

1995

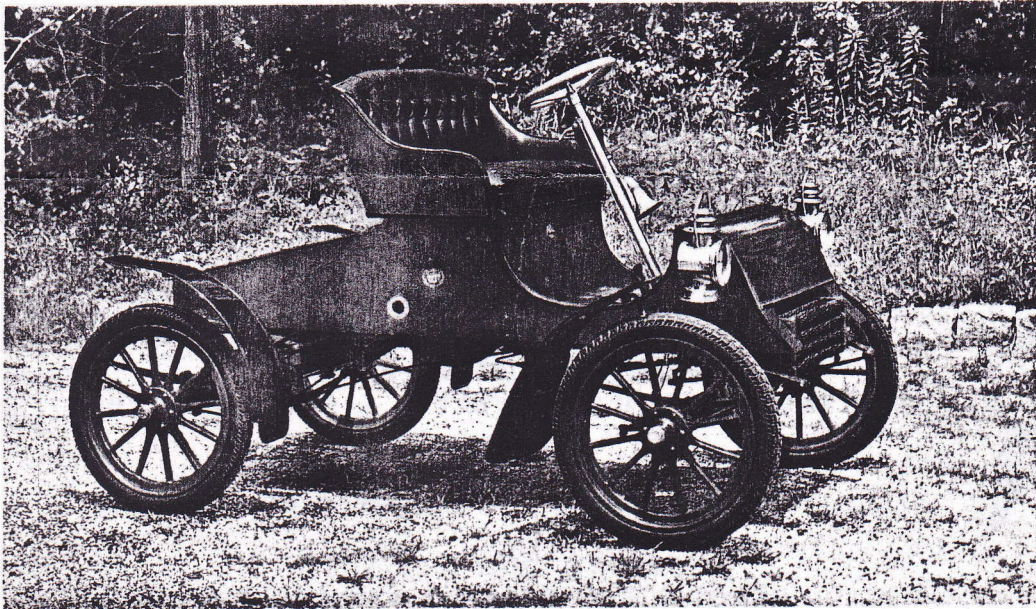


# Western Model A News

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

Year XV Number VII

FEBRUARY, 1995



## Model A Ford

1903 Model A Ford Runabout, 2-cylinder, 8 horse power - price new: \$750.00

Henry Ford made two unsuccessful attempts to enter the automobile business before he and several associates started the Ford Motor Company. Out of this third try came the Model A car (not to be confused with the 1928-31 Model A) which met with moderate success. It was a conventional American-type, two-cylinder car, with the engine under the seat and the cylinders running horizontally. The usual two-speed (forward and reverse) planetary transmission was mounted on the engine, and final drive was by single chain. This was one of the first 'assembled' cars, ie: the parts were manufactured by various suppliers and put together in the Ford plant. The engines and transmissions came from the Dodge Brothers' machine shop, and the bodies were duplicates of those furnished by a carriage builder for the 1903 Cadillac. Builders: Ford Motor Company, Detroit, Michigan.

From Picture and History Cards of Veteran and Vintage Motor Cars from 1896 to 1936.

Next Meeting/Run:- Breakfast Barbecue - February 19 - Park at Ley Street, Como at 7am

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 [REDACTED] *Secretary/Treasurer:* RAY MAHONY [REDACTED]  
*Vice-President:* STEVE READ [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* LOUISE READ [REDACTED]

COPY DEADLINE: By the first day of the month to: [REDACTED] Thornlie, 6108

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

2001

SUNDAY, FEBRUARY 19, 1995

Breakfast barbecue meeting - Park at Ley Street, Como at 7am  
Don't forget your cornflakes, snags, eggs, champagne..etc.

SUNDAY, FEBRUARY 19, 1995

Vintage car/bike swap and sell at Inglewood Kiev Soccer  
Grounds, 8th Avenue, Inglewood.

Sellers 6:30am Buyers 7:30am.

Enquiries: Ph: John [redacted] Greg [redacted] Sam [redacted]

MARCH 4, 5 and 6, 1995

BOYANUP long weekend campout. Entry forms available February  
meeting.

SUNDAY, MARCH 5, 1995

Avon Valley Vintage & Classic Fair, Northam.

SUNDAY, MARCH 19, 1995

Barrie & Gwen Guest: Meet at Riverton Forum at 10:00am.

SUNDAY, APRIL 2, 1995

Classic Car Show, Whiteman Park

SUNDAY, APRIL 2, 1995

Wyalkatchem Vintage Tractor & Machinery Fair

APRIL 14 - 17, 1995 (EASTER)

Kirup Family Campout - Jeffree clan organising

SUNDAY, MAY 21, 1995

David & Pat Bussard organising.

SUNDAY, JUNE 18, 1995

Alan & June Smith organising.

SUNDAY, JULY 30, 1995 - A.G.M.

SUNDAY, AUGUST 20, 1995

Mike & Laurel Cooke organising.



**JANUARY 22, 1995 - MANNERS HILL PARK**

The annual picnic in the park meeting was well attended by club members and a few visitors. All enjoyed a cool but pleasant day, a nice change after the very hot weather we have had recently. The usual checking of vehicles, chatting, etc. took place. The Cooke family (known for their punctuality @#!???) arrived late - their excuse "We stopped to help the Bennie family". This was validated by Bill who turned up with greasy hands and grubby shirt! The actual meeting was conducted, after lunch, with decorum and no prolonged discussions. Everyone then continued to socialise and gradually made their way home.

**MINUTES of General Meeting held at MANNERS HILL PARK,  
PEPPERMINT GROVE, on 22nd January 1995.**

**MEETING OPENED** by the President at 12:45pm

**PRESENT:** 42 members and 4 visitors as in the attendance book.

**VISITORS:** Jack Berkshire introduced Keith Lang from Darwin, Laurel Cooke introduced prospective members Jeff & Norma Cox

**MINUTES:** Proposed Jim Williams, seconded Steve Read that the November minutes be accepted as read. Carried

**BUSINESS ARISING FROM MINUTES:** Following a short discussion on public liability insurance, Jim Williams moved, seconded Max Annear, that this Club take out such insurance. Carried.

**MARC USA:** Check on membership shows that Bill Bennie and Steve Read have not yet joined. Darren Jeffree has joined. John Hall expressed an intention to join.

**HISTORY OF MODEL A CLUBS:** Ray Mahony asked if this Club had received a copy of the book. David Bussard advised that a copy was received at the November meeting.

**CORRESPONDENCE:** Received and business arising.

**BEVAN SHARP** - resignation from position of Editor. Louise and Laurel agreed to continue with the production of the newsletter to the AGM in July.

**H HARBOUR** - head gasket specialist.

**TURNBULL FOX PHILLIPS** - request for vehicle displays at Mindarie Marina - no interest shown.

**NEIL MUNRO** - advising correct postal address.

**ANZ BANK** - advise on increased bank charges. Committee to look at alternative banking.

**VINTAGE AUTOMOBILE ASSN.** - notice of car/bike swap meet. Members to be advised via newsletter.

**MAFCA** Board meeting minutes, newsletter & members survey.

**CCC** - museum news. General meeting minutes.

**AVON VALLEY VINTAGE VEHICLE ASSN.** - advice and entry for display at Avon Valley Vintage and Classic Fair.

**VARIETY CLUB OF AUSTRALIA** -entry form and request to charity event Nov. 19th. Members indicated they do not wish to participate.

**Correspondence Out:** TL HART - covering letter with membership application.

Lindsay Blacklock moved that correspondence be accepted.

Seconded Frank Farrelly.

**TREASURER'S REPORT:**

December opening balance	B/F	\$14,069.27
Income		1,343.23
		\$15,412.50
Payments		1,442.87
Balance		\$13,969.63

Max Annear moved that the Treasurer's report be accepted.

Seconded, Michael Cooke.

**COMBINED CAR CLUBS REPORT:** Peter Gilberthorpe advised that the CCC is looking for: Volunteers for the Whiteman Park Museum and Clubs to purchase display cabinets for the

.../continued

museum. Peter requires a proxy for the February 13th CCC meeting. Steve offered.

**GENERAL BUSINESS:** Dora Annear congratulated all involved for a most successful and enjoyable Christmas function. Endorsed by all. Max suggested that more socials should be held - suggested mid year. Louise Read suggested something for our 15th anniversary which comes up in June. Dora Annear offered to organise a social event for the occasion. Copies of proposed constitution changes were distributed. Members not present to receive a copy with their newsletter. Proposed changes to be discussed and voted on at the February meeting.

Alan Jeffree advised that the Kirup trip at Easter is on again this year.

March long weekend at Boyanup, entry forms available from Don Philp: \$30 per person for meals and \$5 entry fee.

Good Luck - Bad Luck Trophy (details of which can be found in previous issue of newsletter) was explained and presented by Bill Bennie.

Jim Williams mentioned problems with the photocopier and invited Steve Read to elaborate. After a short discussion it was decided that the Committee should look at purchasing a new unit.

Jim Williams discussed timing of the wildflower run and asked members for comments. Should it be combined with a long weekend run in October or moved forward to give greater time between it and the October long weekend? Comments to Jim or Alan Smith.

Barrie Guest reported on Tony Parin's condition. Tony would be happy to receive visitors.

**EVENTS:** The following offered to organise events for 1995:

March	Barrie & Gwen Guest	August	Mike & Laurel Cooke
April	No meeting. Jeffree family - Kirup.	Sept.	Ross & Alma Letch ?
May	David & Pat Bussard	Oct.	Jack & Mavis B.
June	Alan & June Smith	Nov.	Reg & Coral Blewett
July	AGM	Dec.	Christmas outing

**BITS & PIECES:** Alan Jeffree warned of a manufacturing fault with some repo distributor shafts from USA supplier. Ray Mahony has a 1928 Model A available - was 'uted' but has parts to make into Phaeton.

**RAFFLE:** Won by Mavis Berkshire

**MEETING CLOSED:** 1:57pm.

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## **RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

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

*Recommended by MARC member*

Established 1973

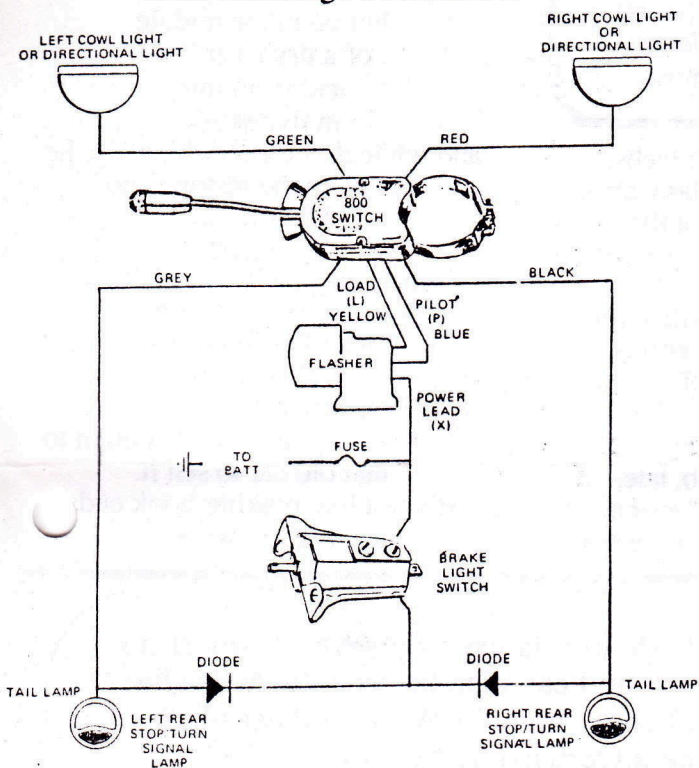
**18 RIO STREET, BAYSWATER**

**272 4566**

34 years Experience

# Directional Indicators for your Model A Ford

by Holger T. Jorgensen, Wisconsin  
from San Diego's Newsletter



After all the work and money I had put into my Model A, I thought I had better protect myself, and others. The problem was - how to get the single filament stop lights to also work as directional lights. Here is one solution I came up with.

I bought a directional switch that fits on the steering column. Mine is a Signal-Stat Series 800. I used the cowl lights with No T63 bulbs and in the rear stop lights a single filament No T1129 bulb. I installed two diodes (also called silicon power rectifiers) which can be obtained in most electronic stores. General Electric's GEMR-1 diode is good for carrying up to 12 amps, others are readily available. Just be sure they will carry 12 amps or more. The diodes come in forward or reverse bias direction, which does not make any difference. If the lights do not work, interchange the two wires you have connected to the diodes.

When you depress the brake pedal, closing the brake switch, both stop lights will be on. Immediately upon release of the brake pedal, the directional lights will again start blinking.

The switch I used has a hazard switch which activates all four lights.

I hid the diodes and flasher behind the left cowl kick panel. The diodes come with stud mounts and must be mounted on a piece of fibre or other insulated material so they do not touch the frame. They can also be tied underneath the car; in this case put a piece of heat shrinkable tubing around the diodes, isolating them from the frame. •

## 1931

### The Fourth Year

Everyday Fashions of the twenties  
by Stella Blum

This is the year of big fashion changes. All waist lines are now at the natural waist. Hat crowns become smaller and more away from the face. Stockings are more sheer. Skirt length is 10 to 12 inches from the floor. Skirt lines are straight, pleated, flared or fuller at the bottom. One piece dresses, which look like skirt and blouse are popular, many have ruffles, lace or bows, buttons, pleats; few are as plain as last year. Evening dresses have high fronts or if low, quite deep. Backs are down to the waist, accented with flowers, rhinestones, bows or flounces. Sleeves come in many lengths and shapes this year; short, long, cuffs or raglan. The bust is really not stressed but certainly more visible. Coats are buttoned at the waist, some even up to the neck and many belted. •



Has he sold any of his cars yet?  
SELL ONE OF HIS CARS!!  
You want him to sell one of his cars?

But it took years  
for him to decide  
WHAT kind of car  
he wanted to restore.  
Pictures in old magazines.  
Photos in Sunday albums,  
tea, whims and fancies.  
Suddenly, A DREAM  
s-n-a-p-s clear.  
Then: The Search.  
The seemingly endless search.  
Trips through old country towns  
with friends who share  
The Adventure and The Dream.  
Pulling, tugging at rusty metal  
chunks in warm paddocks.  
Amused farmers  
scratching their thin hair  
under their hats,  
from a discreet distance.

## OLD CARS

from MARC (Aust)  
Model A News  
author unknown

Cow shit, spider webs,  
broken chips of glass, dust,  
old cloth crumbling at the touch,  
dirt, grease, black grease, grease.  
And yet always the sun  
sparkling off old half-buried  
chrome. Whatever it is,  
tucked safely  
on the back of the trailer.  
And then a friendly beer  
at some old pub, late.  
Strong, soft yellow sun  
blasting off the old boards

in the dry and windswept  
isolated towns,  
and the long ride home.  
Later, much later,  
He finally finds it  
(a piece of it)  
buried in the middle  
of a dry river bed  
and from this,  
in five years,  
and while doing everything else he  
has to do, he restores, no  
**CREATES**  
**The Car.**  
And you want him to sell it?  
OK, so he has 3 others  
(and 3 unfinished).  
*So what?*  
It'll be another 6 years  
before he's gotten used enough to  
that old car to sell it.  
It's not like making book ends  
you know! •

adapted from...

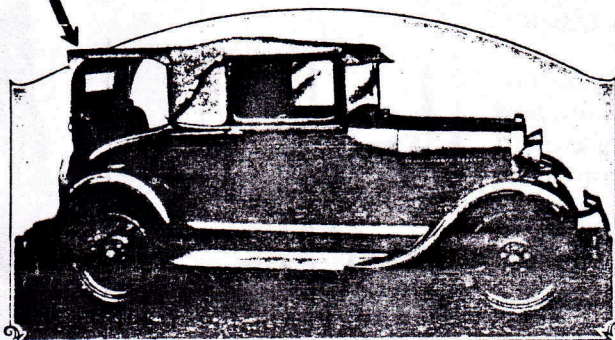
Those Wonderful  
**UNAUTHORISED**  
**ACCESSORIES** for Model A  
by Murray Fahnestock

This type of 'shelter' is used by several American  
Model A Fords and can also be seen on Australian  
Model A Fords - none in Western Australia?  
This one advertised in November, 1928.

We're getting an avalanche of  
orders! This great little shelter for  
the rumble seaters shows that  
human nature is the same  
everywhere. They all want the  
added touch! They all want its  
style, swank and cozy feeling.  
You'd be surprised how it protects  
from weather, dust and, at night,  
from those glaring, impertinent  
headlights of the car in back!  
Well made of durable waterproof  
fabric with flexible-glass window.  
Nickled handles for rods that  
support top. Front end is securely and snugly attached to top of Coupe by snap fasteners. Easily installed  
with screwdriver. On and off in a jiffy! Simple to put up or take down while sitting. When not in use, top  
can be folded up and placed in neat rubberised bag provided. List price only \$15. Get going now.

**TUXEDO**

**Rumble Seat Top**  
for Model A Fords



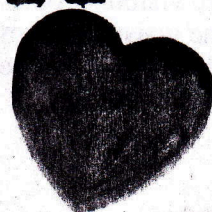
From  
5th Avenue  
to Hollywood  
they're going  
over BIG!

Wm Harris & Company  
St. Paul Minn.

# Happy VALENTINES DAY



FEBRUARY 14<sup>th</sup>



# Notebook

**BIRTHDAYS:** A HAPPY FEBRUARY BIRTHDAY to the following members: Jack BERKSHIRE Lyndsay BLACKLOCK Sylvia BRISTOW-STAGG Lorraine CHAMBERLAIN Michael COOKE Val COWLIN Alan DUNS Peter GILBERTHORPE Linda KIRKWOOD Pat LAURIE Ian PAISLEY Alan SMITH Robert TEALE and John TIMMINGS.

**CHANGE OF ADDRESS:** Please note new LOT number for David & Pat BUSSARD [REDACTED]

**CONSTITUTION:** A copy of the proposed changes to the Club Constitution was handed out at the January meeting. For those who did not attend - your copy is enclosed with this newsletter. If not attending the February meeting and you wish to put forward comments on the changes - please put them in writing to the Secretary - to arrive prior to the 17th February 1995.

**FOR SALE: CONTACT:** Ron Andrews on [REDACTED] 1928 MODEL A FORD PHAETON Club Licence, Fully Restored - \$19,500. Also for sale - PARTS: diffs, gearboxes, motors, front axles, wheels, brake parts, some body panels and lots of other parts (varying prices).

During their overseas posting to THAILAND the SHARPS found the following article, published in the BANGKOK POST on 19th September 1994.

## Why beat-up old cars are worth keeping

DEAR Ann: You advised "Take My Car, Please" to accept her husband's clunker because some things aren't worth fighting about. You were right on the money. I, too, have a husband who kept his old car for sentimental reasons - we drove away from our wedding in that car.

His '58 Chevy sat in our garage collecting dust and rats for over 20 years. Twelve years ago, someone offered us \$20 (about 500 baht) for it, and we were tempted but decided not to sell it, and I'm glad we didn't.

When our daughter was to be married in 1991, I suggested to my sentimental husband that the old Chevy would make a romantic getaway car for the newlyweds. Six months and \$8,000 (about 200,000 baht) later, we have a beautifully restored classic. Our niece used the car in her wedding last April. What was once an old junk heap is now a family tradition. Patience pays.

Cruisin'



**Ann  
Landers**

Dear Cruisin':

It certainly does. The writer of the next letter makes it clear that some of the old katrinkas are worth their weight in gold.

DEAR Ann: please tell your readers those old cars sitting in garages can be worth a fortune. A Model T Ford, for example, is worth from \$10,000 (about 250,000 baht) to \$100,000 (about 2.5 million baht). A Model A is worth \$10,000 and up. A Duesenburg, Cord, Auburn, Graham or Stutz-Bercat will fetch at least \$100,000. All it takes is a new paint job, a tank of gas, fresh oil in the crankcase, a hot battery and a new set of tyres and presto, the car is running.

Tell the woman who wrote to be patient and cash in big time.

J.L.

Dear J.L.:

You told her - and millions of others, but you didn't say where the buyers are. Here's more on the subject.

DEAR Ann: In reply to "Take My Car, Please," why in the world is she complaining about ONE car?

We have a 1936 Plymouth that we have agreed not to talk about because it has caused so many fights.

We also have 13 OTHER cars on our adjacent three lots and five or six more on someone else's property out of town.

These are my son's precious mementos of his days of glory. The woman who wrote should be thankful her husband has only one.

A.R.

DEAR A.R.: Here's more:

DEAR Ann: I, too, have a husband who brought his

beat-up old truck to our first home and insisted on lugging it to our second home, too, in spite of my protests.

When our sons were 12 and 14, they started to work one the truck with their father and turned it into the envy of all who saw it.

My husband gave it to our oldest boy when he turned 16, and he, in turn, gave the truck to his brother when he turned 16. It was a great bonding and learning experience for all of us

San Diego

Dear San Diego:

Your letter and hundreds of others I've received are proof that cars are often like members of the family. I'll bet millions of readers have a sentimental warm spot for a car they once owned. Ours was a Hudson, circa 1935.

It was one of the fanciest cars in Sioux City. Another car in my life was a gray Chrysler that belonged to a fellow I dated in high school. Of course, it was his dad's. What lovely memories!



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

PAISLEY Ian & Dianne  
NORANDA, 6062



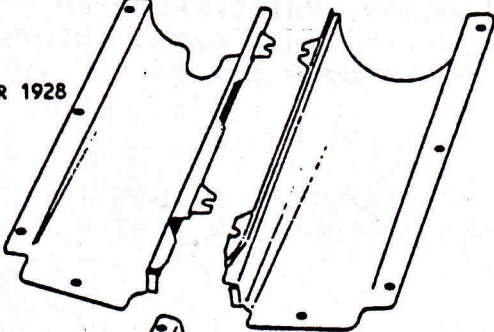
# Western Model A News

POSTING QUANTITIES  
OF MAIL? USE A  
POSTAGE IMPRINT

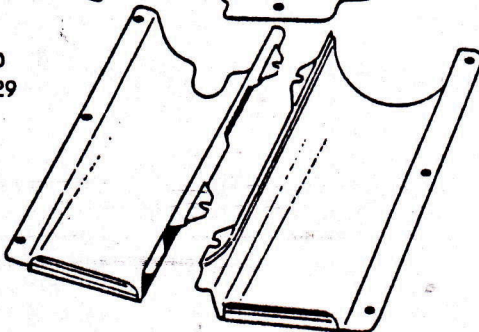
6000  
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PAID

## ENGINE PAN CHANGES

START OF  
PRODUCTION  
TO NOVEMBER 1928

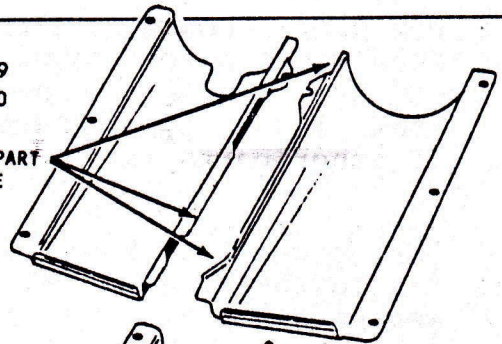


LATE 1928 TO  
NOVEMBER 1929



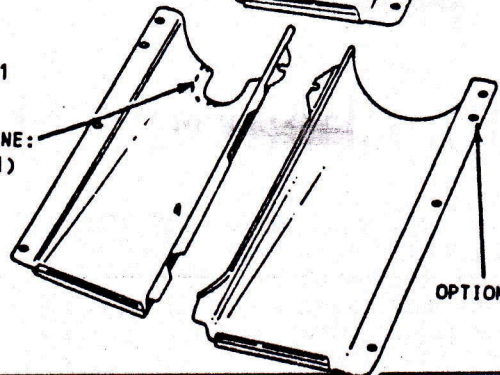
LATE 1929  
THRU 1930

EAR AND PART  
OF FLANGE  
REMOVED

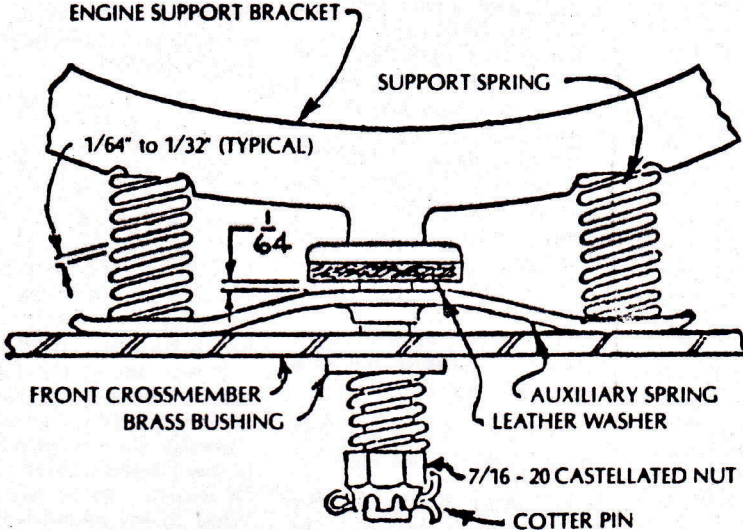


1931

(DOTTED LINE:  
LATE 1931)



## FRONT ENGINE MOUNT ENGINE SUPPORT BRACKET



## ENGINE (Right Side)

The front engine support was changed in November, 1928 from a solid extension of the front cross member to a support bracket. This changed the engine support from four-point to three-point. *Check under the front cross member for proper installation.* The early three-point bracket was a forging, used through mid-1929 when it was replaced by a steel stamping.