

# Western A Model News.



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

March 1987

Next Meeting: SUNDAY, MARCH 22, 1987 MYSTERY LAKES TOUR

ASSEMBLE AT: 10:00-10:15 am CAUSEWAY CARPARK, PERTH  
for 10:30 am DEPARTURE.

Pack your morning tea/lunch/arvo tea or whatever and we'll see you at the carpark for this 'easy day ramble' - from what I hear, a quite different ramble with lots to see and plenty of leisure time.

Our meeting will be held at the lunch stop - Perry Lakes, approx 12:30-1:30.  
Better pop your camera in too - just in case. See you 10:00 am 22nd.

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## February 15th BBQ:

Thank heavens the day began cooler than the one we chose last year for our annual Breakfast BBQ. Now here's a bit of history for the records (*it's highly unlikely that it will repeat itself!*)..... FIRST on the scene at Ley Street were the Parins - yes - the Parins - at 6:50 am and lo and behold along came the Cooke clan at 6:55 am - can you believe that !!! The rest of the apparent slow coaches arrived after 7:00 am to set up their tables, chairs, etc, on the well kept lawns. The kids headed straight for the swings, climbing bars, etc. and thoroughly enjoyed themselves while Jim Williams showed us his boy scout capabilities by getting the barbecue fire blazing within seconds.

Breakfasts consisted of bacon/egg burgers, toast, champagne, tomatoes, over crisped bacon, sausages, tea/coffee and a couple of tinnies for good measure - all heartily disposed of in a short time.

Our 9:00 am meeting was very 'enthusiastic' - must have been all the fresh morning air! After the meeting and socialising a few ambled off home before the heat of the day really came down. The late leavers were treated to an on the spot visit to Lionel & Mavis Barendse's home a couple of streets away (*and they didn't even make it in time for the breakfast!*) to view the restoration of their Phaeton.

The day had certainly warmed up by the time all were ambling off home. A couple of our northern based friends, having some problems finding the Freeway Entrance for home, decided on a quick U-turn across the Canning Highway and amidst the confusion the lady drive of the Blue Tudor also had some problems distinguishing between 1st and reverse gears - almost managed to give the Letch Phaeton a quick demo in bumper de-chroming !

All in all though, another very successful gathering for our bright and breezy breakfast barbecue.

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(PS: for those who don't know - the Cooke clan usually arrive LAST and the Parins well ..they arrive sometimes so late we're almost ready to go home from our outing!!)



Important NoticeVehicle Examination Day - M.A.R.C. VehiclesSaturday, May 2nd 1987 - (One day only)PLEASE MARK YOUR CALENDARS NOW:THEN - PHONE RAY OR TONI MAHONY [REDACTED] AND BOOK A TIME FOR YOUR VEHICLE TO BE EXAMINED ON THE 2ND.

Arrangements have been made to use the workshop facilities of W.A. SPENCER, 70 TOWNSHEND ROAD, SUBIACO, for the inspection of MARC vehicles.

It is a Police Department requirement that all Model A's on Concessional Licence are inspected and issued with a Roadworthy Certificate annually.

Our club also has a requirement that all cars (Concessional or Full Licence) must be examined each year to qualify for participation in any club event. The only exceptions are those vehicles that have been examined by the Veteran Car Club of W.A. and can provide a current valid Examination Certificate - to be sighted and recorded in the Register by our Vehicle Examiner, Ray Mahony.

REMEMBER - PHONE FOR A BOOKING TIME NOW PLEASE

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**Boyanup Gymkhana:**

Having been invited by the Southwest Veteran Car Club to once again participate in their long weekend gymkhana, MARC members assembled at Pioneer World, Armadale, to travel to Boyanup with members from the Perth VCC who had also been invited to participate. By departure time 28 adults and 10 children were all raring to go so off we went down the SW Highway, through Pinjarra, Waroona and Yarloop to Margaret & Richard Jackson's farm. Our hosts kindly showed us around the property, their collection of vehicles and provided a very welcome afternoon tea. After leaving, the only holdup on the run was the Jewell/Cooke phaeton - but with a handful of knowledgeable mechanics along, the problem was soon bypassed and we were on our way.

Following our arrival and greetings to and from our Boyanup hosts, Dennis & Helen Leach and other members of the SW VCC, tents were erected under the shady trees and down the fence line to the haystacks. Thanks to Dennis and his band of helpers, 'improvements' had been made in the way of wood fired hot water, doors on showers, and loos away from the prying eyes of the gentle dairy cows. (May I just add that the facilities last year were quite adequate - any more sprucing up and it will be like a home away from home !!).

It was general socialising and car prowling until the delicious casserole dinner, then the kids played havock on the hay stacks while the adults enjoyed a relaxing evening. Not long after most retired to their tents the wind decided to blow a gale and did not cease until dawn!! I think most of us under-estimated how cool it was going to be as I heard a few mumbblings about "Gonna pack the winter PJs for next year!.

Sunday morning found most up early, although the owner of a Green phaeton with 'slime green' wheels was a little quiet on it. Heaps of cereal, bacon, eggs, toast, fresh milk and fruit were readily eaten for breakfast - must have been the brisk morning air - or was it a ploy by the SW VCC members to fill us up and slow us down to give themselves more of a chance at the trophies !?!

The gymkhana continued all day with spectators and competitors getting quite a laugh at some of the driving abilities (or lack of) of those competing. The spark plug race remains the one most enjoyed by all and the dust churned up by the broadsiding cars almost hid the competitors at times. Nail hammering and rolling pin throwing by the ladies proved rather exciting events and the children also had



## Minutes of Meeting:

Minutes of meeting held at McDougall Park, Ley Street, Como, 15th February 1987:

APOLOGIES: J & P Luca

WELCOME was extended to country members Michael & Karen Bell of Capel.

Moved by L. Cooke, 2nd J. Williams that Minutes from previous meeting be accepted as read.

BUSSELTON TRIP: (April 17-20) - Members to meet at Pioneer World, Armadale at 8:45 a.m. to leave at 9:00 a.m. sharp.

COMING EVENTS:

|             |   |
|-------------|---|
| March 22nd  | - run organised by B.Bennie (Page 1)                  |
| May run     | - organisers P & F Lynch                              |
| June/July ? | - B. Cowlin to arrange Handy Hints run to Rockingham. |

VEHICLE INSPECTIONS: Bill Spencer reminded members of Police requirement that all cars on concessional licence had to have an annual inspection by the Club Examiner. A suitable time to be arranged with Ray Mahony. It was suggested the inspection of all licensed vehicles could be done at Bill Spencer's or Tony Parins.

The need for a 2nd examiner was raised. Steve Read was nominated with Reg Blewett to be called upon if required.

A windscreen sticker similar in principal to that now being used by the Veteran Car Club to indicate current roadworthiness inspection to be followed up by Ross Letch.

L. Cooke moved that Bill Bennie look into setting up a book of club rules re vehicles, etc.

### BITS & PIECES:

Model A bearings available at CBC Bearings, Osborne Park.

Altona Engineering would make Model A number plates, approx. \$25.00 each.

Alan Smith had rubber inserts for windscreen wipers.

### PARTS WANTED:

2 Tudor front seats. Bill Cowlin XXXXXXXXXX

No further business, meeting was declared closed.

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### A BAG OF WONDERS:

Heard from a reliable source about a meticulous member, a participant of the Wildflower Wander last September, who places certain clothes due for washing in a plastic 'laundry bag' when travelling. Believe he also checks out every cupboard and drawer, under the bed, etc. in the motel rooms they stay in to ensure they leave nothing behind. (Wonder how it was then that he left his cardigan in a chalet in Barossa and it cost him \$7.00 to have it sent home!?)

Anyway, after spending three great days wildflower wandering, it came time to unpack the Model A at home. Nowhere could be found the laundry bag - a call to the Moora motel failed to locate it..oh well, goodbye laundry and laundry bag.

A couple of week ago this same member was having a good old clean out of his Model A's - and found a bag of 'handy rags' in the dicky seat of the two tone grey 5 Window -- you've probably guessed it - they were not old 'handy rags' but the long lost articles -- talk about airing your dirty laundry !!

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fun with several competitions. A rather 'suspect' cricket match then took place between the LOCALS and CITY YOKELS with the City Yokels just managing to stay ahead. By this time everyone was covered in dust (hasn't rained down there for months) so it was off to the showers for a cleanup and then cold refreshments before our evening BBQ. Once again a delicious meal.

The presentation of prizes saw Alan Cole (VCC) take out Overall Award and Carol Helm (VCC) take out Top Lady Award. Two of our ladies received prizes for the Rolling Pin competition - Laurel Cooke for hurling it the Longest Distance and Faye Lynch for hurling it in the most extraordinary manner - spectators had to run for cover and it narrowly missed a prized vintage motorcycle - but it certainly did add some excitement to the event! The Sexiest Legs prize went to a SW VCC lady and the Favourite Vehicle Award went to Don & Doreen Philp (VCC) and their beautifully restored 1930 Studebaker. The rest of the evening was then spent socialising and enjoying a sing-song.

After Monday's breakfast it was camp pack-up and clean-up time, farewells to those at the farm and off to the Boyanup Museum which is a wonderful achievement for all involved and certainly worth a visit from anyone travelling down that way. More farewells, then it was straight up the highway for home - most arriving by 2:30 ish, rather hot and weary but very satisfied that we had once again had a very enjoyable weekend in the company of members from other car clubs; all with a common hobby - the restoration, use and enjoyment of our old vehicles - no matter what the make !

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### Wanted:

WANTED two 1928 AR Rims - will buy or have 2 x 1929 Rims to swap.  
CONTACT: Frank Sinclair, or Secretary, Alma Letch.

WANTED: Rear straight shocker arms - CONTACT: Reg Blewett XXXXXXXXXX

### Events:

BUSSELTON - EASTER 1987 : Our organisers A & R Letch will have a list of 'possible' outings for our visit to the Busselton area.

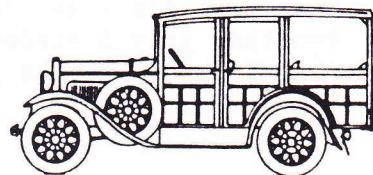
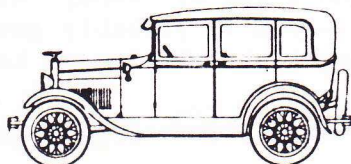
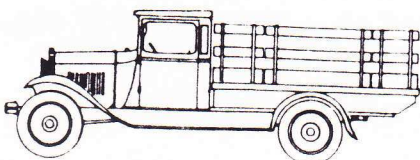
WANGARATTA - EASTER 1988: We have ten families planning on making this trip so far. Are you interested - well send off your entry form to M.A.F.C. VIC, make your bookings for accommodation and also come join in the fun for the travelling over.

SEPTEMBER LONG WEEKEND 1987: Do we have any takers to arrange this event? Remember - without organisers it will be a non-event - if you have not organised a run for the club yet - come on try it !

### CHRISTMAS DINNER / EVENT:

Suggestions are required from members so that our 1987 Christmas function can be organised with ease - not a last minute rush. We also require someone to organise this event (not the ladies who have already organised it in the past). Bring your suggestions, etc. to our next meeting or phone our Secretary with your preference - and offer to co-ordinate it maybe!!!!!!

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## " A Vintage Car Man Remembers "

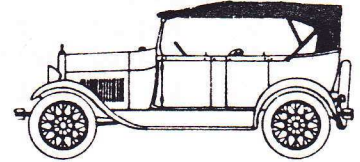
It's 1919, I am old enough to take notice of the few vehicles which whirr along the dusty streets of Kalgoorlie and Boulder.

The taxis are Dodges, painted white and wonder of wonders if you were even allowed to sit in one, let-alone be driver ! The Smith's wheel is your accessory to the push bike and the silent chug of these little machines mounted on the frame were only superseded by the Steamer which seemed to glide effortlessly from the house opposite where we lived. My memory tells me it was a " White " but facts would probably prove it to be a " Stanley " - whichever it was, it was certainly silent and an object of interest wherever it went.

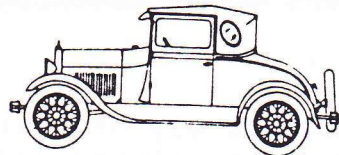
The Chevrolets with their small radiators and bonnets attached to what seemed a bulging body were probably the 490's, so called because of the \$490.00 selling price new in the U.S.A.

And of course the Ford T, with its spidery appearance and unique design, so different from anything else mechanically and the major body change in 1927 with the straight line bonnet and wire wheels which brought them in line to the accepted appearance of other makes.

Then in 1928 came the MODEL A, so dramatically changed in style and design; it was a wonder machine. The most talked about was that it had a standard change gear box and I can still remember the arguments that Ford had gone backwards with this innovation. Personally I thought they were terrific and as a 13 year old, made up my mind to own one - (which I did when I was in my late 50's). One intriguing portion of the body styling was the introduction back again of the small radiator and large body size, similar to the 490 Chevrolet but incorporating the sweeping molding of the horse carriages of the 19th Century.



To all MODEL A owners there is no music like the exhaust note of an 'A' on the road. It is so distinctive that you automatically wink one eye, nod your head and murmur .. "Gee she sounds good!" and believe me, as a dyed-in-the-wool MODEL A enthusiast .. they ARE GOOD !!



..... Bill Spencer  
Western Australia.

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### HUMOUR OF SORTS:

The following extract appeared in the 'Black & White Column' of the Melbourne Herald, about May of 1957.

"Seen travelling along Geelong Road, Werribee, a Model A Ford Tourer minus hood, mudguards and running boards; intercepted by police patrol containing two constables. Driver questioned as to why car was driven in such a state. Driver replied he was 'testing the brakes after an overhaul.'

"Just testing the brakes?" questioned one constable; "Then travel ahead of us at 35 MPH and when I blow the horn, apply the brakes and we'll see what sort of a job you have done."

The results: The horn blew! Lizzie stopped dead! The Police car didn't.  
End result: One Police car damaged and towed away but Lizzie drove home quite satisfied that her anchors were satisfactory and a job had been well done ! "



## Technical & Timely Tips

(The information printed hereunder has been taken from various issues of Model A News, USA for the information of our members)

**IGNITION TIMING:** As the spark must occur at the end of the compression stroke, the timing must be checked from that point. To find the compression stroke and time the spark, proceed as follows:

1. Fully retard the spark lever (all the way up)
2. Check gap between breaker contact points and, if necessary, adjust them. The gap should measure between .018 and .022.
3. Screw out timing pin located in timing gear cover and insert opposite end of pin into opening.
4. With the starting crank, turn the engine over slowly, at the same time pressing firmly on the timing pin. When the piston reaches the end of the compression stroke the timing pin will slip into a recess in the camshaft gear.
5. With the pin in place, remove the distributor cover and lift rotor and distributor body.
6. Loosen cam locking screw until the cam can be turned.
7. Replace rotor and turn it until the rotor arm is opposite the No. 1 contact point in the distributor head.
8. Withdraw rotor from cam and slightly turn the cam in a counterclockwise direction until the breaker points just start to open. Then securely tighten cam locking screw.
9. Replace rotor and distributor cover.
10. Withdraw timing pin from recess in timing gear and screw it back tightly into the timing gear cover.

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**HUB CAPS:** When you put on a new hub cap, you can bend only four tabs 90° apart. This is enough to hold the cap securely to the wheel. The unbent tabs can be saved for future use.

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**TIP:** A short piece of windshield wiper hose can be used to cover the hood latch hooks and prevent the scratching of the hood retainer flanges.

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**TIP:** When light bulbs burn out prematurely or ignition points turn blue, this is a sign of excess voltage and will eventually lead to high temperatures in the generator which will melt the solder in the armature. This will cause the generator to fail and will cost you a bundle to repair it. The only thing that will cause this high voltage is a high resistance in the charging circuit. In most cases, this resistance will be caused by dirty or loose battery connections. In addition to cleaning the battery posts, check for loose connections at the generator, junction box and ammeter. A little time spent now could save you money tomorrow. *(This tip originally printed in Quill & Quail, newsletter of Model A Ford Owners of Canada).*

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(Reprinted from MARC NEWS, USA  
March/April 1982 for information  
to our members.)

## THE CANADIAN MODEL "A"

by Herman L. Smith, Historical Consultant  
Ford Motor Company of Canada

The following information was provided at the Judging Seminar at the Membership Meeting in Toronto, Canada.

Basically the Model "A" built in Canada was the same as U.S. built models, but differences did appear. One of the main differences was the engine numbering. However, after 50 years it is possible an owner might have used a U.S. built engine as a replacement or, in fact, a Canadian engine may have been used as a replacement in a U.S. built car. So, to identify the origin of a specific car one must look further.

Another obvious feature was the bumper clamp. The Canadian clamp was flat or with a bolt head and it did not have a color insert. But, this too could have been replaced. One Canadian feature which was difficult to replace in its entirety was the Robertson head screws. That is a screw with a square hole in the head in place of the usual slot.

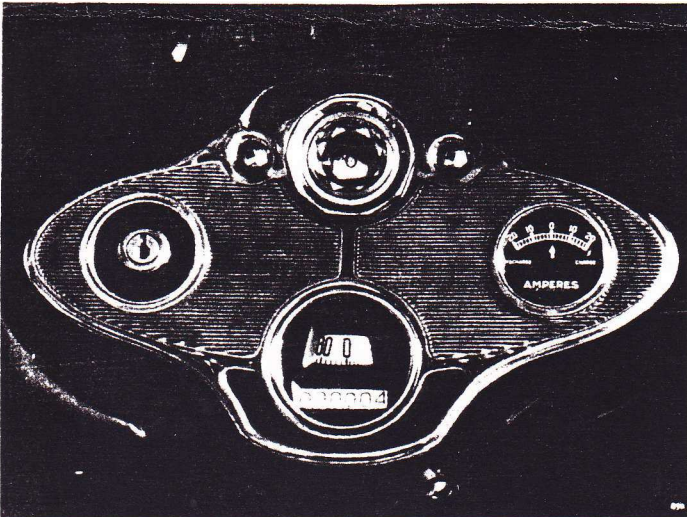
There were some differences in exterior colors and interior upholstery. But, we have not been able to find formulas for any variations of paint colors or sources for duplicate upholstery. We, therefore, suggest the restorer use the paint colors and upholstery material that are available and acceptable.

There are other minor differences which should be considered by a judging team in serious judging.

The following list of Canadian built motor numbers is to assist restorers of Canadian vehicles. These numbers are from written records of Ford Motor Company of Canada and are complete and accurate.

### Canadian Model "A" and "AA" Engine Numbers

The prefix CA was allotted to the first 150,000 and was



used from the starting date of February 1, 1928 to August 31, 1929.

| Month and Year    | Serial Numbers |
|-------------------|----------------|
| February 1, 1928  | CA- 1          |
| February 28, 1928 | 479            |
| March 31, 1928    | 3229           |
| April 30, 1928    | 7172           |
| May 31, 1928      | 13772          |
| June 30, 1928     | 22563          |
| July 31, 1928     | 32817          |
| August 31, 1928   | 44610          |

### End of 1928 Model Production

|                    |        |
|--------------------|--------|
| September 30, 1928 | 53531  |
| October 31, 1928   | 63174  |
| November 30, 1928  | 71370  |
| December 31, 1928  | 78127  |
| January 31, 1929   | 89474  |
| February 28, 1929  | 102209 |
| March 31, 1929     | 115460 |
| April 30, 1929     | 128690 |
| May 31, 1929       | 137105 |
| June 30, 1929      | 141953 |
| July 31, 1929      | 146518 |
| August 31, 1929    | 150120 |

### End of 1929 Model Production

Starting in September, 1929, twelve additional letters were used for 1930 and 1931 Models. Numbers one to 10,000 were used with each prefix, with the exception of CAD which used only one to 6877, thus making the terminal number CAD6877.

|      |                                       |
|------|---------------------------------------|
| CAQ- | September 4, 1929 to November 4, 1929 |
| CAW- | November 18, 1929 to February 4, 1930 |
| CAE- | February 4, 1930 to March 14, 1930    |
| CAR- | March 14, 1930 to April 14, 1930      |
| CAT- | April 22, 1930 to May 13, 1930        |
| CAY- | May 13, 1930 to June 11, 1930         |
| CAU- | June 12, 1930 to August 7, 1930       |
| CAI- | August 7, 1930 to October 16, 1930    |
| CAO- | October 16, 1930 to February 9, 1931  |
| CAP- | February 9, 1931 to April 1, 1931     |
| CAS- | April 1, 1931 to June 2, 1931         |
| CAD- | June 2, 1931 to February 29, 1932     |

Production totals for 1928 were 78,127; for 1929 - 86,148; for 1930 - 71,619; for 1931 - 30,100 and for 1932 - 861. Total Canadian production was 266,855.



FLASHBACK: This page was handwritten on the back of a 1934 Calender showing adverts for: 'The Bairds Coy. Ltd' Hava Crackers - another Hunts Product, 'Valkyrie Jellies', 'Relax Easy Polish' and 'H. Rayner & Sons' for high grade Tomato Sauce, Jams and Pickles' - also with photograph of "SONS OF THE EMPIRE" being H.R.H.s Prince George, The Duke of York, The Prince of Wales and The Duke of Gloucester. DOES THIS BRING BACK MEMORIES FOR ANYONE !!

| NAME OF OWNER       | MOORA MOTOR | GARS LETTER | NUMBER                                |
|---------------------|-------------|-------------|---------------------------------------|
| Mr Tom Kearny       | M           | 27          | Vic Davidson M. 381                   |
| Mr Les Kearny       | M           | 156         | J. Miles M-142                        |
| Mr Peter Fornero    | M           | 92          | M.A.P. Scott                          |
| Mr R. J. Mc Keever  | M           | 85          | A M Veeryard - 153                    |
| Mr. Airy            | M           | 131         | MR. Ranyard                           |
| Mr Peter Dix        | M           | 17          | J. Stayt - 66                         |
| Mr Mick Dix         | M           | 444         | Mr Carol <sup>Big</sup> SHELL. Truck. |
| Mr R. Clinch        | M           | 303         | MR. Summers                           |
| Mr Lat White        | M           | 171         | Rube book = 106                       |
| Mr A McKinley       | M           | 272         | Mr Seidle = 136                       |
| Mr J. Lefroy        | M           | 1           | J. Cooper                             |
| Mr F. Hamilton      | M           | 7           | W. Saleeba =                          |
| Mr A Leichman       | M           | 146         | MR. Kevan = 295                       |
| Mr W. Cole          | M           | 115         | V.O. Frabicious = M 4                 |
| Mr Bug Summers      | M           | 35          | <del>J. Demianial</del>               |
| Mr W.A. Melrose     | M           | 222         | J. Demianial =                        |
| Mr W.S. Ralston     | M           | 2           | P.D. Ferguson M. 5                    |
| Mr Iris. Doust      | M           | 14          | MR. R.W. McKay M. 43                  |
| Mr Rev. Fr. Isidore | M           | 223         | MR. Gilliard M 417                    |
| Mr W. J. Mills      | M           | 489         | W. Saleeba M 360.                     |
| Secretary. Lavater  | M           | 78          |                                       |

Mick. White (Bulky) M. 289

662  
58  
92  
48  
132  
661  
78

~~MR. B.~~  
MR. B.