

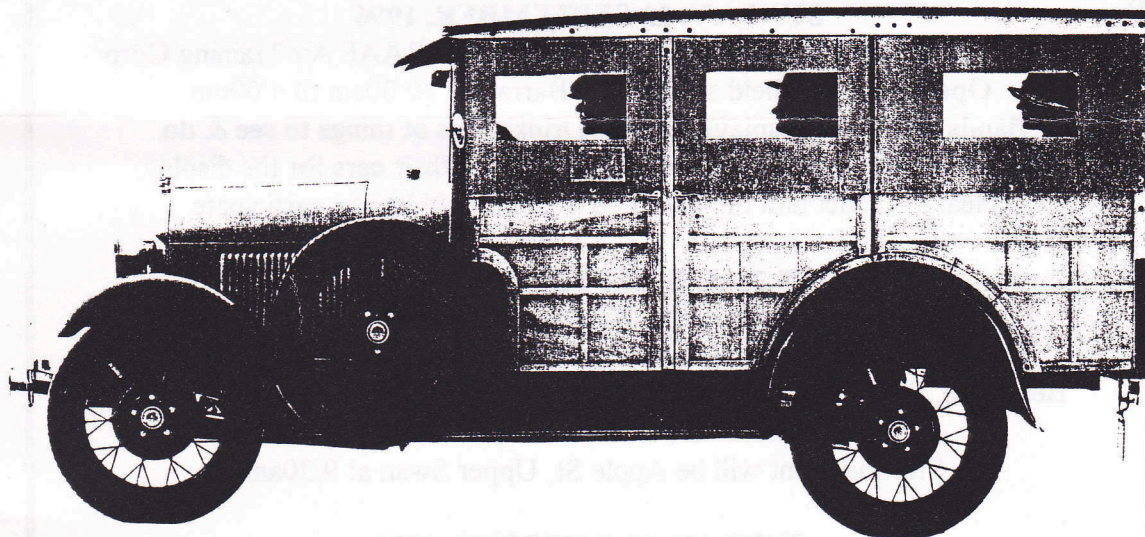


Western Model A News

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

Year XVII Number II

SEPTEMBER, 1996



Photographs by Reid Miles

1929 STATION WAGON

The 1929 Station Wagon is the first such body to be produced by Ford. Earlier, similar bodies (known as "Depot Hacks") have been fitted to Model T chassis.

The multi-purpose Station Wagon is growing in popularity. The tan engine hood and cowl harmonize admirably with the varnished maple wood body. The snap-on curtains are carried in the rear floor compartment. Briggs and Murray continue to supply these bodies to Ford for factory assembling.

Next Run/Meeting - See Calendar for details.

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 XXXXXXXXXX *Secretary/Treasurer:* GERMAINE JEFFREE XXXXXXXXXX
Vice-President: STEVE READ XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

COPY DEADLINE: By the first day of the month to: XXXXXXXXXX Thornlie, W.A., 6108

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

SATURDAY, 21 SEPTEMBER, 1996

Castledere Mini Railway Car display - Open day
Display at the rear, 100 Fern Rd, Wilson, vehicles to arrive at 9:30am
until 5:00pm. Berkshire, Pepper, Smith, Blewett, Moorehead & Edwards
families attending. Please contact Alan Jeffree on [REDACTED] if you would
like to join in the display.



SATURDAY, 21 SEPTEMBER, 1996

QUIZ NIGHT for Bayswater S.E.S.

Start: 7:30pm, Les Hansman Centre, [REDACTED] Morley.
Cost: \$6.00 per person (tables of 8). Bar available. BYO nibbles.
Contact: Ray Mahony on [REDACTED] or mobile [REDACTED]

SUNDAY, 22 SEPTEMBER, 1996

75th Anniversary of RAAF & 55th Anniversary of RAAF Air Training Corp
Open day being held at Leeuwin Barracks. 10:00am til 4:00pm
Bands, marching displays, food & Drinks, lots of things to see & do.
Barrie wishes to thank those who volunteered their cars for the display,
please contact him on [REDACTED] if you would like to participate.

28,29 & 30 SEPTEMBER, 1996

Long weekend run to Wongan Hills organised by Alan & June Smith.
Families going: Williams, Bussard, Jeffree, Davidson, Guest, Sartori,
Berkshire, Smith & Letch. Alan advised there are four bedrooms with bed
and other bedrooms available but you need to byo bed.
Starting point will be Apple St, Upper Swan at 9:30am.

SUNDAY, 13 OCTOBER, 1996

FORD BIRTHDAY PARADE

Start at Causeway carpark 10:30am ending at Whiteman Park.
Entry fee \$5 per car which gives you 2 tickets in a prize draw &
entry to Whiteman Park. Cars will be displayed at the museum.
Organised by the Classic English Ford Club.
For any further details contact Michael or Chris on [REDACTED]

SUNDAY, 20 OCTOBER, 1996

Meet at Guildford Railway Station. Departure 9:30am prompt.
There will be a questionnaire sheet so bring a 'writing stick'.
Prizes will be awarded on the answer sheet.
Organised by John & Pat Laurie.

SUNDAY, 27 OCTOBER, 1996

Motor Museum Rally - Fremantle to Whiteman Park
Further details as they come to hand.

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

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34 years Experience

MINUTES OF GENERAL MEETING HELD AT BOTANIC GOLF GARDENS

Wanneroo WA on Sunday, 25th August 1996

Meeting opened by President at 11.50am. Attendance and apologies as per attendance book. Alan welcomed everyone and commented on the great turn out of members, 13 Model A's and 1 Truck. Maxine and Colin Davidson brought along their friends, Paul, Angela, Tarryn and Michelle who have recently moved to Australia. Alan thanked John and Fran Timmings for organising a great run, fabulous weather and a nice picnic spot.

MINUTES: Proposed John Moorehead, seconded Frank Farrelly that the July minutes be accepted as read.

BUSINESS ARISING FROM MINUTES:

Cookes received their flowers, Mike phoned Germaine and thanked the members for their kind wishes and said they were settling in to their new surroundings. Gift for Andres Tuvik - Germaine said that apparently Andres' hobby is fishing and Steve Read offered to arrange with his relative a voucher from a fishing shop.

CORRESPONDENCE IN: Club Newsletters from NSW, South Australia and New Zealand; Entry forms for 1998 ACT National Meet; Shannon's Insurance; Chief Car Covers; Yellow Pages Australia.

CORRESPONDENCE OUT: Nil.

Moved Peter Sartori, seconded Edith Jeffree.

FINANCIAL REPORT:

Balance Brought Forward 1/7/96	\$11,203.17
Plus Receipts	<u>\$ 475.82</u>
	\$11,678.99
Less Payments	<u>\$ 272.40</u>
Balance 30/7/96	<u>\$11,406.59</u>

GENERAL BUSINESS:

Christmas Dinner - Dora Annear asked members present at the meeting to write their names in the book to indicate their intention to attend the Christmas Dinner, payment will be requested closer to the date.

September Run to Wongan Hills - Alan Smith advised that there are four bedrooms with beds and other bedrooms available but you need to byo bed. So far there are eight or nine families going. Starting point will be Apple Street, Upper Swan at 9.30am. See newsletter for more details.

Castledere Mini Railway Car Display - Alan Jeffree is co-ordinating and will contact those members who are going, closer to the date. See newsletter for more details.

75th Anniversary of the Royal Australian Air Force & 55th Anniversary of the RAAF Air Training Corp, 22 September 1996. Barrie Guest advised that food and drinks will be available on the day. There will be marching displays and bands and he would like as many cars as possible.

Fundraising - Jack Berkshire advised that he had contacted most major shopping centres south of the river with respect to displaying cars to raise money for the club. Unfortunately times have changed and the centres were not very forthcoming with monetary donations. Bullcreek Shopping Centre may be a possibility next year however they are currently undergoing renovations. Garden City might also be interested. Alan thanked Jack for doing the research. Alan also advised that Steve Read had been in contact with the Swan Brewery and they may donate some promotional items for either sale or raffle to raise funds for the club.

BITS & PIECES:

Alan Jeffree advised that he had heard that "Daisy Duck", a 1928 Sports Coupe originally owned by the late Bill Spencer, was for sale for \$20,000. Anyone interested can contact John Carter care of Kirup Tavern. If there is no interest from WA it may be advertised in the national Deals on Wheels magazine.

John Laurie advised that the October run will be starting at the Guilford Railway Station on 20 October 1996.

Alan Jeffree thanked Peter Sartori for his kind donation of two bottles of wine for the raffle.

Meeting Closed 12.05 pm.

MODEL A FORD - BODY DETAILS

Model	No of Doors	Pass-engers	Front seat width	Rear seat width	Front door width	Rear door width	Body Height	Height from road
Phaeton	4	5	44"	47"	22"	22"	49"	71-1/4"
Tudor	2	5	19"	45-1/2"	29-1/4"	-	50"	72-1/4"
Roadster	2	2	44"	-	22"	-	48"	70-1/4"
Coupe	2	2	42-1/2"	-	29-1/4"	-	49-1/4"	71-1/2"

CHANGES BETWEEN THE 1928 AND 1929 MODEL A FORD

Description	1928	1929
ENGINE		
Suspension	4 points	3 points
Camshaft Bearings	5	3
Length front	1-3/4"	1-3/4"
Length second	7/8"	omitted
Length third	2"	2"
Length fourth	7/8"	omitted
Length fifth	1"	1"
Spark Plug Gap	.015-.020	.025-.030
Clutch	multiple	single
Rear axle gear ratio	3.7 to 1	3.77 to 1
Front wheel toe-in	3/16"	1/16" \approx 1/32"
Tyre size	4.50 x 30	4.50 x 21

MODEL A FORD SHIPPING WEIGHTS

Weights in pounds

Body Style	1	2
Phaeton	2212	549
Roadster	2155	465
Standard Coupe	2257	591
Sport Coupe	2283	596
Tudor Sedan	2375	726
Fordor (2-window)	2467	782
Fordor (3-window)	2462	786
Town Sedan	2475	810
Cabriolet	2273	575

1 = Chassis equipped with spare wheel and average amount of oil, but no gasoline or water.
2 = Body with cowl tank assembly and dash, floor boards and mats but no wheel carrier.
If adding together, deduct 43lbs to avoid duplication of weight of cowl tank and dash. BS •

EVOLUTION OF PAINTING AT FORD

by Research and Information, Ford Motor Company, Dearborn, Michigan

With the introduction of the Model T, production could not keep pace with the demand for the Ford car. The system of moving assemblies, now known as 'mass production', was a result of the unprecedented demand for the Model T. Not as well known is the story of painting techniques developed by Ford to hasten body building.

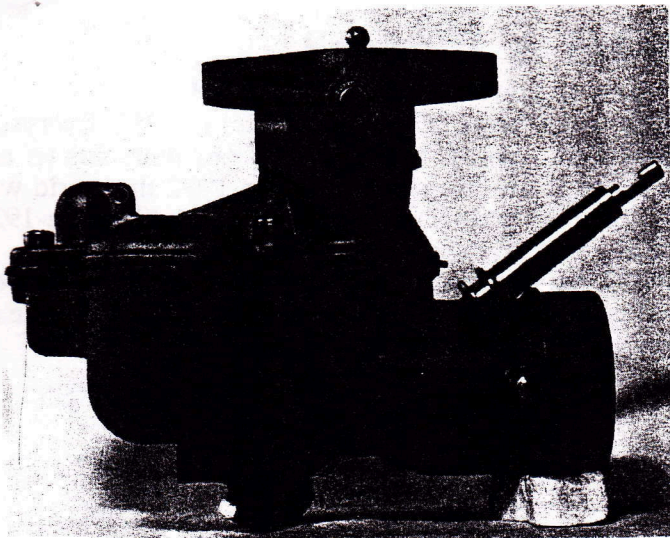
Like the chassis, the body was built on a moving line. The use of metal bodies, introduced during the 1911 model year, made a priming coat necessary and this was applied by a spray gun in a spray booth. The varnish finish was 'flowed on' through nozzles attached to flexible hoses. Small parts, the fenders, windshield braces and the hood were now finished in black dipping-enamel which was baked dry in gas-fired ovens. Wheels were dipped in varnish and spun dry. But despite the improvement in manufacturing methods, varnish drying time remained the limiting factor in body production and approximately five days were required to finish the Model T body.

Despite slight improvements in drying time involving the development of drying rooms with temperatures as high as 125°F, the problem of varnish drying remained until 1925 when the company began, after a

lapse of a dozen years, to paint the Model T in colours other than black. The new pyroxlyin lacquers had a drying time of less than twenty minutes per coat, and the gravity flow system of varnish painting could now be replaced by the lacquer spray booth. Body finishing time dropped significantly and, during the last days of the Model T and for the life of the Model A, pyroxlyin lacquer was the standard Ford finish. The use of colour, after so many years, was emphasised in the two-tone colours introduced on the 1928 Model A.

In 1930, Ford began experimenting with baked enamel and, for the next three years, all coloured wheels were painted in this new finish. Comparative climatic testing indicated the superiority of the new enamel and, in the summer of 1932, Ford began painting commercial bodies with enamel. The results of these tests and observation of the enamelled commercial bodies led, in June, 1933, to the adoption of enamel as the new standard Ford finish.

With the general use of enamel, Ford announced in December of 1933 that the fenders of the 1934 car would be painted to match the body, breaking a 20-year tradition of black fenders. BS •



Tillotson Model X carburettor

TILLOTSON carburettors were originally made by the Tillotson Company of Toledo, Ohio which was formed in 1914 by Harry Tillotson. At its peak, the Tillotson Company employed about 600-700 people. In 1969 Harry's daughters sold the company to Borg-Warner and the Tillotson line was merged with Borg-Warner's Marvel-Schebler carburettor company. Borg-Warner owned the company until 1985 and sold it to the current owner, Jerry DeMirjian who formed Tillotson Limited. Today Tillotson manufactures carburettors and parts at their plant in Tralee, Ireland where they concentrate on 2-cycle carburettors. Tillotson made two distinct carburettors for the Model A; their Model F-1B and Model X units

Tillotson Carburettors

Extracted from an article by Steve Pargeter and Dick Punchard, Nashua, New Hampshire in *The Restorer* by Bevan Sharp

Tillotson Model F-1B

The Model F-1B looked similar to an aluminium Zenith but was a very different design. This unit was made in the late 1930s through the 1940s. The top and bottom units of the F-1B were held together with a single bolt much like the Zenith but since the bodies were aluminium even this design was changed. Tillotson carburettors used a single air-bleed jet, developed by Stromberg, that is still used today. The model F-1B has a separate lever on the choke driver side that looks like an accelerator pump but is really an enrichment (power) valve for full throttle operation. There were at least two different models of the F-1B carburettors, each with a different air horn configuration. The first model had a 90-degree throat and the word "Tillotson" in raised letters on the float bowl.

The second model had a 45-degree airflow and the words "Tillotson MADE IN U.S.A." in raised letters on the float bowl.

This F-1B used the Zenith design for its gas adjusting valve, choke plate, choke driver, throttle plate and choke arm. The throttle plate was a Zenith 18.5 style held with two brass panhead screws. This carburettor was much sought after by many Model A drivers since these units gave gas mileage said to exceed 26mpg and performed as well, if not better than a Zenith. While the unit was a sophisticated design it was subject to clogging of its many small internal passages, easily rendering the unit useless. This carburettor has lost favour with the current Model A population since there are no replacement parts available, the complicated design is hard to repair, and it can warp since it was constructed of aluminium. The model F-1B weighs 3 pounds which is about 2 pounds lighter than a Zenith.

Tillotson Model X

The Model X carburettor, part No 39776, was designed and manufactured by Tillotson and later by the Marvel-Schebler/Tillotson Company of Flint, Michigan. The Model X was last made in 1981 when 3,500 units were made and sold to Ford for

\$35 each (since resold for as much as \$275 each). The units marketed through Tillotson were called the Model X while the units marketed through Ford were called the Model XF and were assigned the Ford part number B-9510-A. Later they were sold as a Motorcraft item. It appears that the tooling for these units was scrapped after the last batch was made in 1981. The Model X was a light unit made of aluminium that used a single air-bleed jet like the F-1B. The basic design of the Model X did not change during its almost 30 year production run. There were several minor changes made to include marking on the body and the type of metal used for fittings.

The Model X used stamped choke and throttle butterfly and the top and bottom castings were held together with three screws. The venturi was cast into the top assembly and was not removable, as on a Zenith. It was designed to reduce the number of parts to lower its cost. The Model X uses a standard Zenith gas adjusting valve, drain plug, choke driver and choke arm. The throttle plate is a thin brass stamping held by two small screws. This is an adequate carburettor but suffers from warping top flanges, pulled threads, stress corrosion and cracking of the floats. There were at least four models of this carburettor.

The Tillotson carburettor was made as a replacement for the Zenith. It offered the advantages of a simpler design and was available when Zenith was either not available or too expensive for the average Model A owner. The final model of the Model X was not marked with the Tillotson name or the Model X/XF designation. We suspect it was sold through non-Tillotson vendors but this could not be confirmed. The Model X weighed approximately 2 pounds 5 ounces.

Summary

Tillotson carburettors were used on the Model A and provided good performance. They initially provided increased performance over the Zenith with the F-1B and later a cheap alternative to the Zenith with the Model X. The tables have turned today since Tillotson carburettors are no longer manufactured while Zenith is being manufactured again. BSF •

What's Your Model A Worth?

If you are going to keep the car - does it matter what it's worth?

Just be glad you were not trying to sell your Model A (or any other breed of motor vehicle) in 1932. Everyone has heard that as soon as you drive a new car off the showroom floor it immediately drops hundreds (if not thousands) of dollars in value - the situation in 1932 was even worse. Remember that in 1932 the world was still in the depths of the depression; when a 1927 Model T Runabout was valued at \$6.00 and anything pre-1927 was usually marked "Salvage" - it's a wonder that there are any true "vintage" cars still on the planet. Anyway, here is an extract from the American "The National Used Car Market Report - Red Book" for October, November and December, 1932. This book was utilised by used car salesmen to estimate the trade-in value of your car (the equivalent of today's Blue Book). Here are some quotations of interest in all Model A-ers.

Year	Type	Factory Price	Trade-in	Year	Type	Factory Price	Trade-in
1928	Roadster	\$385	\$17	1930	Roadster Dlx	\$460	\$ 84
	Roadster Dlx	\$420	\$22		Phaeton	\$440	\$ 54
	Phaeton	\$395	\$14		Cabriolet	\$625	\$130
	Sport Coupe	\$550	\$32		Phaeton 2Dr	\$625	\$105
	Tudor	\$495	\$32		Victoria	\$625	\$120
1929	Roadster	\$435	\$32	1931	Roadster Dlx	\$475	\$165
	Phaeton	\$440	\$27		Phaeton	\$435	\$105
	Bus Coupe	\$490	\$42		Cabriolet	\$595	\$185
	Cabriolet	\$645	\$64		Phaeton 2Dr	\$580	\$150
	Town Sedan	\$670	\$89		Victoria	\$640	\$225

Figures from the March/April, 1993 issue of *The Restorer* by Bevan. •

Is your Model A Ford hard to start?

Is your Model A having troubles at high speed?

Is your Model A motor missing and spluttering?

Well, if you've checked the point gap and everything else under the sun, then remember that:-

Rotor gap is just as important as point gap

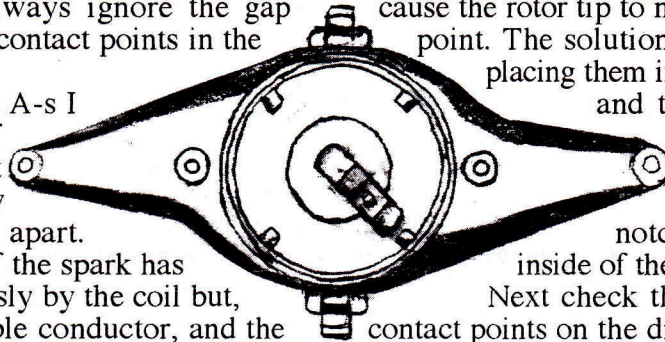
Taken from an article in *The Restorer* by Michael Pawelek, Fulshear, Texas.

It's amazing how much time we put into setting the breaker point gap to tune our Model A-s to perfection, yet almost always ignore the gap between the rotor tip and contact points in the distributor body.

On the last seven Model A-s I looked at, the alignment of the rotor tip and contact points were not only skewed, but also too far apart.

Admittedly, the voltage of the spark has been increased tremendously by the coil but, as we know, air is a terrible conductor, and the larger the gap, the more voltage it takes to jump it. Let's save the voltage for the spark plugs.

First, check alignment of tip to contact point with the distributor cap off. Remove the spark plug connectors from the distributor body so that they will not put any tension on the body, thus cocking it. The flat, angled rotor tip should be horizontally straight across from the contact point, not higher or lower. If the centre of the rotor tip is below the



contact point in the distributor body, do not try to bend the tip up as this will either cause it to break or will cause the rotor tip to not be parallel with the contact point. The solution is to cut some round shims, placing them inside the rotor body between it and the cam screw until rotor tip alignment with the contact points in the distributor is correct. Remember to cut a notch in your shims to match the inside of the rotor body.

Next check the gap between rotor tip and contact points on the distributor body. After years of polishing, the rotor tip and contact points on many Model A-s I have checked have had over .060 gap. Try a new rotor and/or distributor body and bring the gap down to .035. This is where my A runs best at top speed. You can also build up the contact points with solder and then carefully file them back down to the correct gap. A rotor can still be bought through auto parts stores (*in the U.S. anyway*) as "Standard FD-15" or "NAPA SA 3" for about \$1.80. •

ARE YOU A MODEL A FANATIC? - Here's a Test!

1. Would you do a U-turn to go back to a garage sale that had old car parts?
2. Can you set the points on your Model A without a feeler gauge?
3. Would you buy junk at a Swap Meet because it "might" fit your Model A?
4. Can you set the Model A timing gear - without using the pin?
5. Do you know the names of at least ten Model A Ford colours?
6. Can you tell if the generator is set too high or too low by the "Ahoogah" when you hear the horn?
7. Can you crank a Model A without worrying about scratching your knuckles, jamming your wrist or breaking your thumb?
8. Do you know the telephone numbers of at least ten members in the Club without using the Register? •

The Henry Ford Letters

Another in the series of personal messages by Henry Ford about his car and the business.
(First printed in 1932).

To a St. Paul Man Who Asks a Reason

A man in St. Paul, Minnesota, makes courteous inquiry on the subject of the Ford spring. He relates a recent experience in which a salesman felt he could not sell his own make of car without first depreciating the Ford car in this customer's mind. The main attack was made on the Ford spring. I take pleasure in explaining this point.

We use transverse springs in Ford cars for the same reason that we use round wheels - because we have found nothing better for the purpose.

Most people think that the only purpose of a spring is comfortable riding. But springs, and even very flexible springs, can cause discomfort as well as danger. A good spring must not only be comfortable - it must be safe. It must also assist operation economy. The spring we use serves all three purposes.

A transverse spring - which simply means a spring set crosswise - gives comfort. It is like the wings of a bird - the tips move most, while the body remains steady. I cannot prove that in a letter, but you can prove it in a Ford V-8. Any dealer will gladly allow you the opportunity.

The safety reasons for the transverse spring may be simply stated. In rounding a curve or turning a corner, one side of the car naturally lists downward. Transverse springs do not lift up the opposite side. They actually decrease the car's lean-over. Each spring is set in line with the axle and is attached at its centre to the frame. This tends to prevent that swaying on a curve which is so uncomfortable and often dangerous. Notice for yourself how greatly these springs control this in our car.

Transverse springs also make steering and braking exceedingly safe. The Ford car is not driven through its springs. Hence the axles do not see-saw back and forth and so cannot interfere with normal steering and braking action.

Now, about economy. Unsprung weight is that part of the car weight that does not rest on springs. For tire economy it must be low in proportion to sprung weight. It must be low to prevent excess jarring of the frame and body. In the Ford car it is low due to the use of transverse springs.

We choose to retain the transverse spring for the above good reasons. From every point of view it justifies our choice. If there had been anything better for our car, we would have used it.

We make these springs ourselves - every leaf in every spring - set them up and install them. We know what they are and we know why we use them.

From "Model A Judging Standards & Restoration Guidelines"

Area 4 - UNDERCARRIAGE - Springs

Front springs - All passenger cars had ten leaf springs, with clipped corners at the ends. The front spring tie bolt was a square head bolt 5/16 - 18 with a square nut 19/32" x 5/16" thick. Square, forged front 'U' bolts were used through Feb 1930. In February 1930 the 'U' bolts were changed to the round design and the crank bearing was changed to accept the new design 'U' bolts. The front spring 'U' bolt base plate was a one piece steel forging. The ears on the front 'U' bolt base plate (spring clip bar) were bevelled beginning in August 1929 to add clearance at the front cross member. Spring clamps were mounted

equidistant between the spring centre bolt and eye. The 1/2 x 3/16 inch thick hex nuts on the clamp faced forward. In early 1931 the spring clamp square head bolt was changed to a rivet on both front and rear springs.

Rear springs - The rear spring tie bolt was a square head bolt 3/8 - 16 with a square nut 9/16 x 3/8 inches thick. There were five different rear springs used on passenger cars and light commercial vehicles. (*Changes shown in a chart.*) The seven leaf used on all Roadsters had a dummy leaf (spacer) on the bottom. •

Miller wins the Sydney-Perth air race

Perth, October 5. Harry Miller, the World War flier and test pilot, today won the £1,000 east-west air race from Sydney to Perth flying a DeHavilland 9 aircraft. One of the 17 competitors, in a Gypsy Moth Corio, hit a dead tree in heavy winds today and crashed about 120 miles east of Perth. The pilot and his passenger were critically injured.

Miller, the managing director and chief pilot of MacRobertson-Miller Aviation, won the 2,450-mile race on handicap with a flying time of just under 24-hours.

Happy Birthday Western Australia

September 30. West Australia celebrates its centenary with a pageant on the streets of Perth. The celebrations depict the development of the state, first claimed for Britain on May 2, 1829 by Captain Charles Fremantle, and proclaimed a colony under Governor Stirling on June 18, 1829.

Past generations come alive in the parade featuring the adventurers who explored the coast of WA from the 17th century - Dirk Hartog, 1616 and William Dampier in 1688, through to Freycinet and Flinders in 1801.

Newsreel first 'talkie'

August 8. Film audiences are enjoying the first Australian made talking picture - a newsreel made by Fox Movietone.

Floods submerge northern Tasmania

April 8. At least 14 people are feared drowned, a mining town has been obliterated in a dam burst, and thousands of people have been forced out of their homes in the worst floods in Tasmania's history. In the damburst at the Briseis Tin Mine, near Derby, in the north east, a wall of water 100-feet high washed a cottage and a car over the edge of the mine into a 150-foot deep crater.

Up to 12 inches of rain have fallen in the north of the state which is without gas and electricity, communications and transport. The streets of many towns are littered with the bodies of stock.

War on kangaroos

September 23. The kangaroo, much admired as the national animal, is becoming a serious rural pest. Kangaroos have found ready-made fodder in farm pastures and they don't mind socialising with sheep and cattle to get their meal. Nor do they let farm fences block their way. In recent years closed seasons were declared but numbers have spread again. Farmers in western Victoria are asking the chief secretary to declare an open season.

Singer dammed by dark past

September 11. Australian singer Florence Austral was banned from singing in a music festival in Worcester Cathedral because she had been involved in divorce proceedings years earlier, according to her husband Mr John Amadio. An English newspaper has reported that Florence Austral was engaged to sing at the Three Choirs Festival but officials had cancelled her contract.

Number Four

Other
Happenings
during the

MODEL A ERA

in
AUSTRALIA

1929

by Bevan Sharp, from
"The Australian Almanac"
and
"Chronicle of Australia"

Two flyers perish in search for Smithy

July 10.

Recriminations over the deaths of two flyers during the search for the *Southern Cross* have overtaken another aviation triumph by Charles Kingsford Smith who had flown to London in 12 days and 18 hours.

Smith and Charles Ulm had set out for London to place orders for four aircraft with plans to begin an inter-capital air service in Australia, bad weather caused them to lose radio contact.

Before their stranded plane was found on April 17 two other flyers had died. The bodies of Keith Anderson and Bobby Hitchcock were found west of Alice Springs.

January 17 - 800 waterside workers in Adelaide attack non-unionists working at the dock.

January 31 - First Australian designed and built plane, the Warrigal 1, acquired by RAAF.

February 1 - Timber workers strike over increase of working hours from 44 to 48 per week.

February 10 - New war cruiser *HMAS Canberra* arrives from England.

April 25 - Commemoration stone unveiled at National War Memorial, Canberra.

May 20 - Australia's first airmail stamp issued.

May 25 - Government to give £10,000 to Australian film industry.

July 4 - Hoyts converted 20 suburban cinemas from silent to 'talkie'.

August 2 - Railway line from Alice Springs to Adelaide completed.

September 28 - Collingwood win third successive VFL Grand Final when they defeated Richmond.

September 30 - Baird television apparatus demonstrated in Melbourne.

September - Railway from Darwin to Birdum completed.

October 16 - Timber strike ends; Lukin award accepted.

November 5 - Nightmarch wins Melbourne Cup.

November 28 - Government announces £1,000,000 unemployment relief fund.

December 9 - Robert James Lee Hawke born.

AROUND THE WORLD

February 14 - St Valentine's Day Massacre in Chicago when seven members of the Al Capone gang were murdered in a garage on North Clark Street.

October 29 - The New York Stock Exchange saw record decline in prices, sparking panic selling by American investors and speculators and precipitated a world-wide depression.


The 'Oscars' annual awards by the American Academy of Motion Picture Arts and Sciences were presented for the first time.

Notebook

BIRTHDAYS for SEPTEMBER: Birthstone: Sapphire; Flower: Aster

Lance Barker, Barry Bristow-Stagg, Gail Duns, Germaine Jeffree, Beth Martin, Christine Quinn, Peter Sartori, Margaret Strahan, John Teale, Malcolm Wood & Chris Wringe.
Y'all have a nice day, now.

NEW MEMBERS: Rodney & Marion Spitz, [REDACTED] Australind. Ph: [REDACTED]

Rodney and Marion have an unrestored 1929 Phaeton. Welcome to our club. 

ALTERATIONS TO YOUR REGISTER: Mike & Laurel Cooke's phone number is [REDACTED] Hartley & Pauline Edwards' home phone number is [REDACTED]

C.C.C. A.G.M. Peter Gilberthorpe advises that all committee members were elected to the same positions, however the Car Show will be asking for volunteers as in previous years in the running of the show, eg. Marshals. John Hall is chief Concours Judge.

CHRISTMAS DINNER: Would those who have given their name(s) to Dora indicating that they will attend the dinner please forward your money to her at [REDACTED] NORTH BEACH, at your earliest convenience. Cost is \$21 per person. Please contact Dora on [REDACTED] if you have not given your name but wish to attend. Numbers needed for booking ASAP.

FOR SALE: Approx. 100 wooden crates \$2 each. 360mm tall x 270mm wide x 550mm long. Please contact Peter Gilberthorpe on [REDACTED] if you wish to buy.

1929 Roadster restored, licensed, Imperial Burgundy and Black.
Price: \$18,500 Phone: John McLean on [REDACTED]

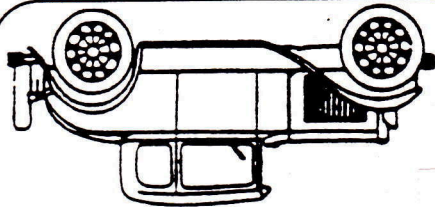
1928 Sports Coupe - "Daisy Duck" \$20,000. Contact John Carter, C/o Kirup Tavern.

NEWS FROM THE GREAT SOUTH: The Cookes are settling in well into their new surroundings. Laurel, as usual, has had her share of comic adventures. Next time you are talking to her, just ask her about her banking experiences!

1998 15th NATIONAL MODEL A FORD MEET - CANBERRA 9-13 APRIL

Entry forms are now available from your secretary, Germaine Jeffree, [REDACTED] Yokine, 6060. Start making plans to attend this rally celebrating seventy years of the Model A Ford.

TOOL TIME: Screwdriver: device used for opening beer cans. Also serves as a chisel. Primarily used for removing excess skin from the palm and making random gouges in things.



Western Australia, 6108
Thornlie
If undelivered, please return to:

NORANDA WA 6062
PAISLEY Ian & Dianne



Western Model A News

THE FIRST



Motor Race

... was organised by M. Fossier, Editor of the French cycling magazine *La Velocipede*, and held on 20 April, 1887, over a course from Saint-James in Paris, along the Seine to the bridge at Neuilly. The race resulted in a walk-over for Georges Bouton, the only competitor, who completed the course in his four-seater steam quadricycle. The first race in which there was more than one competitor was organised by *La Velocipede* the following year, w

Bouton drove a three-wheeled De Dion to victory over his only rival - driving a Serpollet steamer - in a time of 30min for the 20km course between Neuilly and Versailles.

The first race which included petrol-driven cars, and the first long-distance race, was arranged by the French newspaper *Le Petit Journal* over a course from Paris to Bordeaux and return on 11 - 14 June, 1895. Although Emile Levassor was the first to complete the 732-mile run - in a time of 48-3/4hr and an average speed of 15.25mph - he was disqualified because his 3-1/2hp Phoenix-engined Panhard et Levassor was a two-seater, proscribed under the rules of the race. His nearest rival, Koechlin, driving a much slower Peugeot, was declared the winner. Of the 23 starters, 8 petrol vehicles and a steamer arrived back in Paris.

In Britain, the famous Emancipation Run from London to Brighton of 14 November, 1896 (to celebrate the repeal of the so called 'Red Flag Act'), was described by its sponsors, the Motor Car Club, as a 'tour', and entrants were asked to wait for each other at various stages of the route so that they could all enter Brighton in a procession. It is apparent from contemporary accounts, however, that the 33 competitors themselves regarded the event as a race, and this impression is reinforced by the fact that the Motor Car Club issued an official list of the arrivals with their times, of which the first three were:- 1. Leon Bollee driving a Bollee tricycle in 3hr 44min 35sec; 2. Camile Bollee driving a Bollee tricycle in 4hr 0min 20sec; 3. Earl of Winchilsea driving a Panhard Wagonette in 5hr 1min 10sec.

The first track event in Britain and first motor race since the Emancipation Day Run (apart from informal events at fetes) was a mile handicap held at Crystal Palace cycle track under the auspices of the English Motor Club on Monday, 8 April, 1901. The competitors were:- James Jarrott in a 8hp Panhard; H.J. Lawson Jr in a 5hp Panhard; and F.F. Wellington in a Mors dog-cart. The winner was Jarrott in 2min 16sec. BS •

Hank's Technical Tips

Let's Talk A Little About Electrical

from: San Fernando, California's 'Rumble Sheet'

There are quite a few very good articles in 'The Restorer' and 'Model A News' on this subject so we won't go into it too far.

Let's take a good look at what are the most probable causes of most electrical problems:- The lack of a good ground, dirt, rust, oil, grease, too much paint and those stupid rubber grommets they sell that go under your headlight bar and tail light bracket - they just don't belong on the car, period!

As you are driving along, just put your finger on the glass of the amp meter (don't push too hard or you will push the glass in). If it is warm you have a loose connection. Check the amp meter itself and the connections at the junction box. Make sure you have scraped the paint off the cups that the headlights bolt onto (also the same for the tail light assembly). Try running a ground strap from the battery + terminal (if positive earth) to the transmission and see the difference. Try clearing the oil and grease out of the light switch at the bottom of the steering column.

All the above adds up to a whole lot of aggravation but you are looking at perhaps 5 or 6 hours of maintenance a year. And in closing, one of the most important things of all:- a nice tight ground strap and starter cable - be sure to clean them often. Hope you got a charge out of this article. Hank. BS •