

Western Model A News

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

Year XIV Number XII

JULY 1994

President's Report

The approach of the Annual General Meeting heralds the end of another year for the Club.

1993-94 has seen the Club enjoy numerous successful events, including the recent South Australian National Rally which resulted in a number of members gaining trophies.

A club can only function and survive through the efforts of its members, and this Club is no different. The efforts of the members cannot be individually mentioned here; however, I would like to thank all those who in any way have contributed to the running of the Club. Obviously, some members have more time and expertise than others, but no matter how small a contribution is, every little helps. So don't hold back. If you can help in any way, let someone know.

I believe a special thank you needs to be extended to Ray Mahony, Bill Bennie and Bevan Sharp for their contribution.

Unfortunately, due to other commitments, I cannot continue in my role as President and Librarian, and will vacate both positions in July. My personal thanks to the members of the Committee and the Executive for their help in the last twelve months, and I wish the incoming Committee success in the coming years.

Happy Model A-ing

ANGELO CALLEJA
President, June 28, 1994

ANNUAL GENERAL MEETING

It is with regret that we note the intended resignation of ANGELO as our Club President as he has given a lot to this Club in a short time; instigated some better procedures, started the Club Library, and so on... *Thank you Angelo*. RAY is willing to stay on as Secretary/Treasurer and, to date, no other Office Bearers have indicated that they will be resigning. You may wish to consider my role as Vice-President and Editor as I have been requested for an Assignment in Thailand for 3-6 months but I should know definitely before the AGM - thinking caps on. *Bevan*

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, East Fremantle, WA, 6158

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

Wednesday, July 20, 1994 - C.C.C. Annual Quiz Night
Lynwood Arms Hotel, 558 Metcalf Road, Ferndale, from 7.30pm
Tables of six - phone PETER GILBERTHORPE [redacted] to join in.

VERY IMPORTANT - PLEASE NOTE CHANGE OF DATE
Sunday, July 31, 1994

Annual General Meeting - Noranda Primary School, Walmsley
Road (off Crimea Street), Noranda - at 2pm.

Take a plate for communal afternoon tea and cups - tea/coffee supplied.
EVERY member welcome to attend - don't miss it!!

Sunday, August 28, 1994
Organised by LOUISE READ.

Monday, September 19 - 23, 1994. Wild Flower Tour

Meet at Apple Street, Upper Swan to leave at 8am.

Then:- Great Northern Highway to Morawa for the first night (Morawa
Hotel/Motel - \$55 per couple, plus meals). Next morning through
Mullewa, then on a dirt road to Wooleen Station (2 nights in shearers'
quarters at \$10 per person per night) - there are 15 rooms with 2 beds
and mattress each room, so take your own bedding. We can buy meat
and salads from Wooleen Station for a barbecue, if required. The fourth
night at Dongara Motel (\$60 per couple, plus meals). Approx 950 miles.

Optional return route through Jurian Bay.

Contact ALAN SMITH [redacted] or JIM WILLIAMS [redacted]

URGENTLY to join this tour as hotels need to be booked.

Final numbers and \$10 per person deposit at AGM.

Saturday, December 10, 1994 - Christmas Dinner

[redacted] Yokine, 6060 from 6.30 - spit-roast dinner about 7pm



ANOTHER *This month during the*
Wonder **Model A Era**

July, 1930

Waterlow's to print 580,00 five-hundred escudo notes for Portugese Angola. Waterlows went ahead and printed, and back in Portugal Reis built up a vast business empire based on his counterfeit fortune. When he was finally caught and sentenced to sixteen years in jail, the suit was brought against the hapless printers. Counsel for the firm claimed that damages could only be awarded for the costs involved in printing the notes. After all, no one else had suffered; Reis' money had been accepted at its face value and in fact, technically, the notes weren't even counterfeit as they'd been printed and produced in exactly the same way as legal tender. Despite this convincing legal and financial conundrum, Waterlow's lost - and it cost them £610,932.

On July, 4 1928, curvaceous film star Gina Lollobrigida was born. When Humphrey Bogart first met her he said: "She was the most woman I'd seen for a long time. She made Marilyn Monroe look like Shirley Temple." On July 28, 1929, the world's most famous widow Jackie Kennedy Onassis was born. It was rumoured that after parties she used to have all unfinished drinks poured back into decanters.

From "Today's The Day" by Jeremy Beadle.

RAY ABBOTT ENGINE RECONDITIONING

*** Specialising in Veteran and Vintage engines**

*** Cylinder Head Service * Reboring and Sleaving * Crankshaft Grinding**

Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

MINUTES

of General Meeting held at Serpentine Dam on June 19, 1994 with 36 members (13 Model A Fords).

Apologies nine - as listed in Attendance Book.

Minutes of Previous Meeting were read. Accepted Alma Letch, Seconded Helen Sharp.

Business Arising. Louise Read advised that yellow Club T-shirts are available at \$16.85 each plus embroidery. To date she has orders for 30, anyone wanting a shirt should see Louise.

Alan Smith reported on progress towards a flag. It was felt that the Club name alone would look a bit bare. After some discussion, Ross Letch agreed to produce three or four designs that could be used and present them to the next meeting.

Darren Jeffree reported on parts purchased by Bill Cowlin on behalf of the Club. Parts have been listed and priced and are being held at Bill's. List to go into Club newsletter.

Bevan Sharp reported on Executive Committee Meeting held on May 24, 1994:-

Christmas Dinner - to be a spit roast at the home of Germaine Wringe.

Direction of Club - decided the Club should have an Events Coordinator and a Sales Officer. These positions to be discussed further at the AGM.

Constitution - discussion took place concerning changes made at the February meeting. Concern was expressed about the definition of "membership", "voting" entitlements and a "legal quorum" and doubts that there was a quorum to make the changes. It was pointed out at this meeting that a quorum according to the existing Constitution was present and changes made at the February meeting were legal.

Vehicle Judging - In brief the committee believed that Touring Class should be judged as Australian Standards with a loss of half points for a section that is modified.

Concours - The ten mandatory items should be maintained and mandatory run required.

Blue Ribbon - To be maintained for previous Concours winners although Concours winners should be allowed to reenter Concours after six years.

Correspondence In: CCC Minutes of May General Meeting and calendar of events for remainder of 1994, Advertisement for Model A overdrives, 1994 National Rally Report, Various re Vehicle Judging Standards.

Correspondence Out: Telecom Yellow and White Pages to change Club address and phone number, Pioneer Village thanking for use of facilities for May meeting. Accepted Barrie Guest, Seconded Peter Gilberthorpe.

Treasurers' Report: May receipts: \$67.95, Payments: \$3.23, Total funds to end of May: \$13,336.45. Accepted Jim Williams, Seconded Max Annear.

CCC Report. No more meetings until the AGM in August. Secretary asked to write to CCC to nominate Peter and Elaine Gilberthorpe as our representatives on the Museum committee.

General Business. Bevan Sharp reported on progress of *History of Model A Ford Clubs* in Australia nearing completion. It was moved by Steve Read, Seconded Barrie Guest, that:- "The Club present a copy of *History of Model A Ford Clubs in Australia* to each State Club, to a maximum value of \$80.00." All were in favour.

Jack Berkshire spoke on Huntington's Disease and presented a letter from that Association. Jack is associated with that Association and said they need all the support they can get. It was pointed out that although Club funds are not available we may be able to assist the Association in some way in helping them to raise funds, etc.

Events. Wildflower run 19 - 23 September; Jim Williams advised accommodation is limited to about 8 or 9 units. People interested should have \$20 deposit to Jim to confirm their accommodation by July 31 (at the AGM). Several members have already expressed intention to go.

The following indicated they would organise the coming runs:-

September - Mike & Laurel Cooke, October - Reg & Coral Blewett, November - Max Annear.

AGM to be held at Noranda Primary School on July 31, 1994 at 2pm.

Meeting closed at 2.05pm. •

As an instigator (some say 'stirrer') in the endeavour to make the Club Constitution correct and relevant, I will open the batting for what MAY become a regular open forum for comment - as members seem reluctant (or shy?) to make their views known at meetings. I realise some will say this could be asking for dissension among members but I have more faith in our members to make a constructive contribution - and also provide an opportunity for our country members to comment as they cannot attend our regular meetings to make their views known personally.

OK, the Constitution.

This subject was opened up again after an informal meeting on a long-weekend Club run, followed by a list of Proposed Amendments for members consideration which featured a year ago in the June, 1993 Newsletter.

A General Meeting instructed the Executive Committee to discuss and formulate a list of Proposed Amendments - which was done, but practically ignored at a meeting when changes were made.

The reasons for these proposed changes included the undeniable situation that the Constitution contained many flaws that could cause the Club problems in the future if not corrected. Why not let 'sleeping dogs lie'? Because one day someone will dispute some aspect and cause potential problems we could well live without.

So, what was allegedly 'wrong'? Basically:-

- a) There is no acceptable definition of a 'Member'.
- b) The wording says 'Members shall pay a common annual fee' - and yet we have different fees for metropolitan area and country and overseas members - which is clearly 'unconstitutional'.
- c) The 20% quorum is not always achieved at monthly meetings.
- d) As a 'member' is not acceptably defined there is no way of knowing who is entitled to a vote.
- e) We were still obliged to be affiliated annually with the Club in Canberra.
- f) Reference was made to debts of Canberra Club.

There is also an inaccuracy used in the Constitution that is perhaps petty in that references are made to 'Ford Model A'. If we make changes anyway should not the more correct term 'Model A Ford' be used?

There are a few other minor corrections needed.

At a legally-constituted General Meeting on February 20, 1994 some of these matters were addressed and corrected.

The amendments to Clause 9 made at the meeting avoided the question of appointing "Life Members" as the alteration states:- "for not more than 12 months" - what about our current Life Member?

The question of a quorum was not addressed, some other minor points were missed and the matter of qualifying the term 'membership' seems to have

Have Your Say!

Send your comments, and photograph.



COMMENT

Bevan Sharp, Editor

This is YOUR 'Soap Box' - send in your comments (and a photograph if possible - or anonymously if you prefer). Get something off your chest, make a constructive contribution.

become even more complicated. The alteration to Clause 11 now states:- "The fee shall consist of a membership subscription and a magazine subscription..." But what is "a membership"? An individual? A family? An entire town?

To make it even more complex, Clause 4 ACTIVE MEMBERSHIP currently states that:- "Any *person* interested in the Club may become an active member." So:- any *person* can become a *member* and any "active member" can vote, and that would mean our cherished concept (boast?) of a "family" membership has always been wrong and only *one* member of each family has ever actually belonged to the Club anyway!!!

The Executive Committee meeting on May 24, 1994 acknowledged that the

changes to the Constitution at the General Meeting had been proper but that the agreed system of splitting the membership was getting away from the original impression of the 'family' atmosphere concept of the Club. If - as the February meeting intended but the actual wording did not address correctly - a husband and wife joined separately (plus another fee for the Newsletter) that, in reality, only one spouse need join (plus the Newsletter fee) and this could halve our potential revenue and have a direct and considerable effect on the Club's major source of income - membership fees.

One opinion against the concept of a 'family' membership was the comment of 'what happens if the husband and wife want to vote differently?' The answer is obvious - a vote each way effectively cancels each other out.

BUT, if we never had a "family" Club to start with, should we start one now - as confirmed in the wording of the originally Proposed Amendments? OR do we just forget the whole thing anyway?

This Club belongs to the members, it's up to you guys. The members agreed to the Constitution, the members made the alterations - it's up to the members to make a decision as to where we go from here - if anywhere....

I personally reckon the Club's Constitution is full of embarrassingly huge holes which should be plugged. It should be right and you should make it right!!!

Someone sent material to the Editor and was concerned that it had not yet appeared. **The Editor wholeheartedly welcomes ANY items of interest for inclusion in your Newsletter.** However, I currently have enough material to produce a weekly Newsletter and, with the absence of much feedback to ascertain what the majority of members actually want to read each month, what appears is what the Editor *thinks* you would like to read. Most copy will appear eventually!!

This is a Model A Ford Club so most of the articles relate to the Model A - but it is apparent that this limiting content reduces the overall appeal for an interesting general publication - yes/no - who knows? •



About time we had

One for the Ladies

This adapted from an article originally from the Rotorua Veteran Car Club newsletter, December, 1976

My husband and I have been married for nearly a quarter of a century, have produced three children, survived three wars, comforted one another at funerals and dedicated ourselves to one another in sickness and in health.

The other day, I backed out of the driveway, turned too sharply and hit the side of his Model A. He was a perfect stranger. "Where are you going?" I asked as he left his dented fender and bolted towards the house.

"Don't move your car," he said, "I am going to call the police."

"The police." I shouted. "For crying out loud, I'm your wife."

"This is no time for nepotism", he said stiffly.

I should have known better than to compete with a man and his car. For years, psychologists have been telling us that a man's relationship with his automobile supersedes even sex.

For you women who are skeptics, let me ask you a few questions. Do your husbands have an insurance policy on you that includes no fault and comprehensive cover? Or do you have the basic policy that puts you on a public bus and takes you to the edge of town?

Do you have a guarantee of a complete oil change every six months and/or 100 miles, whichever comes first? Or do you only visit a doctor's office for major surgery?

Does your husband fly into a rage if he finds someone has stuck a candy wrapper in your pocket, or a piece of bubble gum on your instrument panel?

Has your husband ever patted you on your trunk and remarked what a beautiful trade-in you'd make?

Does he take you to a restaurant three times a week and instruct the waitress to "fill her up"?

Does he care if the kids put their feet on your upholstery?

Does he object if your teenagers drive you all over town?

Would he pay to have you towed anywhere in a covered van?

If you don't start in the morning would he say "stay home from work."

If you answer "no" to any of these questions, then you have a four wheel correspondent in your divorce suit.

As the policeman surveyed our situation, he turned to my husband and said "Sir, you are illegally parked. Your car should be at least 15 feet from the edge of the driveway. Are there any witnesses to this accident?"

"Just my legal room-mate", said my husband, smiling at me.

"I never saw this bum before in my life", I said. •

THE SMITH'S *%\$#@ DAM RUN

Actually just a very pleasant and leisurely drive to Serpentine Dam

A marvellous turn-out for such a pending miserable day - kind of coldish, rain, bit a lingering fog.... Must have been MOST enjoyable for all those keen Roadster and Phaeton soft-top-type enthusiasts. Still, driving a Model A Ford has its own rewards apart from cold and damp (so they tell me!).

Most encouraging to welcome along several members we have not seen for a while and a couple we have not seen for quite a while - like PETER & FAYE LYNCH and DOUG & SANDRA NETHERWAY - all the more the merrier; well done guys. ALL members are always welcome - even without a Model A!!!

We set off a little late - which was probably just as well as there were some usual late-comers - to the welcome sound of Rally Marshall Max Annear's whistle.

A straight-forward run to Serpentine Dam, lunch on the grass huddled under umbrellas and off to commandeer a corner of the restaurant for our monthly meeting.

Thanks to ALAN & JUNE SMITH for organising the day and belated thanks also to BARRIE GUEST for donating a most handsome turned wood plant stand for the raffle; which was won by JUNE SMITH - quite fitting really as she was one half of the day's organisers. •

MODEL A FORD PARTS FOR SALE

Located at BILL COWLIN's property in Baldivis.

These parts have been purchased by the Club from a non-member.

Enquiries: Property Officer, DARREN JEFFREE - [REDACTED] (office hours).

A GOOD OPPORTUNITY TO ACQUIRE SOME PARTS FOR YOUR RESTORATION OR JUST FOR SPARES - "FIRST IN BEST DRESSED".

Item	No	Each
ACCELERATOR Mechanism	2	\$5.00
AXLE Rear	6	\$5.00
BATTERY Cradle	3	\$5.00
BELL HOUSING (Multi)	1	\$10.00
BRAKE Cross shaft	1	\$20.00
BRAKE SHOES - Sets	4	\$5.00
CARBURETTOR - Zenith	1	\$5.00
CLUSTER GEAR (worn)	2	\$20.00
CLUTCH PLATE	1	\$5.00
DASH face (1928/29)	1	\$5.00
DIFFERENTIAL - & Housing complete	2	\$60.00
DRAG LINK	1	\$10.00
FAN 2-blade	1	\$5.00
FAN 4-blade	3	\$15.00
FLYWHEEL (Single plate)	1	\$25.00
FLYWHEEL (single plate)	1	\$5.00
GEAR - First	3	\$5.00
GEAR - Second	1	\$25.00
HAND BRAKE Bands	3	\$2.00
HEAD - Model A	3	\$10.00
HEAD - Model C	1	\$30.00
INLET MANIFOLD	1	\$2.00
INPUT SHAFT (multi-plate)	1	\$40.00
LAY SHAFT	1	\$5.00

Item	No	Each
MUDGUARD Front Bracket	5	\$2.00
MUDGUARD Rear Bracket (Roadster)	1	\$2.00
PEDALS, Round - brake/clutch - grooved	9	\$2.00
PEDALS, Round - brake/clutch - smooth	2	\$2.00
PITMAN ARM	1	\$2.00
PRESSURE PLATE	1	\$25.00
RADIUS ROD front	2	\$5.00
RUNNING BOARD Stays (pressed)	4	\$2.00
SPRING PERCH	1	\$15.00
STEERING ARM	5	\$2.00
STEERING COLUMN 1928/29	6	\$15.00
STEERING COLUMN - 1930	1	\$15.00
TRACK ROD	1	\$10.00
UNIVERSAL JOINT (mint - late model)	1	\$30.00
UNIVERSAL JOINT (worn)	1	\$5.00
WATER INLET - Side	2	\$3.00
WATER OUTLET	5	\$5.00
WATER PUMP - 1928	1	\$30.00
WATER PUMP - 1929	1	\$30.00
WHEEL - 1930	2	\$30.00
WHEEL - 1930	3	\$20.00
WHEEL - 1932 - 18-inch	1	\$25.00
WHEEL - AR	2	\$25.00
WHEEL - AR	1	\$15.00

Assorted small items available at \$1.00 each.

COLLECT PARTS FROM BILL - SEND ATTACHED TAG AND PAYMENT TO RAY MAHONY.

Model A Restorers Club of Western Australia, Inc

If YOU are willing to LOAN any specialty tools or supply samples or patterns for other members to use during the restoration or repair of their Model A Ford - please complete the form below (or advise details) for our Property List and forward to:-

DARREN JEFFREE, [REDACTED] Dianella, 6062 or Fax [REDACTED]

Name..... Telephone No.....

I have the following item/s available for loan to members:-

.....

.....

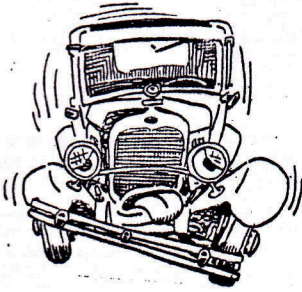
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Signature.....

Date.....



TUNE YOUR MODEL A FORD for MAXIMUM ECONOMY and PERFORMANCE

based on the "Tune up Course" booklet presented at informative talk by
ALAN BERGMAN at the 13th National Model A Ford Rally, S.A. ©

Proven steps to improve economy and performance...

ECONOMY TUNE

1. Replace and/or clean and gap spark plugs.
2. Clean / replace and adjust contact points.
3. Lubricate distributor cam and wick.
4. Set ignition timing.
5. Adjust mixture and idle and test, if possible, on exhaust gas analyser.
6. Service air cleaner or replace element, if fitted.
7. Final adjustment of mixture and idle with air cleaner fitted.
8. Road test.

TUNE UP

1. Test compression.
2. Replace and/or clean and gap spark plugs.
3. Clean / replace and adjust contact points.
4. Lubricate distributor cam and wick.
5. Check / replace condenser.
6. Check distributor shafts for wear.
7. Clean and examine distributor cap and rotor for cracks and wear; and contacts for wear.
8. Clean rotor - examine trailing edge.
9. Set ignition timing.
10. Check operation of ignition advance/retard.
11. Check for full throttle and throttle return.
12. Check operation of choke.
13. Adjust mixture and idle and test.
14. Check / tighten fuel line connections.
15. Service / replace air cleaner element, if fitted.
16. Clean and seal battery terminals and earth connection.
17. Adjust mixture and idle with air cleaner, if fitted.
18. Check and adjust fan belt.
19. Road test and rectify any defects observed.

MAJOR TUNE-UP

1. Test compression.
2. Replace and/or gap and clean spark plugs.
3. Clean / replace and adjust contact points.
4. Lubricate distributor cam and wick.
5. Replace / check condenser.
6. Check distributor shafts for wear.
7. Clean and examine distributor cap and rotor for cracks and wear; and contacts for wear.
8. Secure rotor firmly on distributor shaft.
9. Set ignition timing.
10. Check/adjust advance/retard lever for full operation.
11. Check oil and water levels.
12. Check coil leads, spark plug connectors, junction box connections, etc.
13. Clean carburettor and set to specifications.
14. Check carburettor needles and seats, float level, float drop, float for puncture, gaskets; assemble and seal, tighten down bolts.
15. Tighten manifold bolts and check for leaks.
16. Crack cylinder head nuts and re-torque in correct sequence.
17. Check and adjust valve clearances as specified.
18. Adjust fan belt and tighten all engine bolts (starter, generator, mountings, etc.).
19. Check for full movement on throttle controls.
20. Check operation of choke.
21. Adjust mixture and idle and check, if possible.
22. Check/tighten fuel line connections.
23. Service/replace air cleaner filter, if fitted.
24. Clean and seal battery and earth connections.
25. Check charging rate - maximum 10amps.
26. Adjust mixture and idle with air cleaner, if fitted.
27. Road test and rectify any faults.

Check fan blades for cracks regularly.

TUNE-UP HINTS by ALAN BERGMAN © 1989

1. Set spark plug gaps to maximum setting for economy and mid-range power (say, 32 -35 thou.).
2. Set point gap to minimum setting for maximum economy and mid-range power. (Increase coil saturation time - hotter spark.) (Large dwell, eg: 15 - 18 thou for Model A Ford).
3. Remember, advancing the engine timing gives the mixture a longer period of time to burn. If you advance too far, pressure is exerted against the piston before it reached T.D.C. (Top Dead Centre) and if the timing is too slow then the piston will be past T.D.C. So, be accurate when setting timing - use a test light. Advancing the engine timing leans the mixture, retarding the ignition timing enriches the mixture, both within reason.
4. Change oil regularly when hot - remember, oil is cheaper than metal.
5. For absolute maximum economy, keep the inlet air as cold as possible.
6. Upper cylinder lubricant via carburettor once a month keeps valves in good condition - better compression.
7. For maximum economy (cruising) jet carburettor for an air / fuel ration of 15 to 1 (1% CA) under load or 14 to 1 (1.5% CO) off load (any leaner will damage engine).
8. For maximum power (three quarter to full throttle) jet carburettor for an air fuel ratio of 12.7 to 1 (5.5% CO) under load of 12 to 1 off load (6% CO). •

Thanks to the Canberra Club's Newsletter for this interesting idea - just one page of many from the American 'Bible' of used vehicles - *Hemmings Motor News*.
Only a few Model A Fords to show current U.S. asking prices.

PAGE 3972, HMN, May '94

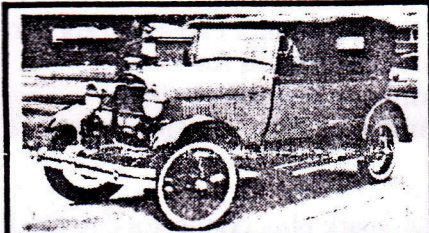
FORD '03-31 CARS For Sale

continued

FORD: 1928 roadster pickup, good runner, partially restored, no top, \$4,800. Montana Collector Cars, 406-476-3315, 476-3341, MT.

FORD: 28 phaeton, right hand drive, AACA National First Place winner, will ship, \$25,000. PH: 704-693-0324, NC. (JUNE)

FORDS: 1928 roadster pickup, \$2,650; 28 2-dr sedan, \$1,500; 28 2-dr body, \$500; delivery available. 403-328-6053, Alberta, Canada. (A11G)



1928 Ford phaeton 4-door, no handles, LeBaron Bonney interior, black top, ground-up restoration, 2nd Place CCA, \$22,500. PH: 810-754-1466, MI.

FORD: 1928 sport coupe, total professional authentic restoration, show winner, cover car (Model A News), 1,200 mi, \$13,000. PH: 805-937-6794, CA.

FORD: 1928 AR phaeton frame-off restoration, LeBaron Bonney upholstery, top and boot sidemount and rear spare, black fenders, Arabian sand body, all in excellent condition, \$15,900. PH: 909-866-6425, CA. (JUNE)

FORD: 1928 early AR roadster, rumble seat, correct and unmolested example, older restoration, rear mount spare, turquoise body, left hand brake, red wheel engine January 1928, \$14,500. Eric, 804-973-5792, VA.

MODEL A: 1928, rumble seat, damaged in fire years ago, stored since, complete, some parts rechromed, must sell due to death, photos \$1, best offer. 205-871-6912, AL.

FORD: 1928 Model A rumble seat, green, black, restored, \$7,000. Hal, 205-852-5458, AL. (JULY)

FORD: 1928 Model A roadster, gray with black interior and dual sidemounts, complete body-off restoration, never driven, \$14,000. GMH Classics, 319-351-5379 evenings, weekends, IA. (JUNE)

MODEL A: 1928, two-tone black/grey coupe, invested over \$17,000, now fully restored with rumble seat and leather trunk, will sacrifice, \$14,500. PH: 617-965-8112, MA.

MODEL AS: 7 1928s, 7 1929s, 14 1930s, 10 1931s, coupes, roadsters, sedans, Tudor and Fordor, 3 1931 slants, unrestored, restored, prices, photos, delivery available. Classical, 800-453-7955, 303-587-2612, CO.

FORDS: 1928-29 Model A phaetons, 1931 A 400 convertible, 1913 touring Model T for sale. Daniel Winters, 14 Morrison Rd, Braintree, MA 02184, PH: 617-843-4188.

FORD: 1928 Model A 2-door sedan, two tone green with black fenders, a very nice car to drive or show, \$11,500; 523801. Almeida's Classic Cars, 209-667-7828, Turlock, CA.

FORD: 1928 Model A 4-door leatherback, older restoration, looks and drives well, nice car. Dave, 616-451-8064, MI.

MODEL AR: 1928 sport coupe, total frame-off restoration, motor A34579, authentic AR car, second owner, green body, black fenders, ww tires, \$9,850. Conrad, 218-829-8671 after 6 pm, MN. (MAY)

FORD: 1928 Model AR 2-dr, original, great running condition, photo avail, \$8,000. PH: 205-712-1838, AL. (JUNE)

FORDS: 1928 Tudor, 1929 Fordor, 1930 Tudor, extra parts, \$11,500. PH: 219-483-7860, IN. (JUNE)

FORD: 1929 rumble seat coupe, restored ground-up, very nice, call for photos. 913-524-4859, KS. (JULY)

FORD: 1929 phaeton 4-dr, restored by professional, trunk, luggage rack, sidemounts, windwings, turn signals, car cover, \$18,500. PH: 317-357-9654, Indianapolis, IN. (MAY)

FORD: 1929 truck roadster pickup, built on 1983 Pinto body, excellent condition, daily driver, made by Camelot, \$6,900 obo. 516-798-8943 days, Long Island, NY. (MAY)

FORD: 1929 pickup, recently restored, black, excellent condition, \$10,000 or best offer. 203-345-2242 after 6 pm and Sat, CT.

FORD: 1929 phaeton 4-door, mint condition, 1st class trophy winner, must sell to settle estate, all inquiries: Douglas, 145 Maple Dr, Adams, MA 01220, PH: 413-743-4106. (JUNE)

FORD: 1929 2-door sedan, restored and excellent, \$7,950. PH: 319-465-3064, IA.

FORD: 1929 touring, rough but restorable, \$2,000. Montana Collector Cars, 406-476-3315, 476-3341, MT.

FORD: 1929 4-dr town sedan, mohair interior, Murray body, very sound car, \$4,500. PH: 608-238-7796, WI.

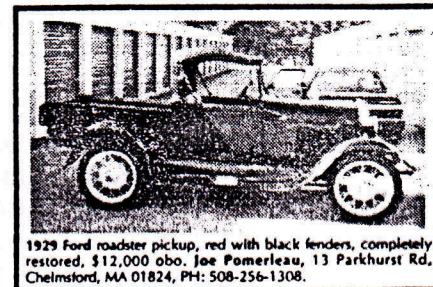
FORD: 1929, good condition, \$8,500. PH: 609-397-8691 after 6 pm, NJ. (JUNE)

FORD: 1929 sport coupe, frame-up restoration, 12 volt hydraulic brakes, large core radiator, F-100 steering, belts, direction signals, 400 miles since engine rebuild, oil filter, \$12,250 obo. 619-592-0335, San Diego, CA. (JUNE)

FORD: 1929 town sedan, in excellent condition, purchased from original owner 1959, current actual mileage 63,979. PH: 319-234-8624 after 6 pm, IA.

FORD: 1929 speedster, frame-off professional restoration of this beautiful show car, all original or remanufactured to specs, parts, complete receipts, must see, \$21,500. PH: 413-238-0300 weekdays, 413-634-2292 nights and weekends, MA. (JUNE)

FORD: 1929 sport coupe, semi-restored, \$6,200. Bill Swett, 802-893-8560, VT.



1929 Ford roadster pickup, red with black fenders, completely restored, \$12,000 obo. Joe Pomerleau, 13 Parkhurst Rd, Chelmsford, MA 01824, PH: 508-256-1308.

FORD: 1929 Model A pickup, ground-up restoration, flawless condition, \$18,000 obo. Ken MacKenzie, 203-483-7118, CT. (JULY)

MODEL A: 1929 phaeton, 3 year old frame-off professional restoration on a clean, rust-free original, 62,773 mile auto, 99.5 point show car, balsam green, \$29,500. PH: 513-231-3246, OH. (MAY)

FORD: 1929 Model A sedan, frame-off restoration, excellent condition inside and out, \$10,500. Dr Miller, 12 Martin St, Wellsville, NY 14895, PH: 716-593-1022. (JUNE)

MODEL A: 1929 huckster, professionally restored, \$12,500. PH: 618-624-3416, IL.

MODEL A: 1929 roadster, rumble seat, dual sidemounts, whitewalls, rose beige and seal brown with orange pinstripe, 200 miles since total professional authentic restoration in 1975, National show winner, a beautiful car, \$16,900. PH: 607-722-5371, 607-785-5814, NY state.

MODEL A: 1929 truck, home built for parades, drives great, \$3,500. PH: 703-667-5488, VA.

FORD: 1929 Model A convertible pickup, nice, \$9,500. PH: 419-668-1884, OH.

FORD: 1929 Model A roadster pickup, very good condition, excellent running condition, \$14,000. PH: 419-668-1884, OH.

FORD: 1929 Model A pickup, cocoa brown, black fenders, orange wheels, new whitewall tires, professionally restored 1980, runs, looks great, \$7,800. PH: 201-646-7338 work, 908-291-2791 home, NJ. (OCT)

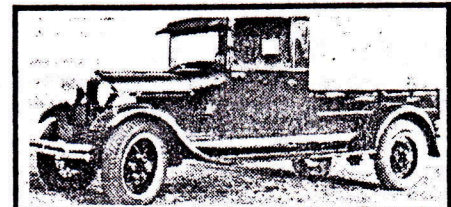
FORD: 1929 Model A phaeton, all extras, 862 miles since frame-up restoration, best offer. 207-498-3276, ME. (JULY)

MODEL AS: 29 Tudor, actual miles 31,525, good condition with new uph, \$7,500; also 29 A pickup, new body-off restoration, \$9,000. Don Crum, 567 Vinewood, Tallmadge, OH 44278, PH: 216-633-0280 evenings.

MODEL AS: 1929 roadster, rumble seat, new top, \$9,950; 1929 Tudor, well worn original interior, \$5,900; owned both for over 20 years. 817-382-6643, Denton, TX.

MODEL A: 1929 sport coupe, nice older restoration, tan, rumble seat, new shocks, brakes, manifold, \$8,000 obo. 810-478-8297, suburban Detroit, MI. (JUNE)

MODEL A: 1929 Briggs 60-B Fordor sedan, all original, clean and straight, runs perfectly, \$6,000. PH: 207-443-5451, ME.



1929 Ford AA express bed truck, complete frame-off restoration in July of 1993 of a rare and unique, low mileage truck, rock moss green and black, restored to perfection with emphasis on detail, will meet the standards of the discriminating collector, \$20,000. PH: 402-643-3261 after 3 pm, NE.

FORD: 1929 Tudor, well restored, \$6,500 firm. 912-226-2720, GA. (JUNE)

FORD: 1929 Tudor, same owner 30 years, \$4,950. PH: 317-282-1806 days, 317-759-4825 eves, IN.

FORD: 1929 Tudor, nice older restoration, runs well, \$7,500. PH: 717-696-2450 after 6 pm EDT, PA.

FORD: 1930 coupe, L&B mohair, tan, maroon belts, accessories, nice, \$10,000. PH: 705-325-2300, EDT, Ontario, Canada. (JUNE)

FORD: 1930 cabriolet, 95% restored, \$18,000 obo. 203-630-3232, CT. (JUNE)

FORD: 1930 coupe, rumble seat, frame-up restoration, excellent condition, LeBaron Bonney interior, whitewall tires, many extras, \$10,500. PH: 814-723-6999, PA. (JUNE)

FORDS: 1930 town sedan, restored, copra over chicle, straw wheels, sidemount trunk, consistent winner, \$9,995; 1930 Tudor, unrestored, very solid, no rust, \$2,995. PH: 513-325-4153, OH. (JUNE)

FORD: 1930 all steel roadster pickup, professionally built and finished by Brookville Roadster to display their products, 355/350, 9 inch, DB, Deltron paint, Lyons interior and top, etc, only the finest products from current street rod suppliers combined with quality workmanship make up this excellent rod, \$28,000. Pat, 419-529-5275, OH.

FORD: 1930 5-window coupe, 2 tone green/black, less than 500 miles on recent restoration, new or reconditioned, everything in and out from ground up, counter balanced engine, Stellite valves and seats, heater, dual wipers, \$12,000. PH: 303-790-7523 evenings, CO.

FORD: 1930 coupe, rust-free, good runner, restoration started, \$2,500. Montana Collector Cars, 406-476-3315, 476-3241, MT.

FORD: 1930 boattail speedster, beautiful alum body, built in 1990, raced Monterey Historic Races 1991, maroon & yellow, wire wheels with wide whites, wood dash & trim, sits low and right, no disappointments, \$12,950 obo. 510-838-7788, CA.

FORD: 1930 cabriolet, needs work, sound basic car, rare louvered hood, rumble seat, LeBaron Bonney top, great open car, \$9,500. PH: 608-238-7796, WI.

FORD: 1930 standard 4-door phaeton, rhd body with doors and dash rail, body has been dipped, stripped and in prime, has rust out, \$3,700 obo. Walter Sapp, 614-397-9791 evenings, OH.

FORD: 1930 town sedan, Murray body, six wheels, upper body black, lower Ford maroon, \$12,995. A J Mancuso, 105 New Bolds Cor Rd, Southampton, NJ 08088, PH: 609-859-2127.

FORD: 1930 standard roadster, west Texas car, no bondo, NOS fenders, body-off restoration, Thorne brown, orange wheels, L/B top, upholstery, many accessories, nice automobile, no disappointments, \$16,500 obo. Rick, 802-388-3073, VT. (JULY)

DELUXE: 1930 roadster, Wash blue, sidemounts, Bonney leather, windwings, new engine, bumper, asking \$18,500. Bill, 216-821-1128, OH. (MAY)

FORD: 1930 Deluxe coupe, rumble seat, hi-spd rear, balanced engine, 500 miles on restoration, \$13,995, photos/delivery avail. Classical, 800-453-7955, 303-587-2612, CO.

Notebook

HAPPY BIRTHDAY this month to:- REG BLEWETT, KELVIN PEPPER, NINA KITCHINS and HENRY FORD (131 years old on July 30).

PART SERIES. Part two of *Keeping your Model A Ford Rollin'* is in this issue; add to Part One in last Newsletter.

OOPS! After the doozy of a storm hit Perth last month, DOUG QUINN went outside to survey any damage caused to his home and environs. Something seemed to be missing - he had left his '29 Phaeton on solid blocks in the car port but it was there no more. "Someone stole the Model A" was Doug's first thought, but no; the wind had plucked the Phaeton off its blocks, and dropped it over a fence. The vehicle was, like James Bond's martini, "shaken not stirred" - the running board was bent and the doors don't close like they used to - but it survived relatively unscathed!!

WARNING. Apparently a snapped stub axle on a Queensland Club member's Model A prompted a mass testing of other Club vehicles. Out of over fifty tested, only a few were free of fractures. Perhaps a timely warning to have YOUR stub axles crack tested to avert a potential problem. As Ian Irwin of the ACT said: "I understand this part is not yet being re-manufactured, so we are totally relying on original materials here." An idea for a Club run project?

FOR SALE. Front/rear guards and Tourer seats. Trevor Netherway [REDACTED]

WANTED. ANY Model A Ford for restoration project (prefer '29 or '30 Phaeton), also parts for this restoration - PETER GILBERTHORPE [REDACTED]

WANTED. One only 19-inch wheel - JOHN LAURIE [REDACTED]

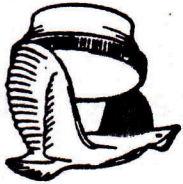
INAUGRAL MEMBERS. Remember that front page Editorial in the April issue extolling the fact that so many of our very first members still belonged to this Club? Well, RAY & TONI MAHONY were at the first meeting and are also STILL active!! Isn't it amazing that so many are still even members?

ELIXIR OF LIFE? Member JOHN LAURIE recently ran an experiment to evaluate an anti-corrosion coolant. He set up four 500g jam jars each containing a piece of cast iron engine block and a sliver of alloy cylinder head. The jars contained:- 1) straight Perth tap water, 2) rain water, 3) demineralised water and 4) demineralised water with a small amount of coolant liquid devoid of ethyl alcohol. A week later the tap water was quite rusty, the rain water less so, the demineralised water less again and the fourth remained perfectly clear. Ten weeks later the tap water container was so rusty the metals were not visible - at the other end of the scale the container including the coolant was still perfectly clear. "No more tap water for me", says JOHN.

RECORD BROKEN. Over 15 million Model T Fords sold in 19 years (1908-27). Sales of the Volkswagen Golf have just topped 15 million in 20 years (1974-94). Still an absolutely amazing achievement for the Model T considering the differences in population (and potential purchasers) over the corresponding periods. The VW Beetle holds the record at 22 million.

CONNECTED. According to Dennis Lingane's column in "The West" the average U.S. sedan has 1600 meters of wiring and a Ford, a Chevrolet and a Dodge may have a hundred different types of connecting plugs. The big three have announced a joint effort to develop standard connectors.

OVERHEARD. Did you hear the Club member telling about his wife having had major plastic surgery? He had cut up all her credit cards!!



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



PAISLEY Ian and Dianne
[redacted]
NORANDA 6062

**Western
Model A News**



SERVICE

IN THE Ford Motor Company we emphasise service equally with sales. - It has always been our belief that a sale does not complete the transaction between us and the buyer, but establishes a new obligation on us to see that his car gives him service. - We are as much interested in your economical operation of the car as you are in our economical manufacture of it. - This is only good business on our part. - If our car gives service, sales will take care of themselves. - For that reason we have installed a system of controlled service to take care of all Ford car needs in an economical and improved manner. - We wish all users of Ford cars to know what they are entitled to in this respect, so that they may readily avail themselves of this service.

Henry Ford

HELPFUL Hints



by Diputs, M.I.

THE REMIS VALVE Frequently overlooked by most Model A hobbyists are the Remis Valves. Of little or no consequence until you wear one out! While reading through some old Service Bulletins I came across an interesting way to apply lubricant to the Remis Valves. The April 1, 1931 Bulletin says: "Remove both the Remis & Remis valve covers, apply Fartelfennell #13 grease or equivalent. If you choose an equivalent type grease, remember, it must be Fibrous Sodium Base, N.L.G.I. Grade 2.5 or higher, Drop Point of 997 degrees or more and have a Water Resistance of extremely high or higher."

Slide the valves out and place them on your valve lubrication tool V-9676-1144. Apply approximately .07 ounces of grease to each valve. Keep your air pressure under 75p.s.i. If using a hand grease gun, disregard the p.s.i. and just squeeze firmly. Note - if you do not have tool V-9676-1144, or a hand grease gun, simply smear grease all over the valves. In fact, if you don't have the lubrication tool, or grease gun, remove the valves from the car; just reach in and apply grease directly.

Re-insert the valves, adjust them to .185 gap. Remember, they should have the same amount of drag on your feeler gauge as sliding a nickel through a set of distributor points. Now simply replace the Remis & Remis valve cover gaskets. Torque nuts to 171 ft lbs and you are ready for another 7,000 miles motoring in your Model A. •

From Sagebrush, Nevada's 'Ahoogha News'