

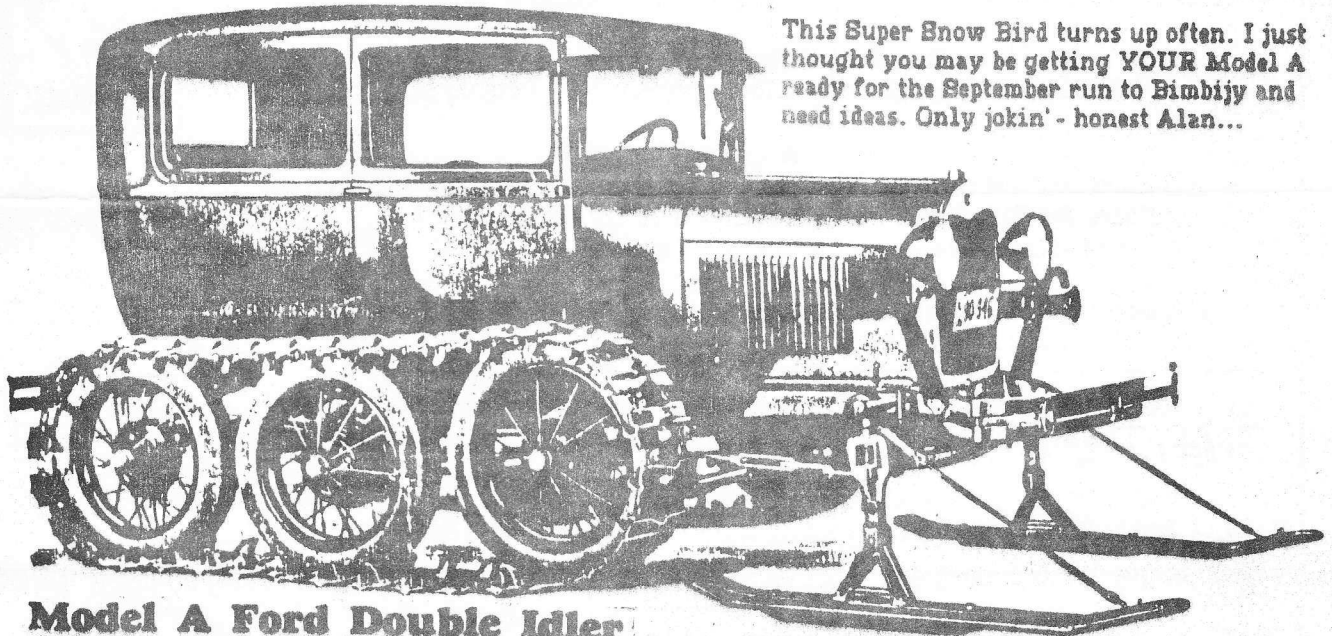


Western Model A News

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

Year XII Number I

AUGUST, 1991



This Super Snow Bird turns up often. I just thought you may be getting YOUR Model A ready for the September run to Bimbijy and need ideas. Only jokin' - honest Alan...

Model A Ford Double Idler

AUGUST ANNOTATION

Have you advised ALAN SMITH if you are interested in participating in the September run to Bimbijy Station?

Don't forget the most important Meeting of the year is on this month. Time to ponder on who you want to fill all the executive positions in your Club for a very important period in the Club's history. Talking about 'change' here are a couple of proposals to entertain you in your contemplative mode:-

Nominations-

It seems to me that it would make more sense to close nominations for executive positions at the July meeting each year to give members a chance for thought on the nominations and to permit those not at the meeting, including country members, the opportunity to place a postal vote. Perhaps all those nominated should also be financial at the time of voting? I would not think that ownership of a Model A was compulsory.

What's in a name?

Do you know the official name of your Club? I would be willing to bet you didn't know it was: Model A Restorers Club Australia (Western Australia Branch) Incorporated. This name is plainly now not applicable and needs to be changed after the National Meet. I would suggest Model A Ford Club of Western Australia but think I would be out voted in favour of: Model A Restorers Club of Western Australia. What are YOUR thoughts?

ANNUAL GENERAL MEETING

1.30pm on Sunday, August 25, 1991 at GODWIN residence - see Calendar for full details

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

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

Sunday, August 25, 1991 at 1.30pm

Annual General Meeting at the GODWIN residence.

██████████ Gnangara. Right into Gnangara Road off Wanneroo Road for 4 kms then left into Sydney Road for about 3kms (white fence on right). Please bring a plate for afternoon tea plus a seat and a mug for tea/coffee.

September 28 - 30, 1991

Long-weekend run to Bimbijy organised by the SMITH family.

Cost \$12 per adult (\$6 per child under 12 years) per night.

Contact ALAN SMITH NOW on ██████████ for information and booking.

Sunday, October 13, 1991 - V.C.C. Autojumble

Contact ALAN JEFFREE on ██████████ for information or offers of help.

Sunday, October 20, 1991

JOHN LUCA is organising a Restoration Run. Details soon.

Sunday, November 17, 1991

All Ford Day Perth Oval - set up Saturday 16th from 10am to 5pm.

Entry fee \$10 per vehicle (includes T-shirt and certificate).

Enquiries to: Steve Rogers on ██████████ or Ian Cocks on ██████████

November, 1991 - Date to be advised - organised by LETCH family.

Saturday, November 30, 1991

Christmas Dinner at Freeway Hotel at \$25 per person. Committee member: DORA ANNEAR, EDITH JEFFREE, ALMA LETCH for details or bookings.

October 17-25, 1992

S.G.I.O. Rally West. Details from Rally Director ██████████ Fremantle, 6160.



Will rust wreck your restoration?

One thing that can work even harder than you on a restoration is rust. Unless you stop it before it starts. With ZN95, a revolutionary product just developed in Germany and widely used throughout Europe.

ZN95 is not a primer. It's almost pure zinc (over 95%), which bonds permanently to bare metal. You can brush or spray it on, then cover it with any type of filler or paint.

It dries quickly, resists heat up to 419° and even a wire brush can't hurt it. Best of all, it doesn't give rust a chance. Ever.

ZN95 comes (with thinners) in 1 kilo sets: 1 kilo, \$49; 2 kilos, \$89; 5, \$196; and 12, \$411. Bankcard or Visa. Contact Rudi Jass at Autohaus, on (03) 816 9001, mobile 018 358 840.

Fax (03) 816 9826.

Trade enquiries are also welcome.

Rust-free for ever.



MINUTES

of Meeting at Thornlie, 1.45pm, July 22, 1991 - 40 Members, 2 visitors in 11 Model A-s, 6 'moderns'.

Apologies from: Barbara and David BLEWETT, Doug & Sandra NETHERWAY, Bill & Dorothy BENNIE, Ron & Gail ANDREWS, Ray & Toni MAHONY. Visitors: Dan & Bea Webb.

Minutes of previous Minutes were read and passed. Moved DORA ANNEAR, seconded Fil LUCA.

Business Arising: Christmas Dinner - alternative venues suggested by the Dinner Committee were discussed at length. BEVAN SHARP proposed that as we had elected the Committee to organise the Dinner they choose the venue. JOHN McLEAN felt that the members should decide. After further discussion by several members it was decided by the majority to book the Freeway Hotel for Saturday, November 30, 1991 at \$25 per person. LAUREL COOKE suggested members take along presents of unwanted items similiar to a previous Dinner, it was then unanimously passed by the meeting that \$50 of Club funds be allocated for spot prizes, etc. LAUREL COOKE advised that Mr and Mrs Keith Sharp did a lot of work for the Club helping print the Newsletter (quotes to print the Newsletter elsewhere started at \$80 per issue) and that they should be invited as our guests at the Christmas Dinner. This suggestion was put to the meeting and passed.

Taxation - Secretary HELEN read out letter from A.T.O and advised that we now had a Tax File Number and would probably have to pay tax on interest earned. Our Auditor (David Palmer) will carry out the audit and annual accounts without charge but will need to charge for tax return.

Welding Demonstration - COLIN DAVIDSON to arrange details and advise.

Financial Report as at July 21, 1991: Club: \$2,196.81. National Meet: \$12,481.59.

Correspondence In: Australian Street Machine Federation, C.C.C., N.Z. 1993 Rally, Pan Pacific Rally, A.T.O., Letter from Len Hoyland in N.Z. asking for loan of a car for the Perth Meet to swap for a Model A at the N.Z. Meet. Discussion ensued on Concessional Licensing and the vital need to comply with regulations and to appoint a Registrar at the A.G.M. with comments from DON PHILP, PETER LYNCH, etc. Moved ALAN JEFFREE, seconded PETER LYNCH and passed that we appoint a Concessional Licence Registrar at the A.G.M.

National Meet - BEVAN reported all going well, program was basically set, ROSS LETCH doing Rally Plates, material for printing, etc. Volunteers needed - updated list of jobs and volunteers to be produced. PETER LYNCH thanked 8 members who had displayed their cars at Titan Ford.

General Business: All Ford Day. Several members willing to display but were waiting to hear if the \$10 fee per car was refundable for a Club display as in previous years.

V.C.C. AutoJumble. October 13, 1991. Organised by ALAN JEFFREE with help from DARREN JEFFREE, JOHN LUCA, ANGELO CALLEJA.

HELEN asked members to complete Forms in a future Newsletter to update outdated Club records. Agreed that the form be included in September Newsletter.

Unanimously passed by the Meeting that labels be purchased to address the Newsletters.

Bimbijy Station Run - Contact ALAN SMITH soon if you intend to participate. ALAN SMITH offered tickets to Tramac Christmas in July.

DON PHILP invited all Members to attend S.G.I.O. RallyWest '92 October 17-22, organised by V.C.C.

ALAN JEFFREE had booked a powered tent site at Bendigo Swap Meet if anyone needed it.

BEVAN SHARP moved a vote of thanks to STEVE & LOUISE READ for producing Newsletters and taking over all secretarial and treasurer duties over the past two months - passed by acclamation.

President JOHN LUCA congratulated MAX ANNEAR on his recent retirement and thanked JIM & NINA WILLIAMS for the successful days run - passed by acclamation.

There being no further business, the meeting closed at 3pm.

Yet Another Model A Weekend

Picture it: Saturday morning July 20, 7am, flippin' freezin' and it's time to crank up the Model A and coax it out on to the road to get to Titan Ford by 8am for another Open day. The COOKE's had the right idea: they were still in bed at 8am... Anyway, hot barbecue breakfast and lunch were provided!

Model A-s from families: LYNCH, WILLIAMS, both BLEWETTS, SHARP, COOKE, DAVIDSON and SMITH very kindly used up their Saturday morning for our major National Meet sponsor who was providing free service checks and a \$15 oil change with all money donated to the Variety Club. Along with the Model A Fords were a bunch of cars for the upcoming 'Bash', oh, yes, and the new VB Falcon - you know where to go if you want to buy one of those, don't you?

Sunday, June 21

Next morning it was up and off in the fog to Garden City for the JIM & NINA SHOW - at least we did not have to meet up until 10am.

Very interesting run WILLIAMS. Morning tea stop at Bibra Lake and then on through a lot of country I am sure most (if not all) of us had never seen before. There was a devious detour through Jandikot Airport plus a few loops. We passed two lots of prisons (FIL LUCA reckoned the new one looked like a Holiday Camp but declined JOHN's offer to book her in) and finished up in Thornlie, or Gosnells, or Timbucktoo, or somewhere west of Auckland. Where ever we were Jim & Nina had booked us a Hall which was great.

DOUG & SANDRA NETHERWAY had some trouble with a tired Phaeton and detoured for home - everything OK guys? REG & CORAL BLEWETT left early, as did the DAVIES group.

Not a bad turn out of 11 Model A Fords plus a whole bunch of lesser horseless carriages, a lively meeting, lots of chat and back home. Thank you JIM & NINA - sorry JIM, you were hoping for a disaster so you would not be asked to organise another run, but that was a good one so.....

The Callejas Do New Zealand

The plan (if there was one) was to escape from school, the phone, knee-biting power tools and vintage cars and just relax. The best laid plans of mice and men... Two days before leaving Perth, we were told that Rotorua would be holding its annual vintage and veteran swap meet the day we arrived in New Zealand. Now one can't travel all the way to New Zealand and miss such an auspicious event; so, on arrival at Auckland and picking up the hire car, we headed south. The swap meet was quite big and after buying new and second-hand parts and wandering around for a couple of hours, we retired to the motel.

The following couple of days were spent sightseeing:- hot mud pools, buried villages, caves, steam fissures, then onto Taupo. Taupo has a ski resort at Tongariro National Park so it was decided to try skiing for the day. Having hired the appropriate gear and clothing and paying one month's lease on fuffy fufe acres (sorry, that's fifty five) - I tried to explain to the young lady that I only wanted to use the land for one day, but ... so we want to an an area that looked to be suitable.

Now I'd seen this on TV many times so I had a fair idea what to do - I put on the skis, stood up and weeee - I was off down the slope (I wasn't quite ready that time). So, up to the top again, pushed off and wooshed (well, almost) down to the other end. As I rested at the bottom of the slope, I realised that most of the other people were using a different technique: they were starting off on their skis at the top and came down most of the way on their ar...ask your father. They seemed to be enjoying it too because they were screaming and laughing all the way - so I did what they did for the rest of the day. The "other half" was too conservative - she continued to come down all the way on her skis.

More hot mud pools, caves and you know the rest! And on the sixth day he said: "Let it rain"... and it did!! Now what can one do on a rainy morning in New Zealand? "Oh, look dear, that man who had the Model A stand at Rotorua has a shop in Auckland and its only 4kms from here. Isn't that lucky?"

Some time later, with a bag full of 'A'-goodies and some time on our hands, we headed for the Museum of Transport and Technology, which has examples of early electrical appliances, steam engines, aircraft, trams, tractors and trains and a very good example of a 1903 Model A.

That evening we managed to meet fellow Club members LEIGH and PAUL SMITH, who very kindly showed us their car collection after a scenic drive and then provided us with a delightful evening meal. This was one of the highlights of the week - many thanks to Leigh and Paul.

One thing I've learned from this holiday: next time I go on another one I'll plan it beforehand!! Angelo Calleja

YOUR NEWSLETTER - 1990 / 1991

The financial fate of your monthly 'Western Model A News' went something like this over the past Club Financial Year (August, 1990 to July, 1991).

Income from advertising:	1,009.83
less paid in advance	282.82
plus still outstanding	20.00
Total Advertising Revenue (adjusted):	747.01

Expenses:	
Postage	465.86
Production Costs	207.50
Total:	673.36
TOTAL NET PROFIT over 12 month period:	\$73.65

OK, so I guess the actual annual profit is miniscule (at least it IS a profit), but look at it realistically: without any advertising revenue the Newsletter would have cost \$673.36 which is the equivalent of the subscriptions of 45 full family memberships (half the revenue from subscriptions).

You could also rationalise that advertising revenue has kept the full family membership of your Club at an incredibly low \$15 per year. In fact, if you look at the financial balance in the accounts two years ago you will note that it doubled to the end of last year and has doubled again to the end of this year. Some may say that has just given us a tax liability and more problems but the fact remains that they currently belong to a very active Club 365 days of the year (and receive a Newsletter every month) for only 29 cents a week (20 cents for country members).

Remember that these figures also allow for having the paper donated which would otherwise have added about \$80 to the expenses (or subscriptions of another 5 memberships).

When I took over in 1989 we issued around 50 Newsletters, now we post out 92 copies per month. The postage was around \$20 per month, now it is over \$40 (and bound to increase).

We now use at least a ream of paper (500 sheets) to print each Newsletter - and where else could you have 100 copies of a 12-page Newsletter printed, collated, stapled, and folded for posting for \$15?

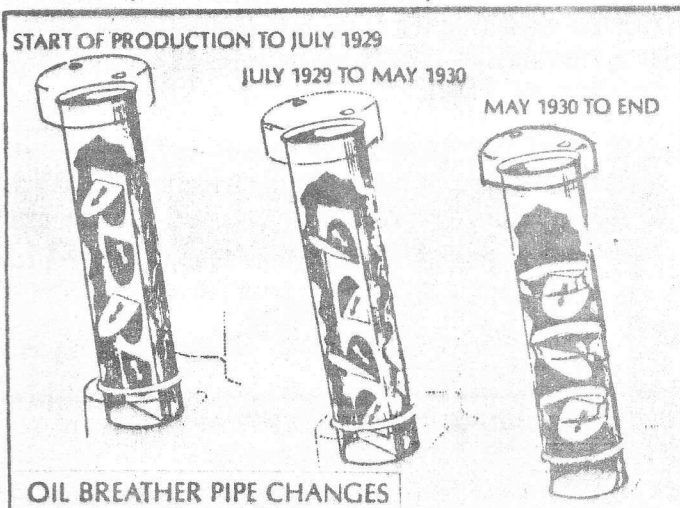
Now, I can't promise that the Newsletter will continue to run at a profit. It is a constant battle badgering businesses to advertise (especially in the current financial climate). However, if all members can assist with ideas, by approaching any suitable prospective advertisers and patronising all existing advertisers there is no reason why the trend should not continue.

Please always tell advertisers that you saw their advertisement in this Newsletter - and ALWAYS address your Snyder's order to 'Dept W.A.' so they know their advertisement is working - why not tell them as well?

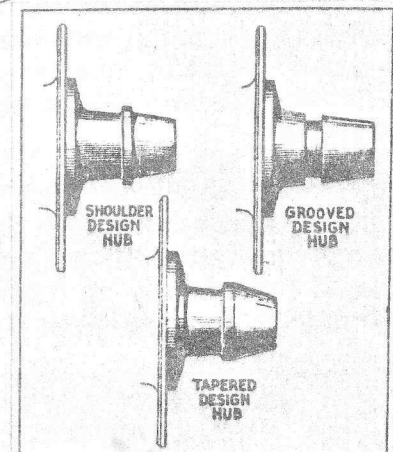
Articles (and ideas for articles) are ALWAYS needed. Let's hear from YOU. It is also good to get some feedback now and then - for or against - about your views. Is what you are getting what you want? Do you want more articles on: technical, fashion, personal, hints, actual restorations, or what? Do you want articles on subjects other than strictly Model A matters?

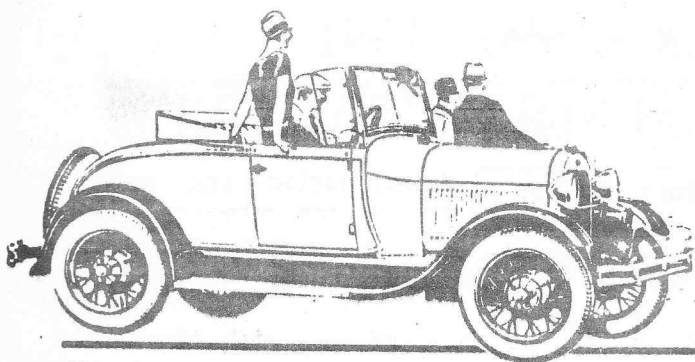
Beverly

Editor



DIFFERENCE IN HUBS
 Three different types of hubs have been used with the A-1115-B rear hub. These hubs are all interchangeable. Where possible use the same design for both wheels.





Model A News

Official Newsletter of the
MODEL A FORD CLUBS OF AUSTRALIA

Registered at..... for
transmission by post as a periodical....

Volume ONE Number ONE

SEPTEMBER, 1991

AN OPEN LETTER TO ALL MEMBERS OF MODEL A FORD CLUBS IN AUSTRALIA
A National Newsletter

TO BE OR NOT TO BE?

Some of you will be aware that I floated an idea to reinstate a National Model A Ford organisation in the April, 1991 issue of Western Australia's 'Western Model A News'.

The article was headed "All States Please Copy" and I thank the Club Editors in N.S.W., A.C.T. and Queensland for re-printing the article in their Newsletters. Ask your Secretary if you missed it.

Knowing the usual apathetic nature of most Club members be they pigeon fanciers, scuba divers or Model A Ford owners, I did not really expect any great upsurge of emotion one way or the other - for or against the proposal.

However, I have already been agreeably heartened by a positive response from a few individuals in country New South Wales, Melbourne and Adelaide. All of whom thought it was a great idea and: "the sooner the better."

I got a very strong feed-back that a National Newsletter (similar to that formerly produced from Canberra in the early days) is needed as a vital part of any 'National Organisation'.

Format would be similar to that used in America:- A levy on each Club's member in addition to the usual subscription fee to cover the overheads for a National Organisation and production/postage of a Newsletter (probably quarterly) which could be distributed with each State's regular Newsletter to save postage.

This Newsletter would need an Editor plus a willing contributor from each State Club who could absolutely guarantee to come up with an article for each and every issue - on time!! Is that possible?? Plus articles on State News, Technical, Fashion,

New Products, Hints and Tips, State and National Calendar, Information on National Meets, Overseas News, etc.

The election of various NATIONAL office-bearers, such as for Concours, would greatly benefit the Model A movement in general.

The problem all comes down to COMMITMENT by just a handful of enthusiasts to get this thing off the ground if it is wanted by the majority of Club members throughout Australia.....

We all know the reaction to Neil Phillip's' (S.A.) proposal to fund future National Meets and just ask Rod McMullin (Qld) about lack of feedback for his valiant efforts to compile a National standard on judging!!!

I MUST OBVIOUSLY BE TOTALLY STUPID but I am willing to put my hand up to Edit a National Newsletter (IF I am needed), IF the proposal is voted in by a substantial majority of EVERY State Club and IF suitable funding is agreed.

I could produce something similar to W.A.'s monthly Newsletter if that is considered suitable - along the lines of this 'mock-up'.

I think that I could turn out four issues per year of a Newsletter like this for around a silly \$4 per member per YEAR.

ARE YOU INTERESTED? Please talk it out with fellow members of your Club. Discuss the matter at Club meetings. Write to me and let me know what YOU think. Yes/No/Apathetic/Forget It??

Bevan Sharp

Palmyra, W.A., 6157

Opinions expressed are not necessarily those of the Model A Ford Clubs of Australia
Copy required by the first day of December, March, June and September

From a long article 'Rear End Overhaul' by MERLE SMITH in 'The Restorer'
featured in 'How to Restore Your Model A'

ANY NOISES COMING FROM YOUR REAR END?

A good adage to remember in mechanics (and probably in life in general) is: "Never Assume". However, here are a few relatively safe assumptions plus some simple tests for you to contemplate if the back end of your Model A is making expensive noises:

"Do not assume that the noise you hear is coming from the rear."

If you do have stronger than normal noise that is produced by excessive backlash, or worn bearings in the rear end, continued driving may require replacement of the complete rear end or a major overhaul. Do not assume that the strange noise you hear is coming from the rear end until you have eliminated other possibilities. Before proceeding with a rear end overhaul, let's make certain the noise is not being made by tyres, engine, transmission or fan assembly.

Before going into elimination tests, stop and consider that the noise may be caused by a lack of lubricant in the rear end. Not maintaining the proper lubricant level will likely cause dry and noisy bearings. If the lubricant is low you may have solved the problem before damage was done, or before starting an unnecessary overhaul.

If lack of lubricant was not the problem, it is time to go into the elimination tests. First let's check for tyre noise. Tyre noise changes with different road conditions, rear axle noise does not. Tyre noise is more noticeable on some road surfaces than others, so drive on a smooth road to minimise tyre noise for your tests. Rear axle noises will probably disappear at speeds under 30mph with transmission in neutral, so if the noise continues in this condition you can assume that you are listening to tyre noise. As speed is reduced, tyre noise continues, but at a lower tone. Tyres with treads high on one side or tyres that are cupped because of an out-of-balance condition are usually noisy. Do not assume that the noise you hear is coming from the rear. The sound may apparently be coming from that direction but those unevenly worn tyres on the front may be the culprit.

To eliminate the possibility of fan noise being mistaken for rear end noise, drive the car with the fan belt removed. If the noise does not now exist, the fan was the problem. If the noise does continue, go on with the tests.

Transmission and engine noises are often confused with rear end noises. To

determine if the disagreeable sound is coming from the engine or transmission, make a mental note of the engine speed at which the noise occurs. Then select a quiet place, stop the car, hold the clutch pedal down and shift into high gear. Continuing to hold the clutch pedal down, increase and decrease the engine speed, noting any similar sounds that may occur at an engine speed approximate to that observed when driving the car. If a similar sound is not noted, shift gears to neutral and again increase and decrease engine speeds, while slowly letting clutch engage, checking for noise in engine or transmission. If there is no noise in the engine or transmission, and none of the above tests locates the source of the noise, you can reasonably assume that the noise is coming from the rear end.

There are four distinct types of rear end noise which may indicate the necessity of a rear end overhaul: drive noise, coast noise, float noise and bearing noise. Drive noise is more pronounced on constant acceleration through the speed range starting at approximately 15mph and continuing to 60mph. Coast noise is the reverse of drive noise and is noticeable as the car decelerates. Float noise is most pronounced at a constant speed anywhere between the 15mph and 60mph range. The ring and pinion gear are at fault in these first three conditions and should be thoroughly inspected and in most cases replaced. Bearing noise is caused by worn, loose or rough bearings and will add to any of the three previously mentioned noises. Bad bearings cause a heavy, irregular noise on acceleration; on deceleration it will be less noticeable. Ring gear noise sounds like a whine, while a bearing noise sounds more like a growl or a rumble.

If you have an axle that has developed a noise after only 2,000 to 3,000 miles but was quiet immediately after overhaul, probably an adjustment has slipped, or oil had become contaminated with dirt or foreign material, wearing the bearings enough to cause gears to be mismatched by throwing them off centre. The only repair usually needed for this type of problem is to disassemble, thoroughly clean and reassemble. In this situation it is not recommended that adjustments be changed unless absolutely necessary.

ANSWERS to those Dozen Model A Questions

1. How many Model A assembly plants were located in the U.S.A?
There were 35 plants.
2. How many Model A assembly plants were located outside the U.S.A?
There were 17 assembly plants outside the U.S.A.
3. What did the prefix 'AA' initially mean when stamped on a Model A engine?
That the vehicle was equipped with a heavy duty clutch.
4. Engines were produced at the Rouge Plant and in Canada, where were the other TWO plants located?
Manchester, England and Cork, Ireland.
5. A total of 4,849,340 Model A engines were produced at the Rouge plant, how many engines were produced in Walkerville, Canada? 266,997? 366,997 466,997? or 566,997?
Only 266,997 engines were produced in Canada.
6. The Model A had 10 major categories. How many separate models of passenger vehicles were produced?
An amazing 43 models of passenger cars.
7. What was a 'Fordalette'?
A 117-in wheelbase, 7-passenger convertible produced in England.
8. What is unique about a 1929 Deluxe Roadster?
It was only built in Canada.
9. About how many different models of Model A Commercial Vehicles were produced in 1930-1931?
An incredible 59 models.
10. For how many months was the Model A Ford produced?
56 months (November, 1927 to June, 1932)
11. 5,054,031 Model A passenger vehicles were built world-wide.
a) What body shape was most common? b) What body shape was the least common?
a) Standard Tudor (1,387,270). b) Town Car (1,198)
12. 5,054,031 A-s were produced world-wide, in which year were the most Model A Fords produced?
1929 (1,961,092 or 38.81% of total production).



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12th National Meet of Model A Ford Clubs in Australia

UPDATE

Number Six

JULY, 1991

Patron: Sir Charles Court, AK, KCMG, OBE. *Rally Director:* Bill Bennie

Committee: Dorothy Bennie, Mike Cooke, Ross Letch, Peter Lynch, Louise Read (Secretary), Bevan Sharp

WOW! DOESN'T TIME FLY?

Here it is July, 1991 already. It seems like only yesterday that your National Meet Committee was formed and we made our first tentative plans on Wednesday, August 18, 1989. The same crew is still together and concrete decisions are being made as a result of two years of planning.

As I put fingers to keyboard to write this copy there are only nine months left on the countdown to D-Day on April 16, 1992.

At this stage we have over 200 individual people coming for the Model A Ford 12th National Meet in Perth, Western Australia with entries and enquiries arriving virtually on a daily basis.

If you have entered officially and paid your Entry Fee - thank you. If you have not already received the receipted photo-copy of your Entry Form stamped 'Paid' with the date and showing your Entrant Number - your copy is enclosed with this Update.

The receipted copy of your Entry Form is for your records and will remind you of the information you have provided for us on your personal and vehicle details - please advise if there are any changes to these details.

Unless you have advised us otherwise, we have assumed that you will be bringing to Perth the vehicle you have listed on the Entry Form.

We have noted some entries that include the names of additional adults on their Entry Form. Naturally that is quite acceptable as long as they realize that the extra people will be part of your Entry and will not be allocated a Rally Number, nor will they receive an official Rally Bag (and contents). They will also need to be listed individually on the form which will follow very soon if they require accommodation and/or meals etc.

If you have not sent in your Entry Form - now is the time. We know of some who have booked on the A-train but we have not received their

Entry Form. We assume that they are actually coming to Perth for the Meet, we just await their official entry to confirm the fact.

If you have not yet forwarded an Accommodation Advice form so we know your requirements and can hold sufficient accommodation and order enough meals, we would be grateful if you could forward details as soon as convenient. Please remember that accommodation is always expressed as 'nights'. For instance, if you plan to stay at Noalimba from the Thursday night April 16th and leave on Tuesday, April 21st you would need to show your accommodation information as: from April 16 - 20 (5 nights).

The Order Form for your specific accommodation, meals and souvenir requirements is ready for printing and we are just awaiting confirmation of final figures which have been promised for September and we will get those forms off to you very soon thereafter.

The official program is virtually complete and this Update gives you some pertinent information on one planned outing to the historic port town of Fremantle. The renown Maritime Museum, the atmospheric pubs, 'Victorian' buildings, Challenger Harbour, Crocodile Park and much more will guarantee you an interesting visit.

Further information of other planned events on the program will follow in future Updates.

For those entrants who wish to hire a vehicle while in Perth we also have information about a 20% discount off regular rates on the fleet of current model Fords from Hertz Australia.

HOLIDAY W.A. - IN YOUR MODEL A
Thursday April 16th to Tuesday April 21st, 1992

Australia-wide Conferlink

On Monday, April 15, 1991, your National Meet Committee had arranged with Telecom for an Australia-wide, half hour 'Conferlink' telephone conference. With the Committee in Western Australia on speaker phone and pre-advised participants in South Australia, Victoria, New South Wales and Queensland, a productive conference was held in respect to Concours and Touring Class judging methods and procedures plus general queries and comments.

We were encouraged by the ensuing verbal intercourse which stimulated comments and feed-back and the positive response to our endeavours to keep everyone informed about progress, plans and procedures. Apologies to our Canberra and American entrants and Koala Club members, but our resources just would not stretch to including you in our Conferlink conference.

If YOU have any questions on any aspect of the Meet just drop us a line and we will get back to you real soon with the answer (or at least the best we can do at that stage).

AWARDS DINNER

The venue for the National Meet Awards Dinner has been booked and the fine details are being finalised. This Dinner will not be held in the Hall at Noalimba. We would not want you wandering around at night and maybe getting lost in a strange city so we have arranged transport from Noalimba to the Dinner venue in double-decker London buses. The trip to Dinner will be a sightseeing venture where you will see the lights of Perth and travel along the shores of the picturesque Swan River.

Fashion Awards

Don't forget your 'era fashion clothing' for the Awards Dinner. Come to think of it: you are more than welcome to wear 1928-31 clothing every day of the Meet if you feel so inclined; in fact, it would add to the atmosphere.

As usual, prizes will be given for the best era clothing at the Dinner (there will not be a separate fashion awards occasion). Unlike some similar events in America, we will not expect you to turn up in absolutely authentic clothing as such garments are virtually impossible to locate in Australia. Although I sometimes wonder if some of our own Club members just turn up in their regular clothes and everyone thinks that they have made a special effort to dress in 1920's-style!!

WANT TO 'ACT UP'?

During the evenings at Noalimba we would encourage any entrants to put on an 'act' of some kind. If you can play a musical instrument, tell jokes, sing, put on a comedy routine or whatever, please let us know and we will look forward to you entertaining the troops.

If your Club or group could put together a skit we would love to give you the opportunity to perform at the 'Noalimba Night Club' (for want of a better name). Let's hear from you....

CONCOURS

Chief Judge Mike Cooke has formed a separate Committee to formulate paperwork and procedures for judging vehicles. They are currently corresponding with other Australian States via Rod McMullin in Queensland to standardise a format acceptable to all States.

At present we have 27 Touring Class entries. This is the first National in Australia to include Touring Class and we must be heading for a record for the number of vehicles at a Model A Meet in Australia who wish to be judged on their restoration.

PUBLICITY

Sincere thanks to Editors of Club Newsletters in Australia and America who have given this Meet mentions over the past two years - we hope the trend will continue. If you feel that your own Club's Newsletter has not perhaps kept your members informed we would be obliged if you could have a quiet word in the appropriate aural organ to remedy the ailment - thank you.

MORE MODEL A MOTORING

WE don't mind publisizing similar events.

M.A.F.C.A.s 17th National Convention - Dallas, Texas from June 22-26, 1992. Send US\$7.50 to P.O. Box 797402, Dallas Tx 75379-7402 for information.

New Zealand - 3rd National Rally, April 9-12, 1993. Information: [REDACTED] Auckland, New Zealand.

S.G.I.O. Rally West, '92 - October 17-25, 1992. Here's another event in Western Australia open to all veteran and vintage cars. If you cannot spare the time to stay on you may like to leave your Model A in our care and come back to Perth. Cars will meet in Perth and drive south to Busselton for a 'hub' rally. Entry fee before: September 30, 1991 is \$50. Enquiries to: Rally Director, [REDACTED] Fremantle, 6160, Western Australia.

Model A Ford 12th National Meet

[REDACTED] Palmyra, Western Australia, 6157, Australia
Telephone [REDACTED] - just remember the time difference.

... Notebook ...

Change of address: CHRIS WRINGE 48 Michael Street, Yokine, 6060. Phone 349 4209 - unrestored '29 Phaeton (ready by April Chris?).

Sorry to hear that MAVIS SPENCER is laid up with an injury. Now you just rest up and get better real soon Mavis. Hey folks, drop Mavis a line at: [REDACTED] Busselton, 6280.

Who resides in a northern suburb with a new computer with which he was initializing a new disc? "Are you sure you want to do this?" said the computer. He was "sure", pushed the button and wiped out all the programs and information on his hard disc...

Do you extend "congratulations" when someone retires? Whatever you do - welcome to the ranks of the "self-unemployed" MAX ANNEAR.

NATIONAL MEET - have you entered yet? There are more from NSW than WA at this stage! This is YOUR chance to attend a Model A Ford National Meet so don't miss the opportunity. Remember that you do not have to own a restored Model A - so enter NOW and join in the fun.

Our condolences to the SMITH family on the loss of ALAN's mother a few months ago and to the BLEWETT families on the recent passing of REG and DAVID's mother.

To those of you who learned about the recent death of HELEN's brother Bob Knight and sent cards and messages of sympathy, HELEN and BEVAN thank you. Most of you did not meet Bob but will know of him through all those front covers on this Newsletter plus cartoons, artwork etc. he did for our Club. He was only 49 years old...

WANTED

Left-hand rear door for 1928 Fisher Body Oakland Sedan any condition. BILL BENNIE [REDACTED]

THE RUBBER CHICKEN RUN

Our friends at San Fernando Valley Chapter of MAFCA in California report that their run on May 25 with 10 Model A-s and 2 moderns went like this:

First Model A decided to "take a leak and whine for water" and they went through two water pumps before finding one that worked and an hour and a half later they were on there way. Then another one ran out of gas! Next one coughed, spluttered and stopped - blocked fuel line.

On the run home next day another Model A developed an oil problem so they taped an aluminium pan under the car. Then another one developed distributor problems. THEN the aluminium pan untaped itself and scraped along the ground until they stopped and taped it up again.

Aren't Model A-s a lot of fun - gets everyone closer together under bonnets (and cars). -

CONCESSIONAL LICENCE

This is serious stuff guys - if your Model A is on Concessional Licence there are a bunch of extra rules with which you MUST comply.

A Concessional Licence Registrar will be appointed at the A.G.M. The Registrar will keep an updated record of all such licenced vehicles and advise the Police Department of any changes such as: a change of address, a vehicle which has not been officially examined, member has not renewed Club membership, the vehicle is sold, Club member is removed from the Club, etc.

A Concessionally Licenced vehicle MUST display VINTAGE plates front and rear and display a CURRENT Concessional Sticker on the windscreen (cost .60c each).

ALL Concessional Licence holders will also be obliged to sign a form acknowledging the regulations with which they must comply in order to qualify for and drive a vehicle under a Concessional Licence. This form must contain details of the vehicle and the owner and be witnessed by the Club Vehicle Examiner.

Paperwork and red tape of any sort are a bore but we must be very careful not to abuse this special licence and run the risk of losing the privilege.

WESTERN AUSTRALIA, 6157
Palmyra,

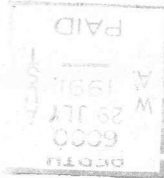
If undelivered, please return to:

BUSSELTON WA 6280

Mrs Mavis SPENCER



Western
Model A News



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10 Davison Street, Maddington, 6109

459 3826

Ask for STUART SCAMMELL

YOU THOUGHT THIS RECESSION WAS BAD?

This article about a Queensland farmer's problems is from the 'Weekend Australian' of July 6-7, 1991.

"It all started back in the '60's when they changed pounds into dollars and doubled me bloody overdraft."

"Then they substituted kilograms for pounds and me bloody wool clip dropped to half the normal average.

Soon after, I was told rain came in millimeters and I haven't had an inch since then.

"A man was still struggling by - but then the bastards invented Celsius and the temperature never climbed above 40 degrees and me summer wheat wouldn't grow. The effing so-and so's then changed acres to hectares and I only had half as much land.

"Enough was enough. I decided to sell out and go live in Surfers ... but they scrapped miles in favour of kilometers and now the stock and station agent reckons I'm too far out of town to attract a buyer."

And you thought you had problems....