

Western Model A News

Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XIII Number VII

FEBRUARY, 1993



GEMUDRAFT

January '93
MANDURAH
FESTIVAL
AND WATER SPECTACULARS

***CAR
SHOW**

Plus lots of activities:-
Kites, Speedboats, Ski
Show, barbecues, etc

Sunday, January 31, 1993
Western Foreshore Oval, Mandurah 11am - 3pm

*\$1,000 worth of prizes to be won
*\$10 bar tab just for entering
(\$2 donation to Appealathon appreciated)

Short notice so phone Helen before **Wednesday**
27th on [redacted] if you wish to join in the fun.

February 14 - Breakfast Barbecue
7am - Park by Ley Street, Como

February 27 - Long-weekend to KIRRUP
leave Pioneer Village, Armadale at 9.30am

OFFICE BEARERS: President: LAUREL COOKE [redacted] Secretary/Treasurer: HELEN SHARP [redacted]
Vice-President: ANGELO CALLEJA [redacted] Vehicle Examiner: STEVE READ [redacted] Editor: BEVAN SHARP [redacted]

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

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

Sunday, January 31, 1993

CAR SHOW - Mandurah Festival. Western Foreshore Oval, 11am-3pm.
See front cover for details. Phone Helen right NOW to enter free.

Sunday, February 14, 1993

♡ Valentine's Breakfast in the Park at Ley Street Park, Como at 7am ♡

February 27, 28, March 1, 1993

Long weekend to Kirrup organised by JEFFREE family.

Leave from Pioneer Village, Armadale at 9.30am.

Accommodation is in a shearing shed with hot water, shower and toilet.

Take own mattress / sleeping bags, crockery and cutlery, etc.

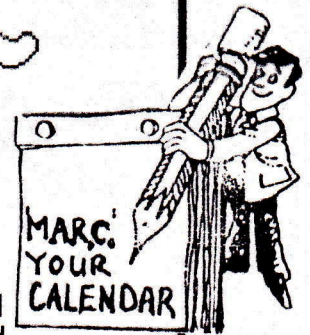
Take a casserole for Saturday night, breakfast for Sunday and Monday.

Barbecue packs, salad, etc. can be arranged for Saturday night if ordered in advance through EDITH JEFFREE. Area available for tents if preferred.

Contact JEFFREE clan on [REDACTED] for information or booking.

Current participant, families:- JEFFREE, COOKE, R. BLEWETT, CALLEJA, ANDREWS, LETCH, PARIN, WILLIAMS.

If YOU are interested in an interesting long-weekend to Kirrup, contact EDITH mucho pronto please.



Sunday, March 14, 1993

Official Club run to Avon Valley Vintage & Classic Fair at Northam.

Meet at Midland Centre Point car park at 7.45am for 8am departure.

Current participants, family: BENNIE, COOKE, READ, D. BLEWETT, CALLEJA, PARIN, SHARP.

Contact Secretary HELEN now if you would like to join in so she can advise the organisers in Northam to make arrangements.

A good run and an interesting day - be there.

April, 1993 - Organised by PEPPER family.

May, 1993 - STEVE READ.

Sunday, June 20, 1993 - SMITH family.

Sunday, July 25, 1993 - Annual General Meeting.

August, 1993 - GUEST family.

PICNIC AT PEPPERMINT GROVE

Pretty good turn out for the first event of 1993 - 36 members, 15 Model A Fords and an older, good-looking, Maxwell (DON PHILP said it was OK to turn up in it 'cause it had Model A wheel bearings). Apparently the READs could not find an old Ford in their shed so they turned up in a much younger model.

Did MAXINE DAVIDSON come back from Oman especially for a club meeting? Must be getting a bit expensive to belong to this Club! The BLACKLOCKs provided suitable music with an antique wind-up gramophone rotating mood music at a leisurely 78 rpm.

A very pleasant few hours under the Peppermint trees (and, in some cases, under the threatening tail feathers of magpies) and comfortably cool considering the forecast 38°C.

The GUEST's granddaughter sustained a minor foot laceration - how come it wasn't JORDAN COOKE, who usually manages that type of occurrence?

It was refreshing to see several faces we had not seen at a meeting for a quite a while; can we expect even more next month at the breakfast barbecue - be there or be square! PHIL RACCUA was there after on-going dramas with the radiator in his Coupe.

MINUTES

of Meeting held at Manners Hill Park on Sunday, January 10, 1993
with 36 members, 3 children and 1 visitor in 15 Model A Fords and 1 'Modern'

President LAUREL COOKE opened the meeting at 11.10am

Apologies from: MICK & NINA KITCHENS, COLIN DAVIDSON, KELVIN & KATH PEPPER.

Secretary HELEN read previous Minutes - passed LINDSAY BLACKLOCK / JUDY CALLEJA.

Business Arising:- Chapter of MAFCA - BEVAN reported that the Petition signed by five members had been sent but no response received to date. Still no response to a request to MARC, Dearborn, for details on being involved with their Club. BILL BENNIE asked for details of any benefits from becoming a Chapter and BEVAN explained that it was basically to be more involved in the Model A Movement and to be kept informed; there is no obligation by either party.

BEVAN advised that, following instructions to purchase a photo copier to a limit of \$1,000, he had managed to purchase a machine at a change-over price of just \$450. He explained that trading in the copier that STEVE READ obtained for the Club had helped considerably in negotiating the low price.

Club library - ANGELO CALLEJA presented some of the material so far accumulated. BILL BENNIE suggested that we purchase the four volumes of "How to Restore Your Model A". RON ANDREWS mentioned that he thought we already had two volumes. Decided to check the records and decide at the next meeting about purchasing these, and any other, material. BEVAN said that he had copies of the as yet unpublished Canadian Supplement to the 'MARC/MAFCA Judging Standards if anyone wanted a copy.

Finances: Treasurer HELEN reported a total balance of \$13,226.11. One account presented for payment: Telecom for the White and Yellow Pages for the Club entry at \$55.00 which was passed for payment, moved BILL BENNIE, seconded BARRIE GUEST.

The Secretary detailed correspondence received and sent.

It was decided that the Avon Valley Fair in Northam would be an official club event, leaving from Midland at 8am (details in the Calendar). Members voted not to take part in the annual CCC Classic Car Show at Whiteman Park this year.

General Business:- BILL BENNIE mentioned that he had received letters from America from Bob & Dottie Myer and Wayne & Luella Kipp wishing Club members all the best for 1993.

BILL BENNIE commented on Bendigo - basically as in the previous Newsletter.

Members were asked to submit names of repairers and restorers that Club members could recommend to other members. BILL BENNIE warned against publishing any adverse comments on suppliers.

MIKE COOKE and ANGELO CALLEJA reported on the Conferlink call organised by South Australia on Concours - still working on details but progress is being made.

JIM WILLIAMS expressed members thanks to EDITH JEFFREE and crew on another very successful Christmas Dinner.

Future Events: February 14 - to Como; February 27 - long-weekend to Kिरrup organised by JEFFREE family (details in Calendar); March 14 - to Northam (except ANDREWS family); April - PEPPERS; May - STEVE READ; June 20 - SMITHS; July 25 - AGM; August - GUESTS.

Bits and Pieces - DON PHILP reported that the VCC intended to clean up their Parts Store and there were some Model A parts on which the Club could perhaps make an offer, DON to confirm details.

BILL COWLIN mentioned that FRED GROWNS' 1930 Roadster was for sale - ring FRED direct.

RON ANDREWS wanted Roadster rear bumper irons.

MIKE COOKE has "AR" bits and pieces for sale.

JIM WILLIAMS advised that he had "gone bush" with ALAN SMITH, DON PHILP and MAX ANNEAR to purchase assorted Model A parts and these parts were for sale at low prices - check with ALAN SMITH.

JOHN LUCA mentioned that he still had quite a lot of Model A parts at his workshop and requested permission to dispose of any items which were beyond repair or of no use - which was authorised, Contact JOHN quickly if you need a Model A part and have not seen this assortment.

There being no further business, the meeting closed at 12.20pm

The debate on a standard for judging Model A Fords at bi-annual gatherings of members of the various Model A Ford Clubs in Australia continues unabated without a final resolution. Each State host Club sets their own SMALL interpretations due to some inbuilt reluctance to converse with each other for the common good of the Model A movement in general. There is still no concrete decision on just how all Model A Fords should be judged.

For some elusive reason there is a very strong reluctance to have anything to do with Judging Standards set by the American Clubs - adapted to Australian variations - in spite of the fact that the Model A is basically an American vehicle. There are certainly considerably more knowledgeable experts on the Model A to the acre in America than there are in Australia and they have been discussing this particular subject for 40 years! You can be sure that absolutely ANY conceivable problem we could come up with has already been debated thoroughly and an answer achieved - probably years ago - why should we waste more years going over the same ground?

NO ONE has ever suggested that we just blindly accept the American Standards but surely anyone would acknowledge that the new Judging Standards, compiled after years of research and discussion by members of both the Model A Ford Club of America and the Model A Restorers Club, would prove the perfect basis for any finalisation of Australian Standards? The results of this valuable collaboration is there - NOW - all we need to do is agree to adapt the Standards to our own situation - now that's not too difficult to comprehend, is it?

The following article could prove of assistance in adapting the American Standards for Australian Model A Fords:-

The Canadian Model A Ford

by HERMAN L. SMITH

Basically, the Model A as built by the Ford Motor Company of Canada, Limited was the same as those built by the Ford Motor Company, USA.

Although the Model A was completely built from raw material to the finished product in Canada, the parts were, in the main, interchangeable with those built in the USA.

There are three differences which are strictly Canadian:-

- (1) Bumper clamps did not, in any year, have colour inserts.
- (2) Robertson Head screws were used in place of slot head screws.
- (3) Canadian engine number always had either a two letter or three letter prefix before the number.

* In detail the bumper clamps for early 1928 were plain oval on the front bumper with a small round centre clamp with FORD in script on it. No record has been found indicating that "Made in Canada" was on the centre clamp of the Model A, as it was with the Model T. The clamps on the rear bumperettes had clamps of the same size and shape as the front but had "Ford" in script in the centre of the clamp. On the 1929 models the front clamps were the same as those of 1928 but the rear clamps were plain, the Ford script had been eliminated. Where a full bumper was used on the rear, a small round clamp the same as the front centre clamp was used. In late 1929 model production some photos show a small oval clamp in the centre as was used on the 1930-31 models. All clamps 1928 and 1929 were nickel plated.

* In 1930 and 1931 models, the clamps front and rear were of the bolt head oval type with the centre clamp being the same except only half the size. Chrome was used in 1930 and 1931.

The author is an Automotive Historian and, when this article was published in "Vintage Canada" in July/August, 1978, was the Historical Consultant to the Ford Motor Company of Canada Limited. He is Past President and Director of the Antique Automobile Club of America, largest of its kind in the world.

In some instances in 1931 at least, and possibly 1930 as well, a bumper extender was used on the rear when a luggage rack was installed. This would hold a full-width bumper back of the rack to give added protection when a trunk was used. I have such a factory-installed extender on my own 1931 Roadster.

* A full record of Canadian motor numbers appeared in the November, 1992 issue of this Newsletter. However

the following is an interesting observation...

Many people have wondered how the sequence of the third letter of the prefix was chosen. One interested and alert correspondent pointed out that they are the same as the top row of keys on a standard typewriter, plus the second and third letter of the second row of keys. We have yet to find out who selected this in the first place, maybe some bright secretary knows.

* While on the subject of prefix letters it might be interesting to the readers to know how they started. When Ford Canada was incorporated in 1904 and started to assemble cars they did so much in the same way as Ford Motor Company, Detroit. They purchased and assembled components. In the beginning the complete car, less body and wheels, was imported from Detroit, the body and wheels were made in Canada. As the Company progressed more and more, components were manufactured in Canada until 1913 when the last item imported was the engine. On May 20, 1913, Ford of Canada started to build engines and thus became the first company in Canada to build complete cars from the raw material to the finished product. With the start of production it was given the letter C as a prefix to the number to show the engine was Canadian. So, when the Model A was introduced it was only natural to add the

letter A to the existing letter C.

* Coincidental with the start of the complete building of the car in Canada, Walkerville, Ontario (the home of Ford Canada) became Ford, Ontario and remained such until the end of 1929 when it was incorporated into East Windsor. So Model A Fords from the start carried a patent plate of Ford Ontario into the 1930 model production to the end of calendar year 1930. From then on the balance of the Model A production carries the address of Windsor, Ontario.

* Many times people find they have engines of a different date than the body of their car. This could, and did, happen. It was sometimes easier or more economical to drop in a new or a rebuilt engine rather than rebuild the existing one. This could be either a later new one or an earlier rebuilt one. In this case the body features determine the year of the car.

* The engine number was the ONLY number which applies to the Model A. There was no serial number.

* The engine was numbered at the time it was built, it could be sooner or sometime later when it was assembled in a car. The practice was supposed to be that when the engine was dropped into the frame, the engine number was stamped on the top of the left frame member where the cowl would sit. In order to verify the original number of the car it would be necessary to remove the body

* We understand one model was offered in 1929 which was not built anywhere else but Canada. It was a Deluxe Roadster with fold down windshield. The upper and lower windshield stanchions were plated but the windshield frame itself was upper body colour. Coloured wheels with matching stripe were also offered on this model.

* With minor exceptions, the colours of the Canadian Model A were the same as those built in the USA. It is best to accept what have become the correct standards for colours and avoid any hassles if you enter into serious

judging competitions. Of course, the choice of colour is always the privilege of the owner, but if serious judging is to be considered the correct colour for that model for that year should be used. Warning - do not attempt to have someone mix a colour to match a colour chip. Chips are only intended as a guide. Reputable manufacturers of automotive paint can provide you with modern finishes to duplicate original colour.

* Striping could vary among different assembly plants. Research your own car and use striping that is acceptable today.

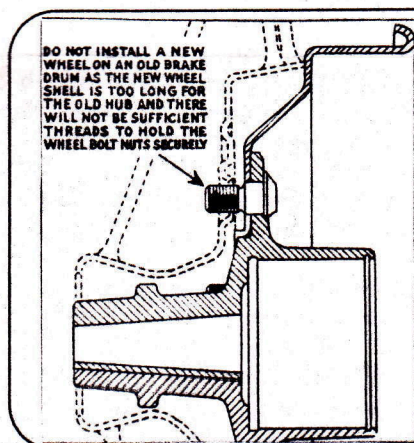
* When the Model A came from the factory it did not have white wall tyres, although many people use them today. It is our understanding that one of the major clubs which has previously accepted white walls is now considering deducting judging points if they are used.

* Top and upholstery materials vary from model to model. It is therefore important that you research your car thoroughly so that you know what it should be like. There are many good craftsmen today who know modern cars but have no knowledge of cars of the past, so it is your responsibility to be able to guide them to produce the results you desire.

* It has been said that there are as many accessories offered for the Model A as there were original parts. Be very wary of accessories that were not available from the factory. They may appear pleasing to your eye but they do not add points, in fact they may cause you to lose some.

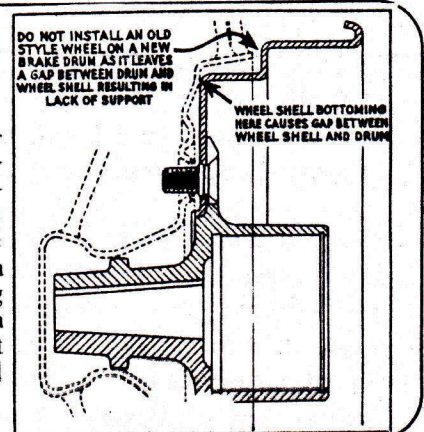
* The ultimate in restoring a car is to reproduce its original factory condition and appearance. If that is your goal, research your car thoroughly and go for it. It rarely costs any more to be right.

* The name of the hobby is fun and a big part of the fun is with the people you meet. Enjoy your hobby.



USE "AR" WHEELS WITH "AR" HUBS AND "B" WHEELS WITH "B" HUBS

The A-1015AR wheel is designed for use only with A-1105AR and A-1115AR hub and brake drum. The A-1015B wheel is designed for use with A-1105B and A-1115B hub and brake drum. Under no circumstances must an "AR" wheel be used with a "B" hub or vice versa. Use of an "AR" wheel with a "B" hub leaves a space between wheel shell and brake drum thus losing the stiffness that this assembly should have. Use of a "B" wheel with an "AR" hub does not allow sufficient threads on the hub bolts to project through the wheel to permit the wheel nuts to be securely tightened.



ACTUAL EXPLANATIONS GIVEN IN CAR INSURANCE CLAIMS

"I turned onto a side road, glanced at my mother-in-law and headed over the embankment."

"The pedestrian had no idea in which direction to go, so I ran over him."

"Attempting to kill a fly, I drove into a telephone pole."

"An invisible car came out of nowhere, struck my vehicle and vanished."

"I told the police I was not injured, but on removing my hat I found that I had a fractured skull."

Using
UNLEADED
GASOLINE
IN A VINTAGE CAR

from "VINTAGE CANADA"
The National Association of Antique Automobile
Clubs of Canada Corporation

As in the United States of America, it is now almost impossible to purchase leaded fuel at most service stations in Canada. Away back in April, 1978, the Editor of "Vintage Canada", Mr Peter Weatherfield, wrote to the President of Imperial Oil expressing his concern about the unavailability of leaded fuel for vintage cars, here is the response to that letter:-

"I am responding to your enquiry of April 18, 1978, addressed to Mr J. A. Armstrong, on the subject of performance of Esso Extra Unleaded in antique cars.

"Most pre-1971 automobiles required leaded gasoline during the break-in period to prevent excessive exhaust valve seat wear. After the first couple of years, the exhaust valve seat metal became sufficiently conditioned to resist wear, and further use of leaded gasolines is not necessary unless the cars are driven at high speeds for extended periods of time. I presume that antique cars are not driven in this fashion, and hence have no hesitation in recommending the use of Esso Unleaded gasoline for them.

"Starting with 1971 models, the North American car manufacturers improved the exhaust seat metal's wear resistance through induction hardening and discontinued their recommendation of leaded gasolines.

"Esso Extra Unleaded is a high octane premium gasoline and will satisfy most cars requiring premium gasoline. In addition, spark plugs will be cleaner and mufflers will last longer due to the absence of lead salts."

Peter Weatherfield, using unleaded gasoline at the time of his writing this, was "most pleased with the results."

Note:

On my last trip to America to attend the MAFCA Convention in Texas, I was with a friend from California in his 1930 Victoria when he refuelled the vehicle.

He first got out what looked like a very small pharmacy ("drug store"?) from the trunk and proceeded to add measured amounts of a liquid containing lead and then an upper cylinder lubricant which were added to the tank before topping off with unleaded gasoline!!
Bevan

Not haute cuisine, it's
Manifold Cuisine

adapted from an article by Norman Carter
of Parksville, British Columbia

BOEUF ROTI AU JUS A LA CADILLAC
Cooking Distance - 65 miles
Cooking speed - 50mph
Terrain - any.

INGREDIENTS:- 1 kilo beef, 1 packet dry French Onion Soup Mix, Hamburger buns, Condiments.

METHOD - Have the butcher cut you a kilo piece of quality roast beef more or less in the shape of a pound of butter. He will gladly do this and probably follow you all the way to the car once he learns what you propose to do with it.

Mix the contents of the onion soup mix, sprinkle half of it on a sheet of aluminium foil, position the roast on top and sprinkle on the rest of the mix. Roll up in the foil and carefully roll or fold in the ends. Now roll it a second time with the seam positioned on the opposite side of the package. Tie the roast on the top of the engine manifold with two pieces of florist's wire. Drive for 30 minutes. Carefully undo the wire and turn the roast over. Re-tie. Drive another 40 minutes and luncheon is ready. Open the foil by slitting it along the top in order to avoid spilling the gravy. The roast will be medium to well done. For rare roast beef, reduce engine speed or driving distance.

BAKED APPLES

Baked apples are simple and provide a nice finish to a roast beef luncheon. They should be prepared the night before, at home. Just core the apple and fill the hole with nuts, raisins, honey or maple syrup, to which a little cinnamon and a dab of butter have been added. Cooking times and speeds are identical to those given for the roast beef. Apples must be double-wrapped and turned at the same time the roast beef is turned.

Care must be taken when wrapping in the foil and when tying to the manifold to ensure that the parcel does not leak as the fan will then distribute a coating of gravy over your nice clean(?) engine!

ANOTHER MOTORING MEMO

The first self-propelled motor vehicle made in Australia was probably a steam car said to have been built by Frederick Gillen of South Australia in 1880. The oldest surviving Australian car is an 1896 Shorrock steam carriage.

While endeavouring to accumulate accurate historical data for the "History of the Model A Ford in Australia" your Editor received the following information from Ford Canada. A copy has been sent to Ford Australia for their archives!!

A BRIEF HISTORY OF FORD AUSTRALIA, 1925-1939

In view of the growing importance of Australia in the marketing of Ford Canada's products, that Company had for some years prior to 1925 given serious consideration to the establishment of manufacturing and assembly operations in this country. Accordingly, in November 1924, a team headed up by Mr H. C. French arrived from Ford Canada with the object of corroborating the opinion that direct operations should be commenced in Australia, to determine the form of structure to be created, to decide on the most desirable location for the manufacturing plant and of distributing centres and assembly points.

The site of the manufacturing plant was finally selected as Geelong by reason of its harbour facilities and its ready access to rail and road transport. Assembly plants were planned for Sydney, Brisbane, Adelaide and Perth, as well as at Geelong.

To enable the Australian organisation to take the best advantage of the then existing Commonwealth and State Income Taxation Legislation, two companies were registered, a Motor Company operating in all States of the Commonwealth and a Manufacturing Company operating in Victoria only. At present all Income Tax is collected, by mutual agreement with the States, by the Commonwealth and the need for a two operating Company set up is not essential. Steps are underway to make the Motor Company the only operating Company, with the Manufacturing Company leasing its building and premises to the Motor Company.

Prior to the commencement of business by Ford Australia, the importation and distribution of Ford vehicles had been handled by distributors in each State. With the advent of Ford Australia these distributors gave up their franchises and their stocks of Ford vehicles and parts were taken over by the Company.

<i>Ford Australia</i>		
Incorporation and Capitalisation		
Incorporated - March 31, 1925		
	Authorised Capital	Issued Capital
Ford Motor Company of Australia Pty Ltd	£1,500,000	£1,000,000
Ford Manufacturing Company of Australia Pty	£1,500,000	£1,000,000
The Issued Capital is wholly owned by Ford of Canada		

Reputedly, the first Ford vehicle landed in Australia was a 1904 model.

The following marks key dates in the progress of Ford Australia:-

1925 - July 1. The new Company began operations with Model T-s flowing from an assembly line set up in a former wool store while the permanent Geelong factory was being built. Shortly after this beginning the plants in the four other locations were opened.

1928 - Introduction of the Model A - the first major change since the Model T was introduced.

1932 - The Ford V8 introduced in Australia, its advent causing an even greater sensation than the Model A.

1934 - The Ford V8 designers and craftsmen at Geelong produced the world's first coupe utility-style vehicle, since copied by all other Australian motor manufacturers as well as those in other parts of the world.

1935 - Ford designers produced the first steel body, with a fabric top. In the same year the Company introduced, for the first time, the 10hp family car; to become known in 1939 as the Prefect.

1937 - The first Australian all-steel body produced.

1939 - All facilities swung to full scale war production. Among the numerous items produced, in addition to war vehicles, were:

Hundreds of boats of all types, including landing barges; thousands of marine mines and mine sinkers, aircraft auxiliary tanks, petrol tanks, pontoons, ammunition boxes, pressed steel wheels and quantities of parts for Bofors and 25 pounder Howitzers.

Ford Motor Co of Australia Review Part 1 - March, 1960

THE LANGUAGE OF THE TRUCK DRIVER, AROUND 1920

Armstrong Starter - hand crank.
 Balloon Freight - light, bulky cargo.
 Barbwire Drive - chain drive.
 Bareback - tractor fitted without its semi-trailer.
 Battery Acid - a cup of coffee at a truck stop.
 Bean Hauler - driver transporting fruit and vegetables.
 Brownie - auxiliary transmission.
 Bull Hauler - livestock hauler.
 Button Her Up - tie down the load.
 Cackle Crate - truck hauling poultry.
 Cement Mixer - truck with noisy engine/transmission.
 City Snag - city delivery

Cowboy - reckless driver,
 Cradle - battery compartment on an electric truck.
 Dock Walloper - one who loads / unloads across a dock.
 Dog - truck with little power.
 Drag Down - shift to lower gears too slowly.
 Drop It On The Nose - accidentally pulling a tractor out from under a semi-trailer.
 Dusting - vehicle riding with one wheel off the road, throwing up a cloud of dust.
 Four Banger - four cylinder engine.
 Garbage Wagon - produce truck.
 Grandma - lowest gear.

More another time...

THE BIG KID'S PAGE

SNAKES & LADDERS - MODEL A-STYLE

64	63	62	61	60	59	58	57
FINISH		RUN OUT OF FUEL	LOADING ZONE 8am - 5pm	Does a "flush" beat a "straight"?		JUMP OUT OF GEAR	STEEP HILL
49	50	51	52	53	54	55	56
SNAP!		OOPS offer to be a Club official!					
48	47	46	45	44	43	42	41
GO Pass go- collect \$200			MAYFAIR collect rent!!				GIN RUMMY!
33	34	35	36	37	38	39	40
POINTS CLOSE	CLEARWAY	RE-SET POINTS			FILL WITH FUEL	TICKET PARKING ONLY	GEARS LOCK
32	31	30	29	28	27	26	25
		YAHTSE!		CLEAR FUEL			
17	18	19	20	21	22	23	24
NO PARKING 7am - 6pm			FUEL BLOCK				GIVE WAY
16	15	14	13	12	11	10	9
What was Henry Ford's middle name?			Have you got Mr Bun the Baker?		CHANGE DOWN A GEAR		I'm a country member!
1	2	3	4	5	6	7	8
START	FILL TANK		What was the last Canadian Model A Ford engine number?			Pawn takes your Bishop!	TICKETS PLEASE

*Next time you are on a Model A run and your spouse says:
"ARE WE THERE YET, DEAR?"*

Get out your Model A Snakes & Ladders Game to wile away the time!

HOW TO PLAY - Paint the numbers 1 to 6, equally-spaced, around one face of a standard Model A Ford fly-wheel, then fix an arrow which pivots from the centre, thus enabling the arrow to be spun to determine the number of moves the player may make. Use a different coloured Model A bell-housing for each player and place them all on "start". Hold the fly wheel in one hand and spin the arrow with the other hand. The player moves his/her bell-housing the same number of places on the game as indicated by the number on the flywheel. If you land on a snake's tail you go DOWN the snake, if you land on the bottom of a ladder, you go UP the ladder. If you land on a blank number, just please yourself! The person that gets to the "finish" square first is the one that cheats the best. Any player who drops the flywheel during their turn is disqualified.

. . . Notebook . . .

HAPPY BIRTHDAY to: SYLVIA BRISTOW-STAGG, MIKE COOKE, ALAN DUNS, IAN PAISLEY, ALAN SMITH, ROBERT TEALE, LINDA KIRKWOOD, MAY WILSON, LINDSAY BLACKLOCK.

Congratulations to Mr CHRIS WRINGE and Mrs LEANNE WRINGE (nee JEFFREE) on their recent marriage. When can we expect yet another generation of Model A-ers?

REGISTER - only one small error to date: the Swan Brewery Truck is a 1930!

CANADIAN JUDGING STANDARDS SUPPLEMENT - The secretary has a copy of this as yet unpublished Supplement. Contact HELEN if you would like a copy.

RECUPERATING - BILL COWLIN has recovered from a small operation; which prompted him, and VAL, to give up the dreaded "coffin nails". Well done guys, now you can restore another Model A with all the money you will save!!

NEW ZEALAND NATIONAL RALLY, 1993 - Latest report shows a current total of 185 entries, 170 Model A Fords and 450 people.

SOUTH AUSTRALIAN RALLY, 1994 - Think seriously about accommodation. Several members are planning to drive across. If any members are interested in going to, or from (or both ways), to South Australia by train; contact Secretary HELEN who will initiate arrangements for group travel, if there is interest.

"Four Wheeled Pioneers" - If you ordered a copy of this book you can collect it at the next meeting. JIM WILLIAMS won a copy at the last meeting but he had already bought one so he sold it to BILL BENNIE - you gotta be quick.

FOR SALE - 1930 Roadster (unrestored) details-FRED GROWNS, Medina, [REDACTED]

CLASSIC CAR SHOW - Whiteman Park, March 21, 1993. The Club will not have an official display this year. If members wish to enter independently, contact Hans Stammel, [REDACTED] York, 6302. [REDACTED]

FANCY DRESS - Some members attended a fancy dress Birthday/New Year Party. Our lot included a clown, "Cousin It" and "Morticia" from The Munsters, and a Roman gladiator. The most unlikely member you would see dressed as a nun was there as just that, another "nun" had frontal protrusions on which she/he balanced a glass, one female was in overalls that could not cover her front!

WANTED - Your Newsletter is lacking in material relating directly to this Club, it would be appreciated if members could submit stories on how they found their Model A and their experiences during any restoration. Also any trips or happenings in your Model A; plus tips. Don't think you can't write - just jot your thoughts down and it can appear as an article. PRETTY PLEASE!!!

WEDDINGS - There seems to be another spate of weddings requiring the use of vintage vehicles so its probably time for another cautionary warning. If you are concessionally-licenced, hiring that vehicle for any fee (which also covers a "donation") is a breach of the licence. It is almost definite that your insurance Policy does not cover you at all if the vehicle is used for hire. Heaven forbid, but just consider the awesome possibilities if any passengers (like the Bride) were injured in any way - in the resulting court case you could not only lose your licence, not be able to get motor insurance in the future but also lose your car and even have to sell your house and possessions to pay out the plaintiff. Any accident would not necessarily have to be your fault, just someone looking at the car and passengers, causing someone to hit you! An alternative is to investigate insuring the car to include "Hire", check your licences and run the car as a business, you may then be able to claim expenses (including insurance) against the earnings.

OLDEST ENGINE - We are attempting to locate the oldest Model A engine in Australia. Our oldest seems to be STEVE READ's CA1793 in his '29 Roadster (obviously not the original engine). Have YOU an older engine? Phone Bevan.



If undelivered, please return to:
Palmyna [REDACTED]
Western Australia, 6157

NORANDA 6062
[REDACTED]
PAISLEY Ian and Dianne



Model A News Western

MYTH EXPOSED

Snippet from Australia's "Model A News" of October, 1980 following members advising they had a "1927 Model A Ford."

Whilst a few were manufactured in 1927, and very few at that, there is no such thing as a 1927 Model A Ford in America or Canada, so there is no such thing as a 1927 Model A in Australia either. The December, 1927 production in Canada was of 1928 models only, in the same way then as we produce today 1981 models in November-December of this year. The Ford Motor Company does not recognise a 1927 Model A and you will note that the model years of the Model A are 1928-32.

We are trying to develop in Australian members a correct usage of the Model A terminology, and another term we have almost completely adopted in Australia is the correct model name for the Phaeton. In the Model T era, this body style was known as the Tourer in America and elsewhere, but from 1928 the American automobile industry adopted the name Phaeton again for the open four door touring car, a name which had been long used for this style of body before the Great War. Australians had become used to using the name Tourer, but since we send magazines to the USA, and that word is absent from Model A language there, it is desirable that we all adopt the correct terminology.

Prompting this response:- "I lived in the era of the A Model Ford, and as regards using the term Model A Phaeton, I feel along with many other older motoring men that this is quite wrong, in those times it was known as an A Model Tourer, and in respect for the past it should rightly remain the same."

It was pointed out that they recognised the point made but featured an Australian advertisement of the period (May, 1928) which used the term "Phaeton".

PETROL COLOURED TO BAFFLE INDIAN THIEVES

When the Atlantic Union Oil Co Ltd decided to colour red their first grade motor spirit (Union), they were probably unaware that the idea originated in a small mountain railway in India. The natives were clever abstracters of the railway's motor fuel and kerosene; once the spirit had been stolen, the culprits were safe from detection. By colouring their petrol and kerosene, the railway authorities made detection after theft easy.

Union spirit is coloured, however, for such very different purposes as an assurance that the buyer is receiving the first-class product paid for; to render detection of petrol leaks a simple matter; and to show up road dust in the carburettor.

The tinting is said to consist of the addition of only one part of harmless colouring matter to one million parts of spirit, making any harmful effect on the engine impossible.