



Western Model A News

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

Year XII Number II

SEPTEMBER, 1991

WHAT YOU DO RIGHT NOW

1. Complete the enclosed form to update the severely out-dated Club records.

2. Attach payment of \$15 for Full Annual Family Membership or \$10 for Full Annual Country Family Membership. *Is this the world's lowest price for family membership of a Club?*

3. Put the form and payment in an envelope, lick the back of a postage stamp and stick it in the top right hand corner of the envelope. Seal envelope.

4. Place the envelope in an official letterbox.

Why not do it right now, go on, the walk will do you the world of good; I'll wait for you.....

If everyone sends in their princely sum of \$15 (or \$10) right now we could all get the new 1991/92 Register this year instead of waiting until it is almost out of date again! Why delay? Do it today!

CONGRATULATIONS
to our new office-bearers:

President: LAUREL COOKE
Vice-President: ANGELO CALLEJA
Secretary/Treasurer: HELEN SHARP
Editor: BEVAN SHARP
Chief Vehicle Examiner: STEVE READ
Examiners: MAX ANNEAR, REG BLEWETT
Committee: JIM WILLIAMS, STEVE READ
Rally Marshall: MAX ANNEAR
CCC Representative: BILL BENNIE

All Ford Day

Sunday, November 17, 1991
at Perth Oval

Entry \$10 (\$15 after October 13, 1991)
(which includes a tee-shirt and certificate).
Please contact co-ordinator STEVE READ
pronto on [redacted] if you wish to display your
Model A Ford at this bi-annual event.

MODEL A FORD 12th NATIONAL MEET

Are you one of the few Western Australian Club members who has not entered? Entries are still arriving regularly from all around Australia plus New Zealand and the United States of America. As we 'go to press' we have just on 100 entries with a total of some 250 people already booked. The interesting programme is completed (with just some fine details to be finalised).

Annual VEHICLE INSPECTION

Chief Examiner STEVE READ will carry out your compulsory inspection at any mutually convenient time. Phone STEVE on [redacted] to arrange an appointment at his workshop in Carole Road Maddington. FINAL DATE for inspections is Saturday, October, 5, 1991.

BIMBIJY Long-weekend RUN

Meet in Toodyay at 9.15am (details inside)

VEHICLE INSPECTION

Phone STEVE READ to arrange (details inside)

OFFICE BEARERS: President: LAUREL COOKE [redacted] Secretary/Treasurer: HELEN SHARP [redacted]
Vice-President: ANGELO CALLEJA [redacted] Editor: BEVAN SHARP [redacted]

COPY DEADLINE: by the 1st of each month to: [redacted] Palmyra, W.A. 6157

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

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.
Full details below.

Saturday, October 5, 1991 - VEHICLE INSPECTION
This is the FINAL date - phone STEVE READ for an appointment.

Sunday, October 13, 1991 - V.C.C. Autojumble
Contact ALAN JEFFREE on [REDACTED] for information or offers of help.

Sunday, October 20, 1991
JOHN LUCA is organising a Restoration Run. Details soon.

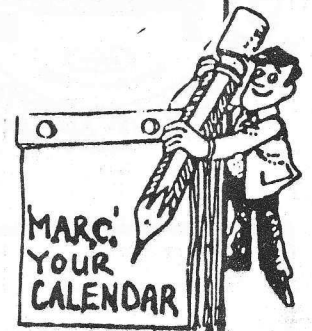
Sunday, November 17, 1991
All Ford Day Perth Oval - can set up Saturday 16th from 10am to 5pm.
Entry fee \$10 per vehicle (includes T-shirt and certificate).
Be there! Enquiries to: STEVE READ on [REDACTED]

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.

April 16 - 20, 1992
Model A Ford 12th National Meet - Perth, Western Australia
Have YOU sent YOUR Entry Form? Have you booked accommodation?

October 17-25, 1992
S.G.I.O. Rally West. Details from Rally Director [REDACTED] Fremantle, 6160.



Norm Bate's
BIMBIJY STATION RUN
Organised by: ALAN & JUNE SMITH

Our destination is 260 miles from the SMITH residence so that will give you an idea of distance. ALAN & JUNE will hand out maps and information before departure from Toodyay. Petrol is available at Bimbijy.

On Saturday morning, September 28, 1991 - meet at Duidgee Park by the bridge west of town in TOODYAY and be ready for departure at 9.15am. If you want to swallow a cuppa before we leave, arrive in Toodyay in time to leave at 9.15. ETA at Bimbijy about 4pm.

Bimbijy - cutlery, crockery, pots and pans are provided. You will need to take your own bed linen, pillows and blankets - it will be COLD - plus all your food for the long weekend. Don't forget your camera as the wildflowers should be on show.

Saturday night will be the traditional 'Casserole Night' so bring a suitable casserole to add to the general menu. On Sunday there will be a barbecue. The stay includes a bus trip around the Station.

Model A Ford

Distributors - Water Pumps - Rear Ends - Steering Boxes - Rear Hubs
Shock Absorbers - Generators - Starters - Universal Joints - Oil Pumps
Pitman and Steering Arms Re-balled and Crankshaft Pulleys re-sleeved.
Enthusiast specialising in quality re-built 1928 - 1934 4cyl Ford exchange units.
Most items in stock for immediate exchange.

DAVE'S EARLY FORD EXCHANGE SERVICE

7 PARKSTONE DRIVE, BAYSWATER NORTH, VICTORIA, 3153. Phone: (03) 729 0049 .

MINUTES of ANNUAL GENERAL MEETING
held in Gnangara on Sunday, August 25, 1991 at 2pm

Apologies: Reg & Coral Blewett, David & Barbara Blewett, Alan, Edith & Darren Jeffree, Geoff & Robert Davies, Don & Vi Philp, Bruce & Sallie Jewell, Dorothy Bennie.

Minutes of the previous AGM read and passed. Moved BILL BENNIE, seconded JIM WILLIAMS.

By-Laws passed at last AGM to be printed again in Newsletter and given to future new members.

Annual Fees: Proposed BILL BENNIE, Seconded BEVAN SHARP and passed that the Annual Family Membership remain at \$15 for metropolitan members and \$10 for country members. BILL BENNIE proposed a vote of thanks to the Editor for bringing the Newsletter in at a profit so allowing the fees to remain at \$15.

Vehicle Inspection - postponed until after election. GORDON GODWIN offered his business premises for inspections.

Auditor - Moved BILL BENNIE, seconded ANGELO CALLEJA that David Palmer be asked to remain as our auditor, do the tax return for about \$150 and offered a complimentary Christmas Dinner for himself and his wife.

President JOHN LUCA read his Annual Report.

Financial Report - Treasurer HELEN SHARP read out a report and handed out audited accounts for the Club and National Meet. All members to receive a copy of the Accounts with their next Newsletter; Moved LAUREL COOKE, seconded MAX ANNEAR and passed.

National Rally - BILL BENNIE read his Annual Report. Volunteers still required for short periods during Meet. JOHN LUCA thanked the committee for all their efforts to date.

National Newsletter - BEVAN SHARP asked for comments. Most not interested at this stage but to wait for any comments from other States and Delegate's meeting at Bendigo.

The suggestion of changing the Club's name and amending the Financial Year to June 30 was discussed and agreed that after the National Meet the name be changed to 'Model A Restorers Club of Western Australia Inc'. and the date amended. BILL BENNIE, LAUREL COOKE, ANGELO CALLEJA, GORDON GODWIN, STEVE READ agreed to sign the official proposal to change the Constitution.

Vehicle Examiners - Moved MAX ANNEAR and seconded MIKE COOKE that Vehicle Examiners in other States be officially appointed temporary Examiners for this Club to examine vehicles on our behalf to enable vehicles not on a full licence to obtain Permits to travel in W.A.

Public Liability Insurance - LAUREL COOKE spoke on the need for constant cover, especially during the Meet. Quotations for premiums to be collated.

BILL BENNIE proposed a vote of thanks to out-going President JOHN LUCA for an excellent two year term of office - passed by acclamation.

Elections: BILL BENNIE proposed LAUREL COOKE for President, seconded STEVE READ.

ANGELO CALLEJA declined and LAUREL COOKE was unanimously declared President.

Vice-President - JOHN LUCA proposed ANGELO CALLEJA, seconded MIKE COOKE and passed.

Secretary/Treasurer - HELEN SHARP was re-elected.

Editor - BEVAN SHARP was re-elected.

Chief Vehicle Examiner - JIM WILLIAMS proposed STEVE READ, seconded MIKE COOKE, declared.

Vehicle Examiners - BILL BENNIE proposed MAX ANNEAR and REG BLEWETT, seconded BEVAN SHARP and declared.

Rally Marshall - MAX ANNEAR was re-elected.

Committee Members - BEVAN SHARP proposed JIM WILLIAMS and STEVE READ, seconded JOHN LUCA and declared.

CCC Representative - BILL BENNIE was re-elected.

There being no further business the AGM closed at 3pm.

MINUTES of Meeting

held at Gngara, August 26, 1991 with 42 members.

President JOHN LUCA opened the Meeting at 3pm.

Apologies: Reg & Coral Blewett, David & Barbara Blewett, Alan, Edith and Darren Jeffree, Geoff & Robert Davies, Don & Vi Philp, Bruce & Sallie Jewell, Dorothy Bennie.

Minutes of previous meeting read and passed. Moved BILL BENNIE, seconded JIM WILLIAMS,

Business arising: Christmas Dinner. Pay to committee who will pass to the Treasurer.

Welding Demonstration - COLIN DAVIDSON arranging.

All Ford Day - STEVE READ and PETER LYNCH to co-ordinate display and entries. Interest by: ALAN SMITH, MIKE COOKE, JOHN LUCA, BILL COWLIN, MAX ANNEAR, BEVAN SHARP.

AutoJumble - JIM WILLIAMS has booked 4 bays. Co-ordinated by ALAN JEFFREE.

Bimbij Run - ALAN SMITH advised details. 16 couples and 4 children going.

Financial Report: Club balance: \$1,206.54. Meet: \$13,323.92.

Correspondence: Mavis Spencer, Infolink, CCC, Kay Road Arts & Crafts, Autohaus, Street Machines.

National Meet - BILL BENNIE advised Committee meeting more often, soon to be fortnightly. Judging meeting on Monday 26th. Plans proceeding well. RON ANDREWS asked about major sponsor donations and was advised first installment was due in September.

Vehicle Inspection - ROSS LETCH kindly agreed to again produce stickers. Concessional stickers to be purchased from the CCC.

General Business. Update for records in Newsletter MUST be completed urgently by ALL members.

Bring-and-Buy - All contributions to COOKES for north of the Swan and to READS for south. STEVE & LOUISE READ to co-ordinate.

Budget Motels asked if the Club would be WA representative for a National rally - members declined.

Video tapes of Queensland Meet and WA promotion to KELVIN PEPPER who will pass onto COOKES.

MIKE COOKE advised he had old 'Restored Cars' magazines - to add to 'AutoJumble' or Swap Meet.

JIM WILLIAMS advised that he had purchased a Model A horn from New Zealand and was very pleased with the quality.

President JOHN LUCA thanked GORDON & JANINE GODWIN for offering their home for the two meetings. There being no further business, the meeting closed at 3.45pm.

TINY TIPS

SEIZED MOTOR - If you have a motor that has been sitting around for years that cannot be cranked over; pour copious quantities of penetrating oil or kerosene mixed with oil into the cylinders and let it sit for several days. Remove starter motor to reveal the ring gear on the flywheel. Use a crow-bar to move the flywheel back and forward and you may find that this may gradually free-up the engine.

POLISHED EXHAUST - Use products sold to polish pot belly stoves. (Not stainless steel systems!)

DISAPPEARING BENDIX BOLT - If the starter Bendix bolt takes a nose-dive into the bottom of the flywheel housing it will be in danger of possibly causing the engine to lock. What to do? Try a big blob of sticky wheel bearing grease on the flywheel, then turn the engine over with the crank. The grease should pick up the bolt and bring it back to the starter motor hole for you to lift it off.

IMMEDIATE PAST PRESIDENT'S REPORT

Once again our Club has shown why it outshines the rest. Firstly, I would like to make mention that this Club has worked hard in the past two years with many car displays, quiz nights, monthly meetings and fund-raising activities, all with the ultimate in mind: "The Nationals".

Once again we have enjoyed a variety of runs in the past 12 months to places like: Busselton, Leeman, Boyanup, even a stay at Noalimba; and not to be forgotten, our Tenth Anniversary Run.

Let's keep it up, with every member giving a little support a lot can be enjoyed by all.

I'd like to thank Louise Read for a job well done and in chairing meetings in my absence. To Bevan & Helen Sharp: this combination has been the Club's asset with many long hours of hard work as Secretary/Treasurer and Editor. As Editor, Bevan has produced a very informative and cost-free Newsletter through his persistence in securing advertisers - congratulations on this achievement.

To the new office-bearers:- the next year will be very busy and, most of all, a milestone as M.A.R.C. hosts its first National Meet. I wish you all every success and my support in any area that is required.

JOHN LUCA



Technical tips

MODEL A SHOCK ABSORBER

by Trevor Davis from S.A.'s "Model 'A' Torque"

The Houdaille shock absorber can be at times a real beast to pull apart. Removal of the inner cap, when well and truly rusted, will require the shock absorber to be bolted to a fence post and a pair of stilsons used with 4-foot extensions. Even then, an oxy torch may be necessary for the final separation.

Removal of the outer cap is a different proposition as the metal is relatively thin and will not take a lot of force. A technical tip published in the Canterbury (NZ) Chapter magazine suggested gas welding a square nut to the side of the outer cap. The idea is that the nut gives something to bash on with a hammer and, theoretically, allows the cap to be jolted free. The locking ring has to first be loosened off before this can take place. When the cap is loosened, the nut can be ground away.

Another method for loosening the cap is to gently tap the edge of the cap in the vicinity of the thread for a considerable time. By holding the shock absorber in the hand it is possible to induce vibrations which will eventually loosen the cap. On occasion it has taken up to half an hour to obtain success.

With the availability of neoprene seals it is now practical to convert the shock absorber over to a heavy machine oil. It is not feasible to use an hydraulic oil or brake fluid as experience indicates that these are insufficiently viscous to give adequate cushioning action. If the innards of the shock absorber are studied carefully there will be seen to be a number of leakage points which defeat the use of a thin liquid.

I am using 250 grade oil which approaches the viscosity of glycerine (diluted with 10% alcohol in the original units) and it works fine. In setting up the needle adjusting jet I settled for a pull of 30 lbs to cause the shock absorber arm to travel through a full stroke in 30 seconds. By setting all shock absorbers in this way on the bench it can give a convenient starting point for further adjustments on the vehicle should these prove to be necessary. I had no need to make further adjustments however.

CLEAN-UP YOUR LIGHTS. *Richard Fishbach of California* suggests using baking soda to clean non-rusted but dull 1928-29 nickel parts. Also for battery acid and extinguishing fires.

Al Homan of Washington says to use "lamp black" to polish dull headlight reflectors using a soft cloth, after washing them in warm detergent water. Then use lots of elbow grease. He says hardware stores stock lamp black for colouring cement or water-based paints.

MODEL A FORD 12th NATIONAL MEET RALLY DIRECTOR'S REPORT

- August, 1991

With eight months to go I can confidently say that the Model A Ford 12th National Meet will be an event to remember.

The committee has worked extremely hard over the past two years to make sure that nothing is forgotten and that the Meet runs smoothly over the whole six days.

The committee has met once a month ever since it was formed, the attendance of members has been close to 100% and the level of participation has been first class with each member contributing fully in his or her specific area of expertise.

As can be imagined, we have now reached the stage where we are spending the money that Club members worked so hard to raise over the past two years. Deposits have been paid for the various major items that we must commit ourselves for in advance, ie: Noalimba Centre and the Onslow Road Reception Centre (for the dinner).

Various items have had to be designed then ordered and paid for such as the 'goodie bag' and several of the contents, not to mention screen printing of several items with the Meet logo.

The Rally badge designed by Ross Letch has now been manufactured. The badge has turned out to be, in my opinion, the most superior Rally badge I have seen either here in Australia or overseas. I tip that it will become a collector's item among Model A people.

This Meet will have a special 'goodie bag' for children, organised by Laurel Cooke. Our Club has, since its inception, been a totally family-oriented Club and it was felt only fitting that this feeling should be expressed in various ways during our Meet.

A separate Judging panel has been set up by our Chief Judge, Mike Cooke. From this panel emerged a judging system for use during this Meet and possibly future National Meets. It has been circulated to the Eastern States Clubs and has their acceptance. This system allows a finer points awarding system than has previously been used and I believe is fairer to all participants.

The committee organised a live-in weekend at the Noalimba Centre in May. The aim was to give the complex a test run so that we could better assess what our guests would be getting as far as accommodation and food, etc. The whole weekend was a pleasant success. We learned a lot and as a

result have been able to modify some things in our proposed programme and have found that we need to adjust other items. For instance, one small item was that there is no soap supplied.. we will rectify this by adding a cake of soap to each 'goodie bag'. We plan to have a well-stocked bar set up near the main hall in a unit available courtesy of the Swan Brewery which will be managed by Jim Williams.

Peter Lynch and Bevan Sharp were responsible for the successful approach to Titan Ford to become our major sponsor for the Meet. In exchange for a sizeable donation, several Club members have provided their cars for various promotions that Titan Ford has been involved in during the year. We will continue with this support during the next year, as arranged.

Shortly the forms will be sent to all entrants to order their accommodation, meals and souvenirs. The accommodation and meals will without doubt be the cheapest ever offered at any National Meet. Our Committee Secretary, Louise Read, has undertaken the task of collating all this information.

The running of an event of this size naturally takes on the proportions of a small business and even though by its nature is a terminating business (ie: having a beginning and a defined end), it has a life that involves a lot of money that must be managed prudently. As reported from time to time to the Club at monthly meetings, the funds the Club has raised have been invested at the best available interest rates and this has been rolled over as the terms have expired.

Bevan and Helen Sharp have expended a vast amount of their time on a huge range of items connected with this Meet, not the least of these being the preparation of financial predictions from time to time and also recently a cash flow projection to show that we are on the right track. We will be handling approximately \$80,000 during the life of the Meet.

Finally, I offer my appreciation to all of the members of the committee. Everyone has worked hard and enthusiastically and has carried out every task that has been requested of them. If the sound and careful ground work now being completed is any indication then this 12th National Meet will be a resounding success!!

*Bill Bevan
Rally Director*

- BY LAWS -

1. All Club motor vehicles must have an annual safety and road-worthiness check by the official Club Examiners or by another approved Club's official Examiner. In the later case a photo-copy of the examination certificate must be supplied for Club records.
2. Any vehicle not examined and passed within three months of the official examination day will not be permitted to participate in Club events until passed by the Vehicle Examiner and a certificate and sticker issued.
3. The Club Vehicle Examiner may examine any Club vehicle at a Club event. Potentially dangerous mechanical faults brought to the owner's attention must be repaired before being permitted to participate in future Club events.
4. Meetings, Runs or Rallies will never be cancelled because of 'the weather'.
5. A departure time for return will be set on longer distance runs.
6. Any member who has not paid the annual subscription fee by December 31 will be considered to have resigned. Their name and details will be removed from the Club's membership and they will not receive future newsletters or benefits or be eligible to attend Club runs until payment is received in full.
7. All drivers in official Club events must possess a current driver's licence.
8. All vehicles in official Club events must be licenced fully or concessionally.
9. Concessionally licenced vehicles must abide by all relevant conditions and display a sticker on the windscreen.
10. All drivers and passengers participating in official Club events shall do so on the condition that they have no claim against the Club, its officials, servants, agents or sponsors either jointly or individually for any personal injuries or damage caused in any way.
11. The conduct and actions of any visitors to any official Club event shall be the responsibility of the host member.
12. All vehicles to be driven during road-worthiness inspections to ensure that they are safe.

Annual VEHICLE INSPECTION

EVERY Club vehicle MUST be examined for road-worthiness (or a Certificate supplied from an authorised Club showing that the vehicle has passed a road-worthiness exam.)

SATURDAY, OCTOBER 5, 1991

HAVE YOUR VEHICLE EXAMINED ANYTIME BEFORE - THIS IS THE FINAL DATE.

PHONE CHIEF EXAMINER STEVE READ ON [REDACTED]

TO ARRANGE ANY MUTUALLY ACCEPTABLE DATE AND TIME TO SUIT YOU AND HIM.

Please take current Vehicle License Papers to ensure correct Club records.

Steve Read has kindly agreed to examine vehicles in his workshop at

[REDACTED] MADDINGTON, 6109

CONCOURS JUDGING STANDARDS

Rod McMullin (Queensland) has done a sterling job of going through the Minutes of every Delegates' Meeting to compile this list of changes. This is a compilation of various Minutes so the standard varies (this is probably the only time you will see the terms 'A Model' or 'Ford A' in this Newsletter!).

November, 1982

3. National Meet - Eligibility to participate.

(a) Are National Meets exclusively for Ford A Clubs?

It was agreed that this should be amended to read: "National Meets are to be exclusively run by Model A Ford Clubs."

(b) Is any Ford A owner able to attend?

It was agreed that "owners of authentic Model A Fords be allowed to attend National Meets whether affiliated with a Club or not."

(c) If yes to (b) can he/she enter into Concours?

It was agreed that the matter of who may enter the Concours event at National Meets should be left to the discretion of the National Meet Host Club.

(d) If (c) is allowed and the participant wins the Concours - what happens to the perpetual trophy? This participant may not enter again.

November, 1984

It was decided that these would be the 10 Mandatory items:

1. Original 4-cyl engine.
2. Original type and style upholstery.
3. Sheet metal (no glass).
4. Era-type and colour paint.
5. 6 volt battery and lighting system.
6. Original type horn - EA Ames (Eg)O
7. Tyres and rims for year (21" and 19").
8. Original shock and tube links.
9. Mechanical brakes.
10. Stock engine mounts.

November, 1986

Solid mounts deleted from Mandatory items. Delete shockie tubular links. Points will be lost for float-a-motor and dog bone links. Preference will be given to original. Can enter a maximum of two sections.

March, 1986

Club Participation Trophy. Total number of miles travelled to rally by Club cars divided by total number of roadworthy cars in Club, minus number of cars attending rally.

November, 1987

Wangaratta, 1988 National Meeting Report.

Agreed that States will donate \$1.00 per member up to a maximum of \$50.00 per State for National Meet prizes to be chosen by the Host State. Prizes are to be tagged with Donor State. To avoid obvious embarrassment, prizes tagged should be of equal value.

November, 1988

It was decided that: "Entries will only be accepted for A Model Fords, only A Model Fords can take part in our National Meet functions." The only exception to this being the use of a modern car if, through extenuating circumstances, an A Ford cannot be used.

April, 1988

Concours Judging:

(2) Deletion of Mandatory Items:

Not clear whether this improved the numbers or not.

Originally there were 28 entrants but only 14 or so actually presented for judging. Obviously still many

Concours quality cars not entering. Decided to give it another try in 1990.

(3) Minimum Concours Points:

It was unanimously agreed that a suitable minimum must apply in order that only Concours Standard cars win, especially when only one entrant is judged in a particular class. For the purposes of a guideline, the following was submitted:

Maximum available points 689

The winning car scored 537

5/14 cars scored over 500

4/14 cars scored under 400

It was agreed that a desirable minimum total points should be 2/3rds of the maximum (ie: at least 462 points out of 689). However, due to the overall low number of entrants and the fact that 4 out of 14 cars scored below 400 points, a lower threshold was considered more appropriate at this early stage.

It was further reported that 420 points was the cut-off this year above which the cars were generally Concours standard cars and below which were generally of an unacceptably low standard.

With this in mind it was unanimously resolved that:

"Each entrant must achieve at least 420 points out of a maximum of 689 in order to be eligible to win any Concours prize." (Section only entrants must achieve at least 2/3 of the relevant Section points). It was further resolved that this minimum must be re-valued after each National Meet with a view to increasing it to 462 points (2/3rds of maximum) as soon as practical.

April, 1990

Discussion took place on whether it was necessary to have perpetual trophies, as it was a headache to get them back in time for the next National Meet.

Bill Bennie proposed and moved that the perpetual trophies, apart from Concours, Blue Ribbon & Participation Award be discontinued. Seconded by Ian Willey.

As shields we are going to keep need some work done on them, it was proposed and moved Brian Waters that W.A. tidy them up when they get them. Seconded by Ruth Foster.

Clarification was requested on whether or not sectional entrants had to have all mandatory items. It was stated that sectional entrants do not have all mandatory items.

November, 1990

Concours Judging:

After much discussion it was proposed by Neil Phillips and seconded Allen Stafford: "That a separate judging panel with a dedicated representative from each State, on a permanent basis, be set up to handle all Judging Standard Amendments." The Chairman of this committee will be from the National Meet Host State and will hold this position for 2 years, then hand over to the next National Meet Host State representative. These representatives to present their Club's views to the Committee for discussion and a decision to be made on any changes to the Judging Standards.

... Notebook ...

Resignation - ELDRED SAW of Rockingham has sold his Model A.

Change of address: MALCOLM & PAULINE WOOD now at [REDACTED] Hilton, 6163.



CONGRATULATIONS to proud new grand-parents JIM & NINA WILLIAMS - it's a brand new Woodie and it's licenced. I hear it's a work of art! Well done Jimmie ... who said: "it'll never happen" - probably Jim himself thought that on occasion.

Len & Stella Hoyland in New Zealand have entered our National Meet. They would like to borrow a Model A during the Meet and could offer the loan of a Model A Ford (they have: 1928 Leatherback, 1930 Roadster, 1931 Pickup) during the New Zealand National Meet in 1993. If you would like to take them up on this offer please contact: Len & Stella Hoyland, [REDACTED] Whitford, Auckland, New Zealand.

DOUG & SANDRA NETHERWAY wish to thank the person/s who helped them when their Phaeton 'failed to proceed' on the July run.

CONGRATULATIONS to proud new parents ANGELO & JUDY CALLEGA - it's a 1,000 kg (less rust) 'baby' Town Sedan in need of some doses of T.L.C.

Heard a person comment at the last meeting that she was reluctant to enter in the National Meet and go on the runs because she never knew if their Model A would get to the end of each leg. That's all part of the attraction of driving around in vehicles over 60-years old. You will be in company with about 120 other cars whose occupants have similar feelings.... Go for it!

CONGRATULATIONS ON YOUR TWENTY-FIRST WEDDING ANNIVERSARY
MIKE & LAUREL COOKE

AIR FILTER - The Canberra Club advise that an air filter which fits a modern Japanese motorcycle will fit straight onto a Model A. They suggest a Power Master MEIWA Filter Element MIW M5005 49mm at around \$25.00.

CLUB LIBRARY - Wouldn't it be great to have a Club Reference Library on the Model A? Vice-President ANGELO CALLEJA has kindly offered to be our Librarian and to bring along books to each meeting and keep track of who has what. So, he is elected forth with??

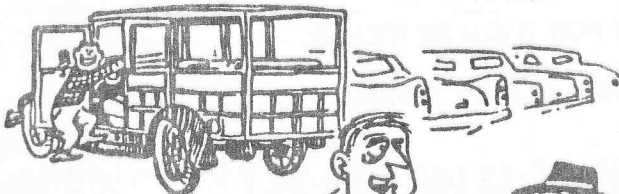
WESTERN AUSTRALIA LEADS THE WAY AGAIN

We had Australia's first female Premier - now we have Australia's first (I think) female President of a Model A Ford Club with the election of LAUREL COOKE. So begins the second COOKE Dynasty as husband MIKE COOKE served a two-year term after being elected on July 21, 1985.

ONYA LAUREL!!

today M.A.R.C. - tomorrow: the world?

WANTED - Complete chassis or front cross member to buy/swap (have headlights, front axle and new and used multi-disc clutches). ALSO wanted: 19-inch wheels to buy/swap for 21-inch. TONY PARIN [REDACTED]



"Hey, Jim! I just got 10 bucks from some sucker for that old wood wreck!"



McDougal

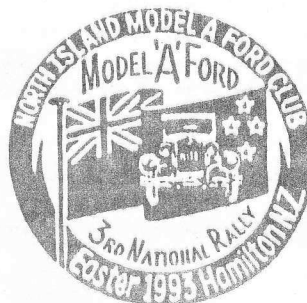
MODEL A FORD

3rd National Rally,

Easter 1993,

Hamilton,

New Zealand.



Correspondence to :-

PO Box 15347, Auckland, New Zealand

285



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

Mrs Mavis Spender
Bussetton WA 6280



Western
Model A News

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