

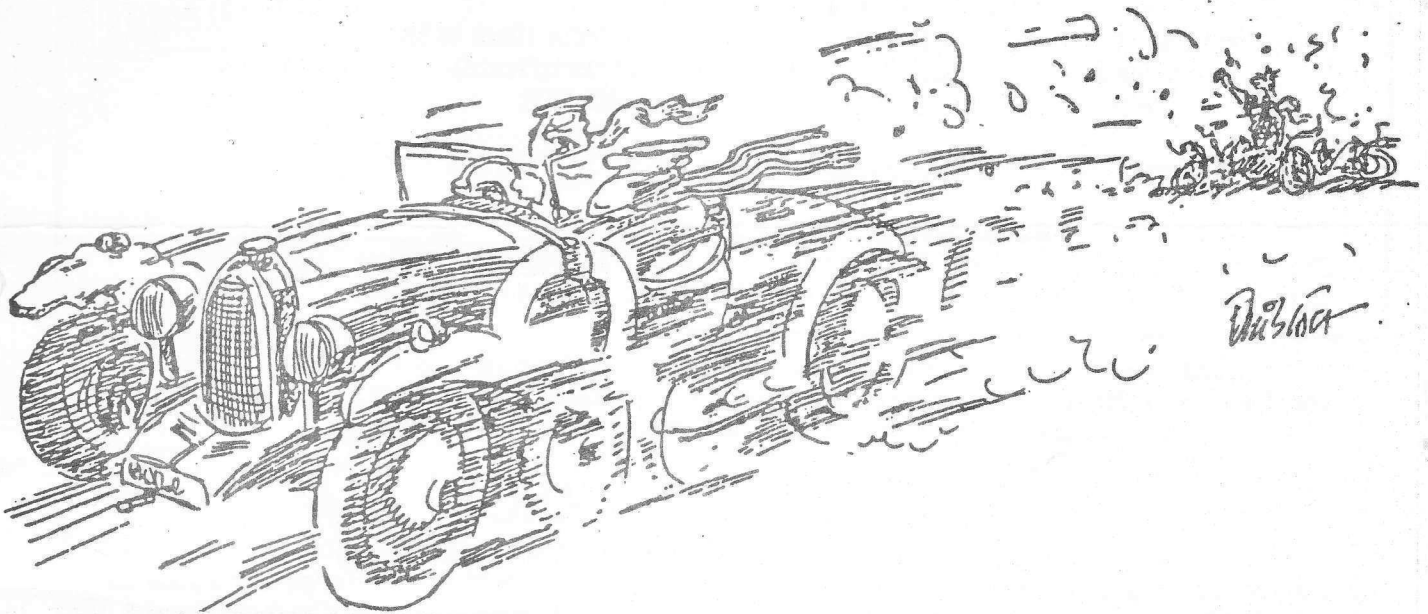


# Western Model A News

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

Year XII Number III

OCTOBER, 1991



" Always thought the MODEL 'A' was built on an ash frame. That looked like beech to me ... "

## AUTO-JUMBLE

Sunday, October 13, 1991

Tell ALAN JEFFREE if you can help or can offer any non-Model A gear for sale. How about that stuff in the shed you keep falling over and will really never use?

## ALL FORD DAY

Sunday, November 17, 1991

Contact STEVE READ on [redacted] if you can help. STEVE is creating a 1927-look "See The New Ford" display and Ford "dealership" so he needs any posters, leaflets, items to add to the atmosphere, plus potted palms, etc. Phone soon if you can help.

If there is a cross in this box. Your subscription is overdue.

## BRING-and-BUY

November, 1991

It's time to get onto the Spring-cleaning and taking all that good junk to COOKE's for north of the creek and READ's for south ready for the Bring-and-Buy stall. Give LAUREL a ring on [redacted] or LOUISE on [redacted] to arrange a suitable time to drop-off items for sale.

## CHRISTMAS DINNER

Saturday, November 30, 1991

Details from ALMA LETCH on [redacted]. Book NOW and arrange payment of \$25 per person by the next meeting on October 20 so you do not miss our annual Christmas get-together.

## Next Event: RESTORATION RUN

Meet at Lilac Hill Park, Caversham at 9am. Bring meat for a BBQ.

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.)

If not already done - your VEHICLE INSPECTION is now OVERDUE  
Phone Chief Vehicle Examiner STEVE READ now for an appointment.

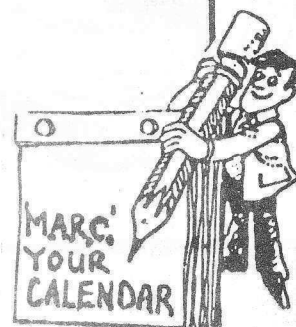
Sunday, October 13, 1991 - V.C.C. Autojumble  
Contact ALAN JEFFREE on [REDACTED] for information or offers of help.

Sunday, October 20, 1991  
Meet at Lilac Hill Park, West Swan Road Caversham at 9am for 9.15 departure.  
First stop JEFFREE home then CALLEJA home before heading for the LUCA  
home and a late Barbecue. Bring your meat and salad (or what ever you like).  
Please bring chairs. Organised by JOHN & FIL LUCA.

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 LYNCH 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.



*Stories like this seem to pop up from time to time and are re-told with ever-growing embellishments. However, this one by Glen Storie extracted from Victoria's "Ford Torque" was supported by a photograph of how the vehicle looks today.*

## RECOVERED WRECK

In 1958, three mates went pig-shooting on a large property in southern New South Wales and took the station owner's daughter along for the ride. They thought their Dodge Fargo ute would be too heavy to bash through the thick waist-high bushes but one of them had recently purchased a 1928 Model A Tourer for 12 pounds and they thought that would be just the thing for pig chasing.

They were soon in hot pursuit, the pigs made a sharp left turn and the Model A tried to follow suit - except that, unlike the pigs, it skidded sideways, hit a rut and rolled onto its side. Unfortunately the girl was thrown out and the Model A landed on her ankle. She was rushed to hospital in the Dodge ute, leaving the Model A with its tail in the air. For the next two weeks it rained constantly, making it impossible to retrieve the abandoned Model A and eventually it was simply forgotten.

Thirty-one years passed until the summer of 1989 when that same 'girl' was flying an aeroplane over the same station instead of bush bashing in a Model A - to her surprise she spotted the old Ford lying on its side in thick shrub, virtually hidden from sight at ground level.

An expedition was mounted and the Model A was on its way back home. The gearbox and differential were seized, stopping the motor from turning over, and the body had more holes than Ol' Henry had originally designed, but amazingly the near side rear tyre was still inflated. They just had to know if the engine would run so the clutch pedal was wired to the floor, petrol added, battery connected and ... ignition. After a few cranks with the starter she fired up and was "playing that magical exhaust note once again."

### 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

## LONG RUN RULES

Well, I guess someone has to say something so it might as well be me. I am not adverse to sticking my neck out to see how many will run for a proverbial axe - so long as it is not a real axe!

Anyway, apathy rules supreme so there will probably be no reaction at all to any comment made by anyone...

The trip to Bimbij Station was enjoyed by a great majority of the participants but there were some problems with a few individual vehicles and with the convoy itself.

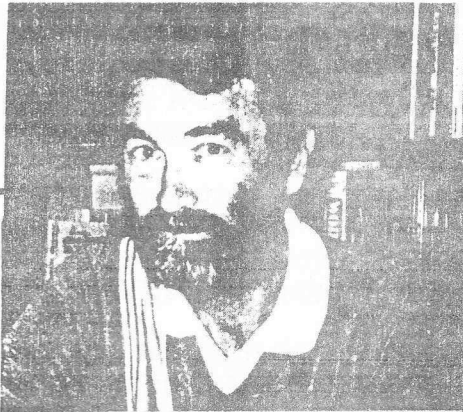
To deal with the latter first - there must be a better way of travelling in convoy. Just bear in mind that during the National Meet we could have a convoy of over 100 vehicles (not 15) which could easily cover 5kms. There seems to me to be two main sins when travelling in a group: (a) bunching up in groups, and (b) trail-enders losing their way.

I really did feel that, on the way north, the tail-enders were almost being ignored and left to their own devices without much thought as to their well-being, apart from some verbal concern which would not have been of much comfort in a serious emergency.

The problem of bunching into groups is caused by one slower vehicle and/or just careless motoring. With regard to relative speeds: drivers are, naturally, at liberty to travel at the speed at which they feel most comfortable. There should be no compulsion to travel faster (or slower) just because someone else has a different concept of the speed they think everyone should travel.

At any rate, there is usually only a small difference in average speeds. If one vehicle travelled at an average of 38mph and another at 35mph over 100 miles they would arrive at their destination just 14 minutes apart.

As always, every car should keep to the left wherever practical, especially if travelling slower than the maximum speed for that particular road. There should always be sufficient space between cars to allow a car



## editorial comment

coming from behind to pass and comfortably clear all cars. If a driver notices vehicles bunching up behind him and there are no passing opportunities, he/she should take an opportunity to pull off the road to allow them to pass - be they other vintage vehicles, or whatever.

Being a bunch of individuals, we all prefer to travel in different ways. Some wish to get in the car, drive to the destination and get out, stopping only to fill the fuel tank or empty the bladders. Others like to stop every hour or so for a snack and a cuppa - it should not be too difficult to strike an average of these two extremes.

With regard to ensuring that no one gets lost on a long run. The logical method would be to plan regular points to pause to ensure that everyone is still mobile. When turning corners where there could be a problem with navigation, each vehicle could wait (clear of any traffic) for the one behind to turn the corner before driving on. That vehicle would then wait for the next one, and so on until the last vehicle.

Another question raised at Bimbij was that of carrying heavier spares. Naturally, everyone should carry small basic items like points, condensor (checked), etc. The suggestion of a roster for heavier items like generators, etc. certainly bears further discussion and some system established, especially for longer runs - the problem will be just where do you stop - who is going to carry a set of springs?

Would members like a future edition of this Newsletter to publish a check list of suggested spares to be carried?

Now, CB radio channel - it is Channel 4 always? Also, should we always aim for a car with a CB in front, one at the rear and others spread out in between?

Please give these matters some thought. Voice your opinion at the next meeting. Or, write to your Newsletter and I will publish a cross-section of points-of-view. Boy that must be the height of wishful thinking:- someone writing to the Editor!!

*T. Seaman*



# MINUTES

of Meeting held at Bimbij Station on September 30, 1991 with 34 members, 8 kids, 1 visitor in 14 Model A Fords and 3 'moderns'.

President LAUREL COOKE opened the Meeting at 5.45pm and welcomed JOHN & PAT LAURIE and visitor Irene Fisher.

Minutes of the previous meeting read and passed-moved STEVE READ seconded JIM WILLIAMS.

Business Arising: Christmas Dinner - to be paid by November meeting. Auto-Jumble - Parts and details to ALAN JEFFREE. All Ford Day - STEVE READ has a marquee and needs offers of old posters, signs etc for a 1927-type display. Welding demonstration - cancelled. Vehicle Inspection - contact STEVE READ if your Model A has not been examined. ROSS LETCH thanked for again producing the stickers. Bring & Buy Stall - items to COOKES or READS by October meeting.

Financial Report: Club:- \$1,703.95. National Meet:- \$13,801.36.

BEVAN reported on National Meet and advised that we had 109 entries with around 270 people and 85 Model A-s. A list of jobs and volunteers was read - helpers still needed for the enquiry desk and the bar. Pointed out that the funds were all committed to costs and to Noalimba for rooms and meals.

Correspondence: George Fethers, KEMH/Telethon Run, Beth Martin, Kenlow.

General Business: BEVAN advised that the Club had been donated a photo copier as a result of STEVE READ working on John Stramsek's Fordor. Proposed that STEVE be repaid by the Club for cost of parts he had paid for the repairs - passed. LAUREL COOKE reported that GEOFF DAVIES was in hospital and that she had sent a card on behalf of the Club. MICHAEL BELL advised that Ken Sharp may be interested in joining and he will get Application forms to him. BEVAN advised that COLIN DAVIDSON was soon to go overseas for an extended period and thanked him for helping many members and the Club in general and wished him and MAXINE best wishes - passed by acclamation.

Coming events: Auto-Jumble October 13. Restoration Run October 20. All Ford Day November 17.

ALAN JEFFREE proposed a vote of thanks to ALAN & JUNE SMITH for organising a successful long weekend - passed by acclamation.

A discussion ensued of future long runs including: a roster for carrying spares, not bunching up in convoy, travelling in smaller groups, advise of distance between fuel stops, etc.

MIKE COOKE asked if anyone wanted AR bell housings.

There being no further business the Meeting closed at 6.20pm.

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*This reminder, with appropriate additional embellishments, is currently being circulated and comes via the Queensland Club's Owners and Restorers News.*

Remember that old folks are actually worth a fortune: with silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs.

Even our 'young' President is being effected but Laurel is still seeing six gentlemen most days. As soon as she wakes up in the morning Will Power gets her out of bed, then she goes to see John. Laurel shares her breakfast with Uncle Toby and Billy Tea. After this Arthur Ritis shows up and sometimes stays all day but he does not like to stay in the one place for very long and takes her from joint to joint. After a busy day Laurel is very tired and is glad to get into bed with Johnny Walker. Oh yes, we also hear that, in her spare time, she has been flirting with Al Zymer.

A preacher came to Briar Court the other day and told her that, at her age, she should be thinking about the 'Here After'. Laurel told him that she did that all the time. No matter if she was in the lounge, the laundry or the loo she was always asking herself "Now, what am I Here After?"

## A LONG-WEEKEND RUN TO THE END OF THE ROAD

Ain't it interesting looking at a map and finding Bimbij Station? The road actually stops and then there is nothing but nothing for hundreds of miles.

Families: SMITH, McLEAN, WILLIAMS, BENNIE, SHARP, BELL, LETCH, LYNCH, GUEST, LAURIE, ANNEAR, COOKE, DAVIDSON, READ, ANDREWS and two lots of JEFFREES in cars borrowed from STEVE READ and MIKE COOKE - more on that later - congregated in Toodyay as arranged. There were a total of 14 Model A Fords and three 'moderns' which is a pretty good turnout and a commendable percentage of A-s.

ALAN & JUNE SMITH had put together a kit with a map and instructions plus a quiz to give the travellers something to do on the trip.

Everyone set off in high spirits on schedule but unfortunately ANDREWS' Phaeton was having carburettor problems and then developed a knock so they thought it prudent to head for home. They deserve top marks for then collecting RON's work vehicle and heading off again for Bimbij - well done guys.

The trip north-east was not exactly uneventful. Some over the C.B. verbal exchanges about relative speeds of certain vehicles paled into insignificance in light of later eventualities.

The run to Wyalkatchem for the first fuel stop was devoid of drama and all set off again with high hopes in glorious weather. Then a spate of problems beset a few vehicles. The READ Roadster driven by DARREN JEFFREE had constant generator trouble, the COOKE Phaeton piloted by ALAN JEFFREE was misbehaving and the ANNEAR and LETCH Roadsters decided not to be left out of the festivities. By the scheduled lunch stop at Koorda the happy little convoy was divided into three groups, each dealing with their own circumstances.

Unfortunately, this resulted in some groups being left and having to find their own way. After an extended series of stops, bonnet lifting and hands-on repairs, everyone ultimately made it to Bimbij.

The READ Tudor-trailer rig ran right out of fuel at the homestead gate and coasted to a stop. Unscrewing the petrol cap and shining a torch revealed a totally bone-dry tank. A sight you have probably never seen before in your life then occurred: STEVE READ downed a can of beer!!!

The problems seemed to be as follows: the READ generator did not want to charge and after fitting new brushes, soldering wires and much on-going work en-route it still did not want to execute its function. However, on the run home it apparently decided that it had caused enough merriment and started charging. The COOKE Phaeton needed a condenser, the LETCH battery had died totally and the Station lent them another. The ANNEAR Roadster points had closed up. The DAVIDSON Phaeton carburettor had a blow through and after the removal of a few croutons she ran even better.

An enjoyable time at Bimbij included: bus trips around the Station, working on cars, eating, working on cars, drinking, working on cars, talking, ..., telling stories, etc. All seemed to enjoy the laid back, laconic humour of Bunny(?) the resident character. "Look it's a Twenty Eight". "No it's a Thirty-seven, they've gone metric."

We were entertained at the Sunday barbecue by Bunny with a series of stories. At one stage our President was indulging in some repartee with him which lead ALMA LETCH to dub them "Laurel & Hardy". COLIN DAVIDSON read some classic Aussie poetry to the enjoyment of all around the camp fire.

MATTHEW READ and JORDAN COOKE were seen piloting their respective family Model A-s with consummate skill. Better hide the keys dads!

There were reports of something called 'snoring' - the Editor, for one, denies all knowledge and is therefore unsure why co-habitator PETER LYNCH took an extended midnight walk. Was ALMA LETCH taking her 'walk' at the same time?

Families GUEST and LAURIE had a veritable baptism-by-fire having so many problems on a Club run. They were of support to the Model A-s which had "failed to proceed" and took some convincing that so many on the "sick list" was not actually normal! Thanks guys.

The run home in three groups was uneventful, albeit through some strong wind and rain after enjoying such a warm weekend. The three groups arrived home at 2pm, 3pm and 4pm after a round trip of around 536 miles (863 kms) - what about Bimbij as a destination for one of the runs during the National Meet?

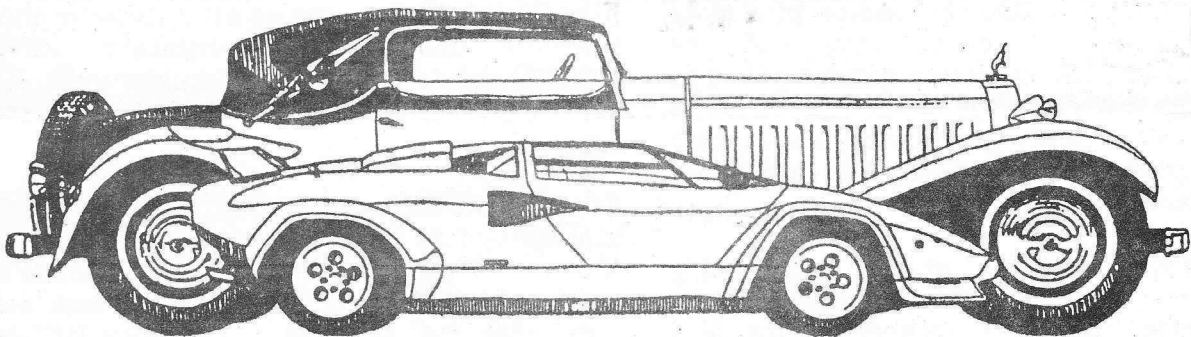
# NATIONAL MEET

These are the VOLUNTEER POSITIONS to ensure a successful Meet. If you can help any of these people so the load can be shared please contact them and offer your assistance or any advice.

Rally Director - Bill Bennie  
Secretary - Louise Read  
Concours Judging - Mike Cooke (Kelvin Pepper, Angelo Calleja)  
Fashion Judge - Ivy McLean  
Youth Activities - Dorothy Bennie  
Children's Bags - Laurel Cooke  
Processing Bookings - Louise Read  
Advertising/Promotion - Bevan Sharp  
Updates Editor - Bevan Sharp  
Accommodation - Helen Sharp  
Repair Facility - Alan & Darren Jeffree  
Information Booth - Helen Sharp, Louise Read, Nina Kitchins, Faye Lynch, Judy Calleja, Coral Blewett, Edith Jeffree, June Smith, Dora Annear, Gwen Guest, Gail Andrews  
Beach Run - Bill & Dorothy Bennie  
Whiteman Park Run - Peter Lynch  
Fremantle Day - Bevan Sharp & Mike Cooke  
Heytesbury Run - Bevan Sharp  
Signs - Peter Lynch, Mike Cooke  
Rally Bags - Louise Read, Helen Sharp, Laurel Cooke  
Banquet & Decorations - Toni Mahony, Dorothy Bennie  
Banquet Seating - Toni Mahony  
Trophies - Bill Bennie, Mike Cooke  
Security - Ray Mahony  
Printed Program - Bevan Sharp  
Bar - Jim & Nina Williams, Alan Jeffree, Barrie Guest  
Ride-sharing Co-ordinator - John Luca  
Child-minding - Louise Read  
Escort (Station to HQ) - Bill Cowlin, Jim Williams, Bill Bennie, Bevan Sharp  
Evening Entertainment - Maxine Davidson

Can YOU help with these items? The committee would like to hear urgently from any member who has contacts or advice on who to approach for a large marquee to be used as a repair facility at Noalimba and also owner/s of buses to transport our entrants who will not have a vehicle.

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**You can take a Veteran/Vintage/Sports Car Sunday Drive for Telethon on October 27, 1991**

The day will start at Langley Park at 10am. Cars will drive to Belvoir Valley Amphitheatre in the Upper Swan for a display which will open to the public at 12 noon.

For a \$25 donation per car toward King Edward Memorial Hospital you are entitled to: Moondah Brook wine tasting, Complementary lunch (max 4 persons per car), Complimentary bottle of wine per car, Reserved seating for live concert, Complimentary tea and coffee, Full security for your car, Fun rides for the kids. Plus a chance to win prizes of dinner at Pierre's Garden Restaurant or staying at the Hyatt Regency, Perth.

This is not an official Club event so if you would like to participate, contact Trish Palmonari at Joel Communications, Suite 5, 336 Churchill Avenue, Subiaco, 6008.



## ... Notebook ...

WELCOME to new members: BRUCE and SUE JENNINGS of [REDACTED] Lesmurdie, 6076. [REDACTED] They have a '30 Roadster and need a radiator surround, carburettor, hood irons and stainless steel moulding for the cowl. ALSO:- ALEC CHRISTIE of [REDACTED] Cadoux, 6466 who acquired a chassis on four wheels with front section in Adelaide which he conveyed to Alice Springs and took 2 years to turn it into a ute. He drove it to Wyndham and then down to Perth. Its done 11,000 miles including a return trip to Sydney in 1951.

GEOFF DAVIES is not well and we wish him a speedy recovery. Good to see JUDY CALLEJA up and about at Toodyay to see the travellers off to Bimbijy after her recent operation. We hope DOROTHY BENNIE is now recovering from her shoulder injury. In the sibling stakes: SCOTT ANDREWS is recovering from a recent operation, BEN LUCA has had several visits to the hospital.

OOPS .. Bit slack last month:- It wasn't the COOKE's 21st Wedding Anniversary - it's 25 YEARS. The address for WOOD's should read: [REDACTED] Duncraig, 6023. AND our President is not the first woman to be President of a Model A Club in Australia - apologies to Ellie Wallace in Victoria.

EDITH JEFFREE had some plumbing done last month and knows what happens when the water is turned back on and the dishwasher is not connected. It floods the cupboards, doesn't it EDITH?

SAFETY CHECK. Has YOUR Model A had its compulsory road-worthiness examination? If not, contact STEVE READ right NOW to arrange a mutually suitable time. STEVE has very kindly agreed to examine Model A Fords in his workshop at almost anytime. So, how do you get members to have their vehicles examined - threaten re-possession and selling to the lowest bidder? Country members are asked to send a copy of their examination certificate from their local Club.

ENVELOPES. Would you like a box of very cheap envelopes donated to the Club? They are 92x165mm, window-faced, and you can have a box of 500 for only \$5.00 - phone HELEN SHARP on 339 4082.

WANTED by non member Chris at [REDACTED] Edgewater. [REDACTED] rear section and doors for a '28 Phaeton, 2 x 21-in rims, headlights, front and rear bumpers.

THANK YOU to STEVE READ whose persistence resulted in donated materials for the National Meet trophies. STEVE 's efforts have also resulted in the Club being donated a photo-copying machine!!

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Western  
Model A News



**WHEN QUALITY COUNTS!**

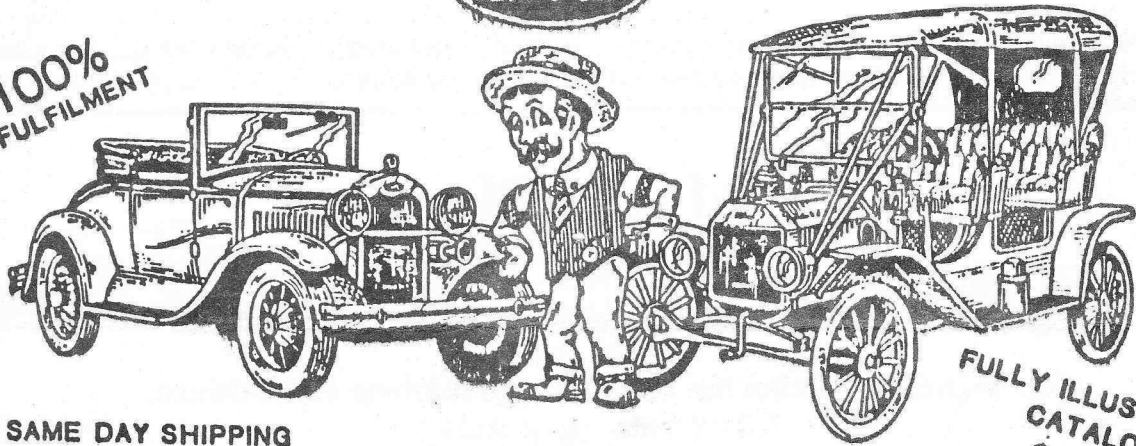


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