



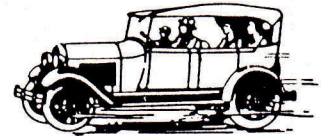
# Western Model A News

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

Year XIV Number III

OCTOBER, 1993

EDITORIAL...[or what to fill the front page with !]



\*\*\*\*\*

On a recent visit to STEVE READ we were having a look at the brake rods on my phaeton when Steve noticed that the brake rod was almost worn through on one side right at the point where the anti rattle spring fits against the raised ring on the rod. The problem was that the anti rattle spring is made of a very strong spring steel and the brake rod is softer,..the anti rattle spring was not sitting snug against the ring and thus was wearing with the normal vibration...a quick Mig weld and a spot of paint and it was like new again..but of course properly adjusted. I suggest you check yours now ! A snapped brake rod at 50 mph on the freeway could have spectacular results !

When Dorothy and I drove to Cairns and back in the 'A' a few years ago one of the problems we had was the upper bronze bushing on the distributor, After thousands of Km's driving the bushing wore itself oval. As I am sure you know, there is no lubrication to this bushing. This resulted in very hit and miss timing and finally north of Tamworth she conked out !! The remedy is simple--- Pull the distributor apart and take out the upper part of the drive shaft. Drill a 1/16 inch hole crossways where you calculate that the hole will be just inside near the top of the upper bushing. Next drill the same sized hole down through the centre of the large locking screw and down through the shaft untill you penetrate the first hole. You now have an inverted T shaped hole that you can easily put a drop of oil down occasionally.

*Bill Bennie..*

\*\*\*\*\*

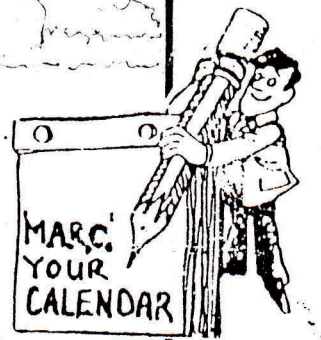
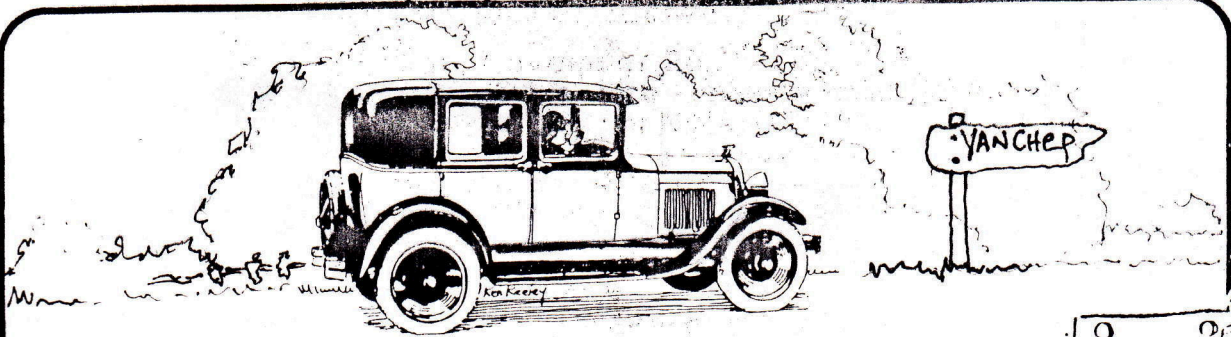
RON ANDREWS sent me a letter asking if anyone could shed any light on a stamping he found on his chassis after it was sandblasted. It is a 17mm diameter circle with the letters P&B in the centre. It is located in the same position on both chassis rails about 25" from the front. If you know what it means please get in touch with RON on 399 4965. My guess is that its a manufacturers mark.

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.  
MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA. - Foreign membership:- US\$24.00 per year.

OFFICE BEARERS: President: ANGELO CALLEJA [REDACTED] Secretary/Treasurer: RAY MAHONY [REDACTED]  
Vice-President: BEVAN SHARP [REDACTED] Vehicle Examiner: STEVE READ [REDACTED] Editor: BILL BENNIE [REDACTED]

COPY DEADLINE: by the 1st of every month to: [REDACTED] Palmyra, WA, 6157

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



**SUNDAY, OCTOBER 17th 1993.**  
 Entry into Yanchep Park is \$5 per car.  
**YANCHEP QUIZ RUN.....By John and Shirley Hall**  
**MEET at COVENTRY's Car Park WALTER ROAD**  
**10 am for a 10.30 am START**  
 There are Barbecues available.

**October 23/24, 1993**  
 North Mandurah Primary School - ALAN JEFFREE coordinating.

**Sunday, November 14, 1993**  
 ALL FORD DAY, Perth Oval. Contact ALAN JEFFREE on [REDACTED]

**Sunday, November 21, 1993**  
 Variety Club of Australia picnic at Whiteman Park for W.A.'s "special" children. From Mueller Park near PMH. Treasure hunt and fun for the kids.

**Friday, November 26, 1993**  
 Christmas Dinner - Buffet at \$24.50 each - Freeway Hotel, South Perth.  
 Contact JUDY CALLEJA [REDACTED] or NINA KITCHINS [REDACTED]

**March 21 - 27, 1994**  
 The Canberra Antique and Classic Motor Club's Autumn Hub Rally.  
 May interest those with time (and funds) to attend and then proceed to the National Rally in Glenelg! Contact Cec and Naomi Brown - [REDACTED]  
 [REDACTED] Weston Creek, ACT. 2622. Phone [REDACTED]

**Sunday, March 13, 1994 - Classic Car Show, Whiteman Park.**

**March 31 to April 4, 1994**  
 13th Model A Ford National Rally - Glenelg, South Australia.

**July 18 - 22, 1994**  
 2nd MARC/MAFCA Joint Meet - Tacoma, Washington, USA.  
 PO Box 1930, Woodinville, WA, 98072-1930, USA.

**February 26 - March 8, 1996**  
 The Vintage Car Club of New Zealand's 50th Anniversary Run.  
 Rally Director - PO Box 13502, Christchurch, New Zealand.

**May to October, 1998**  
 Around Australia by Model A - 70 years of the Model A Ford in Australia.  
 Organised by Michael Livingstone (NSW) and Neil Phillips (SA).

## RAY ABBOTT ENGINE RECONDITIONING

*Recommended by MARC member*

- \* Cylinder Head Service \* Reboring and Sleeving
- \* Crankshaft Grinding \* VETERAN and VINTAGE ENGINES



Established 1973 **18 RIO STREET, BAYSWATER**

**272 4566**

34 years Experience



MINUTES

of General Meeting held at the home of Malcolm and Pauline Wood, 19th September 93.

Number of people 29 members, two visitors and 10 Model 'A's  
MEETING OPENED AT 2.40 PM

APOLOGIES Dorothy Bennie, Leanne and Chris Wringe, Rita and Tony Parin, Mike and Laurel Cook, Max and Dora Annear, Kath Pepper, Mike and Nina Kitchens.

VISITORS Mavis Barr and Mike Wringe.

NEW MEMBERS Peter and Elaine Gilberthorpe.

MINUTES OF PREVIOUS MEETING were read. Accepted Jack Berkshire seconded by Toni Mahony.

BUSINESS FROM PREVIOUS MINUTES :- Nil

CORRESPONDENCE IN :- Mercedes-Benz Car Club, Vintage Car Club N.Z., Model 'A' Ford Club, SA, Combined Car Clubs (two letters), VCCWA, Albertross Pty Ltd, Model A Ford Club (Aust), Stateside Distributors, Custom Car Covers, Malaga Indoor Indy Karts, Australian Classic Car Monthly, Burswood Park Board and Mandurah Murray Cruises.

Correspondence-In accepted by Barrie Guest seconded by Kelvin Pepper.

BUSINESS FROM CORRESPONDENCE Subject of liability insurance discussed, decided Secretary should write to CCC for details of their group scheme. The need for a delegate to CCC discussed, Peter Gilberthorpe offered his services in this position.

CORRESPONDENCE OUT :- Peter Krikke & Paddy Greenfield.  
Correspondence out accepted by Alan Jeffree seconded Judy Calleja.

TREASURERS REPORT Income \$552.00.  
Expenses \$67.50, Balance as at 31 - 8 - 93 \$13526.55  
Accepted Nina Williams, seconded Reg Blewett.

GENERAL BUSINESS Bill Bennie spoke on the need to make use of club funds so as to benefit club and members generally. Possible uses could be club rooms, quick moving parts, Special tools etc. All members to give serious thought as to how best use these funds. Subject to be brought up again. Any members interested in embroidered tee shirts as per news letter should contact Ray Mahony. Barrie Guest offered to run a mall raffle each month.

Peter and Elaine Gilberthorpe advise that they have purchased a 1930 model A Phaeton today.

EVENTS Wild Flower Run, Special thanks to Jim and Nina Williams, and to Alan and Judy Smith for the effort they all put in to make this event a success. Vauxhall Car Club invitation, Ray Mahony gave a brief report and encouraged members to accept invitations from other clubs if possible as

we all have a similar interest and is good PR. Variety Club Run Nov 21st, secretary to contact Variety for information before next meeting. Annual Dinner, all members should contact Judy Calleja and advise her of their intention to attend. North Mandurah Primary School - Oct 23/24 Contact Alan Jeffree. October meeting - John Hall will organise a run to Yanchep. April 1994 - Bill Bennie will organise the meeting to coincide with the visit of some American colleagues. March/April 1994 - Alan Jeffree offered to organise another trip to Kirup for interested members not going to S.A. General request to all run-organisers to indicate what facilities are available at morning tea and lunch stops, eg B-B-Qs etc.

**BITS & PIECES** Bill Bennie has front bumpers for 1930 Model A.

Angello Calleja thanked Pauline Wood for allowing the use of her home for our meeting and Malcolm for allowing us to view his restoration in his absence. Thanks to Darren Jeffree and Germaine Wringe for organising the day.  
MEETING CLOSED 3.22 PM.

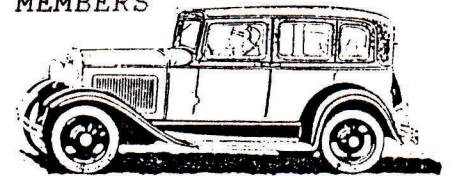
**THE BIRTHDAY BOYS AND GIRLS FOR THE MONTH OF OCTOBER ARE**

#####

ANGELO CALLEJA      FIL LUCA      PHIL RACCUIA      STEVE READ  
MARGARET TEALE      DAVE HEARD      DAVID CHAMBERS      MARGARET ROY  
ELIZABETH WOJDYLO

#####

A VERY HAPPY BIRTHDAY TO ALL OF THE ABOVE MEMBERS

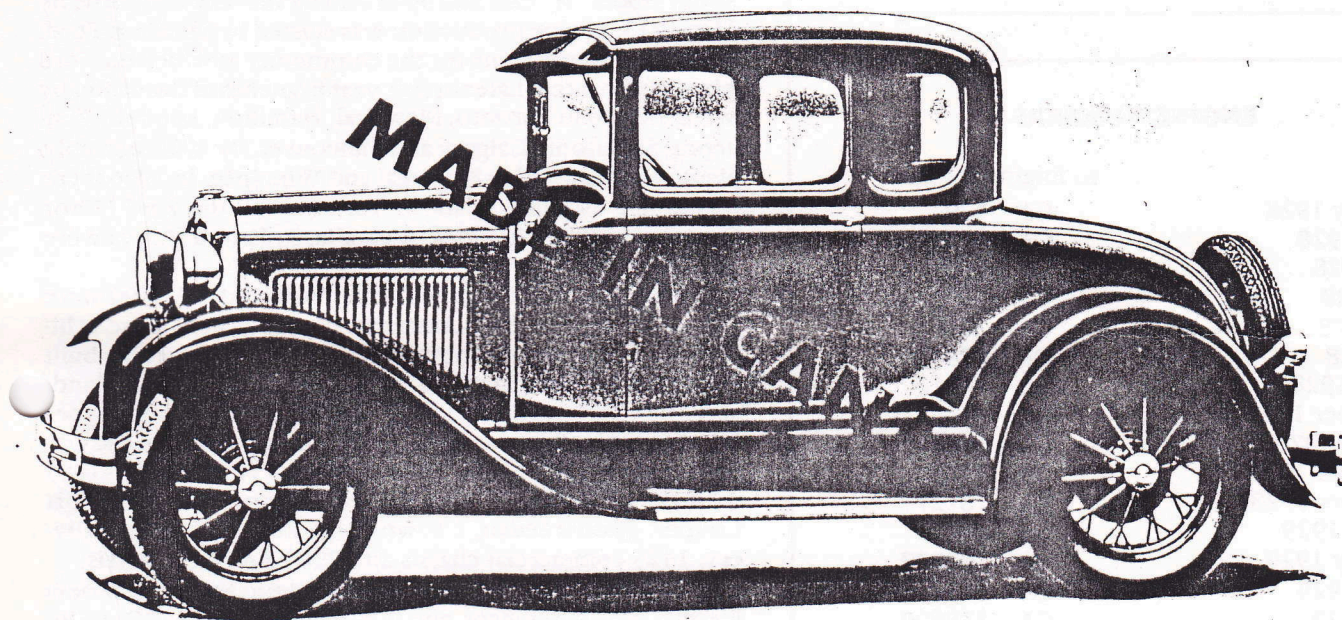


-----  
WANTED    WANTED    WANTED    WANTED    WANTED    WANTED

WINDSCREEN FRAME FOR 1930 TOWN SEDAN

IF YOU HAVE ONE TO SPARE PLEASE PHONE REX WILSON [REDACTED]

# CANADIAN-BUILT MODEL A FORDS



*Editor's note: This article was compiled by Al Shannon, Calgary; John Carlson, Port Moody, B.C.; Paul Chudek, Calgary, and Jim Barbee, Renton, WA, with assistance of other Canadian members. It is based on information taken from original Canadian Ford parts catalogs and Service Bulletins, as well as study of original Canadian-built Model A's. Following review and revision by the Judging Standards Committees of MARC and MAFC, it will be published as a supplement to the new Model A Ford Judging Standards and Restoration Guidelines. Additional information on Canadian Model A's is invited.*

## FORD IN CANADA

In August 1904, Gordon M. McGregor, president of the Walkerville Wagon Company of Walkerville, Ontario, signed an agreement with the Ford Motor Company and Henry Ford which gave Mr. McGregor the right to form and finance a company to manufacture and sell Ford products in Canada and the rest of the British Empire, with the exception of Great Britain and Ireland. In exchange for the agreement, shareholders of the Ford Motor Company, Detroit, Michigan were given 51 percent of the stock of the new Canadian Company. The Ford Motor Company of Canada was then incorporated by provincial charter with an authorized capital

of \$125,000. The officers of the new company were: John S. Gray, president; Henry Ford, vice-president; John Curry, treasurer, and Gordon McGregor, secretary and manager.

By October the Ford Motor Company of Canada started to assemble automobiles in the former Walkerville Wagon Works, while horse-drawn wagons continued to be built at the factory during the transition to total automobile production. A contract was also signed with Wm. Gray and Sons Company of Chatham, Ontario for the production of automobile bodies. The first Ford motor car assembled in Canada — a Model "C" — rolled out of the plant in late October 1904.

## CANADIAN PRODUCTION TOTALS

YEAR	PRODUCTION
1928	78,127
1929	86,148
1930	71,619
1931	30,100
1932	861
TOTAL	266,855

## ENGINE NUMBERS

Date	to Engine Number
February 1928	CA 479
March 1928	CA 3229
April 1928	CA 7172
May 1928	CA 13772
June 1928	CA 22563
July 1928	CA 32817
August 1928	CA 44610
September 1928	CA 53531
October 1928	CA 63174
November 1928	CA 71370
December 1928	CA 78127
January 1929	CA 89474
February 1929	CA 102209
March 1929	CA 115460
April 1929	CA 128690
May 1929	CA 137105
June 1929	CA 141953
July 1929	CA 146518
August 1929	CA 150120

Following the "CA" series of engine numbers, a three letter designation was used, with numbers from 1 to 10,000 for each combination as follows:

- CAQ series — Sept. 4, 1929 thru Nov. 4, 1929
- CAW series — Nov. 18, 1929 thru Feb. 4, 1930
- CAE series — Feb. 4, 1930 thru Mar. 14, 1930
- CAR series — Mar. 14, 1930 thru Apr. 14, 1930
- CAT series — Apr. 22, 1930 thru May 13, 1930
- CAY series — May 13, 1930 thru June 11, 1930
- CAU series — June 12, 1930 thru Aug. 7, 1930
- CAI series — Aug. 7, 1930 thru Oct. 16, 1930
- CAO series — Oct. 16, 1930 thru Feb. 9, 1931
- CAP series — Feb. 9, 1931 thru Apr. 1, 1931
- CAS series — Apr. 1, 1931 thru June 2, 1931
- CAD series — June 2, 1931 thru Feb. 29, 1932  
(6877 only)

*Editor's note: The sequence of letters in the third position may seem to be assigned at random, but typists will quickly recognize that they are the keys on the top row of letters on a standard (QWERTY) typewriter keyboard. When they finished the top row, they started on the second row, skipping the "A." It appears that the letter sequence was assigned by someone in the office!*

In November 1904, another contract gave the Canada Cycle and Motor Company of Toronto the exclusive rights to sell Ford cars in the Toronto area as well as Manitoba, the Northwest Territories, and British Columbia. Further contracts were made with Wm. Gray and Sons for side entrance tonneau bodies and with the Chaplin Wheel Company, also of Chatham, for the supply of wheels to the Ford Motor Company of Canada. Ford of Detroit was producing cars with rear-entrance tonneau bodies, and the side entrance tonneau bodies designed by Ford of Canada marked the first uniquely Canadian feature.

At the close of the first fiscal year, 107 Model "C" cars and seven Model "B" cars had been sold by the new company. By May 1913, engine production was started in Canada at Ford, Ontario, the new name for the community in which the Ford plant was located. Later in that year branches of the company were located in Toronto, Montreal, Hamilton, London, Winnipeg, Saskatoon, Calgary and Vancouver. By 1916 assembly plants were opened in Montreal and Winnipeg. In 1926 there was a new assembly plant in Toronto and the Ford Motor Companies of South Africa, Australia, India and Malaya were all incorporated.

During the Model A production years, about 31,500 were shipped from Canada to Australia. Probably all of these vehicles were equipped with right hand steering. Canadian-built Fords were also shipped to South Africa, India, New Zealand and other parts of the world. The unusual mix of body types is indicated by this record of Model A's shipped from the Ontario plant to Australia: 3701 Phaetons, 1544 Roadsters (785 with rumble seats), 35 Tudors, 215 Fordor sedans, 5 Sport Coupes, 1 Town Sedan, 1 Town Car, 1 Taxicab, 1 Panel Delivery, 1425 commercial chassis and 2901 AA truck chassis.

In 1930 the community of Ford, Ontario took on the new identity of East Windsor, and in March of 1931 the "One Millionth" Canadian Ford car was produced — a 1931 Town Sedan.

Today, Ford of Canada is one of the country's three major auto manufacturers, producing thousands of cars and trucks each year.

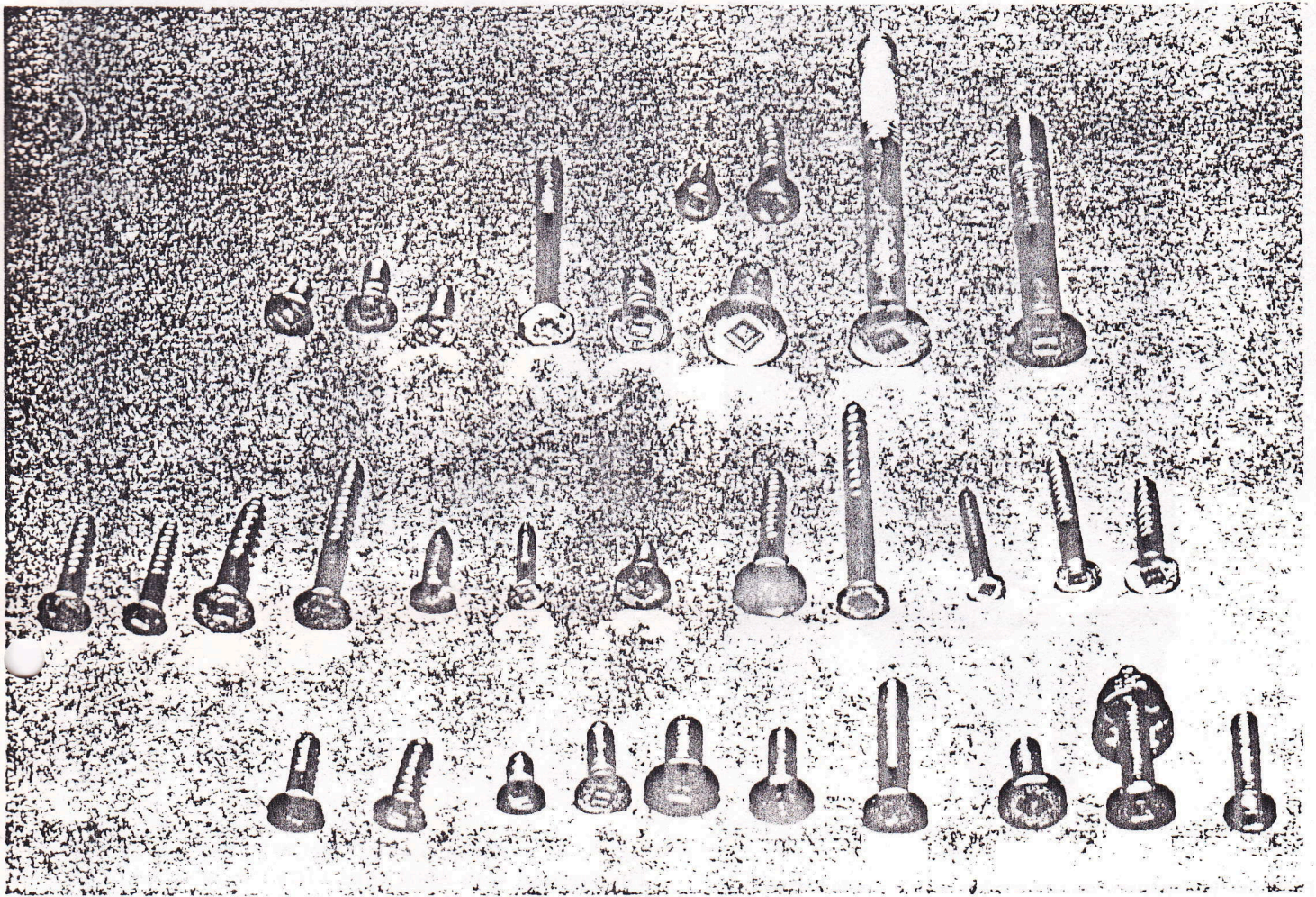
## GENERAL CHARACTERISTICS

In nearly all cases where a U.S. built part would be marked "Made in U.S.A.", the Canadian part is marked "Made in Canada." A few exceptions include the patent data plates on the ignition switch and the horn.

Announcements in the Canadian Service Bulletins were about two months later than the U.S. announcements. Also, as parts were obsoleted in the U.S. some of the unused parts were shipped to Canadian assembly plants.

One of the most distinctive features of the Canadian-built Model A's was the use of Robertson head screws in place of the standard slotted head machine and wood screws. These fasteners were supplied by the P. L. Robertson Company of Milton, Ontario for the Model A production years only. These screws have a square recess in the head. Although they were used almost everywhere on Canadian bodies, they were not used exclusively. The following were slotted head fasteners: Front fender to radiator splash shield — (not plated). Radiator splash shield to frame — (not plated). Door latch to door. All screws on the starter, generator, distributor and hood latches.

The Canadian Body Parts Book lists a "Deluxe Tudor" for 1930 and 1931, and a "Special Tudor" in 1931. Several unrestored examples of these 1930 Deluxe Tudors have been



These are examples of the Robertson wood screws and machine screws used in Canadian Model A production. Some fasteners were the same as U.S. cars.

studied. These cars were upholstered in light brown mohair, with no carpet on the lower portion of the doors. They had rubber floor mats, cowl lights, a dome light, striping on the gas tank (interior). The interior trim was painted a chocolate brown color, and the door and window handles were the standard type. There was no rear window shade.

To date in our research we can find no evidence of a Briggs sedan being offered in Canada during 1930 or 1931. Some body styles were shipped into Canada for assembly using both American and Canadian-made parts. Examples of assembled vehicles shipped into Canada include the Cabriolet (68-B) built by Murray. In all cases these vehicles would now have Canadian engine numbers.

There are some unique differences found on Model A's in western Canada. These are described in detail in the specific areas.

#### CANADIAN TRUCKS

During 1928 and 1929 Ford of Canada did not produce a closed cab truck. Several body manufacturers supplied the bodies, which differed greatly from the ones made by Ford in the U.S.

One of the largest of these body companies, was Brantford Carriage Company, Ltd. Other suppliers to Ford were: Commercial Auto Body Co., Budd, and Smith Brothers.

The one-and-a-half-ton truck was called the "AAC." The running gear of this truck was different from the American version, the most notable difference being the wooden spoke wheels and the different rear axle assembly.

The following sections, corresponding to the twenty-four areas in the present *Model A Ford Judging Standards* describe the specific differences found in Canadian-built Model A's:

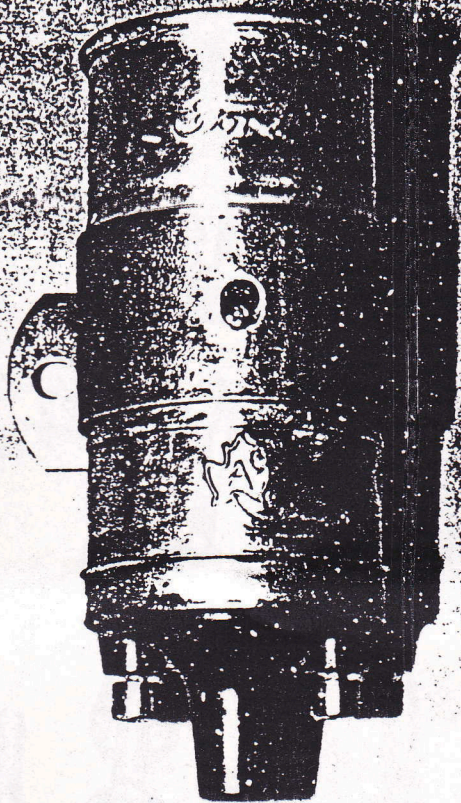
#### AREA 1 — ENGINE COMPARTMENT

Only early cars (up to approx. September 1928) had a manufacturing date stamped on the firewall.

The patent data plate is different from U.S. cars. Some early cars had the patent plate on the driver's side of the firewall. Evidence shows that patent data plates were not used on 1929 thru 1931 cars. The holes were drilled in the firewall, but quite often are found filled with paint. Some cars that were assembled in western Canada had an additional plate attached to the firewall. These were not Briggs or Murray body plates.

No late 1931, indented firewall models were produced, so the gas shutoff valve such models would never be found on Canadian-built cars. Likewise, the Zenith side-bowl filter types of carburetors would not have been used.

The rear engine mounts on Canadian cars were of two



The Canadian ignition coil was marked with a maple leaf with an "A" inside, in addition to the Ford script.

styles, both different from U.S. cars. From February to June 1928 they were pressed steel; from June 1928 to the end of production they were forged steel.

All engine components of western Canadian cars could be either Ford Engine Green or Gray, including the starter, generator, intake manifold, oil filler pipe, and transmission. These two engine colors were found throughout production (but not mixed on a single vehicle).

#### AREA 2 — ELECTRICAL

The powerhouse generator was used after the April 1929 cut-off date typical of U.S. production, but the exact cutoff date is not known. Four different styles have been identified in Canada.

The generator cutout had a letter "C" stamped under the Ford script. The early cutouts were side mounted on the powerhouse generators, later top mounted.

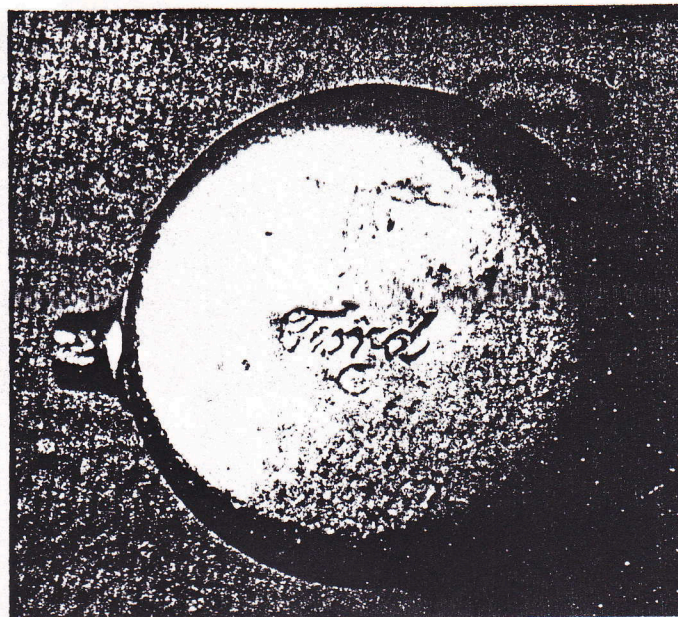
Coils often had Ford Script on the upper body, and a maple leaf design with an "A" in it on the lower body.

#### AREA 3 — COOLING SYSTEM

A fan shroud was used on 1928 and 1929 vehicles, then discontinued in 1930.

#### AREA 4 — UNDERCARRIAGE

Fender braces were the same as American, however may have run 60 days longer. Forged fender braces were com-



The generator cut-out was marked with a letter "C" under the Ford script.

monly found on 1930 and 1931 Canadian front fenders.

In 1930, the rear fender braces were changed from a forging to a stamping. Some 1930 front braces of the stamped variety are also found.

#### AREA 6 — INSTRUMENTS

The ignition keys A801 thru A1050 were shaped differently, even though all pop-out switches were manufactured in the U.S.A. (Reference p. 40 *Canadian Illustrated Ford Parts Price List*.)

The speedometer would be calibrated in kilometers if the car was manufactured in Canada for export to Europe.

#### AREA 7 — BRAKE SYSTEM

Brake and clutch pedals on right hand drive export vehicles were round rather than oval.

The emergency brake was a squeeze grip type in front of shift lever up to end of March 1929.

#### AREA 8 — STEERING COLUMN

The two-tooth steering gear sector assembly was not available in Canada until May 1930.

#### AREA 10 — GLASS AND SIDE CURTAINS

Deluxe Coupes in 1931 would not be found to have roll-down rear windows as standard equipment.

#### AREA 11 — CARPETS AND MATS

Carpet was found in the 60-A, 45-B, 50-B as well as the models listed in the U.S. standards as having carpet.

#### AREA 12 — INTERIOR TRIM

Interior upholstery:

76-A (Open Cab) 1928-1929 — All black interior.

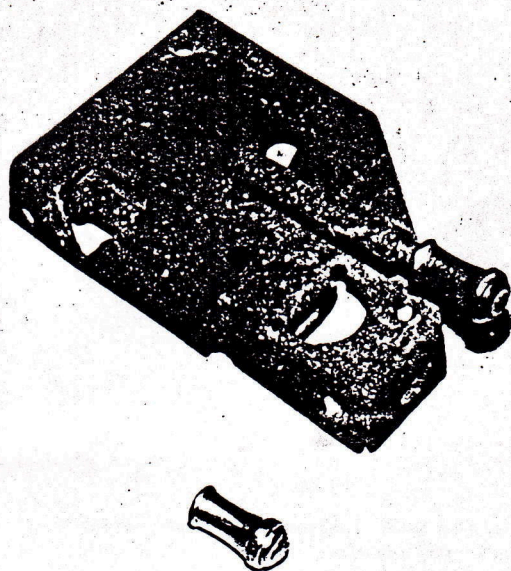
76-B (Open Cab) 1930-1931 — Black or silver gray

55-B (Deluxe Tudor) 1930-1931 — Light brown mohair (rear curtain)





This is a powerhouse type generator used on early Canadian Model A's.



The knobs on the open car door latches were not multi-sided or faceted like the American counterparts.

- 45-B (Deluxe Coupe) 1930-1931 — Gray or brown mohair or leather.  
 35-B & 40-B (Phaeton & Roadster) 1930-1931 — black or gray (Colonial or Beaver grain, piped or plain)  
 40-A (Roadster) 1928-1929 — Gray  
 35-A (Phaeton) — Gray 68-B (Cabriolet) 1930-1931 — Bedford cord — Tan or brown  
 68-C (Cabriolet) 1931 (slant) — Dark brown Bedford cord  
 82-B (Closed Cab) 1930-1931 — Silver gray leatherette  
 160-A & 160-B — Town Sedan Right Hand Drive had leather option  
 155-B & 155-C — Brown, green or gray mohair

Interior moulding finishes:

The 1930-31 Coupe (45-B) and Tudor (55-B) interior mouldings were painted black. The 1930-31 Town Sedan (155-C), Sport Coupe (50-B Spl), Deluxe Tudor (55-B Dlx), and Deluxe Coupe (45-B Dlx) had mahogany wood graining on the interior mouldings.

#### AREA 13 — SHEET METAL

Front fender fasteners studied on Canadian-manufactured cars were not found to be plated, although the Canadian Parts List shows the splash apron to fender bolts to be zinc with raven-finished nuts.

#### AREA 14 — PAINT AND STRIPING

While many Canadian cars were painted the same colors as American cars, many were not. The Canadian parts book lists different colors and a paint chart from Sherwin Williams lists still more. Sherwin Williams was the major supplier of paint for Ford of Canada. Since the formulas and color combinations are not presently known, it is best to apply the U.S. standards.

#### AREA 15 — INTERIOR PLATING

Inner door latch handles used on early 1928-1929 open cars were smooth rather than multi-sided.

#### AREA 16 — EXTERIOR PLATING

Many commercial vehicles in 1930-31 were factory equipped with stainless radiator shells and headlights. Both black and stainless would be acceptable on Canadian-built commercial vehicles.

Bumper clamps (Western Canada) of early type A, (February 1 to March 1, 1928) had very shallow recesses with no paint in the recess. It was a chrome plated forging similar to U.S.

Early type B (March 1 — May 31, 1928) had no recesses except around Ford script on rear clamps. Both types A and B were steel forgings.

Cars produced from June 1928 to August 1930 had forged backing clamps. Front and rear were smooth plain chrome plated steel forgings. The back often had a D or a triangle stamped into surface.

From mid-1930 to the end of production, backing plates were either of forged or pressed type with large carriage bolt much like Model T style. They were plated forgings.

Western Canada radiator shell emblems fall into three groups:

The early style was similar to American but with black vitreous enamel rather than blue. This type was used on Western Canadian cars for all of 1928 and very early 1929.

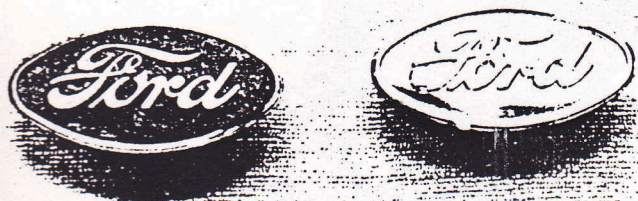
In January 1929, the emblem was changed. It had bright plated (nickel) script and a surrounding edge which was raised. The lowered background was a satin finish nickel. This style continued to late 1930.

The third style was similar again to the 1931 American style but the Ford Script was left unpainted, pressed stainless. This was used until the end of production.

Tail lights often had a depressed stamping of Duolight or Duolamp.

Radiator shell emblems on cars produced in other parts of Canada were as follows:

1928-29 — nickel plated script on blue vitreous enamel, same as American models.

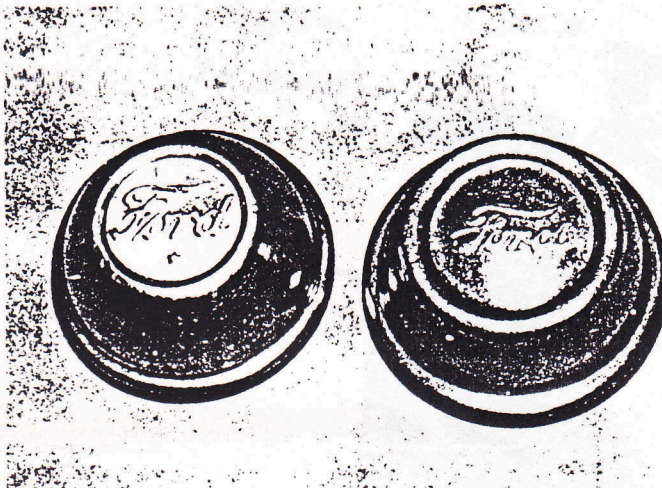


Canadian Model A's had radiator emblems with nickel plated script with blue or black vitreous enamel, or a raised script with satin finished nickel background.

#### AREA 18 — TOOLS

Canadian production kit consisted of 12 tools plus one bag and one owner's manual. A Canadian manufactured vehicle should contain the following:

1. Grease gun — Part no. A-17125 — same as U.S.A.
2. Tool bag — A-17005 — same as U.S.A.
3. Adjustable wrench — A-17021 — same as U.S.A. except may have 'Made in Canada' where Ford Script or other supplier's name would occur. May be painted black.
4. Spark plug wrench — A-17017 — same as U.S.A. except reading 'Made in Canada.' It had a 5/16" Hex end and was unpainted.
5. Pliers — A-17025 — same as U.S.A. First issue was unpainted.
6. Open end wrenches -A-17015, A-17016 — same as U.S.A. but usually non-script and unpainted.
7. Screw driver — A-17020 — same as U.S.A. (wood). It was available through mid 1930 as a replacement part but discontinued in early 1931.
8. Engine crank and wheel nut wrench — A-17036AR, A-



The very early Canadian A's had a narrow hubcap with a star below the Ford script. The more common 1928-29 style is on the right.

17036B — same as U.S.A.

9. Tire iron — same as U.S. A. A-17019.

10. Jack assembly — evidence indicates only two types were available: Up to 1930 A-17080B and after May, 1930 A-17080C1 'AJAX' type.

11. Jack handle:

1928-29 A-17081AR

1930-31 two types ('AJAX' style)

1930 A-17081-B screw type

1930 A-17081-CR straight type

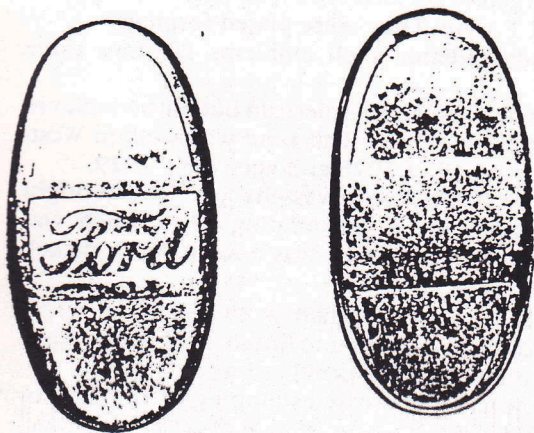
1931 A-17081-B screw type

The Owner's Manual was the same size as U.S.A. but read "Ford Motor Co. of Canada" in script, as well as "Printed in Canada." on the last page near the bottom edge.

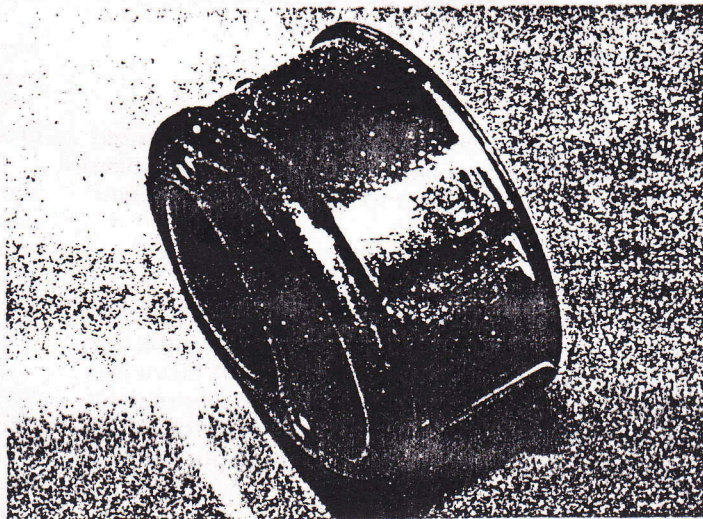
Tire Pump assembly — AF-17052 was the only tire pump offered throughout production.

#### AREA 19 — LIGHTS

Change over from the single light to the two light began in June of 1929 in Canada.



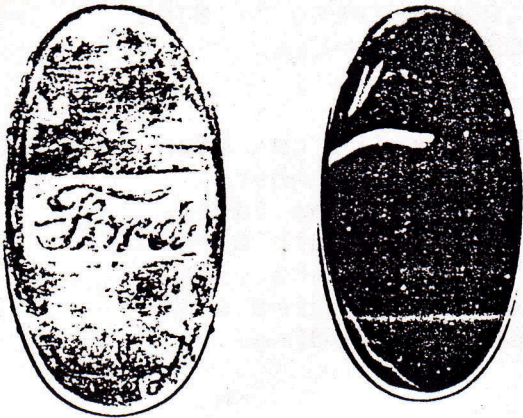
This is an example of the very early bumper clamp used on Canadian Model A, very similar to U.S. production.



The faint "DUOLAMP" marking on this 1928 drum taillight is depressed rather than raised. Both types are found on Canadian cars.

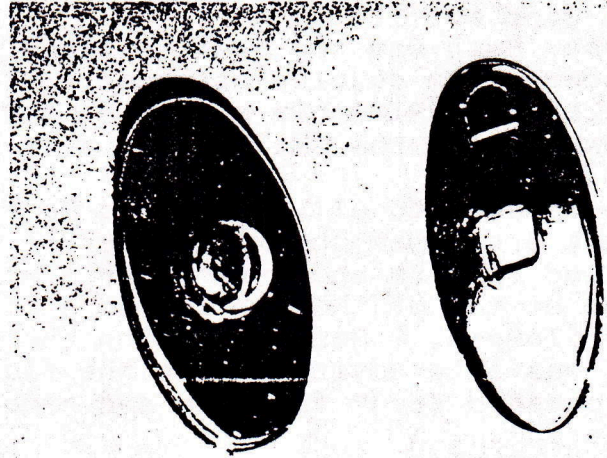
1928-29 — Commercial models had nickel plated script on black vitreous enamel.

1930 — Stamped medallion finished in a dull cadmium like finish with raised letter.

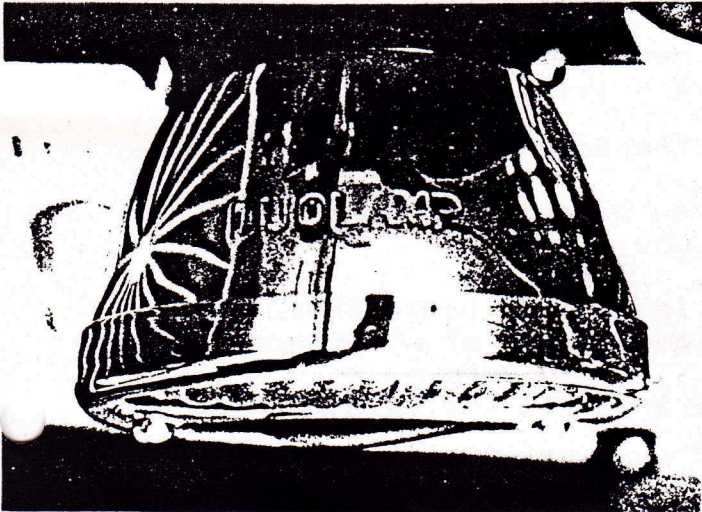


The second style bumper clamp was used from April thru June 1928 and had no recessed areas except around the script. The plain clamp on the right was used from mid-1928 to mid-1930.

1931 — Stamped medallion (stainless) black painted letters same as American. In 1931, Canadian produced vehicles had a three (3) piece radiator shell. The bottom had a stamped steel insert with stainless upper trim and painted lower.



This is a close view of the plain center clamp used from mid-1930 thru 1931. Note the "D" stamped into one. They were attached with a chrome plated carriage bolt.



Some of the taillight shells had broad "DUOLAMP" letter stamped into the top. Many with like the American-built lamps at the right.

The early Canadian Pickup tail light bracket was a forging mounted directly behind the left rear fender on the lower box side channel, not beneath the box as the U.S. brackets. These were used until the end of May 1928.

#### AREA 20 — HORN

The most common horn used on Canadian Model A's were made by E.A. Laboratories. The early type motor cover was

quite common and used well into 1929. GMI and Ames were also found. Stewart-Warner and Spartan horns were very rare on Canadian cars.

#### AREA 21 — WINDSHIELD WIPER

Only Owen Dyneto and E.A. Labs electric windshield wipers were referred to in the *Canadian Service Bulletins*, but the parts books show vacuum and hand wipers as well.

#### AREA 23 — WHEELS, TIRES AND VALVE STEMS

Substitute 'Made in Canada' for 'Made in U.S.A.' on early 1928 hub caps. Canadian parts book and sales literature both show some hub caps with ring or bead around the outer circumference for 1930-31. Early hub caps were smooth, steep dome shaped with Ford Script and star underneath. Later hub caps were the same as U.S.A.

#### AREA 24 — SHOCKS AND SHACKLES

On some 1928 frames, in the area where the holes for mounting the front shocks are located, one extra hole (per side) will be found. This extra hole was made to accommodate the Hassler shock absorber.

Shock covers should be all of the same style with identical marking. Covers with no indentation around the shaft hole were found on 1928, 1929 and early 1930 cars, while those with an indentation around the shaft were used on mid-1930 through 1931 cars. All covers should be stamped 'CAS Made in Canada'.

Hassler shock absorbers were standard equipment on 1928 vehicles. This would be particularly true in the case of early 1928's. After 1928, the Hassler shock could be obtained as an accessory item only.

HAIL...HAIL...HAIL..the FORDS all here !!!

Tuesday 7th September 1993.



Despite the rain ,hail,wind and cold we all reached Morowa in good spirits.

Upper Swan was the meeting place for nine Model A's and one modern. Ten couples attended...WILLIAMS ,BIRKSHIRES, GUESTS, McLEANS,PARRINS (in modern ) LAURIES,BLACKLOCKS,HALLS, ANNEARS,and the SMITHS. and everyone was on time.!!!

We managed to all make it to Moora for the morning tea stop. Next break was the wildflower farm at Coomberdale, where dried flowers and arrangements were purchased by the ladies. One or two of the men looked a bit awkward with their sheafs of flowers. ( Not to mention their dried arrangements...Ed.) It was interesting to see the flora being dried, dyed and processed ready for sale and export overseas including America.

A short distance to the Coomberdale wheat silos for lunch. This turned out to be a very soggy meal stop...but worse was yet to come as we proceeded through rain, hail,cold and wind towards our afternoon tea stop at Three Springs. Stalwart occupants were stuffing leaks with almost anything available and others used raincoats over the knee rugs and employed other devious means to beat the squally rains and keep out the cold rain.. There were not many Everlastings but plenty of Wattles and other shrubs that added colour to the lovely country.

At Three Springs we stopped under a deserted shop front for a cuppa.....'How dare a man make such a light luscious sponge for us all to enjoy..

Someones car left its mark there in the form of a big blob of oil ! ...back on the road again....

Jack Birkshire's car had a puncture so some clown found him a 10.00 x 20 tyre and a motor bike tube.

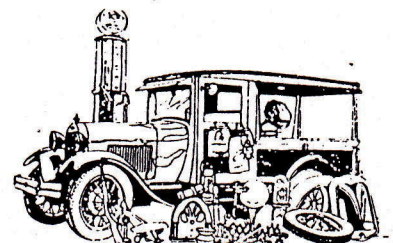
On through wheatlands country which is in good heart.Sheep are fat and happy..lots of feed and good crops of wheat and lupins all the way to Morowa.

Apart from some flooding in Three Springs all the cars ran well.

Arriving at the Motel/Hotel at Morowa we all enjoyed a nice dinner after which we all headed off for an early night. Wednesday morning departed Morowa about 8.40am and headed out on the Yalgoo road.Farmland for about 20 miles..more crops and more happy sheep and finally the station country where the concentration of wildflowers commenced.

We inspected an old homestead and bakehouse constructed of local stone and plastered with mud . This was once a grand old home built. in the 1890's.

Two kilometres out of Yalgoo some yahoo spotted a rubbish tip...(Ed. known as treasure chests )..with car bodies that were peeping out above the long grass. Imagine...Ten grown men up to their shoulders in wild oats fossicking for parts. (Ed.probably sewing their second crop..before its too late!)



Lunch stop today was at the Yalgoo railway station. Still in Yalgoo we drove around the town and past the tiny church which Monsignor Haws built. Then up the hill to the lookout. A stop at the local school so that the anklebiters and the teachers could have a topic for the next days composition.

Pushing on to Mt Magnet the wildflowers were beautiful. Some wreath lechenaultia was enjoyed by all. Checked in at the Motel/Hotel around 4 pm. Took a drive up to the lookout on top of Mt Magnet from where we could see the huge open cut mines and large mountains of earth from the huge holes. Some of us idiots climbed over the loose rocks etc. up the steep slope to the very top, risking broken ankles and heart attacks.

Back to the Motel where the staff had omitted to book us in for dinner. No doubt there was a frenzied chef throwing pots, abuse, pans, abuse, steaks, abuse, salads and more abuse around pell mell.. wouldnt have entered that kitchen for quids !!! Twenty hungry unexpected guests in a place like Mt Magnet !!! The waitress kept a stiff upper lip and planted a smile on her face. Coping with a crazed chef and our crazy mob wouldn't be much fun !!.

Back to our Motel units to admire our RED yes RED sheets and pillow slips. Max and Dora had not been booked in, another staff botch up, however a room of sorts was found for them.

Thursday morning departed from Mt Magnet to the museum. Wildflowers are prolific. Barrie's electricals gave him some trouble, they were repaired at Mt Magnet by Dr WILLIAMS who further along the road called in a specialist in Dr ANNEAR. Morning tea was partaken about halfway between Mt Magnet and Paynes Find. Petrol stop at Paynes Find. Further along the dirt road we sat amongst the flowers for lunch. The amateur botanists had a hey day airing their knowledge or lack of it.

During lunch we were entertained by the Jack Birkshire Harmonica Orchestra. Jack has been hiding his musical talent from us. We all enjoyed it Jack...Thanks !!

Muck for Luck !... Was Lindsay after luck or sandalwood nuts in the Emu poo ?. And a mad arsonist lit a fire because Lindsay and Tony wanted us to " smell the aroma of burning pine trees ".

Further along the road we had a rattling good time driving over the washaways.

Afternoon tea was taken under the gum trees at Cleary. On to the Bencubbin Hotel/Motel. The ladies in the Hotel rooms had to use the "MENS" bathroom as the ladies bathroom was too grotty. While Wendy was showering she had a male visitor [not her husband]. He didn't even offer to scrub her back. He beat a hasty retreat !! (Ed. He was heard to say very diplomatically over his shoulder... 'Sorry SIR'.)

Tony Parrin had presented each lady in the party with a vase made of turned Banksia nut. He suggested we have a flower arrangement competition using the vases. After dinner the ladies collected their arrangements and all were displayed for judging by the group. Tony was master of ceremonies and ever the 'Ham' he chose to draw it out a little. Good timing Tony. John McLean was asked to tell a joke.. Oh no he said... but with a bit more persuasion he told one. We all laughed so much he told another, and another, and another. We all had a good laugh John....Thanks!!.

Some time later voting on the flower arrangements began. Of course some bright sparks voted for them all. Then an even brighter spark in Jim Williams ensured that the result was a draw, but his witticism was thwarted, Tony called in the kitchen staff for the final result...Good on you Shirley for winning first prize !.

Friday morning we headed for the homeward run...but first a visit to Norman and Heather Bates museum on their farm at Wellungin. Lots of tractors, trucks and cars to be restored plus some already restored. A museum of domestic artifacts which included a gramophone. Norman put on a record and we sang and danced to the old tune. The Smiths broke away to visit John and Lesley Smith at their farm near the Bates farm .

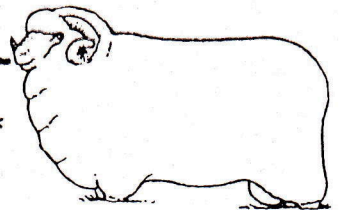
The first of the four days was unpleasant weather but the last three days were beautiful warm sunny days with cool nights.

We have learnt what to expect of these old country Hotel/Motels. One married couple had two single rooms, there were no fridges in one motel, however we did have cobwebs draped across the wall !!! All units were shabby, some not as clean as one would wish. No hot water for a morning shower etc. However these slight drawbacks did not mar our enjoyment and we had a very pleasant few days.

Thank you Jim and Nina for all the organising. Thank you Barrie for the sponge cake and nut loaves enjoyed by us all. Thank you also to Tony for the vases and the competition. And of course not forgetting our able Rally Marshall..Max.

Thank you all for making the effort and being with us and helping make the four days such a pleasant experience.

ALAN and JUNE SMITH.



\*\*\*\*\*

V.C.C of W.A. ANNUAL AUTOJUMBLE

10th OCTOBER 1993. CANNINGTON SHOWGROUNDS.

=====

ADULTS \$2.00 STALLHOLDERS \$5.00

SELLERS ADMITTED 7.30 AM

LOOKERS AND BUYERS 9.00 AM

CONTACT BRUCE NOTTAGE to book your space !!

=====

DONT FORGET :::::

MODEL A RESTORERS CLUB (Aust) Canberra. 25th Anniversary Dinner....9th April 1994.

Expressions of interest required by end of November. Further details available from RAY MAHONY on [REDACTED]

=====

# Putting a "CB" in the "A"

Many chapters with active touring programs have found that citizen's band radios can be very helpful. Communications between the tour leader and the last car can keep the group together, get prompt aid to a disabled car, or report highway hazards. Model A'ers who take long individual trips find the C-B radio a nice addition to the original equipment.

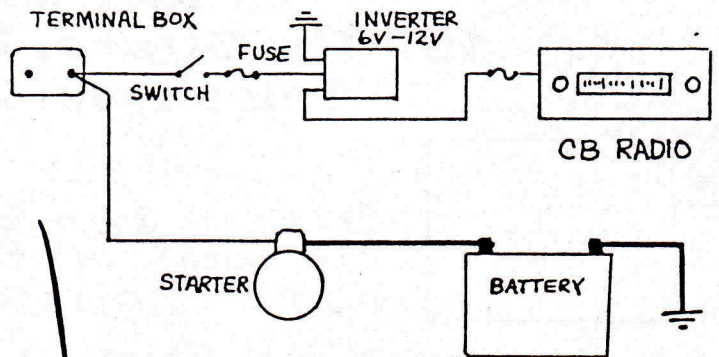
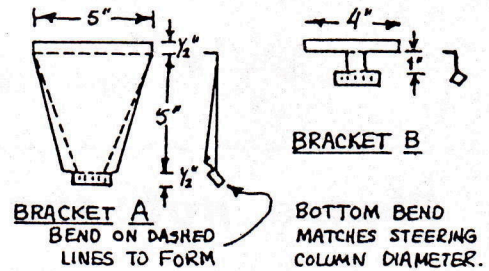
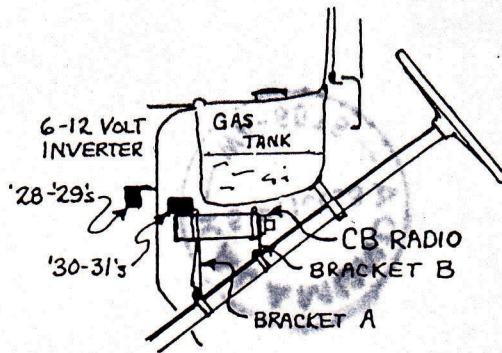
Where do you put it? Can a C-B radio be installed without modifying the Model A in some permanent way? Marshall Lewis, of Empire, Calif. (our 1977 MAFCA president) sent some sketches of his installation. It does not require any extraneous holes and is nearly undetectable . . . except for the antenna.

The two brackets are fabricated from 20 or 22 gauge sheet metal and painted black. These are clamped to the radio unit with aircraft hose clamps. Find the position of the brackets on the steering column and wrap the column with plastic electrical tape before attaching with hose clamps.

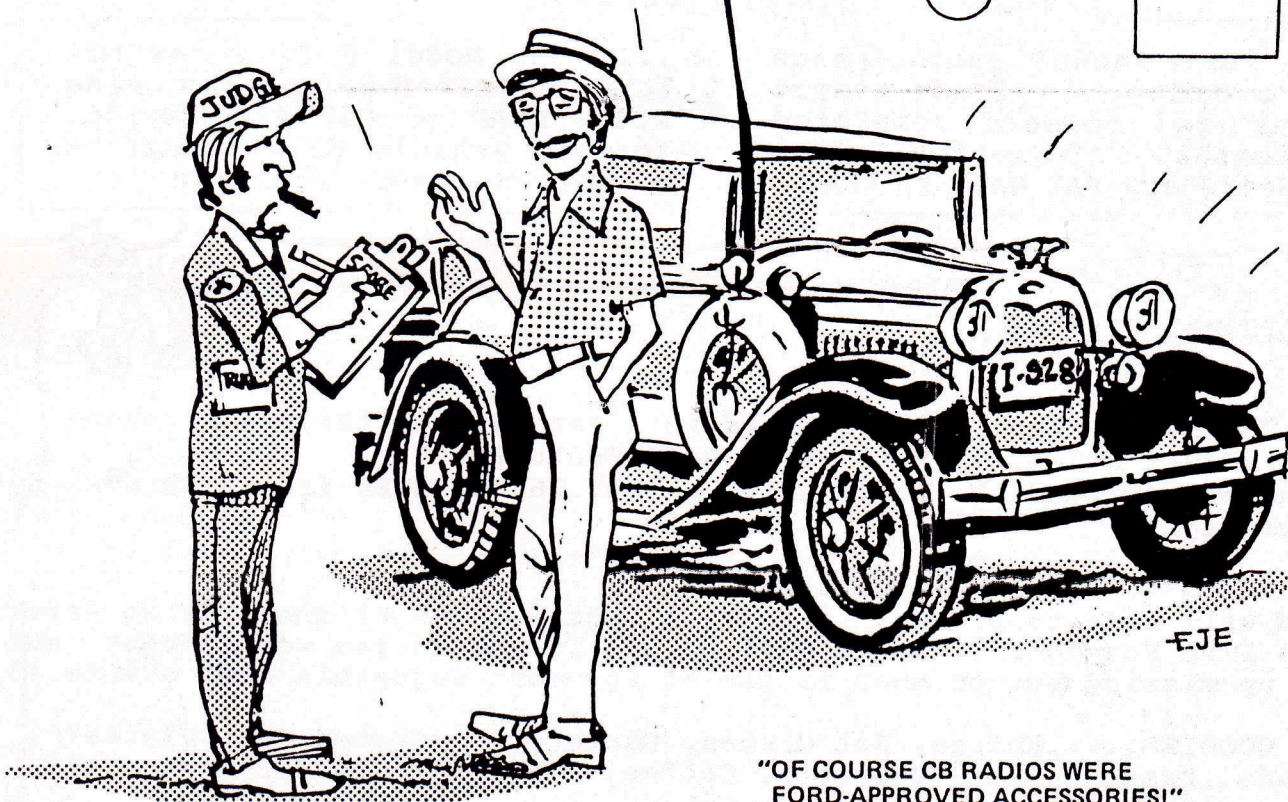
A C-B radio in a Model A Ford requires a 6 to 12 volt inverter. On 1930-31 models the inverter can be mounted on the back of the unit and fit into the space between the gas tank and firewall. On 1928-29 models, it may have to be mounted on the engine side of the firewall.

Be sure to install a switch and fuse in the electrical lead. The switch might be installed in the "A" bracket or hidden away.

The antenna can be mounted on the rear bumper by fabricating an angle bracket with a 9/16" hole for the clamp bolt. A 102" stainless steel whip antenna works fine for most body styles.



## Accessories



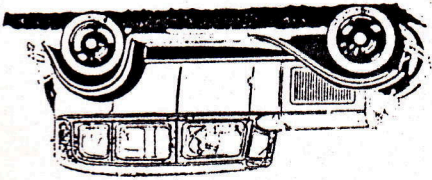
"OF COURSE CB RADIOS WERE FORD-APPROVED ACCESSORIES!"

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

NORANDA 6052

PAISLEY Ian and Dianne

# Western Model A News



**Please note the address of our new Secretary:-**

**Mr RAY MAHONY**  
**157 The Strand, Bedford, 6052**  
**Telephone: [REDACTED]**

**URGENT**

**URGENT**

If there is a cross in one  
(or both) of these boxes,  
please note that.....

... your Annual Subscription  
is overdue - please remit  
funds and forward completed  
Membership Information Update  
to Secretary RAY MAHONY; ASAP.

... your Model A Ford has not  
been examined - please ring  
STEVE READ on [REDACTED] and/or  
forward Vehicle Examination by  
another approved Club; ASAP.

## CHRISTMAS DINNER

The Christmas dinner will be held this year at our favourite venue  
the FREEWAY HOTEL, 55 Mill Point Road South Perth.  
We have confirmed the booking for FRIDAY 26 NOVEMBER from 6.30 pm  
to midnight.

**COST: \$24.50 per person.**

This will need to be sent to Judy Calleja or Nina Kitchens by no later  
than 17th November.....Be a devil ...do it now so you wont forget and  
end up missing out on what is one of the most enjoyable Club events !!

**THE GOODIES.....Entree, Hot dishes, Carvery, Decorated Meat Platters,  
Salads, Bread basket, Desserts, Coffee, Tea, After dinner mints.**

**Not to mention all the usual fun and surprises!**

