

Western 'A' Model News.



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

OCTOBER 1987

- OCTOBER MEETING: A trip to Canning Dam has been organised by Sharron and Ian Lawson.
- DAY: Saturday 24th October, 1987
- DEPARTURE: From La Plaza (Albany Highway frontage). Assemble at 10am to depart 10.20am.
- TOUR: Park Ranger to meet us at the Spill Way Car Park at 2pm to show us the area and take us into the wall.
- LUNCH: B.B.Q. facilities are available.

WYALKATCHEM OUTING

Information for this weekend activities in the last issue.

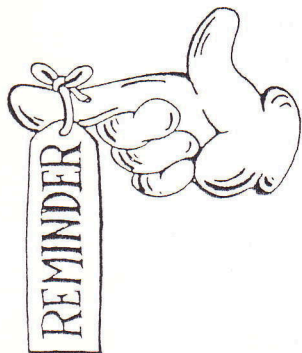
Bill Bennie has volunteered to coordinate this outing as Max is still repairing. Could members who are going, please ring Bill on [REDACTED] so we know who is to assemble for departure.

- DAY/TIME: Saturday 17th October, departure 8am.
- ASSEMBLY: Car Park in front of Swan Shire Office on Great Northern Highway.
- GENERAL: Morning tea at Toodyay, lunch at Goomalling, arrive Wyalkatchem 2.30pm. Distance each way approximately 175km. We will leave for home on Sunday around 12.30pm.

MEMBERSHIP FEES

A reminder that these are now due. Response from the September Newsletter for same has been slow.

SECRETARY-TREASURER: Mrs. G. Andrews
[REDACTED]
ARMADALE W.A. 6112



- NEW MEMBER: Congratulations to Tom Eastough on his recent marriage and welcome to his wife Crispina.

MINUTES OF GENERAL MEETING HELD AT DRABBLE HOUSE, NEDLANDS.
23RD AUGUST 1987.

APOLOGIES: C @ M Davidson, M @ L Cooke, K @ Pepper,
E. Jeffree, J. Smith, F @ I Starsken.

MINUTES FROM PREVIOUS MEETING:

Moved by S. Read seconded by J. Luca Minutes be
accepted as read.

BUSINESS ARISING FROM MINUTES:

Club Jumper Max Annear showed members brochure
on Jumper and prices.
John McLEAN advised on 3inch cloth badge
available from Action Badges, 34 Taronga Tce,
N.S.W. 250 \$1-40, 100 \$1-70, 50 \$2-10, 25 \$2-65.

CLUB CONSTITUTION:

The motion put forward by L. Cooke to amend the
Constitution in regards to the A.G.M. was
deferred to a later date.

CLUB MARSHALL:

Moved E. Richards seconded B. Bennie that
Max Annear be appointed Club Marshall for twelve
months. Members going on runs to ring Max so we
would know how many were coming.

GENERAL BUSINESS:

Beven Sharp moved vote of thanks to E. Richards,
B. Bennie and S. Read for all their assistance.
Beven asked if members would be interested in
taking part in display at the Royal Show. The
club would be away on the long weekend so this
would not be possible.

BITS AND PIECES:

Bill Spencer asked members to give some thought
on an other manifold run.
Max Annear was looking for a spare engine.

Bill Bennie still had problem with generator cut
out. Would like to hear from anyone with ideas.

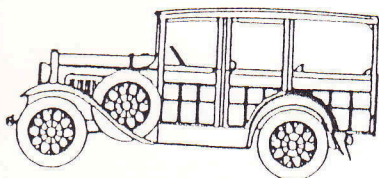
COMING EVENTS:

September Long Weekend at Wongan Hills. Members
to meet at Gull Service Station upper Swan for
10 a.m. departure. More details in September
newsletter.

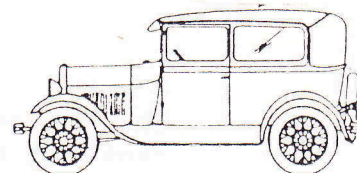
OCTOBER 17 /18th. Tractor/Machinery Show
Wyalkatchem

November: Date to be advised. J. and P Luca
to organise.

No futher business the meeting was declared
closed.



WRITE-UP ON THE WONGAN HILLS RUN



Saturday Morning was dismal and dark when the group of 20 adults and 12 children in Model A's and two moderns assembled at the Gull Service Station on Great Northern Highway. Promptly at 10am (this means 10-10.30am). We all headed off without our Marshall's instructions as Max's car was a non starter and had returned home.

We headed for New Norcia, our planned lunch stop, into some very heavy rain. I think every body has discovered a whole new meaning to water leaks, as when we stopped for lunch quite a few pieces of rag and towel were wrung out.

After lunch and a trek to the toilets we again headed off. By now Max had joined us in his modern and we headed off in perfect chaos to Allan and June Smith's farm. Where upon arrival the hordes descended on the house and the well organised Reads and Jordans smartly erected tents in a force 9 gale. Does this peg go here? Or there? Hold this rope! Why is the tent upside down? While the Lawsons, Blewetts and Eastoughs erected tents in protected sheds. What did they know?

After our tents were erected we all headed off to Allan and Junes' farm house to inspect various sheds, one full of vintage car bits and pieces, including choice Model A parts, and one shed resembling Alladin's Cave. It was jammed full of motor bikes and from vintage to modern (approximately 120 bikes). Max Annear had hysterics saying here's a !!! and here's a !!! Then a wander round the farm to interesting out buildings then back to the other house where we had a Barbeque tea and then retired to an open fire in the house where Bill Bennie showed some home movies and cartoons.

Sunday morning dawned cold but clear and the rush for showers and food began, truly a sight to behold. After breakfast Allan got his Model T truck out and most of the Menfolk and some ladies had a drive. I'm still not too sure how it all works but it was an experience.

We then had a guided tour by Allan and June up to a lookout near Wongan Hills and then into Wongan Hills town for lunch and then a visit to the local museum where we had our photos taken and the museum ladies prepared tea and cakes for us all, a totally unexpected surprise. We then headed back to the farm for an evening meal of casseroles, buffet style, and another session of charades, lies and singing syrup where insults were traded freely.

Rather than face another night of ice, the Reads and Jordans travelled to the other farm house and slept on the floor. The only person who was oblivious of her surroundings was Natalie Jordan, she slept in a Model A Trunk (come crib).

After a note, if you contemplated a CB for your A, then go ahead, as it adds a whole new dimension to Model A travelling.

Additional to Wongan Hills Run

After talking to Max Annear following the Wongan Run and since he has had time to investigate the Roadsters internals, it may be worth noting the cause of the problems.

The oil pump had dropped down and lost its drive, this being caused by Max not being aware that a spring should sit under the pump. This locking screw on the block was in place and tight, however, number one piston suffered severe damage. This mishap has prompted Max to recondition the motor fully, as it was in original condition and had only been tightened up prior to this.

Information which Max would like members to know. Pistons standard to .060 with rings and gudgeons are available from:

Don Newhan
J.P. Engineering Products
25-33 Innes Road
WINDSOR GARDENS S.A. 5087

Telephone (08) 261 7222

They are \$200 per set but \$150 to our club members.



Vintage Tractor & Machinery Fair

At Wyalkatchem

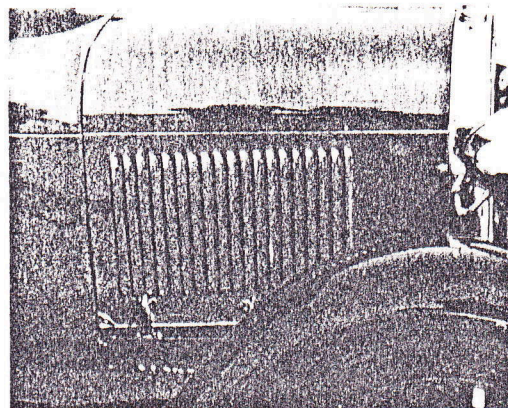
Saturday, October 17 — 11am-9pm
Sunday, October 18 — 9.30am-5pm

- * Working Displays of Vintage Tractors & Machinery
- * Vintage Cars & Motors Bikes
- * Militaria Display
- * Clydesdale Working Team
- * Arts & Crafts Display
- * CBH & Agricultural Museum Open
- * Town Bus Tours
- * Side Shows

* Meals on Sale, * Bar Facilities, * Entertainment Saturday Night, * Lots, Lots, More!
Adults \$5, Pensioners \$1, Children under 16 free
"Less than 2 hrs drive from Perth."

Proceeds Aid Building Frail Age Hostel

For further details phone:
(096) 81 1166, 31 3041, 81 5036



The early hoods were fitted with louvres the top edge of which paralleled the lower edge of the hood. This resulted in the curious, sloping, effect of the top line as shown here. The rear-most louvres are almost 5/8 inches shorter than those towards the front.

GETTING TO KNOW YOUR MEMBERS AND THEIR VEHICLE

The first of our members' articles was published in the September Model A Club Newsletter. Thank you Jim and Nina for starting the ball rolling.

This months article is by Ray and Toni Mahony and their story follows:

"ELIZABETH"

My interest in vintage motoring goes back to when I was a first year apprentice and 15 years old. At the time, due to various reasons I passed up such vehicles as a 1928 Ford in near perfect condition, a 1934 Vauxhall roadster, 1934 Hillman roadster, 1922 Humber and others. In spite of this I was determined that one day I would have a vintage car.

It was in 1972 that I came across two Ford A's at the Ford dealership in Mt. Magnet. One of these was about 90% complete and driveable; the other "ute-ed" and rather battered. The former which is now restored was originally purchased from Lynas Motors by "Wingy" Brown, who took it to Mt. Magnet and I believe used it there until the early '60's when it was sold to the local policeman. The policeman sold the vehicle to Don Hall - the Ford dealer.

Restoration commenced in 1973 with the chassis and most of the mechanicals being done in Perth before we moved to Kalgoorlie in January, 1976. During our three years in Kalgoorlie the timber work was remade and the body panels were repaired. My Kalgoorlie workshop left much to be desired. Although there was a garage, this housed parts not actually being worked on, so repairs including spray painting were carried out in the driveway.

Re-chroming, final paint and completion of trim was completed on our return to Perth in 1979. All trim work except the hood was made by Toni, with the initial sewing being done on her household machine and re-inforced by a friend on an industrial machine.

All work except the hood, chrome work and machining of the engine was carried out by ourselves and completed in time for entry in Rally West '79.

Oh yes, the name - it was said that when Henry made the Model A, he made a lady out of 'Lizzie'. Well, if 'Lizzie' is to be a Lady, she must surely be called 'Elizabeth'.

Ray Mahony.

As promised in the last newsletter, a few more details and a subscription form.

What to expect inside

The Restorer

- Features
- 'Picture Memories'
- Restorations
- 'Rediscovered'
- 'The Specialists'
- Miniatures
- 'Club Scene'
- 'Early Workers'
- Book Reviews
- 'Traders Call'
- Letters
- Classifieds
- 'Automobilia'
- News

The Restorer caters wholly for the older vehicle field including commercial vehicles, stationary motors and motorcycles.

The Restorer will be informative and pass on valuable tips to encourage and inform other restorers.

Club Scene

We want to become the voice for all car clubs and to help groups and individuals use it as a forum for obtaining spare parts, advice and alert enthusiasts to local and national events.

Services for Readers

FREE up to 25 words

- Classified ads for pre-1960 vehicles;

FREE up to 100 words

- 'Parts Wanted' section;
- 'Traders Call' for news of hard to find parts for sale or exchange by any individuals or dealer.

The Restorer is written by Australian and New Zealand motoring enthusiasts and published in Australia.

The Restorer is a bi-monthly magazine distributed throughout Australia and New Zealand by Gordon and Gotch Ltd. with a cover price of \$3.50 (\$4.50 in New Zealand).

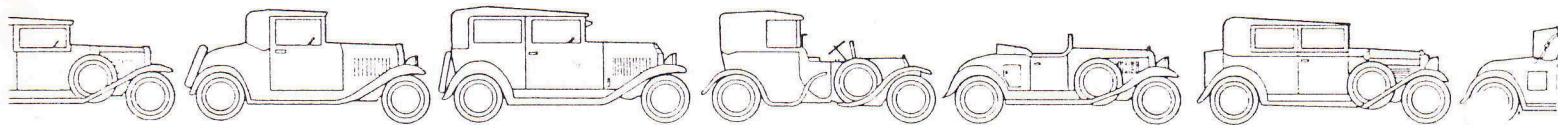
Release Date

The Restorer will be available at all newsagents in early October or have it delivered post free by subscription.

Become a Subscriber Today and Save

Complete the subscription form and return (no postage stamp required) to:

The Restorer
Freepost 37.
P.O. Box 496, South Perth,
Western Australia, 6151



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- \$A21.00 for 6 issues including postage, a saving of \$A6.00 on the cover price.
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(Please tick appropriate box)

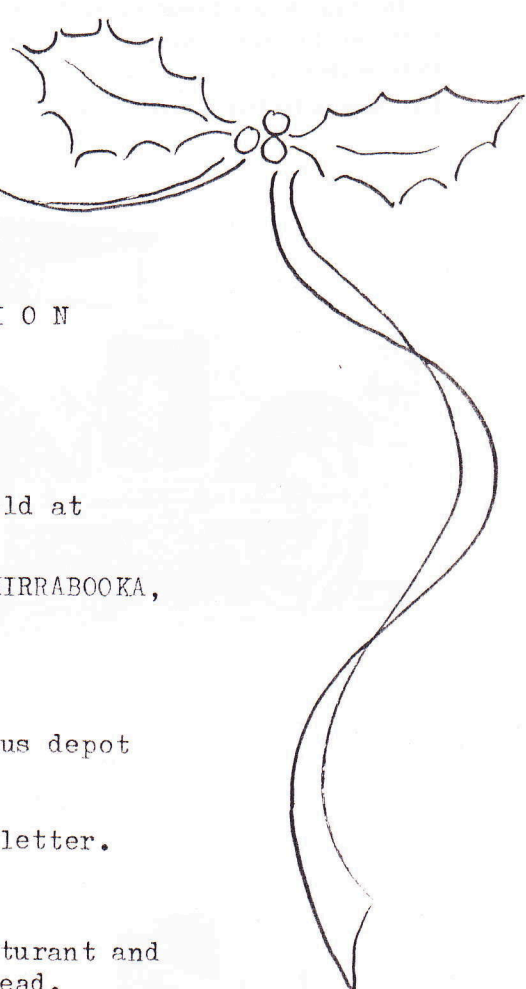
Debit my Bankcard/Visa/Mastercard (cross out cards that don't apply) with \$ _____ for _____ issues.

Card Account No.:


Signature

Expiry Date





CHRISTMAS FUNCTION



Our Christmas outing this year will be held at

MISS MAUDE'S RESTURANT, ILKESTON PLACE, MIRRABOOKA,

on 11th December, at 7.00 p.m.

There is ample parking available in the bus depot parking area over the road.

Look for the mud map in the November newsletter.

Miss Maude's is a B.Y.O. smorgesborde resturant and the cost of the meal will be \$16.00 per head.

The resturant needs to know our numbers for the dinner by the end of November. so mark the date in your diary and send off your cheque to :

MRS. GAIL ANDREWS

ARMADALE, 6112.

.....

I enclose my cheque for \$

for people to attend the

Christmas function at Miss Maude's, Mirrabooka, on

Friday, 11th December at 7.00 p.m.

Signed

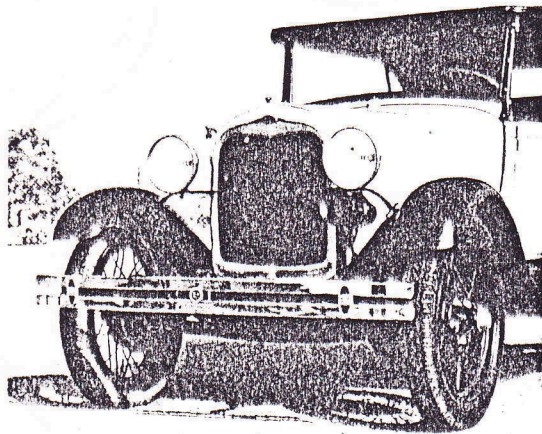
IDENTIFYING MODELS BY YEAR

Before proceeding to a pictorial essay on the Model A Ford, it will be well to study these preliminary photographs. It is the intent of the Authors to provide the reader here with a set of guidelines by which he can make his own subsequent determinations of the particular "model year" of a given automobile.

Although changing frequently in both minor and in major areas, the Model A, like its predecessor, the Model T, shared a commonality throughout its production life. Certainly there were many parts which did not interchange, but there were far more that did, and so, in a sense, and with apologies to Gertrude Stein, "a Model A is a Model A, is a Model A".

There were however, small, but significant changes that are employed towards establishing the *approximate* date of the observed car, and we here attempt to identify some of these.

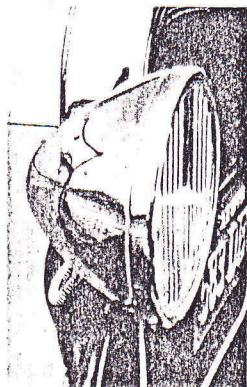
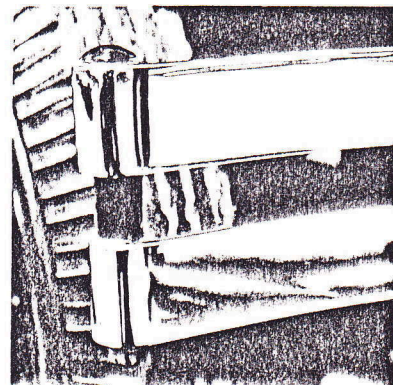
The Ford Motor Company made no great effort to establish the 1929 car as a different model than that of 1928, but the evolutionary changes were frequent and fairly well identified. On the other hand, the 1930 and 1931 models were considered by Ford to be quite different (and compared to the 1928-29 models, they were) but there is far less difference between the later two than one might suspect.



1928

A mark of the earliest cars is the open-ended bumper which was authorized for the first 200 only. The radiator is identical for 1928-29.

Shortly after production started, bumper ends were closed and strengthened as shown. Bumper bars are nickel-plated; bolt is painted.



These headlamp lenses with vertical flutes are typical of 1928.

The drum-shaped taillamp, typical of 1928, is made of brass, nickel-plated, and is stamped "Duo-Light".

