



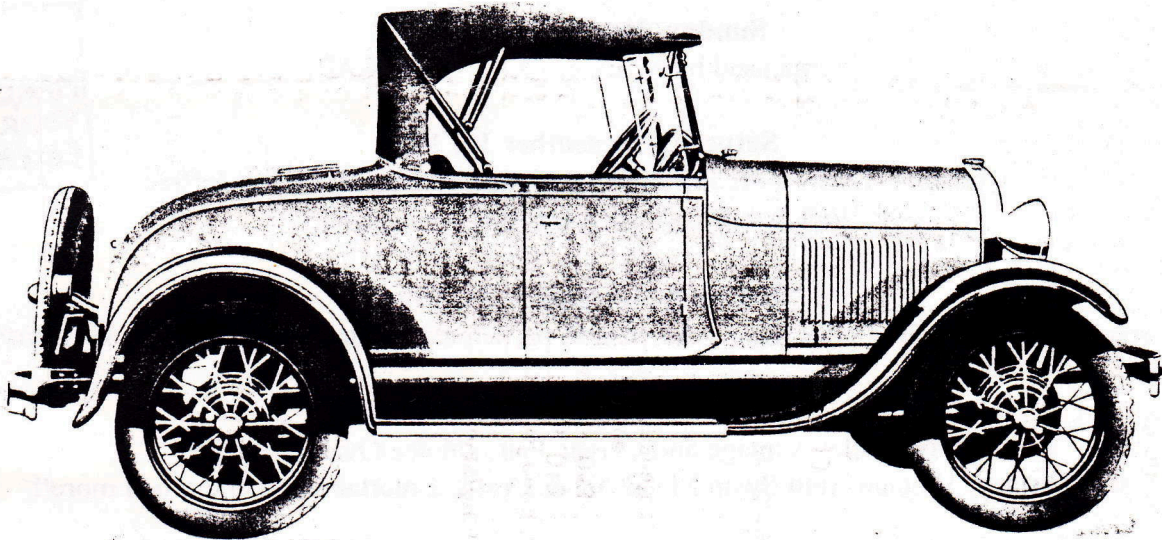
Western Model A News

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

Year XV Number III

OCTOBER 1994

Thanks to REG BLEWETT for this interesting information from an original catalogue (printed in September, 1929) of 'New Ford' vehicles produced locally by BOLTON'S LIMITED at 35 William Street, Fremantle (more examples in future issues).



FORD STANDARD ROADSTER

The New Ford has rapidly become the universal car for commercial travellers.

Those who for years have forsaken economical cars in preference for heavy car comfort during the long arduous days on the road are now taking up the New Ford in ever-increasing numbers. This is because they find it gives even better comfort than the heavier cars, and at less expense.

Conversely, salesmen who have previously been unable to afford heavy car comfort are just as enthusiastic in their demand for the New Ford. Real comfort, economy and performance are combined in this smart and speedy model.

The standard Roadster is, of course, the most widely used model for commercial travelling purposes. The Sports Roadster appeals to those who want particular distinctiveness in an open car.

The roominess of the boot in the Ford Roadster is an advantage that every salesman appreciates.

Inside boot dimensions:
Length - 36 in. Width - 36 in.
Height - Front half, 30 in. Rear half, 15 in.
Opening of Boot - 33 in x 26 in
Approx capacity of boot - 14 cubic ft.

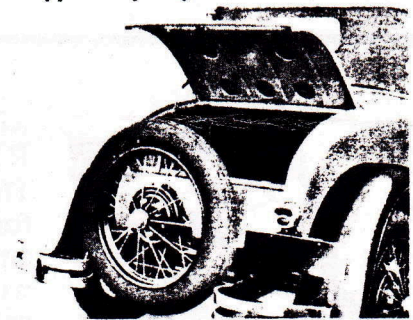


Illustration shows the generous space in the boot of the Standard Ford Roadster. This compartment is completely water-tight and gives full protection to samples or luggage.

NEXT MEETING- Sunday October 30th, 1994. Causeway Carpark, Riverside Drive, 9.30am Kinross Rally. Finish now at Joondalup Arena, Keenedya Drive, Joondalup.

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:* ALAN JEFFREE

Secretary/Treasurer: RAY MAHONY

Vice-President: STEVE READ

Vehicle Examiner: STEVE READ

Editor: LOUISE READ

COPY DEADLINE: By the first day of the month to:

Thornlie, WA 6108

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

Sunday, October 9, 1994.

Vintage Auto Jumble. Venue : Cannington Showgrounds. Organised by VCC

Sunday, October 30, 1994.

Kinross Rally Day. Leave Causeway Carpark at 9.30am. Vehicles to travel to Fremantle for morning tea and then onto the "finish" at Joondalup Arena, for activities such as static car display, prize-giving, eats and drinks. If you cannot enter the competitive rally, motor on up to Joondalup and place your vehicle on static display.

Saturday and Sunday, November 12 & 13, 1994.
Bendigo Swap Meet.

Sunday, November 20, 1994.
Organised by MAX & DORA ANNEAR.

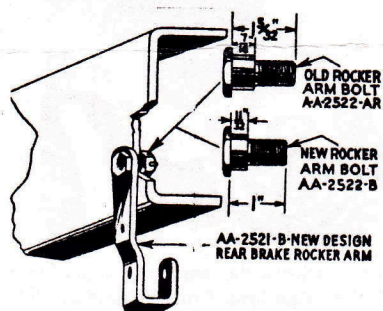
Saturday, December 10, 1994.
Christmas Dinner- organised by Germaine Wringe and Edith Jeffree
Full details on back page of this newsletter!

Saturday, December 31, 1994.
Great Western Festival - For those who wish to participate, contact Ray Mahony, secretary.

March 5, 1995.
Avon Valley Vintage and Classic Fair, Jubilee Oval, Northam.
Car Display, Vintage Auto Swap Meet, Art & Crafts, Entertainment and much more!!

Sunday, April 2, 1995.
Classic Car Show - Whiteman Park

Sunday, April 2, 1995.
Wyalkatchem Vintage Tractor and Machinery Fair.



March, 1929

REAR BRAKE ROCKER ARM REDESIGNED

The rear brake rocker arm AA-2521-B was redesigned and changed from a forging to a stamping. The design altered the length of the bolt used in attaching the arm to the frame. Bolts with the 7/16" shoulder must be used with the old style arm. Bolts with the 11/32" shoulder are to be used only with the new rocker arm. •

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

*** Cylinder Head Service * Reboring and Sleeving * Crankshaft Grinding**
Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

MINUTES

of General Meeting held at the home of Pat and John Laurie
25th September 1994

Number of people 26 members, and 10 apologies as listed in attendance book.

Meeting opened at 1.17pm.

Alan Jeffree thanked Pat and John Laurie for inviting us to there property. And welcomed John and Fran Timmings and their new cat to the fold.

MINUTES OF PREVIOUS MEETING were read. Accepted Mike Cooke seconded by Edith Jeffree.

BUSINESS FROM PREVIOUS MINUTES :- Flag design: The design presented to the flag maker is to detailed, Ross Letch to liaise directly with maker to see what is needed. Parts at Ron Brister: Steve Read has seen some parts, \$600 seems too much but he is waiting for a full list. Public Liability insurance: Waiting for more information from Peter Guilberthorpe.

TREASURERS REPORT	As at 31st August	Income	\$1244.83
		Expenses	\$1098.03
		Balance	\$13269.22

Major portion of expenditure	T shirt purchase	\$867.00
	Embroidery	\$192.50

This money will be recovered when and as shirts are sold.

Report accepted by Jim Williams seconded Jack Berkshire.

CORRESPONDENCE IN :- CCC; Minutes, Calender of events and request for info for Classic Car Show. All Bright Metal Polishing; Advise of new address. John Roy; general letter re support for and by members, and invite to any member visiting Ravensthorpe to drop in; Model A Ford Club NSW; requirements for entering Touring Class at 1996 National Meet. Wyalkatchem Vintage Tractor and Machinery Fair; invite to participate April 2nd 1995. Data Card; information on acquisition of club membership cards. Avon Valley Vintage and Classic Fair; invite to participate March 5th 1995 and poster for magazine. The Great Western Festival; invite to participate December 31st 1994. Vigil Insurance; general information. Famous Motor Car Company; offer to talk on insurance at a meeting. Variety Club of Australia; request participation "Fun in the Sun Run" November 20th 1994.

CORRESPONDENCE OUT:- Rail Transport Museum; Thanks for their hospitality.

Correspondence accepted by John Laurie seconded Jack Berkshire.

BUSINESS FROM CORRESPONDENCE:- Advise CCC we will have 10 vehicles and 2 marshals for Car Show. Secretary to advise Variety Club and Great Australian festival that we will be unable to participate

GENERAL BUSINESS Dora Annear thanked Alan Jeffree and the Club for their wishes for recovery after accident. Kinros Rally; Members encouraged to participate as fully as possible as funds will come to this Club. Committee meeting has been held and constitution has been discussed. Committee will meet again when first draft of changes has been typed.

Christmas Dinner:- price has been set at \$20 per head tickets are available from Edith Jeffree, full details to be in magazine. Edith asked for permission to spend \$100 on dinner. Moved Alan Smith seconded Dora Annear that \$100 be allocated to dinner expenses. All in favour.

Library:- David Bussard advised that records of who has borrowed what have been lost. All member who have any item on loan are asked to contact David so that records can be re-established.

EVENTS Jim Williams Gave a short report, full report will be in magazine.

BITS AND PIECES Mike Cooke has some original Model A Ford advertising material for sale. Barry Bristow- Stag looking for old 4.50 21 tyres to support restoration. David Bussard spoke on performance of a modified cam shaft and that in his opinion it is worth while. Ray Mahony has had a new spring made and recommends quality and service of Jenkins Springs in Bayswater.

Alan Jeffree thanked Laurel and Mike Cooke for organising the run.

MEETING CLOSED 2.16

Model A Ford Club of N.S.W.'s requirements for the 14th National Meet, to be held at Windsor, 1996. All entries in Touring Class should note the following.:

TOURING CLASS

THE ENTRY CRITERIA FOR TOURING CLASS

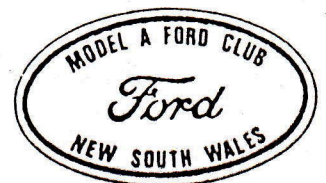
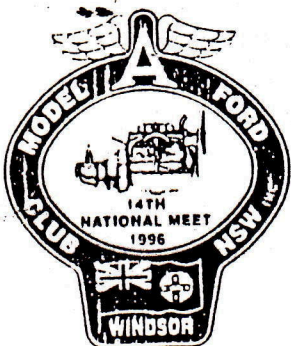
Your Model A must have at least 5 of the mandatory items listed below to be eligible to enter your vehicle into touring class.

1. Model A Engine Block
2. Any Modified Head
3. Modified distributors
4. Manifold updraft or downdraft / single or duel throat carbys
5. 12volt or 6volt alternators system
6. Torque tube overdrives
7. Authentic Model A Ford headlight lenses
8. Hydraulic brakes
9. Any Ford wire wheel up to 1935
10. An acceptable colour (no metal flake or iridescent paints)
11. Safety Check (MANDATORY)
 - A. Working Horn
 - B. All Lights / Indicators if fitted
 - C. Working Wiper
 - D. Tyre Condition
 - E. Exhaust

MODEL "A" FORD CLUB
N.S.W. Inc.

14th National Meet
Windsor Easter 1996

South Windsor N.S.W. 2756



A MODEL FIVE DAY WILD FLOWER TOUR TO WOOLEEN STATION 19 - 23rd SEPTEMBER 1994

Part one

Six cars, all A Models of course, lined up for departure on a fine but windy morning at Upper Swan. Tony & Rita Parin, Alan & June Smith, Jim & Nina Williams, Barry & Sylvia Bristow-Stagg, Ray & Caroline Stitt, Jack & Mavis Berkshire. After a pleasant drive through the Chittering Valley via Bindoon we arrived at New Norcia for morning tea. New Norcia is full of history and I am sure worthy of a much longer stay. It was established in 1846 and is still home to the ancient order of the Benedictine Monks and has many tourist attractions. It was then on to Dalwallinu for lunch. The Stitts were bravely travelling in their roadster without hood or side curtains and Caroline was feeling the heat (Different to last year everybody trying to keep out the rain.) Dalwallinu lies in pleasant undulated country in the northern wheat belt usually boasting a good wild flower season. After lunch we proceeded to the farming property of Jim Ellison and sheds full of thousands of bits and pieces of farm machinery, trucks, tractors, old cars, you name it, it's there. One hour stop only gave us a brief chance to see it all. Jim Williams was running around like an old chook pecking at wheat and it was certainly like putting seagulls in a fish pond. Our thanks to Jimmy Ellison for allowing us to briefly see part of his collection. We reluctantly left for our overnight stop at Morowa hotel/motel arriving in time to book in and have a beer before our evening meal. Morowa was declared a townsite in 1912 and a focal point on the route from Perth to Geraldton and Murchison areas. After a good meal, sleep and breakfast we departed for Mullewa. Jim was having starter motor problems (on the Woodie of course) but otherwise all okay. Ray and Caroline Stitt had to return to Morowa, after they split a generator pulley, they tried the old pantyhose fan belt trick, but no luck, so back for repairs. At the morning tea stop we all regrouped to proceed to Mullewa. Unfortunately more mechanical problems, this time Barry and Sylvia Bristow-Stagg's car stripped a timing cog, was this the end of their wildflower tour, never, Alan Smith smartly backed up the Tudor and towed Barry to Mullewa, at least 30km I would think. Car was pushed into the Shell Service Station and left under the care of two large Alsatian dogs. I did some research and found out Mullewa has had the following definitions: MULWALA swan, rain, MULAWYA a land of plenty, and MOOLOOWA a place of fog. (Nail biting stuff I'm sure). Jim Williams kindly asked the local lads to give the "Woodie" a push and when started Jim said, "Do you boys smoke?". Of course they all said, "Yes". Jim said "I thought so, you're all very short of breath". Oh boy! let's go to the "airport", where the Bristow-Stagg's were to board an aircraft to fly them back to Northam where they would pick up their 4 wheel drive Nissan and trailer, return to Mullewa, load on the A and catch us at Wooleen Station. Quite a big exercise as their aircraft had to come from Northam to pick them up, (complicated, not really). No sign of the Stitts so we proceeded to Wooleen up the unsealed road about 200km. Mullewa was the last refuelling point, to Wooleen, unless you bypass the turnoff and pick up fuel at Murchison Settlement. The road was fairly good plenty of emus who seemed keen to knock the Flying Quail from the radiator cap. At the Wooleen turnoff we regrouped, and found that poor old Jim's wire had fallen off (he is over 70). No not that bad, only a loose connection behind the ampmeter caused by the rough roads. We proceeded to Wooleen with no further worries. Wooleen is owned by Brett and Helen Pollock. Brett originally worked at the station as a jackaroo and always had an ambition to own it. In 1990 he achieved his dream when he headed a syndicate which bought the station. Wooleen's accommodation and silver service is in the main house and paying guests can easily be fitted into the enormous National Trust listed homestead. All rather costly of course. We elected to stay at the shearer's quarters cost \$10 per head per night. Very basic accommodation, two persons to each room with a thin dividing wall and a few peep holes (Who would look?). The kitchen was fitted with a No.6 Metters wood stove and needed plenty of elbow grease around the sink area. I think when shearing starts the kitchen staff will have everything cleaned up.

to be continued.....

MODEL A FORD TOOLS

The following notes are an account of the design changes which were made by the Ford Engineering Department during the production of Model A Ford tools.

Author unknown - data from Queensland's Newsletter

1. A-17080 jack, used with handle A-17081, is ratchet-type with a folding two-inch top extension. A carryover from the Model T Ford it was discontinued as a Model A tool kit item in early 1929.

2. A-1780-A jack, with handle A-17081-A, is ratchet -type, which was introduced in early 1929 and discontinued in mid-1930.

3. Jack A-17080-B1 with handle A-17081-A, was introduced in 1930. It is a ratchet-type and was discontinued in late 1930.

4. A-17080-B2, with handle A-17081-B is a screw-type which was introduced in mid-1930 and discontinued in late-1930.

5. Jack A-17080-B3, a screw-type, was manufactured by 'Ajax', introduced in mid-1930. Discontinued at the end of 1930 and is used with handle A-17081-C.

6. At the end of 1930, jacks A-17080-C1 and A-17080-C2 were introduced and used throughout the remainder of Model A production. A-17080-C1 manufactured by 'Auto Speciality' and A-17080-C2 by 'Ajax'. Both used handle A-17081-B.

7. All jacks and handles were painted black. 'Ford' script was never a requirement on either jacks or jack handles.

Caution - The ratchet-type jacks are not reliable and can be dangerous.

8. Tyre iron was from Model T Ford. Two design changes were made during Model A production. At the end of 1928, one end was tapered to be used as a screwdriver. This feature was dropped in mid-1929 and the opposite end was changed to a spoon shape, some of the spoon type tyre irons have a square hole in the handle used to adjust brakes. 'Ford' script was never an engineering requirement on any of the tyre irons, and those produced prior to mid-1928 were unpainted. Starting mid-1928 through to the end of production the tyre irons were painted black.

9. A-17052-A1 tyre pump was a carryover from the Model T. A Ford design having cast iron base with 'Ford' script before late 1928. Painted black except wood handle which is natural with boiled linseed oil coating. In late-1929, 'Ford' script was dropped. A second tyre pump, A-17052-A2, by 'Noblitt-Sparks' was introduced at the end of 1928. Both pumps were used to the end of Model A production.

10. A-17052-A1 tool bag is a modified Model T item used throughout Model A production. It has two snap-fasteners rather than the one found on Model T bags. In late-1929, tool bag A-17005-A2 was introduced, it was also used to end of production. Both were made from surplus rubber whipcord or imitation leather materials. 'Ford' script was never an engineering requirement on either tool bag.

11. The open-end wrenches were designed specifically for Model A. After late-1929, 'Ford' script was optional, prior to that it was a requirement. In mid-1928, their plain finish was changed to black paint.

12. Screwdriver has a wooden handle with steel blade shaft passing entirely through it; visible at handle end. In mid-1928, plain finish was changed to black paint on the entire tool, in late-1928, and thereafter, only wooden handle was painted black. 'Ford' script was never required.

13. Adjustable wrench is same as supplied with Model T, except it has square handle end to remove rear axle drain plugs. 'Ford' script was required until late-1928, then 'Ford' or the manufacturer's name is found. In mid-1928, its plain finish was changed to black paint. Early 1928 cars were supplied with Model T Ford wrench.

14. Spark plug / cylinder head nut wrench was unpainted before mid-1928, and painted black thereafter. Thickness of the hex end was changed from 3/4" to 9/16" in early 1929. 'Ford' script was required until late 1928, after which it was optional.

15. Pliers were carried over from the Model T Ford. One handle end tapered into a screwdriver blade. 'Ford' script on one handle was required until late 1928, after which it was optional. In mid-1928 their plain finish was changed to black paint.

16. Oil can was a carryover from the Model T and was dropped as a Model A tool kit item at end of 1928. Made of steel and copper plated, has embossed 'Ford' script.

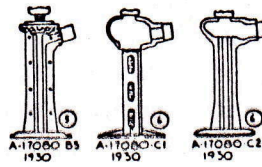
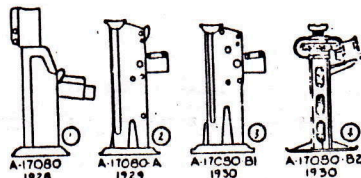
17. The grease gun was manufactured by 'Alemite' and was unchanged throughout Model A production. 'Ford' script was never an engineering requirement on this item. Its handle and body are nickel plated.

18. Jack handle A-17081 was a carryover from the Model T. It is used with jack A-17080, painted black and measures 7/8" wide by 16" long. 'Ford' script was never an engineering requirement on this item.

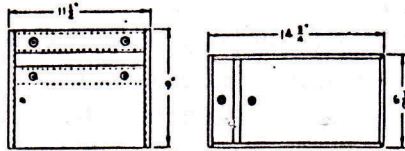
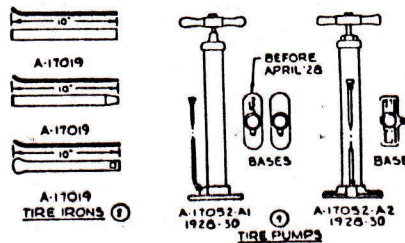
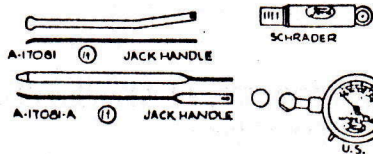
19. Jack handle A-17081-A is used with jacks A-17080-A and A-17080-B1. It is 20" long with a 90° twist 3-7/8" from the handle end. 'Ford' script was not an engineering requirement on this jack handle and it is painted black.

20. Jack handle A-17081-B is 39" long overall and made from 3/8" diameter steel rod. It folds to 19-3/4" and is painted black. 'Ford' script was not required on this handle, which is used with jacks A-17080-B2, A-17080-C1, -C2 and -C3.

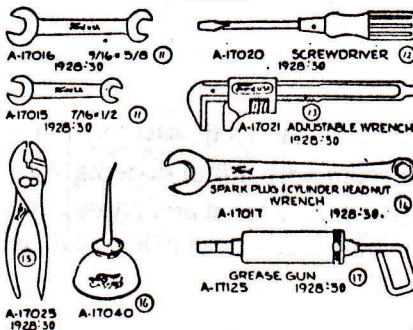
21. Jack handle A-17081-C is made from 3/8" diameter steel rod and measures 35" long, it was introduced with jack A-17080-C3. 'Ford' script was not required and it is painted black. This handle does not fold. •



JACKS ①



TOOL BAGS ②



NOTEBOOK

HAPPY BIRTHDAY this month to:- LIONEI BARENDSE, DIANE BARKER, IRENE BELL, DAVID CHAMBERS, CHARLES KENDALL, RON PERRY, PHILLIP RACCUIA, STEVE READ, MICHAEL STATHY, MARGRET TEALE, FRAN TIMMINGS & ELIZABETH WOJDYLO.

PART SERIES. The fourth and final part of "Keeping your Model A Ford Rollin'" enclosed.

CB RADIOS. JOHN LAURIE has informed us that we no longer require a licence for our CB.

CCC MUSEUM. Museum News #1 Informs us that the Museum of Motoring at Whiteman Park is nearing completion with fitting out done in November & December after the museum is officially handed over. A special area is being set aside at the museum for weekend events. It is hoped that clubs will stage concours d'elegance at the grassed reserve, and will also use it to start and finish rallies there each weekend. This will create theatre and an extra dimension to the museum for visitors.

This venue can now be booked through Paul Blank [REDACTED] who runs the CCC Diary.

BITS & PIECES.

For Sale: MIKE COOKE has original Model A Ford advertising material. [REDACTED]

Wanted: BARRY BRISTOW-STAGG requires old 4.50, 21 tyres to support restoration [REDACTED]

CLUB REGISTER CHANGE.

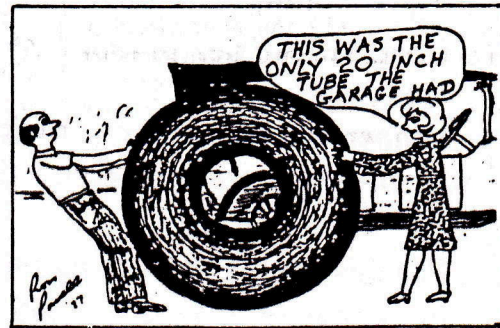
Change of address for CIRIS & LEANNE WRINGE: [REDACTED] Wandina, 6530
Phone [REDACTED] Please alter.

NEW RESTORATION. RAY & CAROLINE STITT were seen on the recent Wildflower Run in their newly restored Roadster. Unfortunately, we didn't get to see it on our last outing to the LAURIE residence.

TIME LAPSE. Speaking of our September run, one of our semi-rural members surely works on country time. I guess in the country forty minutes can sometimes seem like ten! Just ask JOHN.

1996 WINDSOR, NSW, RALLY.

Included in this newsletter are the requirements for Touring Class for entry into the 1996 Rally. Further information on the rally will be printed in your newsletter as it comes to hand. To be on the mailing list for 1996, write to Dennis Ashton, [REDACTED] South Windsor, NSW, 2756.



WEST COAST EAGLES
1994 PREMIERS AFL



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

PAISLEY Ian & Dianne
NORANDA, 6062



**Western
Model A News**

This is your last newsletter unless subs are received by return mail to:

Mr RAY MAHONY

Bedford, 6052

Telephone:

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



Christmas Dinner this year will be held at [redacted] Yokine (Germaine
Wringe's home)

Date: Saturday, 10th December, 1994

Time: 6.30pm

Cost: \$20.00 per person. BYO Drinks.



Dinner will be a spit roast with salads and dessert plus tea and coffee.
Also, door prizes and competitions!

For this enjoyable evening please have your money to Edith Jeffree [redacted]
or Germaine Wringe [redacted] by 30th October, 1994.