

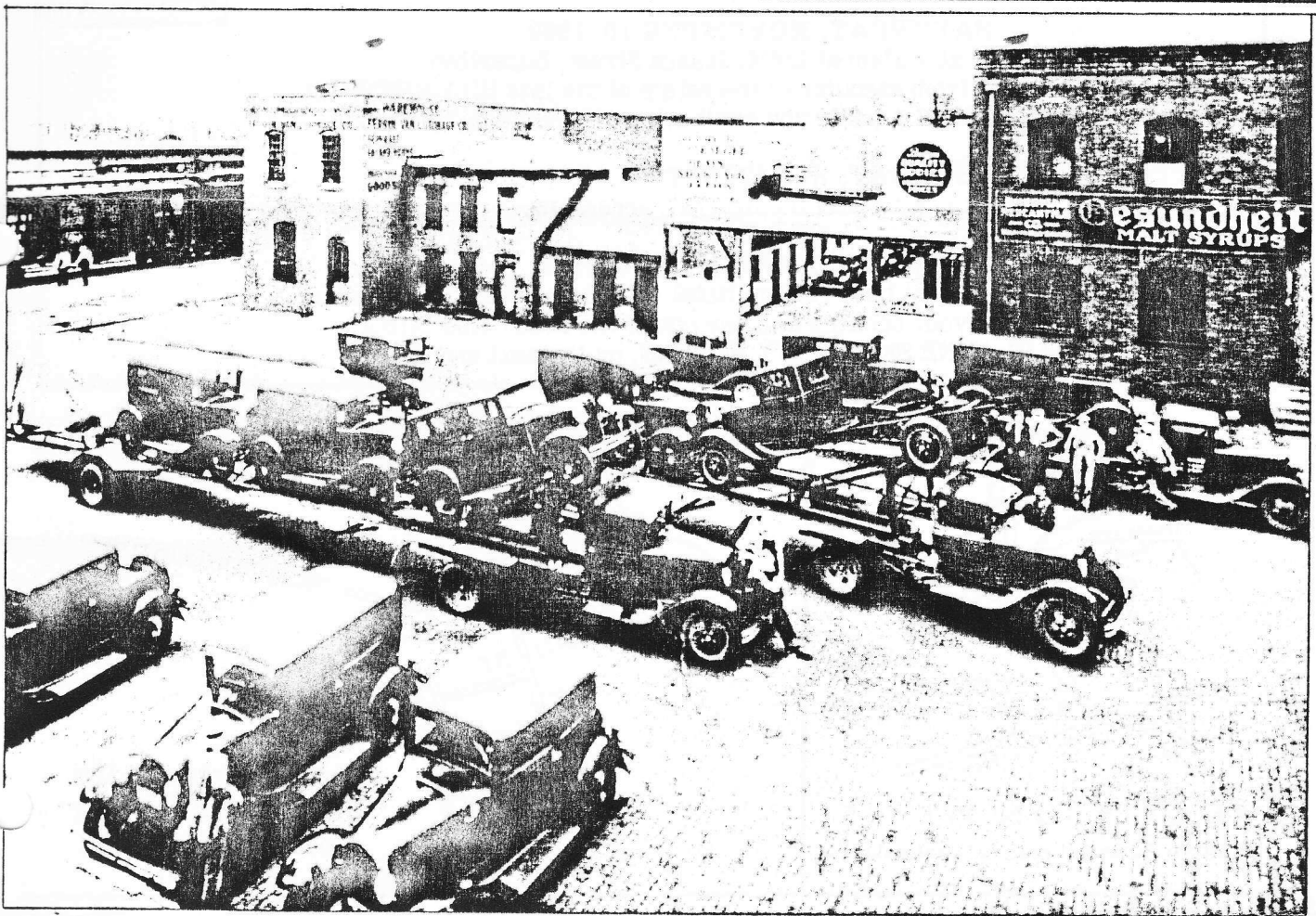


Western Model A News

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

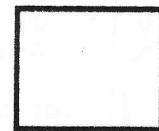
Year No XI Number III

OCTOBER, 1990



Probably taken in Omaha, Nebraska in 1930 or '31 of an auto transport company. 'The Restorer'

ANNUAL CLUB SUBSCRIPTIONS are now overdue.
Due July 31, 1990. Can't remember if you have paid?
If there is a cross in this box your membership is
about to lapse so don't miss out. Pop it in the post. Ta!



Next Run: October 28 - 1pm at Midland Gate - see Calendar

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, OCTOBER 14, 1990

V.C.C. Autojumble - contact RON ANDREWS on [REDACTED]
Parts, Memorabilia and other items to sell still required.
Offers of assistance on the day to Ron please.

SUNDAY, OCTOBER 28, 1990

Meet at Midland Gate Shopping Centre car park to leave at 1pm
for a short run to HOUGHTON'S WINERY, Dale Road, Middle Swan.
Take afternoon tea if you like.
You can join in the wine tasting combined with a talk and cheese and
biscuits for only \$3.00 per person.
This time you can sleep in on a 'Model A Sunday'.
Organised by LOUISE READ.



SATURDAY, NOVEMBER 10, 1990

AUCTION at 9.30am at Lot 41 Isaacs Street, Busselton.
Under instructions from executor of the estate of the late BILL SPENCER
If you are seeking Model A parts you can't miss this - details this issue.

SUNDAY, NOVEMBER 25, 1990

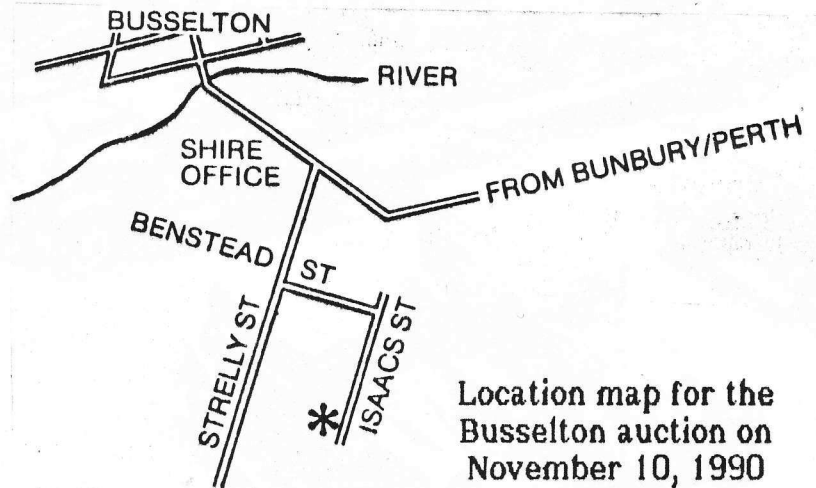
BILL & DOROTHY BENNIE arranging.

SATURDAY, DECEMBER 8, 1990

CHRISTMAS DINNER at the Freeway Hotel - \$21 per person plus drinks.
Please confirm your booking and pay one of the committee: NINA
WILLIAMS, JUNE SMITH, IVY McLEAN, by the next meeting.



HOUGHTON WINES
Western Australia's premier winemaker.



Location map for the
Busselton auction on
November 10, 1990

LETTERS



DEAR ED:

Thumbs down to those club members who DID NOT go to the quiz night and allowed Mustang Club members to out number Model A owners on the night. Thumbs up to the handful of club members who AGAIN were 100% behind their club activities and made the quiz night a success. *Point taken but purely playing the 'Devil's Advocate' I would say that members are still entitled to live their individual lives as they see fit.* Ed.

What happens to some driver's courtesy to other motorists when they drive in convoy? *This is obviously an on-going problem. We must all show extra courtesy as it will harm the entire 'old car movement' if other drivers begin to hate old cars. Suggestion: why not establish at what speed members wish to travel and then divide each run into groups travelling at similar speeds? This would help clear any traffic jams.* Ed.

Tyler & Associates

Licensed 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 in Busselton, September 30, 1990, 31 members 9 children in 11 Model A-s and 3 'moderns'.

President JOHN LUCA opened the meeting at 6.15pm and welcomed ROBERT TEALE and ALAN ANNEAR.

Apologies from: JOHN & IVY McLEAN, ANGELO & JUDY CALLEJA.

HELEN SHARP read minutes of last meeting. Moved PETER LYNCH, seconded DOROTHY BENNIE. Passed.

Business Arising: Considerable and wide-ranging discussion ensued regarding the Annual Vehicle Inspection with input from many members. STEVE READ proposed that all vehicles be physically driven during inspection to check brakes, steering, etc. Seconded BEVAN SHARP and passed unanimously. Also discussed and agreed that any 'work order' placed on vehicles must be rectified within one month or before competing in an official Club event. REG BLEWETT expressed concern about insurance covering vehicles being driven by a Club inspector. Advised that all members vehicles must be insured. Chocolate money still outstanding from JEWELLS and CHRIS WRINGE.

Christmas Dinner. NINA WILLIAMS requested numbers and payment of \$21 per person by next meeting.

Quiz Night. Agreed that the night had been a success. Two companies had responded to our thank you letter with another prize. STEVE READ expressed disappointment at the ratio of Club members to visitors. Anniversary congratulations card to be sent to N.S.W. Club. Spencer Auction. Public liability insurance cover in place but care to be taken and lots not to be disturbed. Northam Show was a successful run.

Financial Report: Club: \$1,254.62. 1992 Fund: \$8,164.45.

Touring Class. Decided that there was no time to discuss in detail so the suggestions would be printed in the Newsletter and any comments be made urgently to MIKE COOKE.

Bendigo Swap Meet. BILL BENNIE to give ALAN SMITH a written report to present at the Model A delegates' meeting at Eaglehawk.

Club Badges. STEVE READ questioned why payment for the new supply of lapel badges was to be from the 1992 Fund as passed at the last meeting. BILL BENNIE asked members not to consider 1992 Meet as a separate entity and explained that although the funds were separate, all monies belonged to the Club and that any surplus after the Meet would be placed in general funds. Decided to postpone further discussion as JOHN McLEAN had moved the original motion and he was not at the meeting to explain.

JOHN LUCA thanked the SHARPS for their efforts on behalf of the Club, passed by acclamation.

The Editor reported that Sands & MacDougall had donated 10 reams of A4 paper for the Newsletter which will last about 10 months and that the next issue will actually make a profit.

JOHN LUCA advised that he had received a message that JOHN McLEAN had requested a refund of expenses for organising the Busselton run. All members discussed this matter in detail and unanimously agreed that no member who volunteered to organise Club events, etc would receive any recompense unless an amount had been authorised in advance.

Members agreed to thank JOHN & IVY McLEAN for organising a very successful event, and to pass on best wishes to JOHN for a speedy recovery.

Correspondence: In: Prestige Autos auction, Four Seasons Holiday Resort, Houghtons Wines, Bignall Fraser (auction), Bryan Totterdell (rust-proofing), Midland Brick (prize), Playhouse Theater (prize). Out: Sheridans for Badges, Model A Club S.A., David Palmer, Freeway Hotel, Penrite Oil, Mustang Owners' Club, Alex Polley, Bignell Fraser, Sands & MacDougall.

1992 Meet. BILL BENNIE reported that we now had 25 Koala Club members from U.S.A. who had paid \$10 each. The Quiz Night had been a success. Future fund-raising should be steady through 1991. Members were thanked for their support and BILL repeated that members should remember that the Meet organisation was an integral part of the Club's activities and that input from all members was most welcome at any time. LAUREL COOKE showed a bag that she was making (and filling with 'goodies') for children at the Meet. Suggestions and ideas were asked for ladies' activities during the Meet. The Ford Motor Company of Australia were offering involvement in the Meet. MAX ANNEAR thanked the committee and requested that all members be willing to offer their assistance when asked.

The Club to thank Terry Germain and Jim Bell of the South West section of the V.C.C. for their endeavours on our behalf in organising the Sunday rally.

There being no further business, the meeting closed at 7.45pm.

Fashionably Speaking

by Fern Davis, era fashion editor
THE RESTORER - JUL/AUG 1990

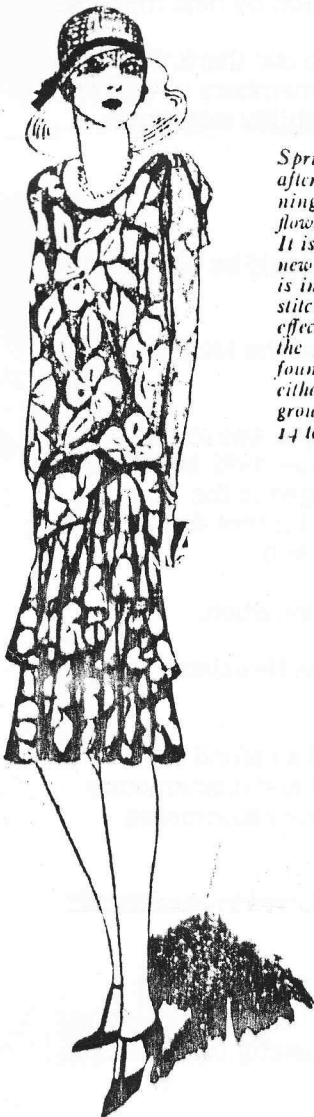
The Garden Party, or Afternoon Tea, was a popular woman's pastime throughout our era. Once in a while men attended, but only on very special occasions. Predominantly, it was a woman's domain.

The time was summer, the dresses were sheer, and the hats, either straw or horsehair, were usually wide brimmed, though smaller brims were also worn. The dresses were usually long, although, in '28 and '29 knee length was also worn, as long as the fabric was sheer and the style dressy. Chiffon, Georgette, Batiste, most with floral prints was typically used, some with large print and some small.

Our illustrations show one short, earlier dress and two

of the longer styles. The lady with the hat on is modeling a 1930 dress and the hatless model a 1931 version. The 1929 long dresses were similar to the styles here, except they had no belt at the waist line. All had bias cut and often a matching jacket or bolero. The dresses were cool and the effect lovely.

The shoes were usually white, beige or light colored. Even though one of our illustrations shows black shoes and hat, this must really have been an innovation with that type of an outfit. The purses could either match the dress, in color or material, or be beaded or mesh type. This is one of the few occasions where a fur piece would not have been worn or carried.



For Tea

Spring's special frock for afternoon parties and evening as well is this lovely flowered georgette dress. It is fitted at the hips in the new fashion, and the skirt is in two tiers of low ruffles stitched on in semi-circular effect to form a cascade at the side. It has a crêpe foundation and comes in either navy or beige background with gay colorings; 14 to 18, 38 to 40; \$19.75.

With such a gown, nothing could be more effective—for both afternoon and evening—than a matching bag and opera pumps of black slipper satin, with a dash of marcasite in clasp and buckle. A large horsehair hat, also black, and a delightfully original necklace—a mass of tiny vari-colored glass flowers—complete a charming and refreshing summertime picture. Costume and accessories from Saks—
Fifth Avenue



BUTTERICK PATERN NO. 3781



Henry said:

- "Being greedy for money is the surest way not to get it."
- "...the wood used in a Ford car contains thirty pounds of water."
- "...repair men were for a time the largest menace to the automobile industry."
- "When one of my cars breaks down I know I am to blame."
- "The man who's brain keeps office hours limits his horsepower."

LONG WEEKEND TO BUSSELTON

It's a pity that when we want to go away, so does everyone else and the traffic is so heavy. We shall have to create a special 'Model A only long weekend' as a State law - we must surely constitute a 'deprived minority' and qualify so that the present Government would listen to such a claim!

A contingent of four Model A-s (LUCA, LYNCH, COOKE, SHARP) left on Friday afternoon. They met at the SHARP residence and JOHN LUCA borrowed a pair of pliers and promptly disappeared under his car to adjust the clutch, then the SHARP Tudor was emptied to locate a set of points for the LYNCH Coupe.

SIX more Model A Fords (WILLIAMS, BENNIE, BLEWETT, ANNEAR, READ, LETCH) and three 'moderns' (DAVIDSON, PEPPER, SMITH) met up on Saturday morning on schedule and proceeded to the COWLIN residence to collect them in 'Emily'.

All were soon settled into their respective residences, swapping stories and lifting bonnets. STEVE READ was adjusting the carburettor in the LYNCH Coupe until it was just barely turning over on idle. Someone commented on the slow idle which was like a red rag to a bull to ROSS LETCH who promptly lifted his Roadster bonnet, so initiating a slow idle race. Both cars were only just ticking over. ROSS's endeavours were somewhat thwarted by STEVE placing his hand over the Roadster's exhaust!

The Tudors of MIKE COOKE and JOHN LUCA were also soon lifted and carburettors were being adjusted.

PETER's Coupe was burning out points at a great rate until a ballast resistor was fitted to the coil of the 12 volt system.

Saturday was barbecue night. Had HELEN SHARP been drinking some falling down juice or was she pushed? An entertaining night was enjoyed before retiring and listening to a riotous group of soccer players until around 4am.

Most were awakened in the morning either by the rooster who began before sunrise just after the soccer

players retired or the loud calls of the prowling Guinea-fowl.

The eleven Model A Fords were lined up at 8.30am as promised for a contingent of media who, as usual, did not arrive but several locals called in to view the display.

The South West section of the V.C.C. had gone to a lot of trouble to map out a run with detailed instructions and a map. First call was Dunsborough to raid the Bakery shop. When BILL BENNIE started his Phaeton he found that the brass strips to the spark plugs do not function as well when they are in STEVE READ's pocket.

Then it was on to a very pleasant and sedate drive through some pretty countryside among the wildflowers to the 'Whistle stop' where even the adults squeezed themselves (some with more difficulty than others) into the miniature trains for a ride (or two, or three) through the park.

Back in the caravan park more bonnets were lifted for some attention before a meeting and then the famous casserole night followed by cheesecake. Thanks to all the ladies for a grand spread. Out came the music and a few serious stalwarts executed some strenuous dancing.

After being awakened by the Guinea-fowl (some wishing they would return to Africa), on Monday we all viewed items for the upcoming auction before setting off home. I believe that there was a bit of dispute regarding the use of CB radios and travelling in convoy in heavy traffic??

All-in-all a successful weekend. Thanks to JOHN & IVY McLEAN for their organisation, and the local V.C.C. for planning the Sunday run.

ANNUAL VEHICLE INSPECTION

On Sunday, September 16, MAX ANNEAR and I inspected a total of 18 Model A-s (I had previously inspected 5 others on the previous Friday) making a total of 23.

Most cars were in good condition with a few only needing minor attention.

Thanks to MAX and STEVE READ for the use of their workshops. Thanks also to ROSS LETCH for producing the windscreen stickers. REG

Many thanks MAX and REG. Better turn out than last year. If your Model A still needs its compulsory annual inspection, please contact REG BLEWETT on [REDACTED] arrange a mutually convenient time.



PENRITE OILS
the classic choice

Restoring a Model A Ford? Looking for spare parts?
Don't miss the
MODEL A FORD AUCTION OF THE DECADE

Comprehensive collection of fully restored and unrestored
Ford Model A motor cars, new, reproduction and used
parts, including machinery and sundry items.

Under instructions from the executor of the estate of the
late Mr W.A. Spencer.

Model A Fords

1930 - 5 Window Coupe. 90% restored, needs upholstery, unlicensed.

1931 - 5 Window Coupe. Fully restored, excellent condition, licensed.

1928 - Sports Coupe. Fully restored, excellent condition, licensed.

1930 - Roadster. Unrestored, complete.

1929 - Phaeton. Unrestored 80% complete.

1928 - Phaeton. Unrestored 80% complete. Ute treatment.

1929 - Phaeton body complete not assembled.

1929 - Fordor body complete, not assembled.

Others:

1956 Daimler, various 1934, '35 and '36 Ford V8's complete, unrestored cars and parts.

Assorted tools, including:

Vice, Panel beater repair kit, Welder, Guillotine, Jack, Trollys, Planer, Docking saw, Bandsaw, Arc welder, Power hacksaw, Emery Wheel, 30" crescent Spanner, Cutters, Orbital sander, Radial drill, Metal lathe, Block and tackle, Pipe bender, Milling machine, Air wrench, and many more.

Sundry items include:

Filing cabinets, Bench, Metal cabinets, Micrometers, Battery charger, Nuts and bolts, Wiring, Packing and gasket material, Dyke's encyclopedia, Model A Ford books, Service manuals, Technical books, Posters, etc.

Numerous Model A Ford parts, including:

21" rims, 19" rims, Differentials, Brake parts, Carburettor, Distributor parts, Manifolds, Gears, Cylinder blocks, Steering wheels, Hood bows and irons, Dash panels, Phaeton rear tubs, Petrol tanks, Phaeton front door, Tudor doors and sun visor, Bonnets, Front and rear guards, Cowls, Cowl posts, Rear door posts, Speedometer parts, Shock absorbers, Starter motor and bendix springs, Floater motor kit, Engine mountings, Generators, New repro 1928/29 radiator surround, New repro 1930 radiator surround, 1928/29 fibreglass rumble boot lid, 1930/31 stainless steel cowl surround, Roadster and Tudor wheel repair panels, Water pumps, Fans, Axles, Battery carriers, Splash shields, Light switch rods, 1928 curved inner panel, 1928 Roadster panel below deck lid, 1928/29 Running boards, 1930 Running boards and shields, Rumble seat platforms, Exhaust systems, Windscreen frames, Drain gutters, Steering columns, Brake drums, Bumpers, Front axles, Sumps, Backing plates and drums, Bell and clutch housing, Radiators, front and rear springs, Chassis, Phaeton rear window frames, Horns, Seat springs, Radiator hoses, Front shackles, Door handles, Fuel lines, King pins, Tail lights and lensas. Headlight lenses and many more.

Also comprehensive array of Ford V8 parts.

THERE IS A TOTAL OF 451 LOTS.

SEE CATALOGUE FOR FULL AND CORRECT DESCRIPTIONS AND THE LOTS TO BE AUCTIONED.

9.30am on SATURDAY, 10th NOVEMBER, 1990 at
LOT 41 ISAACS STREET, BUSSELTON

All enquiries to John Jennings at



ESTATE AGENTS & AUCTIONEERS

104 QUEEN STREET, BUSSELTON. Phone (097) 52 1522, Fax (097) 52 4315
INSPECTION: THURSDAY/FRIDAY 8-9th 10am to 4pm, DAY OF AUCTION FROM 8am.

The Northam Centennial Show

REG & CORAL BLEWETT in their '28 Tudor (who was that rude person who said they had not seen it for years?), MIKE & LAUREL COOKE with JORDAN and a small friend in their '28 Tudor, BEVAN & HELEN SHARP in the '29 Tudor and, for a bit of variety, PETER & FAYE LYNCH in the left-hand drive '30 Coupe, met in Mundaring at 7.30 am for a trouble-free drive to Northam.

We all stood around in a car park until the parade started. Somehow the Sharps were the first vehicle in the parade after the lead car and a truck containing a blacksmith standing on the back and belting a lump of iron on an anvil. We proceeded down the main street in a stop/start fashion and followed the truck onto the grounds. All the following vehicles had disappeared and we were left idling away in the middle of side show alley for several minutes being propositioned by a coconut shy stall holder.

Eventually the parade entered onto the area by another gate so we just joined in. JORDAN and friend had piled into the back of the LYNCH coupe so they had to transfer into the SHARP Tudor when it started raining as the COOKE Tudor had vanished.

We were about to call the S.E.S to mount a reconnaissance mission when they arrived. MIKE had a re-built 6-volt battery which was only a few months old but it had apparently decided to *\$@* itself and collapsed (well that was the verdict of the car park experts). Local member DAVE LUCAS kindly offered to locate another - just before the shops closed. "That will be \$92 thanks Mike." BUT, did they need a battery at all? Latest news on the grapevine is that the battery only had dirty terminals and was not making a good connection. Anyone want a brand new 6 volt battery - one careful owner and only been from Northam to Perth?

We all savoured the delights of the typical country show until a trouble free drive back home. An enjoyable time and a 200km round trip. It was great to finally meet up with our Northam members: DAVE LUCAS, BARRY BRISTOW-STAGG and BERT HAYES - thanks guys, when are you coming down the hill to Perth?

Holiday the Blewett Way

The night before they were due to leave was wild and stormy and left a fence in the horizontal rather than vertical position and a neighbour's tree threatening to enter their house via the kitchen window. After some forestry work and a clean up, the Landrover was packed and they were off on their travels.

After topping up with fuel in Boulder they took a wrong turn at night in pouring rain which led to Reg extending Coral's vocabulary with some new words.

They jolted over a sandbag traffic island, down a few roads not even on their map and finally reached their objective: the road beside the Trans-Australian railway which became very familiar to them over the next eight days.

The road became very slippery in the rain and they considered heading for the Eyre Highway at Rawlinia but the clouds cleared so they continued. Although the nights were chilly and they had a strong tail wind blowing them across Australia it slowly became sunnier as they travelled east.

The road deteriorated into a track with crops of sharp stones and lots of rocks as the top soil had blown and washed away.

An average day's travel for the next seven days was just 80 miles a day (not an hour!) and no other vehicle ever passed them.

Many of the railway stations are abandoned and the houses are empty, although trains still wait at sidings for other trains to pass on the single line.

Reg examined all the rubbish tips for Model A parts without success.

Telecom have laid a fibre optic cable beside the line some three meters deep and repeater stations powered by solar panels dotted its length. A worker flagged them down at one station as he had two flat batteries so Reg gave him a jump start - there you go: Agent 99 is always on the job.

They hit the Stuart Highway and bitumen and breezed into Port Augusta through 100 miles of spectacular scenery. Then it was onto Broken Hill, Cobar and Nyngan. At Warren a levee had broken and they were deviated to Gilgandra, then Coonabarabran. The Queensland National Meet contingent from Perth had similar problems around here. So, onto Queensland to visit their daughter and family.

... Notebook ...

New Member: DAVID & RUTH LUCAS of [REDACTED] Great Eastern Highway, Northam, 6401. [REDACTED] They have a '28 Tudor and a '28 Utility. Welcome!

CHRISTMAS DINNER - Payment of \$21 per person to the Christmas Dinner committee (NINA WILIAMS, JUNE SMITH or IVY McLEAN) is required by the October meeting please.



Country member ALEX POLLEY has ordered a 1930 Roadster body from Snyders so we will all look forward to seeing it with great interest.

So, which lady member was at home without a 'regular' car to drive to the shop. She looked at the Model A Tudor in the garage and thought "Well, why not." Pity that it flooded and would not go for a while but she got the job done. ONYA LAUREL!!!

BEST WISHES to JOHN McLEAN for a speedy recovery and to ALMA LETCH.

WHO AM I? Did you get the answer to last month's puzzle? Several wrong answers came over the phone but the only one to get the right answer was PETER LYNCH who wins a night with FAYE. The answer was: William B. Stout.

Got a car in need of RUST-PROOFING, WINDOW TINTING or FABRIC and PAINT PROTECTION? Bryan Totterdell has offered a 15% commission to our Club for these products purchased from him. Call Bryan on [REDACTED] and mention your Club for the commission cheque.

WANTED. Someone has souveniered the radiator cap from the Swan Brewery Truck. If you have a spare cap, or know where one can be obtained, please advise as soon as possible. They have very kindly offered use of this interesting truck during the 1992 Meet and are interested in joining our Club so please contact the Editor or Malcolm Buckland at the Swan Brewery direct on 350 0325. Thank you.

YOUR NEWSLETTER. We are now receiving more advertisers in the Newsletter which goes a long way toward covering the increasing costs. We could always do with more contacts or offers to advertise so contact the Editor with YOUR suggestions. Please support our advertisers and mention this publication.

The 1992 NATIONAL MEET in Perth will be on in just 18 MONTHS!! Yes, that's all there is so you had better really get serious about that restoration project so we can assemble a record number of West Aussie cars in April, 1992. Don't forget the Busselton auction where you may pick up that elusive part for which you have been searching. If you have ANY problem or questions regarding your restoration (or general maintenance) please ask and we shall surely solve your problem - that's why you joined the Club. Your committee are now working on finer details, planning a memorable Meet and are assembling some major sponsorship. They have also produced new Updates so please ask if you have not yet seen a copy - there are two new separate Updates for Australian and overseas Model A owners who may be interested in coming to Perth. Do you have any friends in Australia or overseas who may be interested and you would like to send them a copy?

VEHICLE INSPECTION. If you have a roadworthy Model A Ford which has not been inspected by the Club's Examiner (or another acceptable examination), please contact REG BLEWETT on [REDACTED] to arrange a mutually convenient time.

CLUB CONSTITUTION (and BY-LAWS). Please contact the Secretary if you do not have a copy. The By-Laws were printed in the last issue of your Newsletter.



Corres: M.A.R.C. (WA.) Inc.

KINGSLEY 6026

Phone:

Laurel Cooke.

To help commemorate the 1992 RALLY in PERTH it has been decided to print a Souvenir RECIPE BOOK containing recipes collected from our members.

We hope you will be happy to participate in this project and ask if you would please send along two or more of your family's favourite recipes for inclusion: each from a different category if possible.

Should there be a special story or origin surrounding the recipe, jot that down too as it also makes for interesting reading. On each recipe page we will acknowledge the family it came from.

We're sure the book will prove to be a huge success with members and visitors alike and are therefore looking forward to receiving your recipes, so we can get the project underway.

Thanks a lot

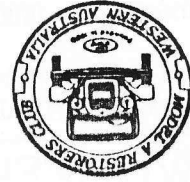
Laurel Cooke

October 1990.



If undelivered, please return to:
Palmyra, Western Australia, 6157

Mrs M. Spencer
22 Howe Crescent
BUSSINGTON 6280



Western
Model A News

Worried about the increasing price of petrol?

Ask licensed operator STEVE READ about

GAS CONVERSION

Prompt service for all makes and models

MADDINGTON GAS CONVERSIONS
Unit 5, 8 Carole Road, Maddington
459 4607

A few TINY TIPS from MAFCA's 'The Restorer'

Want to keep an eye on the distributor while fishing for the timing pin indent? Make up a tool by cutting off part of an ordinary 3/4" drive, 12 point, 1 3/8" socket, saving about 1 1/8" of the open end and welding it to a piece of 1/4" flat stock 12"x1 1/2" for a handle. Now you can turn the engine over with a crank ratchet, working from inside the bonnet.

Water accumulated in the bell of your Model A horn can lead to rust and corrosion to bell and diaphragm. Make sure the drain hole is not blocked and give the diaphragm a coat of rust-inhibiting black paint. Some repro horns do not have a drain hole so get out the drill.

Want to get to your battery without lifting the floorboards? Sabre-saw a hole 9"x12" directly over the battery, then mount some scraps of angle aluminium in the hole to support the piece you have removed - a perfect fitting, removable access panel.

To keep door handles from 'drooping', drill a hole through the inside rod and insert a cotter pin 3/4" from the handle escutcheon. Attach a small spring to the head of the cotter pin and hook under the edge of the door latch bracket.