

# Western Model A News

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

Year XX Number III

OCTOBER, 1999

To help you to get efficiency

## CASTROL ENGINE TIMER

Instructions for use:

Enlarge hole to fit engine shaft. Attach a pointer to cylinder or crankcase bolt. Rotate engine to top of ball from dead centre.

and fix timer so that pointer indicates 0°. The ignition and valve timing can then be accurately checked.

Next Run/Meeting: Sunday, 31st October  
Place: Causeway Carpark 10.00am for 10.30 departure

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

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

**SUNDAY, 17TH OCTOBER, 1999**

**WYALKATCHEM VINTAGE FAIR**

Lots of entertainment, dinner on the Saturday night \$25.  
Camping overnight next to cars, ablution facilities available  
Further info available from Pat on [REDACTED]

**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  
Meet at Causeway Carpark 10:00 for 10:30 departure  
Destination is Kalamunda History Village for lunch & meeting at 12:00

**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

**13TH & 14TH NOVEMBER, 1999**

BENDIGO SWAP MEET

**SUNDAY, 5TH DECEMBER, 1999**

CHRISTMAS LUNCH: Place: RAAF Assoc, Bullcreek  
Time: 12 noon Price: \$23 per person. Please post money to Dora  
at her new address [REDACTED] Hillarys 6025 **NOW !!**

**SUNDAY, 19TH 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]

## **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

272 4566

34 years Experience

**MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)**  
**GENERAL MEETING SEPTEMBER 26TH, 1999**  
King's Park Botanical Gardens

Meeting opened at: 12.20 pm by David Bussard.

Apologies and Attendance: as per attendance book.

Welcome visitors: Porcia Ward, Anne Bondio

Previous minutes: As per newsletter report. Moved B. Guest and seconded F. Farrelly. Carried.

Business arising: J. Williams noted that the new address for A. and J. Calleja was not in the September newsletter as promised. To be rectified. (*nb. The Callejas' new address is in August newsletter*)

**Financial Report:**

Opening balance	12295.03 on 22/8/99
Receipts	96.37
Payments	53.15
Closing balance	12338.25 on 26/9/99

Moved N. Williams and seconded B. Hembrough. Carried.

**Correspondence in:** Letter and specials sheets from Turner Enterprises (Brookvale NSW) about CV joints, power steering components, steering racks, pumps, NU TECH Polymer Injection to restore front end components; letter advising that the business Custom Car Covers is for sale; letter from West Coast Street Rod Club about Rodent Run on 30th Oct, Mystery Run 14th Nov, New Years Dinner Dance 31st Dec.; letter from Baldivis P&C Association inviting club to display on Sat Nov 6th; CCC AGM minutes, info about certification of examiners and premises; letter from PMH Foundation offering PMH car number plates (Numbers 11-100 \$200 per pair, 101 - \$150 per pair) and Cuppa for Kids – have a cup of Dome Coffee at nearest Dome outlet to support upgrade of intensive care unit. Thursday Sept 30; letter from Carl J Marche re Car storage - \$60 per month per car (from restoration project to fully restored vehicles); catalogue from Stateside promotional products; ANZ Term maturity advice – matures on 2 Oct. interest \$193.24; application for membership from A. Calleja on behalf of Denmark Agricultural College.

**Correspondence out:** DOT form to Peter Jordan, membership application form to prospective member Barry Jarrot of Rockingham Beach.

P. Sartori moved that the Correspondence in be received and the Correspondence out be endorsed. J. Timmings seconded the motion.

**General business:** *Christmas Lunch* – D. Annear is collecting money now. \$23.00 per person.

*New Members* – Barry Jarrot of Rockingham Beach was suggested by A. Jeffree as a potential member.

Application form and newsletter have been sent. *20th Anniversary Celebrations* - David requested volunteers to form a committee to organise details, program and activities. F. and J. Timmings and F. Farrelly will meet and present recommendations to the October meeting. L. Read will be invited to join them.

*Amaroo festival* - Contact Pat if you wish to attend. *Finances* - Australia Post cheque for Oct Newsletter and cheque to reimburse Louise for library books ordered (\$45.52), paper and labels (\$75.78) Moved F. Farrelly and seconded J. Hall that these be processed. Cost of engraving the Good Luck – Bad Luck trophy is to be met by the club. Moved P. Sartori and seconded J. Hall. The ANZ Term Deposit will be rolled over for 6 months.

*Vehicle for sale* - Jim Williams will be offering for sale his 1929 Woody Station Wagon at the Auto Jumble on Sunday October 10th. He and Nina will remain in the club. *Thanks* - Max Annear wished to thank all club members who assisted his and Dora's shifting a couple of weeks ago. Dora expressed thanks to John and Pat Laurie for today's run.

**Raffle:** Don Sutherland won the raffle which raised \$32.00

**Coming Events:** Oct 31st run organised by S. Hall will meet at the Causeway at 10.00 for 10.30. Going to Kalamunda.

**Bits and Pieces:** M. Annear has a hood frame which would suit '28/'29 Model A, a radiator for '28/'29 and other bits and pieces. Members who are looking for things to phone him.

**Denmark Agricultural College students require:** repairable steering wheel, single plate clutch assembly and bell housing.

Thanks from David to Lauries for organising the run. It was a pity about the weather.

Meeting closed: 12.52 pm.

## WILDFLOWER RUN, SEPTEMBER 26TH 1999

Fifteen Model A-s and two moderns set out from the Causeway Carpark at 10.45am for a short run to the morning tea and lunch stop. New member John Brown and friend came along to the start to say hello but not to participate. John bring along your vehicle next run and join us for lunch and the meeting. Although the instructions could not be more clear several failed to turn right into Forest Drive which was clearly marked on the map provided. The route sheet included a number of questions, nobody got them all correct. Shirley Hall got most right and won the bottle of Margaret River Chardonnay which was kindly donated by our son Ross.

The route ran along Riverside Drive, Mounts Bay Road, Winthrop Avenue and into Poole Avenue, Kings Park. The parking spot perched some 200ft above the Swan provided a glorious view of Perth Waters, Mill Point and Canning Waters. This parking area is on the west side of the Botanic Gardens and for those that took the opportunity there were some interesting walks through the cultivated native bush. Jack Berkshire related when he was a Police Constable, part of his duty was to patrol the Park at night. The stories Jack related are best left to one's imagination.

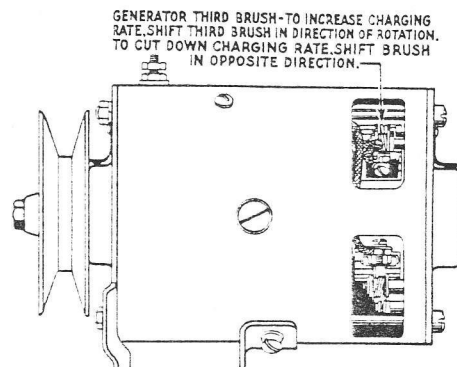
A couple of showers interrupted proceedings with most competitors taking shelter in their cars. The rain on the last occasion saw Jim Williams about to launch himself but stopped open mouthed when the rain came down. On continuing El Presidenté stood on top of a stone wall to conduct the balance of the meeting and then gentleman Jim Williams opened his mouth to continue as if there had been no interruption. I took a photo of the scene as it reminded me of the preacher speaking from the pulpit with his deaconess, also standing, holding open the file as though reading from the testaments. All appeared to enjoy the day, its interruptions, but especially the short run with the opportunity to indulge in a lot of jawboning.

*John Laurie*

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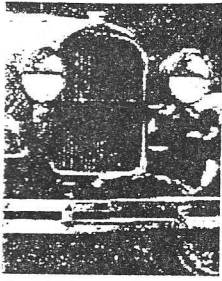
### **Generator Charging Rate - from Model A Ford Service Bulletins, Dan R Post, 1957**

*When increasing or decreasing the generator charging rate use a small fibre or wood stick to shift the third brush. This prevents any possibility of sparks occurring.*



*For average driving during summer months a charging rate of six amperes is sufficient. This rate can of course be increased or decreased to meet individual requirements. For example the owner who takes long daylight trips could cut the charging rate down even less. On the other hand the owner who makes numerous stops should increase the normal rate if his battery becomes weak.*

*nb. Most repro amp meters are innacurate so set to about a 10 amp charge.*



# What Year Is It?

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



by Rick Black, Medford Oregon

Revised Friday, January 16, 1998

Part Two

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### Fine Tuning -- Is it a 1928 or 1929?

At first glance, 1928-29 cars look identical. You'll have to look closely to tell the difference. The single tail light of the 1928 cars was shaped like a tuna can and is referred to as a "drum" tail light. This design was carried over to the early 1929 models until the more common "tea cup" design was introduced. That design was used until the end of production. The drum tail light bracket was forged steel and was bolted to the bottom of the body on the driver's side. The tea cup bracket was stamped steel and was bolted to the rear fender on the driver's side. If you find a left-rear fender with no mounting holes for a tail light, it's probably a 1928 fender.

1928 cars originally had red steering wheels. These gave way to black wheels in 1929. 1928 roadsters, pickups, and phaetons lacked outside door handles but 1929 roadsters and phaetons were so equipped.

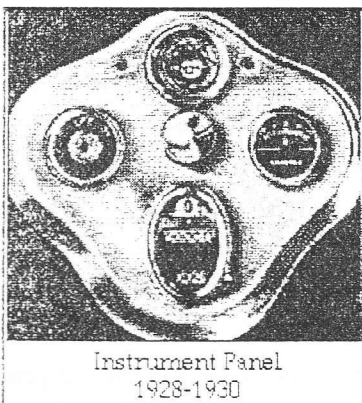
### Is it a 1930 or 1931?

This one is tricky, but in general, you can tell a 1930 from a 1931 by looking at the radiator shell. 1930 cars had a stainless shell with a painted insert at the bottom and a blue Ford logo. 1931 cars had a painted upper insert with a stainless steel Ford logo.

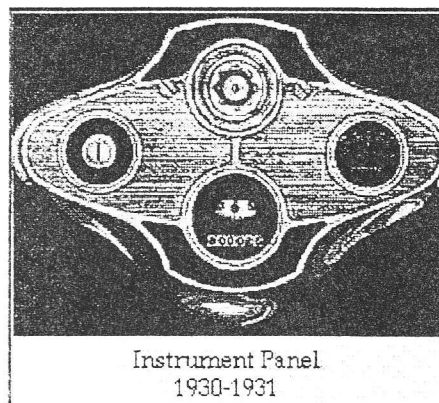
Another difference between 1930 and 1931 vehicles are the running board splash aprons. The 1930 vehicles used a two-piece splash apron. The main piece was integral with the running board, and the small front section was bolted to this assembly. The 1931 vehicles used a separate, one-piece splash apron that bolted to the running boards. However, the transition period commenced in October 1930 and continued to year end.

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### Splitting Hairs -- Early 1930 versus Late 1930



Instrument Panel  
1928-1930



Instrument Panel  
1930-1931

From the beginning of production, the instrument panel in the vehicle was diamond shaped with a smooth face, an oval speedometer, and a light protruding from the center.

Starting around June 1930, a new design was used,

shaped more like an oval, with horizontal ribs, and a round speedometer. The dash light was moved above the panel, just under the dash rail.

## Early 1931 versus Late 1931

In May 1931, the area where the gasoline line came thru the firewall (passenger side) was indented so that the gasoline shut-off switch could be mounted in the engine compartment instead of inside the car. The sediment bowl was redesigned so that it could be mounted to the side of a specially designed Zenith-2 or Zenith-3 carburetor.

## Model A Ford - Prominent General Characteristics

Feature	1928*	1929	1930	1931
Head Lamps	Nickel plated, "acorn" shape	Nickel plated, "acorn" shape, "Twolight"	Stainless, cup shape, "Twolight"	Same
Headlight Lenses	Vertical Flutes	Vertical Flutes with Prisms (Twolite)	Same	Same
Tail Lamp(s)	Nickel plated, cylindrical, "Duolight", forged bracket	Nickel plated, cupped, "Duolamp", pressed steel bracket	Stainless, cupped, "Duolamp", pressed steel bracket	Same
Radiator Shell	Nickel plated, low & rounded, 13/16" lamp wire holes, teardrop tab on crank hole cover, blue enamel emblem	Nickel plated, low & rounded, 15/16" lamp wire holes, dumbbell tab on crank hole cover, blue enamel emblem	Stainless, high, painted panel insert at bottom only, blue enamel emblem	Stainless, high, painted panel insert at bottom and top, stainless emblem
Bumpers	Chrome plated, reverse curve ends, round center clamp	Chrome plated, reverse curve ends, oval center clamp	Chrome plated, slight bow, clamps forged to midyear, pressed stainless thereafter	Chrome Plated, slight bow, pressed stainless clamps
Cowl	Reverse curved with coupe pillar, exposed fuel tank (except Fordor)	Same (except for Briggs & Murray bodies)	High, tapered smoothly into hood, concealed fuel tank	Same
Firewall	Two-piece (three-piece on Fordor)	Two-piece (three-piece on Fordor and Cabriolet)	One-piece semi-flat	Same through April, indented thereafter
Steering Wheel	Red rubber, dished	Black rubber, dished	Black rubber, flat	Same
Instrument Panel	Nickel plated, diamond shaped, oval speedometer, light in center	Same	Same until midyear - change to 1931 style	Nickel plated, oval shaped, round speedometer, light under dash panel
Running Boards	Separate, ribbed rubber, zinc trim (four sides)	Same	Integral with splash apron, pyramid rubber, zinc trim (four sides)	Separate from splash apron, pyramid rubber, zinc trim (outer edge only)**
Splash Aprons	One piece	One piece	Two piece	One piece**
Wheels/Tires	21" by 4.50	Same	19" by 4.75	Same

Footnotes:

\* Most of these 1928 features may appear as late as March 1929

\*\* Transition period commenced in October 1930 and continued to year end

Adapted from "How To Restore Your Model A Ford" published by Floyd Clymer, 1961

## Summary

There were LOTS of changes and variations, but usually the above will help you to zero in on the year. Once you've done that, it's possible to guess whether it's an early, midyear or late car if you're really sharp. Trucks of all years commonly were made up of left over parts from the previous year, so identifying them correctly is much more difficult.

# LEAD REPLACEMENT FUEL

by  
Ray Mahony

Our Premier Mr. Court has recently stated that leaded fuel will no longer be available in Western Australia after this year. You have probably also seen/ heard recent news reports that Shell was introducing a trial period of lead replacement fuel this year. BP, who produce all the petrol in Western Australia, will trial lead replacement fuel this year and end production of leaded petrol at their Kwinana refinery and introduce lead replacement petrol into all of their service stations next year. The BP refinery in Queensland will cease leaded fuel production in 2001. Shell has a program to cease production of leaded fuel in their Victorian and New South Wales refineries in 2001 – 2002. (I may be corrected on this)

## WHY LEADED PETROL?

During the early 1930s the compression ratio and cylinder pressures in motor vehicle engines increased and the speed at which engines operated also increased. These increases brought about problems with the quality of combustion and valve wear (valve seat recession). The low quality fuels used were unable to withstand the high pressures, resulting in uncontrolled and unstable combustion.

The introduction of lead compounds into fuel increased the octane rating of the fuel, that is, the fuel's ability to operate in high pressures and maintain a controlled progression of the burning process, and so prevent knocking. Other compounds such as Benzene and Toluene can and are used to increase the octane rating of fuel.

Lead oxides, produced during combustion, are deposited on the valves and valve seats, preventing metal to metal contact and so reduce wear.

## WHY REMOVE THE LEAD?

Lead and lead compounds are accumulative poisons that reduce intellectual performance, increase blood pressure causing hypertension, heart attacks and premature death. Other fuel additives such as Benzene are carcinogenic substances and should be avoided. Both leaded and unleaded fuel contains Benzene. The Benzene by-products in unleaded fuel vehicles are neutralised by the catalytic converter.

## WHY NOT SWITCH ALL VEHICLES TO UNLEADED FUEL?

Simply switching to unleaded fuel will overcome the problems associated with the lead but will do nothing to overcome the problems of the Benzene or the valve seat recession. The valve seat recession problem can be overcome by fitting stellite valves or valve seats. This however involves considerable cost which must be taken into consideration. Stellite is an especially hard material that will survive without the lead oxide coating.

## WHAT IS LEAD REPLACEMENT FUEL?

Lead replacement fuel is basically premium unleaded petrol with valve protecting additives. Premium unleaded petrol has an octane rating of 96, which is the same as the leaded petrol currently in use, therefore the control of combustion stability and knocking will be maintained.

The content of Benzene in all grades of fuel will be reduced to 2% compared to the legally allowable level of 5%. This reduction will overcome the emissions produced when unleaded fuel is used without a catalytic converter.

To overcome valve seat wear special additives such as phosphorus, sodium, potassium and manganese compounds have been developed and have no adverse effect on health. The concentration of these new additives will be in the vicinity of 20 parts per million (ppm) compared with lead, which is currently 1000-2000 ppm.

BP has chosen to use potassium predominantly as the additive for their lead replacement fuel.

The anti valve recession additive works in much the same way as the lead. During combustions oxides are produced which coat the valve face and seat to protect them from wear. The big change is the oxides produced from these compounds are not harmful to health or the environment.

As lead replacement fuel comes on the market it will be delivered through the now existing leaded fuel bowser. No cleansing or purging of leaded fuel from the underground tanks will take place, so for a while there will be a mixture of leaded and lead replacement fuel delivered.

You will not be aware of any change and you will not notice any difference in the performance of your vehicle. One day you will simply notice the sign on the petrol bowser has changed from "Leaded" to "Lead Replacement"

Like unleaded petrol, lead replacement petrol can not be used in an unleaded vehicle. Oxides produced from the anti valve recession compounds will poison the catalytic converter and render it unserviceable.

## WHICH FUEL FOR THE MODEL 'A'?

Given the Model 'A' was made before the introduction of leaded fuel and it uses a low speed, low compression engine, it really does not matter which fuel you use. However, if you can get some valve protection, why not?

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### THE FIRST



### Motorist Convicted of Speeding

... was Walter Arnold, miller, of East Peckham, Kent, who was charged before C.W. Powell at Tonbridge Police Court on 28 January, 1896, with exceeding the speed limit of 2mph in a built-up area while driving through Paddock Wood eight days previously. It transpired that Arnold had happened to pass the local police constable's house just as that worthy gentleman was having his dinner. The constable left his food, grabbed his helmet, and gave chase on a bicycle. After a five mile sprint he caught up with the motor car and booked Arnold for speeding. According to the principle prosecution witness, 'the carriage was proceeding at about eight miles an hour'. The defendant, who was fined 1 shilling and costs, later became the first man in Britain to manufacture petrol-engined motor cars. 55 •



# Notebook

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

Lionel Barendse, Irene Bell, Judith Butler, Angelo Calleja, Lorraine Cameron, David Chambers, Nick Ferreira, Jeanette Hembrough, Charles Kendall, Ron Perry, Philip Raccuia, Steve Read, Margaret Roy, Michael Stathy, Margret Teale, Fran Timmings, Keith Upton, Kath Ward, Phill Wemm, Sylvia Wemm & Jim Williams. Enjoy!!

**NEW MEMBERS:** Denmark Agricultural College students are restoring a '28 Ute under the guiding hand of Angelo Calleja. The college is situated at South Coast H'Way, Denmark, 6330 Ph [REDACTED] so please add them to your members register. I hope you are taking photos as the restoration progresses.

**FOR SALE:** 1929 Woody Station Wagon Contact Jim Williams [REDACTED]

Hood frame & radiator for '28/'29. Other bits & pieces Ph Max Annear [REDACTED]

**WANTED:** Repairable steering wheel, single plate clutch assembly & bell housing for '28 Ute. Contact Angelo Calleja [REDACTED]

**LIBRARY:** The club now has a copy of "How to Restore your Model A" vols 5 & 6. There is also a copy of Volume 4 available for \$16.00. Anyone interested contact Steve.

**Model A 2000 Calendar** produced in partnership with Hemmings Motor News is available for US\$10.95 plus shipping and handling. Contact MAFCA direct.

**RALLY WEST:** It looks like there will be a large contingent of Model As attending this event. Pat Bussard has offered to write a story about the ramblings so any gossip or interesting tales to be included, please let Pat know soon after the rally.

## **HERE'S A FEW DEFINITIONS - source unknown**

**ABSENTEE:** A missing golfing accessory

**ABUNDANCE:** A local hop usually staged in a barn

**ADAMANT:** The very first insect

**ADIEU:** Hymie Finklestein

**ADORN:** What comes after the darkest hour

**ALIMONY:** A mistake by two people paid for by one

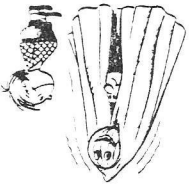
## **AND MORE ABOUT LIFE IN THE 1500s**

Most people got married in June because they took their yearly bath in May and were still smelling pretty good by June.

However, they were starting to smell, so brides carried a bouquet of flowers to hide the b.o.

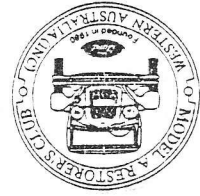
Baths equalled a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying -

"Don't throw the baby out with the bath water."



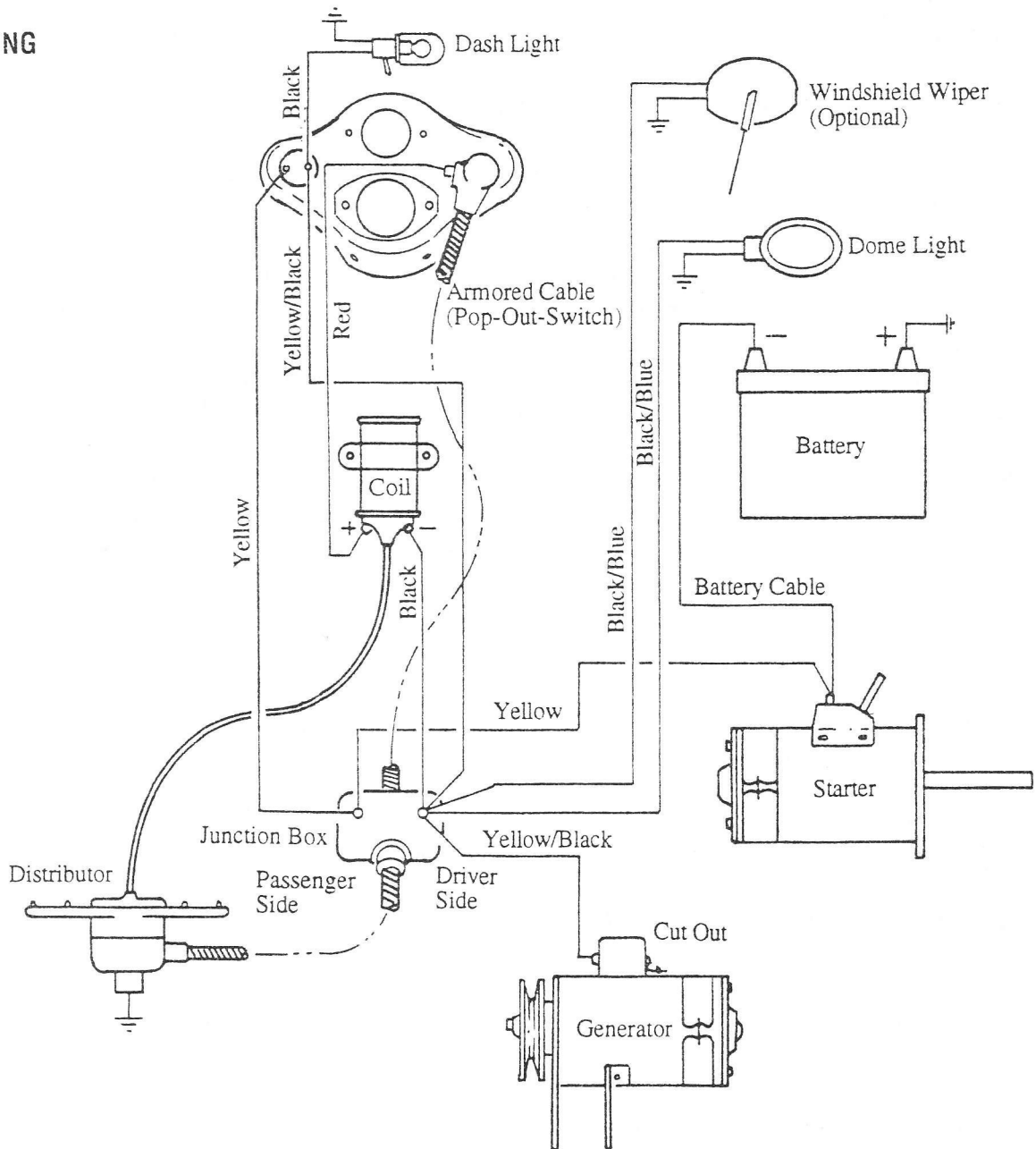
If undelivered, please return to:  
Thornlie  
Western Australia, 6108

BUSSARD David & Pat  
BALDIVIS WA 6171



# Western Model A News

## WIRING



### Notes

The "L" shaped generator post connector to the cutout terminal was located on the cut out near the generator pulley during October 1928 thru April 1930. After April 1930, the configuration was reversed.

In late 1930 the black coil wire was moved from the "passenger side" to the "driver side" of the coil.