

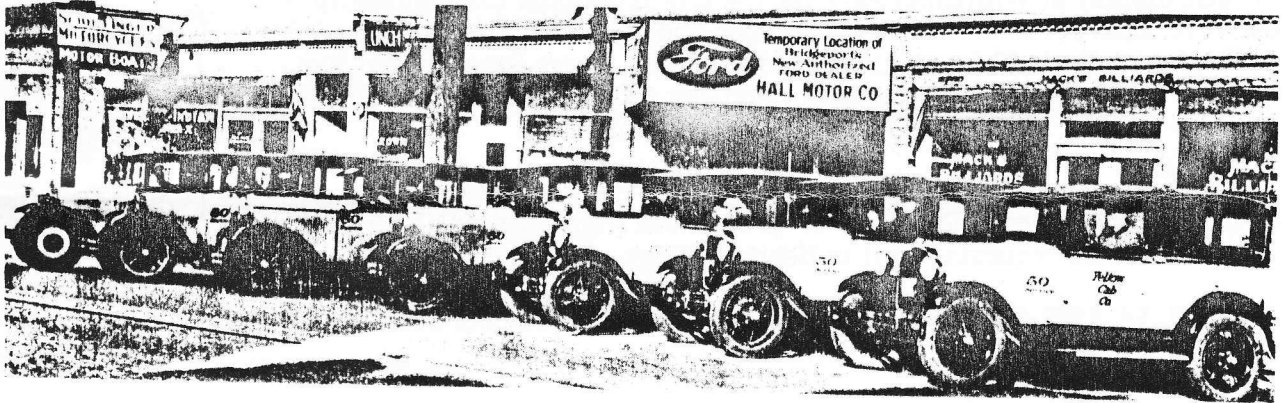


# Western Model A News

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

Year XI Number VIII

MARCH, 1991



A consignment of Model A Ford cabs delivered to the Yellow Cab Co by Hall Motor Co of Bridgeport Conn.  
*from: Ford Dealer and Service Field for February, 1931*

## YOU CAN ENTER RIGHT NOW FOR THE NATIONAL MEET

Your official Entry Form is enclosed for you to complete and send to the address shown. Please complete all sections as this information is required to assist with planning and arranging facilities, don't forget to sign the form. If you are prepared to assist with Concours judging, MIKE COOKE will contact you with further information.

A detailed booking form for accommodation, meals, souvenirs, Awards Dinner, etc will follow as soon as firm prices are advised. In the meantime, please complete the enclosed 'Accommodation Advice' form to ensure sufficient accommodation is booked. We anticipate that Western Australian members (including those in the metropolitan area) will prefer to stay with the other participants at Noalimba Centre to savour the atmosphere of the Meet - please advise your intentions as soon as possible.

**How much will it cost?** Although we await final figures, we are pleased to advise that you can budget on a total of approximately only \$200 per adult (children less) for your room and meals from Thursday night until Tuesday morning. Naturally the Awards Dinner and souvenirs will be charged separately.

Friday, March 30, 1991 - JEFFREE Easter run to Leeman  
meet at Service Station on left north of Upper Swan Bridge at 8am - see 'Calendar'

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.

**MARCH 29, 30, 31 and APRIL 1, 1991**

Easter at Leeman organised by the JEFFREE family. Meet at 8am in Service Station on left north of Upper Swan Bridge (just over railway). Then going via Mogumber and Moora. Payment for accommodation on arrival (minimum 4 nights). Chalets have bedroom with double bed and another with 3 single beds at \$30 per night for 2 persons, for: JEFFREE, DUNS, SHARP, COOKE, LETCH. On-site vans have double bed plus 2 beds in aluminium annexe at \$25 per night for 2 persons for: ANDREWS, LUCA, McLEAN, DAVIDSON, KIRKWOOD. All have kitchen with fridge, cooker, etc. Extra charges:- children under 6: \$1 per night, 6-12 years: \$1.50 and extra persons: \$3 per night each. Take sheets, blankets, pillows. Also casserole for Friday night, BBQ meat for other nights.

**Sunday, April 7, 1991**

Static display at Whiteman Park for the World Shotgun Championship. Meet at 10.30am at corner of Beechboro Road and Marshall Road for 5km drive to Whiteman Park. Take picnic or food available. Leave Park around 3pm. Organised by ALAN SMITH - [REDACTED] Families: COOKE, BLEWETT, BENNIE, SMITH, READ and LUCA participating.

**Also: Sunday, April 7, 1991**

York's Day of Wine & Roses. A full programme from 10am until 4.30pm. 'Colonial' dress requested as it is Heritage Week. Adults \$5 or family \$12.

**APRIL 14, 1991**-Whiteman Park Rally by C.C.C. to promote Transport Museum.

**Sunday, MAY 5, 1991 - 10th Anniversary Run**

Re-creation of the same very first outing by your club in May, 1981. We are aiming for a record turn up of Model A-s so please keep this date free!

**MAY 25/26, 1991**

Stay at Noalimba to test facilities - Organised by MIKE & LAUREL COOKE. Please advise Secretary HELEN if you wish to stay - names listed last month.

**Sunday, JUNE 9, 1991** - Organised by BLEWETT family.

**JULY** - date to be confirmed. Organised by WILLIAMS family.

**Sunday, AUGUST 25, 1991**

Annual General Meeting at GODWIN's home.

**SEPTEMBER 28 - 30, 1991**

Long-weekend run to Norm Bates' Bimbijy organised by SMITH family. Room for 60 people. Mattresses supplied. No food. Petrol available. About 250 miles from Perth with 30 miles of good but sandy road. Cost: \$10 per adult, \$5 per child under 12 years per night. Take own bedding. Equipped kitchen with 'fridges. Contact ALAN SMITH on [REDACTED] More details to follow.



## Annual 'Crack-of-Dawn' Breakfast In The Park

Wonderful turn-up of 40 members including three lots of new members (DOUG & SANDRA NETHERWAY, MALCOLM & PAULINE WOOD, DAVID & BARBARA BLEWETT) and the re-emergence of old members (LIONEL & MAVIS BARENDSE). Although there were only 13 Model A-s it was also good to see the two latest additions: SMITH's red Tudor and COWLIN's pale grey Tudor - the DAVIDSON Phaeton will be along very soon.

Extra early-birds (SHARPs and BENNIEs) expended energy and money trying to find barbecues that actually worked with BILL searching far and wide - with eventual success. The rain threatened all morning but only a few drops fell on a successful morning. A variety of breakfasts were consumed, followed by some chat then a brisk meeting ensued and more chat before a gradual departure - back to bed to catch up on some Sunday morning sleep?

# MINUTES

of Meeting held at Ley Street Park, Como on February 24, 1991  
with 40 members, 6 children and 1 visitor in 13 Model A-s plus a few 'Brand X'.

President John Luca opened the meeting at 9am and welcomed new members: DOUG & SANDRA NETHERWAY, MALCOLM & PAULINE WOOD, DAVID & BARBARA BLEWETT, welcomed back LIONEL & MAVIS BARENDSE and visitor EDIE INGRAM.

Secretary HELEN read Minutes of previous meeting - moved LOUISE READ, seconded ANGELO CALLEJA and passed.

**Apologies from:** Families LYNCH, WILLIAMS, PARIN. STEVE READ, FIL LUCA, DORA ANNEAR.

**Past events:** BEVAN SHARP thanked all who had supported events for a very busy February: the Richmond Raceway Parade, the 96fm Parade and the Classic Car Show. BILL BENNIE commented on the standard of the Car Show displays and asked for members' comments on the venue - agreed to support use of Burswood Superdome. Meeting thanked BEVAN & HELEN SHARP for co-ordinating all the month's events. Members also thanked DARREN JEFFREE for displaying his Phaeton and for organising the television, video and stand. Secretary to check on sending a thank you letter to Hills for use of the TV & video and also thank Swan Brewery for their truck.

**Coming events:** York Day of Roses (details in calendar). Boyanup long-weekend may be cancelled (check with EDITH JEFFREE). ALAN SMITH advised that the proposed 'Gunbarrel Highway' trip had been postponed due to lack of interest. June event by the BLEWETTS to be held on June 9. GORDON & JANINE GODWIN kindly offered to hold the A.G.M. at their home on August 25.

**Correspondence IN:** Combined Car Clubs Concessional Licence meeting on February 25 to be attended by BILL BENNIE and REG BLEWETT. LOUISE READ showed members a plaque sent from the Smoky Mountains Club in Tennessee, USA to commemorate our 10th Anniversary. Members agreed to send a car badge and 2 cloth badges to their club by way of a thank you. FRANK SINCLAIR seeking parts (see Notebook). Carburettor Service (10% discount).

**OUT:** approaches for advertising and accounts, forms to prospective new members, C.A.L.M. and the Minister for the Environment arranging trip to John Forrest National Park for 10th Anniversary trip. Tracmac.

**Financial Report:-** Balances: Club \$1,980.57. National Meet: \$9,756.25.

BILL BENNIE reported on progress by the National Meet committee:- Arrangements being made for: the Awards Dinner venue, ROSS LETCH has produced the Entry Form (which members agreed will be included with a Newsletter), LOUISE READ has compiled a list from previous Meet participants and they will receive a direct invitation from our club. Neil Phillips is arranging train travel, Updates being sent to 35 Americans. Members were asked to consider opinion on South Australia holding the 1994 National Meet during the Bay to Birdwood event in September rather than over Easter. Members were asked to give any ideas for venues or suggestions for the Meet to any committee member. Another Quiz Night to be held this year. Suggestion was put forward to hold a Bingo Night.

LOUISE READ tabled a brochure from a Western Australian badge company and asked members for their input on styles, etc for the Rally badge and also trophy designs and styles.

**General Business:** ALAN SMITH advised that a Shooting event will be held at Whiteman Park on April 7 and requested that the Club present a display. Families: COOKE, BLEWETT, BENNIE, SMITH, READ and LUCA to offer their vehicles.

RON ANDREWS advised that he had raffle tickets in a 1932 Roadster for sale.

JOHN McLEAN requested that delayed thanks be conveyed to the ladies who organised the Christmas Dinner: NINA WILLIAMS, JUNE SMITH and IVY McLEAN.

Members congratulated BILL & VAL COWLIN on winning second prize in the Vintage Concours at the Car Show.

REG BLEWETT advised that JEANNANE RICHARDS had XP Falcon with reconditioned motor and new paint for sale.

**Bits & Pieces:** BILL BENNIE wants a 1930 steering column and has Chev brake drums for sale. MIKE COOKE has an early bell housing.

RON ANDREWS advised that 'Big Al' has a complete roof with hood bows for a '28/29 Phaeton for sale.

There being no further business the meeting closed at 10am.

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*Editor's Note: with regard to thanking the organisers of the Christmas Dinner. From page 4 of the January, 1991 issue of 'Western Model A News' - "Many thanks to the organising committee for a very successful evening: NINA WILLIAMS, JUNE SMITH and IVY McLEAN - well done girls, want the job again next year?"*

# Just a fraction of a Frantic Ford A February

## TITAN FORD PACING CUP PARADE

Funny, the things some members will do to keep our National Meet sponsor happy as part of our commitment to assure them that we are serious about providing value for money in return for support.

Families: BENNIE, READ, LYNCH, LETCH, SHARP and COOKE fronted up at Richmond Raceway in Fremantle on Friday night, February 8 to lend support to Titan Ford for the Fremantle Trotting Club's Titan Ford Fremantle Trotting Cup - the very last cup to be held at Richmond.

One Model A turned up at the Sharp residence leaving a substantial spray of oil in its wake as the owner had omitted to replace a couple of bolts on the front timing cover. Not wanting to embarrass anyone, I'll just whisper that the owner has a wide hair part, drives a green Tudor!

The Model A-s carried the reinsmen to the track for interviews then drove a couple of circuits around the track behind a new Ford Capri (which was driven by Secretary HELEN) - they all only just resisted the temptation to challenge each other to a race.

One of the funniest sights of the year must be a covey of members sitting on a tier of concrete steps at a trotting meeting (of which none had the slightest interest) and eating paper-wrapped hamburgers. Then MIKE COOKE and BILL & DOROTHY BENNIE tackled those icecreams that run down your arms and drip off your elbows faster than you can get your tongue to cope with the predigious melt-rate. And no one with a camera. Many thanks guys, your endeavours were appreciated by the Trotting Club and especially by the management of Titan Ford.

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## 96fm 'Symphony for the car' Parade

The day after the Titan Ford Pacing Cup, six of those stalwarts were doing their duty again not only for your Club, but also the Combined Car Clubs' Association and for Titan Ford.

BILL & DOROTHY BENNIE, PETER & FAYE LYNCH and BEVAN & HELEN SHARP were at the Causeway car park at 1.30pm on Saturday, February 9 to participate in the 96fm 'Symphony for the car' to promote the Classic Car Show the following weekend. We picked up a potential new member who was driving a Morris Minor in the parade but also has a Model A Phaeton - do those two breeds of car go together (better ask ALAN JEFFREE and COLIN DAVIDSON)?

Not ones to miss an opportunity the three cars were wearing magnetic stickers proclaiming: National Model A Ford Meet, April, 1992 sponsored by John Hughes' Titan Ford.

The music was not to your fellow members' taste but they achieved some attention in the parade and when on display in Forrest Chase for a couple of hours among less-interesting cars like Rolls Royces, Mercedes Benz, Ferraris, etc.

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## 1991 CLASSIC CAR SHOW

Well, another successful car show. Our display was basic compared to some Clubs who had gone to an amazing amount of effort - however, ours only cost \$10 for power and we still attracted quite a bit of interest, some new contacts and maybe even new members.

MANY THANKS to all who offered their cars for our display: PHILLIP RACCUA, PETER & FAYE LYNCH, BEVAN & HELEN SHARP, STEVE & LOUISE READ, MIKE & LAUREL COOKE, DARREN JEFFREE, SWAN BREWERY, BILL & DOROTHY BENNIE, ROSS & ALMA LETCH, REG & CORAL BLEWETT, BILL & VAL COWLIN and ALAN & JUNE SMITH.

Thanks also to all the above members who offered their services to baby-sit the cars and answer questions, with an extra special thanks to those who took the extra trouble and dressed up in era-clothing: ALAN & JUNE SMITH, PETER & FAYE LYNCH, ANGELO & JUDY CALLEJA, BILL & DOROTHY BENNIE, BEVAN & HELEN SHARP. If you did not see your Editor in knickerbockers and a plaid waistcoat you missed a treat, he has not really worn a collar and tie since running a hotel group in London and going to work meant a pin-striped three piece suit! ANGELO CALLEJA also braved the giggles in knickerbockers but carried a small pair of scissors in his top pocket to cut the elastic and let the trousers down to 'normal' in case he was the only one who was costumed.

Congratulations to BILL & VAL COWLIN for 2nd prize in Vintage Concours and ALAN & JUNE SMITH whose brand new Tudor was finished just before the Show.

Special thanks to DARREN JEFFREE (and to ALAN) for displaying his mobile Phaeton chassis and motor and for organising the \$2,000 television set, video and stand to show our video tapes to the eager public. Also to RE/ BLEWETT who displayed his newly-painted Utility and trailer (which he shifted three times without complaint) and display of Model A tools (Reg's Sunbeam was also on the V.C.C. stand so the Blewetts were rather busy).

During the setting up on Friday afternoon your Editor was talking to Jim Hughes (Heytesbury Vintage Car Collection) to arrange a trip to that amazing collection during the National Meet when somehow he was volunteered (then co-opted REG BLEWETT) to assist with unloading a very precious 1893 Benz (yes, 1893 is correct) off the back of a utility. The ute was backed up to their car trailer and the ramps placed between trailer and utility - the object being to negotiate the spidery-wheeled Benz off the ute and onto the trailer. You can see it coming can't you? YES, three-quarters of the way onto the trailer the ramps slipped and the whole box and dice came crashing down. Luckily there was no damage to that valuable vehicle but Bevan has a pretty blue bruise on his upper left leg where it was clobbered by a ramp on the way down ... Anyway, we can all visit the Heytesbury Collection during the National Meet in 1992!

# MODEL A COIL POLARITY

*From the Model A Ford Club of Victoria's 'Ford Torque' - author unknown*

Over the years I have read many articles on the Model A Ford Electrical System, but I have yet to read one that shows which is the positive and which is the negative side of the coil on a Model A. Listed below are two views taken from 'The Restorer', each contradicting the other, which I think may be of interest to you on this subject. I have also included two simple tests to determine the correct coil polarity.

1. It really doesn't matter which side of the coil you connect the black lead from the terminal box, so long as the other side connects to the ignition switch (and from there to the distributor). The flow of current through the primary (low voltage) windings of the coil will induce high voltage current in the secondary circuit regardless of which way it flows through the coil.

2. The above view says that it really doesn't matter which side of the coil is connected to which since it will induce a high voltage in the secondary regardless of which way the current flows through the primary.

The logic is flawless and the statement is true, except that it DOES matter which way the current flows in the high voltage secondary circuit. It (the electrons) should always flow from the distributor to the centre electrode of the spark plug where it jumps to the side electrode and hence ground. If it is reversed, you will have a much weaker spark at the plugs causing hard starting and missing at high speeds, particularly under load going up hills.

The positive terminal on the coil should always face the driver's side of the car and be connected to the RED wire which leads to the ignition switch and from there to the breaker points and to ground. (Remember that all Model A batteries should be connected positive to ground). This is correct coil polarity and will give correct polarity of the high voltage lead to the plug.

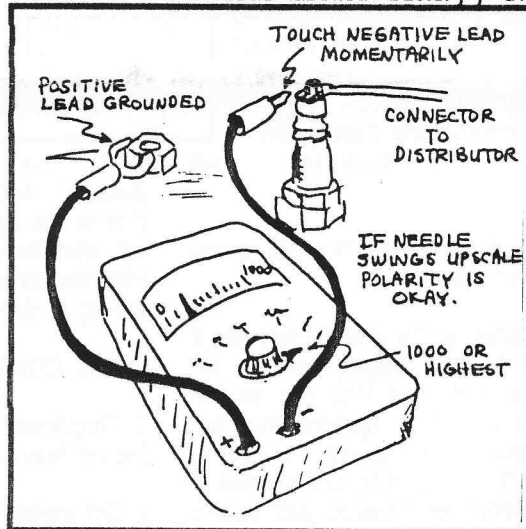
**SUMMARY** - At idle speeds, only about 4,000 volts at the centre spark plug electrode is required to ionise the air-fuel mixture in the cylinder and permit the high voltage charge to jump the gap to the grounded part of the plug, thereby igniting the mixture and commencing the power stroke. However, at high speeds, the internal electrical resistance in the cylinder is much higher, so a much higher voltage at the plugs is necessary...as high as 20,000 volts. It is important therefore, that the components of the ignition system be in top condition, and properly wired. Otherwise ignition can be erratic, attendant misses and loss of power.

An important aspect of this fine tuning is the way the ignition coil is wired into the system. Although it is beyond the scope of this paper, the basic theoretical reason for proper coil polarity boils down to the simple fact that if the two coil terminals have the proper wires hooked to them, a lower high voltage will properly fire the plugs and the car will run better.

Our problem in Model A-s does not come up too often

when we use original coils or good modern repros in which the firewall attaching bracket is spot welded to the coil can (housing). So long as the lead from the starter switch is hooked to the driver's (right) terminal of the junction box, and continuing from there up to one side of the ammeter, and thence from the other ammeter terminal to the passenger side (left) terminal of the junction box, from there to the coil, passenger side terminal, via a short black wire, then out the other (driver's side) coil via the red wire to the ignition switch, and so on, the coil polarity will generally be correct. The problem mainly arises when we use modern six volt coils labelled 'battery', 'distributor' or '+', '-'. These don't

always have the proper significance with our Model A-s with the positive grounded system. As you know, most modern cars have a negative battery ground.

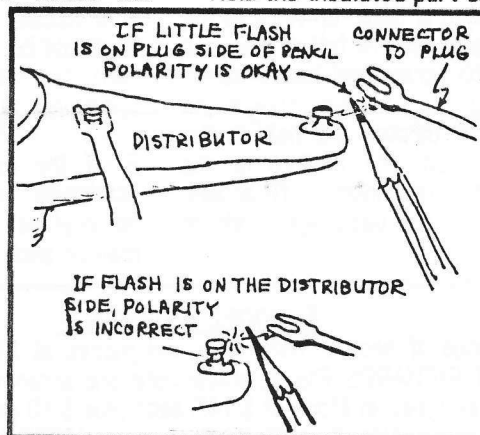


## COIL POLARITY - TEST A

1. Using an ordinary, inexpensive DC voltmeter, with the red lead in the 'positive' hole and the black lead in the 'negative' hole, set the voltage selector on the highest DC scale (mine reads 1000 volts).

2. Ground the red lead somewhere on the engine firmly. Start the engine and keep at idle.

3. Gently touch the black lead to any one of the spark plug tops, right on the screw that holds the connector works fine. Hold the insulated part of the probe, or hold with pliers.



4. Observe the voltage scale. If the needle climbs part way up the scale, upwards from zero, the polarity is correct. If the needle goes backward, away from zero off the scale (left on most meters) the polarity is incorrect.

5. Reverse coil leads and recheck.

## COIL POLARITY - TEST B

1. With the ignition off, unsnap any spark plug connector from its distributor terminal.

2. Bend the connector so that it stands steady about 3/8" from the terminal from which you removed it.

3. Start the engine. It should run smoothly, with the high tension voltage jumping the gap you have created. Be sure to keep clear of the distributor and spark plug connector - all Model A-ers know you can get a healthy jolt!

4. Put a nice sharp point on an ordinary wooden pencil. Grab it in the middle, well up from the tip with a pair of insulated needle nose or small pliers.

5. Carefully insert the tip in the middle of the gap between the plug connector and the distributor terminal. The voltage will continue to fire right through the lead tip of the pencil and the engine will run just fine.

6. Look closely at the pencil tip. You will see a tiny flash or a bright spot like a tiny sparkler right next to the pencil tip. It will be on only one side of the tip. If the little flash is on the spark plug side of the gap, the coil polarity is correct. If it is on the distributor side of the pencil, it is incorrect.

7. Reverse the coil leads and recheck.

### HOT WEATHER CONDENSER FAILURE

The environment in which Model A condensers have to function, continuously fried by heat from the exhaust manifold and block, is horrendous. It is no wonder that a condenser, being nothing but a jelly roll of tin-foil in a little tin can, can work perfectly one minute and then - like a tired and hungry three year old in the back seat - can frequently refuse to behave.

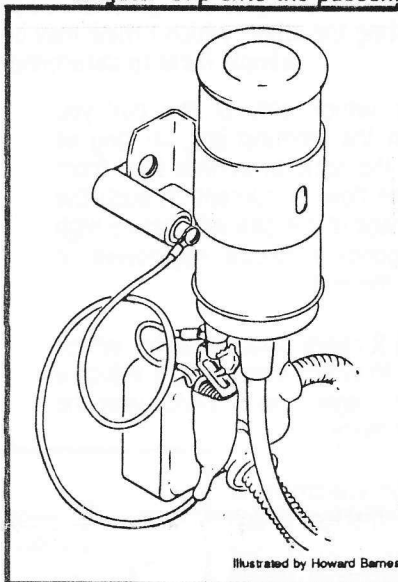
The condenser works fine mounted up on the firewall, away from the heat. Here is an easy way to do it:

1. Remove it from its regular location in the distributor, and if you have a show car and want to fool judges, saw an old condenser in half and throw the 'hot' end (the one on the driver's side of the distributor) away. Now, working from the left side, insert #10 copper-plated screw through the hole in the bus bar support assembly (P/N A-1214B), but instead of threading it into the condenser (which isn't there!) just secure it to the bus bar with a nut and lock washer. Then push the grounded half into the hole on the right side and secure it with screw and lock washer per the Standards. The whole thing is now perfect in appearance, but it won't run until you hook the real condenser up on the firewall.

2. As the sketch, connect a short length of hook-up wire to the hot end of a good condenser (we'll say how to tell if it's good or not in a minute) with a short #10 screw and lock washer. Attach a medium sized alligator clip to the other end of the wire. Using a pair of good snips, cut through the hole in the little ground tab which protrudes from the bottom of the condenser and form a 'U'-shaped slot large enough to fit around the round-head screw which secures the passenger-side of the coil bracket to the fire wall.

Scrape off enough paint under the coil bracket to ensure a good ground; slide the newly-formed condenser slot around the screw; tighten it securely; then snap the alligator clip onto the passenger side of the coil with the

red wire. Now, you're in business, provided your coil is wired correctly. One of the advantages of this set up for touring is the speed with which a condenser failure can be diagnosed.



Unhook the alligator clip; snap a spare condenser (already made up with a wire and alligator clip) onto the coil, hold the metal part of the condenser against a good ground somewhere and start her up. Total time: no more than a minute.

True, there are several other ways to bypass a faulty condenser but this is the quickest method I know. You might want to compare this to the agony of actually replacing the condenser in a hot distributor, particularly if you're parked under a highway overpass, it's raining, it's dark and people are yelling at you to get the darned thing fixed.

### QUICK CONDENSER CHECK

1. Required: a cheapie volt-ohmmeter with test leads (Never leave home without one!)

2. Set meter to 'R x 10,000' or other highest resistance scale.

3. Touch one lead to 'hot' end; the other to anywhere on outside of the can. If resistance drops immediately to zero, condenser is grounded internally. It's no good - shot.

4. If needle swings rapidly away from 'infinity' (where it should be just before you touch the second lead to the can), and then slowly leaks back down to 'infinity', the condenser is okay.

5. If the needle doesn't move away from 'infinity', condenser is shot - but be sure to check your meter battery(ies) before rejecting any condenser; it (they) may be shot, thereby producing faulty readings.

### \* MODEL A PARTS \*

President JOHN LUCA has a range of second-hand bits and pieces at his business workshop which were kindly donated to the Club by JEANNANE RICHARDS. Please phone John and arrange a convenient time to have a look.

**CAST IRON BRAKE DRUMS** - all types in stock at \$145 each plus \$10 postage per pair. Technical questions and information from Keith Rawson on [REDACTED]

**STAINLESS STEEL EXHAUST SYSTEM** - Exact duplicates of the original at \$265 plus freight. Extension also available. Contact: Secretary M.A.R.C. (Aust), [REDACTED] Dickson ACT 2602.

**PISTON SETS** - including rings at \$220 per set including postage. Contact Neil Phillips at [REDACTED] Colonel Light Gardens, S.A., 5041.

**REBUILT DISTRIBUTORS** - on exchange basis at \$135 or a handyman's rebuild kit at \$28. Contact David Slater on [REDACTED]

**WATER PUMP EXCHANGE** - \$75 plus postage and your old housing and gland nut. Model A Ford Club of NSW, P.O. [REDACTED] Panania, NSW 2216.

# Long-weekend BOYANUP RALLY

by Jeffree/Wringe and Associates

One again a great success with members from both the V.C.C. and M.A.R.C. participating. We first assembled at Pioneer World on Saturday morning. Our first stop was the Jackson farm for lunch where we were welcomed by Richard and Margaret. A special thanks goes to Margaret for the fresh, home made scones and their hospitality.

We continued on our way with Ross leading at his usual pace. Don and Vi Philp (Darby and Joan) made the most noise with their back-firing Roadster. Vi sitting on the edge of her seat threatening to leave at the next pop! Our only unscheduled stop was at the Dardanup turn off where we all congregated waiting for the Andrews. Eventually sent the experts to their aid only to have them come speeding past us, eager to get the best campsite - very sneaky Ron! On arrival at Leach's farm, Boyanup, all tents were erected with the greatest of ease, including the Jeffrees without their supervisor, Alan.

After most people had gone to bed, Don Philp's hearty laugh continued to be heard. At 5am Sunday morning Darren, Chris and Ron set sail in search of an XP heater at the Manjimup rubbish tip, returning at 9am mission accomplished. Remarks were made at our traditional cooked breakfast in regard to the snoring heard from the Jeffree tent.

The morning was filled with fun and games and following lunch we all set off on a rally into Bunbury. After a pitstop, Tom's baby Austin was minus a passenger until he realised Dixie the dog was still sitting on the roadside.

Following afternoon tea, including Alma's favourite sponge cake, our cricket match was delayed due to five of the city team members last sighted heading for Dennis's dump. Ross returned, much to Alma's disgust, with a bag of bits under his arm and a grin of satisfaction. Everyone got together for the traditional Jim Wallace Clashes for the Ashes. The city slickers have reclaimed the Ashes after losing them the last two years. That evening presentations were made after a barbecue with Andrew's car winning the afternoon rally and Chris Alabach winning the overall day.

Everyone arrive home safely after a good weekend was enjoyed by all. Looking forward to next year.



## WHEN QUALITY COUNTS!

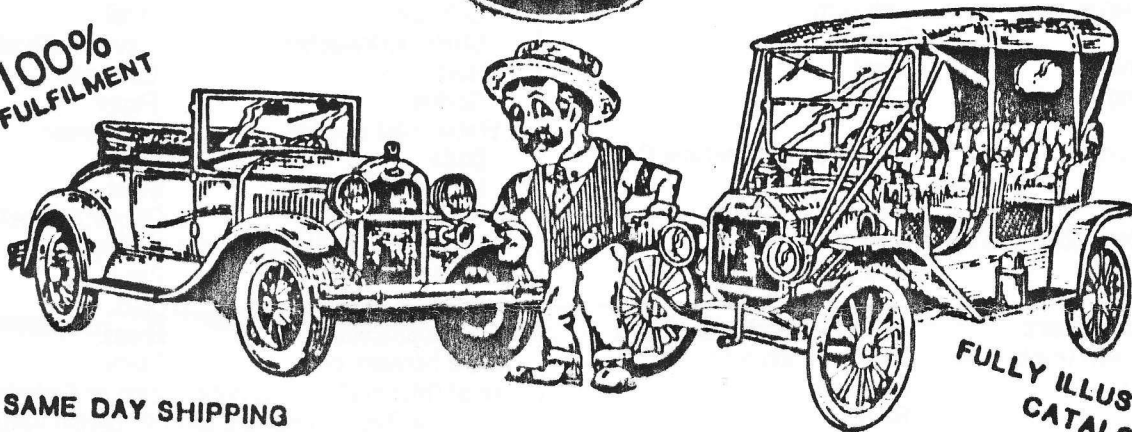


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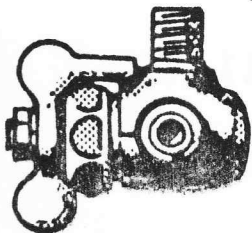
# ENGINE COMPARTMENT FINISHES

*This table includes items judged in several areas*

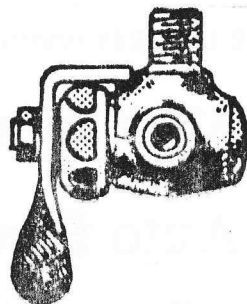
PLEASE read through this list and advise if you have any queries or see any anomalies.

Main bearing bolts	Raven - Steel	Terminal washer	Cadmium
Castle nuts, split pins	Raven - Steel	Terminal nut	Copper
Oil dip stick	Cadmium - Steel or Zinc	Speedometer cable clips	Black
Oil drain plug (1928)	Brass (later unfinished)	Bolts and lockwashers	Black
1929-30	Cadmium - Raven - Steel	Sump pan (to mid 1928)	Cadmium?
Gasket	Copper or Copper/Asb.	all other	Black
Oil filler pipe	Black	Bolts, washers, clean out	as sump
Cap	Black-Cadmium-Steel or Zinc	Clean out bolts	Raven - Cadmium
Oil return tube	Black	Lockwashers	Steel - Cadmium
Bolts	Cadmium - Raven - Steel	Oil drain plugs	Unfinished - no paint
Washers	Copper	Terminal box and cover	Black bakelite
Radiator	Black	Wing nuts	Brass
Support rods	Black	Timing gear covers	Ford green
Support rod nuts/washers	Raven	Bolts, lockwashers	Raven (some Nickle)
Shell bolts, lockwashers	Cadmium - Raven	Gaskets	Paper
Shell nuts	Steel - Raven - Black - Cad.	Timing pin	Raven
Hose clamps	Zinc	Washer (1928)	Copper
Rods: spark and throttle	Cadmium	Universal joint housing	
Sediment bulb	Black	Front	Black or Ford green
Drain plug	Brass - Black	Rear	Black
Retainer washer	Lead	Valve chamber cover	Ford green
Screen	Brass	Bolts, lockwashers	Raven - Cadmium
Drain plug spring	Black - Blued steel	Gaskets	Paper
Bowl '28-'31	Black cast iron	Vacuum line to wiper	Terne steel or brass
some '30	Glass	Fittings	Brass
late '31	Cast iron on carburtor	Water pump casting	Ford green
Wire clamp, cup, jam nut	Cadmium	Grease fitting rear & cover	Brass
Steering column	Black	Grease fitting front	Cadmium - Steel
Gear housing	Black	Packing nut (28-29)	Brass
Spark/throttle levers	Black	Packing nut (1930)	Cadmium - Zinc
Springs	Black	Shaft nut (at fan)	Raven - Black
Column clamp	Cadmium	Split pin	Steel
Bolt, nut	Raven	Studs, lockwashers	Raven - Steel
Lockwasher	Steel	Nuts	Cadmium
Lube fitting	Cadmium	Gasket	Paper
Plug	Steel	Water inlet casting	Ford green
Spark plug body	Blued steel (sometime Cad.)	Bolts	Raven
Gaskets	Copper	Lockwashers	Steel
Connectors	Bronze	Gasket	Copper/asbestos
Speedometer cable housing	Raven	Water outlet casting	Ford green
Spark linkage	Cadmium or Zinc	Gasket	Paper
Starter and cover	Black	Water return pipe	Black
Bolts, lockwashers	Raven - Steel - Cadmium	Drain petcock	Brass
Starter switch (early '28)	Black - Cadmium	Wire harness clips	Black
1928-30	Cadmium	Head/Manifold/ Pump nuts	Zinc or Cadmium
Bolts	Raven	Raven = Black phosphate and oil coating which provided some degree of rust-proofing.	
Pushrod	Cadmium or Zinc		

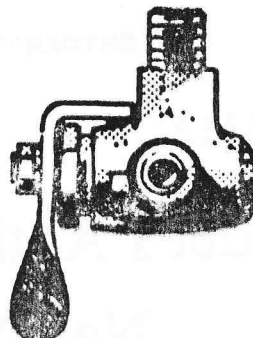
## FUEL SHUTOFF VALVES



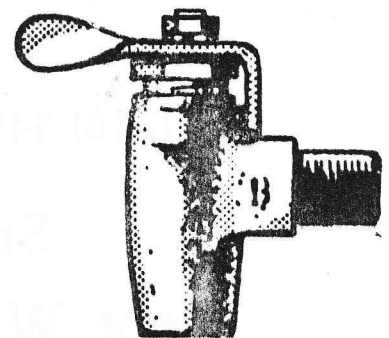
START OF PRODUCTION TO APRIL 1929  
FORGED STEEL HANDLE



APRIL 1929 TO LATE 1929  
STAMPED STEEL HANDLE



1929 TO MAY 1931  
SQUARE SHOULDER ADDED  
PACKING NUT CHANGED



APRIL 1931 TO END OF PRODUCTION  
HANDLE ON TOP, LOCATED ON  
ENGINE SIDE OF FIREWALL



## ... Notebook ...

**WELCOME to New Members** - DOUGLAS & SANDRA NETHERWAY of [REDACTED] Gosnells, 6110 - [REDACTED] We met up with them at the 96fm parade. Fully restored 1928 Phaeton on full licence. Also: JOHN & BRENDA CARTER of [REDACTED] Hilton, 6163 - [REDACTED] Have fully restored '28 Coupe and a '30 Coupe in need of upholstery. Plus: DES & MARG ADDISON, [REDACTED] Bruce Rock, 6418. [REDACTED] have: '30 Utility (working on the farm) and an unrestored '28 Phaeton in need of: rear doors, rear body, seats, headlight, firewall, fuel tank, steering box and column - can you help? Then: MALCOLM & PAULINE WOOD of [REDACTED] Duncraig, 6023. [REDACTED] - '29 Phaeton described as "biggest jigsaw puzzle I've ever attempted". And MICHAEL & NINA KITCHENS of 2 Glenwood Avenue, Glen Forrest, 6071, [REDACTED] '28 Phaeton requiring: spare wheel carrier, windscreen frame, instrument panel and radiator cap - can you help? Well, what do you think of that?

**EVERYONE BACK HOME NOW?** - The 'Recession' (you can say it now, The Treasurer said so) cannot be biting some of our members too hard as several have been merrily holidaying in and out of this country. You know what they say: "A 'recession' is when your neighbour loses a job, a 'depression' is when you lose your job - a 'recovery' is when Paul Keating loses his job". The CALLEJAs apparently had a wonderful time in Europe (including Malta), the ANDREWs and the BENNIEs tried to buy out the bargains in Hong Kong on their trips and the COOKEs toured around our south-west. JIM & NINA WILLIAMS set off to drive to Tasmania in that record heat and the trough of hot air must have lingered over them right across the Nullarbor - did JIM have enough beer? Vice-President LOUISE READ is off to America and Disneyland. ALAN JEFFREE and his parents are touring around the Eastern States, taking in wineries and Ballarat Swap Meet-more goodies for EDITH?

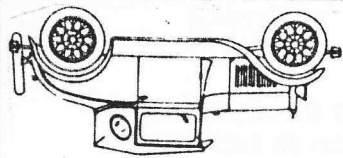
**MODEL A FORDS - TELEVISION STARS** - For you avid television watchers there has been a plethora of 'old cars' in movies recently where you could play 'spot the Model A' to counteract the intrusion of commercials. There were Model A-s in 'Bonnie & Clyde' and also in 'Bad Blood' set in New Zealand in 1941. I was flipping though TV channels a few weeks ago (as is my want) when I happened onto a programme about the Depression and there was Henry Ford stamping Number 1 on the very first Model A engine block, followed by scenes of Model A Fords coming off the assembly line and driving away. In a movie called 'Heartbreak Ridge' with Clint Eastwood a couple of months ago a bunch of Marines were yelling out those marching chants they do. This one went: "A Model A Ford and a tank full of gas. - Mouthful of...." (the rest is entirely unprintable but if you want to know you know who to ask if I am not too embarrassed to tell you (I might not be able to repeat the rhyme to some of the ladies).

**BUMPER PROBLEM** - One of our south-of-the-river members was driving back home from even further south in his Phaeton a few weekends ago. He was flying merrily along doing 50mph, in the outside lane passing a slower vehicle - when one side of the front bumper fell off!!! He could not understand why "it had been there for 60 years", he said. Luckily no one was hurt, except perhaps the bumper itself; and the drivers' feelings?

**MYSTERY MUSTANG** - A Club member and recent proud owner of a Mustang was cleaning out the new acquisition recently and came across some scraps of paper which contained a name and a telephone number. What an opportunity to find out a bit about the history of the new car? Made a telephone call to California and spoke to someone who was initially very reluctant to divulge any information until told more about the Mustang. After some descriptions and a longer than usual pause from America up to the satellite and back down to Perth came the answer: "Yes, sounds like the car my daughter had stolen." OOPSS... Another long pause... However, it turns out that it had been recovered; stripped. Phew!

**WANTED - PLEASE HELP** - We have a request from country member FRANK SINCLAIR in Dampier who ordered 5 hub caps for his '28 Tourer from Sydney and America but both lots were too large. He wants caps with: "a small star upon the hub cap, the circle around the hub cap is just over 8-1/2 inches or 220mm long." *I am not too sure Frank but it sounds to me like you require hub caps for 1928 21-in wheels and you are getting caps for 1930-31 19-in wheels which are much larger, what do the experts reckon?* - Ed. He is also seeking the threaded piece that holds the petrol cap, with a piece of tank attached. If anyone has the hub caps and can sell them to Frank (or can offer any advice on the subject) or has the petrol cap thread (or a battered fuel tank with the thread intact) please contact him direct at [REDACTED] Dampier, 6713.

**FOR SALE** - Big Al (organiser of the famous Poker Run) has a complete roof for a 1928/29 Phaeton (including black vinyl roof but without side curtains) for sale. Contact him direct on [REDACTED] One of the contacts at the Classic Car Show advised that he had a "1928 Model A starter motor and a distributor cap" in his garage which he would like to sell. Contact: Colin Healey on [REDACTED]



If undelivered, please return to:  
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Mrs M. Spencer



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## FRONT WHEEL BEARINGS

M.A.F.C.A.'s Technical Director, John Hargrave, was asked how to adjust front wheel bearings.  
Here is his answer:-

"Far more Model A front wheel bearings are ruined and front spindles damaged from running the bearings too tight than running them too loose. Be sure the bearings are in good condition and are packed with grease. The spindle nut should be tightened up snug (20 foot pounds) then loosened. Then re-tighten finger tight. A slight 'clunk' repeat 'slight', should be heard as the hub is forced back and forth on the spindle. If there is no 'clunk', the bearings are too tight. Back the nut off one castle and check again. Sometimes the correct point is between castle openings. In this case either use the looser of the two openings or try a different nut."