

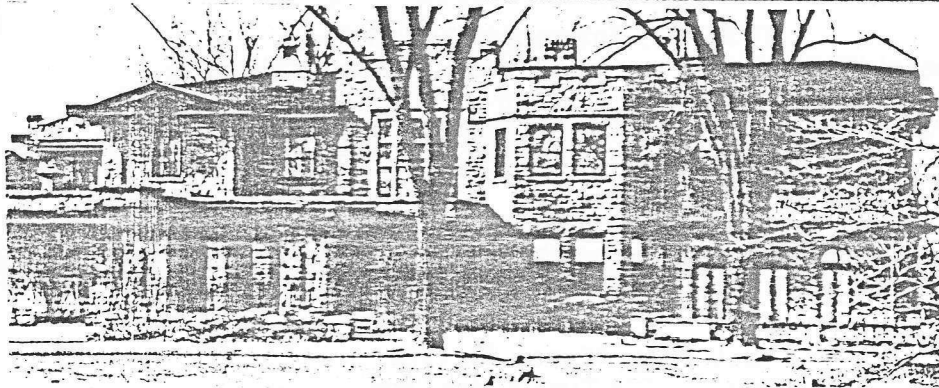


Western Model A News

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

Year XII Number IV

NOVEMBER, 1991



FAIRLANE - Henry Ford Estate, Dearborn, Michigan

A highlight of a U.S. visit. In the campus of the University of Michigan, on the River Rouge. Walk in Henry's footsteps, stroll down the 300-ft tunnel to the powerhouse, stroll through the gardens, stand by the bed in which he died...



ALL FORD DAY

Sunday, November 17, 1991

Please contact STEVE READ today if you can lend any posters, signs, Model A advertisements suitable to 'blow-up' on a photo copier, memorabilia, era oil bottles or whatever to add to the display.

CHRISTMAS DINNER

Saturday, November 30, 1991

Don't miss this enjoyable evening. Book NOW and send \$25 per person to Secretary HELEN at [REDACTED] Palmyra, 6157 to reserve your Christmas Dinner.

Next Event: Meet at Noalimba Centre at 10.30am
National Meet rehearsal run to Whiteman Park

OFFICE BEARERS: President: LAUREL COOKE [REDACTED] Secretary/Treasurer: HELEN SHARP [REDACTED]
Vice-President: ANGELO CALLEJA [REDACTED] Editor: BEVAN SHARP [REDACTED]

COPY DEADLINE: by the 1st of each month to: [REDACTED] Palmyra, W.A. 6157

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

If not already done - your VEHICLE INSPECTION is now OVERDUE
Phone Chief Vehicle Examiner STEVE READ now for an appointment.

Sunday, November 10, 1991

Display at Shooting Complex, Whiteman Park 9.30am - 3pm.

Meet at corner Beechboro' and Marshall Roads at 9.15am.

Take lunch or buy there. Contact ALAN SMITH on [REDACTED]

Sunday, November 17, 1991

All Ford Day, Perth Oval - can set up Saturday 16th from 10am to 5pm.

Entry fee \$10 per vehicle (includes T-shirt and certificate).

Be there! Enquiries to: STEVE READ on [REDACTED]

SUNDAY, November 24, 1991

Meet at Noalimba Center, Venus Street, Bateman at 10.30am
for National Meet practice run to Whiteman Park.

Bring packed lunch or barbecue pack or buy lunch at the Park.

Organised by PETER & FAYE LYNCH.

Saturday, November 30, 1991

Christmas Dinner at Freeway Hotel at \$25 per person. Committee member:
DORA ANNEAR, EDITH JEFFREE, ALMA LETCH for details or bookings.

Saturday, March 28, 1992

Brookton Old Time Motor Show



LETTER TO THE EDITOR

This is the only response to last month's editorial - although I received some verbal input:- I bought a couple of cups of coffee from two ladies at the Autojumble who commenced to flail your humble Editor with their welcomed points of view.

Just a few thoughts on the recent Club run to Bimbijy Station touched on by you in the last Newsletter.

Although many members enjoyed the weekend, there were others for whom the trip was not without its anxious moments for one reason or another.

The Club is growing and with the increase in cars on the runs there is obviously a greater risk of breakdowns. Perhaps we should consider rostering one member to drive a modern car towing a car trailer as a back-up unit?

It is always difficult to know just what spares to take with you on a run. It could be argued that a spring could break just as easily 200 miles from home as it could in your own driveway.

My experience is that it is usually electrical problems followed by carby or fuel that stops most people. None of the tools to fix those areas take up much room so long as you remember to take them. Imagine replacing a rear spring leaf on a Model A 50 miles up that gravel road to Bimbijy!!

We have said in the past that a reasonable distance should be allowed between cars to allow other members of the public to comfortably pass us. This rule must be observed by all Club members and also by the modern cars taking part in the run. Five or six car lengths apart should be the absolute minimum. Modern car drivers should realise that it is nerve-wracking and not very enjoyable to the vintage driver to have a modern car sitting either right on his front or rear bumper.

In future I believe that there should be a cut-off point in relation to the available accommodation. Over-booking purely to try and fit everyone in regardless of the quality of the accommodation doesn't win many votes, I can assure you.

Finally, I find it difficult to understand why it seems necessary to charge off in a mad, headlong dash to get to the chosen destination as fast as our Firestones will carry us, leaving a trail of injured and wounded cars spread out over a hundred miles of fairly isolated countryside. This was not true Clubmanship or Model A motoring and it's time we tidied our act up!! Bill Bennie

MINUTES

of Meeting held at Luca Residence on Sunday, October 20, 1991 with 36 members, 2 visitors and 6 children in 7 Model A-s and a bunch of 'moderns'.

President LAUREL COOKE opened the Meeting at 1.45pm and welcomed Kevin and Margaret Driscoll from the Victorian Club. Also new members (and our youngest Model A owner) DANIEL PINNINGTON with JIM, JAN and TREVOR PINNINGTON and DAVE, SONIA and ROXANNE HEARD.

Apologies from: MAX & DORA ANNEAR, MAXINE DAVIDSON, STEVE & LOUISE READ, DON & VI PHILP, TOM & CRISPINA EASTOUGH.

Secretary read previous Minutes - moved BEVAN SHARP, seconded RON ANDREWS.

Business Arising:

Christmas Dinner - on November 30, book and pay now.

Autojumble - ALAN JEFFREE reported a profit of \$527 and thanked those who had helped. Stock left over donated to the VCC, Model A parts stored at JOHN LUCA's factory. ALAN thanked by acclamation.

All Ford Day - Contact STEVE READ with offers of help, posters, memorabilia, etc.

Vehicle Inspection - Very important that vehicles not examined be inspected as soon as possible, especially any Concessionally licenced. If examined by another Club (including country members) - copy of certificate to be sent for our records.

Bring & Buy - items to COOKE's or REID's as soon as possible.

Financial Report: Balance \$1,978.27.

Correspondence: Town & Country, Multifax, Quality Platers, C.C.C., Graham Wort, Merv & Thelma Celow, Brake Bonders, Queensland Club, W.A. Modified Car Council, Brookton Old Time Motor Show.

National Meet: BILL BENNIE reported all on schedule, committee meeting more frequently, purchasing items like soap for Noalimba, financial balance all committed. BEVAN reported now 111 entries, also three new sponsors this week: WD40 sending product, Shell Australia will give every Model A oil for a free oil change and discounted petrol, Mobi-Tow will supply back-up for each daily run.

General Business: BEVAN asked if anyone knew of the location of (or had any ideas on how to obtain) a Minolta A3 cassette for the donated photo-copier?

Coming events: November 17 - All Ford Day.

November 24 - Whiteman Park practice run.

November 30 - Christmas Dinner

Bits & Pieces: JOHN LAURIE is seeking a flywheel housing.

There being no further business, the Meeting closed at 2.20pm.

\$50

FIFTY BUCKS WILL NOT USUALLY BUY YOU TOO MUCH THESE DAYS
BUT IT WILL ENABLE YOU TO ENTER WESTERN AUSTRALIA'S VERY FIRST
MODEL A FORD NATIONAL MEET

APRIL 16 -21 (Easter), 1992

IF YOU HAVE NOT SENT IN YOUR ENTRY - NOW WOULD BE A GOOD TIME

This could be your only chance to participate in a Model A Ford Meet. The event has never been held in W.A. before and it will be the year 2002 before it happens again. Also, it will NEVER be cheaper. You could enter, pay your \$50, and turn up each day for the interesting daily events and tours. You will also receive your useful Rally Bag containing a specially-struck Rally Badge, Rally Plate, souvenirs, programme, tickets, etc.

Staying at Noalimba will definitely be a highlight of the Meet and add considerably to your enjoyment - but it isn't compulsory. You could stay at home (or elsewhere). Just order on the green form any meals you may require and enjoy the daily events. Any questions?

October Meeting

RESTORATION RUN

The weather looked threatening but it turned out to be a beautiful day - the sun was shinin' the boids was singin'. However, the prospect of rain apparently compelled some to choose their 'modern iron' and only 7 stalwarts ventured forth in their Model A. Anyway, we had a good turn up of some 44 people, including visitors Kevin and Margaret Driscoll from the Victorian Club.

Good to also welcome along the PINNINGTON family with DANIEL being our youngest Model A owning member at 12-years-old. Perhaps we should all get a paper round and save the proceeds?

JIM & NINA WILLIAMS arrived at Lilac Park in their brand new Woodie which compelled members to form an impromptu guard-of-honour and applaud as they drove past. Well done JIMMY - the 'old girl' looks wonderful (so does the car!).

First stop was the JEFFREE abode to check out the matching pair of Phaetons of ALAN and DARREN, have a cup of coffee and devour

EDITH's scones and huge sponge cakes - all with lashings of cream. Better watch the cholesterol level you guys. Both cars looking good and aiming to be well-and-truly ready for the National.

Then it was on to the CALLEJA residence to check out ANGELO's progress on their Phaeton and Fordor. Will the Phaeton be ready by April ANGELO? Naturally the Fordor will have to wait a while - great to hear it actually running, even if there seemed to be a little man with a hammer inside trying to get out.

After much inspection, comments and spying it was on to the LUCA home for a barbecue and a meeting. Here the restoration inspecting turned to a Mustang. When do we form a sub-branch of the Mustang Club (or, for that matter, the Morris Minor Club)?

Great day - many thanks to organisers JOHN & FIL LUCA, and the JEFFREE and CALLEJA clans.

Christmas Dinner

Freeway Hotel, South Perth

SATURDAY, NOVEMBER 30, 1991

Send \$25 per person soon to Secretary HELEN to ensure your booking.

Quality Platers

CHROME - NICKEL - COPPER - BRASS - SILVER - GOLD

* Metal Polishing

* Chrome plating for Automotive, Plumbing & Hardware.

* Silver plating of Antiques.

* Silver Industrial Plating.

ALL REPAIR WORK EXPERTLY CARRIED OUT

QUALITY CHROME PLATING FOR YOUR MODEL A FORD
FROM A NUT TO A BUMPER

Phone/Fax:

271 7454

29 CLEVELAND STREET, DIANELLA

AUTHENTIC TACT

"Tact is the art of making a point without making an enemy" - Howard W. Newton

Collecting / Restoring / Owning a Model A is a HOBBY.

My Macquarie Dictionary defines a hobby as: "Spare time activity or pastime." The Concise Oxford says it is a: "Favorite subject or occupation that is not one's main business."

A hobby is supposed to be interesting, it is FUN, a relaxation, something to enjoy without pressure.

The reason for labouring the point? I have heard of a few people lately that they have not joined our Club or do not regularly attend Club events because they sometimes do not feel welcome. A few Club members promptly attack their vehicles like vultures in a feeding frenzy in an endeavour to gleefully

point out every miniscule item they do not consider to be "authentic" or "correct", in their opinion.

OK, IF their own vehicle is absolutely as it came out of the factory in 1929 (or whenever) and they prefer it that way, that's fine, and congratulations on a job well done. But it's not compulsory! Unless another Model A owner specifically requests their opinion on his vehicle's authenticity, it's none of their damn business.

Concours

There is certainly a very important place in EVERY club of veteran or vintage vehicles to uphold the highest standards of authenticity, workmanship and finish for our generation to pass on examples of the particular vehicle as it was originally manufactured. This aspect is competently catered for with regular judging occasions, combined with constant study and concern by those who have a genuine interest in this vital aspect of the hobby.

However, if someone else just enjoys owning and driving the vehicle, the companionship of people with similar interests, the social aspect and, in our case, the pleasure of owning a Model A and it's place in history; that is their privilege.

another comment

many will be pleased to know this is not intended to be a regular feature!

There is absolutely NO basis for ascertaining who is right or wrong in such a debate and certainly NO logical grounds for one person to inflict his/her personal opinion on another person.

OK, I know Henry would probably be confused by some aspects of my own 1929 Tudor but it has faithfully carried me for over 22,500 miles (36,225 km) in four years (with some able assistance in repairs by a Club member) ... and I like it just the way it is.

Mind you, no one has ever pointed out any inconsistencies in my vehicle to me personally but I can sympathise with anyone who has diligently restored their car over an extended period only to have some smart-alec come along and take some sort of perverted pleasure in systematically picking it to bits.

If someone tries to inflict on you the unwanted 'benefit' of their wide knowledge - just walk away.

Well meaning

I have no doubt that these people probably mean no malice at all and may have the best of intentions. It all comes down to how any criticism is done. Perhaps just congratulating the person on getting their vehicle restored and on the road is sufficient but if the compulsion to make a comment is just too strong, for goodness sake be diplomatic, show a bit of TACT. Ask if they would like your opinion on a certain aspect of the restoration and, please, show some compassion.

Bevan

LIBRARY?

As mentioned in the September Newsletter, I would like to establish a Club Library which will be available to members at each meeting. The contents will, hopefully, include articles (or books) on restoring, driving, era costumes, accessories, pictures and photographs particularly pertaining to the Model A.

Another aspect will be a register of books and services which members have used - this information will be useful to new members. If members have articles they are prepared to lend for copying (provided there is no copyright contravention) I will be happy to copy material and return it promptly. The material will be kept in a box/suitcase with an exercise book containing an inventory and borrowing details. The system will be simple - just enter your name, book title and signature and sign off on return at the next meeting.

Currently I have three parts catalogues in stock, two from New Zealand and one from Mac's in the U.S. Please give some thought to helping establish this resource. I realise many of you have been in Model A's for some time, but many members are new and would appreciate any help available.

Happy Model A-ing - ANGELO CALLEJA

The Aussie Model A

The 'New Car' - the Model A Ford - was introduced to the Australian motoring public with a display in the Melbourne Town Hall in mid-1928 which attracted over 100,000 people.

In 1928, Ford of Canada exported to Australia: 6 Phaetons, 6 Roadsters, 11 Business Coupes, 498 Sports Coupes, 1,251 Tudor Sedans and 446 Fordor Sedans. In addition, chassis for: 8,860 Phaetons, 171 rumble seat Roadsters and 619 Roadsters along with 2,013 Light Commercials and 2,367 Model AA Trucks were exported to Geelong. Throughout 1928 and 1929, the Geelong plant manufactured bodies for only Phaeton and Roadster cars whilst closed models were imported and assembled at Ford Plants at Granville (Sydney), Brisbane and Fremantle.

Records of the Model A movement in Australia today show that over half the surviving Model A Fords are Phaetons and, of these, the lion's share are 1928 Phaetons. The pleasant Australian climate favoured the open body styles while in the U.S.A. and Canada closed

cars were more popular in consideration of the harsher climate.

In 1929, Canada exported to Australia: 35 Tudors, 215 Fordors, 5 Sports Coupes, 1 Town Sedan, 1 Town Car, 1 Taxi Cab and 1 Panel Delivery Van, together with chassis for: 3,701 Phaetons, 785 rumble seat Roadsters, 759 Roadsters, 1,425 Commercials and 2,901 AA Trucks.

A distinction was made between Sports and Standard versions of the Model A open cars in Australia. The Sports versions had nickel plated windscreen support pillars and screen frames, a wide range of colour options as standard equipment, option bonnet louvre linework and a plated luggage rack was fitted. The Standard versions had windscreen support pillars and frames painted black, a limited standard range of colour options and were not equipped with the luggage rack. Whilst the record has it that all open cars were equipped with windwings of plate glass, it is known that many did not ever have windwings fitted at all.

WHEN QUALITY COUNTS!

MODEL A 1928-31



MODEL T 1909-27

99-100%
ORDER FULFILMENT



**FULLY ILLUSTRATED
CATALOG
\$3.00**

SAME DAY SHIPPING

SERVING THE A & T ENTHUSIAST FOR OVER 30 YEARS

SNYDER'S HAS THE LARGEST INVENTORY IN THE WORLD!

(216) 549-5313

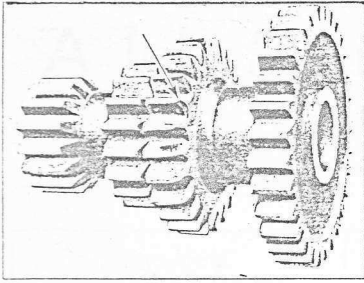
FAX (216) 549-2211

Snyder's Antique Auto Parts

Dept. WA New Springfield, Ohio 44443

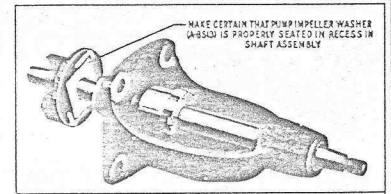
- 6 -

HANDY TIPS FROM FORD SERVICE BULLETINS



CARELESS SHIFTING

This is what can happen to your gears if you start off in second, are careless about shifting gears or do not engage the clutch all the way.

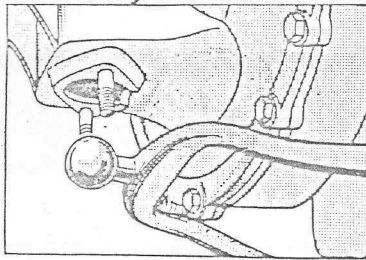
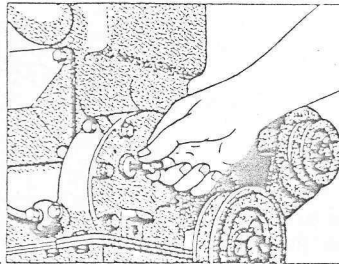


INSTALL WATER PUMP IMPELLER WASHER CORRECTLY

Make certain that the washer seats into the recess in the impeller. If installed incorrectly it damages the cylinder head, prematurely wears out the washer as well as the end of the water pump bushing and causes excessive end ply. Shown below.

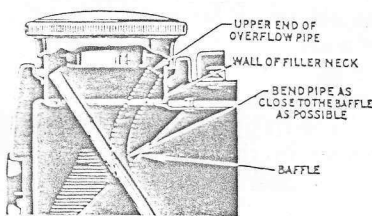
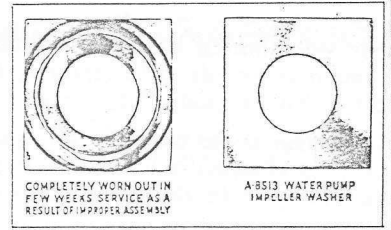
LOOSE TIMING GEAR?

Here is an easy way to check if this is the cause of a knock. Remove the timing pin and turn it around. With the engine running, press firmly on the pin. If the knock stops, a loose gear is undoubtedly the cause of the knock.



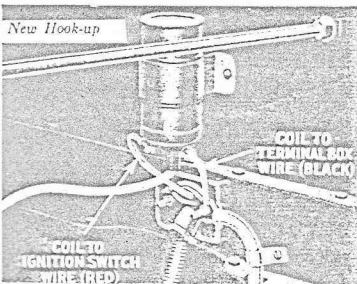
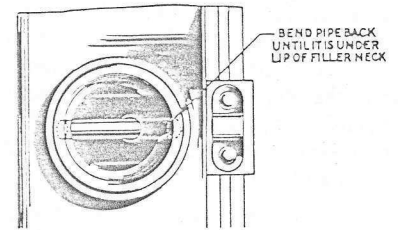
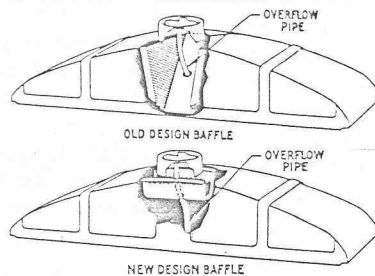
BOLT/NUT IN FLYWHEEL HOUSING?

Disconnect front end of radius rod from clutch housing and expose hole. Jack up front end of car and lightly tap housing with a copper hammer and work bolt out of hole.



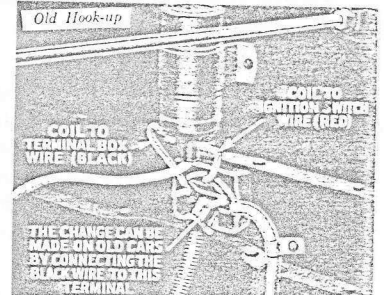
RADIATOR SPLASH PLATE

If trouble is experienced through loss of water through the overflow pipe it can usually be corrected by cutting a 1" round washer from brass stock, punching a 3/8" hole in it and turning up a flange around the edge of the hole so that the sharp edge won't cut into the overflow pipe. Place washer over the overflow pipe with the flange turned up, forcing the washer down over the hole in the baffle. Then solder washer to baffle at three points. Next bend pipe as shown. When bending, place some support against pipe and bend as close to the splash plate as possible. The pipe must be bent back until the open end touches neck of the filler wall. No need to remove radiator - just blow dry.



CHANGE IN WIRING

A slight change was made which places the ammeter in the ignition circuit. When ignition switch is turned on, the ignition current passing through the coil now registers on the discharge side of the ammeter when the engine is being cranked or slowly idling. In other words in addition



to registering the amount of current drawn by the lights, the ammeter also registers the amount of current drawn by the ignition when that circuit is closed.

Any short in the primary circuit of the ignition system would register on the ammeter. This change can easily be made by disconnecting the coil to terminal box wire (black) in the junction box and connecting it to the terminal - as shown in the drawing.

How to Restore the Wood In Your Model A

POINTING OUT THE FACT THAT RESTORING THE MODEL A FORD INCLUDES MORE THAN NUTS-N-BOLTS AND SHEET METAL BANGING

By NORMAN KLING

One of the problems encountered during the process of restoring most Model A Fords is what to do about the rotten body wood. Thirty years ago automobile bodies were built around a wood framework. Sooner or later—sooner in wet climates, later in dry climates—the wood becomes rotten and needs to be replaced, that is if you want your car to have a good solid squeak-free body.

Restoration of the wood can be a very expensive operation if done professionally but fortunately it can be accomplished satisfactorily in the home workshop.

To do the complete job one should have access to a planer, a jointer, a tablesaw, a bandsaw or jigsaw, and hand tools. If you don't have these machines you can have the millwork done at a lumber yard or cabinet shop, then do the final fitting yourself with hand tools. We won't delve into the details of millwork because anyone owning such expensive machinery undoubtedly knows how to use it. The minimum hand tools needed are a hammer, saw, plane, chisel, and hand drill.

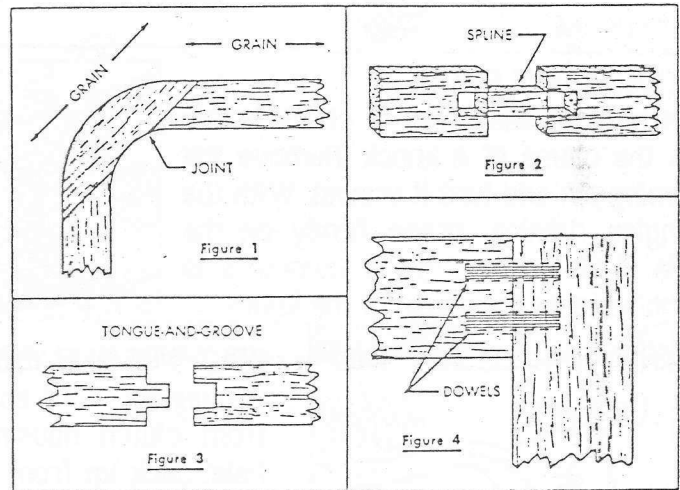
The wood used in the Model A is hardwood except for the floorboards which are 5/8-inch marine plywood. Be sure to use *marine* plywood because it is waterproof and won't come unglued if it gets wet. The best replacement for the hardwood is oak or ash. Now that we have the tools and materials selected we will get into the details of the job.

First the removal of the old wood. This job will vary depending on the extent to which wood has deteriorated and the thoroughness of the restoration. The wood should be replaced before any painting or upholstery is started—although we once saw the body sills on a Murray Cabriolet replaced after the paint and upholstery was done and without scratching or chipping the paint! But it is much easier to do the wood first.

After removing all necessary upholstery, pull out all the nails, screws and bolts holding the wood in place and remove or loosen any part obstructing the removal of the wood. Each case will be different because of the variation in construction of the various bodies. Try to keep the wood intact and in one piece wherever possible so that it may be used later as a pattern.

Floorboards are very easy to replace and can be cut out even with hand tools. Merely use the old floorboard as a pattern and trace it on the new board and cut.

You can get brass rivets—the kind used to reline truck brakes—from almost any brake shop. These rivets can be used to replace the old ones where metal parts are attached



to the floorboards. Also, from the same source, you can get rivets to hold the wood in Phaeton top bows.

Whenever you have the old wood for a pattern, you can trace and cut the new wood to size. Where the old wood has deteriorated beyond use as a pattern, or is missing entirely, measure and cut the new wood slightly oversize, then place it against the metal and fit by hand using a plane and chisel. To find high points in the wood simply rub chalk on the metal and press the wood against it.

In the more difficult pieces such as the body sills, or where wood forms an arc or angle, two or more pieces will be joined. This is because the strength of wood is *with* the grain. The grain should always run the *length* of the board, never across. (See Figure 1.) Where the wood makes an angle, two boards are joined so that the grain will follow the angle. Several types of joints can be used depending on the location and the type tools available. These are tongue-and-groove, spline joint, or dowel joint. (See Figures 2-4.) Tongue-and-groove or splines are used with the grain; dowels are best for end grain. But whichever method is used, waterproof glue should always be used and the pieces clamped firmly until the glue is dry.

Sometimes an old board can be salvaged when only a small portion is rotten. This is done by cutting out the rotten portion and gluing in a new piece. When small holes are present, such as left by upholstery tacks, they can be filled with wood dough. This is a plastic putty which dries to a hard surface and will hold tacks. It can also be used to fill the pressed paper sections of top bows. Leave the original material in place and just fill in the broken portions.

All wood, with the possible exception of top bows, should be treated with boiled linseed oil and allowed to dry before installation.

The wood is installed in the reverse order from which it was removed. Naturally, we recommend the use of new bolts, screws and nails throughout ●

... Notebook ...

WELCOME New Member: W. T. MATTHEWS of [REDACTED], Corrigin, 6375. [REDACTED] who has a '28 Phaeton "in very good condition."

DO YOU KNOW ANY? Various members keep mentioning that they know people with a Model A who do not belong to the Club, but then do not follow up with any information. PLEASE give the Secretary their name and address so we can drop them a line and tell them about our Club - this simple method has recently resulted in three new members.

HOW ARE YOUR NUTS? It is very wise to double-check those wheel nuts after working on your car - and also check them occasionally (such as after a long run). One of our members was stopped by a motorist on the way back from Bimbij who had noticed a front wheel wobble. A check revealed that the wheel was held on by one nut - all the rest were two threads away from falling off!!

GOOD LUCK to COLIN DAVIDSON in his new job in Oman. We hear that COLIN has settled in already so we may not see him for some time! Last month COLIN took the 'Sunday Times' Holly Wood to the Sheraton in his Phaeton for Holly's 50th birthday party. COLIN picked up a bottle of French champagne, ice bucket and glasses from the Sheraton, then proceeded to collect Holly Wood - who met him at the door clothed in nothing but a towel! "Oh, said Holly" in a falsetto voice, "do come in." "Ah", said COLIN, "No thanks, it looks like a nice night so I will take off the side curtains." So he backed away, removed the side curtains, stored them away; then it started to rain so he took them out and put them back on the car - all for the Club. They took photos but did not publish any in the paper. Perhaps COLIN should have accepted the invitation to enter the house?

'BUILDING THE 100mph MODEL A FORD' - Exact reprint of a small book published by Geo Riley & Co of Los Angeles in 1931. It gives tips on the right blocks to use and necessary modifications, plus safety hubs, carburettion, gearing, speed tips, etc. Limited numbers of this 32-page, illustrated book for \$10 (inc postage) from: Model A Book - [REDACTED] Sunbury, Victoria, 3429.

FOR SALE - 210 litre GE Chest Freezer, goes well. \$100 - [REDACTED]

PHOTOGRAPHS of Leeman and Bimbij to LAUREL COOKE for the Club album please.

WANTED - Tudor doors in any condition - DARREN JEFFREE [REDACTED]

C.C.C. President's Report

Maurice Brockwell reports that Federal Legislation regarding emission controls was successfully thwarted but feels it could come up again. Victorian moves to limit the number of vehicles per residential lot and prohibit the repair of cars at residential addresses has so far been successfully countered - but that the trend is worrying. He feels that that threat against the 'old car movement' will be our biggest problem over the next decade. Our State's Concessional Licence is still in place and we must ensure that the 'right thing' is done by all concessionally licenced vehicle owners.



HAPPY BIRTH DAY this month to:
GEOFF INGRAM - DENISE BROWN

28-29 Ford standard roof section bolts to a Model A Sports Coupe to make it a 5-window coupe (as per factory). Includes all window moulding, roof brackets, etc. All steel original.

For sale at \$1,200.

Contact:

Mr Alan Thompson - [REDACTED]
Tyalgum Creek Road, Tyalgum,
NSW 2484.

[REDACTED] (home)

Fax: [REDACTED]

Information received by mail - Ed.

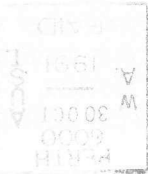
If undelivered, please return to:
Palmyra, Western Australia, 6157

Mrs Mavis Spencer
[Redacted]
0828



Western
Model A News

COLLECT
AUSTRALIAN
STAMPS



Model A Ford

Distributors - Water Pumps - Rear Ends - Steering Boxes - Rear Hubs
Shock Absorbers - Generators - Starters - Universal Joints - Oil Pumps
Pitman and Steering Arms Re-balled and Crankshaft Pulleys re-sleeved.

*Enthusiast specialising in quality re-built 1928 - 1934 4cyl Ford exchange units.
Most items in stock for immediate exchange.*

DAVE'S EARLY FORD EXCHANGE SERVICE

7 PARKSTONE DRIVE, BAYSWATER NORTH, VICTORIA, 3153. Phone: (03) 729 0049

'The Sun' in Sydney carried this advertisement for the
Model A Ford on August 28, 1928.

"Only from a first hand demonstration can any conception be formed of the remarkable performance and safety of the New Car. The quiet motor, the surprising ease of the gear changes, the smoothness of starting and the amazing rate of acceleration are impressive. You ride in cushioned cosiness. Wide seats and ample leg-room give sustained comfort. Flexible springs and four shock absorbers prevent all jars on bumpy roads. All controls are conveniently reached - the car responds to the slightest touch - stops in an instant with light pressure on the automatically equalised four wheel brakes. Drive this car yourself and experience its silence and sweetness of operation - its wonderful ease of handling - its amazing roominess and comfort."

Did you recognise YOUR Model A?