



Western Model A News

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

Year: XI Number: 1

AUGUST, 1990

QUIZ NIGHT

SATURDAY, SEPTEMBER 1, 1990
(at 7.30pm - first question asked at 7.45pm sharp)

VERY IMPORTANT ... PLEASE NOTE CHANGE OF VENUE:
MOUNT HAWTHORN COMMUNITY CENTRE
Corner of Scarborough Beach Road and Berryman Street, Mt Hawthorn
(near Oxford Street)

MAXIMUM EIGHT PERSONS PER TABLE - ONE CLUB COUPLE PER TABLE
only \$5.00 per person

**** OVER 150 PRIZES ****
including instant tickets with a chance at \$25,000!!

**THIS IS THE MAJOR FUND-RAISER FOR 1990. PLEASE BOOK YOUR
TABLE NOW AND CONTACT FRIENDS AND RELATIONS TO MAKE UP
EXTRA TABLES TO ENSURE A VERY SUCCESSFUL EVENING.**

ALL CLUB MEMBERS AND THEIR FRIENDS ARE MOST WELCOME SO PLEASE
PHONE LAUREL COOKE ON [REDACTED] NOW AND BOOK ALL YOUR TABLES SO
THE ORGANISERS KNOW THE NUMBERS TO CATER FOR - Ta!

soft drinks - beer - wine will be available - B.Y.O. nibbles if you get hungry
With your help this will be a successful, fun night.

ANNUAL GENERAL MEETING: Sunday, August 26, 1990
Embleton Primary School - 1.30pm - see Calendar for more information.

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

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

SUNDAY, AUGUST 26, 1990

ANNUAL GENERAL MEETING. 1.30pm at EMBLETON PRIMARY SCHOOL Collier Road, Embleton. Approach off Collier Road and park your Model A behind the main school building. PLEASE BRING A PLATE OF AFTERNOON TEA AND A CUP OR MUG. This is the most important Club meeting in the year so here is your opportunity to voice your opinions and comments.

SATURDAY, SEPTEMBER 1, 1990

QUIZ NIGHT at Mount Hawthorn Community Centre, Scarborough Beach Road at 7.30pm. YES you will be missed - this is the major fund-raiser for this year for the 1992 National Meet so make up a couple of tables and have fun.

SEPTEMBER 29 to OCTOBER 1, 1990

Long Weekend run to Busselton (JOHN & IVY McLEAN)

Please pay deposit now to hold your accommodation.

Supply own linen, blankets, pillows and cutlery. Each cottage to pay for power used. You may like to take folding chairs for use outside. BBQ area available and bring your usual casserole to be consumed communally in the hall.



THE DAVIDSON DALLIANCE

On a cold Sunday morning on July 29 - 35 keen Model A owners reluctantly crept from their warm beds and assembled in 11 Model A-s (plus assorted 'Brand-X' moderns) on time at 10am in the Carousel shopping centre eager to be on their way.

The DAVIDSONS had printed up a comprehensive set of instructions for the day's run - but where were the papers? First step was for COLIN to pile into the LUCA's new family Falcon (well, at least it was a Ford!) and head back home for the instructions. Those left behind thought that they went to the DAVIDSON domicile via Broome but they eventually returned, handed out sheets and the event began.

Morning tea stop was at the 'Emu Farm'. An interesting time looking at emus was enhanced by the sight of one emu attempting to 'groom' BILL BENNIE by nibbling on his ear - was DOROTHY looking?

Then it was onto the lunch stop at Churchman's Brook.

On the way an eager member of the constabulary stopped a modern vehicle for an R.B.T. and was absolutely staggered when 4 Model A-s also pulled in

The DAVIDSONS had created a 68 question quiz to wile away the travel time which was won by the BENNIEs with 53 points. The LYNCHs and COOKEs tied for the most humorous answer and the LUCA s easily took out the booby prize with 25 points.

Another interesting sight was a change of drivers between a cream Tudor and a red Phaeton which culminated in the driverless Tudor 'kissing' the rear of the Phaeton - what, no brakes? Did BILL BENNIE really run into the back of his own car?

Another successful run - thanks COLIN and MAXINE.

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Suite 2B Shafto Lane, 874-882 Hay Street, Perth. 321 1244. Fax: 321 1262*

MINUTES

of Meeting held at Churchman's Brook on July 29, 1990
with 35 members, 1 visitor and 5 children in 11 Model A-s, 5 moderns.

President JOHN LUCA opened the meeting at 1.45pm.

Apologies from family: PARIN, PEPPER, QUINN, SHARP, ANNEAR, and EASTOUGH.

Visitor: Joe Wojdylo. Members JOHN and PATRICIA LAURIE were welcomed on their first Club run.

In the absense of the Secretary, Vice-President LOUISE READ read minutes of the previous meeting which were moved as correct by LAUREL COOKE, seconded DOROTHY BENNIE.

Business arising: Twenty boxes of chocolates for sale for fund-raising were distributed. Manifold-gaskets received from South Australia were distributed to those who had ordered sets. Hire of bus to attend Bendigo Swap Meet - nothing to report. Busselton Long Weekend - JOHN McLEAN advised that he required \$20 per couple deposit by the next meeting and that the cost of power used by each cottage will be an extra charge. Leeman Easter Run - ALAN JEFFREE reported that he had paid \$100 deposit (participants to pay him deposit to hold accommodation) and that the dormitory for 10 persons was still available but only until the end of August when it will have to be cancelled.

CLOTH BADGE - a preliminary sample was shown and members expressed their extreme disappointment in the quality which was unacceptable in its present form.

CHRISTMAS DINNER - the committee reported on various options for venues and menus and it was decided to book the Freeway Hotel on Friday December 14 (with December 7 as a second option) for a buffet dinner at \$19.50 per head.

FINANCES: Club: \$612.05. 1992 Fund: \$5,742.24. Total: \$6,354.29. Account has been transferred from Challenge Bank to a cheque account at ANZ Bank to avoid future charges in issuing cheques. Paid out: \$188.30 for manifold gaskets, \$340 for spare parts. Received: \$240 for chocolates sold, \$35 for aluminium cans recycled.

CORRESPONDENCE IN: Various prizes for the Quiz Night received. Houghton Wines (venue for runs), Brown Agencies (polo and tee shirts), Model A Club of NSW (invite to 20th Anniversary), Street Machiners Geraldton (invite to 'Show and Shine'). OUT: Confirmation of membership for concessional licence for GEOFF DAVIES, Model A Club of S.A. cheque for gaskets.

BILL BENNIE advised that there had not been a 1992 Meet Committee meeting and gave a report on the MAFCA Convention in San Diego.

RON ANDREWS asked if the Club would have another stand at the V.C.C. Auto Jumble for 1990 but no decision was made.

The Tax File Number situation with relation to interest and 'profits' was discussed - further inquiries to be made.

JIM WILLIAMS advised that the auction of BILL SPENCER's vehicles and spares would be advertised and held in Busselton on Saturday, November 10, 1990 from 9am with viewing on the same day.

QUIZ NIGHT - LAUREL COOKE reported that 12 tables had been booked and many more were required.

A donated second-hand Model A muffler was sold with funds to the Club.

There being no further business the meeting closed at 2.40pm.

M.A.F.C.A. Model A Convention - San Diego, California, July, 1990

WALL-TO-WALL MODEL A FORDS

by the Editor

How was it? 'Fan-bloody-tastic', that's how.

Imagine a huge car park absolutely full of up to 1,000 Model A Fords of every conceivable colour and colour combination. There were: fire engines, fire tenders, tow trucks, tip trucks, delivery vans, camper vans, even a huge post office van, plus the usual (and unusual) Tudors, Fordors, Phaetons (including that beautiful 2-door Phaeton), Pickups (that's a 'ute' to you), A-400s, Victorias and lots more, many with their owner's individual touches.

Then there were the amazing extras like modern engines under the hood (that's a bonnet) with 16-inch wheels and hydraulic brakes under a standard body so for all intents and purposes they really looked like a 'normal' Model A - no 'hot rods' here. Lots of overdrives, a few totally original, never restored, vehicles. Extras like a faucet (that's a tap) instead of a quail on the radiator cap and air conditioners (large cylinders attached to the window with a fan in the end which traps the air and forces it into the window through water - I think someone called them a 'swamp cooler' or something).

My favourite was a clear plastic drink container sitting next to the gearstick with a clear plastic tube disappearing into the motor. I was attempting to trace the tube without touching the vehicle when I ran into the owner. I pointed to the plastic jug and said I was mystified by its purpose. He explained that it was connected to the radiator overflow. When the jug at his feet was half full of water he knew that the motor was overheating so he slowed down - who needs a 'motor meter'?

MODEL A MEET PERTH, 1992

Helen and I were trapped behind a table for a lot of the time promoting our 1992 Meet, handing out brochures, answering questions (explaining that 'Crocodile Dundee' would not actually be at our Meet) and selling a few books. We got a lot of interest and many actually signed up for our 'Koala Club' to receive regular Updates. One guy from New Jersey wants to bring his 24-seater Model A bus to our Meet so his own Club members who come can ride around in it... Neil Phillips from South Australia is handling most of the train details for us ('take the A-train') and was talking about putting on TWO trains to cope with the demand!

They had a total of 200 'helpers' (identifiable by a blue coat) and organised lots of seminars each

day, activities for young children and teenagers, a gymkhana, fashion events and much more. I interviewed Ed Davis who was the main backroom boy. He had not been to bed for two days but told me that they had 890 family registrations, 2,000 name tags, 650 cars on the mandatory run, 98 people in the fashion show (90% absolutely authentic), 103 cars competed in the gymkhana, 100 in the new 'Touring Class', 670 people at the fashion banquet, 443 went to Tijuana, 1,200 at the awards banquet and 1,000 on the mandatory run.

Ed Davis also told me that his aim was for the 165 Concours judges to be 'transparent' - meaning that there would not be any queries or questions about their decisions. A few of the Concours entrants were absolute fanatics: they tow their Model A-s in huge covered trailers behind monstrous Recreation Vehicles and only wheel them out for the judging. On the 33-mile mandatory run some even followed up with the trailer to tow the Model A back to the hotel! I heard of one Model A which had been restored for 4 years and had travelled a total of 40 miles! Some even ran an oil with a lot of teflon then drained it out and ran the motor 'dry' so there were not any oil leaks!!

On the mandatory run, a Fordor was trundling along down the Freeway at 50mph and was rear-ended by a modern Ford doing 70mph. The passengers were hospitalised but thankfully not seriously hurt. The car was considered a temporary 'write-off'.

They had a huge repair tent open until midnight each day (free oil changes courtesy of Valvoline) and carried out 105 repairs on 73 vehicles: 2 major overdrive repairs (twice on one car), blocked radiators, one broken fan through a radiator, wheel bearings, axle keys, 2 timing gears (center loose), water pumps, rear oil seals, new babbits on one car, etc. The consensus of opinion among the repair tent crew was that a lot of the work could have been avoided with some preventative maintenance.

As with any event on such a huge scale there were some problems and mistakes but we have just taken a note of them for running our own Meet.

The next one is in Dallas, Texas in June, 1992 - 'Ya'll come!'

THE PRESIDENT'S REPORT

Once again we have grown in the past twelve months and shown that we are self-sufficient with various fund raising activities supported by all.

We started the year with 48 family memberships and finished with 67 - up 40% with more 'in the pipe-line'. Last year our Register listed 73 Model A-s. We now have 95 (around 38 'on the road' up from 33) plus New Zealand and interstate member's vehicles.

Advertising in the Newsletter has halved production and postage cost to around \$4.50 per membership p.a.

We have enjoyed many and varied runs throughout this vast State; always looking for something new or different: Picnics in the park, Tall timber tours, Boyanup and the ever-enjoyable Fonty's Pool.

Fund raising has been a big part of our Club activities this year, with much success and new ideas from members: Brewery tour, All Ford Day, Raffles, Quiz night, Swap meets, BBQ night, etc.

Our strength of Club participation was once again shown at the 1990 National Meet in Queensland with several families making the trip and again being rewarded with the Club Participation Trophy.

Sadly we lost one of our dearest and most respected members in Bill Spencer (who will never be forgotten).

On a personal note I have thoroughly enjoyed this past year as President, seeing this Club turn 10 years old in June and celebrating in fine fashion. I thank you all for your support over the past twelve months.

TINKERING TIPS

by Arnold 'Bud' Dodge from Yakima, Washington

When replacing the front crankcase oil seal, soak it overnight in STP (or equal parts STP and motor oil). This will help to avoid an excessive smokey burn-in and future oil leak.

A .125" overbore increases the displacement of a Model A about 13 cubic inches or about 6.5% over standard. This increases the compression ratio about 5% with a standard head.

Some Model A owners obtain a bit more power from their engines by installing a Model B camshaft. This requires the Model B pushrods which are a fraction longer or adjustables. This seems to cause no side effects and will permit some improved 'top-end' performance.

The cylinder head makes an excellent guide for drilling the primary hole for Heli-Coil insert installation to repair stripped block threads.

The removal of .065" from the surface of an original Model A cylinder head was a simple way to pick up a few 'horses' for the high school crowd of the '30's. As long as at least .035" remained of the original recess in the cylinder head no identifiable problems came up since the head gasket added another .065" of clearance. Some rebuilds permit piston tops to rise a bit above the block and should be considered in any 'shaving off'.

Never install a clutch plate that does not feature a spring loaded hub. The clutch chatter can irritate the most calm personality. If caught without a clutch plate aligning tool it is possible to install transmission while the pressure plate bolts are loose. Once transmission is in place, gradually tighten pressure plate bolts through the inspection hole in the bell housing.

The heavy flywheel will slide on and off easily if a headbolt stud is used as a guide by screwing it into the crankshaft flange.

When inspecting the gears of a differential that has been in use, look very carefully at the gear tooth bases for hairline fatigue cracks. These are not uncommon and can cause grief if the car is driven hard. If in doubt, have it Magnafluxed.

TWO WEEKS IN CALIFORNIA

Bill & Dorothy Bennie

Dorothy and I made a last-minute decision to go to the San Diego Model A Convention. In a whirlwind 3 weeks we arranged passports, visas, air fares, hotel accommodation and a hire car.

We left Sydney at 2pm on a Saturday afternoon and arrived in Los Angeles at 10.30am on the same Saturday - courtesy of the Pacific Time Zone.

By 3.30pm that afternoon we were in Disneyland enjoying all the shows, slides, rides and the other attractions. We stayed until midnight - Fantastic place.

The 127-mile drive south to San Diego was a pleasant drive on a busy Freeway passing through San Clemente where disgraced ex-President Nixon has a home. We were told that the Golf Club could fit us in for a round of golf in about 2 years time for \$175 for the one round - we declined.

Nearing San Diego we learned that the huge number of abandoned cars on the roadside were the result of an Immigration Department raid the night before in which over 950 illegal Mexicans were caught trying to get into California. They just dump the cars and run for the bush often leaving car doors open and engines running!

The Convention was absolutely first class and almost overwhelming in size with around 650 Model A-s and some 2,000 participants. The Town & Country Hotel was gigantic with four large swimming pools, restaurants, coffee shops, boutiques, etc. All rooms were beautifully decorated and set in lush tropical-style gardens.

All the West Australians made the trip south to Mexico and Tijuana for a shopping trip.

The difference between the very affluent San Diego and the absolute poverty of Tijuana has to be seen to be believed. All were warned not to eat or drink anything there and to remain within definite street boundaries. There were bargains in this duty-free city - one litre of Tequilla for \$4.50 and leather coats for \$130 which would cost \$350 back home in Australia.

After the Convention, Dorothy and I hired a car - dare I say a 1989 Chevrolet Corsica: a four-cylinder front wheel drive sedan. Great on the flat and gutless on the hills.

With Dorothy navigating the complex freeway system we returned to Anaheim. From there we made a tour to Universal Studios in Hollywood north of Los Angeles, this was a full day trip and worth every minute.

The Studio tour took us firstly around Hollywood and Beverly Hills to view the star's homes and to the Syd Grauman Theatre to see the imprints of the star's shoes and hand prints in the concrete of the footpath.

Then a full tour of the Universal studios to see how films are made including the 'back lot' which is a vast mock-up of city streets that can be painted and dressed up to suit the filming of almost any movie required.

Leaving Anaheim we drove west to Longbeach and the dramatic 'Queen Mary' and the vast dome that houses the gigantic 'Spruce Goose'. Older Club members will remember the 'Queen Mary' as the largest passenger ship ever built. It was purchased by the State of California and anchored at Longbeach. It is now an Hotel as well as a large tourist attraction with on-board shops, restaurants and displays of how the ship was in its hey day.

The 'Spruce Goose' was the largest seaplane ever built and still has a wingspan larger than the latest 747-400. It was built by the eccentric Howard Hughes. To view it, it takes your breath away, even at this

stage of giant everythings.

Onwards through the absolute canyons of the greater Los Angeles freeways with hundreds of cars and trucks all around us at 60-70 mph at some stages and crawling along at 5-10mph at others. Dorothy had worked out where we were going and it was "stay put" here and "move right" there and "take the next off ramp" there until we made our way to the Beverly Hills Ramada Hotel.

Next day we parked for 2 hours free in a Beverly Hills City car park and went window shopping up and down the famous Rodeo Drive shopping precinct. There were Rolls Royces, Ferraris, double-stretched Lincolns parked in the street and some of the fanciest shops you could imagine. A man's wear shop had ties out at \$275 each and suits reduced from \$4,500 down to the bargain price of \$2,995. We bought a cup of coffee in a plastic cup for \$1 from a street vendor and left with our wallet intact but some fascinating memories.

Off again into heavy traffic on Santa Monica Boulevard and west to the coast then north up the coast on Highway 1 past beaches at Malibu and the beachfront houses owned by many of the movie stars.

An unplanned pleasant surprise occurred when we decided to leave Highway 1 and visit a Danish settlement at Solvang. It was to be an in-and-out visit for just a look. We were so taken with the place we booked into the hotel and stayed two days!!

Solvang is built entirely as a Danish Village and once in its streets it is almost impossible to believe you are still in America. The architecture is pure Danish and at night with the whole village decorated in fairy lights you are transported into a Hans Christian Andersen fairy land of European medieval life. The whole village is alive with tourists during the day but is quiet and peaceful after dark with lovely restaurants, coffee shops and bars hidden away down laneways and perfectly safe to walk around.

Away north along the increasingly rugged coast to San Simeon to see the magnificent Hearst Castle, built by the newspaper and movie magnate William Randolph Hearst.

After a 7-mile bus trip up the incredibly steep terrain to the Castle we were treated to a view of rooms that we thought only existed in some of the more elaborate Cecil B. DeMille movie sets. Gigantic rooms hung with priceless tapestries, marble statues, carved timber ceilings, walls and furniture not to mention solid silver candelabra. Indoor and outdoor heated swimming pools. This Castle was used to entertain the rich and famous and also the infamous. It is set in 250,000 acres and can only be described as 'magnificent'.

Turning back south we drove inland to Santa Barbara via the San Marcos pass through the mountains and viewed the absolute devastation caused by recent fires. Over 400 houses were burned out in these fires and the area looks like World War III had hit.

Santa Barbara is a very attractive city and, as with many Californian cities, it has a heavy Spanish influence in the architecture. We had lunch, did some shopping and reluctantly left as it was our last day in California.

Again Dorothy navigated us south heading for L.A. Airport - no mean feat in mid-afternoon traffic. We made it however despite some quick thinking and changing routes a couple of times. If you can drive the L.A. Freeway system I am sure you can drive anywhere.....!

... Notebook ...

Another NEW MEMBER to add to your Register: Welcome to Mrs BETH MARTIN of [REDACTED] Sefton Park, South Australia, [REDACTED] Beth has a '29 tourer.

CHOCOLATE MONEY - please bring to the A.G.M. and hand to LOUISE READ as she must pay the supplier within 30 days.

HAPPY BIRTHDAY to ROSS LETCH who passes another one of those birthdays with a '0' on the end!!

The Avon Valley Vintage Vehicle Association (where we have some members) are assembling some vehicles for the Centennial Northam Show on 14, 15, 16 September. They would welcome some Model A Fords from our Club and would be willing to billet members in their homes. Cars would also be welcome for one day (probably Saturday the 15th). Contact Dave Lucas on [REDACTED] or Secretary Colin Campbell on [REDACTED]

FOR SALE - 6v battery in good condition, 28/29 rear mudguard and bonnet in poor condition and a good crown wheel and pinion. PETER LYNCH [REDACTED]

FOR SALE - also see PETER LYNCH for those: trafficators, reflectors and wiper blades described in the last Newsletter.

AUCTION of BILL SPENCER's vehicles and parts will be held in Busselton on Saturday, November 10, 1990 from 9am. They intend to sell everything on the one day. Viewing same day or by appointment. Contact JIM WILLIAMS on [REDACTED] if you have any queries.

EAST COAST ANTIQUE AUTO PARTS are having a sale of up to 20% off until August 31, 1990.

MAX who? MAX 'Wrigley' ANNEAR - that's who!

During the MAFCA Convention, MAX ANNEAR drove a 1930 Model A Pickup from Los Angeles south to San Diego. He followed a 1930 Roadster owned by Bob Trousill so closely through the crazy California Freeway traffic that he got a new nick-name: MAX 'Wrigley' ANNEAR because he stuck to that Roadster like chewing gum for the 100-mile drive.

MAX could not drive the Pickup back to Los Angeles so your Editor volunteered. "Just follow me" said Bob Trousill as he leapt into his Model A Roadster. Well, it looked like a normal Roadster if you ignored the 16-inch wheels (much like the ANNEAR Model A I thought). Oh No - under this bonnet was a V6 Pinto engine.

So, it was drive out of the hotel car park and straight onto a Freeway. One minute later we were merrily double-clutching, changing gears with the right hand, weaving through aggressive drivers trying to keep up with Bob Trousill and belting along in a stock standard Model A Pickup at 100kph - good fun isn't it MAX? They say that you only use a teaspoon full of adrenalin in your entire life - oh yeah!!

Helen and I hired a Pontiac Grand Am in Florida, a Plymouth Acclaim in South Dakota, drove a luxury Oldsmobile in Seattle and roared through the Cascade mountains in Washington State driving a friend's fabulous jet black Corvette, so we experienced the full spread of motoring in America but you still can't equal piloting a stock-standard 1930 vehicle at 100kph through Los Angeles traffic with your heart in your mouth - what a buzz, eh MAX? Bevan.

GOT A COMMENT OF ANY SORT?

Do you want to make a point, a criticism or float an idea but do not want to stand up at a meeting, or you are a country or interstate member? Here is your chance - write to our P.O. Box number on the front page and your comments will be aired in your Newsletter - you do not even have to put your name on the letter if you prefer to remain anonymous. Here is your opportunity!

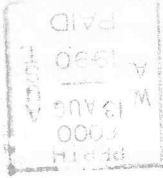
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