

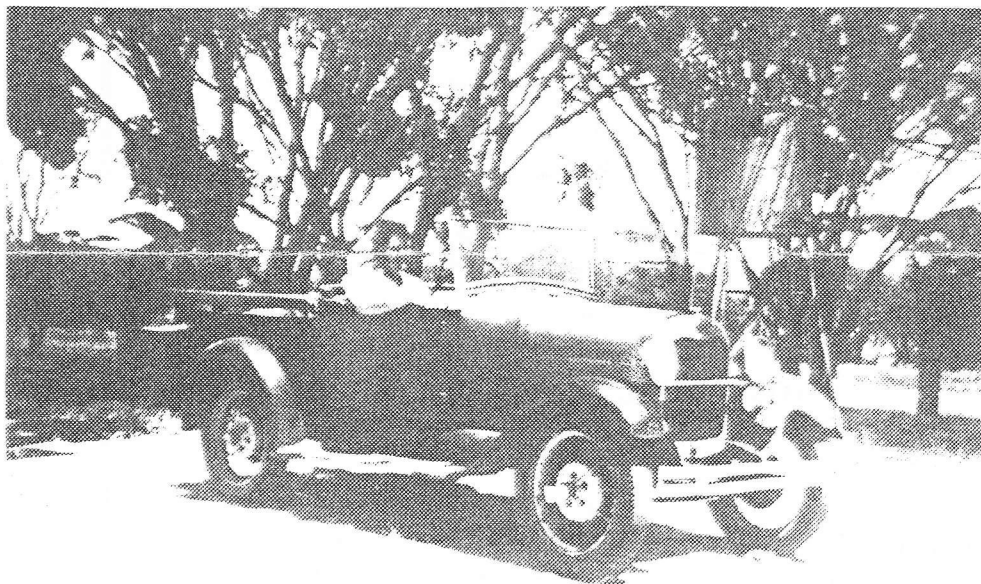


# Western Model A News

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

Year XX Number II

SEPTEMBER, 1999



*Tom with the ute  
before major  
restoration in the  
early 1980s.*

*Tom & Georgina Hart's  
1928 Ute.*

*Photo taken 22 11 98*



**Next Run/Meeting:** Sunday, 26th September Place: Causeway Carpark  
Meet at 9.30am

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.  
MAFCA - 250 S. Cypress St., La Habra, California, 90631-5586, USA - Foreign Membership US\$34.00 per year

OFFICE BEARERS: *President:* DAVID BUSSARD [REDACTED] *Secretary/Treasurer:* PAT BUSSARD [REDACTED]  
*Vice-President:* PETER SARTORI [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

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

**SUNDAY, 26TH SEPTEMBER, 1999**

Meet: Causeway Carpark 9:30am  
Organised by John & Pat Laurie

**SUNDAY, 24TH OCTOBER, 1999**

Amaroo Festival to be held at Gosnells to raise funds  
for the retirement complex and nursing home.  
Members are being asked to put their cars on display  
Please contact Pat if you wish to participate & require further details

**SUNDAY, 31ST OCTOBER, 1999**

Organised by John & Shirley Hall

**SUNDAY, 31ST OCTOBER, 1999**

CCC Museum Run  
Contact Pat for details



**SUNDAY, 31ST OCTOBER, 1999**

ALL FORD DAY  
Contact Pat for details

**NOVEMBER, 1999**

Organised by Tim Halden

**SUNDAY, 5TH DECEMBER, 1999**

CHRISTMAS LUNCH: Place: RAAF Assoc, Bullcreek  
Time: 12 noon Price: \$23 per person. Names & money to Dora

**MARCH, 2000**

CCC CLASSIC CAR SHOW

**SUNDAY, 26TH MARCH, 2000**

20th Anniversary of M.A.R.C. W.A.

**THURSDAY 20TH - MONDAY 24TH APRIL, 2000**

16TH NATIONAL MEET - WODONGA, VIC  
Registration form and accommodation available from  
Steve Read, [REDACTED] Thornlie. Ph: [REDACTED]

**THURSDAY 26TH - SUNDAY 29TH APRIL, 2001**

SHANNONS 2001 TOUR

Celebrating the Centenary of Federation in Association with  
Australian Historic Motoring Federation.  
Entry form & further information available from your secretary  
or State Tour Co-ordinator, Andrew Wells Ph: [REDACTED]

# 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

Model A Restorers Club of WA  
GENERAL MEETING – SUNDAY, AUGUST 22, 1999 AT HARVEY

**Meeting opened:** 1.03 pm by David Bussard

**Attendance and Apologies:** as per attendance book.

**Previous minutes:** As per newsletter report. Moved by J. Timmings and seconded by L. Blacklock that they be accepted as correct. Carried.

**Business arising:** nil

|                          |                               |                                    |
|--------------------------|-------------------------------|------------------------------------|
| <b>Financial Report:</b> | Opening balance               | 12 755.35 on 25/7/99               |
|                          | Receipts                      | 96.00                              |
|                          | Payments                      | 556.32                             |
|                          | <b><u>Closing balance</u></b> | <b><u>12 295.03 on 22/8/99</u></b> |

Moved B. Guest and seconded P. Sartori that the financial report be accepted. Carried.

**Correspondence in:** Highlights of MAFCA board of directors meeting June 5 Kansas City: All Model A 2000 calendar produced in partnership with Hemmings Motor News available @ US \$10.95. Chapter Coordinator Newsletter : for an early registration form to be sent to you in December, for Kansas City meet July 10-15, 2000, address available from P. Bussard.

Details on CCC Motor Museum Run Sunday 31 October. Change of address and phone numbers for Angelo and Judy Calleja. Request for update for Infolink Database from Library and Information Service WA. Request for agenda topics for Bendigo Meet. Membership application from Tom Eastough. Fliers about ALL FORD DAY on October 31. Information about an auction of old car parts at Moonta, S.A. on 18th Sept. Information on yellow pages listing. Details of a Telstra communications seminar to benefit our business!

**Correspondence out:** Form to Denmark Agricultural College students for membership, reply to Bendigo agenda request, to P. Gilberthorpe a membership application form for anyone interested as a result of a display he participated in, DOT form for Mike Stathy, response to Infolink request. P. Sartori moved that the Correspondence in be received and the Correspondence out be endorsed. F. Farrelly seconded the motion.

**General business:** David welcomed those who were on their first runs in their Model A vehicles today: C. Butler with son Michael, Phil and Sylvia Wemm, and Don Sutherland and Ann. He welcomed visitor Bob King who travelled with Peter Sartori; Coral and Reg Blewett back from their long trip; Mike and Irene Bell with Steven and Denise, country members from Ferguson; and commented that it was nice to see Barbara Farrelly on a run.

*Christmas lunch:* D. Annear was not present so there was no report.

*Bendigo meeting agenda items:* nil.

*Wodonga Fundraising Committee:* P. Sartori reported that with the fine weather, the items collected will soon be taken to a swap meet.

*New Members:* Tom Eastough has renewed his membership. He has 3 Model As.

*20th Anniversary Celebrations:* Louise not present so no report.

*Finances:* Australia Post cheque for September Newsletter. Move F. Farrelly and seconded J. Timmings that this be processed.

*Library:* Moved H. Moorehead and seconded F. Farrelly that books 5 and 6 in the series "How to Restore Your Model A" be purchased from MAFCA.

*Congratulations:* to club member Malcolm Wood who has been on ABC radio advising about bricks, between 9 and 10 am Saturday mornings.

**Coming Events:** 1999 Dowerin GWN Field Days August 24, 25, 26. September 26th run by Lauries. October 24th Amaroo festival. October 31st run by S. Hall. ALL FORD DAY October 31st. CCC Museum run October 31st.

**Bits and Pieces:** nil

Thanks to Peter Sartori for the nice long run.

**Meeting closed:** 1.27 pm.



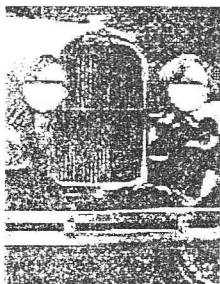
... was Emile Roger of 52 rue des Dames, Paris, who was appointed sole agent in France for German-built Benz vehicles in 1888. Roger later began manufacturing Benz cars under licence. Gascoigne l'Hollier, later Anglo-French Motor Co, of Birmingham secured the British agency for Roger-Benz cars in 1895.

The Yorkshire Motor Car Co was the first to sell cars on hire-purchase in December, 1897. BS •

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The following information was provided by MAFCA via the internet for those newer restorers who are not exactly certain of their car's year of manufacture.

PART 1



# What Year Is It?

## How to Identify the Year of a Model A Ford



by Rick Black, Medford Oregon

Revised Friday, January 16, 1998

*A typical question we hear is: I have a quick question concerning the Model A Ford I've just acquired. It's in primer and in storage. What I would like to know is how to tell exactly what year it is. I think it's a 1931, but if you could give me some information on the changes in the body styles in the 28 - 31 years. I would be very grateful.*

In an attempt to answer this kind of question, I've put together the following "guidelines" based on my 30+ years of researching, collecting, and restoring Model A Fords. These guidelines are general in nature and don't attempt to narrow the date of manufacture to a particular month but merely identify the probable year of manufacture. If you're planning to have your car judged in club competition, the **MAFCA/MARC Judging Standards and Restoration Guidelines** are invaluable for helping you restore your car and determining the date with accuracy.

### For Starters

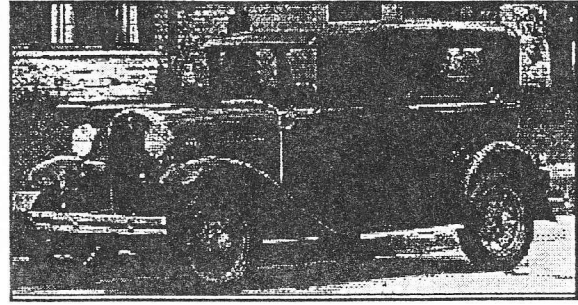
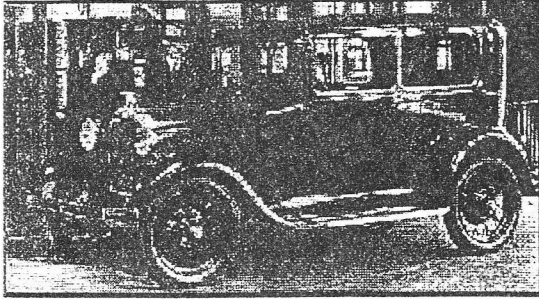
There are two distinct Model A groups: **1928-1929** and **1930-1931**. Model A engines were made ahead of time and stamped with a number consisting of the letter A, a number up to 7 digits and a star. The Reference Desk Page on the MAFCA web site has a link to an [Engine Production Chart](#) showing motor serial numbers, so it's possible to look up manufacture date of an engine.

However, it may have taken up to 3 months (or more in some cases) for engines to be used at an assembly plant and put into a chassis. During that assembly, the engine number was stamped onto the frame on the driver's side, just to the rear of the first body bolt hole. It's impossible to see this number without getting the body and running board aprons off the frame.

Over time, engines wore out, and it was standard practice in the 1930s, 1940s, and 1950s to simply swap a tired engine with another. As long as the replacement engine was in good condition, the serial number on it was seldom a concern. Thus, it's common to find a 1929 engine in a 1931 car, for example. Trying to determine the year of the car merely by looking up the engine number is not conclusive. Instead, here's what to look for:



## Is it 1928-29 or a 1930-31?



The photo above left is a **1928 Tudor Sedan**. The photo above right is a **1931 Deluxe Tudor Sedan**. Each is typical of two basic year groups of Model A's. Notice the easy to spot differences in the front bumpers, the size of the hub caps, the shape of the radiator shell and hood, and the gas tank/cowl section.

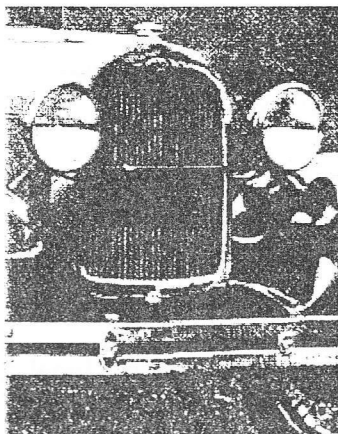
The 1928-29 Cars had nickel-plated, magnetic steel headlights and radiator shell. The same items on Commercial units (trucks) were also magnetic steel but were painted black. Bodies had a two-piece firewall with a horizontal seam (three-piece on Fordors and Cabriolets). On the driver's side above the seam, the date of assembly might be found if you wipe the area clean. The radiators were shorter than later the 1930-31 models. 1929 style commercial bodies (trucks) were continued to mid-1930.

1930-31 Headlights were stainless steel and more rounded in the back. Radiators and shells were taller and made of stainless steel. 1930-31 cars had a seamless firewall. No dates are commonly found stamped on the firewall.

Wheels on 1928-29 vehicles were 21" with 4.50 tires and used smaller hub caps than the 1930-31 cars, which used 19" wheels and 4.75 tires. Since the wheels would fit on any year, wheel size alone won't determine the year of the car.

### Quick Identification

The first thing to look at to identify the year of a Model A Ford is the area of the **radiator shell, headlights, bumpers**. If the car is original or accurately restored, you can quickly assess the correct year of the car. Remember though that there were many variations, and the MAFCA/MARC Judging Standards and Restoration Guidelines are the final word on what is correct for each year. Take a look at the following pictures, from left to right, of **1928, 1929, 1930, and 1931** cars:





## CLUB MEMBER PROFILES

*Most of the members who have belonged to the Model A Restorers' Club of WA (Inc) since its formation in 1980 were located in the metropolitan area. Alan Smith joined as a country member from Wongan Hills and he and June became active members when they moved to Perth on their retirement in 1986. Tom and Georgina Hart of Ongerup have never attended a club run and know only a few club members. Their membership lapsed after that first year but they rejoined in 1995. I was unable to visit them as Ongerup is rather too far for a day trip in my little car.*

*As in previous Club Member Profiles, I have included some personal comments in italics and in brackets.*

*Pat Bussard*

**Names:** Tom and Georgina Hart

**Date of Joining or First meeting attended:** Tom replied that they joined years ago. *(Perhaps he was unaware that he was among the first to join – his membership application form was dated 11/7/80 and he was issued with receipt # 6 in the first receipt book!)*

**How did you learn about the Model A Restorers Club of Western Australia (Inc)?**

Tom thinks that it was due to the influence of Eric Richards. (Eric was the Ford dealer in the district, located at Gnowangerup.)

**Positions held in club:** none.

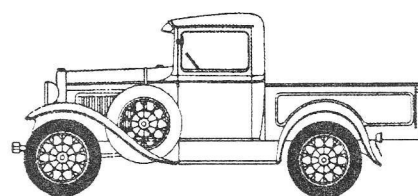
**National Meets attended:** none.

**Memorable events or runs or highlights:** Tom met the club having morning tea on a run several years ago in June, at a little pub near Williams (Quindanning?). He met Alan Jeffree who was driving his EJ Holden, and a couple of other people at the Ongerup museum. These meetings inspired him to finish the restoration of his Model A. Tom has also spoken with Steve Read several times at his home in Perth.

**Family and personal history:** Tom's family was from Victoria and moved to Ongerup in 1927 or 1928 as one of the first farming families in the district. The family home was built in 1928 (what a good year!). Tom has lived in Ongerup all his life and has been farming since he left school at 15. He married Georgina, who grew up in Kojonup, when he was 19 and he proudly relates that she has never stopped his passion for old cars. Georgina's father was in the Second World War and moved to Kojonup to farm after the war. They have four children, and are still married! Their son helps on the farm during seeding and harvest, and works with sheep the rest of the year. Their youngest daughter Jennifer drives the Model A and complains it does not have FM radio.

On the farm, they grow wheat, barley and lupins. They had their best ever wheat this year, and did not finish harvesting until Jan 28th.

Georgina keeps the family together and works in her beautiful garden which she describes as "a rambling cottage garden that continues to grow larger". It was started by Tom's grandmother. *(With the gardening interests of some members, may I suggest that we include Ongerup in a future weekend trip? We also have members in Nyabing and Katanning and might include those in Ravensthorpe, Dardamup, Albany, Australind and Busselton. I guess this would involve a fairly long weekend!)*



### Other restorations

1964 Galaxie Convertible

1964 Galaxie Station Wagon (country Sedan)

(When I first read Tom's information, 1964 seemed very important. The Model A was purchased then, and his two other restoration projects were from that year. Tom explained that his father owned a 64 Galaxie when he died in 1966. Tom would like one day to buy another 64 Galaxie.)

**Current projects:** The Model A needs a bit of work yet. The Galaxie Station Wagon.

**What music do you listen to?** Most 1960s, The Beatles, Johnny Cash, Ray Orbison, John Lennon, Frank Sinatra.

**The most memorable concert you have attended:** Paul McCartney, Johnny Cash.

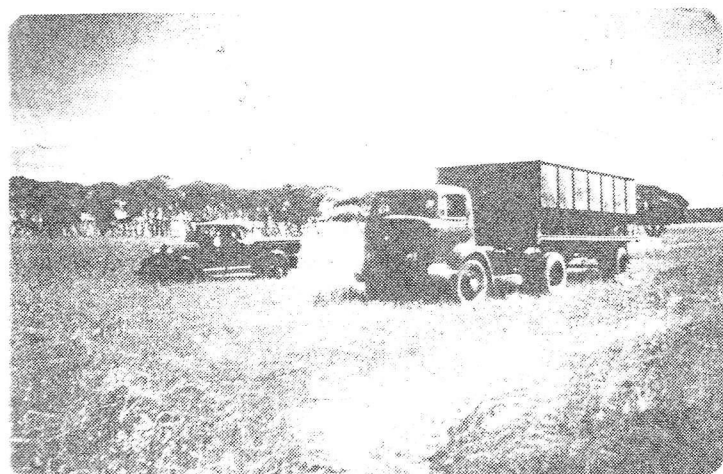
**Other interests:** Tom admits to being a fanatical golfer, with a 12 handicap. On his 1999 Information Update Form, he lists as his interests real ale along with 1964 Galaxies and Model As. Georgina is a keen gardener.

**About your car:** Model 1928 UTE (used to be roadster)    **Colour:** blue.

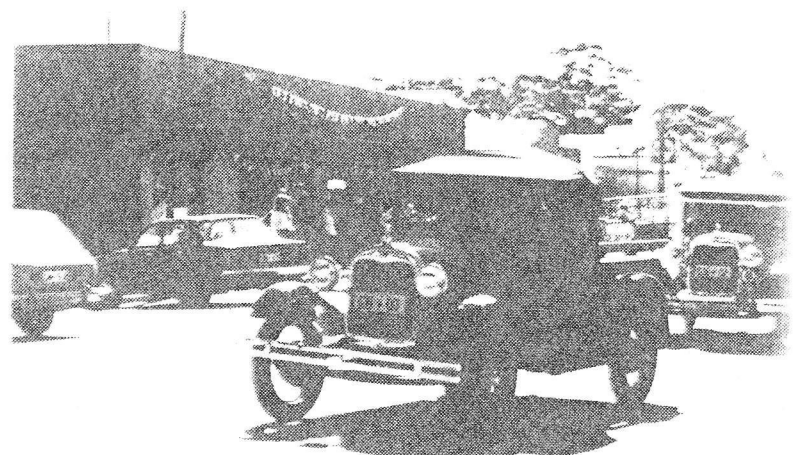
As children, Tom and his siblings saw a movie about a flying Model T Ford and they asked their parents to buy them an old Ford. He thinks his father liked the old Fords too. The roadster was purchased from Jess Reeder of Katanning in 1964 for 50 pounds. It was licensed and in good order. Tom and his two younger brothers drove it to the bus stop for many years. It had many adventures including being driven into a dam and being partly burnt out. It was not used much and slowly got run down. It was then unlicensed for a time.

The vehicle was partly restored when Tom and Georgina joined the club. Tom continued the major restoration with the help of Eric Richards and Mark Mulmeyers in the early 80s. Eric was a good friend as well as being the local Ford dealer. He had a wonderful passion for cars similar to Tom's and helped greatly in the restoration. (*Tom sent a photo of a parade in Ongerup to celebrate an event in WA's history, which includes one of Eric's Model As. The photo stimulated an interesting discussion of registration plates and numbers at the 1998 Christmas lunch for Jeannane Richards, and Coral and Reg Blewett.*) The Model A has been licensed ever since. At the time of the restoration, Tom couldn't afford a new motor so it sat until about 3 years ago when he got a reconditioned motor from Steve Read.

**About the Model A Restorers Club of WA:** Tom says he hasn't been a very active member, but it is good to be one. Steve Read has been very helpful.



In 1964 when first purchased by Tom's parents



In a parade for a gala day in Ongerup with Eric Richards' car in the background



# Notebook

**BIRTHDAYS for SEPTEMBER: Birthstone: Sapphire; Flower: Aster**

Jill Axford, Barry Bristow-Stagg, Ross Chamberlain, Gail Duns, Barry Fowler, Joy Fowler, Georgina Hart, Germaine Jeffree, Graham McDonald, Beth Martin, Peter Sartori, Margaret Strahan, Don Sutherland, John Teale, Malcolm Wood & Chris Wringe. Belated August birthday wishes to Susanne Wright. Have a great day!

**NEW MEMBERS:** Former members Rodney & Susanne Wright have rejoined our club. Their address is [REDACTED] Wodonga 3686 Ph [REDACTED] Rodney is restoring a 1930 Roadster which may be ready for Wodonga! Welcome to you and please add these folk to the members register.

**CHANGE OF ADDRESS:** Max & Dora Annear have moved to [REDACTED] Hillarys, 6025. Phone [REDACTED] Please alter your registers.

**PHOTOS:** Thanks to Mike Stathy for the before and after photos of his car. A few more from other restorers would be appreciated. And while we are on the subject if anyone has photos from these meetings, copies would be appreciated: Feb - our early breakfast gathering; April - the Mahony run to Bibra Lake; August - the Sartori run to Harvey. *Louise*

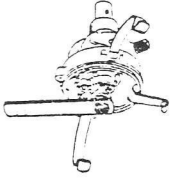
**WODONGA:** For those who are serious about attending the 16th National Meet, there will be a gathering at the Read residence on Sunday, October 10th, at 2pm. Hopefully any problems/concerns/questions will be answered and we will have a definite number of attendees to give the railways and the South Australian club, who have offered to billet us for one night.

**A LETTER IN THE POST:** I received a very newsy letter this week from Margret Teale in Busselton. John & Margret have their farm on the market (has been for some time) and were looking forward to a much needed holiday with their thoughts turning to attending the Wodonga Meet. However things didn't quite work out the way they were planned and they still own a dairy farm AND are now proud owners of the 'Lazy Days' Caravan Park in Busselton. To quote Margret "Once the farm goes we can organise ourselves into restoring another A and blow the dust off the other two!" Good luck and hold that thought of retirement..... *Louise*

**FOR SALE:** Whilst at Thornlie Shopping Centre with the Model A on display, Ross Chamberlain was approached by a fellow looking to sell his phaeton which is at Kalgoorlie. Here are the following details for anyone interested in the vehicle. Brian Mead, [REDACTED] Thornlie Ph [REDACTED] '30 Phaeton Deluxe Price \$15,000 ONO.

**A LITTLE STRESS MANAGEMENT ADVICE:** from Pete Gilberthorpe  
Picture yourself near a stream. Birds are chirping in the crisp, cool mountain air. Nothing can bother you here. No one knows this secret place. You are in total seclusion from that place called "The World." The soothing sound of a gentle waterfall fills the air with a cascade of serenity. The water is so clear that you can easily make out the face of the person whose head you are holding under the water. There now.....feeling better?





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

BALDIVIS WA 6171  
[redacted]  
BUSSARD David & Pat



# Western Model A News

## OFFICE BEARERS

### President

**David Bussard**

[redacted]  
BALDIVIS WA 6171  
Ph: [redacted]

### Vice President

**Peter Sartori**

[redacted]  
MURDOCH WA 6150  
Ph: [redacted]

### Secretary/Treasurer

**Pat Bussard**

[redacted]  
BALDIVIS WA 6171  
Ph: [redacted]

### Editor

**Louise Read**

[redacted]  
THORNIE WA 6108  
Ph: [redacted]

### Chief Vehicle Examiner

**Steve Read**

[redacted]  
THORNIE WA 6108  
Ph: [redacted]

### Librarian

**Steve Read**

[redacted]  
THORNIE WA 6108  
Ph: [redacted]

## Technical Dip from the Restorer - Jan/Feb 1998

- Q. In the last issue of The Restorer, a question arose about radius ball lube felt. My question relates to the new reproduction cap kits: should there be a gap between the new caps? The bottom cap may not be as deeply cut as my worn out original but the ball is firm when the nuts are tightened to the sleeves and the springs are compressed with about 1/16th" to 1/8" gaps. Also, will the rubber aftermarket cap kits change the caster?
- A. The radius ball cap assembly must be correctly positioned and correctly installed to provide the correct caster alignment at the front axle (5 degrees). If the radius ball is worn or loose in the ball cup, the front end caster cannot be maintained. Likewise, if the ball is held rigid in the ball cup (due to incorrect installation), the radius rods will bend or twist when driving on rough roads or hitting a pot hole in the road. The radius ball must fit snugly to the ball cap but be allowed to flex on the mounting bolt springs. The aftermarket rubber ball modification for the radius ball is not advisable. In most cases the front caster will be lost with the modification kit. If the radius ball is loose in the ball cap, a shim can be made from a fender washer by using a ballpeen hammer to shape the washer to fit the bottom curvature of the ball.

Technical Director Les Andrews - The Restorer

## Technical Dip from the Restorer Mar/April 1998

- Q. I have a 1930 Model A Sport Coupe which may have a problem. Water and coolant will pump out of the overflow and new radiator cap when the car is under a load climbing a long grade, etc. I just replaced the head gasket but suspect that I have a slight compression leak into the cooling system but see no other evidence of this. Can you suggest what might be causing this situation? (The car is not overheating.) Also what is the correct compression for this car? My engine tests between 55-60 lbs.
- A. Check for bubbles in the radiator filler neck when the car is running. Bubbles will be an indication of a compression or exhaust leak into the water jacket. Some new radiator caps have a hard cap gasket. Try adding a thin cardboard gasket for a better radiator cap seal. Make sure the radiator has a baffle installed just below the filler neck. This prevents water from being pumped out the overflow cap. The water pump pumps the water to the top of the radiator. A lot of water pressure is developed at high RPM when climbing hills. The overflow tube must be above the baffle and against the side of the neck. Some radiator shops will not replace the baffle when in for repairs. Do you have the head magnafluxed for cracks before installing the new head gasket? The head should always be surfaced when replacing the head gasket. The head could be warped or cracked. Standard compression is 64lbs. That will vary some with changes in altitude/barometric pressure and how much the head has been milled. Any reading above 55 lbs is OK. All cylinders should read within 3 or 4 lbs of each other.

Technical Director Les Andrews - The Restorer