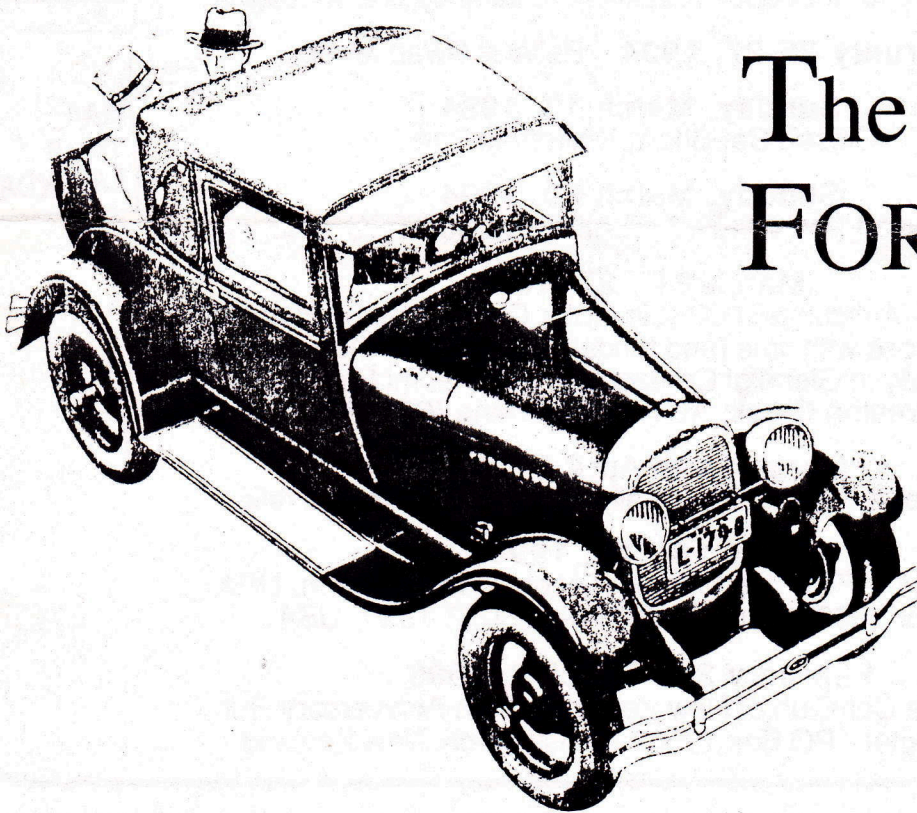


Western Model A News

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

Year XIV Number V

DECEMBER, 1993



The NEW FORD CAR

Illustration from the cover of a 1927 Ford brochure introducing the new 1928 Model A Ford.
Note the open front and rear bumpers as well as the oval centre bumper clamp.

To all Members, Family and Friends - have a satisfying, safe and sober

Merry Christmas

and Wishing you all you wish for yourselves in 1994 - and beyond...

And so yet another year looms ahead of us (funny how they turn up regularly after only 12 months!). Your Club continues to grow so we should see even more Model A Fords turning up regularly for our interesting monthly events. It is now possible to generate a turn-out of nearly 50 restored Model A Fords just from the metropolitan area!

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 XXXXXXXXXX *Secretary/Treasurer:* RAY MAHONY XXXXXXXXXX
Vice-President: BEVAN SHARP XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* BEVAN SHARP XXXXXXXXXX

COPY DEADLINE: By the first day of the month to: XXXXXXXXXX Palmyra, Western Australia, 6158

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

Sunday, December 12, 1993

First meeting for those going to the National Rally in Adelaide, to organise travel details, accommodation, times, carrying of spares, etc.
At the Read residence [redacted] (Thornlie) from 11am.
Take chairs and food (barbecue provided).

Sunday, January 23, 1994

10.30am at Keane's Point, Peppermint Grove, as usual.
Take your picnic lunch - and morning tea if likely to get "peckish".

Sunday, February 20, 1994

Breakfast Meeting - 7am Ley Street, Como - discussions on Constitution
Don't forget your barbecue breakfast - champagne & sausages?

February 25-27, 1994 - Ballarat Swap Meet.

Sunday, March 13, 1994

Classic Car Show, Whiteman Park.

Sunday, March 20, 1994

Organised by PETER & ELAINE GILBERTHORPE.

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]

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.
[redacted] 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.



ANOTHER Wonder *This month during the Model A Era*

December, 1928

Harry Ramsden opened a fish and chip shop in a 10ft x 6ft hut in Guiseley, Yorkshire. In 1931 he built the biggest fish and chip shop in the world. Harry sold out after 21 years but the business survives - has thick carpets, chandeliers and stained glass windows - frying 180 tons of fish and 400 tons of chips in 44 tons of beef dripping a year. •

BALANCED? When balancing 1928-29 type wheels I used a strip-type weight which is now used on the new mag. or aluminium wheels. This weight comes on a roll, has a pressure-sensitive backing, and is marked in half-ounce segments. We removed the hub caps and used a modern wheel balancing machine, stuck weights on the inside of the wheel and then painted them the same colour as the wheel. I don't get any out-of-balance sensation and have driven as fast as 70mph. *Dale Gale, Claremont, California, USA.* •

RAY ABBOTT ENGINE RECONDITIONING

Recommended by MARC member

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



Established 1973 **18 RIO STREET, BAYSWATER**

272 4566

34 years Experience

This was the second year in succession that yours truly has been part of the North Mandurah Primary School's Car Spectacular. The main reason being that the Principal (and his wife) at this school were Best Man and Bridesmaid at our wedding back in 1965.

The day was quite impressive in that the town oval was filled with rows and rows of different types of vehicles. There were quite a few current models on show, but the main feature was the variety of makes and body styles. Most makes were represented. The Murray Districts V.C.C. had a strong showing of older vehicles along with the GT Falcons, Studebakers, Holdens, Rods, Mustangs, Valiants, Ramblers, Toranas, etc.

Our Club was represented by LINDSAY BLACKLOCK, RAY MAHONY, DARREN JEFFREE and ALAN JEFFREE.

Peter Brock and his wife showed quite a deal of interest in the Model A-s. During conversation, Beverly Brock told us that her dad had a Model A as their everyday vehicle up at Stoneville (WA). There were six children in the family but their Phaeton took them everywhere. In winter it wasn't too dry as the roof was coming apart at the seams.

For those of our members looking for a reasonable distance to drive and to enjoy a day associated with a wide variety of makes of motor vehicles, then Mandurah in October, 1994 is a recommended day.

The Model A Restorers Club of Western Australia once again supported the biannual day when Fords of all years and styles come out from under their wraps for the people of Perth to appreciate.

The overall number of cars seemed to be down a little on previous shows but the number of people who came to look and admire would have certainly pleased the organisers.

Five of our members had their vehicles on display:- FRANK & ALEXIS FOGLIANI, RAY & TONI MAHONY, ALAN JEFFREE, DARREN JEFFREE and JOHN HALL.

Quite a deal of interest was shown in our "old girls" and there was the usual:- "dad used to have one of these" type comments.

One of the real features of the All Ford day this year was the great showing of fifties Fords. There were sixteen of this era in a row; plus three 1947/48 models; one of which was a rolling, restored chassis which created a good deal of interest.

There were numerous trophies awarded at the end of the day. The top Model A was won by ALAN JEFFREE.

Thanks to ALAN for the organisation (and the article) and to all the above members for taking the trouble to attend and "flying the flag" for our Club at these events. •

The CALLEJA CONSPECTUS

THE MODEL A RESTORERS CLUB ANNUAL DINNER

It was pleasing to see members and visitors who attended this event, and especially pleasing to see MAVIS SPENCER.

The event was held in the Park Room which was allocated entirely for our Club. Following the customary pre-dinner wet down and the meal, members had the opportunity to dance and a number of members participated in some "Boot Scooting", including impromptu lessons!

As we were drawing our door prizes we had a visit from a very special person - Santa himself. He told me later that he had just stopped for a break and, on passing the Park Room, spotted all the "lovely chicks" as he put it. Being an opportunist, he bribed his way in by giving sweets to those present. Obviously he wasn't happy just eyeing off the lovely ladies, he insisted on giving everyone a present - but the wily old fox "charmed" all the ladies into sitting on his knee to receive theirs (presents that is). The jolly Gentleman(?) reluctantly left, grinning from ear-to-ear. He also made a point of asking to be placed on our mailing list - I think he has ulterior motives because he kept asking what date we were having our Annual Dinner in 1994! Nonetheless, thank you Santa

for dropping in on us.

The Club's wandering minstrel, disguised as JACK BERKSHIRE, entertained us with his mouth organ, giving a number of renditions. Thanks, JACK.

Once again EDITH JEFFREE provided us with a Christmas cake - very much appreciated and many thanks to EDITH. Thanks also to ELAINE GILBERTHORPE who provided one of the door prizes.

As with all Club events, someone has to organise/coordinate - in this instance, thanks to NINA KITCHENS and JUDY CALLEJA for organising and to RAY MAHONY for looking after the financial aspects of the evening. Finally, thanks to all who supported the event by attending.

Whilst in the "thank you" mode, I would like to say thanks to all who have helped to keep the Club ticking over by assisting in any way, including organising Club runs, events such as the All Ford Day, The Variety Club Childrens' Run and the Mandurah Primary School event, and any other way whatsoever.

Last, but by no means least, thanks to all who participated in these events; after all, the organisers rely on member participation to ensure the success of a particular event - and ultimately the success of the Club.

Have a safe, happy Christmas and a prosperous New Year. Happy Model A-ing! Angelo •

TAKE A TIP

These from "Modern Motor" of 1954

MAKESHIFT BOWL

If the glass filter bowl of your carburettor breaks, and you cannot get an immediate replacement, make a temporary repair from an egg cup, small glass (such as a medicine glass) or small glass jar. But, even if the repair is makeshift, try to fit a new gasket if you can; even if you have to improvise one.

RETRIEVING MAGNET

A handy tool in your kit is a small magnet fitted to the end of a rod or bar. Small metal parts or nuts often fall into hard-to-reach places. One way to retrieve them is to dip a screwdriver in heavy grease, then press the grease into the part and draw it out; this method often fails, but the magnet never does.

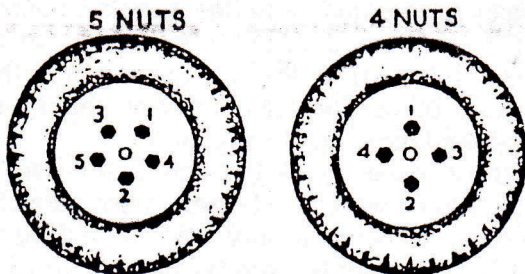
Magnetise a screwdriver by wrapping an insulated wire (with bared ends) around the shaft. Touch each end to the terminals of a battery - now you can hold small screws with the tip of the screwdriver - or retrieve small metal parts. Bevan.

BATTERY WATER

If you've run out of distilled water. Scrape the ice frosting off the freezing unit of the refrigerator into a clean glass. Wait until it melts, then pour into the battery. Condensed out of air moisture, this water is quite pure enough for batteries

TIGHTENING ORDER

When changing the wheels on your car, remember that tightening nuts or studs means more than just turning them until they won't turn any more. Avoid distortion of the wheel, nuts or studs by tightened alternately, as shown in the accompanying diagram.



ORDER OF TIGHTENING

Don't neglect tightening order of wheel-nuts.

NUT ON A SCREWDRIVER

To gain more leverage, slip a small nut over the screwdriver blade and weld it in place. By using a spanner in conjunction with the screwdriver you'll obtain all the leverage you want.



PREVENT RUST

The bottom edges of doors are most vulnerable. Check the drain holes in the bottom of doors regularly. Periodically remove the inside door trims, clean out and give a coat of paint - taking care not to block the drainage holes with paint.

SMALL SCREWS

Tiny screws are notoriously hard to handle - and still harder to find once you've dropped them onto a greasy garage floor or gravelled driveway. A handy way to overcome this difficulty is to first force them through a piece of stiff paper or cardboard. In this way they can be held securely until the thread takes hold, then the paper or board can be pulled away.

CLEANING SIDE SCREENS

If you have celluloid side-screens fitted to your car, you probably find them difficult to clean. Use a mixture of equal parts kerosene, water and methylated spirits; shake it well to make a form emulsion, then rub it on the screen with tissue paper. After a few minutes polish with a soft cloth. •

SUBSTITUTE PARTS FOR YOUR MODEL A FORD

FAN BELT - from a 1937-1948 Chevrolet, 1936-1946 Willys or a Gates 700 will fit.

ELECTRICAL INSULATOR - A few sprays from a can of electrical insulator will give added protection to electrical connections to prevent water or moisture damage.

DETECT CRACKS - in an automotive part using a modern spray can solution. This procedure is accomplished in three steps with three different solutions. Several of these products are available; popular one is "Spot Check" developed by Magnaflux Corp.

BEARINGS- Ford bearings which fit Model A:-
Old No New No.

A 7025 C3AZ 7025 C-Transmission main drive gear ball bearing

A 7065 51A 7065 -Transmission main shaft ball bearing.

A7118 B 7118 A-Transmission main shaft pilot bearing

A7118 B 7118 A -Counter shaft gear bearing (short)

A7580 COTZ 7580 A-Clutch release bearing

Above bearing numbers effective Jan., 1972, "O.S.I. Vol. 4".

RATCHET-A V-8 crankshaft ratchet can be used

GASKETS - Victor gaskets are available from auto parts stores for Model A transmissions. Check their catalogue.

GRINDING COMPOUND - Valve grinding compound can be used in many places to smooth surfaces. Do not use with bronze bushes because the compound will bed in and cause wear. •

CAUSTIC SODA - RUST REMOVAL PROCESS

This information from *Restored Cars* September/October, 1993 issue,
via South Australia's "Model 'A' Torque"

This process will remove rust, grease and paint from steel or cast iron parts. The part is left in the bath for up to 24 hours and, upon removal, is rubbed gently with wet and dry paper or a wire brush. The process is extremely effective if the following details are followed closely:-

CONTAINER: Any type of strong plastic water container. Plastic liners for 44-gallon drums are available and quite suitable.

SOLUTION: Carefully and slowly add caustic flakes to warm water and stir until dissolved. You will need approximately two kilos of caustic for 20 gallons of water (or 500 grams for 22 litres of water). Allow 24 hours for the bath to start working effectively.

ELECTRODES: The part to be cleaned is connected to a battery charger's negative lead, and the positive lead is connected to a piece of steel approximately 30 inches (8 cms) square and then lowered into the bath without touching the negative terminal or the bath.

ELECTRODE SUPPORT: At least one of the wires must be supported by a piece of wood.

DURATION: The part may be left in the bath for days with no damage, but 24 hours is long enough for most parts.

WARNING: Under no circumstances allow the caustic soda solution to touch your skin or eyes. The bath should be well ventilated and kept away from children.

Fred Moll of S.A. adds these comments:-

I believe that a few comments on my experience with this procedure may be helpful.

The source of the Direct Current I used was an older, small 12-volt battery charger with approximately 4 amp rating. When connected to the electrode and parts to be "derusted" in the solution, the current drawn was excessively high for the charger. After trying various resistors in the circuit to the electrode, I finished up with a combination that resulted in a current reading of between 3 and 4 amps; which I considered would not overload the charger.

The negative lead from the charger can be connected to a small terminal block to which can be connected a number of smaller items to be cleaned when suspended in the solution.

Due to misreading the mixture and imperial measurements stated in the article, the original solution was far too strong. This was diluted somewhat but still seemed stronger than recommended. This stronger solution may have increased the current drawn, making it necessary to insert a resistor in the circuit.

When the electrode and the part to be cleaned were placed in a container of water only there was no reading on the ammeter, indicating that between these extremes (very strong caustic solution and plain water), there should be a solution of caustic soda that would give the desired current drain without the need to use resistors. But would it be as effective?

More experiments will be carried out.... •

Members may have noted (those that may read their Newsletter anyway) requests for Model A Ford parts to assist with restoration project/s. Does anyone ever receive a response? Some of those same members have themselves previously offered parts and mechanical assistance when the "shoe was on the other foot". There is no need to spell out names and instances - those members who realise the situation may have considered the inequity - members not effected need not be concerned. Anyway, ANY member seeking parts is obviously in need and deserving of assistance if possible - isn't that one reason you joined the Club?

Could members PLEASE give some thought to contributing articles to their Newsletter. It seems that members of EVERY other similar Club are prepared to inform or amuse their fellow members - but response from our membership is minimal. The Newsletter needs a personal touch so members can relate - apart from just technical articles. Since I became Editor in 1989, there have been nearly 800 pages produced - of which members have contributed 21 pages - 3%!!!

One reason for the success of this Club is the "family orientation" that has existed from day one. However, most of the content of your Newsletter is strictly aimed at people who physically work on keeping a Model A on the road. The question has often been asked as to what members want to read in their Club Newsletter and the response has always been a deafening silence. In this liberated age I would hesitate to suggest that our members that may not work on cars would only be interested in fashion and recipes - what would YOU like to read about? •

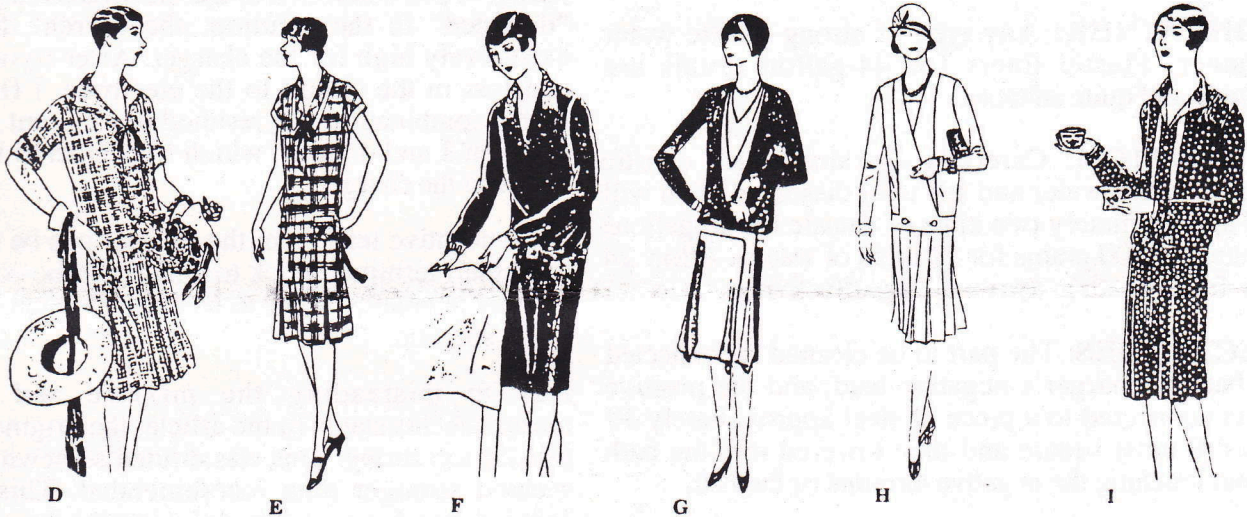
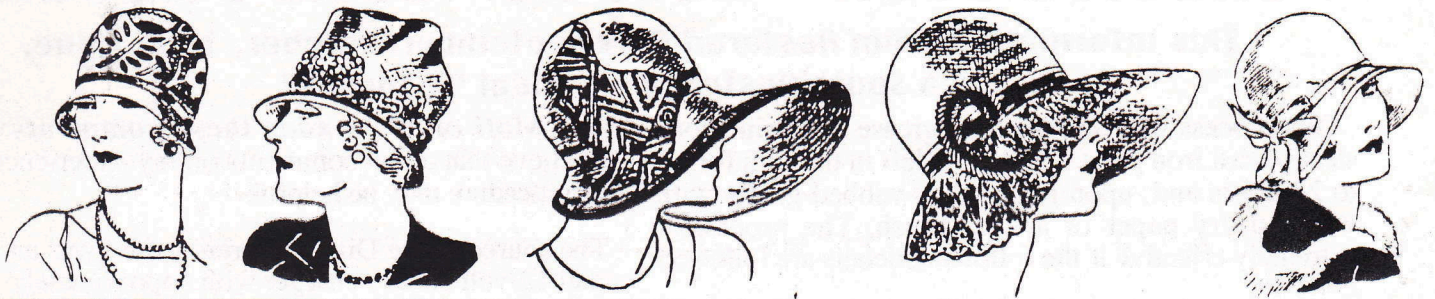
EDITORIAL



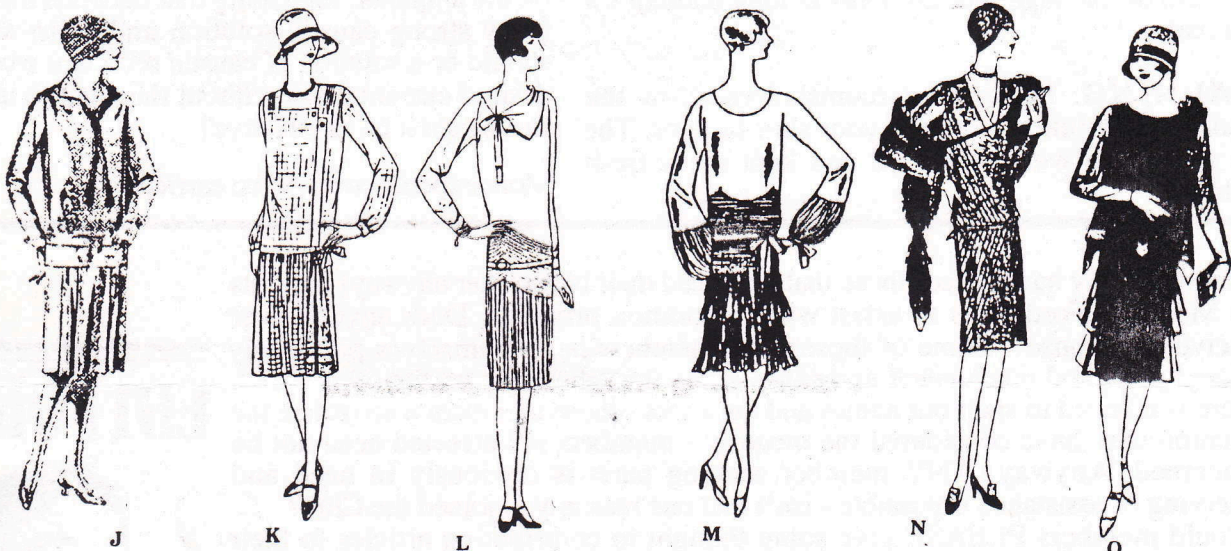
COMMENT

Some Ideas For Women's Fashions to wear in Glenelg

Taken from the Model A Ford Club of America's "Women's Fashions 1928-29"



D - Tissue gingham summer house dress with dainty edging and button trim. E - Plaid cotton house dress. 'V' neckline, 'V' pockets at hip line, ties in back. F - House dress with linen trim and inverted pleats in skirt. G - Three separate layers of chiffon in different colours. Each colour is in the triple 'V' neckline, lap-over skirt and sleeve edge. H - A dress with over vest designed for the tall, stout woman. Pleated skirt, 'V' neckline and long line slenderises. I - Versatile white on navy or black silk print dress can be worn in or out of doors for most any occasion.. Features a box-pleated skirt and contrasting trim on collar, tie and cuff..



J - Two-piece summer dress of washable silk broadcloth with ribbon tie and embroidery trim on bodice. Skirt has pleated front and sash belt with buckle trim. K - Blue and white summer dress with full sleeves gathered at the cuff, features square neck, one side closing and full skirt. L - Asymmetrical neckline, popular in Model A era. M - One-piece late afternoon dress of pale green georgette; flounced skirt of accordion pleats the same width as tucks in blouse. Pleats are repeated in bell sleeves. N - Tucked crepe dress with georgette trim at neck and wrist, worn with a fur scarf for an elegant afternoon. O - Silk georgette with harmonising silk crepe de Chine slip and kerchief drape at front and back of blouse. Note petal panels on skirt and self flower ornaments.



. . . Notebook . . .

HAPPY BIRTHDAY LAST MONTH to: DENISE BROWN, GEOFF INGRAM, DEBBIE TEALE. OK, so the Editor got it wrong and put the December birthdays in the November issue. It would appear, however, that the only person who noticed was Melissa Read. Anyway, the Editor had been through so many time zones he was pushing to know what year it was, let alone the month and couldn't have cared less whose birthday it was (including his own). Anyway, a little elf says it is NINA WILLIAMS birthday this month so, all together now:- "21 today, 21 today - who'll never be 21 again....."

CAN YOU HELP? Brian Malvern specialises in wheels and is currently working on prospects for straightening Model A Ford wheels. He would like an axle to use as a "turntable" to enable him to work on Model A wheels. If you can help - please contact him as soon as possible. Several members have wheels which need attention and Brian should be encouraged to find a solution. He can be contacted at [redacted] Kenwick - phone [redacted] Please help!

RARE AND IMPORTANT MOTOR CARS. If you have a few spare coins in your pocket; Sotherby's will auction the Paul Terry International Collection at the University of Western Australia on Sunday, 12th December at 2pm.

KIWI NEWS - Had a letter from Len & Stella Hoyland:- *There is a large contingent of New Zealanders going to the MARC/MAFCA Meet in Tacoma, USA. *You may recall Joe Hayes who attended our National Meet - unfortunately Joe passed away recently. His family was not interested in his two Model A Fords and it took two days sorting out his garage for a sale. *Len and his friend "only bought back one container" of Model A stuff this time!!

UNLEADED. Combined Car Clubs are encouraging members to write to their Member of Parliament on the subject of phasing out leaded fuel. Let's give them something to do apart from constant one-upmanship in Parliament as they argue about trivialities - who is running the country? One guess....!!

WHEEL SIZE? You apparently missed it but I naively commented on page 8 of the last issue that I had not heard of a 30-in tyre on a Model A Ford. The *Read Automotive Almanac* advises that the method of measuring a tyre was amended. If you add the 4.50 at the bottom of the tyre to the 21-in of the wheel plus the 4.50 of the tyre at the top you get 30-inches - logical, eh?

T-BIRD Tyrepower Christmas Party will be held at 488 Scarborough Beach Road from noon until 4pm on December 18. Door prizes include 4 sets of tyres, shock absorbers, etc. Phone Danny on [redacted] if you are interested.

IF you plan to join in the fun in Glenelg for the next Nationals you should be attending to maintenance on your vehicle, getting spares together, etc.

Chevrolet Dealer Service Bulletin

Date: September, 1993 - Number: 91-008-12

Subject: Steering Column Mounted Headlight Dimmer Switch

Model and Year: All 1985 and later passenger cars, vans and trucks.

Labor operation Number: S1506 - Labor Time: 3.4 hours

To: ALL CHEVROLET DEALERS

Effective immediately, all Chevrolet vehicles sold in the state of Arkansas must have headlight dimmer switches relocated from the steering column to the floor.

This modification is necessary because a number of accidents have occurred when drivers have gotten their foot stuck in the steering wheel while dimming their headlights.

The above was printed in what appears to be an "official bulletin" format, complete with notation that these bulletins are intended for use by professional technicians, not "do-it-yourselfers". Thanks to the San Fernando Valley Chapter's "Rumble Sheet" who got it from the Santa Clara Chevy Car Club.

So that's what a Club member was doing in his Model A Ford with a lady when he got his foot stuck in the steering wheel - just dimming the lights. Funny thing to be doing when parked in the bushes.....

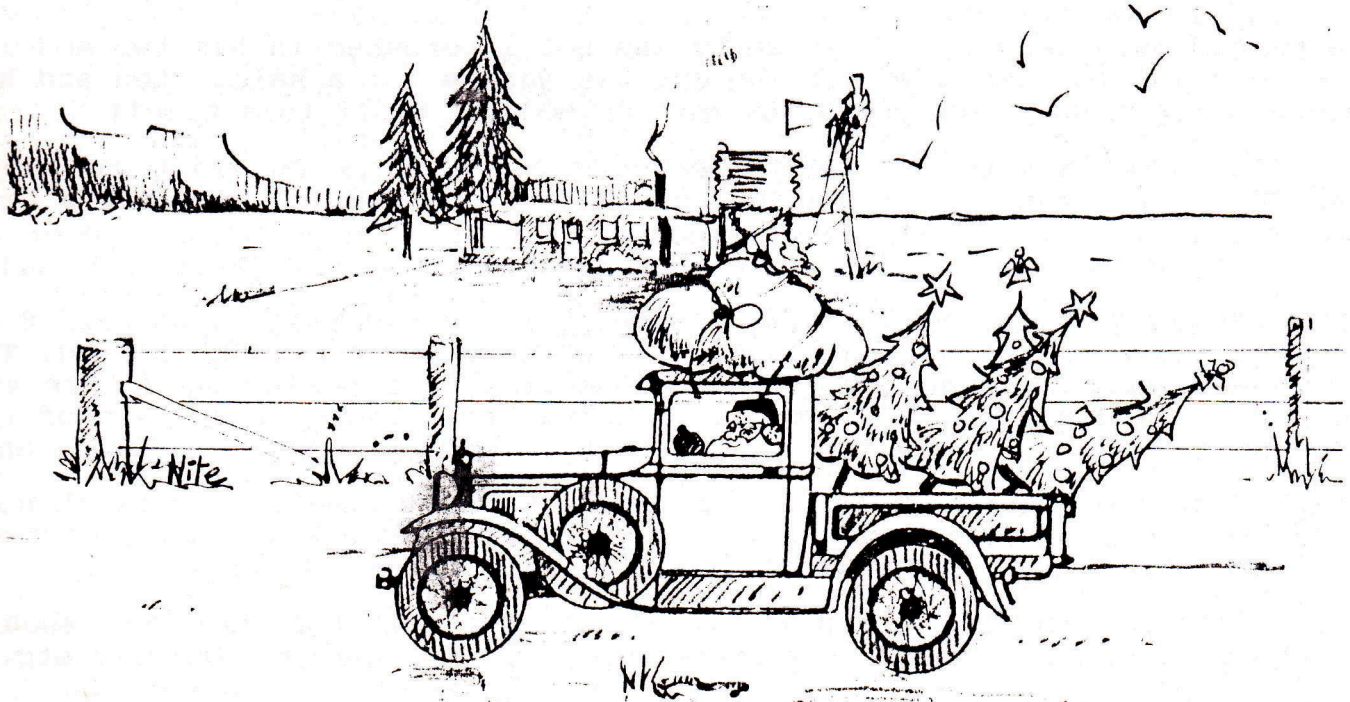


If undelivered, please return to:
Palmyra [REDACTED]
Western Australia, 6157

PAISLEY Ian and Dianne
[REDACTED]
NORANDA 8082



Western Model A News



... GONE AGAIN ...

It seems that your Editor and spouse only return to Perth occasionally to produce your Club's Newsletter before heading for the airport and departing again. The Sharps have been back about a week and leave again on December 11. This time to Tarawa, a tiny speck in the Pacific Ocean in the Republic of Kiribati (pronounced "Kiribass"). Where on earth is that? Just follow the International Dateline north until it meets the Equator - there it is (previously the Gilbert & Ellice Islands). They shall return about March 10, 1994 - in time to produce the March Newsletter before departing to the National Rally in Adelaide. The current plan is to produce most of the January and February, 1994 issues of your Newsletters in advance so they will be ready to post.....