



Western Model A News

The Official Newsletter of
THE MODEL A RESTORERS' CLUB (WESTERN AUSTRALIA BRANCH) INC.

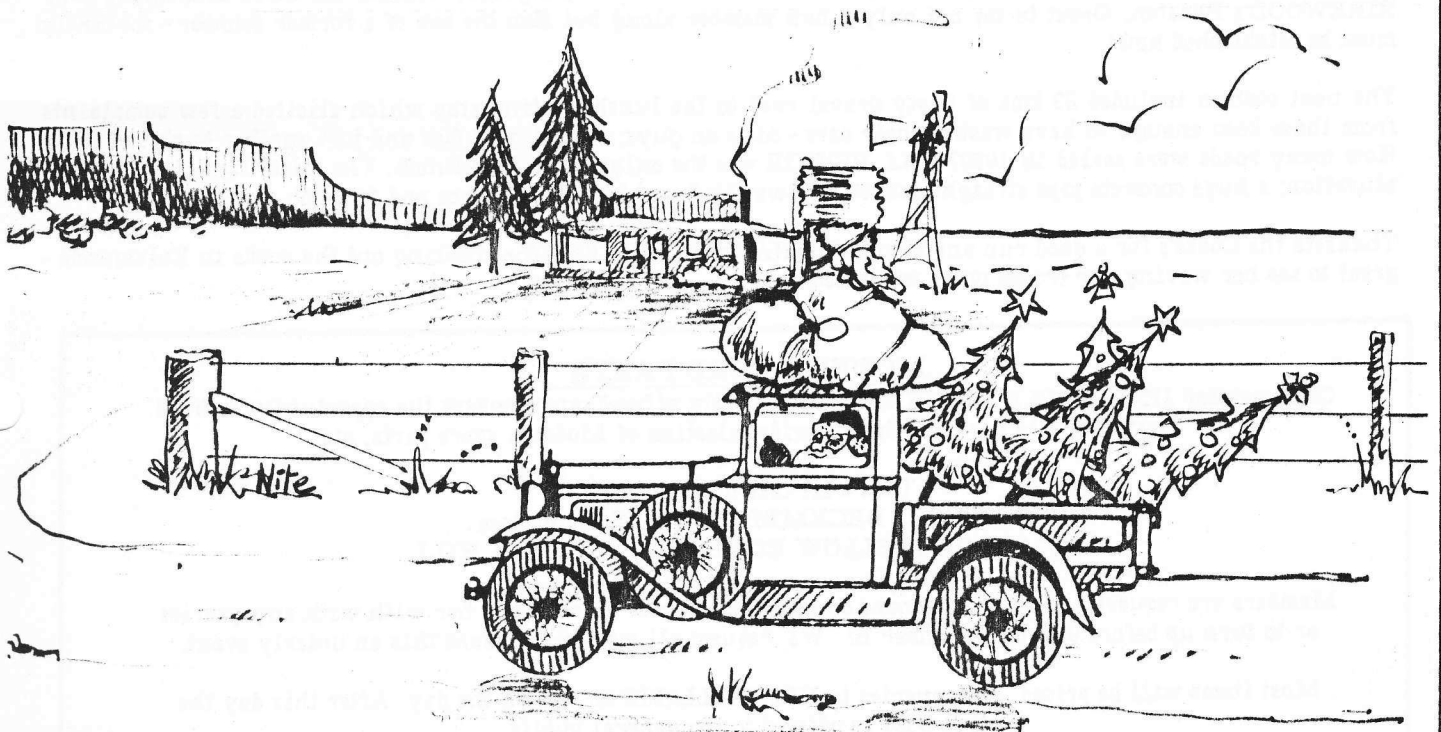
DECEMBER, 1989

Merry Christmas

to all members and friends.

Have a safe and happy Christmas
and may 1990 be all you wish it to be.

Forget the 'six white boomers' this is how Santa delivers 'down under'.



SWAP MEET
DECEMBER 3, 1989

CHRISTMAS DINNER
December 8, 1989

OFFICE BEARERS: President: JOHN LUCA [REDACTED] Secretary-Treasurer: HELEN SHARP [REDACTED]
Vice President: LOUISE READ [REDACTED] Editor: BEVAN SHARP [REDACTED]

COPY DEADLINE: by the 7th. of each month to : [REDACTED] Palmyra, W.A., 6157

VIEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.) INC.

Sunday, DECEMBER 3, 1989
'BRING AND BUY' fund-raiser at Wanneroo Showgrounds. Contributions and offers of help to LAUREL COOKE on [REDACTED]

Friday, DECEMBER 8, 1989
Annual CHRISTMAS DINNER
At The Oyster Beds, Riverside Drive, East Fremantle from 7.30pm

Sunday, JANUARY 21, 1990
PICNIC IN THE PARK
Meet at 10.30 am at Manners Hill Park, corner Keane and Lilla Streets, Peppermint Grove. B.Y.O. picnic lunch.



Sunday, FEBRUARY 18, 1990
Breakfast BBQ Meeting at Ley Street, Como at 7am.
Sunday, MARCH 25, 1990 - ANGELO & JUDY CALLEJA to arrange.
EASTER - APRIL 13 - 16, 1989
National Meet in Brisbane or run to Fonty's Pool organised by ALAN JEFFREE.
MAY, 1990: (JOHN & IVY McLEAN). **JUNE, 1990:** 10th ANNIVERSARY - STEVE READ to co-ordinate. **JULY, 1990:** (COLIN & MAXINE DAVIDSON). **AUGUST:** A.G.M. **SEPTEMBER, 1990:** (KELVIN & KATH PEPPER)

TALL TIMBERS TOUR

A great turn-out of 20 vehicles (14 Model A-s) and 50 people for the MiLaJo & Co. organised Tall Timbers Cooke's Tour. All sent off pretty much on time in an orderly fashion after Rally Marshall MAX ANNEAR's whistle.

First stop was an extended morning tea stop in a State Forrest where a goodly number set about examining JAY KIRKWOOD's Phaeton. Great to see not only a new member along but also the son of a former member - we really must be established now!

The next section included 23 kms of dusty gravel road to the lunch meeting stop which elicited a few complaints from those keen enough to have washed their cars - come on guys; it's all good fun and just another bucket of suds. How many roads were sealed in 1929? BILL BENNIE was the only one to BBQ lunch. The toilet facilities were an education; a huge concrete pipe straight down - you wouldn't want to over balance and fall in!

Thanks to the Cooke's for a good run and also to JEANANNE RICHARDS for checking out the roads in Kalamunda - great to see her waving our troops on as we passed!

MODEL A FORD PARTS

Club member JEANANNE RICHARDS has very kindly offered our members the opportunity to have first choice to purchase from a wide selection of Model A spare parts, etc.

This will take place only on
SUNDAY DECEMBER 10, 1989 from 9am.
AT: [REDACTED] GOOSEBERRY HILL

Members are requested to respect Jeananne's position and not to telephone her with with any queries or to turn up before 9am on December 10. We request all members to make this an orderly event.

Most items will be priced. Any queries to JIM WILLIAMS on site on the day. After this day the parts will be offered to the general public.

This is the perfect opportunity for all those seeking Model A parts for their restoration, repairs or spares stock to locate an elusive part.

Tyler & Associates

Licenced General Insurance Brokers - Life Assurance Consultants
Special service for veteran, vintage and classic car owners - underwritten in W.A.
Suite 2B Shafto Lane, 874-882 Hay Street, Perth. 321 1244. Fax: 321 1262

MINUTES

of Meeting held at Lesley Picnic Area, Roleystone on November 28, 1989
with 50 people (44 members & family plus 6 visitors) in 14 Model A-s and 6 'moderns'.

Apologies: Dorothy BENNIE, Fil LUCA, Steve READ.

Visitors: Maxine, Mandy, Daniel, Aaron, Louise and Ted Gibson were welcomed.

New Members: JAY KIRKWOOD was welcomed. Country application from: ALEX and LESLEY POLLEY have a Phaeton converted to a 'fire tender'. Other applications are outstanding.

Minutes of the previous Meeting read and accepted. Moved: BEVAN SHARP, Seconded LOUISE READ.

Business Arising: JIM WILLIAMS gave a report on the Brewery visit and was thanked by President JOHN LUCA on the excellent organisation followed by acclamation by the members. Received a total of \$350 from 116 people from this event. BEVAN SHARP gave a brief report on the All Ford Day, the President thanked all those involved and showed members our "well deserved" trophy for 'Top Club Exhibit', trophy to be held by the President. Received \$223.50 from our raffle with prize donated by Repco thanks to STEVE READ, plus \$250 from the official All Ford Day raffle. Official magazine available. 'Bring & Buy' report by LAUREL COOKE: to be held at Wanneroo Showgrounds on December 3, 1989 with assistance from ALMA LETCH, KATH and KELVIN PEPPER, ALAN and JUNE SMITH. By-laws: BEVAN SHARP read out suggestions [see page 9 this issue].

Financial Report: 1992 Fund: \$4,354.54. Club: \$2000.05. Total: \$6,354.59 with Christmas Dinner still to be paid. ALAN JEFFREE explained that the V.C.C. were liable for taxation on earnings so this may apply to our Club - JOHN McLEAN to check.

Correspondence: IN - SPENCERS re new address. MARC of ACT. re stainless steel exhaust. Aqua Carnival at Baldivis, Geelong Motoring Rally, Eliza Travel on Historic & Classic Car Tour to U.S.A.

OUT - Members names sent for National register, Repco for raffle prize, New Zealand Model A Club re exchange of Newsletters,

BILL BENNIE reported on the Swap Meet and Model A Meeting at Bendigo and the favourable reaction from those present to our progress to date, including the concept of accommodation like Noalimba. He also mentioned the stainless steel muffler from Canberra, plus brake drums and water pump projects from Eastern States Clubs. DARREN JEFFREE has very kindly donated blank tapes for films to be made to promote 'Perth, 1992'.

Future Runs: January 21, 1990 (Peppermint Grove), February 18, 1990 (Como), March 25, 1990 (A. J. CALLEJA), April 13-16 (ALAN JEFFREE to organise run to Fonty's Pool for those not going to Brisbane), May (J. & I. McLean), June (10th Anniversary by STEVE READ), July (C. & M. Davidson), August: A.G.M., September (K. & K. PEPPER). ALAN JEFFREE to make enquiries about Boyanup run.

General Business: JIM WILLIAMS gave details of 'open day' at Jeananne Richards home for our club to purchase Model A parts from 9am on Sunday, December 10, 1989 after which the parts will be offered to the general public.

Trophies to MAFCA National Meet in San Diego: MAX ANNEAR to make enquiries for our club to present a trophy. \$20 to be sent to Neil Phillips in S.A. toward a general Australian trophy.

JIM WILLIAMS suggested that our Minutes and financial details not be published in future Newsletters which are sent Interstate and overseas - discussed by the meeting and agreed.

President JOHN LUCA to attend periodic 1992 Committee Meetings.

LOUISE READ will co-ordinate to have tee-shirts printed with club logo.

JAY KIRKWOOD requested details of Concessional licence and this was explained by BEVAN SHARP and JIM WILLIAMS.

MIKE COOKE drew a prize for the day's run - won by LOUISE READ.

There being no further business, the meeting closed at 2.10pm.

ALL Ford DAY

So then, who won 'Top Club Display'? We did, of course! Who said "About bloody time"? Must have been Elsie!

Many thanks to all who participated to ensure a top day. The A-s looked great thanks to all those who took the trouble to polish up their cars and take them to Leederville Oval.

Extra thanks to those who also helped out answering questions and mounting guard for the day. It is probably a little unfair to single out individuals but special thanks to BILL BENNIE for the trouble and supply of the petrol pump and signs and REG BLEWETT for oil stand, etc. Also to ANGELO CALLEJA for transporting his unrestored gem for our 'workshop' (Angelo says he will start as soon as he finds the solution to his first problem: "What colour to paint the finished vehicle".)

Thanks also to STEVE READ for conveying the stand to the Oval and to challenging Repco Auto Parts (WA) to an arm wrestle and twisting their corporate arm to gain a donated set of sockets for our day raffle. Thanks mainly to super-salesman Steve ("do you want to buy the Narrows Bridge?") Read, we sold over 400 tickets for the 1992 Fund. The raffle was won by Joe Papalia of Innaloo - he is a young guy and it was his birthday the day before; he was thrilled.

The news gets even better, not only did your club win 'Top Club Display' but also: 'Top Restored Car Pre-1939' went to new member FRANK FOGLIANI's Phaeton, 'Top Commercial - Standard' was won by KELVIN PEPPER's AAC Truck and 'Top Model A' went to REG BLEWETT's Phaeton (just because it would not start because of a broken Bendix spring was no reason not to win - was it Reg?). Congratulations to all - they received handsome trophies at the Prize Night. Top car of the Day went to Dave Lawson's XY Falcon.

We were told of a 'heap of model A trucks in the Great Sandy Desert beyond Telfer' not much rust and well and truly sand-blasted. Who's ready for a trip into the desert?

All-in-all a highly successful day (isn't 14 hours a long day?) and a tribute to the amazing amount of work put in by the organisers. Naturally there were a few complaints (aren't there always?), one being the fact that we were placed directly in front of the 'music' (a term used loosely) so many were temporarily deaf - "pardon?" Article on All Ford Day from 'Daily News':

Popular golden oldie still going strong

"THE New Ford", that's how Henry Ford's Model A was advertised in 1928.

The car proved to be one of the most popular motor vehicles for sale during the early 1930s. From 1928 until 1931, the Ford Motor Company manufactured a world-wide total of some four and a half million of this model before going on to the Model B.

It is difficult to say with any degree of certainty how many of these vehicles are still in Australia, but an educated guess would be in excess of 800.

The Model A Restorers Club (WA Branch) has 80 Model A Fords in the club, with around half of them currently roadworthy and many members working on more restorations.

Due to the wide-spread popularity of this model it

is comparatively easy to obtain spares for restorations and repairs. Basically, the only problem is the potential quality of some of the newly-manufactured parts.

The ultimate quest is to obtain parts which are referred to as 'NOS' (New Old Stock) which are original Ford parts, occasionally even in original packaging, but becoming increasingly rare.

Members have an added incentive to complete their restorations as the club is to host the National Meet for Model A Fords in Perth during Easter in 1992. This bi-annual event attracts Model A's from around Australia, and even overseas.

A 1929 Model A Tudor

from the Perth club successfully completed the London to Sydney Vintage Car Endurance Trial last year by driving 26,000 kms across three continents. The car and drivers (Bevan Sharp and Geoff McEwan) enduring a temperature range from minus 15°C to over 45°C.

This 60-year-old vehicle was also driven right around Australia in only 16 days. Full details of this fascinating trip are in Bevan Sharp's book: "Globe-trotting by Vintage Car".

The local club has a very active membership who have a rally and meeting once a month, arranged by members, to different locations. The secretary can be contacted at PO Box 42, Palmvra, 6157

STAINLESS STEEL MUFFLER

The ACT Club have a stainless steel muffler and exhaust system which looks and sounds like the original - as purchased by Bill Bennie and won in a raffle by Colin Davidson. \$265. Extension: \$20. Dickson, 2602.

the BENNETT

report

M.A.R.C National Meet, Toledo, Ohio, U.S.A. - 1989

For over 10 years I have been corresponding with American Model A friends, Don and Francis Winchell from Ohio.

I had decided that somehow, one day, I would visit them and when a 'Model A News' arrived that said that the American Nationals would be held at Toledo, Ohio in June/July this year the die was cast - this was it.

After a few quick phone calls and fast letters Don had taken over the U.S. end of the organising and sent me a day-by-day programme that we eventually followed to the letter.

It included a trip to Niagara Falls in Canada, another trip south to Fort Knox and the George Patton Military Museum. A visit to Snyders Antique Auto Supplies in New Springfield, local sights and caves plus the Mammoth Caves in Kentucky and, eventually, Washington, D.C.

In the middle of all this was the Toledo Meet which was held some 250 miles north of Lancaster where Don lives in mid-Ohio.

Four Model As made the trip to the Meet in fairly quick time. Two of the cars were fitted with overdrives and 55 mph on their freeways seemed effortless.

At the Holiday Inn in Perrysberg were assembled over 450 Model As of every body style Henry ever built. They ranged from the much-used 'go cars' to the superb 'show cars' and everything in between.

In the parking lot there were several huge custom-built, fully-covered trailers with carpeted floors and fitted with workshop benches. These were trailered behind either powerful 4WD recreation vehicles or large Lincoln sedans. The show cars were locked away in these trailers at night and brought out for judging and show during the day.

Other cars were driven all over the place, including our four as we stayed some 5 miles or so up the freeway at another motel.

The Meet ran for a week and the programmes available were numerous. There were talks on painting and plating, judging seminars, trips to local sights, a river trip and a whole host of other venues.

We all went on the Jeep factory tour and over a

period of several hours watched flat sheets of steel being stamped, cut, then shaped into body panels which were bought together in a huge jig, spot welded and pushed out as a new body shell. Floor pans and doors were added and the metal washed ready for undercoating.

All painting was done by two operatives and automatic, computer-controlled, overhead sprays. Paint lines and guns were automatically flushed clean with thinners between each vehicle so that one car could be jet black and the next might be a bright red or cream; all out of the same guns and equipment in a matter of minutes.

The sight of very well-built negro ladies installing back and front bumpers using air-operated tools and taking about 30-seconds to do the job is a jolt for feminism for sure!

All windows are fitted at one station with speed and accuracy which makes the mind boggle.

Seats swing down on hooks from openings in the roof and are deftly installed. Likewise, completed engines arrive by separate conveyors and are rapidly installed. Every operative (and many of them are women and girls) has only one specific job to do. The whole work area is kept very clean - all cartons and packing material is removed by forklift or it goes down shutes in the floor.

Tyres, petrol, oil, water, etc are added and the new engine is fired up and the vehicle driven off the line to a parking area.

They use buildings which were used to build Overland cars in the 1930s. The guide said that the production line was out-of-date compared to Japanese production lines. That may well be but I for one was impressed with what I saw!

Next day we were taken by bus to Dominos which is at Ann Arbor. This is a huge pizza business with outlets all over the U.S. The owner is obviously wealthy and a car collector.

The museum attached to his gigantic corporate office building houses his collection which includes 12 million dollars worth of cars in one room - there were just 4 cars in that room: Duesenbergs, Rolls Royce and the plum of the show a Bugatti Royale worth \$8.1M. It's hard to see that sort of money in one car but, of course, it is rare and I must admit a beautifully-built machine. The engine looked as if it had been made by a top-quality jeweller. -->

from previous page..

Then it was over the border into Michigan to visit the Ford Museum and Greenfield Village.

This magnificent complex is recommended viewing for anyone visiting that part of the United States.

To the Ford enthusiast it is, of course, hallowed ground because not only did Henry create it but he walked through its acres and so did his friends Harvey Firestone and Thomas Edison so you actually have quite a sense of history as you inspect the numerous exhibits.

The Ford Museum not only has a huge range of Ford cars but also dozens of other makes. There is a big range of transport vehicles from horse-drawn to turbine-engined experimental cars.

Greenfield Village is a re-creation of life as it was in Henry's early days. It is a faithfully-built and furnished village of shops, factories and public buildings of a bygone era set in a tranquil garden setting of magnificent oak trees, lush lawns and pathways. Semi-tame brown squirrels as big as domestic cats fossick amongst the grass for acorns and the staff walk around in period clothing.

We spent a day there and on reflection I would have liked to spend another day because there was so much to see.

My last week was spent in Washington, D.C. This is a really beautiful city and unique in the sense that Canberra is unique. This is caused by the layout with magnificent vistas of vast open spaces of lawned areas and a variety of white marble memorials and buildings. The buildings are all limited to about 3 - 4 floors in height. Even the White House is at this height. The only exception is the dominant, domed roof of the Capitol Building.

All tours of State buildings are free. You join the queue, get your ticket and join the tour guide. This includes the Capitol Building, the White House, Washington Memorial and all the Smithsonian Museums. Needless to say, at those prices I 'did' the lot.

Although Washington is a beautiful city within the confines of the administration section it is not wise to wander around at night and in particular to avoid the suburban areas. The south-eastern suburbs are notorious for their high crime rate.

There were three murders in the week I was there. I was also offered drugs for sale by a negro man in the entrance to the Metro Centre railway

station three blocks from the White House at 9.30am.

Apart from the above, I felt very relaxed and enjoyed Washington very much and recommend a visit.

Random Impressions:

American people are very courteous and extremely friendly.

They drive their cars on the right hand side of the road and they keep to the right when walking on the footpath. Several people shook my hand as they had never met an Australian. Western Australia was almost unheard of!

Eating out by our standards is very cheap. A good three-course meal can be had for US\$7-8.

Petrol, they call it 'gas', is only .99c a gallon. They have about four choices of octane - dearest about US\$1.18.

Supermarkets open 24 hours a day, 7 days a week. Tipping is usually about 10-15% of the bill in restaurants - I could not get used to this system.

They are intensely loyal to their flag and flags are flown everywhere, even on graves in cemeteries.

In many areas there are no dividing fences between the houses - their lawns just meld into one another. I guess it's stiff luck if you want to have a swim in your pool in the nick.

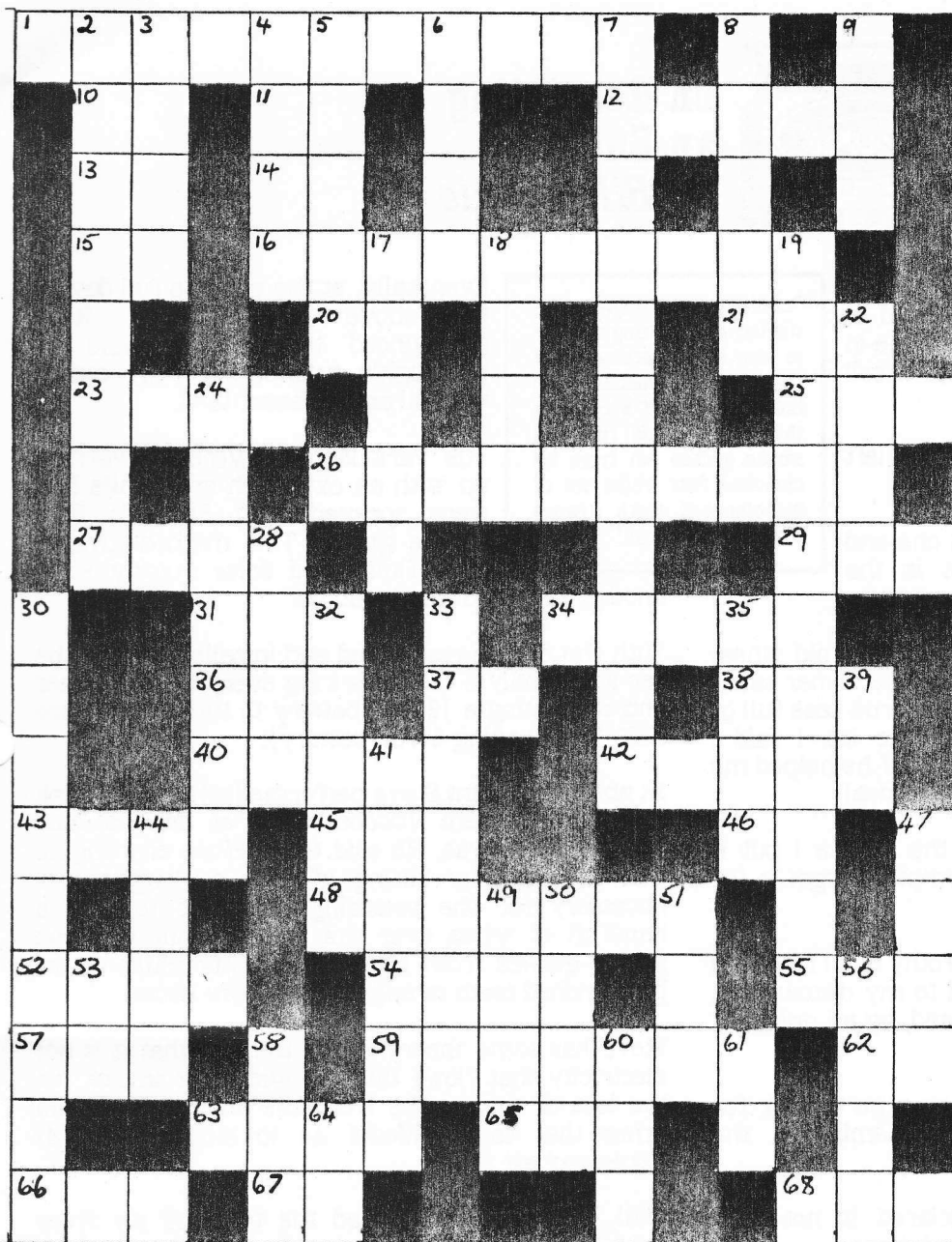
Roads, freeways, parkways, tollways, Interstates, overpasses and underpasses just have to be seen to be believed - they are bewildering. Consequently you do not go any distance without planning and writing down the route numbers and numbers of the off-ramps you will need - other than that, travel is a breeze. Speed limits are generally 55mph.

Coming from Australia's dry, redish, grey/green countryside the magnificent American landscape is a shock - a pleasant one! I found the longer distances more interesting there as the countryside is undulating and most of the hills have been cut away to keep the roads generally level.

The above is only a brief comment on this trip which covered 10 States in five and a half weeks and nearly 40,000 miles by air, road and water.

If you are going, ring me - Australians can travel inside the U.S. by air very cheaply.

"An idea is not necessarily good because it is old, or necessarily bad because it is new, but if an idea works then the weight of evidence is in its favour." - 'My Life and Work' by Henry Ford, 1922.



CROSSWORD

ACROSS:

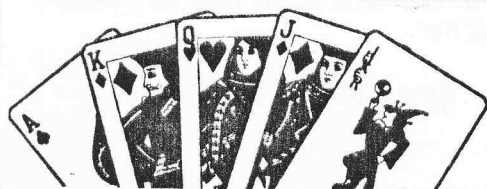
1. First names of Henry's son.
10. Current Falcon Model.
11. Each (abbreviation).
12. His first name.
13. ... is.
14. Electric current.
15. Blood group.
16. Henry's town on the Amazon.
20. Not 'yes'.
21. Plus.
23. Ransom E. (car maker).
25. Container.
26. Ford plant.
27. Fits bolts.
29. Colour.
31. Do for a good paint job.
34. Winner.
36. Lubricant.
37. Banjo Paterson's initials.
38. Place to find old car parts.
40. A country.
42. Molten metal scum.
43. Compass point.
45. Baby bear.
46. Greek letter.
48. William S. (Ford engineer).
52. Club weekend- River.
54. Parking
55. Ford competitor.
57. Less than two.
59. Poison.
62. This is where it's...
63. Ford (& Bennie) first name.
65. Abbreviation of 'wouldst'.
66. Born before Henry Ford.
67. Electrical current.
68. New Old Stock (abbrev.).

AT THE PEARLY GATES

A man knocked at the Heavenly Gate,
His face was scared and old.
He stood before the man of fate
For admission to the fold.
"What have you done" St Peter asked,
"To gain admission here?"
"I've been a Model A owner Sir
For many and many a year."
The Pearly Gates swung open wide.
St Peter touched the bell.
"Come in and choose your harp" he said
"You've had your share of Hell."
"Ford Torque", Vic.

DOWN:

2. Town in Michigan.
3. Cumberbund.
4. Found on a tree.
5. Irving (Henry's Painter). Eggs &....
6. Used car
7. A Ford model.
8. An Asian country.
9. A grain crop.
17. It assembles today's cars.
18. Not short.
19. Cost \$1.3M on Model A launch.
22. to win.
24. Car town.
28. Henry had made from Soya beans.
30. Tyres by Harvey
32. Mudguards colour.
33. William C. (Ford backer).
35. What a Model A does eventually.
39. At the foot of a letter.
41. Helps Model A owners a lot.
44. Mathematical term.
47. Not fiction.
49. What you wouldn't be for quids.
50. Without (latin).
51. Opposite to shake.
53. Not 'off'.
56. A clinic in the U.S.A.
58. Not 'new'.
60. ...Buttrose.
61. Who phoned home?
64. Electric current.



BIG AL's POKER RUN

10th Anniversary - 4pm, Saturday, February, 17, 1990
Starts in Fremantle - Finishes at Millington Reserve, Karrinyup
Drinks, barbecue, entertainment for kids.
Further information to follow.



On Rebuilding an Engine by Bill Bennie

About 10 years ago a spectator at a car show I was at said he had a friend in Bassendean who had a Model A engine in its box and he might be persuaded to sell it to me.

That night I persued this possible left over gem (from the River Rouge?)

"Sure," said the owner, "I have one and I'll sell it to you but it's not in the ORIGINAL box."

It was under a bench and covered with old wheat bags, etc. It looked OK to me and the owner said I could have it together with another fruit case full of Model A bits & pieces for \$30 the lot. I said I wouldn't try to beat this price down if he helped me load the lot onto the trailer - it was a deal!

Having no immediate use for the engine I put it under my work bench and promptly forgot it for years.

As many of you know, when Dorothy and I returned from our trip to Cairns I found to my dismay that the block in the A was cracked and, by all opinions, not repairable.

When Steve Read said I would be wise to look for another block I suddenly remembered the 'Bassendean' engine.

Steve checked it out and declared it not only workable but, in fact, in very good shape.

He measured the cylinders and found them to be slightly worn but only 20 thou. over standard.

When the engine came back from D & S Engineering in Maddington the bores had been machined out to 60 thou. to take my original 'Poulson' pistons and a new set of rings from J & B Supplies.

Between Steve and I we managed to scrape up enough valves from our respective bits & pieces and D & S Engineering capped them and re-cut the seats.

Steve felt that the bearings in the block were in good condition and the bearings on the con rods were excellent.

So, using the crankshaft out of the original engine we began the tedious job of scraping and blueing and fitting the crankshaft to the new engine.

"...before any engine was started after sitting idle for so long it was necessary for the presiding mechanic to hold a handful of wires over the engine while fire and smoke gushed out from his clenched fists whilst out of his clenched teeth strange incantations issued."

Eventually, at the end of a full day on the above caper, Doctor Read pronounced the patient could be thoroughly washed, liberally coated with oil and re-assembled.

The various parts were all warmed up with an oxy torch and, while hot, were sprayed with Snyder's Ford engine green. This method gives a good finish and dries quickly - it's another patented Read method.

With the engine assembled and installed back in the car it was only a case of wiring everything together and connecting a 12-volt battery to turn it over (too stiff for my ailing 6-volt battery).

At about this point Steve performed what I still think was some ancient Voodoo ritual; at least he said that's what it was. He said that before any engine was started after sitting idle for so long it was necessary for the presiding mechanic to hold a handfull of wires over the engine while fire and smoke gushed from his clenched fists whilst out of his clenched teeth strange incantations issued.

Steve has some theory about the fact that it is not electricity that flows through wires but smoke. It's the loss of this smoke from the wiring at certain times that causes Model As to stop going. *[As explained last issue.]*

Well, after we had wiped the tears of joy from Steve's eyes (caused by the smoke), we re-wired the damaged wiring and tried for a start up of the re-built engine.

All credit to Steve, she fired up first go and ran for about two hours in my driveway.

After a coffee, Steve left my place to drive home. I thought he looked a bit odd gripping the steering wheel with his teeth but when you know him well nothing surprises you.

With only 50 miles on the re-built engine Dorothy and I drove her on the 500 mile round trip to Ningham Station, including that ill-conceived trip to the top of Mount Singleton. The old girl never missed a beat and, in fact, I think she is running better now than at any time in the past five years I have been driving her.

Thanks Steve - good job! **Bill Bennie.**

... Notebook ...

DISTRIBUTOR CONVERSIONS - Frank Smith in Victoria has modified over 40 distributor top plates. He has discovered two basic types of plate - one of which may require a different length of wire between the plates. On one plate the screw holding the condenser shorted but would only require a couple of washers under the screw or to cut and shorten the screw.

NEW MEMBERS - ALEXANDER AND LESLEY POLLEY, [REDACTED] Manjumup 6258. [REDACTED] They have an unlicensed Phaeton converted to a 'utility truck' used by the Kojonup Fire Brigade as a fire tender. It is 90% complete needing running boards and minor parts. Sounds great, hope it stays as a 'fire tender'? Also JAY KIRKWOOD with a '28 Phaeton returned to the club.

WANTED - Can anyone help Jack Barrie who is seeking: headlights, R/H/F guard, radiator surround, windscreen frame and wood plans for front and rear floor for his '28 Utility?

TEE-SHIRTS - Club tee-shirts should be in the yellow as made by Bonds. If you get your shirt/s to Vice President Louise Read she will arrange for the club logo to be screen-printed on the front. If you have difficulty getting the right shirt give the money to Louise and she will track one (or two...) down for you.

NAME BADGES - If you do not have a club name badge please place your order with the Secretary.

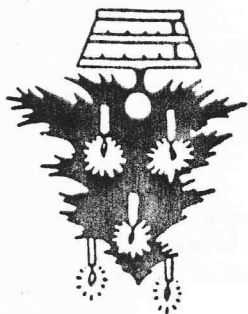
ALUMINIUM CANS - The can quest continues. Don't forget to accumulate all the cans from your (and everyone else's) Christmas drinks and get them to Helen.

FIRST DRAFT OF CLUB BY-LAWS - I feel very strongly that we are over-governed and subjected to an inordinate number of regulations and laws in Australia (at least we do not live in some Latin-American country!). However, we as a club have a duty to protect ourselves and fellow members (even from themselves). Hence the suggestion that we formulate a set of by-laws. A first draft follows:

1. All club vehicles must have an annual safety check by the official club vehicle examiner or by another approved club. In the latter case a photo-copy of the examination must be supplied for our club records.
2. Any vehicle not examined, and passed, within three months of the official examination day will not be permitted to participate in club events until passed by the vehicle examiner.
3. Apologies for non-attendance at meetings to be telephoned to the organiser of that month's run the day before the event.
4. Runs will never be cancelled because of 'the weather'.
5. A departure time for return will be set on longer-distance runs.
6. Any member who has not paid the annual family subscription by December 31 [Constitution says 'September 30'] in any year will be considered to have resigned. Their name and details will be removed from the club's membership and they will not receive future newsletters or be eligible to attend club runs until payment (and any arrears) is received.
7. Potentially dangerous mechanical faults on club vehicles brought to the owner's attention by the club vehicle examiner should be repaired before being permitted to participate in future club events.
8. In the unlikely event that any club member has a propensity to habitually complain but never contributes to the running of the club; he/she shall be summarily shot dead by an appointed firing squad.
9. Drivers of vehicles in official club events must possess a current driver's licence.
10. All vehicles in official club events must be licenced fully or concessionally. Concessionally licenced vehicles must abide by all relevant conditions.
11. All drivers and passengers participating in official club events shall do so on the condition that they have no claim against the club or its officials, servants, agents or sponsors either jointly or individually for any personal injuries or damage caused in any way.

Any other suggestions?

HAPPY BIRTHDAY - Have you wished your Model A Happy 60th Birthday? It was either last year, probably this year, but, of course, definitely within the next two years. How about a major service as a present? Those of us as old as their cars know how they must feel - us 'young-uns' can only sympathise!



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Happy 25th
Wedding Anniversary
to this happy couple



Onya Ross & Alma!

THE BIG SHIFT - by Mavis Spencer

We'll always remember
The First of November -
Final day of the big shift.
After many trips to and fro,
Looking like old Steptoe.
Loads of junk and scrap,
All my china and our two black cats,
Pot plants galore
(Bet I'll buy some more!)
Fifty-two years accumulation,
Enough bric-a-brac for a nation.
Some we'll have to store
But Bill still hasn't got a toilet door!
Many thanks to all our friends.
On the Model A Club we can depend.
And thanks to our daughters Pat and Joan
For settling us in our new home.