# YOU AND YOUR MODEL A FORD

## DIFFERENTIAL RATIOS

First one was 3.70 to 1 - with 10 teeth on the pinion and 37 on the ring gear.

In May, 1928 the ratio was changed to 3.78 to 1 - with 9 teeth on the pinion and 34 on the ring gear.

The optional 'Mountain Axle' ratio is 4.111 to 1 - with 9 teeth on the pinion and 37 on the ring gear.

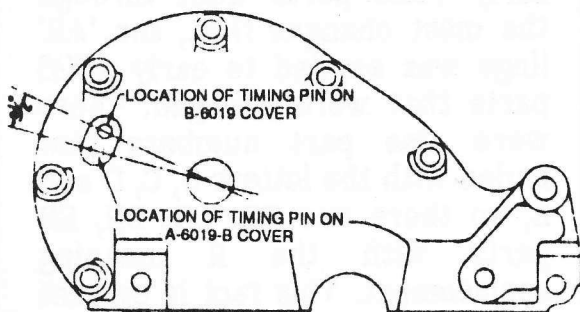
A post-production high speed ratio of 3.54 to 1 - with 11 teeth on the pinion and 39 on the ring gear was available.

## ENGINE NUMBERS

The latest Model A engine number is: 4,849,340 (got that one Kelvin?).

## TIMING OUT?

Having trouble getting your timing right after all the obvious checks? Check that the slots in the ends of the distributor shaft and oil pump drive gear are properly mated and not worn - also, if installed improperly you can be 180 degrees off! Also check that you do not have a Model B timing gear cover as the timing mark can be 5-6 teeth off. A Model B cover has a large oval raised area into which the timing pin is threaded; the Model A cover just has a round raised area.



A collection of tips:

## USES FOR VALVE GRINDING PASTE

John Trumbo in California suggests using valve grinding compound to: clean up and free the venturi in your Zenith carburettor, free sticky butterfly shafts, take pits and scores out of the needle adjustment seat and to clean up the ignition points without removing them. Make very sure to thoroughly clean all parts afterwards.

## MAKE A DRIFT PUNCH

Jim Langley of Georgia uses old valve stems with the top cut off as a drift punch. The mushroom bottom end makes an ideal head for the punch.



## PAPER CLIP ENGINEERING

Jerry Gambs of Pennsylvania has found that a standard No 1 paper clip has a diameter of .036 - so, if you can't find your gauge when you want to gap the plugs, grab a paper clip...

## SOCKET WILL NOT FIT?

Art Judson in California had trouble torquing the front and center main bearing bolts on his Model A as the square heads of the bolts would not accept a standard hexagonal socket. He says that a metric 16mm socket on the torque wrench does the job.

## LOST A BENDIX BOLT?

Wondering how to get that rogue broken or dropped out starter bendix bolt from the bottom of your flywheel housing? Alex Lewis of 'Heart of America' suggests: remove the starter motor and put a big blob of sticky wheel bearing grease on the flywheel. Crank the engine over and when the grease comes back to the starter hole it should have picked up the bolt. Clean off the grease, replace starter motor and off you go...

## POLISH YOUR EXHAUST

Is your exhaust manifold looking the worse for wear and paint is useless in bringing it back to looking like new? Dennis Doeinck in Long Island uses the kind of polish they use for pot belly stoves and says: "it works great."

## HARD TO STEER?

The front axle was designed to carry the weight of the car on the two thrust bearings located near the top of the king pins. Some cars are carrying the weight at the point where the bottom of the axle contacts the lower lug of the spindle. At this point there is a cup washer and felt seal. This will make the car very hard to steer.

Jim Rainey in Tennessee says that an easy way to test if the thrust bearings are carrying the load is to try to rotate them by hand with the car sitting on the ground. If you can rotate them they are not carrying any load.

He says that sometimes the thin shims sent with king pins and bushings are not enough. A thicker shim can be made from an old cup washer that is located at the bottom of the axle - with the lip ground off. After some trial and error you will find the correct amount of shims to make the spindle fit right and the weight of the car can ride on the thrust bearings.

# ... Notebook ...

**CONGRATULATIONS ALAN DUNS** on winning Concours at Bridgetown Show with his AA Truck.

**FOR SALE - PETROL TANK.** For '28/'29. Small hole about 75x25mm and a little rust in the bottom but no dents. \$25 from Frank Cocks 364 1023.

**CONGRATULATIONS** to AMANDA LETCH on her recent engagement to Darren Joiner.

**WELCOME BACK** to GEOFF INGRAM of Dampier who has rejoined our ranks. He has a resurgence of enthusiasm on his restoration although still does not have a body (for the car that is!). His Model A had the usual 'ute treatment' so he only has from the front doors forward. Anyone know of a body? I think he is after a Tudor (that right Geoff?).

**WELCOME TO NEW MEMBER - CHRIS WRINGE** of [REDACTED] Lesmurdie, 6076.

**WELCOME** to our first International member: Paul & Leigh Smith, [REDACTED] Glenfield, Auckland, New Zealand: '30 Roadster (restored 1983), 1930 Town Sedan (rebuilt 1979), '30 AA Truck (rebuilt from bits 1981), '30 Special Delivery (to be built 1990), '30 Pickup, '30 Town Sedan (not reg.).

**Also:** ROSS CHAMBERLAIN of [REDACTED] Shelley, 6155 [REDACTED] with a '30 Truck\* and a '30 Phaeton for your new Register. So, that's now 58 members with 88 Model A-s (plus New Zealand!).

**ENGINE ENAMEL** - Authentic colour. 500ml for \$15, plus freight, from Keith Rawson [REDACTED] or MAFC (SA) [REDACTED] Tynte Street, North Adelaide, SA, 5006.

**ALUMINIUM CANS** - The drive continues - we now have over \$200 in just six months from this source so keep 'em coming in...

**LONDON TO PEKING BY MODEL A** - Several members met Don Saunders and Cathy Tidwell as they drove through Perth in his Fordor last year while participating in The London to Sydney Vintage Car Endurance Trial. We have just heard from them as they relaxed in Tahiti that they are taking the Model A on the 'London to Peking' Rally which starts this April and finishes in June - we will keep you posted if we hear any progress.

**NAME BADGES** - Members without a Club name badge can order from Secretary Helen. Please advise NOW (at \$6 each) as an order will be placed immediately after the next meeting.

**AROUND AUSTRALIA** Celebrating 70 Years of Model A Ford. Michael Livingstone (NSW) and Neil Phillips (SA) are organising this epic event of a leisurely drive around Australia from May to October during 1998. They have compiled what can only be described as a 'Prospectus' with a map and even a daily schedule from May 15, 1998 in Geelong to return there on October 4, 1998. There is even a schedule to save the anticipated \$24,000 (in 1998 dollars) required for the trip. Contact: Neil Phillips at: [REDACTED] Colonel Light Gardens, SA, 5041.

**1992 NATIONAL MEET** - Your Committee is still meeting regularly. They are pleased and proud to advise that Sir Charles Court, AK, KCMG, OBE has very kindly consented to be our Patron. They have a brochure designed, ready to be printed and a promotional video in production.

**RESTORATION STOPPED?** If you need a goal to urge you on to restore that Model A you have been putting off - this is it: Easter, 1992. You have just 26 MONTHS so: Go to it....



*Henry said:*

"Law never does anything constructive."

"We may help the Government;  
the Government cannot help us."

*"My Life and Work", Henry Ford, 1922*

## THREE MORE AGES OF MAN

1. Tri-Weekly.
2. Try Weekly.
3. Try Weakly.



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Western  
Model A News

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*Club member Nicholas Ferreira's*

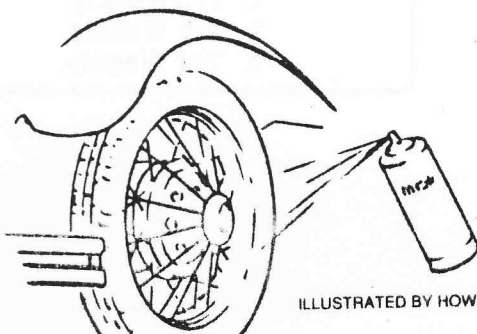
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## Tiny Tips

If you are tired of trying to reach through the spokes of your wheels to scrub them clean, or don't have a spoke brush handy, try this simple idea: use foamy-type bathtub cleaner on them. Just spray on the foam, let it stay for a couple of minutes, then hose it off. No muss or fuss and no scrubbing, just clean shiny wheels.

**Sondra Carlton, Dallas Model A Ford Club**



ILLUSTRATED BY HOWARD BARNES

When setting the charging rate on your generator and you don't have an "assistant" to stay in the car and tell you what the ammeter reads, try this simple technique: wire a spare "A" ammeter with two alligator clip wires. Hook one on the lead out of the generator and the other to the hot wire on the starter switch. With the motor running you can test the output against the ammeter and set the rate up or down. Don't ground one of the leads, just use the starter cable or you won't get results. This saves an extra pair of hands to stay in the car and tell you what the charging rate is. As a reminder, to increase the charging rate move the movable brush in the direction of rotation; to decrease the charging rate move the brush in opposite direction. Use a 1 foot length of 1/2" wooden dowel to move the brush which eliminates any possibility of sparks occurring.

**Eric Lynd, Islington, Ontario, Canada**

