

WESTERN

A MODEL NEWS

THE OFFICIAL NEWSLETTER OF
THE MODEL A RESTORERS CLUB (WESTERN AUSTRALIA BRANCH) INC.

Next Meeting: ANNUAL GENERAL MEETING *JULY 1983*
DATE: SUNDAY, JULY 31, 1983.
PLACE: VETERAN SECTION CLUB ROOMS, Hickey St,
Ardross (Wireless Hill Park)
TIME: 1:30 P.M.

All members possible are asked to make an extra special effort to attend the Annual General Meeting.

After the business is completed there will be afternoon tea and a very interesting 25 minute documented slide show sent by a member of an Ohio, U.S.A. Club.

Ladies - could you once again bring along a 'small' plate of goodies for afternoon tea. Tea/Coffee will be supplied.

Hills Run:

This was a very enjoyable drive around the foothills, up into the ranges and around the Kalamunda/Lesmurdie suburbs; ending up at Falls Road parking area. Our Events Organiser always has a surprise or two for us (just to keep us alert) but Toni - driving in a run without a Route Sheet is something else !! This was caused because of the large number of members who turned up - and that is what we want to seeeveryone getting out and about on our Model A hobby.

Accounts:

The Club funds at 30th June, 1983 stand at \$311.02.
An audited report will be submitted to the Annual General Meeting in July, and published in the August newsletter.

New Members:

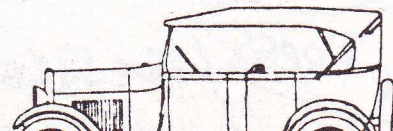
John & Filomena Luca, 38 Crossandra Way, Greenwood, who have a 1928 Tudor Sedan under restoration. Quite a number of parts are still required and John is sending off an order to Snyders.

Terry & Lyn Snelgar, [REDACTED] Kewdale, who have a 1929 Phaeton - as yet unrestored.

We welcome the above new members and urge you to come along to the meetings/runs in your moderns (as a number of others do) until you get your A's on the road.

Bits and Pieces:

Parts:
RON WOOD, MODEL A SPARES,
69 MITCHELL STREET, SHEPPARTON, VIC. 3630



Priceless Information:

At our last run from Belmont Forum, one of our members expressed concern that his A Model may shrink if it was caught in the rain. Our knowledgeable Vehicle Examiner, Ray Mahony, confirmed that this was in fact correct -- pointing out that Tudors were originally Fordors that HAD been caught in the rain !?***?! Thank you Ray for that piece of priceless/useless information !

Club Photograph Album:

A Club Photo Album has been started and quite a number of photos have been collected and placed in it by Bill Bennie. Starcken's kindly submitted some snaps of the meeting held at their home.

As we would like to compile a record of all club vehicles we ask members if they would kindly submit a photograph of their vehicle and if possible, with themselves in the photo as well. Maybe you could organise it so that you can send it along with your Annual Subs....and talking of Annual Subs:

Annual Subscriptions:

Yes, once again the Club year is rolling to an end on 31st July 1983 and therefore Annual Subscriptions are once again due. The normal two part SUBS/VEHICLE UPDATE REGISTER SHEET will be mailed with your August newsletter and we ask that all members fill it out and send it back promptly to the Secretary/Treasurer so there will be no need for any reminder notes.

Suggestions for Club:

Now is the time for all the members - COUNTRY as well as CITY - to let the incoming Management people know of any dislikes or suggestions for running YOUR club. Remember, if Management is not told, it certainly cannot improve or change things that you like or dislike. Drop us a line or phone the current Secretary ([REDACTED]) or President ([REDACTED]) - all suggestions/criticisms are welcome in order that the Management run a club to the members' likings. Lets hear from you now - or contact the incoming Management people (names will be published in the August newsletter).
Current Secretary: L. Cooke 3 Briar Ct, Kingsley, 6026.

Kiama, N.S.W. - National Rally, Easter 1984:

Are there any members out there who plan on driving to the Kiama National meet next Easter. If there are, could you please contact Michael Cooke, [REDACTED] Kingsley, 6026 as it may be fun to travel together. So far Bill & Mavis Spencer will be attending but will be freighting their car and Laurel & Mike Cooke plan on driving across in their 28 Tudor.

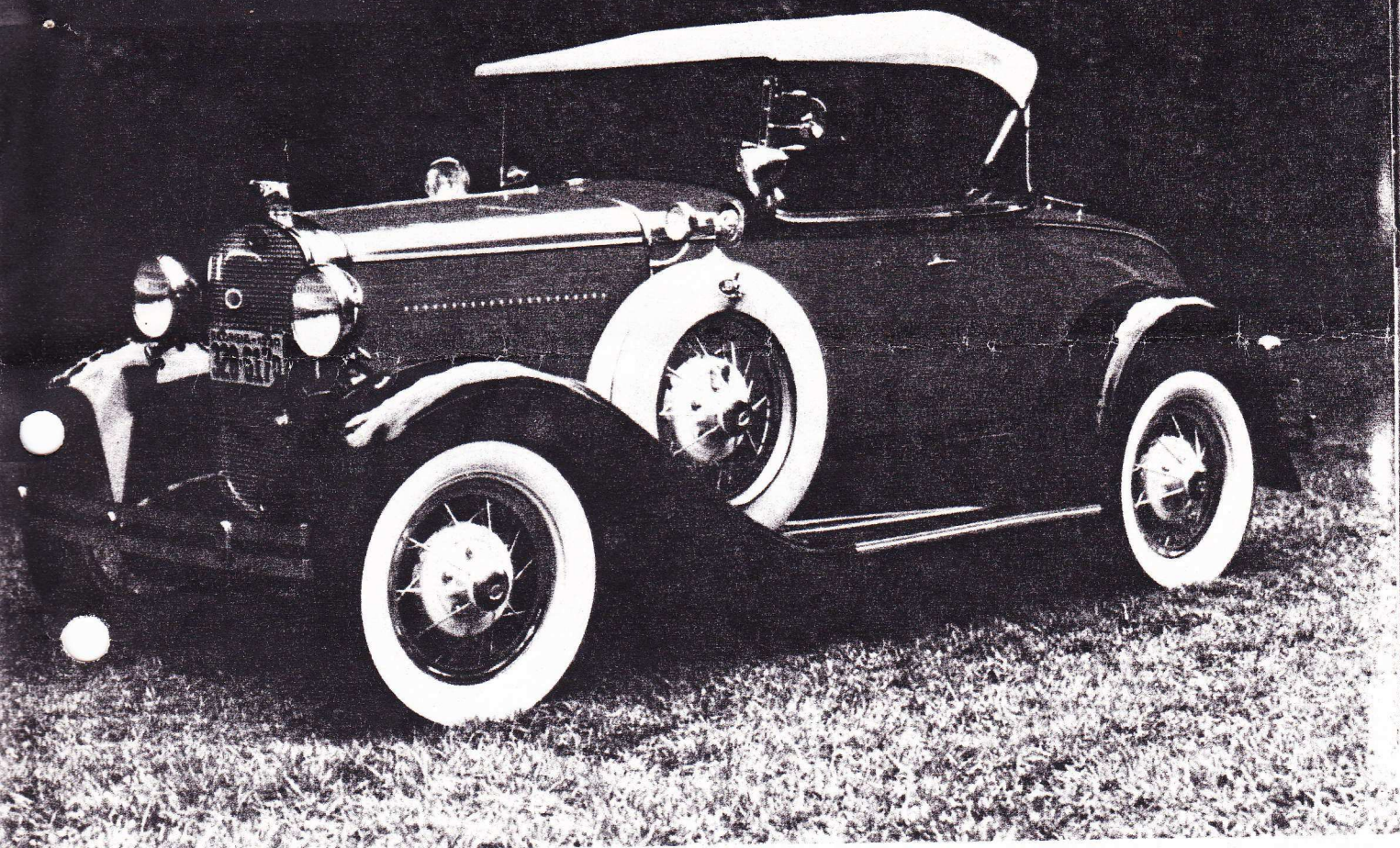
General:

That's all for this newsletter.

Looking forward to seeing a 'packed house' for our Annual General Meeting on Sunday, July 31, 1983. Mark it down on your calendars now if you haven't already done so.
See you then.

Stop Press

FOR SALE: 1929 PHAETON COMPLETE INCLUDES



The A's Have It

by Thomas Brownell

Simplicity and versatility. These words guided the lifestyle of our grandfathers and they prospered, while we who have forgotten these resources of our heritage are becoming the buffoon on the street corner of world oil politics. Simplicity doesn't mean doing *without*. Poverty did not dictate, for example, the simplicity of classical Greek architecture. The Parthenon reflects the Golden Age of Athens and its beauty lives, even in ruins. Simplicity means deciding what you want, crafting a design to accomplish that purpose, and refining that mechanism until it functions perfectly.

Versatility means adaptability, functioning so well in basic design that addi-

tional demands can be met by minor modification, just as a natural athlete may excel in many sports. Oddly, a mechanism designed to bend in many directions through compromise, lacks true versatility.

Car collectors who parade the highways in their Model A Fords give us a half-century over-the-shoulder glance at an engineering masterpiece, 'perfect' and versatile beyond the imagination of modern motorists. Contrast the features of the Model A with other makes of its era or even cars of today and Henry Ford's fetish for simplicity becomes apparent. Above the three-quarter mark the fuel gauge shows not only numbers, but sloshing, pink-dyed gasoline. The

gauge glass is actually a window into the gas tank, mounted chest-level in the car's cowl. Bubbled into the gauge's center is a small magnifier that expands the numerals on the gas gauge for near-sighted drivers.

What can a modern truck do better than this fifty-year-old 1930 Model A pickup?

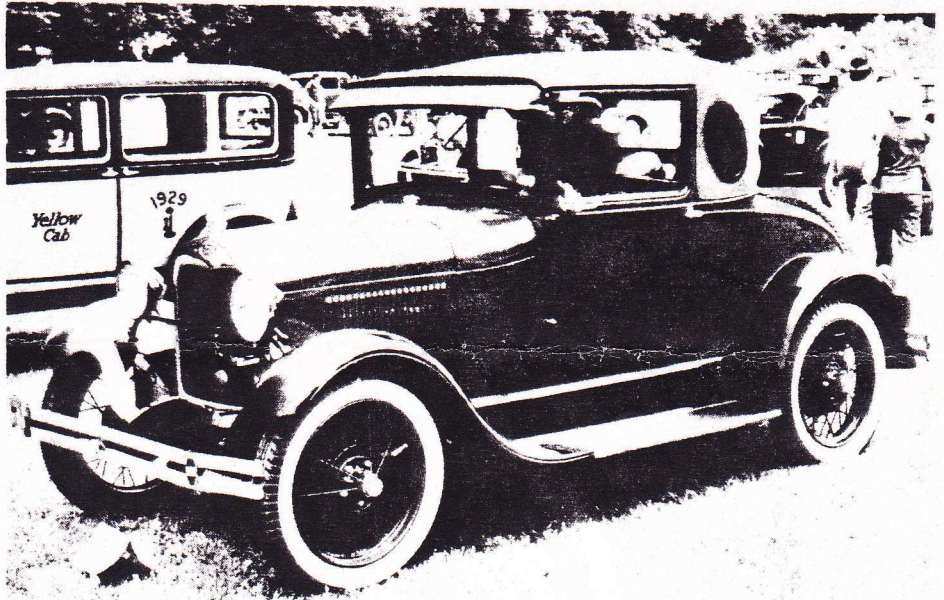


The Model A starting procedure, though requiring the driver to manually retard the ignition spark and tug the choke rod is actually less involved than advanced safety-systems motorcars. When the Department of Transportation—mandated car arrives, the starting sequence will begin with the car asking the driver if he is sober and progress through a series of flashing lights and buzzer tones insisting that doors be closed, safety belts fastened, and the air conditioning system be set above 78 degrees before operating. With the less-sophisticated hurdles on today's cars out of the way, the driver flicks the ignition to fire the engine. This step either works or it doesn't. If the engine doesn't start, a venturesome, or totally naive motorist might open the hood for a check of the innards. The exposed New York City street plan of wires and hoses is designed to intimidate anyone, usually including Mr. Goodwrench. When a friend's new compact wouldn't start (turning the key sent up smoke signals of fried wiring instead), the garage diagnosed a burned-out starter. Simple repair, just replace the starter, right? Wrong! To remove the starter meant first loosening the motor mounts and unbolting the exhaust. Not so on the Model A.

The Model A Ford has no warning buzzer or flashing lights. Just a clear "OFF-ON" marks ignition key settings. Literacy (a refinement of basic educational competency) must have hit an all-time high in the 1930s. For a fail-safe show of the starting position, the ignition switch pops out a half-inch or so with the key turned "ON." With the switch popped out, the key can be removed and the car still runs. Popping the switch back in shuts off the ignition. This trick comes in handy for shutting down cousin Fred about the time he decides to pull another loop-da-loop on the ice in front of Sally Wiggle's house.

The starter rod screws into a rugged contact switch on top of the starter, so pressing that nickle-sized pedal furnishes direct action to turn on the juice. Twitching a hand-choke lever linked to the carburetor gives a rich fuel mixture to start the action. This same rod turns left or right to adjust the carburetor setting. With the Model A you can boost your gas mileage while driving down the road!

Henry Ford believed in levers, plain-jane mechanical linkages hooked to the object they worked. So a lever advances and retards ignition spark. Back in the days when an engine was shown off, not



Model As came in every body style imaginable. This 1929 Sport Coupe was the only one to carry these cute oval side windows, though the Sport Coupe was available for all four years.

with a gasping rattling idle from a full-race cam, but with a smooth tick-a-tick-a-tick-a, Model A owners would retard the spark and cut engine revolutions until bystanders could watch the fan blades turn.

The throttle lever, an early cruise-control or hand-operated back up to the gas pedal, balanced the spark lever on the steering column. The twin chrome fingers foreshadowed Churchill's famous "V" gesture at starting position.

The horn button-light switch combination mounts dead-center in the steering wheel. A lever in disguise, the light switch handle turns a rod running down through the steering column into rotating contacts on the wiring harness. The Edsel made a pass at steering wheel center controls in 1958. Now, following European fashion, car makers mount the light and dimmer switch up on the steering column for hand operation, as did the Model A.

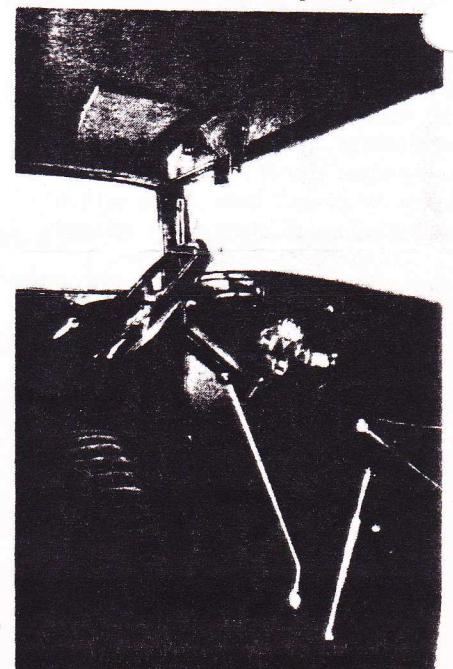
The brakes, too, work with levers. No power boosters here. Stopping oomph ties directly to leg muscle, though proper brake adjustment and light vehicle weight ease stopping pressure.

Few cars carried a simpler dashboard. Speedometer, ammeter, gas gauge, and ignition switch were enough for Ford.

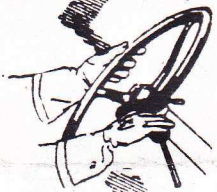


Straightforward engineering means a one-bolt carburetor, springs mounted transversely for added sway control, and a one-piece exhaust system held in place by two clamps. Spark plug leads of solid copper save the mechanic's nightmare of tracing a skip to a broken plug wire hiding its malady inside rubber insulation. Even Jack Horner, the nursery rhyme fellow who thumbed plums out of his Christmas pie, could time a Model A. A peg-shaped bolt on the engine's timing cover disappears into its hole to play hide and seek with a small indentation on the timing gear. With one hand on the crank and the other on the bolt, a Saturday mechanic

However simple and austere it might seem, the A was still a quality auto.



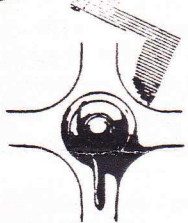
**Outstanding
Features
of
Model "A"
Driving**



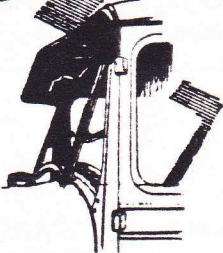
**CONVENIENT
GEAR SHIFT**



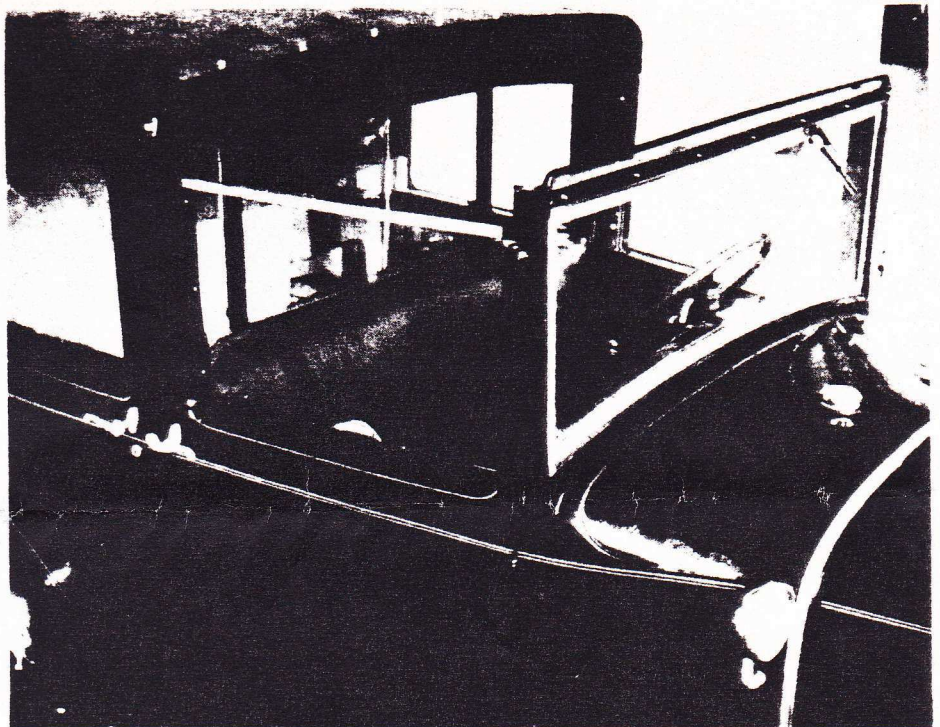
**GROUPED
INSTRUMENT PANEL**



**LIGHTING
AT FINGER TIPS**



**SHATTER-PROOF
WINDSHIELD**



The Town Car was probably the fanciest of all the Model As, but most were used as taxis, which accounts for their relative rarity. Approximately fifteen are known to exist today.

tickles the engine's innards. This simple procedure, not an electric strobe light, guides proper distributor setting for engine tuneups.

For center passenger convenience, the gearshift handle lifts out of its socket to swivel aside. This accommodation to gentility became a prankster's delight, practiced on novice drivers even today. The anxious operator panics, seeing the gearshift lever twisted askew. Is the shift broken, he worries? It swings wildly in its socket with no feel of gear positions. Then as the driver's frantic, random pulling moves the lever through its center point, the shift drops back into place with a sharp snap. Guess it isn't broken after all, the driver sighs as he shifts into gear and motors off.

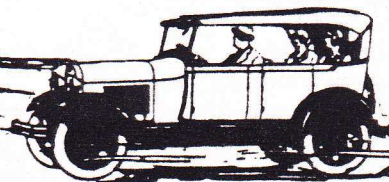
Following the keep-it-simple design philosophy, the optional but nearly universal hot-air heater blows direct heat forced by the engine fan over the exhaust manifold. An inspection station mechanic doesn't need to crawl under the car checking exhaust leaks on a Model A. Accessory motometers, actually a thermometer sitting in the

radiator cap, monitor the car's temperature like a nurse standing at bedside. And with modest 4:1 compression ratio, Model A's run on kerosene, alcohol, even a fifth of vodka in a pinch . . . and if you can afford \$25 per gallon fuel.

Economy was a measured part of Henry Ford's penchant for simplicity, too. Poor Richard's adage, "a penny saved is a penny earned," applied to the early economics of the Ford Motor Company. Doors left over from Model T coupes continued in production on the Model A pickup. Even though Ford made two distinct body styles during the Model A's four-year run, a transition phase in the spring of 1930 mixed parts from both styles. The early diamond-shaped dash panels, for instance, were continued until June, 1930. Pickup trucks bore the brunt of garage-sale parts salvage in this period, too. The first run of 1930 pickups carried the earlier 1928-29 body with a strange mixture of the new-style parts tacked on. These trucks frequently mixed bumpers, steering wheels, even gas caps



**FORD DEALERS
FOR
SERVICE**



The A's Have It

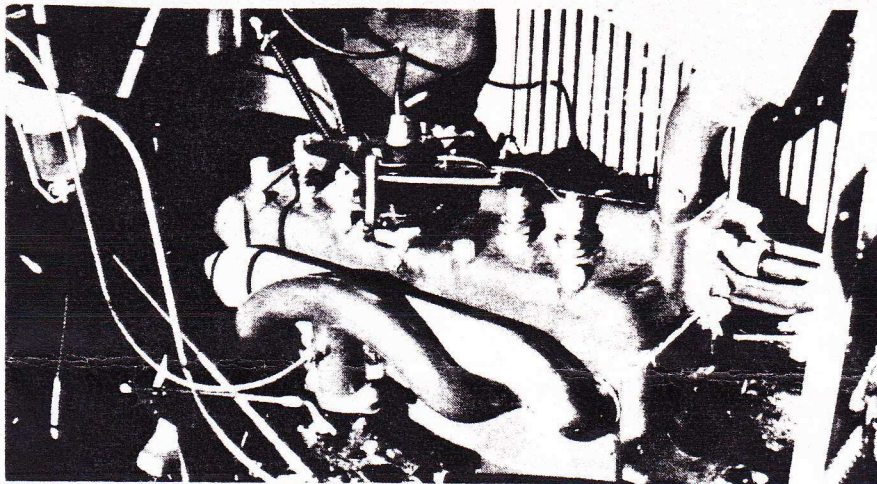
from old and new style parts bins. In a strange latter day switch, the tailgate latch handles on 1953 Ford station wagons match exactly the inner-door handles on Model A roadsters and touring cars.

When a fellow comes up and says, "You collect old cars, eh? Well, I've got an old car out in the field and the radiator shell is still shining, not a speck of rust on it. Want to buy it?" you've found a Model A. The brightwork, headlights, taillight, door handles, and the shiny cowl band are all stainless steel on the 1930-31 models. A millennium of exposure to corrosive elements would scarcely dull their original luster.

Simple, ascetic, but aesthetic, the Model A was dressed in bodies ranging from vegetable trucks to town cars. As time passed and road-worn Model As were deposited on used car lots, teenage mechanics chopped fenders off sporty roadsters, flopped the windshield flat on the cowl, and breathed racing fever. Used Model As were a \$15 home auto-shop course in the days before technical high schools.

Engineers with dash and finesse draped the rugged four-cylinder engine with bolt-on speed modifications covering every design in the book: L-head, F-head, overhead valves, even European-style overhead cams. In a kit by HAL, the Model A four-banger masqueraded as an Offenhauser racing mill with double cam towers perched above the cylinder heads and twin Winfield carbs, each sprouting six adjusting screws. Coffee-can cylinder bores and these red-blooded performance boosters shot horsepower output from the factory-rated 40bhp to over 200. With gobs of torque to snap the skinny rear tires loose at will, hopped-up engines dropped in a light sprint car or dirt track racer on a stiffened Model A chassis made country heroes of lead-footed car jockeys. At the county fair-ground horse tracks where the corners vanished in billowing dust clouds from steady power slides, leading the pack was more than a matter of pride.

Chop off the body, shorten the frame, bolt up a truck rear axle to the passenger car chassis, and the Model A is metamorphosed into the so-called "common tractor" or doodlebug. What car today could replace the mule for plowing, or pulling haywagons on a Vermont farm? New York and Michigan fruit farmers disconnected the drive

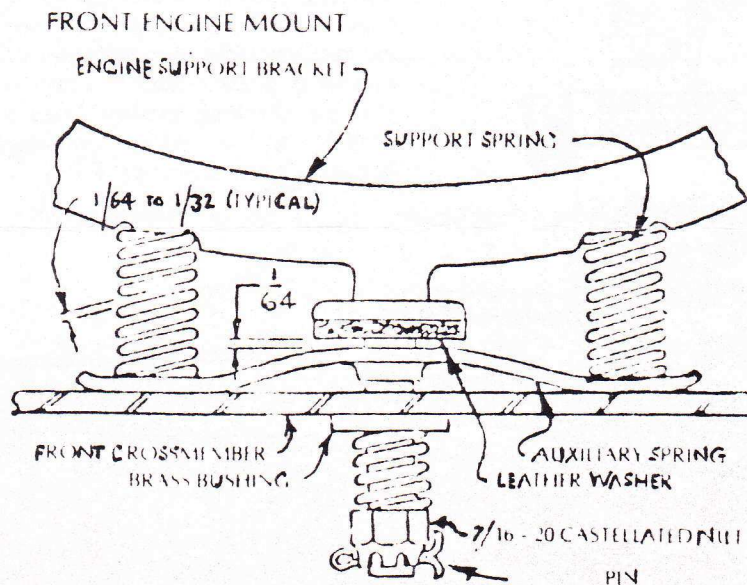


Though somewhat prone to waterpump and ignition condenser failure, the Model A's forty horsepower engine is legendary in its longevity, simplicity, and ease of repair.

lines on bodyless Model As, coupled the tough little engine to a blower and made a duster to protect apple crops from fungus and blight. Backyard ingenuity built simple, sturdy Model As into farm trucks, swamp buggies, even air compressors where two cylinders pump air powered by the other two cylinders running on gasoline. That cowl-mounted gas tank made the Model A power plant a natural conversion to stationary engine use. Shortened to just the car's snout, the Model A then ran everything from auxilliary generators to saw mills. Soviet engineering, following the capitalist lead, modified their Model As, (yes, we gave them the Model A, too) into jeeps that somehow found their way to Korea.

After fifty years, the Model A refuses to die. Specialty auto suppliers across

the country sell a range of new parts complete enough to rebuild the rotting bones of the worst Model A chassis into a completely restored car. In any gathering of old timers contemplating Model A, someone is bound to say, "They should build cars like this today." In all due respect for the Model A and Henry Ford, time and design have moved on. Modern metallurgy gives longer life to engine bearings than Model A owners experienced and today's safety engineers would not tolerate a lap-mounted gas tank. But the simplicity and versatility of the Model As clear-cut functional design serve as a reminder that our fathers and grandfathers were served by their machines. People were masters, not mired in the pool of affluence, but rich in partnership with a design that worked.



PRICE LIST FOR :

REPRODUCTION F/GLASS PANELS FOR MODEL "A"

TOURER :

		\$	¢
REAR SECTION (Without Floor)	-	374.00	
DOORS - ALL 4 DOORS (Latches fitted)	-	176.00	ea.
DOORS (Without Latches)	-	154.00	ea.
CENTRE PILLARS	-	66.00	ea.
FRONT SEAT BACK PANEL (Bet. Centre Pillars)	-	154.00	ea.
SILL PANELS BELOW DOORS	-	20.00	ea.

ROADSTER:

REAR SECTION WITH BOOTLID	-	649.00	
MUDGUARDS - FRONT	-	100.00	ea.
MUDGUARDS - REAR	-	77.00	ea.
COMPLETE COWL (Incl. Fuel Tank)	-	374.00	ea.
COMPLETE ROADSTER BODY	-	2145.00	
COMPLETE TOURER BODY	-	2750.00	

ALL ABOVE PRICES EXCLUDING FREIGHT :

<u>FREIGHT COSTS</u> :	40 ¢ kg by ROAD	
	GUARDS REAR	- \$ 12.00
	GUARDS FRONT	- 14.00
	DOORS	- 12.40
	TOURER REAR SECT.-	125.60
	ROADSTER REAR SECT.-	146.80

INSURANCE : \$6.00 per \$1,000.00 Cover.

ALL ENQUIRIES : Contact - WILL EGGENHUIZEN

PHONE : 291 6179 A/HOURS.

