

MODEL A RESTORERS CLUB (WESTERN AUSTRALIA BRANCH)

Pres. : Bill Bennie : Phone [REDACTED]  
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[REDACTED] Kingsley 6026

NEXT MEETING : DATE : SUNDAY August 23rd, 1981.  
TIME : 2.30 p.m.  
PLACE : Bay and Toni Mahoney's.  
[REDACTED]

We are now a fully Incorporated Club and our membership stands at 26 subscriptions, which because of dual membership per subscription, means we have 52 members.

Our membership is heavier in the City and metropolitan area, but because of the vastness of Western Australia we have members as far north as Karratha, and as far south as Katanning, not forgetting our loyal supporters in the Goldfields to the east.

The benefits of belonging to a specialist club are obvious to City members who are able to see each other regularly and attend meetings, but less obvious to country members who are forever controlled by the tyranny of distance.

The following points and comments could be useful to all of our members, but in particular to our country members.

ACCESS TO INFORMATION

Restoring your A and doing it right is a basic desire. Getting it done without being ripped off is another basic desire. The questions you may ask are :

1. Who knows the detail I must have to carry out my restoration correctly ?
2. Where do I get the parts ?
  - a. Suppliers names and addresses
  - b. Comparison of prices and quality.
3. What is the importing procedure to bring in parts from overseas ?

1. The Model A is amongst the most documented of all vintage cars and there is a veritable mountain of information available. We have available through this club access to almost any question you may have regarding authentic restoration of your car - from screw sizes to finished colour schemes to accessories etc. If we haven't got that information in Perth we have contacts in both the Eastern States or the U.S. or Canada that can help us.

2. There are two major clubs in the United States that cater for our hobby. They are our own Model A Restorers Club, P.O. Box 1930, Dearborn, Michigan, U.S.A., and the Model A Ford Club of America, 250 South Cyress Street, La Habra 90631, California, U.S.A. Both clubs will accept you as a member and both have first class monthly magazines. Suppliers in the U.S. advertise in these magazines, also many enthusiasts who make small quantities of hard to get items advertise. e.g. Double venturis for the early A.R. Holley carburettor.

Most large suppliers charge \$2 to \$3 for a catalogue and they are invaluable sources of information for you.

Comparison of prices and quality is important. Much of the reproduction parts are often made in low wage countries i.e. Taiwan, Spain, Argentina, and the quality is not the best. However, some U.S. parts houses won't handle this inferior stuff. The two quality sources are Snyders in Ohio, and Specialized in Texas. (Write in if you want more information on these two.)

3. The U.S. parts houses have their own order blanks in each catalogue. Fill these in VERY accurately and carefully and re-check before you post it. To return parts for a credit, whilst possible, is very expensive as you pay freight from this end as well as having already paid from the U.S. An order sent airmail to U.S. takes 11 days. The goods will take 11 to 12 weeks surface mail to get back to you (that's the cheapest).

When you fill your order in. cost it, add it up, including your estimate of freight and insurance costs (usually 25% of value of the order), then ask your local Bank for an International cheque for the amount in U.S. dollars.

When the parcel arrives at your local Post Office, you will be sent a card in the post advising you to collect the parcel and pay the Customs charge: 2% of value and the sales tax, 15% (e.g. value of goods \$200: \$4 customs and \$30 sales tax, total \$34.)

HANDY TIP: Don't send for large orders over \$250 in one order - split it up and send your order to the U.S. several days apart. It will then return to W.A. separately and you won't be involved in employing a Customs Agent to sort things out for you at this end. The whole operation is very easy when you have gone through it for the first time.

WARNING It's also dead easy to buy parts for Left Hand Drive cars and it's damned hard to find anyone who wants to buy them from you --- Caveat Emptor!

N.B. Regret notices for July meeting were not posted to members because of Postal strike.