



Western Model A News

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

JUNE, 1990

Vale
BILL SPENCER
1915 - 1990

It is with deep regret that we record the passing of a valued Life Member and a dear friend.

Bill will always be remembered for his interest in the well-being of our Club and wealth of experience accumulated as a result of his involvement in other clubs plus his generous advice and assistance.

We all have our special memories of Bill and shall recall his sense of humour and that wry smile with affection.

We extend our deepest sympathy to Mavis and family.

"God's finger touched him, and he slept."

'In Memoriam' Tennyson

Thursday, June 21 - Tenth Anniversary Celebration Dinner - BOOK NOW - see page 3
NEXT MEETING/RUN - SUNDAY, JUNE 24 - 9.30am at 21 Wellington Street, Morley

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.

Thursday, June 21, 1990
TENTH ANNIVERSARY CELEBRATION DINNER - New members and friends most welcome. If you know any past members - invite them as well. Phone Secretary Helen NOW with your bookings - full details on next page.

Sunday June 24, 1990
PETER & FAYE LYNCH organised event.
Meet at West Coast Automatics' car park, 21 Wellington Street, Morley at 9.30am. A hall has been hired so don't be deterred if it's raining!

Sunday, July 29, 1990:
COLIN & MAXINE DAVIDSON organising.

AUGUST: A.G.M

SEPTEMBER 29 to OCTOBER 1, 1990:
Long weekend Run to Busselton (JOHN & IVY McLEAN). Have you advised them of your requirements?



PEPPERS PEREGRINATION TO THE FOOTHILLS

The sun was shining and the birds were singing - was this really 'winter'? Great turn out guys: 33 members plus 10 siblings in 14 Model A-s and 5 assorted varieties of 'Brand X' motor vehicles.

Most members arrived on time and Rally Marshall MAX ANNEAR's whistle sent the first car off right on time at 10am.

KELVIN PEPPER had mapped out two sections with full instructions to Hawkin's Park for morning tea, then onto our destination (even with a hall which we did not need because of the lovely weather) nestled in the foothills - how do people find these places?

One Model A misbehaved which is a rare but occasionally understandable occurrence but, really, running out of fuel is no excuse at all ... no names, no pack drill!

It was an eye-opening education for those south of the Mason-Dixon Line (also known as the Swan River) to tour around all those blossoming 'south Geraldton' suburbs.

One of the subjects discussed at the subsequent meeting, which met with unanimous approval was that, on conclusion of each meeting, we should all still leave in convoy until turning off for home. So everyone promptly got into their cars in dribs and drabs and drove off individually...

Congratulations PEPPERS - another successful Model A run!



STEVE READ
explains to MIKE
COOKE, KEN
BROWN, DARREN
JEFFREE, RON
ANDREWS, BILL
BENNIE, JIM
WILLIAMS and
CHRIS WRINGE

... how way a Model A
engine goes but he
seems to have it upside
down - will it matter?
Stay tuned!

Don't miss this - there will never be another
Tenth Anniversary Celebration Dinner



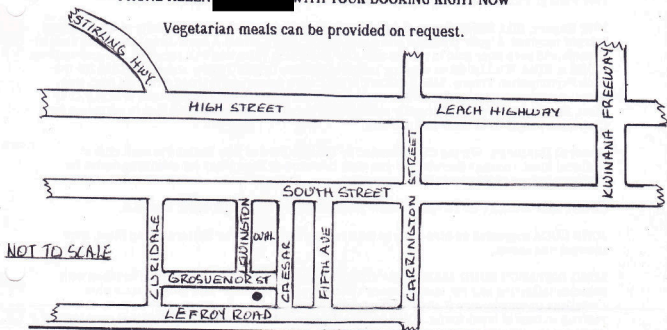
THURSDAY, JUNE 21, 1990
 Drinks from 6.30-7pm - Dinner 7pm-10 pm

Restaurant Grosvenor 15
 Grosvenor Street, Beaconsfield
 (see map below)

ONLY \$17 per person for full a la carte menu and silver service.
 Join in the spirit of the occasion. 1927-1931 period dress expected - prize for best couple.

YOU CAN ALSO BRING YOUR FRIENDS
 PHONE HELEN [REDACTED] WITH YOUR BOOKING RIGHT NOW

Vegetarian meals can be provided on request.



"Watch The Fords Go By"

The Quail Tale



4,500 miles across Australia in a Model A Ford NEVER A CROSS WORD

Jim and Nina Williams

The plan was to drive around 200 miles a day between 30 to 35 mph to make a leisurely trip to Brisbane. It worked quite well until Eucla, then it became a 300 mile day to Ceduna (no where to stay in between).

We started early each day so we could keep to our plan of finishing early in the afternoon to ensure ourselves of reasonable accommodation. The weather changed all that when the mercury climbed to 40C by early afternoon - the motor got hot under the collar and so did the passengers. The speed was dropped to 20 mph and two very tired (and very frustrated) people arrived in Ceduna very late in the afternoon. Fortunately the caravan park had an air conditioned cabin available, which we booked for two nights. A very wise decision as the next day was 40C and the air conditioner worked flat out.

Following more overnight stops to Broken Hill we again discovered that we would have to travel 300 miles to Cobarr as there was no suitable accommodation between the towns.

The weather was kind but countless kangaroos, emus and wild goats were all over the road - they must have got the message that floods were coming so they were on the move south. An early start paid off again as we had to slow down many times. The animals just refused to hurry off the road and we were not about to come in close contact with a kangaroo.

After more overnight stays to Goondiwindi, we met up with three other couples - Model A enthusiasts from Victoria also on their way to Brisbane. We spent an enjoyable evening with them. No prize for guessing the main topic for conversation.

When the Cookes and Sharps met up with the Williams in Brisbane they asked how the trip went and the conversation went something like this: Jim, with a dead-pan serious face, said: "Dreadful". Images of fan blades through the radiator, bits of metal sticking out through the engine block and lost wheels running down the road flooded through their minds as they asked, full of concern: "What happened?" "Well," said Jim, "had to replace a fan belt." "Oh yes, but what else?" "Lost two tinnies when they rubbed together." Same old Jim! The Williams won the Longest Distance Driven Trophy at the 11th National Meet.

So, onto Cleveland, Queensland, arriving a day early. We joined up with the W.A. contingent and friends from South Australia (the Creedyds and Proberts) who we had been looking forward to seeing again.

Generally the 'Old Girl' [we assume this refers to the car, not Nina - Ed] performed beautifully. 4,500 miles at 27 mpg at an average of .70 cpl. One small problem: a replaced fan belt. And one major catastrophe: the loss of two 'tinnies', holed by rubbing together.

The first two days of our return trip were uneventful.

Then the rain started, of course that was the time for the puncture. It's great fun standing out in the rain changing a wheel. First take off luggage rack to get to the spare wheel!

The following day it rained even heavier and we were very lucky to get through West Wyalong because the road was closed later in the day. The rain continued all through the next day. Once we reached South Australia it cleared up and we had an uneventful trip into Adelaide.

The highlights of our holiday were: Firstly, a very enjoyable rally in Cleveland (a friendly and well-organised four days). Secondly, a night out in Adelaide driving around in a 'stretch limo' drinking champagne while taking in the city sights. Thirdly, the trip home to Perth across the Nullarbor by train - no more driving.

By the way Alan Smith, we are considering your adventure to Alice and back. Some people never learn!

Just 'considering'.

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THAT WAS: OUR 'ENRY

A selection of statements, rumours and myths which abounded on the life of Henry Ford. From: 'The Public Image of Henry Ford - An American Folk Hero and his Company' by David L. Lewis.

The Chinese government asked Ford to be its economic advisor. Germany's Finance Minister said he would be welcomed as an 'Economic Dictator'. A group of German businessmen even suggested that he become their nation's Kaiser and a wing of Polish monarchists wanted Ford to assume their country's throne.



rather than just turn over the earth with a shovel, he had the ageing Thomas Edison climb atop a ten-foot high concrete block, sign his name, leave his footprints and imbed a shovel in the damp surface.

He would also advance outrageous propositions then sit back and see how the person took them. If the effect was satisfactory, Ford would let his statement stand.

Rumours included: Henry Ford would spend \$100m to harness the Bay of Fundy's tides, he would invest \$120m producing anti-Semitic films, he had offered to buy and scrap the entire French navy and that he was willing to assume an entire \$200m loan to Germany.

Other rumours circulating at the time were: he planned to open a string of banks for the common people and establish a nationwide insurance company. He would pay \$1,000,000 to anyone who could tell him how to reduce the cost of making the Model T by a dime. Then: he could make trolley cars run on straw, make leather out of gun powder and manufacture cars out of cotton by 'stamping them out like donuts'.

The stock of New York's National City Bank rose 15 points on a report that Ford was to become a director and stock in Gulf States Steel Co. dropped 20 points on the news that Ford was not interested in buying the company.

The Ford Company's publicity department went to great efforts in the 1920's. They produced numerous press releases and films. 'The Ford Industries' ran to 160 pages with 350 illustrations and was sent to every public college and university, plus newspapers, banks, etc. They staged fairs and exhibitions including one in Madison Square Gardens which drew 1,052,842 visitors in 7 days, breaking all records. 34 years later the costly and spectacular National Automobile Show drew 1,147,742 people in 9 days.

Henry Ford played the press constantly like Joh "feeding the chooks". Asked why he was wearing a bandage on his ankle he replied that he had injured it playing football with children - he had a blister. On his birthday a reporter noted that Ford was wearing odd shoes. Had he hurt his foot? No, he put on an odd shoe every birthday to remind himself of his poor upbringing - a likely story! He also said that he put on a red tie to make him feel "spunky" - yet another spur-of-the-moment concocted story.

For instance: he said that our world had been inhabited millions of times by previous advanced civilisations, that an acre of potatoes is capable of producing enough alcohol in one year to drive the machinery necessary to cultivate the field for 100 years, that all the art in the world is not worth five cents. He said that boxer Gene Tunney should become a preacher, George Washington's 200-year-old clock was one second slow, that he never made a mistake, there are only two things in the Bible worth a damn, "the world would be better off without meat", a horse is nothing but a twelve hundred pound hay motor of one horse power and a cow was the "crudest machine in the world". He claimed in 1939 that in 5 years the cow would be replaced by the soy bean.

Ford claimed that money should be spent and instructed his advertising men to change their slogan 'Buy a Ford - SAVE the difference' to 'Buy a Ford - SPEND the difference'.

When Ford opened a 2.3 mile tunnel from the Detroit river to his Rouge plant, he lowered a Model A in parts 60-feet into the tunnel, had them assembled, made a 4.6 mile round trip through the tunnel, disassembled the car, hoisted out the parts, then let the water flow!

During the last 9 months of his life, Henry Ford said nothing to the press. Not a whisper out of Fairlane that: cigarette smoking lead to prison, milk was poisonous, salt was good for hair, roads would be paved with coffee beans, or cars would be made from soy beans. He had at last fallen silent.

In 1927 Henry Ford was ranked second to Thomas Edison as the 'greatest living man'. He was named, with Charles Lindburgh, as the 'most important news figure on earth'. He was rated fifth among 12 living immortals. In Russia he was ranked behind Lenin and Trotsky. Ford received more publicity than most world leaders - only ranking behind U.S. Presidents Harding and Hoover.

At the dedication of the Henry Ford Museum,

He died in April, 1947 - the media mourned!

... Notebook ...

YES - yet more new members to add to your Register:

RUSSELL BRANDIS - [REDACTED] Mukinbudin, 6479 [REDACTED] Restoring a '28 truck.

BARRY & SYLVIA BRISTOW-STAGG - [REDACTED] Northam, 6401. [REDACTED] Restoring a '28 Phaeton.

FOR SALE

PHAETON BODY complete from windscreen back. P.O.A. from ALAN SMITH [REDACTED]

1928/29 right rear MUDGUARD and BONNET in poor condition, plus a good CROWN WHEEL and PINION and '29 STEERING BOX. Consider reasonable offers or swap the lot for a good '30/31 steering box - PETER LYNCH [REDACTED]

1951/52 Chevrolet Utility - some work done - good restoration project - \$2,500. Contact BILL BENNIE on [REDACTED] for details.

Two rear MUDGUARDS, two rear side TUB PANELS from a '28 Phaeton in need of repair. FRANK SINCLAIR, [REDACTED] Dampier, 6713.

1929 ROADSTER - Restored, on concessional licence. Asking \$15,000 - Don Philp [REDACTED]

FRANK SINCLAIR from Dampier says he has had a few 'knockers' during restoration, including: "You can't make a Rolls Royce out of a Model A." Frank replied: "But it will be my Rolls Royce to drive when I have finished." He cannot wait to drive it out the gate...keep at it Frank.

Don Saunders and Cathy Tidewell who came through Perth on their way from London to Sydney in their 1930 Fordor are presently driving that same car from London to Beijing. We have just had a post card from them in Russia and the only trouble to that stage was a loose nut on the timing gear and 'the shock links wearing out fast on the rough roads'.

IMPORTANT

LOUISE READ has organised for Club members to sell chocolates to assist with the fundraising. If you can sell a few cartons contact Louise on [REDACTED] If you took a carton at the recent barbecue PLEASE BRING THE MONEY TO THE NEXT MEETING AND GIVE IT TO LOUISE as she must pay for the cartons supplied within 30 days - thank you.

BILL SPENCER

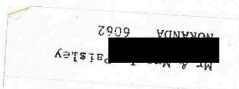
We received the following note from the N.S.W. Club: "Could you please pass on our condolences to your members and the card to Mrs Spencer. Bill is a great loss to the movement, and was indeed the Grandfather of Model A-s." *Jan Willey, President.*

We all have our own special memories of Bill and I am sure that Mavis will not mind if I relate one more for you to store away.... When Bill was rushed into hospital he was lying in the bed and could not have been feeling at all well. He gave Don Philp a broad wink and held out his hand in a touching manner to Mavis. She reached out to him - and Bill dropped his false teeth into her hand - that's our Bill....

BARBEQUE - thank you to all those who braved the threatening weather to attend the barbecue at the SHARP abode, thanks also to HELEN and friends for all the planning and work on the day - more dollars for the 1992 Fund.



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Model A News**



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MODEL A FORD CAPACITIES

		American	Imperial	Metric
Cooling System		3 gallons	2.5 gallons	11.25 litres
Petrol Tank	1928-29	10 gallons	8.3 gallons	37.35 litres
	1930-31	11 gallons	9.1 gallons	40.95 litres
Engine Oil Pan		5 quarts	4 quarts	4.5 litres
Transmission		1.5 pints	1 pint	562 ml.
Rear Axle		2.25 pints	1.5 pints	843 ml.
Steering Gear		7.75 ozs.	7.25 ozs.	210 ml.