

# Western Model A News

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

Year XVII Number III

OCTOBER, 1996



The Copthorne Hotel courtesy buses are replica "Old Timers", based on the 1927 Model A Ford. Built by the Asquith Motor Carriage Company of Great Yeldham, Essex.

This picture is from a postcard kindly donated by Peter & Elaine Gilberthorpe.

Henry Ford would be hard-pressed to recognise any similarities between the above vehicle and his Model A.



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.

**SUNDAY, 13 OCTOBER, 1996**

**FORD BIRTHDAY PARADE**

Start at Causeway carpark 10:30 am 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, 13 OCTOBER, 1996**

**VINTAGE AUTO JUMBLE**

Cannington Showgrounds, VCCWA Annual Event.

Contact: Bruce [REDACTED]

**SUNDAY, 20 OCTOBER, 1996**

Meet at Guilford Railway Station. Departure 9:30 am prompt.

There will be a questionnaire sheet so bring a 'writing stick'.

Organised by John & Pat Laurie.

**SUNDAY, 27 OCTOBER, 1996**

**1996 MOTOR MUSEUM RUN**

Starting at the Artillery Barracks, Burt Street, East Fremantle  
between 7am and 9am. Entry \$5 per car.

Free entry to Whiteman Park & the Motor Museum.

Contact Allan Murphy on [REDACTED]

**11th NOVEMBER, 1996**

Max & Dora Annear organising.

**16-17 NOVEMBER, 1996**

**BENDIGO SWAP MEET**

**SUNDAY, 1 DECEMBER, 1996**

**MANDURAH CAR SHOW**

Presented by the Ace Ford Club. Open to any type of vehicle/motorbike.

Bill Cowlin has offered to co-ordinate, as he, Bill Bennie

& Ray Mahony are attending. Other attending please contact Bill on [REDACTED]

**SATURDAY, 7 DECEMBER, 1996**

**CHRISTMAS DINNER.**

Perth Bowling & Tattersall Club, 2 Plain St, East Perth.

Cost \$21 per person. Time: 6:30 pm, eat at 7pm.

Names & money to Dora Annear, [REDACTED] North Beach.



## **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

# CASTLEDARE FUN DAY WITH THE 'A' FORDS

21ST SEPTEMBER, 1996

The old Boys' Home buildings in Fern Road, Wilson are starting to look like a haven for vandals (as usual), however I believe a complete restoration plan is in progress to restore the lovely old house and grounds. Our part in this fun day was to help raise money for the Princess Margaret Hospital for Children, and we had a good display of cars, including the Jeffrees, Halls, Mooreheads, Smiths, Guests, Blewetts, Edwards, Peppers & Berkshires, and families of course. (Did I miss anyone?)

The main display was the busy little miniature railway (established in 1963) taking adults and children for rides around the complex, all controlled very professionally with whistles, flags, uniforms and tickets punched by friendly staff (remember how it was?).

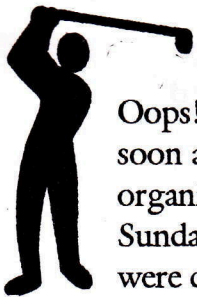
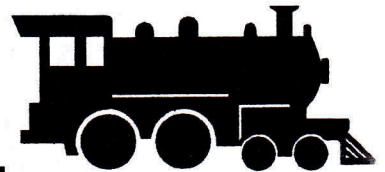
There were many displays of craft stalls. The Police and Fire services also contributing with free advice and brochures. Two little steam-driven miniature tractors were kept busy all day, giving children rides around the grounds. Dedicated Ken Foster, from the Vintage Car Club, loves to share his little tractor with the people.

A very good brass band, resplendent in their uniforms, kept us entertained throughout the uniform, playing our favourite songs, with the stationary engines "chuffing" away in the background.

Our display created plenty of attention and we hope PMH received some monetary assistance for all the work put in on the day.

Thanks to all who attended our display and Alan for organising a friendly day for a good cause.

*Jack Berkshire*



## TIMMO'S TENATIOUS TRAFFIC TRIAL

Oops! Sorry to be a month late, but the Timmings had to leave on a week's holiday soon after the August run (probably due to the trauma, stress and pressure of organising their first Model A outing!)

Sunday August 25th turned out to be fine and sunny and the much relieved Timmings were delighted to see so many members and Model As turning out for today's run.

After a hastily re-organised route - due to the City-to-Surf Fun Run people not checking with us first - all members and their cars headed northwards along the beach, then inland through our newest Northern city Joondalup and into Neil Hawkins Park for morning tea.

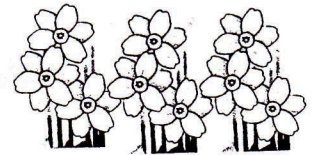
Our meeting place was only a stone's throw away at the Botanic Golf Gardens in Burns Beach Rd. Management of the gardens had set up some tables and chairs for us in a delightful part of the park and our meeting was watched with interest by lots of weekend golfers. After the meeting several members decided to have a round of golf and a good time was had by all.

Barbara Farrelly told us that her husband is usually keen to play a round, but Frank explained that due to his medical condition (Alcoholic Posture Deterioration) when the ball is close enough for him to see it - he can't hit it, and when it's close enough for him to hit it - he can't see it.

Dora got the best value for her golfing dollar - she had more hits than anyone else (only a couple).

Hope all members and guests had a good day out and thanks to all from John and Fran.

**WONGAN HILLS WANDER**  
**28, 29 & 30 SEPTEMBER, 1996**



Three Model A's, Bussards in their 1940 Ford V8 Coupé and one modern, met at Apple Street, Upper Swan on a glorious Saturday, quite a change from other years when we have had very strong easterlies or thundery weather.

Our first stop was Bindoon showgrounds for morning tea and toilets. Then onto New Norcia and stopped for fuel. Davidsons arrived and so made our tally of Model A's four. We arrived at the farm house about one o'clock where we had lunch and settled into our rooms. Had a short walk down to some sheds to see some old tractors, motorbikes, old army tanks and car bits. In the evening, we had a casserole supper, then sat around a fire for talks and drinks.

Sunday into Wongan Hills. On the way to town, we drove to the top of Mt. O'Brien, where there are good views of the country and two masts, one for TV and radio, the other for mobile phones. Not far from the top of the mountain, we walked about half a mile into the bush to see a mallee hen's nest, which was used about two years ago. The nest is a very big mound of gravel about ten feet across and one foot high. For lunch, we had our own food and ate at the museum, where an urn was boiling for tea. On the north side of town, there is a walk into the bush called 'Christmas Rock Walk', where there are spider orchids and other wildflowers.

Sunday evening we had a barbi, cooked by David, who I can recommend as a good chef, followed by yarns and drinks around the fire again.

Monday morning we packed our bags and headed for home. The weekend was very relaxing, cars behaved and trouble-free, we saw a good lot of wildflowers, beautiful weather and pleasant companionship.

*Alan & June Smith.*

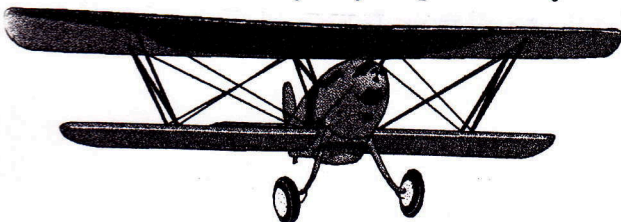
\*\*\*\*\*

**75th ANNIVERSARY CELEBRATION OF THE RAAF**

On Sunday 22nd September, eight 'A' Model Fords of varying body styles were on display at the Leeuwin Base at Fremantle. They comprised part of an exhibition, which included Marching drills, pipe and military bands, a field camp and parachute display, a helicopter and landing demonstration and other activities to suit all ages. The Devonshire teas with Barrie's delicious scones were very popular and our members enjoyed them while listening to the band.

The day stayed quite sunny and everyone enjoyed a relaxed and interesting day.

*Coral Blewett.*



## Part Two

### UNDERSTANDING THE INITIAL CONSTRUCTION HELPS WITH RESTORATION

This information taken from *Ford Model A Restoration Manual A-1*, by Bevan Sharp

Copyright Ford Motor Company, Dearborn Michigan

# The New Ford Bodies

## Closed Car Features

*continued*

**Sun Visor** - The sun visor on all closed cars is of pleasing design and made of metal.

**Ventilation** - Front ventilation in all the closed cars is by down-draught, through a generous opening across the front of the car which opens when the windshield is tilted out.

**Vision** - Exceptional vision is provided in all closed cars, made possible by the unique design of the door which permits construction of an

usually narrow front pillar. The conventional type of door lock, in which the mechanism is outside the range of the glass window, results in a wider pillar which obstructs vision. In the new Ford car this is overcome by the lock mechanism in which the bolt goes around the glass and this permits thinner construction. Sturdiness is obtained by the use of steel made to certain specifications for strength.

**Windshield** - One-piece and tilts forward.

**Windshield Wiper** - All the closed cars are equipped with electric windshield wipers, except the Tudor Sedan and Coupe which are equipped with vacuum wipers.

## Open Car Features

Features of the open cars are as follows:

**Hardware** - Exterior door handles are either chromium plated or of rustless steel to withstand the weather. Interior hardware is nicked.

**Head Room** - Head room in the open cars when the top is up is approximately 36 inches, which is the average for cars of this type.

**Windshield** - The windshield of the open cars is slanting type and is one piece, tilting forwards. The windshield stanchions fold forward flat.

**Windshield Wings** - Open cars are equipped with Triplex shatter-proof glass windshield wings. The wings fold down with the windshield.

**Windshield Wiper** - The open cars are equipped with electric windshield wiper.

## Phaeton

The newly-designed Ford Phaeton is characterised by a sport treatment of design, emphasised by the long, low lines and flowing streamline effect.

The moulding running back from the radiator joins the broad belt of the body at the cowl, accentuating the low lines of the car. The belt, wide along the sides, folds into a moulding around the rear quarter. The sides are newly designed, coming down from the windshield and around the back of the rear seat in an attractive curved line. The sides are 1-1/4-in higher and the seats lower than formerly so that occupants sit well down in the car, a characteristic of sport car design.

Good style is provided by the folding type windshield, which may be laid flat forward, the windshield wings also folding flat on the shield.

Doors are approximately 2-in wider giving easier access to both front and rear compartments.

Seating arrangement provides for the driver and a passenger in front and ample room for three passengers in the rear seat.

Upholstery is dark, two-tone cross cobra grain artificial leather, piped seat cushions; which are attractive and comfortable. Heavy rubber mats are the floor covering. Embossed door handles add to interior appearance.

The top is the quick collapsing type, easily handled by one person, and folds flat. The covering is black rubber top material. Door and side curtains are of black pyroxylin coated fabric. Door curtains are supported on steel uprights and open with doors, all four doors opening forward. Window openings are large and are of heavy celluloid. The curtains are laid flat in a special compartment under the back of the front seat.

The rear window is of plate glass, oblong in shape and thoroughly protected by a strong frame.

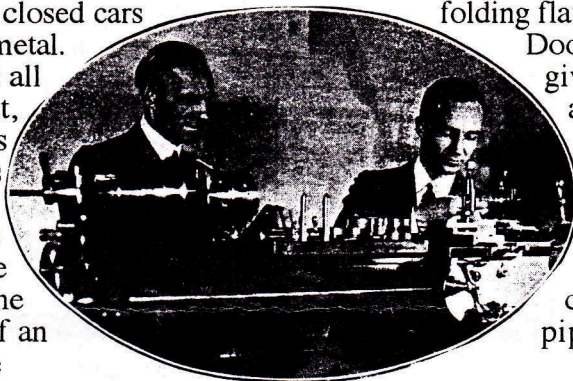
## Roadster

Exceptionally good style with greater comfort is offered in the new Ford Roadster, which has been completely redesigned.

New body lines are in excellent style. The moulding, running back from the radiator, flows into the belt on the sides. The belt divides at the back of the seat, one line of moulding running down the contour of the rear deck side to meet the side sill moulding. The other line continues around the seat, two lines of moulding following down the deck near the door opening, and joining the rear sill moulding. The effect is to set the deck quarter and the deck door off in attractive panels. Lines from the windshield run down in a graceful curve along the top of the door and around the seat back, giving the car a decidedly sport appearance. This effect is further carried out by the higher sides and the lowered seat.

Doors are wider, having been increased from 22 to approximately 24 inches in width. The seat, increased in width, is deeply cushioned. It easily accommodates three persons. Seat cushions are upholstered in a two-tone cross cobra grain artificial leather, in deep piping, gaining a rich appearance. Door panels are attractively embossed.

Another feature is found in the windshield, which is now of the folding type. For summer driving it may be folded forward flat over the cowl, windshield wings also folding. The top, which has been improved to fold more compactly, is of the quick collapsible type and may be



Henry and Edsel Ford with the original lathe on which parts for the first new Ford were made.

flipped back with one hand. It is covered with a black rubber top material. The window in the rear of the curtain is of plate glass securely protected in a frame. The entire top may be easily removed for fair weather driving, if so desired. Curtains are carried flat in a special compartment under the seat.

The top, when lowered, rests on nicked supports attached to the rear deck and the window in the rear curtain is protected by small rubber bumpers. The top supports are also convenient as hand holds for those using the rumble seat, if one is installed in the car.

Door and side curtains are of black pyroxylin coated fabric and have large openings of heavy celluloid, providing ample vision. The door curtains are carried on steel uprights and open with the doors.

The rear deck opening is 35-3/8-in wide. The door lifts up and is held in place by supports when open. It is equipped with an improved lock. The luggage compartment is waterproof. Any seepage from rain is carried away in small troughs fitted in the door openings.

There are approximately 14 cubic feet of luggage space in the rear deck.

A rumble seat may be installed at extra cost. It is also upholstered in artificial leather similar to used in the car.

### **Coupe**

The new Coupe is a personal car of unusually smart appearance. Added to greater exterior beauty, is more comfort for driver and passenger.

The roof line is 1-1/4-in lower than formerly and it now carries French roof quarters, which emphasises the low effect. Moulding running back from the radiator follows the rear deck side in a graceful, downward curve to the extreme end of the body, where it meets the sill moulding.

The roll belt, circling the rear quarter from the sides, divides on each side near the deck door opening. One line continues around the body, the other following down the deck to join the sill moulding across the back. The effect is to set the deck door and deck quarters off in panels - a treatment which adds materially to the beauty of the car.

The large seat is of adjustable type. The owner has a range of four inches in which to move it to the most comfortable driving position.

Upholstery is in soft brown check cloth and seat cushions are deeply piped. A heavy black rubber mat is used as the floor covering.

In each door there is a pocket for small parcels and there is a parcel shelf behind the seat.

There are 14 cubic feet of luggage space in the rear deck.

Hinges on the deck door are fully protected from weather and rust. The door closes into gutters which run down the full length of the opening with a spillway into the road, making the compartment waterproof. The door is equipped with a lock.

The rear deck opening is 35-3/8-in wide.

### **Deluxe Coupe**

The Deluxe Coupe is designed for those who desire a personal car having a more select interior appearance than that of a standard Coupe. In this car the purchaser has the choice of two colours of mohair, green or taupe, for upholstery, or he may select a deep tan Bedford cord, which is also offered. Other refinements include scroll design hardware, mahogany garnish mouldings on the doors and windows; and cowl lights. In all other respects the car is similar to the standard Coupe.

### **Sport Coupe**

The Sport Coupe, with its trim lines, has an appearance of richness and quality that immediately excites admiration.

While it might be considered more a car for personal use, there is a rumble seat in the rear deck affording comfortable quarters for two additional passengers if the occasion requires.

The car, while embodying all the new coupe features of design, gains its distinctiveness chiefly through the top covering. This is pyroxylin coated material of a rich two-tone grey colour. Rear corners with rounded effect and landau irons on the rear quarter give distinctive touches to the car.

The sport effect is carried into the interior, with the trimming above the belt line in a soft cloth. Cushions are upholstered in a soft durable cloth of brown check in colour harmony with the top trimming, making an effective combination.

The floor mat is rubber, heavy and durable.

Tufted pockets of pleasing design in each of the doors add to appearance and convenience as well.

The seat is adjustable. It has a four inch range in which it may be moved to the most comfortable driving position.

Back of the seat there is a recess parcel shelf of generous width. The rear window hangs in a heavy curtain, which may be opened and attached to the roof to allow conversation with passengers in the rumble seat.

The rumble seat is upholstered in two-tone cross cobra grain artificial leather and is comfortably cushioned. The compartment is upholstered in pyroxylin coated fibre board in artificial leather finish to match the cushions. There is a rubber floor mat.

Step plates at the rear and on top of the right fender are provided for those using the rumble seat. The compartment may be locked when it is closed.

### **Tudor Sedan**

The individuality of the Tudor Sedan is materially accentuated in the new body design, a feature which adds greatly to its general attractiveness.

It is the only car in the line that retains the crown of with rounded effect at the rear quarters, the beauty of which is enhanced by the new moulding treatment.

Lines of the car are long. The effect is gained by the moulding which runs straight back from the radiator. A roll belt, beneath the windows, runs back from a panel effect on the cowl at the windshield, to the rear window. There it divides, one line following the contour of the window up to the roof line, the other paralleling the body moulding in a double-moulding effect around the back.

More room is provided inside the car, giving it a greater appeal as a family conveyance. Five passengers may ride in full comfort. The body has been lengthened 2-1/4in, increasing the foot space in the rear compartment. Access to the car is also easier as there is more space in the doorway around the folding front seats.

The interior is attractively trimmed in soft brown check durable cloth, with seat upholstery deeply piped. Tufted pockets in each door are convenient for small parcels. There are two folding seats of new design in front, folding well down. The rear seat accommodates three passengers with complete comfort.

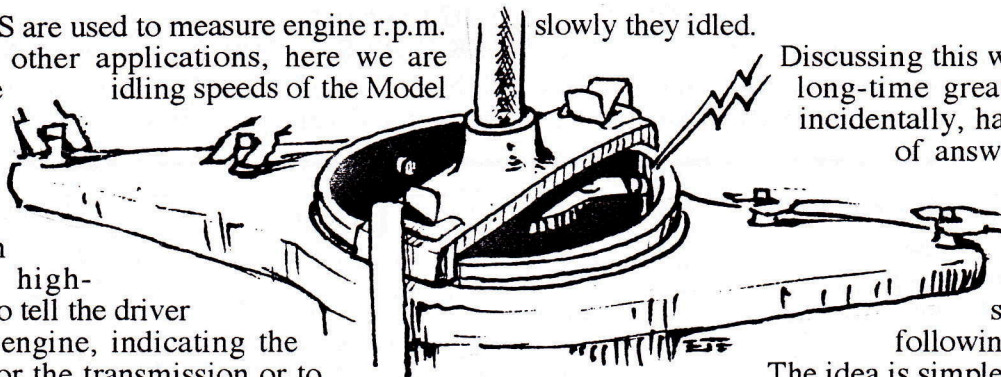
Black rubber mats are used as floor covers. BS •

*Part Three follows at a later date ...*

# TACHOMETERS

By Paul Moller and Bill Kenz. Drawing by Ed Eaton.  
Possibly from *Model A News* by Bevan Sharp.

TACHOMETERS are used to measure engine r.p.m. While they have other applications, here we are concerned with the idling speeds of the Model A Ford engine. Most of us are familiar with their use on the dash boards of modern sports cars or high-performance cars to tell the driver the r.p.m. of his engine, indicating the best shift points for the transmission or to 'redline' the maximum r.p.m. of the engine.



Discussing this with Bill Kenz, the long-time great Ford man who, incidentally, has been the source of answers to many Ford related questions that I have put to him over the past years; he suggested the following for all to use.

A tachometer can be part of the test equipment used to tune up an engine, or as a separate instrument, hand-held and often incorporated with a dwell meter. Modern tachometers are used with 12-volt negative battery ground systems with high r.p.m. scales and are not very suitable for our low r.p.m. Model A engines.

We have managed for many years doing tune ups and general maintenance without a tachometer. Like most Model A-ers and casual observers, we like the exhaust sound of an idling Model A engine. A sound peculiar to Model A cars and trucks.

In my early Model A restoration years, I had a two-piece crankshaft pulley in my engine at that time. Possibly I thought it was the way to go, or maybe I didn't have, or couldn't find, a one-piece crankshaft pulley. I remember this engine for its smooth idle and that it could idle evenly for 15 or 20 minutes, as a good engine should. At a very low speed I could hear the two pieces of the crankshaft pulley click together as each cylinder fired! I wondered for a long time just what was the r.p.m. at which she idled. There have been other engines since then that I have wished to know just how

The idea is simple to make and easy to use. The sketch shows a Model A Ford distributor cap or cover with both sides cut off leaving the centre section with the hold-down notches in place. Using this in place of the regular cover, we can see the rotor as it revolves within the distributor on a running engine. I use a transparent distributor cover I purchased from a local dealer. This method serves as an easy test for visual distributor performance, or as a tachometer test.

With the engine running, it will be possible to see a spark as it jumps from the rotor to a contact of the distributor body. Now then, count each spark as it jumps to any single contact. A second person uses a watch to time for one minute. As a minute is completed, the first individual quits counting and his count is doubled to give the exact r.p.m. of the engine. A couple of dry runs will help smooth out the count. The average count for one minute is 100, to give an engine r.p.m. of 200. This is for an idle speed that seems to say: - 'cotton picker, cotton picker, cotton picker.'

Tools needed are: - two individuals, one cut-down distributor cover or one transparent distributor cover, a watch with a sweep second hand, or a stop watch.

[A clear cap is also handy when trouble-shooting.] ss •

## SAVE THAT MANIFOLD

By Roger Van Houten, Monroe, Michigan - from *Model A News*

Used exhaust manifolds are usually warped - and in two directions. This can cause leaks at the ports when a gasket is not held tightly. Also, tightening can cause your manifold to break as it is not ductile. If the intake is not on the same plane as the exhaust manifold, one of them will act as a fulcrum, causing the other to break. Most machine shops can resurface your manifolds so there will be an even pressure when tightening. This is usually expensive due to the set-up time involved as there is no parallel surface to indicate from. Even if it was, it would be difficult to get the intake to come out evenly on the same plane as the exhaust when reunited. The easiest, and also cheapest, method is to take a sharp mill file and file across all ports (both being bolted together, of course)

until all surfaces show indication of bright, filed metal. Take particular caution not to let the file rock, which would prevent a flat surface.

Use metal-clad gaskets and tighten to 35 foot pounds torque, beginning with the middle two studs. If you tighten the outside studs first - it bows the manifold and you will break it when tightening the inner studs. Filing also gives more surface contact with the gasket when the machined surface on the thinner end ports has rusted. You seldom can use the port rings due to bowing in the other direction, but with rat-tail filing of the stud slots the manifold can be centred on the block ports. If you take a little time and do the method above, you should never have a leaking or broken manifold. ss •

### More Motoring Memos

\* The word "Bowser" is derived from the hand-operated fuel delivery pumps first imported to Australia in 1914 by the North American firm of S. F. Bowser & Company.

\* A speed of 100mph was achieved in 1904, 200mph in 1927, 300mph in 1935, 400mph in 1947, 500mph in 1964 and 600mph in 1965. The metric 1000kph was passed in 1970.

\* Some motorist still refer to their paint work as duco. "Duco" was a trade name used for a nitro-cellulose lacquer which was largely phased out in the 1960s.

PART

3

HIGHLIGHTS FROM THE **SEPTEMBER 1935** ISSUE OF**SERVICE STATION and MOTOR TRADER**Official publication of the  
WESTERN AUSTRALIAN SERVICE STATION ASSOCIATION

These snippets give an interesting insight into the motor trade in Perth (and Western Australia in general) just after the Model A era. Compiled by: Bevan Sharp.

**Australian Invention**

An Australian, Mr H. Sheldon, is in England demonstrating his electro-vacuum brake servo patent. This device, reported to be particularly effective, has its control in the form of a button switch on the steering wheel. All that is necessary in applying the brakes is to go through the motions of sounding the horn. The degree of braking depends on the length of time the button is held down, thus enabling an immediate application of brakes to suit safe or skidding conditions. A feature of the electric-servo device is that, at any time the foot can be used instead of the servo, and that in case of failure the original braking remains.

*Blow horn - stop car, gee!*

**HARD STARTING**

Considering the importance of a starter under an overload which often reaches 600%, and the duration of its operation, which is only a few seconds at a time, it is easy to understand that the starter and ignition systems on an automobile should be helped to the extent of having all factors, such as spark plugs, breaker points, starter switch, cables, carburettor, choke and battery, functioning properly.

The battery, as the heart of the electrical system, should be placed first in order for inspection, for it is impossible to make the best starter function satisfactorily with a weak or defective power supply.

Hard starting is frequently caused by poor terminal connection, loose, rusted or corroded, and it can be quickly found by holding the starter button down for 10 or 20 seconds with the ignition switch off. Run the hand over every connection in the starter circuit, and feel the terminals. Considerable heat is developed by high resistance joints. It is well to feel the terminals of the battery, at the ground on the frame, and at the starter, cleaning and tightening any that are warm.

Undersized cables must be replaced with others of ample capacity in order to correct hard starting on many cars. Perhaps the ignition system is starved. Replacing the primary cable which runs from the starter switch to the ammeter, and from the ammeter to the ignition switch, with No. 10 gauge cable will often result in snappy starting. While the starter is in operation, the battery voltage is low and the ignition coil needs all the voltage that it is possible to obtain at that particular time. Ample sized cables are needed to provide more current if easy starting is the aim. *Still valid advice today?*

**Industry Use**

Motor manufacturing, the 4th largest industry in Great Britain, has been of great benefit to other trades, for example, it employs about 56,700,000 board feet of wood every year, 52,000 tons of rubber, 1,000,000 gallons of paint, 39,000 bales of cotton, 1,360,000 square feet of leather, 5,000,000 square feet plate glass, and nearly 8,500,000 yards of brake lining, in which considerable asbestos is employed. *7,800 kilometres of asbestos, now there's a staggering statistic.*

**W** STORAGE BATTERIES 6 volt - 13 plate  
**illard** £2'19'6

**One of the greatest feats nowadays is to buy a new car and get it home before a new model comes out.**

**DO YOU COURT BUSINESS IN A DRESS SUIT!****Or a pair of dirty overalls?**

"Miss Public" is a coquettish wench. And fickle." This is an enormous amount of concentrated wisdom expressed by Chester A. Ragland in the *Automobile Trade Journal* (USA), and briefly qualifies his contention that Miss Public must be courted. You must dress up and look like success. Summarising his observations and also experiments, his conclusions include:- 1) Tidy up the office so a lady won't enter it gingerly, or not at all; 2) Wear a snappy uniform. You know how the ladies love 'em! And it pleases your men customers too.

**Speed Limit - Great Britain**

Now that Great Britain has a speed limit of 30mph in built-up areas, many motorists are finding that the "speedo" readings on their cars are not sufficiently accurate to ensure their not getting slightly in advance of the legal speed limit. To meet the new conditions, the Automobile Association of Great Britain, which has over 500,000 members, is now providing facilities whereby drivers of motor vehicles can check the accuracy of their speedometers.

Another interesting item of news is that the special motoring courts in England are to be discontinued owing to lack of cases, which goes to show that the standard of driving in Great Britain, which for many years has been of a high order, has improved further, with the gratifying result that the motorists' special courts have closed their doors.

**Early Closing**

An argument in favour of early closing was provided recently when armed robbers effected a coupe at Subiaco. The premises of Messrs Calcott and Downey were visited by two armed men about 8.30pm, a slack hour, and on the ruse of asking for change of a ten shilling note waited until the sole attendant's back was turned and then made a murderous attack, aggravated by shooting the attendant in the back. The wounded youth, James Spencer, made a valiant endeavour to impede his assailants, but they escaped after having removed seven pounds from the cash register.

We are pleased to record that owing to a strong constitution, sustained by healthy exercise and good living, young Spencer is out of danger. The bullet passed through one hip bone and fractured two small bones which protect the spinal column.






# Notebook

## **BIRTHDAYS for SEPTEMBER: Birthstone: Opal; Flower: Calendula**

Lionel Barendse, Diane Barker, Irene Bell, David Chambers, Charles Kendall, Ron Perry, Philip Raccuia, Steve Read, Margaret Roy, Michael Stathy, Margret Teale, Fran Timmings, Keith Upton, Kath Ward & Jim Williams. Everyone have a very happy birthday!!

**NEW MEMBERS:** Ian & Jane Cocks, [REDACTED] Byford 6201. Ph: [REDACTED]  
Ian and Jane have an unlicensed and unrestored 1928 Roadster Ute. Welcome to our club. 

**CHRISTMAS DINNER:** NOW!! is the time to send your name(s) and money to Dora for our Christmas outing. Time is running out, and Dora needs to know. *PLEASE* advise her on [REDACTED] or by post at [REDACTED] NORTH BEACH ASAP. This needs your immediate attention!!!

**POWER PILL:** The ultimate fuel conditioner. Access Enterprises, 2 Chambers Way, Noranda, ph/fax: 09 276 8876, wish to introduce their New Image Power Pill and Mini Power Pill for all engines- petrol and diesel. It promises to benefit an increased all-round engine performance, being a fuel conditioner, not an additive. For those who may be interested, please contact Access direct.

**LIBRARY LISTING:** Our Librarian, David, has provided a list of books, magazines, articles, etc. which is included with this newsletter.

**RAAF 75TH ANNIVERSARY:** Barrie Guest would like to say a big thank you to all those people who displayed their car at Leeuwin Barracks. He is most grateful.

## **CHEMICAL SECTION:**

Mineral Spirits, aka paint thinner, enamel thinner, stuff. Used for wetting metal parts. Also used for adhering paint brushes to containers (Note: process takes approx. one month). This chemical can be used in place of any other chemical with reduced efficiency.

Laquer thinner, used to cool skin. Also used to make lacquer useless. This chemical was invented by E.I. Dupont de NeMours for the purpose of making money. Creative mechanics often use lacquer thinner to tie-die trousers while wearing them.

Gunk, invented by Forrest Gunk. Gunk's primary component is mayonnaise, but perfume and lanolin are added to make mechanic's hands soft and lovely. Also used for lubricating pipe fittings, and for getting rags dirty. Do not eat. Once applied to skin, Gunk never comes off.



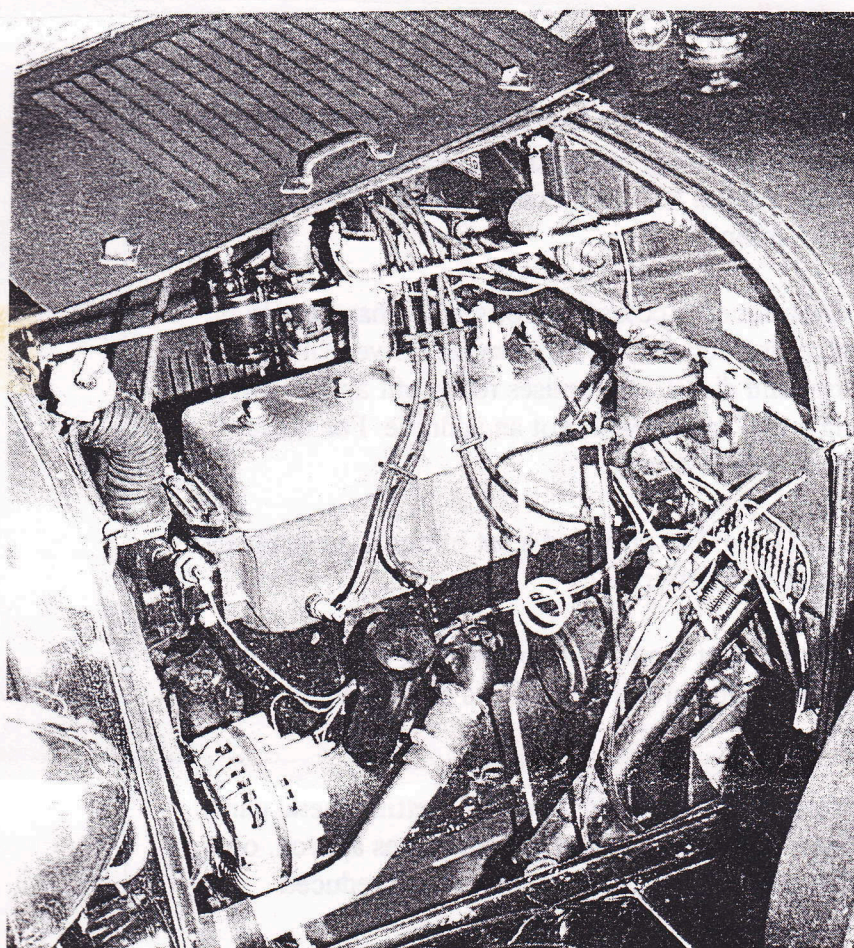
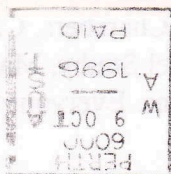
If undelivered, please return to:  
Thornlie [redacted]  
Western Australia, 6108

PAISLEY Ian & Dianne  
[redacted]  
NORANDA WA 6062



## Western Model A News

COLLECT  
AUSTRALIAN  
STAMPS



# YES

### IT IS A MODEL A FORD!

According to the *Complete Ford Book* it is Fred Von Helf's "dapper" 1929 Model A Roadster; which looks "deceptively stock until you take a ride." It has:-

- Model B engine.
- A rare Murphy head.
- Winfield cam, carb, manifold.
- Lucas distributor & headers.
- Chrysler Torque Flite auto.
- Original "Float-a-Motor".
- Torque rods, cross members.
- Stock '29 rear end 3.78 gears.
- Lincoln hydraulic front brak
- Early Ford rear brakes.
- Chrysler yoke & drive shaft.
- 12 system with alternator.

Would Henry recognise it? Presumably the body is "real" Model A? BS •

### DOES YOUR CHOKE ROD TEND TO HANG UP WHEN YOU PULL IT OUT?

It was designed to snap back into place when released. There are several reasons why this inconvenience occurs and each can be corrected quite easily.

The reproduction grommets for the gas tank bracket are made of rather soft rubber with a hole that is too small. This hole can be drilled larger, and with a little talc lubricant, this problem is easily solved.

Most choke rods include a grommet for the hole in the firewall. If you have one, remove it and discard it - this is wrong - there should be a leather washer on the engine side with a floor board screw washer as a backup. Your old leather belt should suffice.

Making these two changes should make your choke rod operate more smoothly and the judges will like it much better. BS •

A Patent Cure by Red E. Power in *The Restorer*