

# WESTERN

# A MODEL NEWS

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

May 1985

NEXT MEETING: SUNDAY, MAY 26, 1985

STARTING POINT: Centrepoint Carpark (Opp. Townhall)  
in MIDLAND.

TIME: 10:00 A.M. Don't be late !! Departing 10:10 sharp.

TOODYAY is the destination of this outing. According to the brochures it is an historic town with major tourist attractions - so pack your lunch and join us in our jaunt to see some of our State's history.

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SUNDAY, APRIL 28TH:

"The Great Magical Mystery Tour" or "How to pass yourself coming while on the way back to where everyone else started from "!!?\*

Our Events Organiser, Steve Read, sure knew when to stay home didn't he ! Who else would run a rally using two or three different route sheets ?

Who else would leave two or three streets out in the middle of the sheet just to either confuse you or test your navigational skills.

I had thought of giving him a phone call at 3 a.m. the next morning to let him know I had made it home okay - but - knowing Steve, he would have phoned me at 4 a.m. a few days later to tell me how relieved he was to know I was home safe. A very diabolical lad is our Steve !

To carefully follow the route sheet and find another group of cars heading the obvious 'wrong way' only to be passed by further cars 500 yards further on - also heading the 'wrong way', as well as very unnerving - shatters the navigator's confidence a bit ! (*Especially when certain drivers mutter loudly about incompetence .....Elsie*).

Convinced that 'everyone else' was either lost or reading their route sheets upside down, I continued on through what to me is 'foreign lands'; Claremont Cottesloe and the back alleys of Fremantle. God help the 'America's Cup' visitors if they get lost in Freo - all lanes seem to end up back at Her Majesty's holiday home for wayward lads.

Well, being made of stern stuff and driving the best type of vintage car ever made, we finally cruised into the carpark at South Freo to be met by all the familiar faces we left back at the start. Surprise, surprise, everyone made it and no one got lost.

While morning teas were indulged in, young Jordan Cooke found a puddle to paddle in or was it a puddle to piddle in - anyway he had a good time. As it was only 11:15 a.m. the decision was made to press on to Rockingham for lunch. No route sheets for this stretch and we all made it again without loss.



Threatening skies earlier opened up and dropped buckets on us, forcing the more primitive cars to get their side curtains out. The others just wound up their windows - but that's not really 'Vintage' motoring is it !?

Most bought fish and chips from Cicerello's in Rockingham and we all sat in the shelter of a roofed pavillion on the local footie field eating lunch and watching Peta Starken's dog Fifi chase the ever present seagulls to distraction all over the field.

After lunch and a brief meeting most retired to the local open markets to fill up on ice creams and fruit etc. and have a wander around Rockingham.

The run home was easy - no route sheet ! - although the traffic was heavy for most of the way.

So Steve, despite your 'Bentalistic Magical Mystery Tour' we all managed to enjoy the day's outing - but you are not forgiven !!!

.....B.B.

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WELCOME:

Before our rally began - President Max Annear welcomed the large number of Vintage Sections Members present who had been invited to join us on this run. We hope they all had an enjoyable day - from the comments overheard in the carpark - the 'Mystery Tour' section was a great success.

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SUMMARY OF MINUTES OF MEETING HELD 28TH APRIL 1985

- Apologies : T & R Parin R & T Mahoney, D Bennie.
- Minutes of previous meeting were read and accepted. Moved E. Richards, Seconded L. Cooke.
- Ross Letch has modified the Club Logo as requested and all members present approved. A price for the supply of car and lapel badges has been obtained from Sheridan's. E.Richards is waiting on a quote from the Eastern States A drawing of badge and prices, together with an order form will be included in our next newsletter.
- E. Richards advised of Vintage station wagon and trailer for sale in the East for \$20,000.
- Bill Spencer has been in touch with chap in N.S.W. about cluster gears. We would have to order ten and they would be selling for around \$164.00. Anyone interested please contact Bill Spencer on [REDACTED]
- Max Annear read an article on leaded petrol and how it would affect our cars. Also how to stop rear main bearing leaking. A full report will be printed in a future newsletter.
- Bill Bennie advised on World A Model Meeting to be held in USA in July 1986. Anyone interested in attending could contact Bill on [REDACTED] to obtain information on prices, etc.
- Don Philp advised of efforts to arrange a mutually agreeable outing to Dizzy Lamb Park. This did not eventuate.
- Fred Starken advised on 1930 Tudor for sale at Mount Helena. Contact: Ben Hart, [REDACTED], Mt. Helena Tel: [REDACTED]

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NEW MEMBERS: Welcome is extended to John and Marie Stramsek of Carine who have a fully restored 1930 Sedan. Hope to see you along on our next run !

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## THE INSTRUMENT PANEL AND INSTRUMENTS

By Ed Francis and George DeAngelis  
 Photographs: Courtesy Ford Archives, Dearborn

Have you seen a Model "A" oval speedometer without the trip odometer? One was released in June 1929 and was used until June 1930. It was used with separate instrument panel which was minus the hole for the odometer trip setting lever.

By today's standards, the Model "A" instrument cluster was a very simple design. The instrument panel assembly contained a fuel gage, ammeter, speedometer, ignition switch and instrument lamp. All very easy to read.

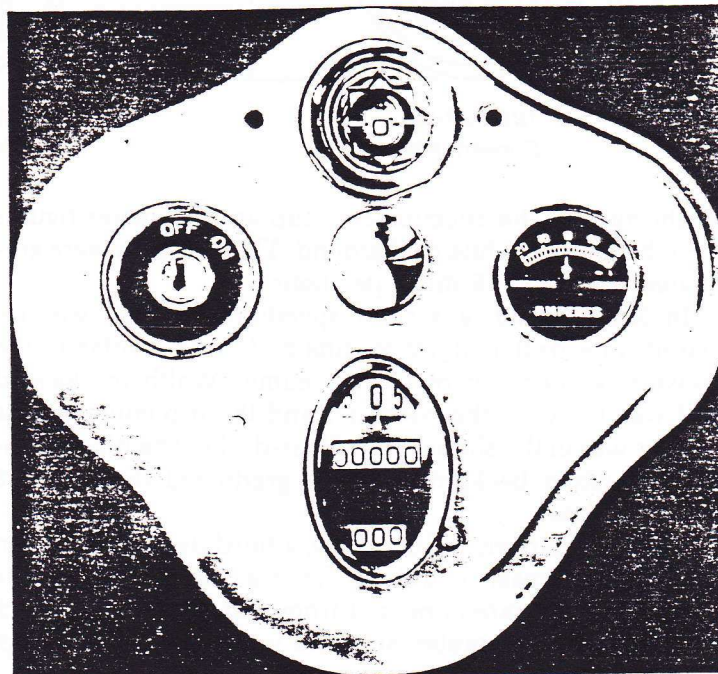
The instrument panel was made of cold rolled steel and had a satin finish nickel plate. It contained openings for all the instruments mentioned above including the hole for the odometer trip setting lever. This panel, designed to receive the oval Stewart-Warner or Waltham speedometer, was used until June of 1930.

In June 1929, Ford added the Northeast speedometer to its production. The Northeast had no trip setting odometer, so the instrument panel used with these units did not have the hole for the trip setting lever. Otherwise, the instrument panel was the same.

In March 1930, a new panel was designed. Its center was scored at 1/16 inch intervals and the top and bottom embossed panels were painted black. The unpainted metal was either bright nickel plate or butler finish. Because of some mounting hole changes, this new panel was not put in production until June 1930. Previous information indicating that this panel was put in use in November 1930 is in error.

Five different gasoline gage assemblies were used during Model "A" production. The variation was either with the dial, float rod, gage frame or the finish treatment. The early 1929 dial was made of spring steel with a white matte chromium plate finish. The fractions 1/4, 1/2 and 3/4 were gloss black on a white background. The "zero" and "F" were brick red color. Size of the fraction numbers were 5/32 square while the "zero" and "F" were 7/32 square. The gage lens was made of molded glass with an elliptical convex boss on the front face. A nickel plated steel shield held the glass in place. Its front face was finished eggshell gloss lithograph black with a 3/64 white nickel line across the center. Some of the changes were: in February 1928, the lens opening was changed from a vertical ellipse to a horizontal; in May 1928, the dial was changed to aluminum die casting with the letters cast in. The letters were changed slightly in size and in June the brick red "zero" and "F" were changed to black; in April 1929 the glass boss was changed from elliptical to round and the boss was made flat instead of convex; and finally, in January 1930, with the

introduction of the new models a change was made to the float rod attachment.



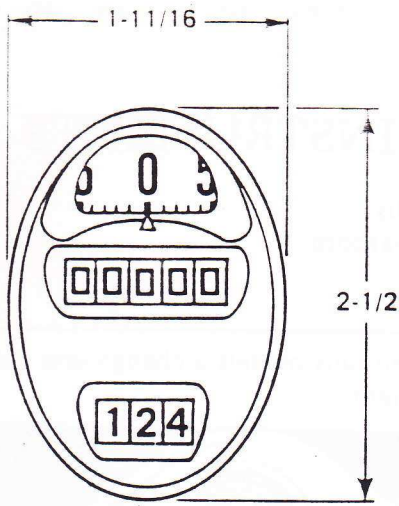
*The early instrument panel with the words "On-Off" on the ignition switch.*

The ammeter assembly was basically the same for a years. The ammeter dial was made of aluminum with black lithograph eggshell gloss finish and satin aluminum letters, numerals and scale divisions. In April 1929, zinc material became optional. In April 1930, the black lithograph finish was changed to black nickel plate. The ammeter rim was bright nickel finish.

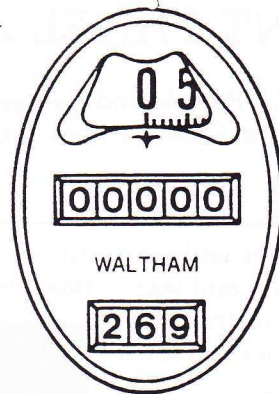
The ignition switch plate was made of aluminum, finished with lithograph eggshell gloss black and the letters "ON" and "OFF" satin finish aluminum. The letters were removed in November 1928. In April 1929, zinc was used as an optional material. In May 1930, the black lithograph finish was changed to black nickel plate. The aluminum was replaced with cold rolled steel in June 1930 and was used to the end of Model "A" production. The ignition plate was made of brass and finished in bright nickel.

The most variations on the instrument panel came with the speedometer head. The initial speedometer was designed by Stewart-Warner. Similar to the other instruments, it had a black lithograph eggshell finish face with white pointer. In June 1928, it was changed to satin to improve appearance. The bezel holding the speedometer was

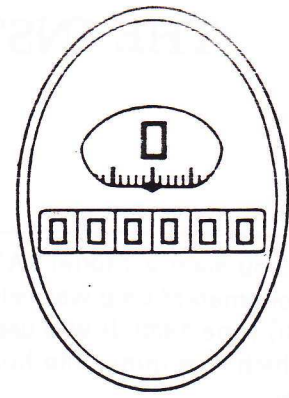




1928-29-30  
Stewart-Warner



1928-29-30  
Waltham



1929-30  
Northeast

bright nickel. The speedometer cup and odometer figures were black on a white background. The numbers were graduated from 0 to 75 miles per hour.

In March 1928, a second speedometer head was released, one designed by Waltham. It was similar to the Stewart-Warner except for the name "Waltham" located half way between the odometer and the trip odometer. Its pointer was in the shape of the fleur-de-lis. The black numbers on white background were graduated from 0 to 75 miles per hour.

As stated earlier, in June 1929, a third design was put in use, the Northeast. It did not have a trip odometer. The speedometer numbers ranged from 0 to 80 and were black on white. The odometer numbers were also black except the tenths numbers which were red.

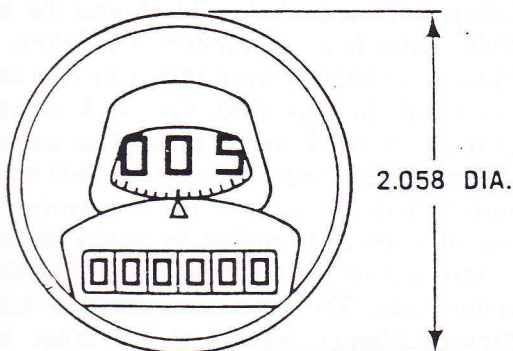
With the new instrument panel in June 1930, new round bezel speedometers were released. They were the Stewart-Warner and the Northeast. Both had black speedometer numbers from 0 to 80 but the Stewart-Warner had a white pointer as opposed to a red pointer on the Northeast. The odometer number on each were black except the tenths numbers which were red. The bezel on both was bright nickel.

The new round face Waltham was not used until August of 1930. Its finish was similar to the other two except the name "Waltham" in white was located on the face just below the red pointer.

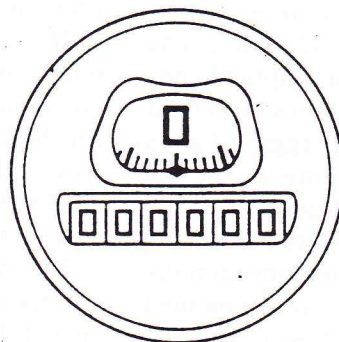
The only other item on the instrument panel was the lamp assembly located in the center. It was finished in bright nickel plate. It was only used with the oval speedometers. When the new panel was released in June 1930, the lamp was located above the panel, mounted behind the belt rail molding. Two lamp assemblies were used, differing only in the bracket for attachment. The smaller bracket was used on Roadsters, Phaetons and open cab bodies. The other design was used on all other models.

There was one other instrument panel variation used with the Model "A." The panel used on the 1929 Town car was finished in satin chrome plate. All other items on the panel which were finished in nickel for all other body styles were finished bright chrome on the Town car.

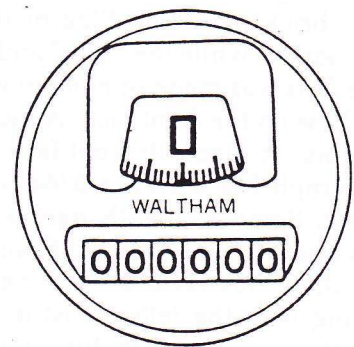
**Note:** The information for this article was obtained from either manufacturing letters at the Ford Archives or the old engineering releases.



1930-31  
Stewart-Warner



1930-31  
Northeast



1930-31  
Waltham