

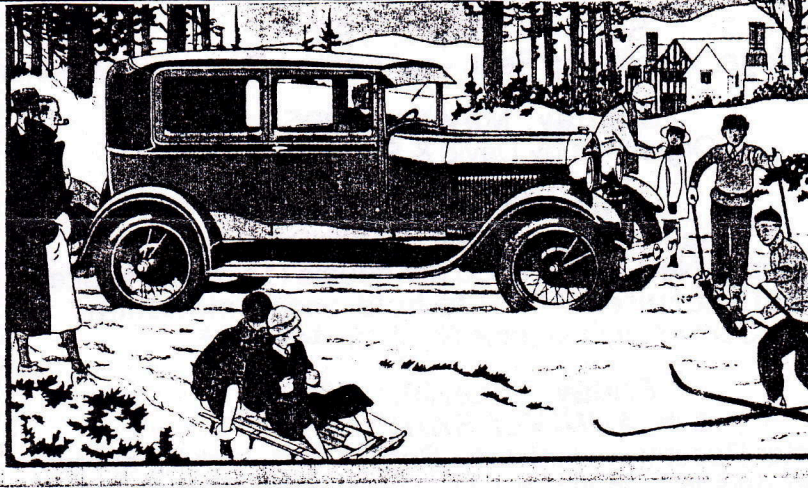


Western Model A News

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

Year XV Number IX

APRIL 1995



THE NEW TUDOR SEDAN

Winter days are happy days for the woman who drives the new Ford

THERE are so many things to do—so many places to go—when you drive a new Ford.

Snow may be falling thick and fast outside, yet it need not delay your day. Snug and dry in the new Ford you can take the children safely to school—do your marketing and your shopping—wear your prettiest dress and daintiest shoes to the matinee—be off with the family for a good old-fashioned party on the ice or snow—share the healthfulness of keen, crisp

days in the out-of-doors.

The new Ford is an especially good all-weather car for the woman driver because it is so reliable and dependable—so alert—and so easy-to-handle under all conditions.

Somehow, everything seems just right. Your feet reach the pedals without effort. Seats are wide, roomy and comfortable. Starting is easy, even in cold weather. Gears shift silently and smoothly. The steering wheel responds instantly to your touch. And you do have more confidence in driving when you note how quickly and firmly the brakes take hold, even on slippery pavements.

Right at this season it is good to know that the six brakes on the new Ford are "internal" brakes. That is, all braking surfaces are fully enclosed for protection against snow, ice, water and mud.

The new Ford is not just a new car, but the expression of an idea—an idea of service. It has been planned and built to bring the benefits of modern, economical transportation to all the people. To give men the means by which they can do more work and better

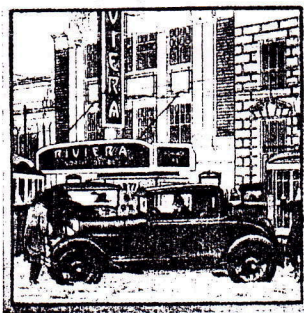


FORD MOTOR COMPANY
Detroit, Michigan

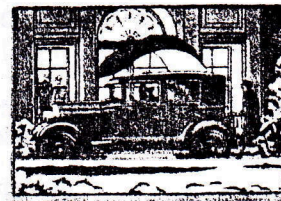
work and thereby increase their earning capacity. To help women in the equally important business of running a home. To put more achievement and happiness into human lives and to make this a better world in which to live.

Because of this larger purpose, the price of the new Ford is low. In furtherance of it, the entire Ford dealer organization has been specially trained to take care of your car.

We believe it is our duty not only to make a good automobile, but to help you keep it in good running order for many thousands of miles.

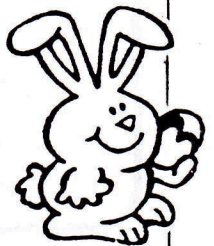


Shown here is the new Ford Coupe—a particularly snug and cozy car for winter driving. The quick ease of steering and of shifting gears is a joy to the woman driver.



The graceful lines of the new Ford Sedan are shown in this illustration. Upholstery is soft and luxurious, yet long-wearing. All appointments are fully nickel-plated. All Ford cars are finished in a choice of beautiful two-tone color harmonies.

January 1929 Good Housekeeping



THIS MONTH April 2- CLASSIC CAR SHOW, Whiteman Park & Wyalkatchem Tractor Fair
April 14-17 - Easter Run to Mike Wringe's Farm at Kirrup

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, 6108

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

Sunday, April 2, 1995
CLASSIC CAR SHOW - Whiteman Park
Contact Peter Gilberthorpe [REDACTED] for details or if you wish to participate.

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

April 14 -17, 1995 - EASTER
Please contact Edith Jeffree on [REDACTED] immediately if you wish to be part of this fun long-weekend at Mike Wringe's farm at Kirup.
Exact numbers required for catering purposes.

Sunday, May 7, 1995
Mercedes College, Victoria Sq, Perth - car display. Contact Ray Mahony.

Sunday, May 21, 1995
Organised by David & Pat Bussard

June 24 - 25, 1995
Meet at Apple Street, Upper Swan.
Overnight trip to New Norcia - \$50 per double (14 rooms booked).
Numbers required ASAP to hold accommodation.
Contact Alan or June Smith on [REDACTED]

Friday, June 30, 1995
15th ANNIVERSARY DINNER
Dorchester Reception Centre, 37 Rome Road, Melville at 7pm
\$25 per person for buffet and drinks - by 10th June please!!
Contact: Dora Annear on [REDACTED] or Nina Williams on [REDACTED]

Sunday, August 20, 1995
Organised by Mike & Laurel Cooke.

Mid-September, 1995
Annual Wildflower Run
Enquiries to Jim Williams or Alan Smith as soon as possible.

September 23 and 24, 1995
Celebrating 100 years - Yarloop Workshop's Steamfest '95.

September 30 - October 2, 1995 - Long-weekend
Organiser required. Club members are interested in participating.

October, 1995
Organised by Jack & Mavis Berkshire.

November, 1995
Organised by Reg & Coral Blewett

December, 1995
Christmas Dinner - organiser required please.

Easter, 1996
14th Model A Ford National Meet - Windsor, NSW
Entry forms available from Secretary, Ray Mahony.



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 MacDougall Park, Ley Street, Como
19th February 1995

Meeting Opened by the President at 8:50am.

PRESENT: 22 members as in Attendance Book. There being insufficient members present, the matter of the Constitution was deferred.

MINUTES: Proposed Steve Read, seconded Laurel Cooke that the January 1995 Minutes be accepted as read. Carried.

BUSINESS ARISING FROM MINUTES:

Boyanup Weekend: Entry forms were passed around for interested members. **Liability Insurance:** Application form has been sent in. **Photocopier:** A Sharp copier has been purchased at a cost of approx. \$2700 after trade in. **Committee Meeting:** Decided to move the Cheque A/c from ANZ to Challenge Bk. However, it is noticed that our fixed funds are only receiving 5.8%; suggested that the Committee look at total banking. **Replacement Parts:** Alan Jeffree advised that replacement distributor shaft received from Snyders is 100%.

CORRESPONDENCE: Received and Business Arising.

TOM HART - covering letter with Membership subscription.

JOHN LAURIE - comments on Constitution changes.

PACIFIC MODEL A CLUB - advice of plans for wheel straightening machine. Steve Read will investigate when in Canada.

COMBINED CAR CLUBS - Re Cabinet Sponsors for Museum.

AVON VALLEY VINTAGE & CLASSIC FAIR - canvassing for participants at the fair.

Out: DIRECTOR OF LICENSING & SERVICES - confirming Club membership of Tom Eastough and Steve Read.

VARIETY CLUB OF AUST. - advising that we will not be participating in their run later this year.

BEVAN SHARP - thanks for work done on History of Model A Clubs.

TREASURER'S REPORT:

December Opening Balance	B/F	\$13,969.63
	Income	179.19
		\$14,144.82
	Payments	107.88
	BALANCE	\$14,037.74

John Hall moved that the Treasurer's Report be accepted. Seconded, Lionel Barendese.

GENERAL BUSINESS:

Kirup Weekend - Numbers required by Alan Jeffree. Weekend will include a parade and display at Donnybrook.

Flag - Alan Smith reported flag almost made and ready.

CCC - Steve Read; nothing special to report. Concourse

2nd April - names of participants required.

Christmas in July - General discussion to assist Dora Annear with information for planning.

Future Event - Idea floated that we might have an o/nite at New Norcia Hotel. Idea seemed to be acceptable.

Purchase of Cabinet for Whiteman Park Museum - Moved Alan Smith, seconded Laurel Cooke, that no action be taken at this time.

New Rules for Wedding Cars - New rules discussed and to be published in Club magazine.

MEETING CLOSED at 9:45am.

MINUTES OF MODEL A RESTORERS CLUB
GENERAL MEETING held at Secret Harbour, March 19, 1995

Meeting Opened by the President at 12:58pm.
Present: 31 members as per the Attendance Book.
Visitors: Glenis & Stan Compton, Rene Read.
New Members: David Moor, no vehicle.

Minutes: Proposed Dora Annear, seconded Max Annear, that the February minutes be accepted as read.
Carried.

Business Arising from Minutes:

Committee Meeting has not been held. Liability Insurance: nothing received as yet. Photocopier: Invoice for copier received, \$2750 to be paid.

Correspondence: Received and Business Arising.

Combined Car Clubs; details of Quiz Night, 12th July. Lions Personality Quest; Car Rally. Automotive Events Mgmt; Symphony of The Car, 26th March. VCC; cheque for participation in Kinross Rally & copy of letter from Organisers (Anglican Home Foundation). Discussion re thought of returning our share of the Kinross Rally Funds to the Anglican Home Foundation. Agreed we should do this next year. CCC; Minutes of General Meeting, Calendar of Events, list of CCC Member Clubs, Museum News, Sports Register.
Ron Andrews; postal vote on Constitution changes.

No Outward correspondence.

John Hall moved that the Correspondence be accepted. Seconded Frank Farrelly.

Treasurer's Report:

February Opening Balance	B/F	\$14,037.74
	Income	\$ 77.65
		\$14,115.39
	Payments	\$ 100.54
	Balance	\$14,014.85

John Hall moved that the Treasurer's report be accepted. Seconded Toni Mahony.

General Business:

Kirup Weekend - Alan Jeffree checked names of those who have indicated intention to participate. Louise handed out information sheet.

Flag - Alan Smith presented flag. As the flag is only one sided at this stage, it is to be returned for completion.

CCC Car Show at Whiteman Park - 2nd April. Vehicles must be in by 9:00am.

Christmas in July - 15th Anniversary Dinner. - Dorchester Lodge, Rome Road, Melville has been booked for 30th June. Cost \$25 per head, full buffet of hot and cold selection and sweets. Beer, Wine and Soft Drinks included. Full details in magazine.

New Norcia run - Alan Smith reported, New Norcia Hotel tentatively booked for 25th June, approx. \$45 per twin.

Constitution:

Proposed Amendments to Constitution discussed. Further minor amendments as follows:

2b, change the words "vintage cars" to "vehicles".

Section 6, change "hold office" to "be nominated to hold office".

Section 8, second paragraph, delete "In the case of expulsion;"

All proposed amendments were accepted unanimously.

Bits & Pieces:

Peter Gilberthorpe still looking for 1930 steering box.

Bill Cowlin has 1930 Phaeton for sale.

Phone call from Neville Bowra - has "Original Book Of The Ford" for sale \$80.00. Contact through Pager No. [REDACTED]

Phone call from John Brown looking to purchase Model A restored, Phone [REDACTED]

MEETING CLOSED at 2:14pm

OUT ON A RUN WITH THE GUESTS
SUNDAY, MARCH 19th, 1995

Our first run for 1995 was a beautiful day. The temp. was 34 degrees and just right for members to wear their canary shirts. We looked a real professional group !!

Twelve Vintage and three Modern cars met at the Riverton Forum by 10:00am and left by 10:20am, after a very cheery lot of chatting amongst members. Helen & Bevan surprised us with their happy faces, but are ready to take off again on their next travels to another one of their Island paradises.

The run took us through real open country, which is so nice to see so close to the urban sprawl. For some of the members it was probably quite a surprise to see how things are developing out in the Oakford, Baldivis and Peel Estate areas. Peel Estate having been one of the earliest settled areas in the Mandurah District. 250,000 acres of that area was granted to Thomas Peel in 1828 by Queen Victoria.

After winding through all bitumen roads, we arrived at the newly developed **SECRET HARBOUR**. With a nice sea breeze to cool us, we sat in a sheltered area surrounded by green grass and groves of Palms, Olive and Native trees. The ocean was just beyond the sand hills.

By the time most had arrived we were wondering where a few members were but soon found that Max's car had stripped the timing gear (presumably). Luckily, Bill & Val had stopped to buy an ice-cream from a Mr. Whippy van and so Max passed them, only to fall by the wayside a few kms further along the route. Alan & June were also behind Max, but in their 4X4 vehicle, so they towed Max to Bill & Val's home nearby. They all arrived at Secret Harbour a little late, but safe. Bill loaned Max his car trailer and June & Alan towed the trailer, with Max's car, home for repairs.

The meeting was short and enjoyable with the Constitution being finalised at last.

By 2:30pm all had been discussed and with cheery good-byes, we all headed for homesafely we hope !

Gwen and Barrie say...

Thanks for such a pleasant outing and.....

It's always a nice day, with the folk from Model 'A'.

VEHICLE REGISTRATION PLATE OPPORTUNITY

The writer, subsequent to months of negotiation has obtained approval in principle to make twenty or more early number plates. The plates would be of the original reflective type, that is, white background with black lettering.

The Shire has put the responsibility onto me to collect orders for a minimum of twenty plates. The cost has not been revealed, but would be from \$12.00 to a maximum \$100.00, payable to the Shire, not John.

The CA prefix for Carnamah is also the prefix for Fords of Canadian origin since 1910 to about 1935.

So, let's see what the response is and I shall take it further.

CONTACT: John Laurie of Gidgegannup. Phone/Fax [REDACTED]

Sixty-Seven Years ago the NEW FORD

was introduced to an enthusiastic audience in Australia

Although Ford Australia had released brief details of the Model A in March of 1928 and the "New Ford" had been revealed to huge crowds in America, on the 2nd of December, 1927, it was not until the 15th of May, 1928 that the vehicle was launched in Australia.

Crowds swarmed into Ford showrooms across Australia. In Tasmania the local manager almost caused a riot when he began dropping lighted matches into the Model A fuel tanks to prove the virtues of the non-inflammable tank.

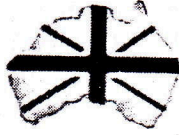
In Melbourne, the Victorian Sales Manager said:- *"We feel very flattered at the expression of public opinion regarding the Ford. This is just the encouragement any manufacturer wants."*

The Sydney Daily Guardian of August 3rd, 1928, reported:- *"To sum up, the new Ford is exceptionally quick through the gears, is unusually comfortable, has extraordinary hill climbing abilities, is capable of maintaining a high average speed, has good brakes and is economical."*

Over a 106 mile test the Ford averaged 35.3 mph and returned 25 mpg. The flying mile was timed at 58-5/8 seconds, and at the finish the speed was 61.6 mph.

The early braking system on the "AR" model was banned in America and changed in June of 1928 to allow for an independent parking brake. Apparently records show only 5,275 of the "AR" model were sold in America. Of the 16,048 Model A cars and trucks that were shipped to Australia from Canada in 1928, there are "AR" models showing chassis numbers of over 17,000. It seems, therefore, that Ford must have "dumped" a quantity of the banned parts onto Ford Canada who shipped them out to places like Australia and New Zealand.

By 1929 Ford Australia had new presses and



FORD CARS
TRUCKS AND
TRACTORS ARE
BRITISH EMPIRE
PRODUCTS

Fords were imported from Canada as trading conditions were more favourable with a member of the "British Empire." Ford Australia also hoped to attract buyers looking for a "British" vehicle.

was ready to produce their first panel stampings at Geelong. Sedans and Coupes had been imported fully-assembled but by 1930 they were being produced in Australia.

Standard cars had black windscreen pillars and frames with a limited body colour range; Sports models had nickel pillars and frames, more body colours, optional luggage rack and pin striping. According to one source, "AR" models used the U.S. blue badge on the radiator grille which was changed to a black badge. The pedals were made in Australia, and they were round.

Australian-built bodies had a date stamped above the seam on the near side under the bonnet, with the body number under the front seat. "Made in Australia" was put on the near side front seat frame.

In 1930 the new Australian-built Model A differed from the U.S. model following requests by Australian salesmen for more leg room - so the body was 3-inches longer. They also reverted to the old wood and steel coach bodies reminiscent of the Model T days. It was not until 1935 that Ford Australia conformed with Fo America body building standards.

It was claimed that the Australian timber used was far superior to imported timbers. Australian steel was used for some body parts. The panels were of British steel to keep the product as British-Australian as possible.

As the Depression deepened, the Ford works was closed from 1930 to 1932 with workers on piece rates and no true 1931 model Fords were made. A Ford Geelong badge was soldered on the near side front quarter panels on all 1930 models. •

Much of this material is from the excellent book:- "The History of Ford in Australia" by Norm Darwin which is still available if you search around.

BS

Australian Model A Ford Optional Extras

Perhaps the two main differences between the Australian and American Model A Fords were the timber framework of the bodies, and the colour schemes.

This information from an article in MARC (Aust) "Model A News" of June 1981 by IAN IRWIN.

The above were all approved factory options for cars prepared at the Geelong plant. In addition to those, a wide variety of accessories were available for the Model A. From the Ipswich Ford Dealership of Cribb and Foote, the

In 1930/31, the improved Model A options included the following:-

1. Colour combinations (other than standard):

- Open body - 45/- net + sales tax
- Closed body - 65/- net + sales tax
- Wheels - 40/- net + sales tax
- Fenders - 40/- net + sales tax

2. Any combination of standard colours may be supplied on sports models at no extra cost (excepting wheel and stripe colours).

3. Leather upholstery:

- Phaeton - £7.10.0
- Roadster - £6.0.0 (no dicky seat)
- Sports Roadster - £7.10.0 (with dicky seat)
- Sports Coupe - £8.10.0
- Fordor Sedan - £8.10.0
- Town Sedan - £8.10.0

4. R.H. or L.H. fender wells, trunk, rack and full rear bumper bar - closed cars - £6.5.0.

5. R.H. or L.H. fender well, extra spare wheel carrier and 6th wheel, tyre and tube - any model - £9.0.0.

6. R.H. and L.H. fender wells, 6th wheel, tyre, tube and carrier, trunk rack and full rear bumper (closed car only) - £15.0.0.

7. Cowl lamps for 1930 Model A Standard Phaeton or Roadster - £3.0.0 extra.

In a circular issued by the Ford Motor Company of Australia to Ford Dealers on 11th August, 1931 (remember the 1930 body styles sold in Australia to early 1932) the following was stated:-

Please be advised that the standard equipment on a Sports Roadster is as follows -

- Bumpers (full length) front and rear
- Windshield wings
- Electric windshield wiper
- Hood envelope
- Spare wheel, tyre and tube (carried on front right hand fender)
- Enamelled trunk rack
- Rumble seat
- Upholstery - plain type as Standard Roadster

According to Ford Motor Company of Australia circulars, prices of popular Model A Ford body styles were as follows:-

Body Style	2/1/31	11/8/31
Standard Phaeton	£223	£230
Sports Phaeton	£235	£243
Standard Roadster	£223	£230
Sports Roadster	£238	£249
Sports Coupe	£302	£312
Fordor Sedan	£312	£323
Town Sedan	£322	£333

following were a selection as at 5th January, 1931.

Clocks

- Westclox auto clock - plain 12/6
- Westclox auto clock - luminous 17/6

Step Mats

- Nickel plated with rubber mat fitted £2.0.0, set of 4

Fender Grids

- Rear guard grid 7/6 each
- Rear guard grid 'Ford' inscription 6/6

Tyre Gauges

- Schraeder balloon tyre gauge 10/6
- U.S. balloon tyre gauge 9/6

Oil Gauges

- Limaco oil gauge - suit Model A Ford 25/- fitted
- Tiffney oil gauge - suit Model A Ford 26/- fitted

Spring Gaiters

- To suit Model A Ford cars £3.10.0 fitted

Gearshift balls

- La Pierre (inlaid wood) 7/6

Luggage Carriers (side)

- Various types for running boards 13/- to 19/-

Luggage Carriers (rear)

- Parkinson rear carrier - plain black 25/-
- Wilall all nickel rear carrier 35/-

Lamps (spot)

- Auto re-lite old type, black and nickel £2.15.0
- Auto re-lite new type, black and nickel £2.10.0
- Auto re-lite new type, nickel £3.0.0
- No. 104 Victor spot light £1.5.0

Cowl Lamps

- Cowl Lamps with banding to suit 1929 £4.0.0 fitted
- Cowl lamps to suit 1930/31 £3.0.0

Robe Rails

- Nickel plated - fitted 12/-
- Leather - fitted 14/-

Hand Starter Control - suit Model A

- 7/6

Sun Visors

- Green glass, nickel plated frame 30/-
- Dykon green glass visor 35/-

Tool Boxes - Steel tool boxes

- 21/-

Trunks

- All steel trunks - imported closed cars £10.0.0
- Wood and fabric trunk (carriers extra) £4.15.0

Tyre Covers

- Drum type tyre covers 15/-
- Windflators - nickel plated fittings £2.10.0

Steering Wheel

- La Pierre - inlaid wood £2.0.0

Mascots - Greyhound pup

- nickel plated 22/6
- nickel plated with motometer 25/-
- chrome deluxe 32/6
- and Dog mascot nickel plated 6/- •

LUBRICANT ABBREVIATIONS FOR CASTROL PRODUCTS

SYNTRON	Synthetic Motor Oil 10W/60
TXT	Semi-synthetic Motor Oil 10W/40
GTX2	GTX2 Motor Oil 20W-50
FMX	FMX Synthetic Fortified Turbo Tested Motor Oil 15W-40
XL	XL 20W-50 Motor Oil
TURBOMAX	Turbomax High Performance Diesel Oil 15W-40
RX SUPER or RX SUP	RX Super Multigrade Diesel Oil 15W-40
CRF 30, 40	CRF 30 and 40 Diesel Oils
CRB 30, 40, 50	CRB 30, 40, 50 Engine Oils
GP50	GP50 High Performance Engine Oil
GPS	GPS Synthetic Fortified 4-stroke Motorcycle oil 15W-50
G'PRIX	Grand Prix 20W-50 4-stroke Motorcycle Oil
MTX	Motorcycle 2-stroke Transmission Oil
RACING 60	Racing Oil 60
SUPER TT	Super TT High-performance 2-stroke Oil
TTS	TTS High-performance Synthetic 2-stroke Motorcycle Oil
2T SELF MIX	2T Self-mix Oil
SUPER OB	Super Outboard oil
BIOLUBE 100 or B/LUBE 100	Biolube 100 Outboard Oil
TQ DEX II	TQ Dexron II Automatic Transmission Fluid
TQ BD	TQ (D.B.) Automatic Transmission Fluid
TQF	TQF Automatic Transmission Fluid
TQM-SP	TQM-SP Automatic Transmission Fluid
TFC 430	TFC-430 Transmission Fluid
CALIB OIL B	Calibration Oil B
FORK OIL or FO 5, 10, 15, 20	Fork Oils 5, 10, 15 and 20
CRD 10W	CRD 10W Hydraulic Fluid
HYS AWH or AHW 15,32,46,68 100	HYS PIN AWS or AHW Series Hydraulic Fluids
VSH 3000	VSH Special Hydraulic Fluid
AGRI AS SP	AGRICASTROL AS Special Transmission Oil
AGRI MP	AGRICASTROL MP Multigrade Oil
AGRI TFD	AGRICASTROL TFD Transmission Oil
ST90	90 Gear Oil - Straight Mineral
STH 140	STH 140 Gear Oil - Straight Mineral
OB G/O LIGHT or OB LIGHT	Outboard Gear Oil Light
OB G/O MEDIUM or OB MED	Outboard Gear Oil Medium
MULTITRAX	Multi-trax 75W/90 Gear Oil
VMX 80	80W Gear Oil
VMX-M	75W/85W Multigrade Transmission Gear Oil
EP 80W	EP 80W Gear Oil - ZF Transmissions
EPX 75W	75W Extreme Pressure Gear Oil
EPX 90	90 Extreme Pressure Gear Oil
EXP 80W/90	80W/90 Extreme Pressure Gear Oil
EPX 85W/140	85W/140 Extreme Pressure Gear Oil
LSX 90	90 Limited Slip Gear Oil
LSX 85W/140	85W/140 Limited Slip Gear Oil
SAF-XA	75W/140 Synthetic Gear Oil (Limited Slip)
DIFF OIL 1	Differential Gear Oil 1
HSR 300, HSR 600	HSR Industrial Gear Oils
HYP GO-H 90	Hypoy Go-H 90 Gear Oil
THIO HYP FD	Thio Hypoy FD
SP 220, SP 32, SP 680	Alpha Series Industrial Gear Oils
PSG-E	PSG-E Gear Oil
WM GEAR OIL	WM Gear Oil (Synthetic)
WDI	WDI Worm Drive Gear Oil SAE 250
CHAIN & BAR	Saw Chain & Bar Lube Oil
CP	CP Grease
EPLO	EPLO Grease (Semi-fluid)
EPL 1, EPL 2	EPL Greases 1 and 2
LM	LM Grease
LMM	LMM Grease (Molybdenum Disulphide)
SL HVY	SL Heavy Grease

Although all reasonable care has been taken to ensure that information contained in this publication is accurate as at the date of printing, such information is nevertheless liable to variation in the event of changes occurring subsequent to the date of print in: the blend formation, methods of storage, or due to improper handling or application of any of the products referred to; or in the requirements of any specification or approval relating to any of the products.

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CASTROL AUSTRALIA PTY LIMITED are the sole property of that company.

ARE YOU TIRED?

This relates to America but you can draw your own parallels for Australia!

Population is 230 million, with 85 million over 60 yrs old, leaving 145 million to do the work. People under 20 years of age total 103 million, which leaves 42 million to do the work.

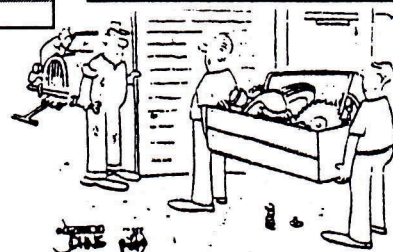
There are 23 million employed by the government, leaving 19 million to do the work. 4 million are in the armed forces, leaving 15 million to do the work. Deduct 14.8 million state and city employees, leaving 200,000 to do the work. There are 188,000 in hospitals, insane asylums, etc, so that leaves 12,000 to do the work.

Now it may interest you to know that there are 11,998 people in jail, so that leaves just 2 people to carry the load. That's you and me - and brother I'm getting tired of doing everything myself. *Anonymous.* •

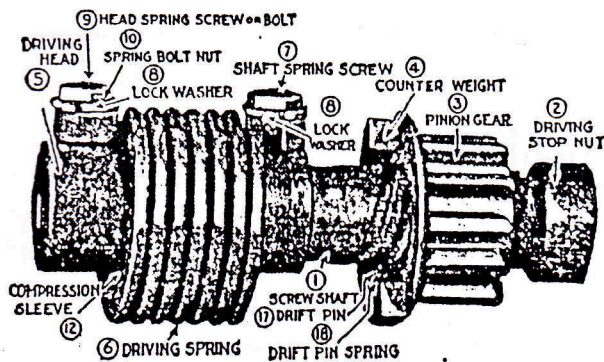
How to explain CRICKET

to a foreign visitor

You have two sides, one **out** in the field and one **in**. Each man that's **in** the side that's **in** goes **out** and when he's **out** he comes **in** and the next man goes **in** until he's **out**. When they are all **out**, the side that's **out** comes **in** and the side that's been **in** goes **out** and tries to get those coming **in**, **out**. Sometimes you get men still **in** and not **out**. When both sides have been **in** and **out**, including not **outs**, that's the end of the game. **HOWZAT!** •



"I understand you restore old Model A's?"



One of the pleasures of driving a Model A Ford is the lack of automatic devices - like the ignition spark advance or retard setting, manual carburettor choke and the fuel mixture valve, double-clutching those manual gears....

About the only automatic devices that come to mind are the generator cut-out, the ignition breaker points and the self

STARTING SYSTEM

The electric motor used to turn the engine over for starting is made practical by the addition of the Bendix Drive mechanism, a relatively simple device that receives but little thought. Illustration above shows the Bendix Drive.

How the Bendix Drive Works

The electric motor is coupled to the screw shaft through the drive spring. The pinion gear has a counterweight that allows pinion gear to travel along the threads of the screw shaft until it reaches the stop nut at the shaft end, where it becomes meshed with the flywheel ring gear and spins the flywheel as the first step in starting the engine. Once the engine starts, the pinion gear runs faster than the screw shaft, causing the former to be unmeshed from the flywheel gear.

If the starter motor is accidentally engaged while the engine is running, no harm takes place as the gears touch but once, then the flywheel gear speeds up the pinion gear pushing it out of mesh. The anti-drift pin and spring in the counterweight keep the pinion gear out of mesh with the flywheel gear during accidental movement from vibration during driving.

Bendix Drive Troubles

Other than normal wear of moving parts of the Bendix Drive, a broken spring is about the most common failure, usually caused when the engine is started with the ignition spark advanced. The engine may back fire and try to run backwards. The pinion gear fails to disengage from the flywheel gear and torque is applied to the drive spring in a reverse direction, causing it to break.

At times the counterweight and pinion gear assembly may start to separate, or assembly may wobble on the screw shaft due to wear. The anti-drift pin or its spring may fail to function properly. Any of these conditions create noisy or erratic starting action. Repair of any of the moving parts isn't practical with the exception of replacement of drive spring, bolts and lock washers.

If the assembly is mechanically sound but sticky in operation, dirt or oil may have caused a gummy build-up on the screw shaft. Clean the assembly in gasoline (be careful of fire hazard). No lubricant is used on the Bendix Drive mechanism.

If the spring is removed and replaced, Bendix bolts of the same size must be used if replaced due to thread damage. One lip of the lock washer is bent down into the gap of the coil spring, while the opposite lip is bent up against a flat side of the bolt head. It is essential that the bolts are tightened securely. The completed assembly should be squeezed by hand to check for a quarter inch movement as the spring is compressed. A film of oil should be applied to the starter motor shaft and the Woodruff key inserted in its slot before the Bendix assembly is fastened to the motor shaft.

When the starter motor is mounted to the engine, use the correct length mounting bolts. If the bolts are too long, the one nearest the engine will bind the flywheel and prevent it from turning. With a well charged battery, good battery terminals and cables, a tight ground to the frame and a good starter switch, the engine should turn over rapidly.

Replacing Flywheel Ring Gear

If the flywheel ring gear teeth are worn, starter operation may be noisy, or fail if the gears can't mesh. A cold chisel will split the old gear for its removal. A new gear is heated with a torch or over a hot charcoal fire in a barbecue grill to expand the gear for a shrink-fit on the flywheel.

If the starter motor turns the engine over too slowly, and the Bendix Drive, starter motor and battery are in good condition; the battery cables may be at fault. Loose connections internally at the battery cable ends will heat up appreciably and be easily detectable after the starter motor has been revolving slowly for a minute or so. This heating is a result of the abnormally high resistance at the connection.

Checking The Starter Switch

The starter switch can be dismantled to check for a pitted contact at the end of the copper strip that contacts the copper button on the starter frame top. The tip of this strip can be filed smooth, or replaced if necessary. The nut below the battery cable nut should be tightened and the insulators checked for damage or deterioration. Use only brass or copper nuts. The round copper contact on top of the starter frame may need to be filed smooth, or replaced.

If the starter motor needs new brushes (there are four), use brushes composed of copper and carbon for maximum current flow. All bolted or soldered connections within the motor must be tight. If the armature commutator is turned smooth on a lathe, the segments between the commutator bars are not undercut as they would be on a generator armature. If the commutator bars are smooth and even, remove oil and dirt from them and sand clean. Other repairs may depend on your abilities in this area, and professional services may be needed.

Once starter assembly and its mechanical and electrical components are restored to good condition it will serve you faithfully for a long time. If it should fail, you can always fall back on the "Armstrong Starter" (crank handle!). • *Author unknown*

BOYANUP LONG WEEKEND

Another great weekend away was had by all, even though numbers were down on other years.

Leaving from Pioneer Village about 10:00am, the two Jeffree cars, joined by Don & Vi Philp and Jim & Nina Williams, headed for Pinjarra where it was decided to stop for morning tea.

Our next stop was the Wokalup Vintage & Veteran Tractor Fair where we met up with some Bunbury and Busselton members and their vehicles. After lunch we browsed around the local displays of wood turning, ladies crafts, jam, pickles, bric-a-brac stalls etc. Vi couldn't resist getting out her plastic bag she had brought with her to pick up potatoes that had been freshly dug by a horse drawn machine. (Something tells me Vi's been there before!). After entering into their parade for a couple of laps, we headed off for Boyanup.

We met up with Reg & Coral Blewett driving their nice Dodge truck, although by the time they had come from Bridgetown to the Tractor Fair and back to Bridgetown then to Boyanup, Coral thinks the truck is a little rigid and a little harsh on the stomach muscles. It wasn't exactly a sight seeing run, Reg had lost his "Plume" oil tin from his running board somewhere between Bridgetown and the Tractor Fair.

The Bunbury folk were once again there at Boyanup with the kettle boiling and ready for a great weekend. Tents up, beds pumped up (although Don & Vi had mattress failure during the night) and Darren's wouldn't pump up very well because somebody left the bung at home.

A fun day was held Sunday morning in between cups of tea and then a scenic drive in the afternoon, coming back to sponges and cream puffs. As all who usually go to Boyanup know, the Bunbury folk turned it on for us once again at meal times.

Monday was the usual packup time, breckie and head for home. Thanks Bunbury Club for another great weekend !!

..... the Jeffree Clan

DID YOU KNOW !??.....

April 1, 1985 - Perth had its driest three months on record. Only 2.4mm of rain had fallen so far that year.

April 2, 1954 - Canberra: Diplomat Vladimir Petrov, of Russia's Australian Embassy, has asked for Political Asylum in Australia after announcing his defection from the Soviet Union.

While you have been reading this sentence, 50 million of your cells have died and been replaced. !

Notebook

HAPPY BIRTHDAY this month to:- RON ANDREWS, MAVIS BERKSHIRE, KEN BROWN, DAVID BUSSARD, LAUREL COOKE, BILL COWLIN, RAY & TONI MAHONY, JENNY PERRY, and DOUG QUINN.

NEW MEMBER - DAVID MOOR, [REDACTED] Kenwick, 6107. [REDACTED]

CHANGE OF ADDRESS - DAVID & BARBARA BLEWETT, [REDACTED] Lynwood.

VINTAGE DRIVERS CLUB - Swap Meet and Autojumble, Footscray, 4th June. This Club also has copies of Flood books at special prices - contact Garry Jewell, [REDACTED] Westmeadows, Vic 3049. [REDACTED]

MOTOR MUSEUM OPENING - during Classic Car Show at Whiteman Park on April 2, 1995. Grand Parade, jazz band and 100 years of motoring.

14th NATIONAL MEET - The clock is running ... time to send in your entry form, book your accommodation, restore/repair your Model A. Entry form and hotel/motel/caravan park details from Secretary RAY MAHONY.

Celebrating Fifteen Years of your Model A Club

Friday, June 30, 1995 at 7pm

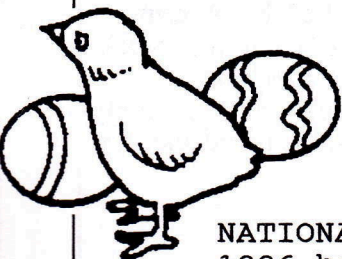
Don't miss these celebrations to celebrate our 15th birthday. Organised by DORA ANNEAR and NINA WILLIAMS who request members to wear era clothing. The price is just \$25.00 per person (including drinks) - bookings and money to DORA or NINA by 10th June, 1995 please.

DID YOU HEAR THE ONE ABOUT? The Pearly Gates, 1947. An elderly man knocked on the Pearly Gates and St Peter said: "And who are you?" The man responded: "I am Henry Ford". "And what is your claim to seek admission to the Kingdom of Heaven?" Henry promptly replied: "I designed the Model A Ford, the best machine on earth." St Peter admonished Henry by saying: "But God designed MAN - that is the best 'machine' on earth." Henry pondered this for a few minutes and answered: "No, I think he made a mechanical mistake: the spark plug is too close to the exhaust."

BITS & PIECES

WANTED: 1930 steering box. Contact Peter Gilberthorpe. John Brown looking to purchase restored MODEL A preferably Coupe or Roadster. PH: [REDACTED]

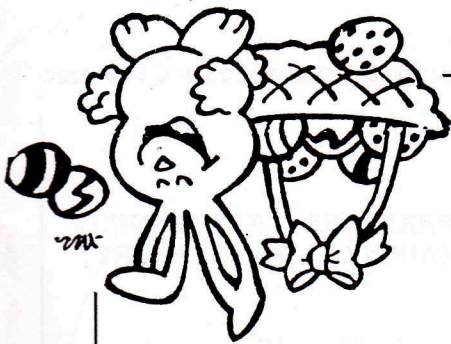
FOR SALE: 1928 Model A Tudor - PH: Mike Cooke [REDACTED]
1928 Model A Phaeton - PH: Ron Andrews [REDACTED]
1928 Ute but has parts to make into Phaeton.
PH: Ray Mahony - [REDACTED]
1929 LHD unrestored (original) Model A Tudor
PH: Steve Read - [REDACTED]



NATIONAL MEET OF MODEL 'A's at WINDSOR, N.S.W. over EASTER 1996 hosted by MODEL 'A' FORD CLUB of N.S.W. Make your plans to attend now. West Aussie members - contact our Secretary for your NATIONAL MEET entry form and accommodation list. **BOOK EARLY - DON'T MISS OUT !!**



HAPPY EASTER



If undelivered, please return to:
 [Redacted]
 Thornlie
 Western Australia, 6108

PAISLEY Ian & Dianne
 [Redacted]
 NOKANDA, 6062



**Western
 Model A News**

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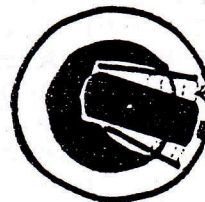
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CAN'T SEEM TO TIME YOUR CAR?

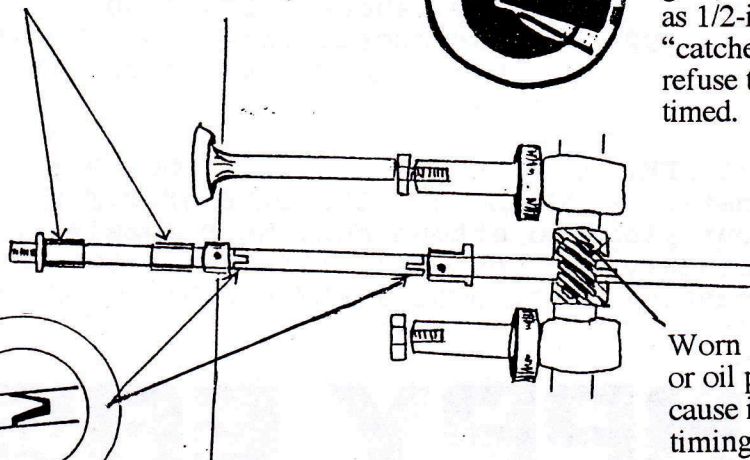
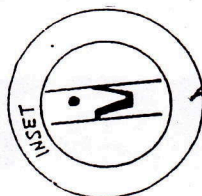
Here's why.....

Worn bushings in distributor casting cause the cam and rotor to "wobble"



Indeterminate timing is "play" at the cam and rotor (like a bad steering gear). It may turn as much as 1/2-in before it "catches". Car will simply refuse to be timed and stay timed.

Worn shafts causing "play" at connections, cause indeterminate timing settings.



Worn gears on camshaft or oil pump drive gear cause indeterminate timing settings.