



Western Model A News

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

Year XI Number V

DECEMBER, 1990

Things are happening...

THEY ARE STILL TRYING TO TAKE AWAY YOUR MODEL A.

'The Weekend Australian' of November 24-25, 1990, reported that the Canberra-based Federal Chamber of Automotive Industries has proposed: "refusal of registration to older vehicles which do not incorporate the basic safety components of seat belts, twin braking systems and collapsible steering, or a basic form of exhaust emission control."

This body has an ulterior motive in promoting the sale of new cars and are concerned that the average age of the 8 million vehicles on Australian roads is 13 years. The trouble is that you never know who the government will listen to and subsequently pass laws which could potentially totally ruin your hobby and investment.

ALUMINIUM CANS

We have raised a total of \$347.35 through this source so keep 'em coming folks. Save all those cans from Christmas and New Year drinks and get them to the Sharps (cans preferably crushed flat on end).

DECEMBER DIALOGUE

CLASSIC CAR SHOW

We have decided to have a Model A display at the Combined Car Club's Classic Car Show which will be held at the Burswood Superdome on February 16 & 17, 1991. We need YOUR Model A so please advise soon if you can offer your vehicle for this weekend. DARREN JEFFREE has kindly offered his unrestored Model A so we can show a 'before-and-after' display.

TITAN FORD DISPLAY

Please contact Bevan on 339 4082 if you can offer your Model A to go on display at Titan Ford's showroom at 192 Leach Highway, Melville from 8am to 1pm on Saturday, December 8, 1990 - see Minutes and Calendar.

MODEL A PARTS BUY AND SWAP

This event will be held at the Sharp's residence at 16 Irwin Street, East Fremantle on Saturday morning December 8, 1990 from 9am to 2pm. Bring along any excess Model A bits you may wish to sell or exchange for a part you are seeking. Don't just horde bits you may never use - someone else may be searching for that same part. Morning tea will be supplied.

Saturday, DECEMBER 8, 1990 could be a busy day
Titan Ford Display - BUY / SELL / SWAP PARTS MEET - Christmas Dinner
(see Calendar for details)

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

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

**SATURDAY, DECEMBER 8, 1990 - THREE EVENTS!!
DISPLAY AT TITAN FORD**

Assemble vehicles at Titan Ford's showroom at 192 Leach Highway, Melville from 8am. This is to promote their Service Department and to raise money in conjunction with Lions International to send a very sick child overseas for an expensive but life-saving operation. Event opens at 9am and closes at 1pm. Please ring BEVAN SHARP now on [REDACTED] if you can offer your Model A for the morning.

CLUB MODEL A PARTS BUY / SELL / SWAP

December 8, 1990 - 16 Irwin Street, East Fremantle 9am - 2pm. While the cars are on display at Titan Ford there will be an opportunity for you to bring along all those excess Model A bits you have at home and to offer them to fellow Club members who may find more use for them. Parts donated by Rod McMullin from the Busselton auction will be available. Morning tea will be offered.

CHRISTMAS DINNER

Freeway Hotel, Mill Point Road, South Perth at 7pm.

SUNDAY, JANUARY 20, 1991

Picnic in the Park at Manners Hill Park, corner Keane and Lilla Streets, Peppermint Grove at 10.30am. BYO picnic lunch.

SUNDAY, FEBRUARY 16 and 17, 1991

Combined Car Club's Annual CLASSIC CAR SHOW at Burswood Superdome - please phone BEVAN SHARP now on [REDACTED] if your Model A can go on display for this weekend. Come on guys, lets put together a solid display.

SUNDAY FEBRUARY 24, 1991 - please note change of date.
Annual Breakfast Barbecue at Ley Street Park, Como at 7am

MARCH LONG-WEEKEND - Yet to be finalised.

APRIL - Easter at Leeman organised by the JEFFREE family.

SUNDAY, MAY 5, 1991

10th Anniversary Run
Re-creation of the same very first outing by your club in May, 1981.

MAY 25/26, 1991 - Stay at Noalimba to test facilities - to be confirmed.



**Merry
Christmas**
and best wishes for 1991
to all members, family and friends
of M.A.R.C. (W.A.) throughout
Western Australia, South Australia
and New Zealand.

Best wishes also to other Model A
Clubs in Australia and New Zealand
and to our readers in the United
States of America and Great Britain.



MINUTES

of Meeting held at Dizzy Lamb Park on November 25, 1990
with 23 members, 4 children, 3 visitors in 8 Model A-s and 4 moderns.

In the absence of President LOHN LUCA, Vice-President LOUISE READ opened the Meeting at 1.40pm and welcomed visitors Gail and Jasmine Bukey and Frank Raccuia.

Apologies from families: WILLIAMS, McLEAN, SMITH, CALLEJA, LUCA, ANDREWS, GODWIN and two who participated in the run but could not stay: COOKE and LYNCH.

HELEN SHARP read minutes of previous meeting, moved BILL BENNIE, seconded ALMA LETCH and passed.

Business Arising: GEOFF DAVIES pointed out that the Model A radiator from Perth Radiator Supplies was actually \$350 and not \$250 as previously advised. BILL BENNIE reported that our Report for the Bendigo Delegate's Meeting had been sent via Neil Phillips and was apparently well received. Neil advised that he had bookings for 90 people and 50 Model A-s on the A-train for the 1992 Meet. NSW have tentative bookings for 93 persons and 30 Model A-s; plus interest from all states. One American to date plans to bring his Model A. Batrolyte and Inox available from the Secretary. 55 booked for Christmas Dinner.

Financial Report: Club - \$2,175.38. 1992 - \$9,084.43. Received from aluminium cans: \$28 - more needed.

Correspondence IN: C.C.C. (Import of parts), ANGELO & JUDY CALLEJA (postcard), Swan Brewery (new member), VGL Insurance (offering 10% on car insurance), plus assorted advertising brochures, CREEDY's. **OUT:** approaches for Newsletter advertising and accounts.

General Business: Proposed by BILL BENNIE and agreed by members that the Club would present a "nice but not elaborate" display at the Combined Car Club's Classic Car Show on February 16-17, 1991.

BILL BENNIE advised that Concessional Licencing paperwork was now handled by civil servants but the police would check on 'vintage' vehicles and if found that they were driving outside the scope of the restrictions, the whole State movement could lose this concession. Discussion ensued including the difficulty of our Club being responsible for country members to abide by the rules and that, if inspected mechanically by another Club, they should forward a copy of their inspection certificate for our official records. Further discussion followed on member's responsibilities in this regard.

BEVAN SHARP advised that Titan Ford were a major sponsor for the 1992 National Meet and that they required our assistance in providing a display of Model A Fords at their showroom in Leach Highway, Melville on Saturday, December 8 between 9am and 1pm to promote their Service Department. The event was also being held in conjunction with Lions International to raise funds to send a very sick child overseas for a vital operation. Other Ford car clubs would also participate. Volunteers included cars from families: BENNIE, READ, JEFFREE, SHARP and possibly COOKE and LYNCH with a few more required.

BEVAN SHARP also reported that Rod McMullin from the Queensland Club had donated several boxes of Model A parts he had purchased at the Bussellton auction that he did not want to transport to Queensland. These items to be given to interested members in return for a donation to the Club. It was proposed and passed that while cars were on display at Titan Ford we would hold a Club Swap Day at the SHARP residence with all members bringing Model A parts they wished to swap or sell (plus parts donated).

As MIKE COOKE could not stay for the meeting, BEVAN SHARP explained the results of discussions they had with Rod McMullin regarding Concours judging during the 1992 Meet. He advised that the proposal was to photo-copy sections (such as upholstery) from the Australian Judging Standards and that 'Judging Workshops' be set up at subsequent monthly meetings where a group of members would be given these copies and they would practice judging a selection of Club vehicles and then compare notes. The eventual aim being that by April, 1992 many members would gain practical judging experience over the full range of Judging Sections and we would finish up with a solid core of judges for the Meet.

BEVAN SHARP advised members that he had been researching an article on the beginnings of our Club for a 1992 Meet Update article and had located the actual very first Run/Meeting in May, 1981 and that we could recreate this same event ten years later in May, 1991. It was agreed that this would be a good idea.

Coming Events: Sunday, January 20, 1991 - Peppermint Grove. Sunday, February 17, 1991 [changed to February 24] - Como Breakfast. March, 1991 - maybe TEALE's farm (ALAN JEFFREE to check on Boyanup long-weekend). April - Easter at Leeman. May 5, 1991 - 10th Anniversary Run. May 25/26, 1991 - Stay at Noalimba.

A video purchased by the Club on the 1990 Queensland National Meet put together by Neil Phillips including a promotion of the 1992 Meet in Perth was tabled. ALAN JEFFREE took the tape and will hand it onto KELVIN PEPPER and hence to other interested members.

There being no further business, the meeting closed at 2.35pm.

The 'Hot Run Test' to DIZZY LAMB PARK

Well, the first 100 degrees (in old 'money') for the summer, never mind, there will be plenty more.

Ten Model A-s and 4 brand 'X' assembled and set off for Mindarie Keys for a cold drink. A young lady on a security detail chatted up PETER LYNCH in the car park (well, that's what he claimed) and said that our cars should be parked by the restaurant. Peter offered to drive her so she got into his Coupe and said 'this IS a Jaguar isn't it?' Peter claims he promptly evicted her from his car. The Jaguar Club were having lunch at Mindarie and started arriving soon after - could she then tell the difference?

When starting up, the starter motor on the SHARP Tudor would not cut out and kept whirring away until the isolator switch was turned off - just a jammed solenoid which clicked out a few moments later. A couple of cars experienced overheating problems, blocked main carburettor jet and - was it really just a condenser problem Max?

The COOKE and LYNCH Model A-s could not stay for the meeting.

A leisurely lunch on the lawn followed by a 'laid back' meeting. Good to see the DAVIES family along in force with GEOFF and ROBERT in the front seat of the roadster and all the ladies shoe-horned in the 'Mother-in-law' seat.

Thanks to BILL & DOROTHY BENNIE for organising the Run.

You must follow some basic rules laid down for brake adjustment but before adjustments are made you must get most, if not all, slack out of the system. This slack occurs in many places:

REAR BRAKES. In the bushes of the activating shaft that rotates the cam that spreads the rear shoes.

If the rear wheel bearing is worn on the lower half this throws out the radius of the brake shoes and adjustment can never be right.

FRONT BRAKES. The activating arm must be fully forward and have little movement before it operates. There are ways to fix this:

- a) Weld up the little cup in the activating shaft with work-hardening nickel bronze rod. Then drill out a small indentation with a 3/8" drill
- b) Extend the length of the rod with work-hardening bronze and clean up with a file to the radius of the rod



About 1/16" will probably be enough.
c) A suggestion to place spacers between the pin and the wedge was not considered to be a wise move.

On both rear and front brakes, make sure that the plate, which is riveted to the backing plate (and upon which the rollers on the end of the brake shoes locate) is flat and does not have any indentations in it. Also be sure that the rollers themselves do not have any flats worn on them.

There is a measurement from the bottom of the spring retaining pins to the top of these plates. They are: Rear: 1" and Front: 1-5/16".

To measure this space, make up a small piece of metal about 4" long to the required width. To measure it is a simple job of holding this piece of metal hard up against the pins, drawing a line and then grinding down, or building the metal up, to the line.



CUSTOMS DUTY AND SALES TAX

on imported automotive spare parts

compiled from enquiries, Customs Service response and information supplied by the Combined Car Clubs Association

If your purchase is subject to a special, trade or Club discount, ask for this to be deducted as Customs may levy duty on the full, pre-discount, amount.

It is important that the Invoice be itemised as rates may vary on different items and also that packing, insurance and freight charges are shown separately as these items are not dutiable.

Sales tax is levied as a percentage of the Invoice price, plus duty, and incorporates a government surcharge known as 'uplift'. Hence even an invoice subject to 'nil' duty incurs sales tax at a rate of 20% - which actually becomes 24%. Payment of sales tax is unavoidable unless you hold a 'Sales Tax Exemption Certificate'.

Rates of duty are being phased downwards and by July 1, 1992 only two rates will apply (10% and 15%), currently they range up to 24% (which, with sales tax, becomes 53.76%) on items which are of interest to our members.

Parts for vehicles being original equipment or reproductions of goods fitted as original equipment to vehicles manufactured prior to 1956 are subject to a combined rate of duty and tax as follows:

No duty but sales tax at 20% (which becomes 24%): Gearboxes (complete and parts). Brakes (and parts but not pads or linings). Wheels (road wheels and parts). Steering (wheels, columns,

This is a most complex matter, you are advised to read the following purely as a guide and to employ a Customs Agent if you are expecting a delivery of many different items, or if you anticipate any problem with a pending delivery.

boxes). Axles (plus differentials). Suspension (assemblies and shock absorbers but not telescopic). Parts of bodies (such as doors, panels, etc) and assembled bodies and chassis-frames (but without engines). Clutches (and parts thereof). Electrical lamps (providing you can prove that they are at least 30 year old originals or exact replicas thereof). Wiring harnesses or sets (provided you can prove that they are at least 30 year old originals).

Wiring harness replicas are subject to a combined rate of 50.04%.

Engines less than 6.5 litre capacity are subject to a combined rate of 40.12%.

If you have a dispute with the amount charged, do not pay until you are satisfied. It may prove to be an extended exercise involving lots of paperwork if you attempt to gain a refund.

It is usually wise to have small parcels mailed separately over an extended period with a maximum retail value of around \$100 each. Normally it is not worth Customs' time and paperwork to collect amounts below \$20. However, if they are feeling pedantic and see small parcels arriving virtually daily they may opt to combine all the deliveries and levy duty on the lot as one parcel. Anyway, you will have to allow for any extra postage and freight charges.

? COMMENT ?

The question of CONCESSIONALLY LICENCED vehicles was again discussed at the last meeting and members agreed that our vehicles must abide by the rules, ensuring that this concession is not lost to the whole movement through abuse. Owners of concessionally-licensed country vehicles are requested to forward a copy of their inspection certificate.

WHICH CHANNEL? Those with CB radios should come to a decision as to which channel we use on Club events. At present it seems to be: Channel 8 on long runs to tie-in with truckies and Channel 4 in the metro area. Is that too vague? ANY comments??



PENRITE OILS

the classic choice

12th NATIONAL MODEL A FORD MEET

Perth, Western Australia - April, 1992

Your Committee is still meeting regularly every month planning the next National Meet in finer and finer detail.

As you know, it has been decided to extend the Perth Meet so that it will now run from Thursday afternoon, April 16th until Tuesday morning, April 21st, 1992. The Meet Headquarters will be at Noalimba Centre and all Western Australian members can also stay at the Centre at very reasonable rates to enjoy the Meet atmosphere with other participants from around the world.

Club members have agreed to form auxiliary groups to co-ordinate individual activities. For instance: MIKE COOKE will be Chief Judge, IVY McLEAN has agreed to be the Fashion Judge and DOROTHY BENNIE will organise some activities for the children. There will be more tasks allocated in the coming months, please offer your services to these members who will be assembling a core of helpers to deal with each aspect of the Meet.

Members will be called upon to help with various aspects of the Meet, such as: souvenir sales, checking-in, handing out Rally bags, manning the bar and so on. If everyone can pitch in and help this will spread the load and we can all work in short shifts and then enjoy the event.

Neil Phillips is very kindly co-ordinating the 'A-Train' from Sydney to Perth for the Meet and is reasonably confident of filling the train. He already has bookings for 90 persons and 50 Model A Fords on the train.



HOW MANY?

We have booked accommodation for 300 people at Noalimba Centre and anticipate up to 120 Model A Fords.

To date we have heard that Queensland are bringing at least 15 vehicles, they also have a group driving to Perth across the top and down the west coast. N.S.W.'s

Club magazine notes a tentatively interested 30 vehicles (and 93 people). Five cars from the A.C.T. have booked on the train and several from S.A. have expressed interest - we await advice of current anticipated numbers from Victoria with great interest. We already have two reasonably interested families from America (one bringing their Model A), some 30 other American couples have requested information plus some interest from New Zealand.

UPDATES

The 1992 National Meet Committee are compiling the next Update to send out to our growing list of interested Model A owners. If you have any friends who may like to be on our mailing list please let a committee member know and they will receive a copy.

THE PROGRAMME

If you have ANY suggestions for daily run destinations, potential sponsors, ideas for items to place in the Rally bag, etc. please tell a committee member so it can be followed up at a subsequent meeting. Input on any aspect of the Meet would be appreciated to guarantee a successful event.

Some hints from N.S.W.'s 'The Going Thing'

WORN BALL JOINTS?

Worn ball joints are unsafe and cause premature tyre wear. Len Cameron of [redacted] Blacktown, NSW, 2146, Phone [redacted] advises that he can rebuild ball joints, tie rod ends, etc with nylon components which will last longer than a new joint. He quotes \$34.00 for each joint, plus postage and handling.

DAMAGED CHROME PLATING OR RADIATOR SHELL?

They can be filled with an Oxy Acetylene torch using bronze filler rods or low temperature Silver Solder but you can get shrinkage around the edges. The advice is to use a soft solder with a soldering iron using CIG Solder Wire No 965 and Comweld 965 soldering flux. The solder has 97% tin, 3% silver but no lead and can be successfully chromed or nickel plated.

TIGHT SPIGOT BEARINGS?

If you do not have a small puller - get a 3 inch length of dowel or shape a piece of wood to neatly fit the bearing centre. Pack the hole with heavy grease, leaving enough room to insert the dowel 1/2". With a big hammer, strike the dowel to drive it into the grease. This causes an hydraulic effect, pushing the bearing out.

A 'bargain', like 'beauty' must be in the eye of the beholder
The BUSSELTON AUCTION

The auction of the late BILL SPENCER's motor vehicles and parts attracted several hundred people. Many were enthusiastic bidders, some (as usual) were curious spectators.

Some interstate fellow Model A Club members came across for the auction. Rod McMullin from Brisbane arrived with a shopping list from the Queensland Club members. There were at least three from N.S.W. and one from S.A. checking out the local scene. One surprise was the number of people who were not known to our Club members but were buying Model A parts - assuming that they must have a Model A Ford on which to attach the parts they bought (or were bidding for), where are the actual cars? Does anybody know?

The building itself went at well below replacement cost, apparently another sign of the current down-turn in commerce (you cannot use that 'R' word).

The auction started a little late with the prospect of 451 lots to be sold. The auctioneer stood among the hundreds of milling, talking prospective bidders with a public address system. The microphone gave out after three lots and for the rest of the proceedings the auctioneer was invisible among the hordes and virtually inaudible - the event was variously described as "a farce" and "a disaster". However, if you were vitally interested in a particular lot and pushed your way to a position where you could hear what was happening it was possible to get in a bid and you may have been successful.

The first complete vehicle to be offered was the 1956 Daimler which went for a bargain \$10,000 and created some speculation about possible prices for the Model A Fords.

The red 1930 5 Window in need of upholstery was up next and reached \$20,000. The grey 1931 5 Window fetched \$19,500 and the 1928 Sports Coupe ('Daisy Duck') also made \$19,500. The unrestored 1930 Roadster reached \$7,000, the unrestored 1929 Phaeton \$900 and the unrestored 'ute-ed' Phaeton \$1,000.

Two of the complete, restored cars went to the same buyer and the other to REG BLEWETT's brother.

Often during the spirited bidding, some individuals were obviously carried away by the occasion as the price ultimately paid sometimes went above that which could be paid for the same item, brand new, landed in Australia from America.

Many of our members were successful in buying some parts they needed for spares or for restorations. BILL COWLIN has a comprehensive restoration of a 1929 Phaeton to look forward to in future months (years?) - ready for the 1992 Meet Bill? A couple of our members were obviously venturing into the 1934-36 Ford V8 field as they snapped up relevant bits.

Good to see MAVIS SPENCER along and looking very fit and well.

MANY MODEL A FORD DOORS ARE INTERCHANGABLE AMONG BODY STYLES

1928-29 Tudor fits a 1928-29 Coupe

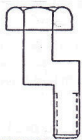
1928-29 Roadster fits a 1928-29 Roadster Pickup and Phaeton

1930-31 Tudor fits a 1930-31 closed cab A and AA

1930-31 Victoria fits a 400A convertible sedan

1930-31 Roadster fits a 1930-31 Phaeton and Roadster Pick-up.

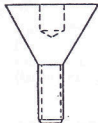
Special bolts for Model A Restorers



FOR MISMATCHED BOLT HOLES



FOR HOLES TOO NEAR THE EDGE



FOR HOLES COUNTER-SUNK TOO DEEP

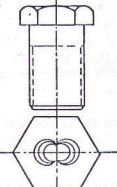


*NUT IS HARD STARTING

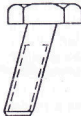
FOR HOLES DRILLED CROOKED THEN STRAIGHTENED UP



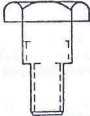
FOR HOLES WITH COUNTERSINKING ON THE WRONG SIDE



BINOCULAR BOLT FOR DOUBLE DRILLED HOLES



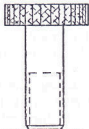
FOR HOLES NOT QUITE SQUARE



ASSEMBLER'S SPECIAL FOR OVERSIZE & STEPPED HOLES



FOR DOUBLE COUNTERSUNK HOLES



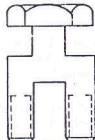
SERRATED HEAD FOR VICE-GRIP TORQUING

NEW RELEASE

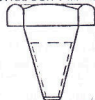


OVAL SHANK

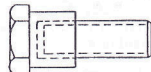
FOR OUT OF ROUND HOLES



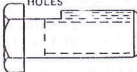
FOR REDRILLED HOLES THAT STILL DON'T MATCH



FOR ALL TAPERED HOLES, SPECIAL NUT REQUIRED



TELESCOPIC BOLT WHERE LENGTH IS NOT KNOWN



FOR USE WHERE PILOT HOLE WON'T CLEAN UP



JOHN HUGHES
TITAN FORD

192 LEACH HIGHWAY, MELVILLE, WESTERN AUSTRALIA 6156.

Phone: (09) 333 5544
Fax: (09) 317 1303

All correspondence to:
P.O. Box 152, Melville, W.A. 6156

JUST FILL 'ER UP PLEASE

The story of petrol expanded from an article sent by JACK BARRIE

On August 28, 1859 ex-railway guard and drifter Edwin Drake's drilling rig struck the first oil at Titusville, Pennsylvania. He died a pauper but the young man who made an investment report on the well's possibilities was a certain John D. Rockefeller.

The 'oil' industry is actually older than the automobile. Around 1830 a company began producing a lamp oil known as paraffin. In America it was known as kerosene. Prior to then oils for lighting were produced from animal fats and from vegetables for lubricants.

Daimler commissioned a company to produce fuel for their engines that was a light benzine which became known as 'petrol' after the French word *petrole* which was actually kerosene or paraffin oil. The next process resulted in a product called gasoline.

So, in Britain cars would use petrol, in France they used 'essence' but if they asked for 'petrol' they got a dose of paraffin. In America paraffin was a white waxy substance used to make candles, they used 'essence' (or 'gas') in their automobiles.

By 1899 fuel for cars was available in 2 gallon steel containers with a heavy brass cap and each producer had their own coloured cans. Pouring attachments were available but motorists prided themselves on being able to pour from the can without spilling a drop.

The first petrol pump was made by Sylvanus F. Bowser and delivered to a store-keeper in Fort Wayne, Indiana on September 5, 1865. Almost the

same date that Karl Benz was fitting an internal combustion engine to a horseless carriage. Bowser's first pump dispensed kerosene. In 1905 his Company introduced a self-measuring pump for motor spirit. He fitted the first pump in Britain in a Manchester garage in 1921.

When underground tanks replaced steel cans, motorists were worried about the quality of fuel they were receiving so that lead to glass bowls on the top of the pump so they could see the fuel and then to petrol companies having different colours of petrol swirling around in the glass bowls.

The first service station was established by A. Borol at 41 rue Sainte-Claire, Bordeaux, France in December of 1895 providing: repairs, motor spirit and oils; he was also the Peugeot agent. The word 'garage' was first used in English with reference to the Motor Carriage Supply Co of Balderton Street, London in 'Autocar' on June 23, 1900.

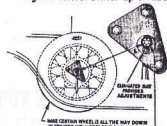
The first petrol station with a forecourt and projecting canopy was opened by Standard Oil at Seattle Wash. in 1907. Remember John D. Rockefeller, the one who looked at that first oil well? He owned most of Standard Oil and died in 1937 leaving \$26.3 million after giving away about \$550 million during his lifetime. A 13-pump garage with ladies' rest room and a female attendant dispensing iced water opened in Memphis, Tenn. in 1912.

So, next time you just say 'Fill 'er up' or are leaning over the bonnet of your Model A and cursing that awkward gas tank - just think what it would have been like in days gone by - filling up with 2-gall. cans.

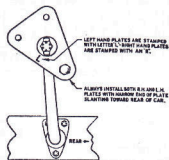
SPARE WHEEL CARRIER

Never bolt a spare wheel to a side wheel carrier without first making certain that the wheel is seated all the way down in the fender well. If the spare wheel is not all the way down, vibration or an annoying rattle often develops.

The position of the wheel in the fender well can be easily adjusted as the elongated slot in the A-1402 R.H. and A-1406 L.H. spare wheel carrier flange assemblies permits moving the wheel either up or down.



To obtain the correct adjustment, first mount the wheel on the side carrier and tighten the A-21894 flange nut just tight enough so that a slight drag will be felt when the wheel is raised or lowered. Next press the wheel all the way down into the fender well, then carefully remove the wheel so as not to disturb the adjustment of the carrier plate. After removing the wheel securely tighten the A-21894 flange nut and remount the wheel.



If you have difficulty removing the spare wheel from a side carrier, check that the correct flange or plate has been assembled on the correct side. Right hand A-1402 flanges are stamped 'R' and must be assembled on the right side of the car. Left side A-1406-B flanges are stamped 'L' for left. When correctly installed, the narrow end of the flanges will be slanting toward the rear of the car - as shown in the diagram.

From Ford Service Bulletin



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

NORANDA 6062
Mr & Mrs I. Paisley



Western
Model A News

PRODUCTS TO PROTECT YOUR MODEL A FORD

* smoother and quieter running * extend the life of moving parts

MBL GREASE

Reduces friction and wear using less grease.

For: universal joints, steering joints, wheel bearings, etc. Resists water wash out. Fills pits and scores with millions of tiny ball bearings when used in pressure applications.

MBL CONCENTRATE

Microscopic particles act as super lubricating agents in gear boxes and crank cases. Increases fuel mileage and horsepower, decreases oil consumption and smoking. Repairs by plating into minor scratches and surface imperfections.

MBL SPRAY

Contains the same copper and lead Molecule features of our Grease and Concentrate plus a penetrating solvent for rusted nuts, exposed roller bearings, etc. For penetrating and lubricating but not for dewatering applications.

PETROL TREATMENT

Reduces emissions, includes an upper cylinder lubricant, controls water condensation, improves fuel consumption and power, cleans the engine and spark plugs, frees sticky valves, prolongs engine life, saves money.

These products were demonstrated to Club members at Busselton during the long-weekend rally. Products used in vintage cars with white metal bearings in the Eastern States for seven years with excellent results.



PRO-MA
SYSTEMS

Incorporating Grace Cosmetics

For further information contact:

ALLAN SUNDERLAND-P.O. BOX 330, BUSSELTON, 6280
Telephone: (097) 53 3218

Busselton member V&VCC

... Notebook ...

New Member:

The Swan Brewery Coy Ltd GPO Box D176, Perth, 6001 - 1929 T/T Truck. Want an 'ornate radiator cap'.

ALEX POLLEY has received his all steel Roadster body from America (and paid the freight and duty). The case was damaged and resulted in a slight dent in the body but Alex is happy with the product.

WANTED - '28/'29 Roadster body panels - in ANY condition at all. Also a 10cfm single-phase air compressor. Phone RON ANDREWS on [redacted]



It is a problem getting publicity for our 1992 National Meet. Nevertheless, we don't mind promoting other similar events. So: the Third New Zealand National Meet will be held during Easter (April 9 - 12), 1993 at Hamilton, New Zealand. You always wanted to cross the Tasman...

Model A Ford Club of America's 17th National Convention will be in Dallas, Texas from June 22-26, 1992. Join their 'Early Bird' Club and receive regular information, send US\$7.50 to P.O. Box 797402, Dallas, TX 75379-7402, U.S.A.

