

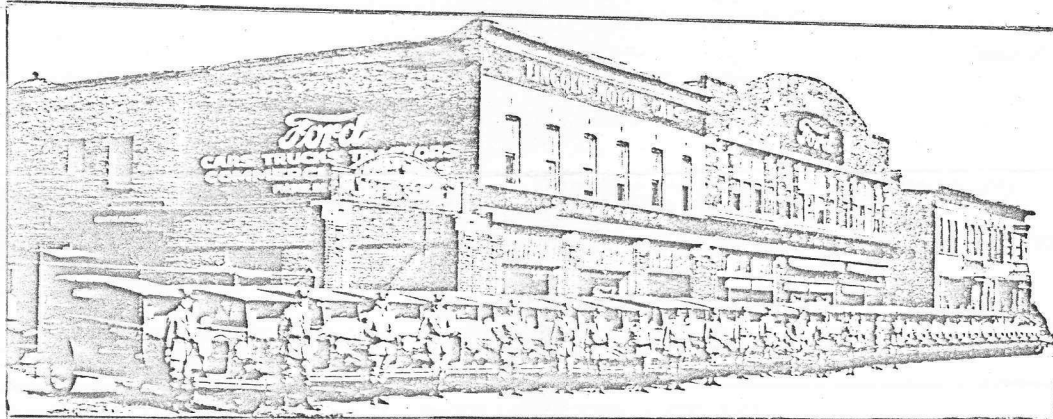


Western Model A News

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

Year X11 Number V

DECEMBER, 1991



The Chicago Police Department had 125 Model A Fords in 1930.



Merry Christmas

*and a healthy, happy and prosperous 1992
to all members and friends.*

Christmas is traditionally a time for reflection, of looking back at successes and mistakes - of looking to the future, perhaps considering a change of course, making resolutions and promises, forgiving or forgetting - perhaps even changing the course of your destiny...

Looking for a Christmas present? There are SIX Model A-s for sale in this issue!!

No Club events are scheduled for December - so you will be ready for activities next year!

OFFICE BEARERS: *President:* LAUREL COOKE () *Secretary/Treasurer:* HELEN SHARP ()
Vice-President: ANGELO CALLEJA () *Editor:* BEVAN SHARP ()

COPY DEADLINE: by the 1st of each month to: () Palmyra, W.A. 6157

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

Sunday, January 19, 1992

Picnic in the Park at Manners Hill Park, cnr Keane and Lilla Streets,
Peppermint Grove - BYO lunch.

Saturday, February 15, 1992

Big Al's Poker Run - starts McCallum Oval, Victoria Park at 4pm
50kms around Perth to finish at Millington Reserve, Karrinyup.
\$15 per car (includes raffle ticket and cloth badge).

Sunday, February 16, 1992

Vintage Automobile Association Car/Bike Swap and Sell
Kiev Soccer Grounds, 8th Avenue, Inglewood Enquiries: Neville - [REDACTED]

Sunday, February 23, 1992

Club run - details to follow.

Saturday, March 28, 1992

Brookton Old Time Motor Show

Thursday April 16 to Tuesday, April 21, 1992

MODEL A FORD 12th NATIONAL MEET

Perth, W.A. Have you entered? Do you need Entry or Order Forms?

Sunday, September 27, 1992

Bay to Birdwood Run - [REDACTED] Salisbury, SA 5108 for regular information.



PLEASE EXPLAIN

Explanations given by drivers to the Police Department and Insurance Companies following accidents

- # Coming home, I drove into the wrong house and collided with a tree I don't have.
- # The other car collided with mine without giving warning of its intention.
- # I thought my window was down, but found it was up when I put my hand through it.
 - # I collided with a stationary truck coming the other way.
 - # A pedestrian hit me and went under my car.
- # The guy was all over the road. I had to swerve a number of times before I hit him.

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

A Busy November '91

1) November 10 - A display at Whiteman Park Shooting Complex hurriedly arranged by ALAN SMITH and President LAUREL. Thanks to ALAN plus these members for supplying vehicles for the day:- KELVIN PEPPER, PETER LYNCH, MIKE COOKE (2 cars - 1 driven by ROSS LETCH).

2) November 17 - All Ford Day. Many thanks to STEVE READ for co-ordinating a successful day and to these keen members for help on the Saturday and Sunday to erect and then "dis-erect" the marquee kindly loaned to us by KENLOW in Maddington: KELVIN PEPPER, MAX ANNEAR, BILL COWLIN, ALAN SMITH and RAY MAHONY who also supplied their vehicles (KELVIN piloting COOKE's Tudor). Thanks also to the following for their Model A Fords for the day to put on an effective display: JOHN LUCA, FRANK FOGLIANI, JIM WILLIAMS (driven by STEVE). Congratulations to JIM WILLIAMS for winning the trophy for "Best Model A".

Once again we were in the direct firing line of the "Boom Box" from 96fm which gave our collective ear drums a severe beating but this year it had a pleasant side effect: they had a pretty young model to pose on the cars for the video of the Day then present the trophies and she kept changing her costume. So what, you may ask. Well, she changed in the "Boom Box"! When she took her bra off I swear you could hear the collective blood pressure of a bunch of "old men" on the Model A display rise to an audible level. One member wanted to win her as a prize so he could sit her on his mantle piece and polish his "trophy" once a day.

As JIM was away, MAX was volunteered to collect his trophy and, not being backward in coming forward, MAX gave the model a kiss after accepting the trophy. The guy on the microphone suggested that he pass the kiss onto the winner. So, if you see MAX kissing JIM WILLIAMS do not worry too much - just watch to see if one of them lifts a leg when they kiss, then I would get worried.

When the display was over STEVE had to drive JIM's Woodie home, then pick up his own car and trailer to collect his Roadster. He arrived back at the Oval and we loaded his Roadster to note a flat tyre on the car trailer. HELEN pumped up the tyre

and when the pump was removed the valve popped out and the tyre was completely flat. STEVE was roaming around, wheel wrench in hand, seeking a non-flat wheel when a car trailer arrived with two spare wheels - it left with one spare.

I drove my Tudor home with the back full of palms, boxes, etc which obscured my rear vision a bit. Still, I backed up my drive-way as usual, full of confidence. You guessed it - missed the corner, knocked a lump of brick wall out of the house, bent the bumper, smashed the reflector and crumpled the full length of the rear fender....

3) Also - while the All Ford Day was proceeding LOUISE READ organised a stall at a local "Bring-and-Buy" to raise some Club funds. Assisted by GAIL ANDREWS and HELEN SHARP the trio gave up their Sunday morning to running the stall.

4) Bendigo Swap Meet - An intrepid group of members made the Pilgrimage to Bendigo. While five members (ROSS LETCH, CHRIS WRINGE, ALAN & DARREN JEFFREE, RON ANDREWS) sandwiched into a Commodore for the trip, BILL BENNIE travelled with a couple of hundred strangers - in an aircraft - to make his Report on the Meet and answer heaps of questions.

5) November 24 - Practice run from Noalimba to Whiteman Park via Titan Ford organised by PETER & FAYE LYNCH attracted just seven Model A-s and 3 moderns. Still, the National Meet Committee achieved quite a bit in arranging more details at Noalimba and testing the route for the Mandatory Run. The only drama of the day was JORDAN COOKE being attacked by a stationary steam shovel and cutting his head which resulted in copious amounts of blood and a quick trip to the hospital for some repair work. As President LAUREL had to vacate the Park in a hurry, there were only a few members present and it rained a bit - the meeting was cancelled.

6) November 30 - Christmas Dinner. An enjoyable evening thanks to: ALMA LETCH, DORA ANNEAR and EDITH JEFFREE - well done girls.

You can have all of December off now - except for the busy National Meet Committee. *Ervan*

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

RE-BUILDING THE OIL PUMP

from Victoria's "Ford Torque"

Probably all the oil pumps removed from Model A engines are worn out. To determine the condition of your pump, remove the four cap screws that hold the plate to the oil pump base. Remove the driven gear and idler gear. Inspect the inside of the pump housing for scoring or any noticeable damage, all areas should be smooth. If it appears okay, remove the old bushings from the housing and install new ones. These are the same as distributor bushings.

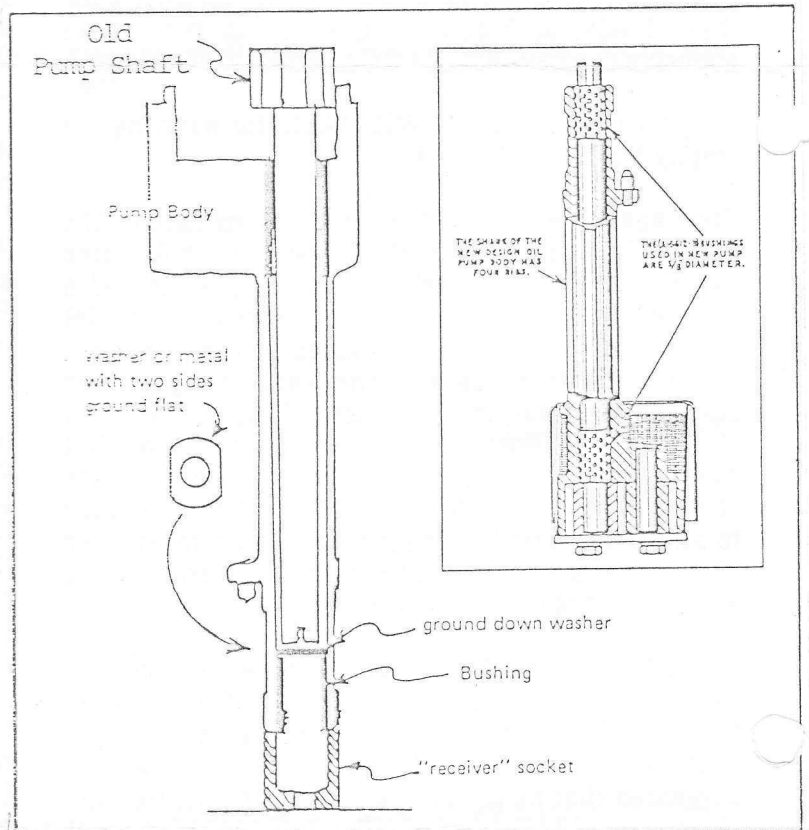
Now obtain a piece of plate glass, a sheet of 220 wet or dry sandpaper and a little kerosene for lubricant. Lay the sandpaper on the glass and wet with kerosene. Then surface the lower plate, its mounting surface on the housing and both ends of each gear until they are smooth with no pitted areas.

Install a new gear on the shaft, otherwise replace the shaft and gear. Install the shaft and gear in the housing. Put some fine valve grinding compound on each gear and install the lower plate temporarily. Using an electric drill motor to turn the gear, run the gears for a brief time. Inspect them often and when the gears are polished smooth and have the same finish all around, remove them from the housing. Wash all parts thoroughly.

Place a small amount of bearing lubricant on the teeth and both ends of the gears and install them in the housing. Using a new gasket, install the lower plate on the pump body. Check to see that everything turns freely.

A well built oil pump will ensure an adequate flow of oil to the valve chamber where gravity will deliver it to the lifters, timing gear and main bearings.

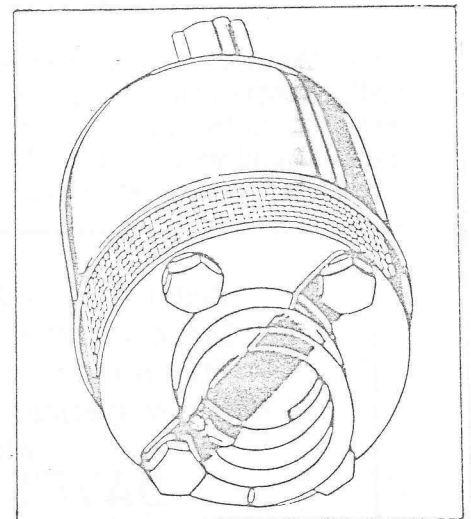
When rebuilding the oil pump and installing new bushings and gears in it, an easy way to remove the old bushings is to grind down a piece of metal or heavy washer to the same outside dimensions as the bushings (5/8-in) then flatten two sides of the washer so it will drop through the bushing, then turn inside the bushing, sitting flat on the bushing. Then by inserting the long shaft in from the opposite end the bushing can be driven out and the procedure repeated for the opposite end. One precaution is to support the outer edge of the pump body while driving the bushing out or it is possible to break the pump housing; a 'receiver' socket will work well as a support.



Oil Pump Spring

Before installing an oil pan or clean out plate in one of the earlier Model A cars or AA trucks, be sure to replace the oil pump retaining spring. This is very important. If the spring were omitted, it would allow the oil pump to drop down far enough to become disconnected from the oil pump shaft and this, of course, would cause the pump to fail to operate.

To eliminate any possibility of failing to replace this spring, a modification could be made by attaching the spring to the end of the pump. This could be done by means of a clamp as shown in the sketch.



If you have any doubt about oil pump operation, temporarily install a radiator stop cock in the oil gallery access hole on the side of the block. A moment of opening will prove the point. A permanent oil guage is best but remember that 1/2 to 1-1/2 pounds of pressure on a hot engine is normal.

I'm more interested in the one behind it.

The one millionth Ford, a Model T, was produced in September, 1915 but the event passed without any fanfare. The ten millionth Ford was completed at Highland Park in June, 1924 and it led thousands of Ford-inspired parades throughout America.

The 15 millionth Ford Model T coincided with the announcement that the model would be discontinued and heralded what would become the Model A. On May 26, 1927 Henry and Edsel drove the car 14 miles from Highland Park to Dearborn where it was parked alongside Henry Ford's first automobile, built in 1876, and a 1909 'Tin Lizzie'. All three cars still survive and are displayed in the Henry Ford Museum at Dearborn.

The one millionth Model A was produced on February 4, 1929. At a dinner the previous evening Henry Ford informed the Rev. J.G. Widdifield that: "we are building the millionth Model A tomorrow." The Reverend extended his congratulations, after which Ford told him that the car would be his. It's whereabouts is now unknown.

The 20 millionth Ford was a Model A assembled on April 14, 1931 and it was driven off the assembly line by Edsel and Henry Ford. This car was taken on a grand tour of America. Along the way it was driven by Eleanor Roosevelt, received the chequered flag at Indianapolis, was inducted into the Sioux tribe, driven by Douglas Fairbanks, became the first car to descend to the bottom of Hoover Dam and was branded and draped with rattlesnake skins in Texas. This car has not survived to this day.

The 23 millionth Ford rolled off the assembly line on June 13, 1935 watched by Henry Ford. When asked which millionth car gave him the greatest thrill he replied: "the last - but I'm more interested in the one behind it, the 23,000,001st."

I recently came across this poem in "Model A News"

I've sat in the chair of a dentist.
Palely expectant of pain.
But I'd rather that than put up with
A rumble seat in the rain.

Which inspired me to pen:

We've all seen Dora
In Bimbijy or Moora
covered with dust
from head to bust,
from toes to chin
still wearing a grin
unfolding from the rumble seat
still succeeding in looking neat.

How she does it,
Or WHY she does it
causes speculation -
resulting admiration.
There she sits in solitary splendour
in the back - each side a fender.
Does she communicate with Max?
Perhaps they have an 6-volt fax!

Ewan

While I'm in the mood:

A National Meet -
WOW, what a treat.
Right here in Perth -
get your moneys worth.
Enter now and be clever
or you'll regret it forever!

There has been some discussion lately on **What weight engine oil?**

This is what MAFCA's Technical Director John Hargrave has to say on the subject:-

With a crankcase temperature of 0 degrees F. the viscosity of 30, 5W-30, 10W-30 or 10W-40 are the same. With a crankcase temperature of 210 degrees F. the viscosity of 30, 5W-30, 10W-30, 20W-30 are all the same. Whether you use single grade or multigrade oils with the same second number, when the oil temperature reaches 210F, the viscosity of the oil is the same. All commonly available oils thin out significantly with an increase in temperature.

A high viscosity oil can support a heavier load, especially at low temperatures. But, high viscosity oils have greater internal (fluid) friction. This fluid friction heats the oil and lowers its viscosity. Consequently, the operating temperature of the oil in an engine using 40 weight oil will be higher than one using 20 weight. In many cases, going to a higher viscosity oil is self-defeating due to friction resulting from higher viscosity. The high viscosity will increase both engine load and temperature. The resulting oil viscosity may turn out the same had you used a lower viscosity oil to begin with.

The old idea that a high viscosity oil offers better protection to bearing surfaces in a worn engine doesn't always hold up. A higher viscosity oil may do no more than rob the engine of power and produce heat. The oil you use should have no more viscosity than required to handle the load.


TITAN FORD
Proud sponsors of the
Model A Restorers Club
1992 WORLD RALLY
APRIL 1992

JOHN HUGHES

JOHN HUGHES
TITAN FORD

192 LEACH HIGHWAY, MELVILLE
JUST OFF THE FREEWAY PAST NORTH LAKE ROAD

333 5544



JAPAN'S ASSAULT ON THE AUSTRALIAN HOBBY MOTORIST

from a letter circulated by the

Association of Motoring Clubs of Queensland

Extracted from the Model A Ford Club of Queensland's Newsletter

MAZDA OLD VEHICLE ERADICATION PROGRAM

It has recently been brought to our attention that the Mazda Car Company in Australia is another Multi-National Corporation pushing to rid our roads of older vehicles.

They do admit there is no evidence to suggest the vehicles more than 10 years old are involved in more accidents than vehicles less than 10 years old but they still insist on their removal as they say this is not an issue of their own self interest but merely one to conserve Australia's resources.

We ask how come this push to remove older vehicles from our roads if not out of self interest? This is another disguise by a major vehicle manufacturer to feather their own nest.

We believe our natural resources will be stretched even further with the continual manufacturing of new vehicles, rather than retaining the old.

We quote their intentions from one of their recent 'publications'.

1) That as from January 1, 1992 all State Governments introduce strict uniform annual roadworthy inspections for all passenger vehicles, commercial vehicles and motor cycles FOUR years and older.

2) That as from January 1, 1993 any vehicle which fails to meet ADR 27A, covering emission controls which had an effective introduction date of July 1, 1976 be REFUSED registration in all States and Territories.

3) That as from January 1, 1994 any vehicle that does not meet ADR 4B, covering front retractor seat belt introduced in January 1, 1975 be REFUSED registration in all States and Territories.

4) That as from January 1, 1995 any vehicle that does not comply with ADR 29 covering side door strength, which had an effective introduction date of January 1, 1977 be REFUSED registration in all States and Territories.

5) That as from January 1, 1995 vehicles should be progressively refused registration in all States and Territories if they do not meet set down ADR criteria enacted 14 years earlier, ie: 1981.

Can you imagine fitting your Model T, Model A, FJ Holden or classic vehicle with all the ADR requirements as at 1981? We strongly suggest that all Clubs and individuals write to Mazda condemning their draconian attitude towards this approach to rid our roads of older vehicles merely to enhance their profits.

SUBARU'S "BID TO BAN PRE-1986 CARS"

Subaru Australia is another Japanese car company who have admitted they are pushing for an aggressive approach to get PRE-1986 CARS off Australia's roads.

What right do these Japanese Multi-National Corporations have to dictate to the Australian people the age of the vehicle the populous must drive?

They suggest that pre-1986 cars are "dirty" pumping out noxious emissions into our atmosphere. We ask how much noxious emission does his Company pump into the atmosphere manufacturing their new cars?

They want Government to reduce tax on unleaded petrol, thereby making leaded petrol more expensive. Does he realize that some European countries have gone back to leaded petrol because of the corrosive qualities of emissions from unleaded petrol?

Please don't be fooled by the Smokescreens these Japanese Corporations are placing before you.

They mean business, they want your old car off the road, just as they have done in their country.

Don't be dictated to by these large Corporations. It is your right in this democratic country to drive the vehicle of your choice.

We encourage you to write to Mazda/Subaru's General Manager protesting in the strongest possible terms against their ludicrous ideals.

Mr Malcolm Gough, Mazda Australia Pty Ltd. 37 Lorimer Street, South Melbourne. Fax: (03) 690 5481

Mr Peter Sturroch, Subaru Australia Pty Ltd. 250 Victoria Street, Wetherill Park, NSW 2164. Fax: (02) 725 2240.

TINY TIP

A HANDY CLAMP to hold a stud or bolt in a vice without spoiling the threads or mar the shoulder surface is a split nut. Hacksaw through one of the flats of a suitable nut, then screw it onto the part to be worked and clamp the nut in a vice against any of the other flats. This will stop the part from turning.

Don't Be Fooled!

By GORDON E. HOPPER

During the process of restoring a Model A Ford every restorer will eventually have to purchase some parts for the car either new, used, or of the replacement type. Some of these parts may be original parts, however, the majority of them will be of the replacement type handled by dealers. Restorers not having a complete and thorough knowledge of the construction of their car and not having another identical car to guide themselves with, will run into difficulties of identifying certain parts to be used in their restoration project.

It is important to be very careful when buying parts because, in some cases, it is very easy to end up with parts that won't fit, or with parts on the car which are not the correct ones for the year of the car being restored. In some cases, authenticity can be retained by rebuilding certain parts using a rebuilding kit instead of trying to locate a certain part which could turn out to be the wrong one or one that is not authentic. This applies to tail lights, water pumps, oil pumps, and carburetors.

Here is a list of some of the things to be considered when purchasing parts:

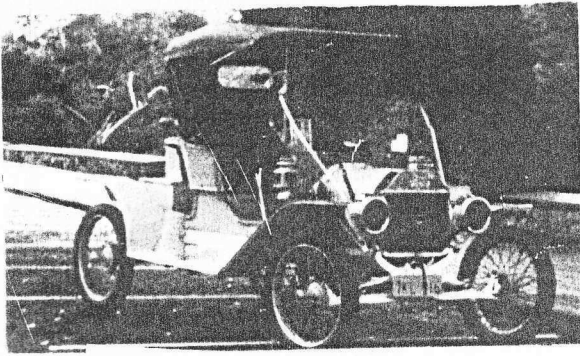
- 1—The clutch assembly, including housing, disc, pressure plate, and release bearing on early 1928 models are entirely different than those used on late 1928 to 1931.
- 2—The speedometer cable and housing assembly for '28/29 differs from the '30/31. The '28/29 has a keyed end while the '30/31 has a square end where the cable joins the drive.
- 3—The steering sector gear on early 1928 models has seven teeth as opposed to two teeth on the later models. Also, the bushings and gasket sets are different.
- 4—The main drive gear A7017AR is used only on the early 1928 multiple disc clutch.
- 5—The radiator emblem on the 1931 differs from the emblem used on earlier models.
- 6—The radiator on the '28/29 differs from the '30/31.
- 7—The line from the gas tank to sediment bulb on the '28/29 differs from the '30/31. The line between the shut-off valve and the carburetor sediment bulb on the late 1931 is shaped different than any other year.
- 8—Cowl light lenses on '28/29 differ from '30/31.
- 9—Most replacement dash light assemblies are not necessarily authentic. The available replacements are for use on the heart shaped dash found on most '28/29 and early 1930 models.
- 10—The 1928 Powerhouse generator requires different brushes and bearings than those used on 1929 to 1931 generators.
- 11—The '28/29 head light focus spring and screw are different than the '30/31 types.
- 12—The stop light switch on '28/29 models is mounted on the transmission and is different than the '30/31.
- 13—The body mounted tail light found on many '28/29 cars (beer can) differs from the later models, and though interchangeable, the original lenses are different than those used on later tail lights.
- 14—Bumper center clamp differs between '28/29 and '30/31.
- 15—The welting around the gas tank is of smaller diameter bead than the welting used around the fenders.
- 16—Cowl lacing kits of '28/29 differ from those used on '30/31.
- 17—Door handles used on closed body style '28/29 models differ from the '30/31 models.
- 18—1928/29 gas caps and radiator caps differ from '30/31 and the gas cap must have a vent.
- 19—Hood clamps on '28/29 are a three-hole type, '30/31 is a two-hole type.
- 20—Hub caps differ from '28/29 to '30/31.
- 21—Running board matting and trim of the '28/29 models differs from the '30/31 models.
- 22—Hand brake lever pawls and lever sectors are not all alike for all years.
- 23—Radius rod socket sets were originally all steel, the newer replacement sets using a rubber ball make an easier installation.
- 24—Steering wheels and horn rods on '28/29 models differ from the '30/31 models.
- 25—Sedans, pickups, and commercial cars used a 12-leaf front spring, others used a 10-leaf spring.
- 26—Some replacement crankshaft ratchets require the use of a larger wrench than the original.
- 27—Chrome plated oil filler caps are not authentic.
- 28—Carburetor sediment bulbs on the late 1931 are not like the '28/29/30/early-31 and flat firewall models.
- 29—Tillotson carburetors are not authentic, but they are a good replacement.
- 30—Zenith carburetor gaskets are available as a kit or individually and are included in all carburetor rebuilding kits. All individual components such as shafts, screws, etc., are readily available.
- 31—Starter motors in early 1928 require a different Bendix spring and bolt set than the later ones.
- 32—Powerhouse generator pulleys are a different size than those used later.
- 33—1928/29 choke rods differ from the '30/31 type.
- 34—The battery cable grommet is the same as the ignition cable grommet.
- 35—1928/29 head light bars and radiator shells are different than those used in '30/31.
- 36—Speedometer decal sets are currently available for the '30/31 round face type only.
- 37—1928/29 windwing clamps for open cars differ from the '30/31 style.
- 38—Windshield wiper motors are not all alike.
- 39—1928/29 front shield stud sets are different than '30/31.
- 40—1928/29 open car windshield frame rubber differs from '30/31.
- 41—Door bottom weather strip for open cars currently available is for '30/31.
- 42—The 8-inch door sill plates are used on coupes.
- 43—1928/29 battery cover plates differ from '30/31.
- 44—Trim screw sets differ from model to model and from '28/29 to '30/31.
- 45—Touring cars, coupes, sedans, and pickups used an 8-leaf rear spring. Roadsters used a 7-leaf rear spring.

The above listing of differences is not a complete list, but it should suffice to make a restorer wary that there are differences and that he should proceed carefully throughout the restoration process.

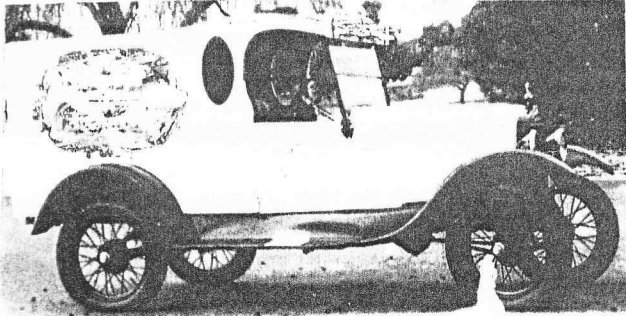
HOW MANY MILES PER GALLON?

In response to the above perennial question, MAFCA's Technical Director, John Hargrave says:—

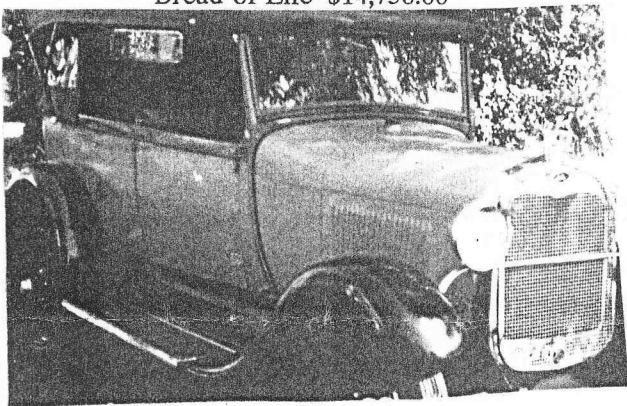
At normal highway speeds, the average Model A owner is doing well if he can average more than 17 or 18 mpg from his 60-year-old vehicle. In 1930 the Ford Motor Company ran a test under "typical driving conditions" in a new Tudor with a full passenger load of 750lbs. Results were: 32mpg at 15mph, 29mpg at 25mph, 28mpg at 30mph, 22mpg at 40mph. Over 40mph will obviously achieve less than 20mpg.



Ford T Mother-in-law Model -
a first prize winner 1909
\$21,000.00



Ford T Van 1927 a real
beauty - front board 'The
Bread of Life' \$14,750.00



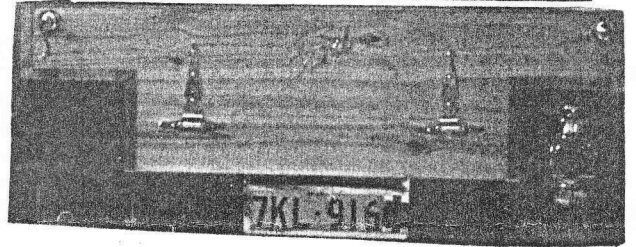
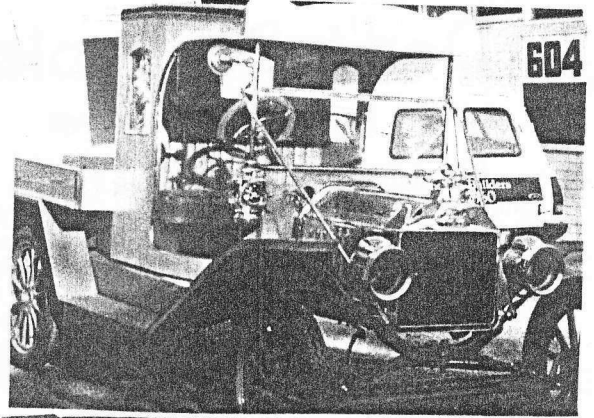
Ford A 1928 Completely rebuilt
\$16,000.00 .

FORD PARTS

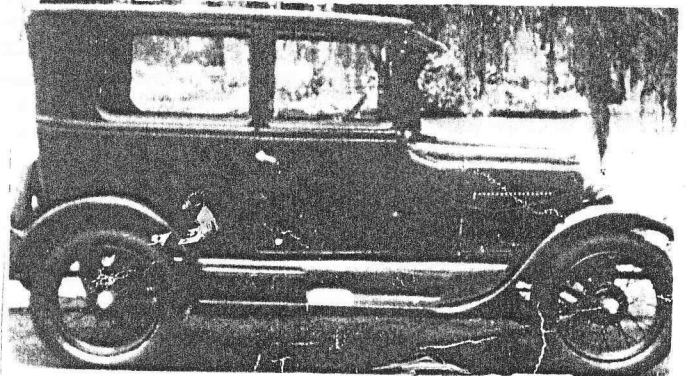
T Mud Guards 1917 - excellent Running
Boards - steel Coil Boxes - Front spring
Perchs - Early and Late Models - many other
parts - A Model Parts - Bumpers - Carboretta
- Self Starters etc.

Ford A. Chassis, motor etc. ready for body.
Good tyres, radiator etc. \$2,750.00.
O.N.O.

Phone [redacted] between 6 am & 8.30 pm only
FAX [redacted] Jolimont WA 6014



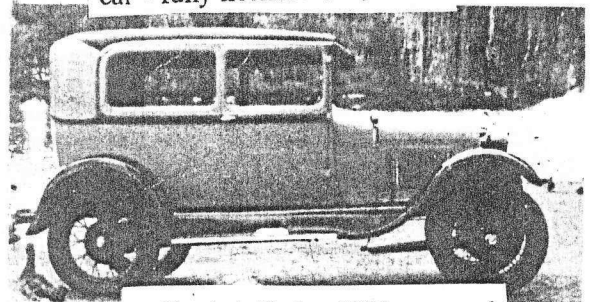
A real eye stopper Ford T
1914 Ute completely rebuilt
from ground up \$18,000.00



T Ford 1926 fully licensed
completely restored \$16,000



Ford A Sports - a good rally
car - fully licensed \$16,000



Ford A Tudor 1928 - a good
car \$16,250.00

... Notebook ...

GEOFFREY DAVIES

It is our sad duty to report that Geoff Davies recently passed away. Geoff was a member of this Club virtually since its inception in 1980 and he attended many Club runs. His presence will be missed. Our sympathy and best wishes go out to wife Kath, son and Club member Robert and all the family.

Welcome to new members:- LINDSAY BLACKLOCK of [redacted] Mandora, 6211 who has a restored '30 Phaeton. PETER and JANICE DOW of [redacted] Ravensthorpe, 6346 who have a "mint condition" 1929 Utility. MERVYN and THELMA CALLOW of [redacted] Gooseberry Hill, 6076 who have a "roadworthy" 1928 Phaeton. Hoping to meet up with you all very soon and that you can all join us in the Model A Ford National Meet in April - an event not to be missed...

FOR SALE after the National Meet in Perth, 1992:- one light blue bodied 1930 Business Roadster fully fitted out for long and short travel for two. She will come with a basic tool kit and as many spares as I will be carrying on our trip from Queensland to W.A. for the Meet. Yours for \$16,000 ono after the Meet from Easter Monday. Ralph Owen, [redacted] Holmview, Queensland, 4207.

FOR SALE - "Original Book of the Ford" plus an old Motor Manual and a Magneto. Contact Neville Bowra on [redacted] for details and offers.

FOR SALE - 1930 Phaeton - contact GORDON GODWIN on [redacted] for full details.

FOR SALE - 1928 Coupe - The late BILL SPENCER's Coupe known as "Daisy Duck". Excellent condition - contact JOHN CARTER on [redacted] for details.

FOR SALE - 1948 Plymouth, 1953 Chevrolet - Details from Ian on [redacted]

FOR SALE - 1966 Mustang - Details from MIKE or LAUREL COOKE on [redacted]

WANTED - 4 - 650x20 tyres with tubes for '28 truck. Roadworthy but need not have a lot of tread. RUSSELL BRANDIS on [redacted] after 6pm.

CONVALESCING - DOROTHY BENNIE is recovering from a recent operation. The COOKES report that MAVIS SPENCER is looking good and coming on very well. MIKE COOKE put his back out and is having all the bits manipulated back to their correct locations while JORDAN is recovering from a cut head. Best wishes to all for a continued speedy recovery.

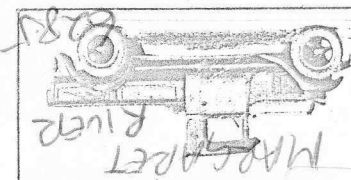
HAPPY BIRTHDAY this month to: DES ADDISON, GAIL ANDREWS, DAVID BLEWETT, JUDY CALLEJA, JORDAN COOKE, FRED GROWNS, KATH PEPPER, ALEX POLLEY and MELISSA READ.

PLEASE HELP - FRANK SINCLAIR from Dampier has his Phaeton ready for wiring. He would like to truck the Model A to Perth if some kind city member/s could give him a hand to wire up the car. Frank has the wiring loom - just needs a hand to put it together as there is no one up there to give him advice. Please contact him at [redacted] Dampier, 6713 if you can give him some help - thank you.

Someone recently asked

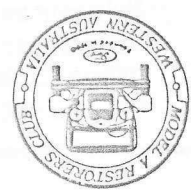
WHAT HAPPENS AT A NATIONAL MEET?

Quite a valid question if you have never attended a Model A National Meet In Australia. If you have not yet entered because you do not have a Model A "on the road" there are SIX for sale in this Newsletter - a VERY rare occurrence in W.A. Anyway, you can still enter without a Model A. Rally Headquarters will be at the Noalimba Centre in Bateman where you will see a very rare sight: about 100 Model A Fords of all types of body styles and colours, plus about 300 interesting enthusiasts from all over Australia plus New Zealand and the U.S.A. The Meet will include interesting daily runs around Perth with free or discounted admission to several attractions and (hopefully) a visit to Mrs Janet Holmes a Court's Heytesbury collection of amazing veteran and vintage cars which is not open to the public. There will be an Awards Dinner with many people wearing "era costume." Every entrant will receive a Rally Bag with a specially-struck badge, Rally plate, souvenirs, tickets, etc. - children will receive their own bag. Please ask if you have any questions or need Entry or Order Forms. The unique atmosphere at Noalimba Center will include accommodation and meals. Even fuel at a discount!



PO MARGARET
Bedford

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

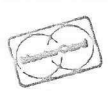


SPENCER MAIL

COLLECT
AUSTRALIAN
STAMPS

PAID
A 1591
W 2 DEC
6000

Western
Model A News



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