

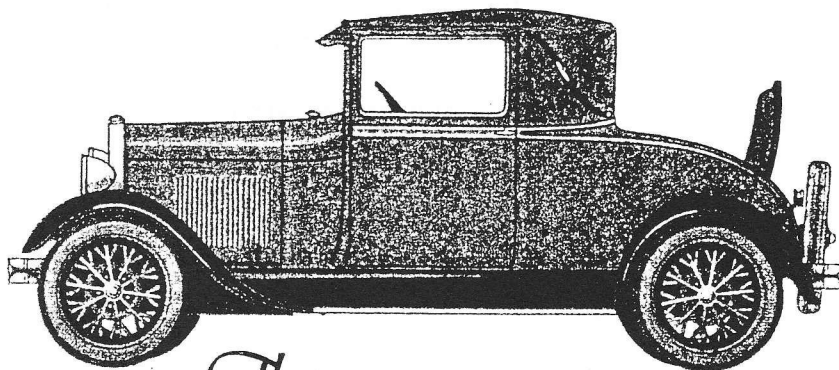


# Western Model A News

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

Year XXII Number XI

JUNE, 2002



## The NEW SPORT COUPE

Swift as the wind; rakish as a yacht; as intimate as a cosy fireside. You can fasten up the rear curtain, open the roomy, comfortable rumble seat and invite another couple. Nickered step plates give sure-footed entrance. The taupe whipcord top, equipped with landau irons, contrasts smartly with the body colours. Of irresistible appeal to those who favour a four passenger sport model.

*The Ford*

23 YEARS OF PUBLIC PREFERENCE

**Next Run/Meeting:** Sunday, 23<sup>rd</sup> June, 2002 Time: 10.00am  
Meet at Neil Hawkins Park, off Boas Ave, Joondalup

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:* PETER SARTORI XXXXXXXXXX *Secretary/Treasurer:* TONI MAHONY XXXXXXXXXX  
*Vice-President:* RAY MAHONY XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

**COPY DEADLINE:** By the first day of the month to XXXXXXXXXX Thornlie, W.A., 6108

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

**SUNDAY, 23RD JUNE, 2002**

Alan & June Smith organising  
Meet Neil Hawkins Park, off Boas Ave, Joondalup 10.00am  
Morning tea here and depart about 11.00am  
Destination about 14 miles (22 kms) north of Joondalup

**SATURDAY 6TH & SUNDAY 7TH JULY, 2002**  
**SHANNONS INSURANCE & YORK MOTOR MUSEUM**  
**FESTIVAL OF MOTORING**

Classic Car Rally, Concours d'Elegance & Dinner/Dance  
Cost \$50.00 per person  
Information sheet & entry form from secretary  
or John McLean [REDACTED]

**SUNDAY, 21ST JULY, 2002**

**AGM & ANNUAL VEHICLE INSPECTION**

All committee positions are up for election  
Inspections start at 10.00am Meeting at 2.00pm  
Please bring a plate of afternoon tea to share and a mug  
for your tea or coffee

**21 - 27 JULY, 2002**

**MAFCA 2002 NATIONAL CONVENTION**

Riverside, California  
You still have time to go!

Contact Mickey Fruchter

[REDACTED] Michigan Avenue, Pasadena, CA 91104

**SUNDAY, 25TH AUGUST, 2002**

John Moorehead & Steve Read organising

**SUNDAY, 26TH SEPTEMBER, 2002**

Barrie & Gwen Guest organising

**OCTOBER, 2002**

Jack & Mavis Berkshire organising

**SUNDAY, 3 NOVEMBER, 2002**

SHANNONS "BAY TO WHITEMAN" RUN 2002

**NOVEMBER, 2002**

Peter & Elaine Gilberthorpe organising



**RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

*\* Cylinder Head Service \* Reboring and Sleaving \* Crankshaft Grinding*  
*Recommended by MARC member*

Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

**Minutes of General meeting  
held at Langford Park, Jarrahdale  
Sunday 19<sup>th</sup> May 2002**

**Meeting opened** at 1.14pm

**Apologies** and attendance as per the book.

**Minutes** from the last meeting: Moved Merv Ward, seconded Dora Annear that they be accepted as a true and accurate record.

**Business Arising** from previous minutes: *Association Incorporation Act*, As per note from John Moorehead proposed changes to the Act are still under review and we should refer to the current issue of the Act ie.1987.

<b>Financial Report:</b>	Income since last meeting	
	Parts sales (Dave Bussard)	\$ 30.00
	Subs.	<u>90.00</u>
		\$120.00
	Payments – Postage	\$ 45.40
	Bank fees	<u>7.00</u>
		\$ 52.40
	Balances - ANZ Term Deposit	\$ 9670.39
	As @ 1/5/02 Bankwest	\$ 1262.59
	Cash	\$ 965.00
	Unpresented cheques	<u>\$ 325.00</u>
		\$12222.98

**Correspondence In:** Council of Motoring Clubs of WA (CMCWA), Minutes of General Meeting 15<sup>th</sup> April 2002: Reg and Coral Blewett response to letter from club: Notification of Shannon's Bay to Whiteman Park Run to be held 3<sup>rd</sup> November 2002: Notice of meeting for vehicle examiners called by CMCWA on 15<sup>th</sup> May, at VCC club rooms: Department of Transport Report form for concessionally licenced vehicles.

**Correspondence Out:** Three letters to Licensing Division confirming membership for Newtons. Covering letters to Ron Merredith, Ron West, Dick Yates and Kerry McPharlin with applications for membership. Rod McMullin and Queensland club members thanking them for assistance given to Reg and Coral. To Reg and Coral offering assistance with rebuild of car.

**General Business:**

Christmas Dinner – Dora gave a short report on progress of planning for dinner. She is having difficulty keeping costs down, however is doing her best and hopes to have final detail regarding venue and cost at the next meeting.

2004 National meet - Ray Mahony gave a general update on progress of planing. A meeting is to be held with Ideal Events later in the week, to look at another possible accommodation venue. Planning is starting to move ahead well.

2002 CMCWA quiz night – meeting decided we should participate in this year’s quiz to get a better understanding of requirements for 203. Decided to book one table and pay for tickets.

Changes to Concessional Licencing: Steve Read reported, via phone contact, that changes had been made regarding the use of concessional licencing. A paper outlining the changes will be put out by the CMCWA.

Meeting closed 1.35pm.

%%%%%%%%%

### SUNDAY 19<sup>TH</sup> MAY, 2002 PICNIC RUN

On what turned out to be an absolutely beautiful picnic type day, eight A-s met at the Causeway carpark for the usual 9.30am start although down in numbers, the ‘Southerners’ had been advised to meet at Mills Park, Gosnells to save the run into town.

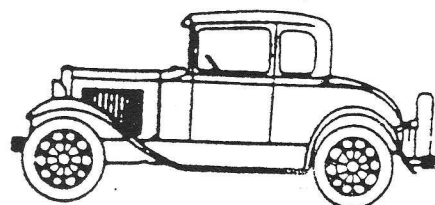
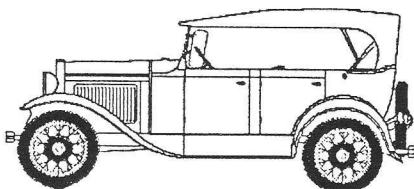
Our run started towards Perth, passed the Bell Tower, around the river through South Perth, Victoria Park, Bentley and Cannington to Mills Park.

Here we met up with another two or three from South of the River and Louise and her daughter were busily collecting and dispensing their usual information while the rest of us enjoyed the sunshine and morning tea.

The second half of our run proceeded around the Freeway Bypass into the back blocks of the Maddington Industrial area, through Maddington, Thornlie, Gosnells and Armadale, then out onto the open road to Byford. A left hand turn into Nettleton Road took us through the countryside and forest areas to Langford Park in Jarrahdale, for our lunch and meeting stop.

On the way home some ventured into Jarrahdale then out onto the South West Highway for a change of scenery.

*Bob Newton*

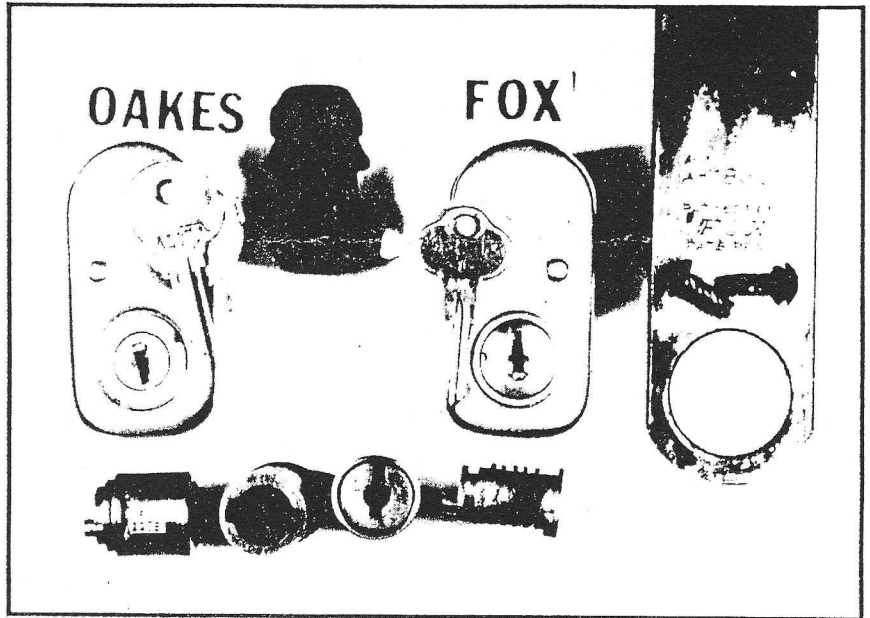


# Tire Locks

by Cal Allan, Chandler, Arizona

The spare wheel tire locks (A-18330-A) for the fender well has a spring loaded plunger to prevent rattles (it also marked the rim). The part number and manufacturer were on the back.

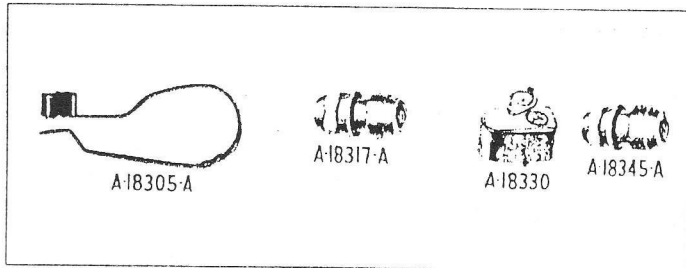
The band tire lock (A-18305-A) was designed for the rear mounted spare. The part number was on the band near the rivets that held the lock to the band. Tire locks could be Fox or Oakes and several different cylinders were used. The '31 locks used the same interchangeable cylinder as the '31 door handle. Removal of the tumbler body with a key is the same as the '31 door handle. The A number is on the cylinder and removal is necessary to locate it. The complete cylinder is held in place by a drive pin located at the side of the lock body. Re-keying, plating, and cleaning is necessary to remove the cylinder. Measure the distance from the side of the body to the cylinder sleeve and add 1/16". If you drill too deep you could ruin the cylinder. If the outer sleeve is frozen, a hole drilled at the right place through the back will enable you to tap it out. Because several different cylinders were used, it may be wise to have someone who is knowledgeable with tire locks to remove the frozen cylinder. After the cylinder is removed, the locking plunger and its spring is removed through the lug nut hole. Check to see if all the tumblers are flush to the body with the key in place. The tire locks were accessories and were sold by dealers.



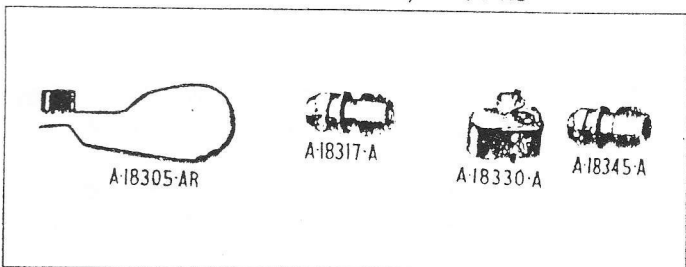
Briggs & Stratton locks are used in assemblies supplied by the following equipment manufacturers to the complete unit manufacturers:

### Tire Lock Manufacturers

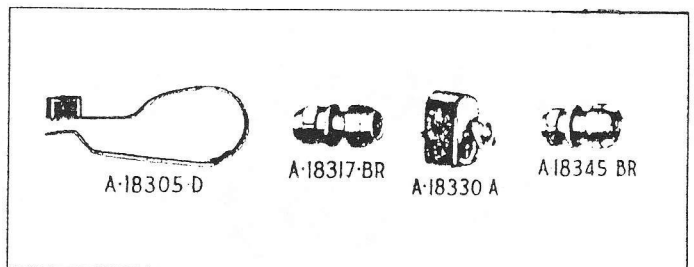
- Duro Metal Products Company  
St. Louis, Missouri
- Fox Automotive Products Corporation  
Philadelphia, Pennsylvania
- E.P. Hurd Company  
Almont, Michigan
- M & Q Lock Company  
Evanston, Illinois
- Oakes Products Corporation.  
North Chicago, Illinois  
(division of Houdaille-Hershey Corporation)



Ford Parts Price List, 12-01-29



Ford Parts Price List, 10-20-30

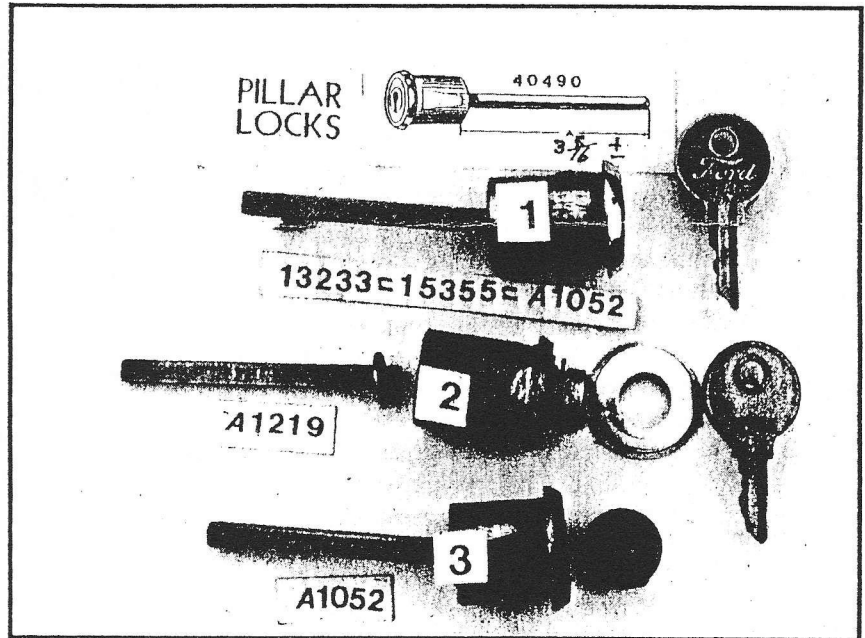


Ford Parts Price List, 7-01-31

# Pillar Locks

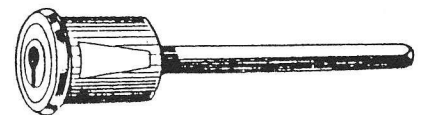
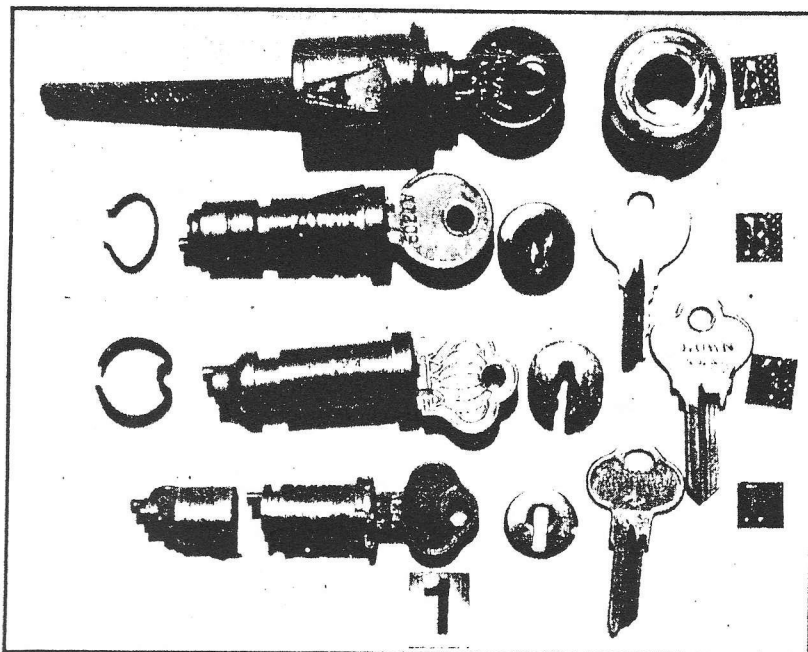
by Cal Allan, Chandler, Arizona

The pillar locks used on some Model A's below or above the right door handle were held in place with a screw at the door edge. They were a universal type (Briggs & Stratton 40490) used on many cars from an Auburn to a Willys. The main difference was the shaft length and key groove. The pillar lock (number 1 in the photo) with the short round head key used the digit system and was groove 1 (a carry over from the Model T). Most Model A's used this lock (number 2 in the photo) with Briggs & Stratton groove 3 key in script (early) and then non script (Capital letter "B" in a diamond). The A number was stamped on the shaft using the door code A1051 to A1300. The shaft length was 2-3/16". Removal and replacement of the face plate is difficult because the face plate is lipped around the body. You can grind or file the lip off and epoxy it back on after plating. Rough up the cylinder out front with the key in the lock. The cylinders were also plated. Remove all tumblers and springs and ask the plater if he can only plate the face of the tumbler body.



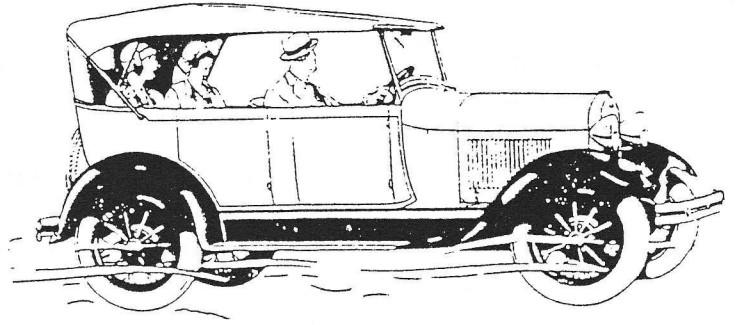
Number 3 in the photo is a Miller pillar lock, stamp and cut to the A code using a groove 3 (Briggs

& Stratton keyway) key. More data is needed on this lock. The lock pictured was taken off a 1929 Fordor.



The photo to the left includes all lock cylinders used for doors and trunk lids. Tire lock cylinders are different, except for the 1931, which used the front part of "D" (bottom cylinder pictured).

- A Pillar locks that were used for doors that have no locks in the handles used a short round head key with the digit system on early locks.
- B Used on doors and deck lids '28-'31. They used groove 3 key and code A1051 to A1300.
- C Crown cylinder for late '29-'31 door and deck lid. Not interchangeable with any other cylinders or handles.
- D 1931 interchangeable 2-piece cylinder. Can be used only in 1931 handles. Used groove 5 key and code A1301-A1550.



PERTH to

TOOWOOMBA

to PERTH

Part 3

Leaving Tamworth a second time around 4.30pm, we filled up with fuel (89.3 c/litre) and headed for Gunnedah where we booked into the caravan park. (Cabin cost \$52). Thunder and lightning were threatening as we went up the street for tea at the local Chinese Restaurant. Leaving the restaurant we saw what looked like a version of 'Steptoe and Son', before we realised that under the 'junk' was a Model A truck. So we went back to make ourselves known and met up with Lewis Seiffert from Geelong, who was also heading for Toowoomba. The stuff on the truck was another Model A truck in bits, plus engines, an overdrive gearbox and Lord knows what else. Lewis was booked into the same park as us and was planning to roll out his swag under the truck. However, as the rain had decided to set in, we invited him to join us in the cabin - a much drier alternative on a very wet night with lots of thunder and lightning.

I am getting sick of being tossed around by the dam roads.

(102 miles)

Wednesday, 27<sup>th</sup> March. We left Lewis to tend to some business in Gunnedah and headed for Narrabri. Steve Read had arrived in Toowoomba and was sharing our accommodation. He rang us to let us know he had arrived and also informed us that Reg and Coral Blewett's trailer and ute had been hit by a semi trailer just out of Walgett, but they were OK and in Toowoomba. Details were sketchy, but we were still somewhat concerned for their condition.

We refueled at Narrabri, 93 c/litre and continued on, under a very cloudy sky. We topped up with petrol again at Goondiwindi (82.5 c/litre) and headed for Warwick where we planned to catch up with Toni's cousin.

The trip to Warwick involved us driving through three separate thunderstorms, in pouring rain for most of the way. We had the front curtains off and both of us were soaked. At one stage we couldn't see well enough to find a place to pull off the road, as we were concerned with someone running into the back of us. Eventually we did and two other vehicles joined us as various trucks belted past. Scary stuff.

We eventually arrived in Warwick and booked into the Big 4 Caravan Park, costing \$49.50 with a discount. We decided to do the washing there, but the drier wasn't working, so we had damp clothes hanging from all vantage points in the cabin.

Also at the caravan park was a contingent of Morris owners from Victoria heading for Caloundra in Qld for a similar meet to ours. We joined them for tea (after sorting out the wet washing) at the Condamine Club, Warwick before heading off to see Toni's cousins.

Leaving them at 10.50pm, we got a short way down the road and discovered we had a flat rear tyre. The jack is kept in the basket, which is normally on the luggage carrier. However as the basket can not be on the carrier when towing the trailer we had it in the trailer. We had left the trailer at the caravan park, so guess where the jack was? Toni 'minded' the car, while I set off to get the jack. I hailed a cab half way to the park, but the bugger only pulled over, looked at me briefly and drove off. It was 2½ miles to the park in the rain and then 2½ miles back again. We eventually got 'home' at 1.00 am, somewhat soggy (actually I was a bit like a drowned rat) for the experience!

(333 miles)

Thursday, 28<sup>th</sup> March. Elizabeth decided she did not want to start. The Morris people were only too happy to push and then tow start me. We went with the Morris group to see the local Catholic priest who has a small collection of cars. He has a '25 and '26 Hupmobile, '28 Dodge, a Mk IV Jag. and an HK/HJ Holden ute. He does all the restorations himself including the upholstery and hood. An excellent job he does too.

Fuel was purchased a Warwick for 79.9 c/litre. The trip to Toowoomba was fairly uneventful except for more rain and a few hills close to Toowoomba that Elizabeth did not like.

We found our way to the caravan park and booked in, then to the show grounds, Rally HQ, and caught up with Steve. We also got to see Reg and Coral, which was great to see for ourselves that they were ok, Reg had a few stitches but nothing serious, Coral was bruised and shaken but generally unscathed. After seeing the photos of the car and trailer, well what can you say?

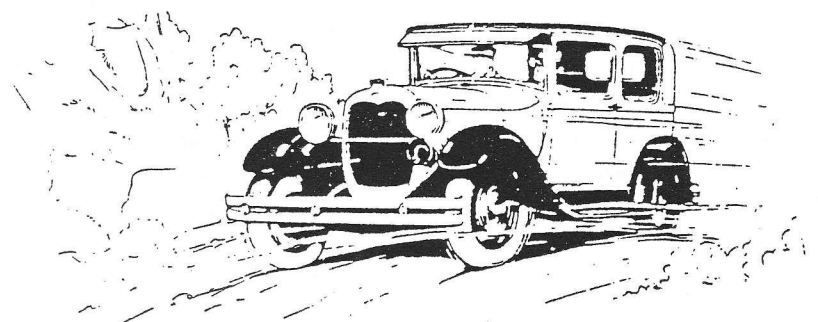
After lunch, which we had up town somewhere, we booked in at really HQ. As we had traveled 3041 miles since leaving home I decided to tune and service Elizabeth, whether she needed it or not. We had dinner at the show grounds. During and after dinner it rained and rained and rained. The place was flooded. 3½ inches of rain that night.

(101 miles)

Friday, 29<sup>th</sup> March. This was the first official day of the rally and Elizabeth refused to start again. Steve and I played around with all sorts of things trying to get her started until I had had enough and got a helpful sole in the park to give me a tow. For the remainder of the weekend we cranked Elizabeth in the morning, but she would usually start other times. Tests seemed to indicate battery, but Steve was not convinced. Due to lost time in the morning we did not get to the morning session and missed the hot crossed buns. We set up our 2004 information table and Toni spent most of the afternoon there finishing off her Hubley for the night's racing and I did my bit with the concourse judging.

Late in the afternoon we attended the delegates meeting with Steve and Peter. The night meal was a shambles but for no fault of the Queensland Club. The Hubley racing went well and was a lot of fun. Needless to say we didn't win.

*to be continued.....*





# Notebook

## **BIRTHDAYS for JUNE: Birthstone: Pearl; Flower: Rose**

Those celebrating a birthday this month are Wendy Blacklock, Ann Brandis, Maurie Creedy, Coral Grundy, John Hall, Darren Jeffree, John Laurie, Lyn McPharlin, Joyce Munro, Dianne Paisley, John Roy, June Smith, Colin Strahan & Leanne Wringe.

## **NEW MEMBERS:**

A warm welcome is extended to the following new members:

Kerry & Lyn McPharlin, [REDACTED] Narrogin WA 6312 Ph: [REDACTED]

These folk have an unrestored 1928 Phaeton. Parts needed are listed below.

Ivan & Rosemary Eatt, [REDACTED] Dongara WA 6525 Ph [REDACTED]

An unrestored 1928 Tudor is the project for the 2004 Meet I believe.

A list of needed parts will soon be appearing to help with the restoration.

## **CHANGE OF ADDRESS:**

Tom & Georgina Hart, [REDACTED] Albany 6330 Ph. [REDACTED]

Please alter your membership directory.

## **PARTS WANTED:**

Left & right back door hinges, right door latch, rear bumper brackets, radiator aprons, rear bumper bracket to body stands.

Contact Kerry McPharlin at the above address or phone number

## **LEADER TRAILERS**

now have available new Model A grill shells, splash aprons, badges, etc.

All good quality. Contact club member Ian Dalby on [REDACTED]

## **AGM:**

In last month's newsletter there were conflicting dates published in the Calendar and the Minutes. The correct date is 21st July, as the VCC rooms and facilities have been booked for this day.

**DON'T FORGET** all committee positions will be vacant, please consider volunteering for one of them and be involved with the running of your club.

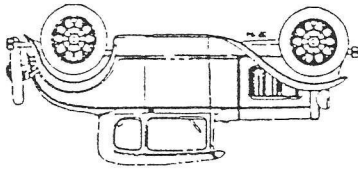
## **PHOTOGRAPHS:**

I still need any photos of the recent outings with the club. Thanks to John & Shirley Hall and Darren Jeffree for their contributions to the club album, what about a few more?

## **THIS MONTH'S JOKE:**

Have you heard about the dark green snake that hangs out of the trees and drops on your car as you pass underneath?

It's called a 'Windscreen viper'! thanks Merv



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

MURDOCH WA 6150  
SARTORI Peter & Lorraine



# WESTERN MODEL A NEWS

The following article submitted by Barry Bristow-Stagg-  
Found this in my newsletter from the Royal Australian Navy Corvette Assoc. for April  
2002. Thought it might be of interest to members.

## HENRY FORD'S MOTOR CARS - PAINTED ANY COLOUR

The following article was given to me by Norm McGow. He rang and told me he had  
been dismantling an old picture frame. (*I hope I have this correct Norm*) and he came  
across the backing paper which turned out to be 'The Kalgoorlie Miner' June 14<sup>th</sup> 1924  
The article carried the above heading -

"They only cost £195 without starting and lighting equipment. If fitted with Australian  
Standard Body, 3 door type, painted black, with starting and lighting equipment, they  
only cost £210. If fitted with Australian best improved 1924 model body, including  
starting and lighting equipment, painted any colour, beautifully upholstered £220.  
Why pay more for other makes of cars which are not as good as Ford's?

The following is a list of Ford sales for the month of March:-

Melbourne 593; Adelaide 280; Perth 176; Kalgoorlie 27. **W.H.GREEN (DEALER)**"

(*I was amused by the statement 'with out starting and lighting equipment' I presume to  
start it you would have to crank it and to go out at night you would have to carry a  
kerosene lantern or a candle. Thanks Norm for your little piece of nostalgia JA Ed*)

### THE FIRST



### Commercial Motor Cycle

... was the 2-1/2hp Motorrad, manufactured at the Munich works of Heinrich and Wilhelm  
Hildebrand and Alois Wolfmüller in 1894. It was powered by a water-cooled, 760cc, single-  
cylinder engine developing 600rpm, and was capable of 24mph. The first batch of 50 was  
delivered in November, 1894, and over 1,000 were produced during the next two years.  
Alexandre Darracq commenced manufacture of the Millet motor cycle in France the same year.

In Britain, the Beeston Tricycle, a DeDion design, was manufactured under licence by the  
Beeston Cycle Co, Coventry, in August, 1896. BS •

Secretary/Treasurer: Toni Mahony, Bedford WA 6052  
Phone: [REDACTED]