

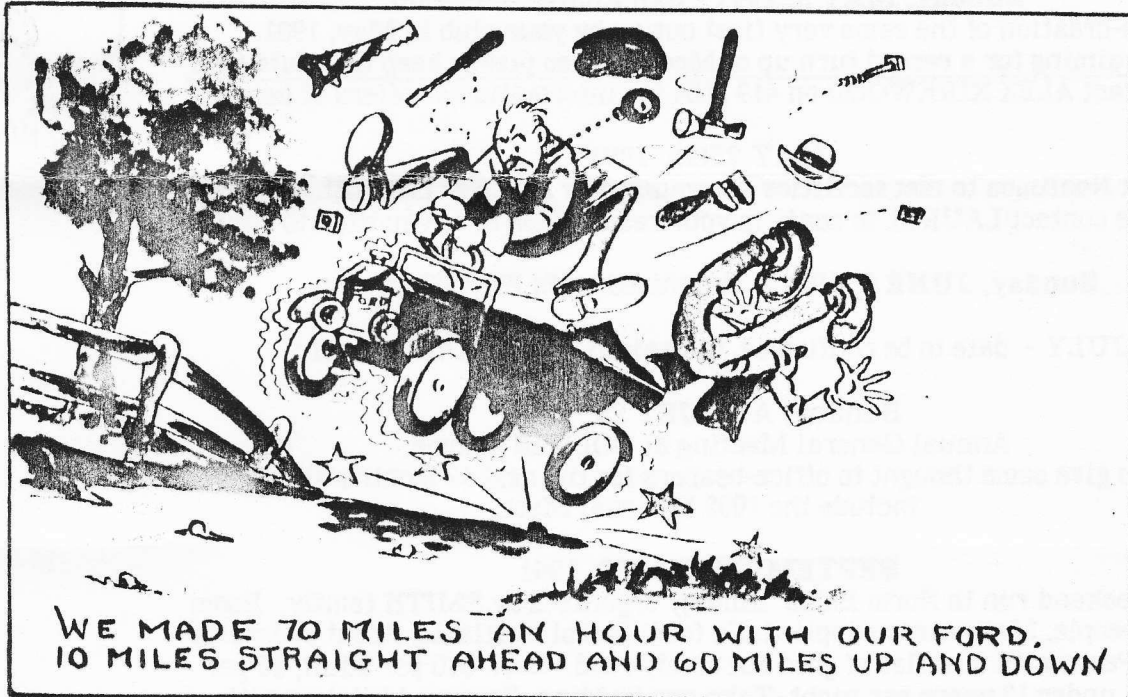


# Western Model A News

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

Year No XI Number IX

APRIL, 1991



*This is an actual postcard from the 1920s and '30s. It's supposed to be a Model T, but....*

**NATIONAL MEET** - entries are coming in from all over Australia plus the United States of America. Have you entered? The 'A-train' from Sydney to Perth is heavily booked and there is a steady response for accommodation at Noalimba. A 'Conferlink' call Australia-wide has been arranged with Telecom to answer any questions other State clubs may have about details and arrangements for the National Meet in Perth. Just twelve months to go now folks - how's that restoration progressing?

The **TENTH ANNIVERSARY RUN** for Sunday May 5, 1991 will now be organised by **ALEX KIRKWOOD** which is great news as he actually organised that very first Club run in May, 1981. Thanks, ALEX.

Next run - meet 10.30am at corner of Beechboro and Marshall Roads  
for Whiteman Park display - 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.

**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. Contact Alan if you want to attend.

**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!  
Contact ALEX KIRKWOOD on [REDACTED] for information or offers of help.

**MAY 25/26, 1991**

Stay at Noalimba to test facilities - Organised by MIKE & LAUREL COOKE. Please contact LAUREL to confirm your reservation or if you wish to stay.

**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.

Time to give some thought to office-bearers for the next 12 months which will include the 1992 National Meet.

**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.



**WHO TO CONTACT  
while your Secretary/Treasurer and Editor  
are out of the country.**

Your Club Secretary/Treasurer and Editor are off to Tonga for a couple of months on a volunteer assignment for the Australian Executives Service Overseas Program where Bevan has been asked to promote a local hotel to the overseas market. LOUISE READ will take over as Club Secretary/Treasurer. STEVE READ has kindly agreed to be Club Editor so please give him your co-operation with articles, etc. Some of you were worried about the Newsletter content when BEVAN took over but what will STEVE say? Stay tuned to find out... ALEX KIRKWOOD had taken over organising the 10th Anniversary of our very first Club Run (he organised it the first time). Any enquiries for the National Meet to LOUISE or BILL BENNIE. Please give these volunteers your co-operation and assistance. Bevan and Helen may just think of you occasionally with the arrival of winter in Australia as they endure another day on a Pacific Island, unless a typhoon strikes Tonga and wipes out half the island!

# Jeffrey Easter Excursion

## THE LEEMAN LARK

A very enjoyable extended weekend outing for Club members who drove up the Western Australian coast to the tiny coastal fishing/resort town of Leeman for some relaxing, reminiscing and rubbish tip visiting, plus some joke telling, port drinking, fishing and lots of talking and tyre-kicking.

At 8am on Good Friday an assortment of vehicles gathered in Upper Swan - those driving through Midland having to negotiate thick fog with the visibility down to around 50 meters.

Model A Fords of families: SHARP, COOKE, LETCH, KIRKWOOD and (hooray) DAVIDSON were accompanied by various vehicles under 60 years old of: LUCA, ANDREWS, JEFFREE, BLEWETT, DUNS, WRINGE and McLEAN.

Hearty CONGRATULATIONS to COLIN DAVIDSON on completing the restoration of his Phaeton - the vehicle really looks great. I must confess, if someone said the car was red with red upholstery I would have wondered ... but it looks exceptionally classy!! Naturally all the 'experts' had to examine every nut and bolt and the overall comment was very favourable. Oh, with one exception: if you want an honest, down-to-earth, off-the-cuff, straight forward comment just ask RON ANDREWS. RON told COLIN that his front indicators were something to do with a premises for excreting (used as an adjective)...but he did like the rear indicators mounted on the hood bow support cups! Well done DAVIDSONs.

CHRIS WRINGE was heard to mumble under his breath that when his Model A was restored he was not bringing it to a Club run for six months until the novelty had worn off and they would not pick the car to bits! Never mind, they mean well and are only trying to be helpful.

The use of CB radios on the weekend was very handy for planning stops and checking that all vehicles were proceeding. The ANDREWS and LUCAs in their post 1931 vehicles decided not to turn off at Bindoon as planned and went their own way for a while. Morning tea was at Moora.

COLIN had some wheel trouble when the nuts worked loose on a rear wheel (presumably the old problem of new paint cracking under wheel nuts and allowing the nuts to work loose). The holes in the wheel were considerably enlarged. A quick wheel change and we were all on the road again - including the wayward LUCA and ANDREWS clans.

That night was the all-in casserole night but HELEN was in disgrace because she had left her famous cheesecake in the freezer at home - however, those who were allowed meat enjoyed her

Jumbalaya recipe from New Orleans.

Saturday morning - a few stalwarts tried fishing off the beach at 6.30am without success. Later a few tested their fishing skills off the Leeman jetty. The COOKES actually caught a fish which was given another life when they then threw it back (must have been a cat fish - "nine lives" get it? A cat has nine lives: must have been a cat fish ... oh forget it!!). The SHARPs and LUCAs went to the jetty with their rods and caught two crayfish each - but they used folding bait with a picture of Kingsford Smith.

Several ladies went for a walk along the beach which resulted in hauling IVY McLEAN up rocky cliffs. DARREN flew his model plane. COOKES, ANDREWS, LETCHs and JEFFREES could not resist a visit to the tip among seething flies, teeming ants and a pungent pervailing aroma....you've got to be keen.

Most were rudely awoken on Easter morning by the invasion of an 80 kilo Easter Bunny who was giggling so much under a disguise that she fogged up her glasses. DARREN copped an Easter egg on the head, EDITH dived under the covers, COLIN thought it was his daughter and all ROSS said was "bloody 'ell".

On Sunday night the DUNS twins, DEBBIE and JULIE, gave us a trumpet and clarinet concert - well done, thanks girls. Multiple conversations were enjoyed over the weekend (we seem to have a few latent "rev-heads" out there don't we?). Naturally a joke session erupted with young BEN LUCA proving totally his pedigree on his father's side.

The weekend was relaxing and convivial and included a trip to a lake in the Model A-s and a couple of brief cricket matches. Attending the Snag Island Cup (where we met up with Northam members BARRY & SYLVIA BRISTOW-STAGG) resulted in those with young children having their wallets nudged a bit at the stalls.

Congratulations and thanks to the JEFFREES for a very successful Easter weekend. The SHARP Tudor did a total of 453 miles so I guess others covered a similar distance.

No problem deciding where to go for next Easter - it's the NATIONAL MEET in Perth!!

# THE TRANSMISSION

from Ford Service Bulletin

The Model A transmission is of the standard selective sliding gear shift type; all moving parts, with the exception of the reverse idler gear which is carried in a bronze bushing, rotate on a ball and roller bearing.

With the combination of roller and ball bearings, special heat-treated chrome alloy steel gears and other improved features, the Model A transmission equals if not excels any other design transmission.

## Disassembling Transmission

Remove gear shifter housing.

Disconnect clutch housing from transmission case by screwing out the four clutch housing to transmission case screws (Fig. 473).

Lift off gasket and withdraw transmission main drive shaft (Fig. 474) and pilot bearing B, from transmission assembly.

Screw out the four-bearing retainer to transmission case screws (Fig. 475) and lift off bearing retainer and gasket.

The transmission main shaft complete with main shaft ball bearing and oil baffle can now be withdrawn and the transmission low and reverse and the high and intermediate gear lifted out of transmission case (Fig. 476).

Remove countershaft and reverse idler shaft retainer screw (Fig. 477) and lift off retainer.

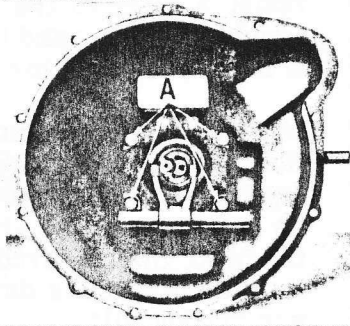
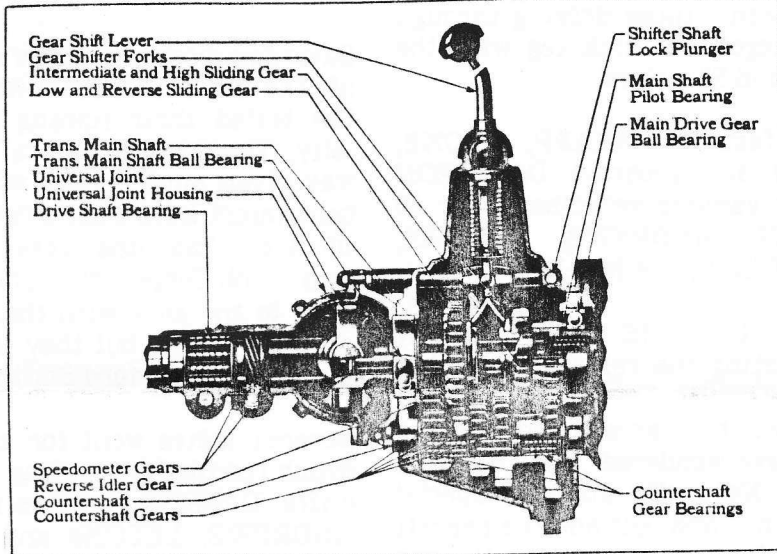


Fig. 473

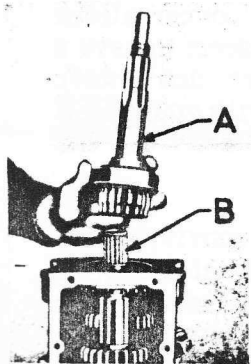


Fig. 474

Remove countershaft by tapping it out of transmission case. A hammer and brass drift is used for this purpose (Fig. 478).

Transmission countershaft gear assembly can now be lifted out of housing, the two countershaft bearings withdrawn from ends of shaft (Fig. 479) and the two countershaft gear thrust washers lifted out of housing.

Next withdraw the transmission reverse idler shaft assembly from transmission housing (Fig. 480) and lift out reverse idler gear.

## Inspection

The parts should now be washed in kerosene and each part carefully examined. If it is necessary to replace the ball bearings they can be pressed off the shaft on an arbor press and new bearings pressed on.

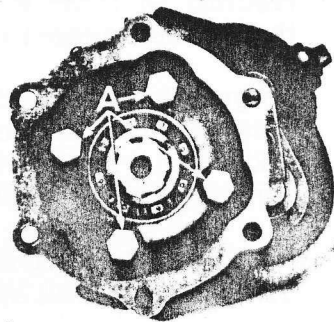


Fig. 475

that flat side of shaft faces countershaft hole in case (Fig. 481). This lines up the shaft so that it can be locked in place when the reverse idler shaft retainer is installed.

Place a little cup grease on the sides of the two thrust washers and position them in each end of transmission case so that they line up with the transmission countershaft holes in case.

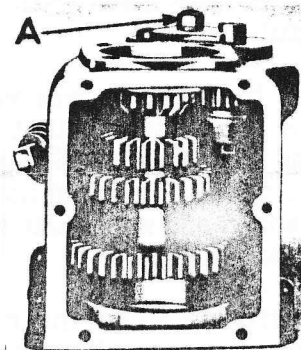


Fig. 477

Before assembling, thoroughly lubricate all moving parts. Draw all bolts, nuts and cap screws down tightly, making sure to replace lock washers and cotter pins as required.

## Assembling Transmission

Place reverse idler gear in transmission case with the flush side of the gear to the rear of the case.

Next insert transmission reverse idler shaft through case and gear, turning it so



Fig. 476

Next grease the two countershaft gear bearings - short and long - and insert bearing into both ends of the countershaft gear assembly. The long bearing fits into the end of the small gear (Fig. 479).

After inserting the bearings into the ends of the countershaft gear assembly place the assembly in the transmission case, meshing the small countershaft gear with the reverse idler gear.

Next line up the two countershaft gear thrust washers and the countershaft gear assembly with the countershaft holes in the case and insert countershaft through washers and countershaft gear assembly. The shaft is tapped into place with a brass hammer. When installing, turn shaft so that its flat

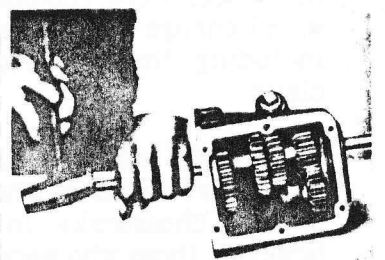


Fig. 478

side (A, Fig. 482) faces the flat side of the reverse idler gear shaft.

Next place reverse idler shaft retainer between the flat of shafts and fasten it in place with lock washer and screw (Fig. 477).

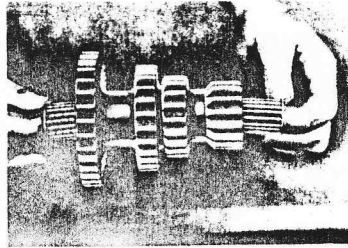


Fig. 479

Line up the transmission low and reverse sliding gear with the transmission high and intermediate sliding gear, making sure that the faces of the grooved collars come together (A, Fig. 483) with the small gear to the front of the case.

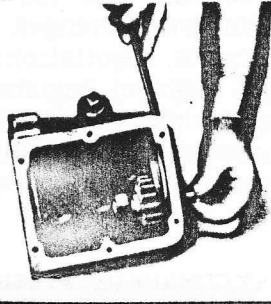


Fig. 480

If a new main shaft or a high and intermediate sliding gear are to be installed, select the parts so that the gear is a snug sliding fit on the shaft. The gear should have not more than .002" clearance on the shaft (check with feeler). The clearance may vary from .002" down to a point where the gear

will just slide on the shaft of its own weight or with a slight pressure of the fingers when the shaft is held vertically.

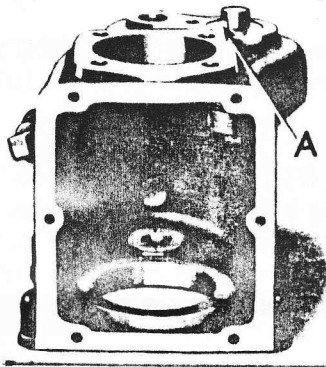
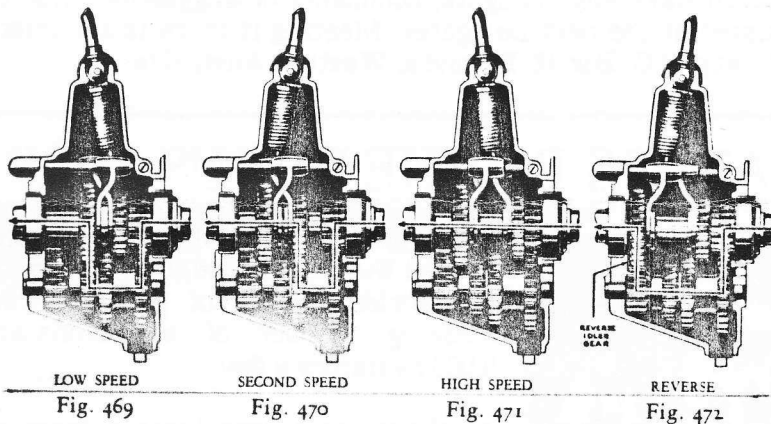


Fig. 481

After lining up the gears insert the transmission main shaft B with ball bearing assembled, through the rear end of the case and through the low and reverse and high and intermediate sliding gears. The shaft is guided

downward until the transmission main shaft ball bearing



seats into the bearing seat in the case.

Next place bearing retainer gasket on end of transmission case and assemble transmission main shaft bearing retainer to gear case by installing the four lock washers and cap screws. These screws should be drawn down tight and wired. When installing retainer be sure it is assembled with the lubricator fitting pointing downward.



Fig. 482

Next place pilot bearing over the end of the main shaft and collar assembly, then place transmission main drive gear over bearing on transmission main shaft, making sure that main drive shaft ball bearing seats in ball bearing seat in transmission case.

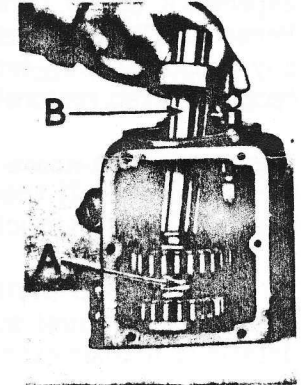


Fig. 483

Position clutch housing to transmission case gasket on

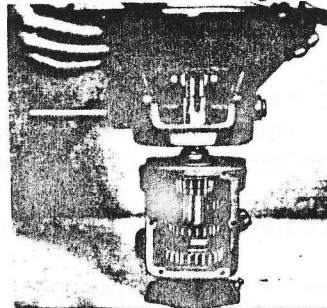


Fig. 484

end of transmission case and assemble the clutch housing to transmission case (Fig. 484) by installing the four cap screws. The assembly is then installed in the car.

Before installing the gear shaft housing see that the gear shift housing gasket is in place on transmission case, the gear shift lever in neutral position and the transmission gears on the main shaft are spaced so that the gear shifter forks line up with the collars (A, Fig. 485). Next pour in sufficient gear lubricant until it reaches the level of the filler hole in transmission case.

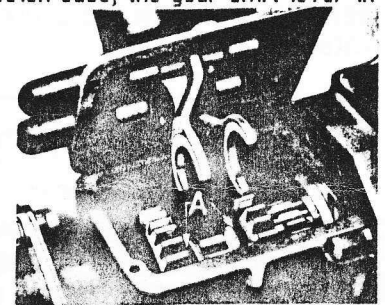


Fig. 485

### FOR SALE

1929 Phaeton from cowl forward - all mechanical work complete. Includes some new spares - \$2,500

Also:

Tandem trailer 7ft 6in x 8ft 6in - licensed for 2 tonnes, steel floor - \$1,500 o.n.o.

1974 Escort 2-door - \$1,300 o.n.o.

1966 Dodge Pick-up - \$1,500 o.n.o.

Contact JACK BARRIE on [redacted] anytime.

# All States Please Copy NATIONAL SECRETARY for the Model A Ford Clubs of Australia

Although the Model A Ford (and organisation of auxiliary events) seems to have overtaken my entire life-style I am still a relatively "new-boy" to the Model A World.

However, in my brief experience, it seems to me that what our movement desperately needs is a central point for receiving and disseminating ideas that concern ALL the State Clubs, particularly with relation to National matters, such as: Judging Standards (changes, suggestions), keeping up with proposed Federal Laws, assistance with Special Licence negotiations, experiences and rulings on Taxation, promoting Club produced parts, compiling a National Register, standardising National Meet paperwork (entry forms, concours entry and judging forms), Agenda for Bendigo Delegates' Meeting, Perpetual Trophies, experiences which would be of interest to other Clubs, a central clearing point for any proposals, suggestions for Model A parts suppliers and experiences with orders and quality of parts received, even restoration and maintenance hints, etc.

The suggestion would be to appoint a keen National Secretary (or President?) each year (or two years?) to co-ordinate all these national and associated matters and perhaps issue a quarterly Newsletter to keep all Clubs in touch with each other.

To cover costs of postage and telephone calls, each State Club could recompense the National Secretary. Perhaps an annual sum of only \$30 per Club would cover costs and the Secretary would present full details of his/her expenditure at each Bendigo Delegates' Meeting.

The Secretary could assemble an Agenda for each Bendigo Delegates' Meeting from suggestions by each State. The Agenda could be circulated at least two months prior to the meeting to give members of each State Club an opportunity to discuss the matter/s and the Delegates would then have a clear idea of how to vote on the matters. This would totally alleviate the need for a proposal to be discussed and then take another twelve months before they got together again to (perhaps) discuss the matter all over again.

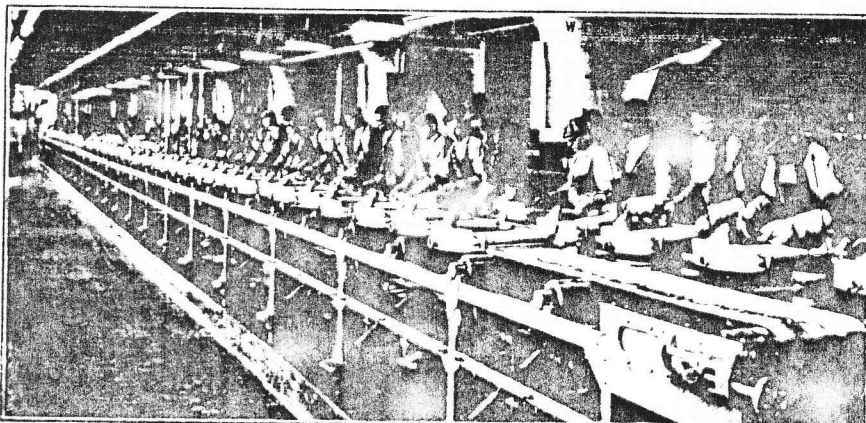
I would stress that this idea is purely a personal suggestion and will come as a complete surprise to most members of my own Club.

Please discuss the matter and contact me if you have any thoughts, comments or suggestions (for or against). Perhaps the proposal could be discussed at the next Delegates' Meeting if there is sufficient interest.

Bevan Sharp, [REDACTED] Palmyra, Western Australia.

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## MODEL A FORD RADIATORS BY THE THOUSANDS



*The Radiator Is Filled With Compressed Air and Immersed in Water to Detect Leaks*

The Highland Park plant at one time housed the largest radiator factory in the world, capable of producing an amazing number of approximately 9,000 radiators a day.

As there are a very large number of parts in a radiator and many operations are required in its manufacture, production of this volume was no small achievement.

Later production of radiators was transferred to the Green Island plant of Ford Motor Co. on the Hudson River near Albany, New York.

## OILS ARE OILS

*M.A.F.C.A.'s Technical Director, John Hargrave, was asked about his reactions to the use of detergent and multi-viscosity oils in a Model A. Here is his answer:-*

"This debate will probably continue for as long as there is a choice of oils. The only real argument for non-detergent oil is for use in dirty engines which contain heavy sludge deposits or for use where the oil will be in use for very long periods of time without a change. Non-detergent oil will not pick up old sludge deposits and will deposit new sludge as it forms. Detergent oil will pick up dirt and sludge and hold much of it in suspension until the oil is changed. This is why it is unwise to put detergent oil into a dirty engine. The detergent will try to pick up the dirt and sludge and you may end up with plugged-up oil passages. An oil filter is advisable where detergent oil is in use.

In hot weather, multi-viscosity oil does not thin as much as single-weight oil; neither does it thicken as much in cold weather. This is an important advantage.

The old argument that multi-viscosity and detergent oil should not be used in the Model A Ford has been pretty much disproven over the years. The same goes for the argument that detergent and other additives will damage nickle babbitt. Many forget that modern engines also use babbitt rod and main bearings where a thin layer of babbitt is attached to steel main and rod bearing retainers. The Model A uses solid babbitt bearings which are attached to the block, the rods and the bearing caps.

Although 10W-30, 10W-40 and the newer 20W-50 are all popular with Model Aers, some drivers still prefer 30 or 40 weight detergent oil for summer driving."

### CAJUN COOKING?

Two 'Louisiana Cajuns' had a wild time "cookin'" along in their '31 Roadster in America's 'Great Race'. Coming down a steep grade the battery had shifted, causing the hot post to touch the main brake rod and heating it so that when they applied the brake the rod stretched. They barely missed a police car, spun three times on loose gravel and finished up in a cow pasture. Later the motor developed a knock - they removed the timing gear cover and forgot to replace a bolt (sound familiar to someone?), one of the crew nearly got mugged buying hamburgers at Iarn that night and next day the Model A threw 12 quarts of oil! In Nebraska high alcohol content in the 'gas' and high temperatures caused a vapor lock which they cured with a wooden clothes peg on the fuel line near the carburettor which absorbed the heat!! They made shims for the con. rods out of an aluminium drink can. To cool the motor in the desert they bought a 10-gallon pressurised garden spray with the tip mounted on the front bumper and connected by 20-feet of windshield wiper hose to the pump part in the cab...!!!

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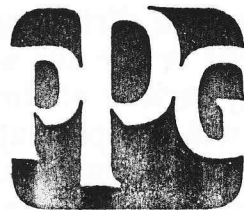


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# A new name in Perth to the rescue of Restorers

On Saturday afternoon March 16, your Editor, with MIKE COOKE and ANGELO

CALLEJA, called on Mark Branley and Terry Bilick at the Perth Paint Group, 663 Newcastle Street, Leederville (near the Water Authority offices) to check them out.

Who are they you may ask? Well they have the State agency for PPG Finishes. Still in the dark? Well, you know that virtually every time paint colours are discussed in relation to the Model A Ford the name DITZLER is mentioned? Well that's, them folks, PPG own Ditzler.

Ditzler began making paint to supply the fledgling automotive industry in 1902. By 1903 the Cadillac Motor Car Company was their first customer, closely followed by the Ford Motor Company a year later.

Ironically enough, the first Cadillac was actually a Ford as the backers of the 'Henry Ford Motor Company' clashed with Henry, gave him \$900, threw him out, developed his automobile and called it a Cadillac - but you already knew that didn't you?

PPG constantly research their wide range of products and their technology is now used by two-thirds of all cars built in the Western world.

They have a complete, compatible range

## PERTH PAINT GROUP



of products to finish your careful restoration: stripper, metal cleaner, conditioner, putty, filler, undercoat, primer, sealer and acrylic lacquer. They recommend using their Epoxy Primer (in four colours), followed by a primer-surfacer they call Kondar (with fast film build, 30-minute drying time, easy sanding and excellent feather edging), another coat of primer, then an acrylic sealer called Del-Seal to aid topcoat colour holdout and eliminate feather edge splitting and sand scratch swelling.

Then you can coat with the colour of your choice. If you are concerned about the final colour, not only can they show you original Model A paint chips, they have the formula to make that exact colour. If you prefer, they can eye-match your chosen colour.

PPG's range of products also covers the whole range from underbody coating to clear lacquer. For the 'petrol heads' out there they also make 'Radiance II' for 'candy' and 'pearl' effects for custom paint jobs. Then there are vinyl cleaners (ask MIKE COOKE who is trying it on his Mustang) and even spray paint, conditioner and clear protective finishes for vinyl.



If you have questions or want technical advice or data sheets with regard to preparing or painting any motor vehicle, telephone Mark Branley or Tom Pike at Perth Paint Group on (09) 227 5147.

### Model A Ford

## WHEEL WARNING

After the lesson re-learned on the Easter run it may be timely to repeat the warning concerning basically newly-restored Model A Fords, but mostly just the newly-painted wheels.

It is quite understandable and justifiable that after the wheels receive several coats of paint they are proudly fitted to the shining new vehicle, being very careful not to chip the gleaming wheels.

Unfortunately the layers of paint actually pinched under the wheel nuts can start to craze and crack away, allowing wheel nuts to slowly work loose as the wheel hurtles around, plus the bouncing weight of the vehicle contributing to this action. So, as the nuts work loose they start to wear the hole in the wheel larger and compound the problem. If this situation is allowed to proceed the result is that the nuts can ultimately fall off and the wheel goes in a different direction to the rest of the vehicle.

The winner of the "Hard Luck" trophy at the last National Meet was a victim of this phenomenon - his wheel finished up way off in a paddock. Stories were being told in Brisbane of wheels never having been found after similar mishaps. Even wheels of vehicles sitting on trailers can come loose after being towed.

The answer seems to be to place a washer (or something) or actually fit a nut in the appropriate hole while painting the wheels to stop the build-up of paint which would be under the wheel nut. Does anyone have any other practical advice?

SOME PROMINENT GENERAL CHARACTERISTICS OF EACH MODEL A FORD STYLES BY YEARS

	1928	1929	1930	1931
HEAD LAMPS	Nickel, 'acorn'	Nickel 'acorn', 'Twolite'.	Stainless, para- bolic, 'Twolite'.	Same
HEAD LENSES	Vertical flutes.	Vertical flutes. with prisims.	Same.	Same.
TAIL LAMP(S)	Nickel cylindrical 'Duolight', forged bracket.	Nickel, cupped. 'Duolight', pressed steel bracket.	Stainless, cupped 'Duolight' pressed steel bracket.	Same.
RADIATOR SHELL	Nickel, low & rounded 13/16" wire holes, tear- drop tab on crank hole cover, blue enamel emblem.	Nickel, low & rounded, 15/16" wire holes, dumb- bell tab on crank hole cover, blue enamel emblem.	Stainless, high painted panel insert at bottom only. Blue enamel emblem.	Stainless, high painted panel at bottom and top Pressed stainless emblem.
BUMPERS	Nickel, reverse curved ends, <b>round</b> head on centre bolt*.	Nickel, reverse curved ends <b>oval</b> head on centre bolt*.	Chromium, slight bow, all bolts capped with pressed stainless*.	Same.
COWL	Reverse curved with coupe pillar exposed fuel tank.	Same (except for Briggs & Murray bodies.)	High, tapered smoothly into hood, concealed fuel tank.	Same
STEERING WHEEL	Red plastic, dished.	Black plastic, dished.	Black plastic, flat, large hub.	Same.
DASH PANEL	Nickel, heart shaped. Oval speedometer.	Same.	Same. (Mid-year change to 1931 style.	Stainless, oval. ribbed centre. round speedo.
WHEELS & TYRES	21 x 4.50.	Same	19 x 4.75.	Same.
RUNNING BOARDS	Separate, ribbed rubber, zinc trim.	Same.	Integral with splash apron, pyramid rubber, stainless trim.	Separate, pyramid rubber stainless trim.
SPLASH APRONS	One piece.	Same.	Two piece.	One piece.

\* Note that all bumper bolt heads had the depressed portions painted the same shade of blue as the porcelain enamel radiator emblem regardless of body colour.

## ... Notebook ...

### CAN YOU HELP?

The floors and flat surfaces of the Sharp household are fast disappearing under a growing pile of Club and National Meet paperwork. Does anyone have (or know where to obtain) one 4-drawer or two 2-drawer filing cabinets to sort and store all this red-tape? Either a lend for 12 months until the Meet is over or (preferably) a donation to the Club to hand to each successive Secretary would be much appreciated.

### WHAT'S THE TIME Mr WOLF?

So, STEVE READ, when it's 4pm in Perth, what's the time in Los Angeles? LOUISE knows because that's when STEVE telephoned her and got her out of bed in America at 4am - then wondered why she sounded a more than just a bit vague!!

### INOX - BATROLYTE

We have sold out of Batrolyte after members' amazing reports of its effects in rejuvenating tired batteries and obviously increasing the life of newer batteries. Perfect for stopping plate build-up on that battery in your Model A that may sit around for a month at a time. Please advise now if you require a bottle or two and we shall place another order. One member was so impressed that he has ordered a litre can. A couple of ozone-friendly spray cans of Inox are still in stock at only \$6 each. Once again, a good feedback on this product's ability to move stubborn nuts and bolts and its lubrication qualities - a restorer's best friend! The local agent recommends that you try in on your distributor cam.

### CLUB BADGES

Available right now are some essential items:

- Metal lapel badges - \$5.00
- Cloth patches for caps, shirts, etc. - \$5.00
- Metal badges for car bumper or radiator - \$15.00
- Plastic name badge - new members got yours? - \$6.00
- Also only three reflectors left at just \$1.00 each.

### WANTED - other States please copy

1929 BELL HOUSING wanted urgently to finish a restoration (that's all it will take) by FRANK SINCLAIR - [REDACTED] Dampier, W.A. 6713.

### IS IT LEFT-HAND DRIVE?

Just a note of caution when you order parts from America: remember that they drive on the other side of the road and parts will, naturally, be for left-hand-drive vehicles. Most parts will fit with the steering wheel on either side of the vehicle but take care with those that will be effected.

### W.A. MODEL A FORDS FOR EXPORT?

I have heard a couple of rumours recently about Model A Fords being sold and shipped to Japan. Naturally, an owner of any vehicle is entitled to sell it at anytime, for the best price they can get and to anyone they choose. I would just comment that it would be a courtesy to offer any Model A to Club members through this Newsletter first, that it is a pity if Australia loses ANY vintage or 'classic' motor vehicle and that it is also a double blow to this State and Club if any Model A is lost forever.

### QUALITY OF OVERSEAS MODEL A PARTS

We have recently heard of a couple of complaints about the actual quality of parts from America not being suitable or up to standard. As members of this Club order thousands of dollars worth of parts each year it has been suggested that we compile a list of complaints to send a letter from the Club with full details. PLEASE ADVISE IF YOU HAVE ANY COMPLAINTS OR SUGGESTIONS. I think we will find that the supplier/s will be grateful for any feedback and willing to co-operate.

### CONGRATULATIONS

To PETER LYNCH who has just converted his coupe from left-hand to right-hand drive.

### NATIONAL MEET

The time has come to initiate a list of prospective volunteers for duty during the National Meet next Easter. If we can accumulate a list of members who are willing to lend a hand to carry out all those small tasks for a few hours that will spread the load and we can ALL enjoy the Meet. Can YOU help?

If undelivered, please return to:  
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Mrs M. Spencer  
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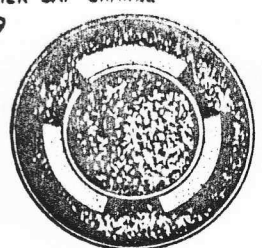
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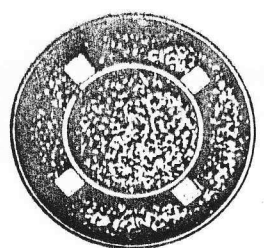
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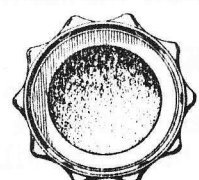
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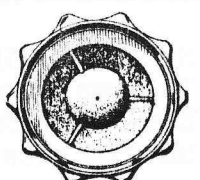
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RADIATOR CAP



GAS TANK CAP

Care must be exercised to see that the caps are not mixed. Should a radiator cap be installed on the gasoline tank it would cause a vacuum to form in the tank and prevent the gasoline flowing to the carburetor.