

Western Model A News

Official Newsletter of the

MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc
XVII

Year XVI Number XI

JUNE, 1997

Save Money This Holiday!

SLEEP IN YOUR OWN
CAR IN COMFORT

NO NEED FOR EXPENSIVE ALTERATIONS TO YOUR CAR. The "Perfect Rest" Bedstead is easily and quickly fitted, and rolls up in a very small compass. The remarkable comfort will surpass you. A wonderful and striking advance on any known method of sleeping in an automobile. Will not scratch or damage car. The patented double spring mattress can be put up in 3 minutes. ALL LUGGAGE CAN BE LEFT IN CAR. Suits either CLOSED or OPEN Double-Seater Cars. CHEAP and POPULAR. Agents wanted where not represented. WRITE FOR PAMPHLET.

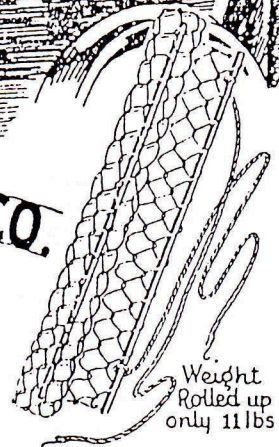


AUSTRALIAN CAR COMFORT CO.

1 YARRA BANK ROAD (Just Over Queen's Bridge),
South Melbourne, Vic. Phone M 3506.

INTERSTATE DISTRIBUTORS:

NEW SOUTH WALES: Courtney Distributors, 215 William Street, Sydney.
QUEENSLAND: Specialty Distributors, 164 Adelaide Street, Brisbane.
SOUTH AUSTRALIA: E. R. Crispe and Co., 175 Pirie Street, Adelaide.
TASMANIA: B. E. Duncan, The Continental, 160-162 Macquarie Street, Hobart



Price Complete
39%
V.I.C. only
Other States
Slightly Extra

*This would be ideal for those travelling long distances to
the Canberra National Rally in 1998.*

*Is the Australian Car Comfort Company still in business,
and do they now have an agent in Western Australia?*

Date and source of advertisement unknown.

Next Run/Meeting: Sunday, 22nd June

Meet at Westfield Carousel Shopping Centre, 10:30am

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: GERMAINE JEFFREE

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

Thornlie, W.A., 6108

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

SUNDAY, 22ND JUNE

Meet at Westfield Carousel Shopping Centre, Cannington
10:30am for 11:00am departure. Final destination Araluen.
Organised by Alan & Edith Jeffree

SATURDAY, 28TH JUNE, 1997

Casserole evening at Jeffree's home to welcome
Gae & Jim Galloway from N.Z.
Venue: [REDACTED] Dianella. Time: 6:00pm
BYO food & drinks, sweets supplied.

JULY, 1997

COMBINED CAR CLUB QUIZ NIGHT

SUNDAY, 13TH JULY

AGM & ANNUAL CAR INSPECTION
Noranda Primary School

AUGUST - Halls organising

8TH - 12/13TH SEPTEMBER

Wildflower Run organised by families Smith & Williams

SEPTEMBER - Berkshires organising

OCTOBER - Sartoris/Mooreheads organising



NOVEMBER - Timmings organising

15th & 16th NOVEMBER

Bendigo Swap Meet

DECEMBER - Christmas Dinner

9-13 APRIL, 1998 (EASTER)

15TH NATIONAL MODEL A MEET - CANBERRA

Hosted by Model A Restorers Club (Aust)

Entry forms available from your secretary, or write to:

The Rally Director, 15th National Model A Ford Meet

[REDACTED] DICKSON, ACT 2602.

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

Recommended by MARC member

Established 1973

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34 years Experience

MINUTES OF GENERAL MEETING HELD AT MARAPANA WILDLIFE PARK,
BALDIVIS ON SUNDAY 25TH MAY 1997

Meeting opened by President 1.30 pm. Attendance and apologies as per attendance book. President welcomed new members, Ian and Jane Cocks to their first meeting and Greg and Jill Axford. The President thanked Pat and David Bussard for organising the run to a great venue and he also thanked those members who came along even though the weather was rather miserable.

MINUTES: As per last newsletter report.

BUSINESS ARISING FROM MINUTES: Shannons Public Liability insurance has been paid. Jim and Gae Galoway will be arriving from New Zealand on 20 June 1997 and Alan & Edith Jeffree have offered their home as a base while they are in WA. Alan suggested a "Casserole Night" on Saturday 21 June 1997 at their home for members to meet the Galoways. Details will be in the next newsletter. AGM – reminder that all positions will be vacant. Moved Ron Andrews, seconded Peter Sartori.

CORRESPONDENCE IN: Rowe & Sons Car Restoration Specialists; The Sanctuary Golf Resort; CCC Annual Quiz Night; CCC Calender of Events; CCC Minutes & Report on Marlows Classic Car Show; MAFCA Minutes; CJ Watson – Easter Motor Sports & Clubs Extravaganza; Newsletters from New Zealand Club (April & May); P Gilberthorpe – CCC Club.

CORRESPONDENCE OUT: N Ferreira – application form.

Moved Dora Annear, seconded Max Annear.

FINANCIAL REPORT:

Opening Balance 01/04/97	\$12,520.32
Receipts	145.00
	<u>\$12,665.32</u>
Expenses	256.46
Closing Balance 30/04/97	<u>\$12,408.86</u>

Moved John Moorehead, seconded Jack Berkshire.

GENERAL BUSINESS:

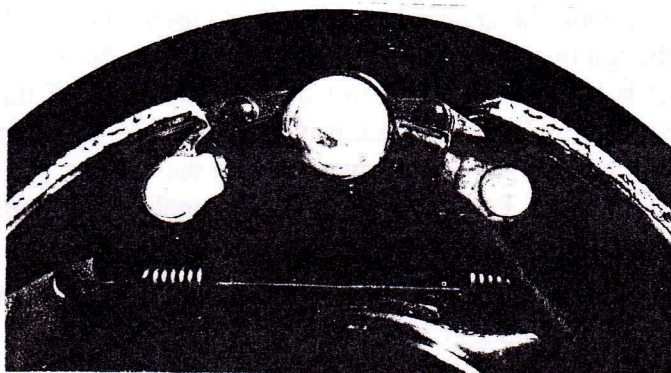
June Meeting: Alan Jeffree advised that due to the VCC Winter Rally, Reg & Coral Blewett would not be able to organise the run so Alan has volunteered and is planning a drive to Araluen.

1998 Easter Extravaganza: After discussion it was agreed that we would not participate in this event as it coincided with both the Easter weekend in Kirup and the National Meet.

Wildflower Run: Alan Smith has requested the names of those members who plan on going on the Wildflower Run as bookings need to be made. Alan has names and prices of motels.

CCC Club: After discussion of Peter Gilberthorpe's letter in relation to concessional licensing and examinations it was agreed that whether a car was full or concessional licensed it should be examined by the Club on an annual basis.

MEETING CLOSED 1.50 pm



Cure For An Unusual Chassis Noise

A metallic, jingling chassis sound can be caused by more than a loose nut or bolt. Remove front brake drums and ensure that the dust cover in the upper brake shoe anchor housing is still in place. If this saucer-shaped cover works loose and falls, it will ride on the surface of the revolving brake drum, causing a metallic jingling sound as it bounces. By M. Daut in *The Restorer*. BS •

That's the culprit in the centre of the picture.

Discussing car engines one day Henry Ford sent a clerk to collect a particular part he wished to demonstrate. The clerk returned with a form to sign before he could obtain the part. Ford grimaced but signed and then asked to be taken to where the forms were stored. 'Are these all you've got?' he inquired. On being assured they were the entire stock he called for a can of gasoline, had the forms taken into the testing yard and organised a huge bonfire.

As Henry Ford was known as the richest man in America a group of art dealers got together a collection of the Hundred Greatest Paintings in the world and produced an expensive colour reproduction of each work in three magnificent volumes. When they presented the books to Henry he exclaimed that they 'must cost an awful lot.' When informed that the books were a present Ford was overwhelmed. The dealer had never experienced such innocence and explained that the volumes had been prepared to induce him to buy the originals. 'But gentlemen' responded Henry Ford, 'what would I want with the original pictures when the ones right here in these books are so beautiful?'

Henry Ford felt he had a duty to toughen Edsel up. When Edsel commissioned a line of new coke ovens at the Rouge he outwardly appeared to go along with the decision but confided to Harry Bennett:- 'As soon as Edsel gets those ovens built, I'm going to tear them down.' The ovens were destroyed within days of their completion.

John R. Davis, a young member of Ford's sales

department explains how he persuaded Edsel of the need for new offices to accommodate the company's expanding sales and accounting staff. Henry was absent at the time and the new offices were completed by the time he returned. Edsel made a mistake by explaining that the new offices were for Henry's least favourite employees: accountants.

Next morning the staff were milling around in the car park - maintenance men had entered the fourth floor during the night and stripped out every desk and even the telephones. The entire department had been abolished at a stroke. Men and women who had worked for Ford for years had all been summarily dismissed. Later that morning Henry called on his son with a grin. 'Edsel', he said, 'if you really need more room you'll find plenty of it on the fourth floor.'

It was a measure of Edsel that, over the following weeks, he found jobs for every one of the sacked accountants.

And it is a measure of Henry - that he knew.

Father and son played this cruel game for many years •

Adapted from Robert Lacey's "Ford" by Bevan Sharp

THE ECCENTRIC HENRY FORD



No 9 - ERRATIC!

May Run to Marapana Wildlife Park

May 25, 1997

The forecast was for lots of showers, but everyone was hopeful as we gathered at Garden City. There was not a large roll-up: eight Model As and two non-As. Max remembered his whistle and it still worked, but we decided we were ready too early, it not being 10 o'clock, so we had another chat before departing. Max spaced out the Model As, then hopped into his own and left the non-As to manage themselves.

David and Alan stuck to Max's taillights for the run to Karnup Nature Reserve. Fortunately, two Model As also found the turn into Karnup Road. The others found each other and doubled back. Val and Bill Cowlin and two grandchildren joined us there, and we sat under the shelter for morning tea. The Reserve was built as a youth training program and comments were positive about the structures and layout.

We proceeded to Marapana Wildlife Park. David was the leader, and he stopped so everyone could go through the gate together. Peter and Lorraine stopped behind David and a small electrical problem was discussed. It was in this line that Ian and Jane Cocks and their children joined us. Everyone then moved in convoy through the gate, received a container with food pellets for the animals, and started the driving tour. Interesting signs kept the cars in lines, but the deer knew what we were there for!

On to the parking area, and some wandered around feeding the animals, others talked (about cars?). All the animals are very tame and can be fed by hand, though most people just threw the pellets at the emus. For future reference: kangaroos scratch if the pellet is held above them, but they calmly nibble if the pellet is on a flat hand. One kangaroo has learned to walk up behind a person with pellets and tap them on the shoulder - ask Shirley Hall! The strangest and yukkiest experience was feeding the camels, with their huge sloppy soft muddy lips, but Shirley insisted that Pat keep on doing so until her camera worked. David just giggled. Hands were washed before eating, I'll tell you!

Three Jeffreys, and Ron and Leslie arrived a bit late but were among the first to find a sheltered area near the kiosk for lunch. We were glad to be out of the wind and rain which arrived as promised.

Thanks to all who joined us for a pleasant day.

David and Pat

Before introduction, there was a great deal of speculation about the looks of the New Ford. When it was presented to the public its distinctive features were admired by thousands. Now, sixty-eight years later, we restorers are still interested in its fine lines and, more specifically, we are concerned with each little detail. Changes made on the Model A during the first few months of production were many and frequent. MARC

(USA) member 'Doc' Kalinka of Chilton, Wisconsin had probably done more research on the changes affecting the early production Model A than any other member and he produced the following article outlining these changes for Model A News in about 1969. A few of these changes could not be verified by Company record but, until further evidence is found, we should accept Doc's findings. Reproduced by Bevan Sharp.

Distinctive Features of The Early Model A

The early months of Model A production were painfully slow, taking well over half a year to produce 150,000 units. Then, from mid-June to December, over 600,000 were assembled, or four times as many vehicles were produced in the last half of the year as were produced in the first half of the year. To cover the changes affecting these early production models, I will deal with the early models of November, 1927 to February, 1928. These can be referred to as the 'early AR models'. **The information will be primarily about U.S.-built passenger cars.**

Throughout the article, my main source of information has been data gleaned from questionnaires which I have been distributing to early Model A owners for three years, plus the Ford Service Manual and information from the Ford Archives. To date, I have sent out approximately 230 questionnaires and 120 have been returned and are in my file. The data deals with original cars as they appeared to the owner prior to restoration. Fifty of the reports are on the 'AR' or left-hand emergency brake handle models.

In evaluating the information, two important things should be kept in mind. One, production at the beginning was very slow and, up to mid-January, only seven plants were in operation. Some of the plants which started production later built cars from early supplies of parts. Secondly, when I make reference to a change being effective with a certain engine number, this can only be approximate. Since there were 35 assembly plants and the Ford policy was to make changes after current stock ran out, it is conceivable that a change at one plant could take place much later than at another plant. My main intent is to show that variations in these early models did exist and they must be considered authentic, but they cannot be pinpointed as starting

or ending with a specific engine numbers.

Without a doubt, the most widely accepted error concerning the 1928 Model A Ford is the location of the emergency brake handle, and when the position of the handle changed from the left side next of the clutch pedal to the more common centre position in front of and next to the gear shift lever. According to Company information, the location of the emergency brake handle was directed to be changed in January, but it was not until mid-June that the last of the assembly plants made the change. However, my research indicates that change took place between the 8th and 21st of June, or somewhere between engine numbers 155,000 and 170,000, depending on the assembly plant and stocks therein contained. This fact directly contradicts information stating that only 5,000 Model A Fords were manufactured with the left-hand emergency brake set-up.

Along with the brake handle relocation, the entire brake mechanism was changed to a separate set of linings in the rear hubs for the emergency brake system. This meant different braking plates, different hubs and brake drums, new running board splash shields and different 21-in wheels. Even the lug nut was changed from the forged 11/16-in hexagonal stock lug (identical to the late model lug nut) to the less expensive short acorn-type lug nut. These early items were identified with the suffix 'AR', while similar items furnished later were given the suffix 'B' (not to be confused with the 'B' prefix on the 1932 Model 'B' parts). Though an 'AR' 21-in wheel will fit on a later hub, it will not fit snugly and there is a 1/4- to 1/2-in gap space between the hub and the wheel. Therefore, we have two 21-in wheels in 1928; the 'AR' wheel which fit the left-hand brake models and the 'B'

wheel which fit all later models through to 1929.

One of the more obvious early features was the manner in which the radiator shell lacing attached to the shell, and the changes in the shell because of this. Instead of the lacing being riveted to the shell, it is interwoven through 3/8-in holes in the shell, very similar to the lacing on a Model T shell. This woven radiator shell, as we call it, is commonly found in the first 24,000 Model A-s. Because of the woven radiator shell, there is also a slight alteration on the upper tank of the radiator itself. There is a depression 1-1/8-in wide and 1/8-in deep, running across the upper rear surface of the tank, so as to allow room for the interwoven lacing on the shell. While we are discussing the radiator and its components, let me mention a feature found on the very earliest of fan shrouds. Along the bottom of the shroud, instead of having a valley or groove for the crossing over light wire to hide in, there are three tabs which bend up and hold the wire harness in place.

Another 'Early Bird' feature of interest is the starter switch rod. Instead of being straight and passing directly up from the starter switch itself through the fire wall, the early starter switch push rod was crank-shaped and had a 2-in offset in it, toward the engine. This places the starter rod about 2-in closer to the accelerator pad. Understandably then, the starter rod opening in the firewall is different. The crooked starter switch rod opening is to the right of the carpet hold down button while the hole for the straight starter rod is found to the left of that identical button. This feature began to disappear in the vicinity of vehicle 50,000.

While we are concerned with the starter, let us consider some other relative features. Of course we are ->

Features of the Early A - continued

dealing with a starter motor with a 1/2-in diameter power shaft (instead of 5/8-in). This size unit (1/2-in diameter) was a required combination with the multiple disc clutch. There were, however, two different starter drive assemblies. The very early Model A used an Abel starter unit (Ford Service Bulletins, April, 1928); this is a centrifugal force unit with no apparent large spring. This Abel drive unit was soon obsoleted because of disengagement problems with the ring gear on the flywheel. The replacement item was a 1/2-in shaft diameter Bendix spring starter drive assembly. This unit is identical to the unit that we are all familiar with, found on our later A-s, except the shaft is smaller. Note here that when the starter is mounted on the flywheel housing, there is **no** way to differentiate starter drives since the starter motors looked identical, externally.

There were, however, some changes in the external appearance of the starter, but **unrelated** to the type of starter drive. The very early starter motors had a front cover or end plate that had the internal brushes screwed to the cover, with the slotted end of the screw exposed to the front; this cover was also screwed to the body of the starter with four screws instead of two. On later starters the brushes were riveted to the cover.

The early lighting switch handle and the horn assembly, which was located at the hub of the steering wheel, was also different. On the lower half of this switch there was engraved a little arrow on each side of the centre knob. On the right side there was the word 'on' and on the left the word 'dim' and right on the knob itself was the word 'off'. It is interesting to note that the electrical set-up was of quite low potency compared to the standards of today. The candle-power for the 'dim' side or park lights was 2-3cp, while the candle-power for the 'on' or driving lights was a mere 21cp. Understand that there were only two positions on the light switch, 'on' to the right for bright, and one click to the left for 'dim' or 'park'. These features disappeared about engine number 20,000, or early February.

While we are in the area of the steering column, steering wheel and electrical switches, etc, let us note one unique feature of the very early red steering wheel. This feature may be a

certain assembly plant characteristic, or it may be characteristic of a limited release item like the open front bumpers, since it will be found only on a **few** of the very earliest models. The particular red steering wheel had **no** grooves on the upper face, it was entirely smooth except for the gripping. I have been informed by the people that have these smooth red steering wheels that this is not a regular steering wheel with the three grooves worn out; it is actually how the wheel came.

On the other end of the steering column we find another 'Early Bird' feature, the entire lighting switch assembly was different. Instead of all the electrical terminals being soldered to the bakelite switch plate, the terminals plugged into individual fittings or receptacles in the plate, and this included the horn ground lead from the bottom of the horn and light switch rod. The light switch cover had a 'knurled' exterior appearance, and did not require a retaining bail. In fact, the horn and light switch rod was exposed for about an inch and a half as it passed from the end of the steering column into the switch assembly. With this particular 'knurled' cover, the wiring entered at the middle or centre of the cover; not from underneath as was the entrance site on later covers. This combination of items was found on early 1928s up to engine number 20,000,

Much of the sheet metal on the introductory Model A was significantly different so as to warrant discussion at this time. The rear fenders on the coupe, roadster and sports coupe exhibited a 1-1/4-in x 9-in cut-out on the rear, lower, and inner edge where the fender left the body. The fender narrowed at this area by the dimensions stated above. This feature was most commonly found through the first 30,000 units. Most of you are aware of the three strengthened ridges on the body in the panel beneath the rear fenders. On the very early models some had **no** ridges or ribs at all; others had one rib in the centre, while still others had a smooth wall or panel on one side and one rib on the other. This condition existed through February, 1928 and into March. Many of the floor panels, platforms, sections beneath seats and angled floors had **no** strengthening ridges or grooves. These panels were smooth flat sheet

metal and, on the bottom side, or underneath, there were straps that ran crisscross which gave strength to the panel. This condition probably only existed on vehicles that were manufactured in 1927.

Many of the early cars, particularly the coupes and the sports coupes, had their body panel components bolted and screwed together, instead of being riveted or spot welded as was common procedure later in 1928. Still another early sheet metal characteristic was the appearance of the louvres on the side of the hood. The louvres were 3/4-in closer in front to the union with the top section, than they were at the rear; simply speaking there is a 3/4-in fall off of louvres from front to rear. Some of the very early hoods had **no** leather corners, in fact, they were not even drilled for the little rivet that held the leather protective corner in place. On some early hoods, the hood handle was attached to the hood side by means of a 1/4-in crimped over **open** hole on each end of the handle, instead of two rivets on each side of the handle. This is commonly called 'open hood handles'.

Probably the most difficult single item to find, if the drum tail lamp unit is absent on your early 1928 'A', is the correct drum tail lamp cover for, located beneath the block letters 'Duo-lamp', is an additional 'Ford' script. Fortunately the 'Ford' script on the tail lamp cover began to disappear shortly after vehicle 15,000.

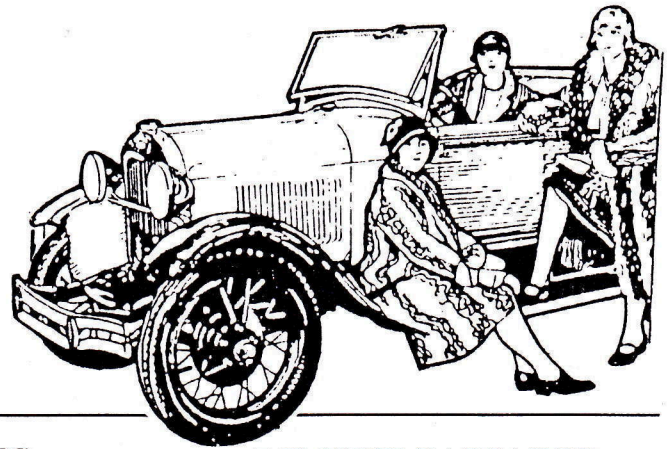
Lastly, one of the most unique and strangest of the features revealed by my research on the very early vehicles was the laced leather boots about the ends of the steering drag link and the ends of the spindle connecting rod (tie rod). These leather boots served as lubrication holding jackets, since both these parts were not fitted with grease fittings. These leather units were laced up just like a shoe and fitted very snugly. This item was found primarily only on the A-s built very early and then was not found on all of them, but at least through to vehicle 3064. No record of this item has been located in the parts lists or on Company drawings. es •

Does anyone have the next articles dealing with March to mid-June 1928 and then from June, 1928 to end of 1928?

NOW HERE'S AN IDEA

A Few Hints and Tips

Collected from "Here and There"
Compiled by Bevan Sharp



Many of these may seem to be basic and 'obvious' to some Model A owners, but to newer members (and perhaps even some older ones) they may prove helpful.

"BURPING"

Always remove the dip stick when turning oil in the engine to vent the crankcase and so prevent 'burping' oil out the filler pipe.

OIL FILLER CAP

Some oil filler caps permit a complete close-off of the filler tube. Crankcase pressure will then blow through the back main bearing and other escape points. Either back-off about 1/4" on the cap when installing, or bend down the lugs already on some caps to keep from closing off the filler hole. This will save a lot of oil puddles on the garage floor.

STARTING

Always start a Model A engine when the spark lever retarded, otherwise it will kick back and break or bend the starter mechanism (which may be your own arm if you are cranking it!). If you are confused about which is the 'retard' position, just remember that to start UP you must push both levers UP. Then pull the throttle down a few notches, open the choke rod at least a quarter turn to the left, pull the rod out, then step on the starter. As soon as engine fires, release choke. As engine warms up, lean carburettor mixture by turning choke rod to right - never turn this rod down *tightly* for you will then score and damage the needle valve.

Also, retard the spark when the Model A is running slowly in high gear, particularly when pulling slowly up a hill.

HUB CAPS

To install hub cap, crimp over only 4 of the tabs, 90° apart. These are enough to hold the cap securely and the unbent tabs will be saved for future. 'Ford' script must be upright and horizontal on all spare wheels, with the valve in the top position.

SPRINGS

Keep 'U' bolts tight on both front and rear springs to prevent cracking the cross-members of the frame. When you replace a spring, be sure to install a thin, resilient cushion, such as leather or rubber-impregnated fabric, between the spring and the cross-member.

Keep centre bolts tight in the springs. If centre bolt becomes loose, it may wear and break and allow some leaves, or even the entire spring, to break. A rear spring centre bolt can be replaced by cutting open a little flap in the sheet steel floor over the spring centre, then driving out the bolt and realigning the spring leaves with a tapered drift pin.

HORN BRUSHES

Worn horn motor brushes can be replaced with a modern 'Auto-Lite' brush number EW-12 after removing an attached wire from each brush.

REMOVE REAR AXLE

To replace either rear axle, or to repair the differential, it is not necessary to remove the entire assembly. Disconnect left brake rod and radius rod, put a block between left spring and axle housing (use a spring spreader if you have one), jack up the chassis on both sides. Remove both rear drums, remove left spring shackle, remove left axle housing from the differential drum, withdraw axle and differential assembly for repair. Replace in reverse order. This job can be done in three hours.

REMOVE RADIATOR

When removing the radiator, always unbolt the water inlet and outlet nozzle castings from the engine block and head; it will not be necessary then to touch hose connections. The radiator shell may remain fastened to the core for this operation.

REMOVE ENGINE

For removing or installing a Model A engine, make up a special eye-bolt by removing the porcelain and electrodes from an old spark plug and then fasten a forged eye-bolt through the plug. Screw this into the third spark plug hole for best balance with a chain hoist or block and tackle.

CRANKSHAFT RATCHET

If you can't find a Model A ratchet, use one from a Ford V-8 - it's better material anyway!

OIL PAN LEAKS

Excessive oil leaks at either end of the pan may be reduced by removing the pan and inspecting for straightness, particularly at the crescent edges. These often get warped or dented. Also check the 'clothes-line rope' asbestos packing, which may have dried out or become twisted or crumbled. Replace with square, graphite pump packing sold at hydraulic supply houses. It is more elastic and thus fills in any irregularities better than rope. Measure groove depth for correct fit.

CAUSES OF OVERHEATING

No water in the radiator, Improper timing, Low speed driving, Low on oil, Spark too retarded, Clogged muffler, Too much carbon on cylinders, Weak exhaust valve springs, Poor carburettor adjustment, Leaking radiator, Packing nut too tight, Air seeping in around manifold, Clogged block and head....

'National First Fever' may not be in the medical books, but it's a real and expensive disease. You become susceptible when you finally get your dream car. You catch the fever when you go to a National Meet. Suddenly you've got to have one of those little plaques that proclaim National First Place Winner. A project to just fix up an old car turns into an expensive ground-up restoration.

This isn't an article about restoration, it's about the strategy; so you don't blow your chances before the judging starts. Nothing is sadder than a vehicle that keeps getting second place.

THE RESTORATION

1. Complete it early. We've all heard stories about the heroic restorer who worked for the last five days before the meet without sleep. Restoration work always takes longer than you think. Plan to be ready six months before the event. You'll do better work and have time to correct flaws that inevitably show up.

2. Concentrate on the paint job. I don't mean you should neglect other areas, but a dull paint job seldom wins. It's the first thing everybody sees, and a super finish makes a lasting impression.

3. Beware of custom accessories. I saw a beautiful Cord which sunk to third place because it had a huge hood ornament. The owner proved its authenticity with letters and photos but the judges frowned at the car as soon as they saw it. Accessories never add points, but they sure can lose them.

4. Show your car at local shows first. Guard it like a hawk - but show it. Ask the owner of a national winner to look over your car, there may even be a national judge around - buy him a cold drink and ask him to look at your car from a judging point of view. You will be amazed at what another pair of eyes will see.

GETTING A FAIR SHARE

5. Trailer it. Your competitors at the big meet will bring their beauties in a trailer. You should buy, rent or borrow one if you're serious about a 'first'. You can't hope to drive to a meet and clean off dirt and grease to match a car which arrived in a trailer.

6. Don't display before judging. This is the most common mistake

MARC (WA) members are not particularly bothered about 'show' cars ... at the other extreme are people like the author of this article.

THE STRATEGY OF WINNING

by Kris Gimmy in
Old Cars of July, 1980.
Condensed by Bevan Sharp

amateurs make. Judges look at cars like everyone else and they talk among themselves. If you display your car before judging they will have several hours more to pick up any little flaws. The expert's cars are hidden away. They make a dazzling first impression and the hood isn't opened until the judges appear, then they only have 15 minutes to spend on the car and few flaws are found. You might say 'what happened to the hobby' but this is about winning first prize, and getting a fair shake.

7. Be prepared to document. If your car has a feature which isn't common - have full documentation to prove your claims. Be warned - judges hate accessories.

8. Stay with your car. If the points scoring is close, the judges may want to take another look - and if you are not there to open the bonnet you may have spent thousands of hours restoring - but miss out by two minutes.

SHOWMANSHIP

9. Control the environment. I'm not talking about weather. I'm talking about how your car looks on the judging field. The 'setting' for your gem. You can control the environment by choosing when to drive onto the judging area. If you are very early or very late you will finish up on the end of your section. You don't want to be next to the best (or worst) car; and while you can't control who will be behind you, you can control who is in front. You don't want to be on the end as your car will get dirtier and any ripples in the paint will be more obvious. You may also finish up next

to a hot dog stand, or a rubbish bin, or a PA speaker which will cause the judges to get annoyed and move on quicker. So, try to get into the line at the right time so you finish up in an ideal position

10. Don't polish on the field. This is pure showmanship. Do any cleaning before you leave for the judging area - and arrive looking like a million dollars from the minute you drive in to create the right impression.

11. Stow the literature and tools. Cars surrounded by boxes of tools and literature look as though they are at a flea market, rather than a national meet. All that stuff just gets in the judge's way.

12. Making an entrance. The ultimate of showmanship is making a good entrance. It's hard to do, but worth the hidden points. To do your car needs some unusual feature that will impress. Your Model A exhaust whistle will not do it. But, for instance, if you have a supercharger, let it idle while you sign in. The judges enjoy hearing the whine. If your car has a dead-silent engine, make sure they know it by waiting for the car ahead to leave before you quietly glide up. First impressions are important. I carry an indelible impression from a meet, long before I owned a Cord. I was watching the cars stopping at the main tent, signing up and driving across a rutted field to the display area. Most were early Fords and they bucked like wild horses across the field. Then a Cord signed in. The owner seemed to dawdle, made small jokes and by the time he left, the field was clear. He roared across that rutted field with wheels pounding, but that Cord body never quivered. One judge said: 'Look at that, what a magnificent piece of machinery.' That Cord won 'Best of Show'. I later told the owner what an impression he had made that morning. He just smiled at me and said: 'I know'.

Well, there you have it. Everything you wanted to know about winning but were afraid to ask. But with all this strategy - don't neglect to work on your car.

[So, there you go, armed with this secret information you will be well placed to take out a top trophy at the next C.C.C. Classic Car Show! -BS]

Notebook

BIRTHDAYS for JUNE: Birthstone: Pearl; Flower: Rose

Bill Bennie, Wendy Blacklock, Maurie Creedy, Zorica Demiris, John Hall, Darren Jeffree
John Laurie, Dianne Paisley, John Roy, June Smith, Colin Strahan, Leanne Wringe.
Birthday greetings to you all !

NEW MEMBER: Welcome to Phillip Morton, [REDACTED] Parmelia, 6167.
Phone: [REDACTED] Phillip is restoring a 1929 Sports Coupe. Please add his name
to your register.

SINCERE SYMPATHIES go to members of the Model A Ford Club of S.A. who have
recently lost a treasured member. Sheila Hilder passed away suddenly on 12th April.
West Australian National Rally goers knew Sheila well. She will be sadly missed by all.

PEN PAL: We have recently had correspondence from Bevan Sharp who is currently
still in the Pacific and looks like being there for the next 12 months. If you would like to
drop him a few lines, which I'm sure he would appreciate, his address is:
C/- Matavai Resort, Island of Niue, P O Box 133, Alofi, Niue. Fax: 0015 6834361

GET WELL wishes to Edith Jeffree. You were noticeably missed on Sunday 25th and it
wasn't even the breakfast run!

WANTED: Tub section for phaeton. Phone: Ian Cocks [REDACTED]

JOKE OF THE MONTH: This topic has been resurrected so Bill Bennie can
deliver this one-liner:
Q. What do Jack the Ripper and Winnie the Pooh have in common?
A. They both have the same second name. (Hmm!)

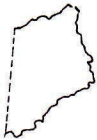
WILDFLOWER RUN: Alan Smith has requested the names of those members
planning to go on this run. Please phone him immediately, if not before, on
[REDACTED] as bookings have to be made.

CHRISTMAS DINNER: We still need a volunteer(s) to organise this important
event. We need to do any bookings as soon as possible. Please, please, please
HELP!

EXTREMELY IMPORTANT TRIVIA:

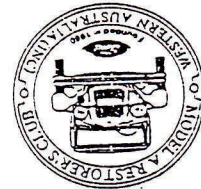
Car manufacturers with their emphasis on speed should remember that corpses can't
buy cars!
It isn't being busy that counts, it's what you get done.
Laughter is a tranquiliser with no side effects.
To learn you should want to be taught, to refuse reproof is stupid.
People don't plan to fail, they fail to plan.

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THE FIRST



Motor Car Radio

... on record was fitted to the passenger door of a Model T Ford by 18-year-old George Frost, President of Lane High School Radio Club, Chicago, and was in use by May, 1922.

In Britain, the first car radio was fitted to a Daimler limousine by the Marconi-phone Co and exhibited at the Olympia Motor Show in November, 1922. Subsequent demonstrations were given at the Scottish Motor Show in Glasgow the following January. Since reception from London proved inadequate, the Post Office generously licensed a special transmitting station, 2BP, which Marconi's were permitted to operate for the duration of the show.

Although it was intended to exploit car radio commercially, the Daimler-Marconi experiments proved to be premature and the development programme was dropped. A number of portable radio sets for use in cars were demonstrated at the 1925 Radio Show at the Albert Hall. Although these were designed principally for use while the car was stationary, reception was possible with the car in motion given favourable atmospheric conditions and within reasonable distance of the transmitter.

Probably the first private car in Britain to be fitted with a built-in radio was Capt. Leonard F. Plugge's 14hp Standard Park Lane Saloon which had a Standard Telephones seven-valve, supersonic heterodyne set installed in 1926. The receiver and its two-valve, low-frequency amplifier were concealed behind the dashboard on the left hand side of the steering column, and there was a pleated disc loudspeaker in the roof that doubled as a lamp shade. The volume could be controlled either from the steering wheel or from the back of the car. A row of batteries was slung in cradles underneath the chassis, so the only part of the 'works' that showed was a frame aerial encased in celluloid and mounted on the off-side front wing. The total weight of this unobtrusive wireless installation was reported to be 100lb. BS •

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