

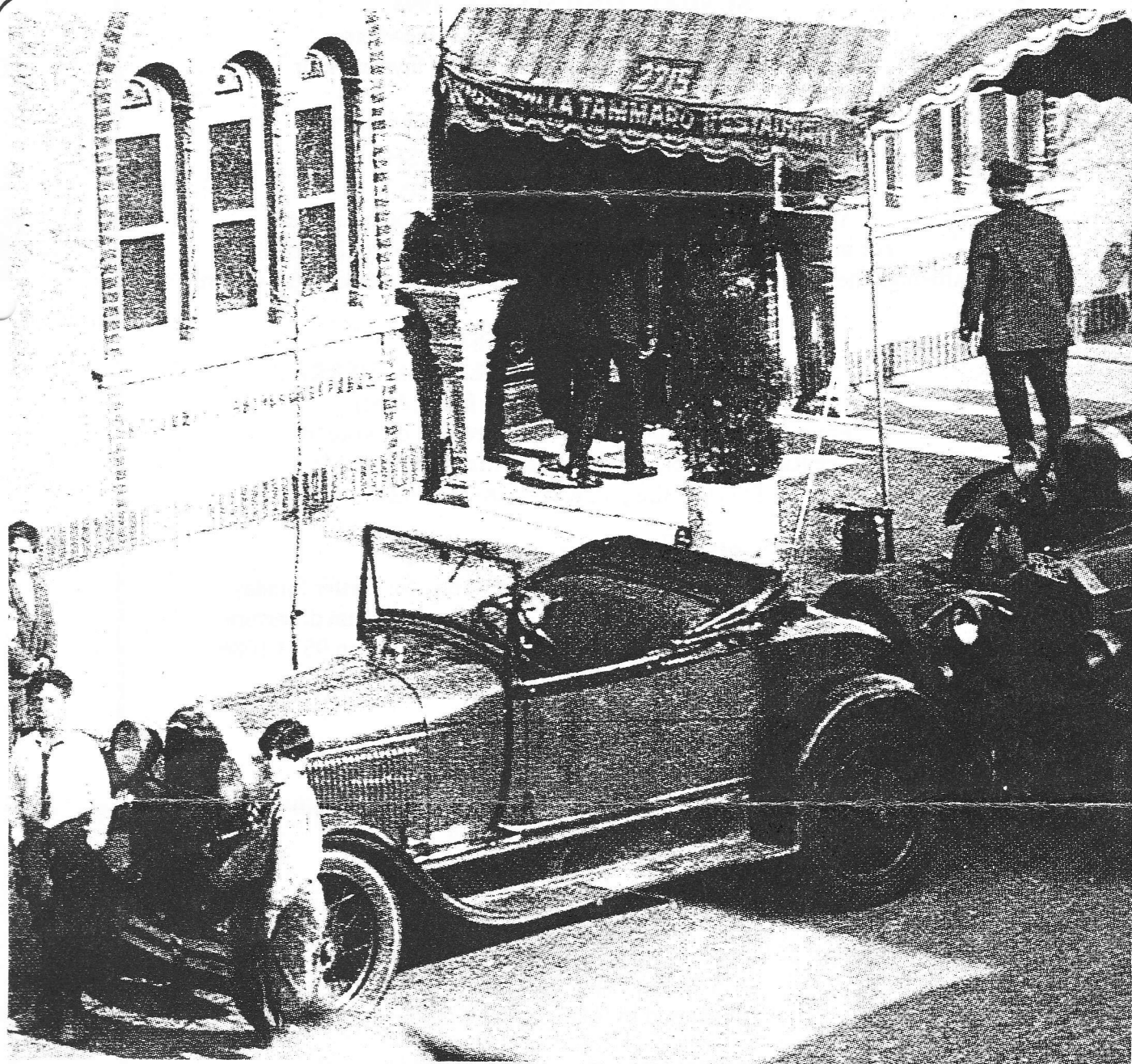


Western Model A News

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

Year XVIII Number VIII

MARCH, 1998



Next Run/Meeting: Sunday, 15th March. Place: Whiteman Park, CCC Show
Sunday, 22nd March. Meet: Causeway Carpark Time: 10:00am

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\$34.00 per year

OFFICE BEARERS: *President:* STEVE READ [REDACTED] *Secretary/Treasurer:* JOHN & SHIRLEY HALL [REDACTED]
Vice-President: RON ANDREWS [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* LOUISE READ [REDACTED]

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

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

SUNDAY, 8TH MARCH, 1998
ALL AUTOMOTIVE SWAP MART.
Cannington Show Grounds
Open for sellers 6:30am, buyers 7:00am.
Ring [REDACTED] for more details.

SUNDAY, 15TH MARCH, 1998
CLASSIC CAR SHOW 1998
Whiteman Park (CCC)
Cars, contact person, marshal, volunteers **NEEDED!**

SUNDAY, 22ND MARCH, 1998
Steve Read is organising a run to somewhere.
Meet Causeway carpark at 10.00am for a mystery tour.

SATURDAY, 28TH MARCH, 1998
BROOKTON OLD TIME MOTOR SHOW
Celebrating Brookton's Centenary
A Fantastic Family Fun Day. Accommodation available
For more information phone [REDACTED]
Although the Club is not going to Brookton, this is still a designated club run.

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.

SUNDAY, 12TH APRIL, 1998
Pat Bussard has offered to co-ordinate an outing for Easter Sunday.
Meet at Pioneer Village Car Park at 9:30am for a 10:00am departure.
Please let Pat know at the 22nd March meeting or ring on 9524 1086
if you are interested in going.

SUNDAY, 19TH APRIL, 1998
FORD BIRTHDAY PARADE
Meet at Causeway Carpark at 9:30am for 10:15am departure.
For more details phone [REDACTED]

SUNDAY, 26 APRIL, 1998
Visit to HEYTSBURY COLLECTION
Meet at Pioneer Village at 10am for a 10:30 departure.
Arrive at 11am. BYO Lunch.
Organised by Alan & June Smith.



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

**MINUTES OF GENERAL MEETING HELD AT MCDOUGALL PARK,
COMO - SUNDAY, 22ND FEBRUARY 1998**

Meeting opened by Steve Read at 8:40am. Attendance and apologies as per book.
Steve welcomed Tim Holden and Jenny Rule with their 1928 maroon phaeton.

Previous minutes as per newsletter. Moved F.Farrelly; seconded B.Guest to be correct.

Business arising: Nil.

Correspondence in: Cruise News. All automotives Swap Meet, Sunday 8th March.
Phoenix Aviation. Ford Birthday Parade, Sunday April 19th. MARC Canberra re plight
of Noel and Kathryn Neil. CCC enclosing entry passes to car show and explaining
conditions of entry. Xmas/New Year card from Nick Ferreira.

Moved R. Andrews, seconded J. Berkshire.

Special Resolution: After a short discussion it was decided by the majority of members
that the West Australian Club donate \$1000 to **MARC (Aust) FUND** for Noel &
Kathryn Neil. Moved Barrie Guest. Seconded Frank Farrelly.

Correspondence out: Fax to CCC re space for Car Show.

Financial Report:

Balance as per bank statement 1/1/98	1149.05
<i>Receipts</i>	267.20
Cheque 27 - Postage	42.65
Balance as at 22/2/98	1373.60
Investment Account Town & Country	11438.33
 Total Club Funds	 <u>\$12811.93</u>

Moved correct A. Jeffree; seconded J. Timmings.

General Business: CCC Classic Car show. Steve issued entry passes to those going. Bill
Cowlin suggested our display includes 70 years of the Model A in Australia.
The long weekend run to Nungarin organised by Ron Andrews has been cancelled due to
lack of interest.

A run for March 22nd to be organised by Steve Read. Details in calendar.

Smiths and Blewetts are going to Brookton.

Dora Annear asked if a 70th year celebration is to be organised. She suggested Xmas in
July at Dorchester Lodge on Saturday 11th July @ \$32.50 per person inc.

Moved P. Sartori; seconded G. Jeffree.

Steve asked that six books that he has lent to members be returned.

Alan Jeffree asked about the Wheel Straightener. Frame has been made but spindle needs
to be machined from special steel. Club to have done. John Hall pointed out that
Farinosis in James St can do anything that Henry Bonnerup was able to do and wheels
could probably be done there.

Darren Jeffree has a supply of Manifold Cook Trays at \$25.00 each.

Next Events: 15th March - CCC Classic Car Show.
22nd March

Meeting closed: 9:20am

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) sixty years ago - just after the Model A era. Compiled by: Bevan Sharp.

TRADING HOURS

Service stations, garages and other purveyors of petrol, oil and accessories are governed by the provisions of the Factories and Shops Act, 1920. Under this Act, it is provided that, with the exception of certain types of business defined in Schedule 4, the legitimate hours of trading shall be from 8am to 6pm Monday to Friday inclusive; 8am to 1pm Saturday, and no trading on Sunday. A survey of this Parliamentary enactment reveals that garages and service stations are not included in Schedule 4. We do, however, find expression in Section 2a in the following terms:-

"Notwithstanding any of the provisions of this Act it shall be lawful for a shopkeeper or his assistant or representative at any time to sell petrol, benzine or other motor spirit, or any part or accessory of a mechanically propelled vehicle to travellers for the purpose of enabling them to continue any journey which they could not otherwise continue."

A minute scrutiny of the Act fails, however, to elicit any definition of either the terms "traveller" or "journey". The result is that a difficulty is logically presented to the responsible Department in instituting action against a service station proprietor or his representative for breach of the Act, since it may be fairly anticipated that anyone acquiring supplies after hours would maintain that same were essential in order that the journey may be proceeded with. It does appear though, that the responsibility devolves upon the reseller to lock his pumps at the specified closing hour and also to satisfy himself, in respect of each person seeking service after hours, that such service is essential in order that a journey may be completed. *Try that one today!*

Millions of Motor Cars

With numerous factories all over the world producing motor cars by the minute, it is small wonder that what one might call the "automobile population" of the world has grown to enormous proportions.

Census for 1934 presents some interesting points and tendencies. The grand total of all automobiles, buses, coaches and lorries, amounts to 34,927,121, which shows an increase of 1,528,669 on the figure for 1933. Private cars are in the overwhelming majority, of course with a total of 28,988,028.

A breakdown by country reveals:-
United States- 22,943,626, France- 1,586,653, Great Britain- 1,389,024, Germany- 594,844, Canada- 953,503, Australia- 441,000, New Zealand- 136,469, U.S.S.R.- 33,500, China- 29,000, Afganistan-150, Borneo- 70, Bermuda-13.

Car Radios

A total of 780,000 automobile radio sets were sold and installed in the United States in 1934.

"CONVENIENCE" Ranks First with Car Owners

Survey reveals average American travelled a total of 2,000 miles in 1929

With the modernisation of travel facilities, there has been disclosed a vast and dormant desire to travel.

The advent of the automobile has unquestionably stimulated that desire and by the many advantages of automotive transportation, the travel habit has developed greatly during recent years. It is sometimes stated that the public does not know what it wants, but there appears to be little doubt that people today definitely prefer and want motor transport. A detailed survey of 26,000 users of passenger services in the U.S.A. disclosed that:- In 1920 the average travel of every person in the U.S.A. was about 500 miles a year; in 1929, the boom prosperity year, it was more than 2,000 miles a year; whilst in 1933, when economic depression had the American people in its grip, it still amounted to 1,700 miles a person a year, of which less than 7-1/2% was by railroad.

The ballot showed that Convenience ranked a pronounced first with the travelling public, then close together came Comfort, Speed, Cost and Safety all well up on the list. There was then a considerable drop to Scenery, Completeness, with Habit and Prejudice scoring few votes.

The group which attached most importance to convenience were professional men, travelling salesmen and students. Speed attracted students. Scenery attracted labourers, housewives and office and store workers.

VEHICLES PER MILE

Great Britain has more cars and motor trucks per mile of road than any other nation. For each mile there are 14.5 cars, as against 4.5 in France and 8 in the USA. Australia has just 1.3 vehicles per mile of road.

Australia now has one car or motor truck for every ten people, Great Britain has 30 and the USA's remarkable figure is one to five.

PEDESTRIAN ACTION

A motorist who has sued a woman for damages caused by his car overturning when endeavouring to avoid her, has been "non-suited", the judge holding that he "could reasonably expect the pedestrians as foolish as this woman" to cross the road without making sure the way was clear. Which suggests that pedestrians could expect motorists to act similarly?

Restoring the Model A Ford Speedometers

Courtesy of the Beaver Chapter, MAFCA, Portland, Oregon.
Article and sketches by Gordon Fletcher.

PART ONE

The following material covers the disassembly, cleaning, repairing, installing decals, lubrication, calibration, and assembly of the familiar oval speedometers manufactured by Stewart Warner. Oval speedometers were also produced by Waltham and Northeast Appliance Corp. Northeast produced an oval unit without a trip indicator, and with a speed indication from 0 to 80 MPH. Hopefully these instructions will be of some use if you have a Waltham or Northeast Appliance unit. Refer to MAFCA judging standards for questions of authenticity, such as style of numbers, thickness of the rim of the bezel, trip indicator, red and white pointers, etc.

Beginning in early or mid 1930, and continuing throughout Model A production, Stewart Warner produced the round units without a trip indicator. Round speedometers were also produced by Waltham and Northeast Appliance Corp.

Stewart Warner imprinted the main frame die casting (see U 6, fig 2) to indicate the month and year of manufacture. They used a U for 1927, V for 1928, W for 1929, and X for 1930, Y??? for 1931. The letters are followed by numbers 1 through 12 for the months, i.e., X 11 would have been manufactured in November of 1930. The code is also printed on the back of many of the cases. I find this code on most, but not all units.

Round Stewart Warner units are a little simpler than the oval one because there is no trip indicator mechanism. Only the number wheels and carry wheel discs are interchangeable. They have two oil wicks to lubricate the main shaft. The cone shaped speed disc makes the decal set different from the decals for oval units. There are no bevel gears and only one worm gear to drive the odometer wheels.

Waltham units are quite different. For instance, the number wheels are about the same shape but are smaller, making it necessary to have decals made specifically for the Walthams. While the basic principles are the same, the gear drive mechanisms for the trip and odometer wheels are much different. Never the less these instructions should be of some value.

Northeast Appliance Corp. units are also quite different. The round units have number rings that ride over a cylinder. The rings are disassembled from right to left and assembled left to right, just the opposite of the Stewart Warner units. The main frame is different. The lens, face, and bezel (round units) are riveted to the die cast case. The speed cup assembly is small but it comes apart, making it easy to apply the decals. Decals must be specifically made for the Northeast units.

WARNING: Work only on a **wooden** surface, keep the magnets away from heavy steel objects, such as a hammer or a vise. Magnets can be recharged but must be removed from the frame. See page 13. Heat also seems to affect magnets, a unit that has been in a fire is almost sure to have a dead magnet.

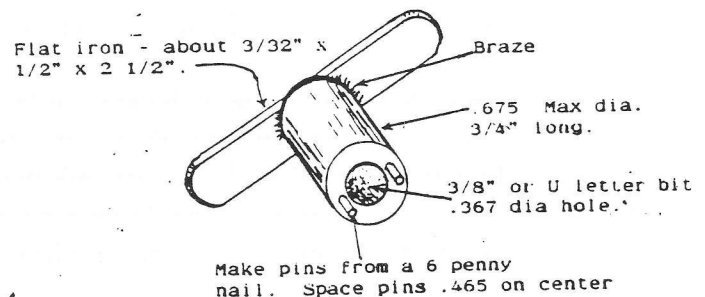
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WHY REPAIR THEM IF THEY ARE NOT BROKEN?

In the fifty plus years since they were produced, the oil and grease have completely dried out, leaving the soft aluminium carry lugs on the number wheels with no lubrication. To make matters worse, the dried grease has made the wheels hard to turn. When a number of wheels turn at one time, such as when changing from 99 to 100, or 999 to 1000, a heavy load is put on the carry lug of the first wheel on the right, very often damaging or ruining it. The main shaft with the magnet is also running dry with no lubrication and will wear rapidly & may cause speed indication to waver. While you have the unit disassembled you may want to install a set of decals, as parts of the numbers are almost always illegible.

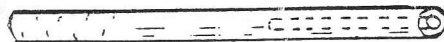
You will have to make yourself a few tools, such as the spanner wrench (used only on oval speedometers), a tool (from an 8 penny nail) used to support the speed cup shaft when reinstalling the hair spring, a tool used to hold the number wheels and align the decals. The small screwdriver, sharpened as shown, is used to remove, help reinstall, and adjust the hair spring. The puller is harder to make but is needed to remove the friction washers without damaging the number wheels and the carry wheel discs. Other tools you will need are pliers, screwdrivers, a small hammer, a drill, a vise, #56, #47, #42, #39, & #36 drill bits, a 3-48 and a 6-32 tap. Duck bill pliers and a pair of side cutters are very useful. A small punch is useful but a nail will sometimes do the job. A handy grinder is also needed. The following sketches will help with the special tools.

The spanner wrench is needed only when working on oval speedometers. A lathe and a 3/8" or a U letter drill is needed for this one. A 6 penny finish nail makes the pins, use a #42 bit to drill holes for the pins. Let them stick out 3/16" or slightly more.



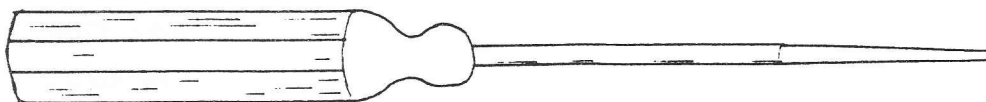
Tool #1

Cut an 8 penny box nail about 2" long. Using a small lathe, drill a hole about 9/16" deep using a #52 bit. Clamp the nail in a vise and use it to support the speed cup shaft while reinstalling the hair spring. (See Figs 6 & 7). This one is very necessary.



Tool #2

Grind a small screwdriver to the shape shown. Use between the jewel ring bearing and the hair spring collet (fig. 6) to pry the spring off. Work from side to side. The sharp end is also used in the slot of the collet to put the spring back on, or to centre the spring before tapping it on with a small hammer. Use the screwdriver to turn the collet when adjusting the spring tension, so it just barely returns the speed cup to 0 at all times.



.036 or 3/64" wide.

Sharp.

Tool #3



MODEL A RESTORERS CLUB (AUST) INC.

Host for the 15th National Model A Ford Meet 1998

PO Box 320
Dickson
ACT 2602

CAN YOU HELP ?

With the advent of the recent floods in Katherine in the Northern Territory, two of our entered participants in the 1998 Model A National Meet have experienced enormous hardship. Noel and Kathryn Neil's home in Katherine was designed and built a metre higher than the 1957 Great Flood, for security. In January this year, this home went under to the eaves, almost three metres higher than their security had planned for, and Noel and Kathy have lost everything that they have worked for over many years. That is everything, apart from their Model A Ford !

You'll all be pleased to hear that Noel and Kathryn, (our only N.T. entrants) having looked forward to coming to the Canberra National Meet for so long, have decided that the havoc wrought by the flood will not deter them. They're still determined to come !! Isn't that great news !

Noel, however, has advised Ian Irwin who made contact with them on behalf of our Club, that they have lost all business records, personal possessions, family treasures and of course all the small appliances that give us all the comforts of a home. Their house will not be habitable for at least another week.

The Model A Restorers' Club (Aust), as host of the 1998 National Meet, has already established a fund to raise money to assist our fellow Model A enthusiasts 'to get back on the road' of life. We are asking 1998 Model A Meet participants to make any donation they can afford, to assist this fund. We are also asking our fellow Model A Ford clubs around Australia to promote this fund as a matter of urgency amongst their members. We seek all donations to be directed to the central fund here in Canberra, so as to be able to make a presentation to Noel and Kathryn at the National Meet.

If you can assist in any way, your generosity will indeed be greatly welcomed.

Allen Stafford
President MARC(A)

8 February, 1998

CONTRIBUTION TO THE MARC(A) FUND For Noel and Katherine Neil

Yes, I/we would be delighted to make a donation to assist fellow Model A Ford enthusiasts Noel and Kathy Neil, to recover from the devastation of the recent Katherine floods.

I enclose a cheque for \$....., made payable to **MODEL A RESTORERS CLUB (AUST.)** Please include a Stamped Addressed Envelope for receipt if required. 1998 National Meet entrants who enter their Rally No in the space below, will have their receipts placed in their rally bags.

NAME:..... 1998 Rally Entry No:

Mail to: M.A.R.C.(A), [REDACTED] DICKSON, A.C.T. 2602.

70TH ANNIVERSARY OF THE MODEL A FORD

MODEL A SPARE PARTS FOR SALE

29 - 30 wheels	5 of each
Single plate flywheels	3
Single Plate clutches	3
Single Plate Pressure Plate	1
A Zenith carbs	15
B Zenith carbs	2
Fly wheels housings	3
A Motors (not running)	6
Motor Running	
Various Brake drums	
1 10 leaf rear spring	1
Distributors	10
Manifolds A & B	10
Front Axles	2
Tank / cowl / windscreen	1
Stanchions	
Clutches - multi	4
Roadster Pick Up	1
Shock Absorbers and arms	20
Speedo	10
28 - 29 Headlights and bar	5 sets
28 drum taillights	6
30 cup tail lights	5
Starter motors - Abel	4
Starter motors - Bendix	4
Steering Arms Various	6

Phone Lindsay O'Connor Phone 



Notebook

BIRTHDAYS for MARCH: Birthstone: Aquamarine ; Flower: Jonquil

Marg Addison, Maxine Creedy, Frank Farrelly, Shirley Hall, Alex Kirkwood, Ruth Lucas, Daniel Pinnington, Lesley Polley, Doreen Stathy & May Wilson.
Have a great day.

CHANGE OF ADDRESS: Barrie & Gwen Guest now live at [REDACTED]
Cardup, WA 6201. Their phone number is [REDACTED]. Please adjust your register.

SUBS NOW DUE: If you haven't paid your subs, this is the last month you can pay them before we stop sending you your newsletter. There should be a red cross in the box at the back of this newsletter if you haven't paid them.

70 YEARS OF MODEL As: Dora Anear has organised a Christmas in July to be held at Dorchester Lodge Reception and Function Centre, Melville. Price is \$32.50 per person including show, drinks and meal. The Theatre Restaurant presents a 60/70 style variety show. As a booking is vital ASAP, Dora will book for 50 people. Please let her know if you intend to go, or [REDACTED].

PHOENIX AVIATION are offering a day outing for a trial 30-40 minute flight and/or plane inspection. Cost of flight is \$65 per person and includes meal and drinks, or \$8 without the flight. If anyone is interested in organising a day excursion, further details are available from your secretary.

FARINOSI & SONS are located at 274 James St, Northbridge. These people have access to equipment previously owned by Henry Bonnerup to correct any problems with wheels in regards to straightening.

FOR SALE: Darren Jeffree has ready-made Manifold Cook Trays for \$25 each. Contact Darren on [REDACTED] if you wish to purchase a tray.

NOEL & KATHRYN NEIL. As mentioned in the minutes, the club has donated \$1000 to assist these fellow Model A members who were involved in the floods in Katherine, NT. I have included in your newsletter a copy of the contribution form if you wish to donate as an individual/family.

THIS MONTH'S TRIVIA: Fifty years ago, it took about 71 weeks average pay to buy a standard family sedan. Today it takes about 35 weeks.

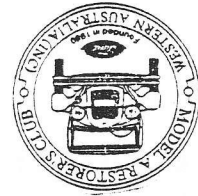
BUMPER STICKERS are getting cheekier. From the *Sunday Times*, Feb 22nd.

- The more people I meet, the more I like my dog
- Work is for people who don't know how to fish
- Change is inevitable - except from a vending machine
- We are born naked, wet and hungry. Then things get worse.



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

BALDVIS WA 6171
BUSSARD David & Pat



Western
Model A News

02/03/98 PERTH MAIL CENTRE WA 6000

THE FIRST



Motor Coach
Excursion

... was run by the Blackpool Motor Car Co., formed with a capital of £25,000, in the first week of August, 1897. Within a month, the Company had six vehicles operating in the Blackpool area, and the takings were said to be £40 a day. The drivers were paid 25 shillings a week, which was the same as the average weekly wage of a London horse-bus driver at that time.

The first company to run whole-day motor coach excursions was the South African Motor Car Co. which began running regular Sunday trips from Cape Town to Somerset West Strand on 13 March, 1898. The 16 shilling fare for the 75-mile round trip included lunch at Somerset Strand, a small coastal town lying across False Bay from Cape Town. The 'beautiful and comfortable cars' described in the Company's advertisements are believed to have been German-built Daimlers.

In Britain, the first whole-day excursion was advertised by the Llandudno Motor Touring Co. as its 'Grand Tour', run on 2 August, 1898., with tickets at 12s single and 20s double. The Benz Wagonette left the North Western Hotel in Llandudno at 9.30am and proceeded to Bethesda where lunch could be had at the Douglas Arms with 'ample time for ... visiting huge Penrhyn Slate Quarries, the largest in the world'. Capel Curig was reached by 3.15pm, affording a 'fine view of Snowdon Range', and the coach stopped at the Victoria Hotel, Llanrwst an hour later for tea, The party arrived back at Llandudno at 6.45pm. The total round trip was nearly 60 miles.

If there is a cross in this box, your annual subscription is overdue. Failure to send your money to the secretary by the end of March will result in this being your final newsletter. Please don't let this happen. Subscriptions: City \$20 ; Country & Interstate \$15 Please forward to: Shirley Hall, Salter Point, 6152 along with your renewal form. Thank you.