



Western Model A News

Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

YEAR XIII

NUMBER # 3

OCTOBER 1992

HOLIDAY MOTORISTS

WHEN ON TOUR
INSIST ON

The identical SHELL OIL and
SHELL SPIRIT which you buy
in town are available everywhere
from sealed equipment.

The Anti-Carbon Pair:

SHELL

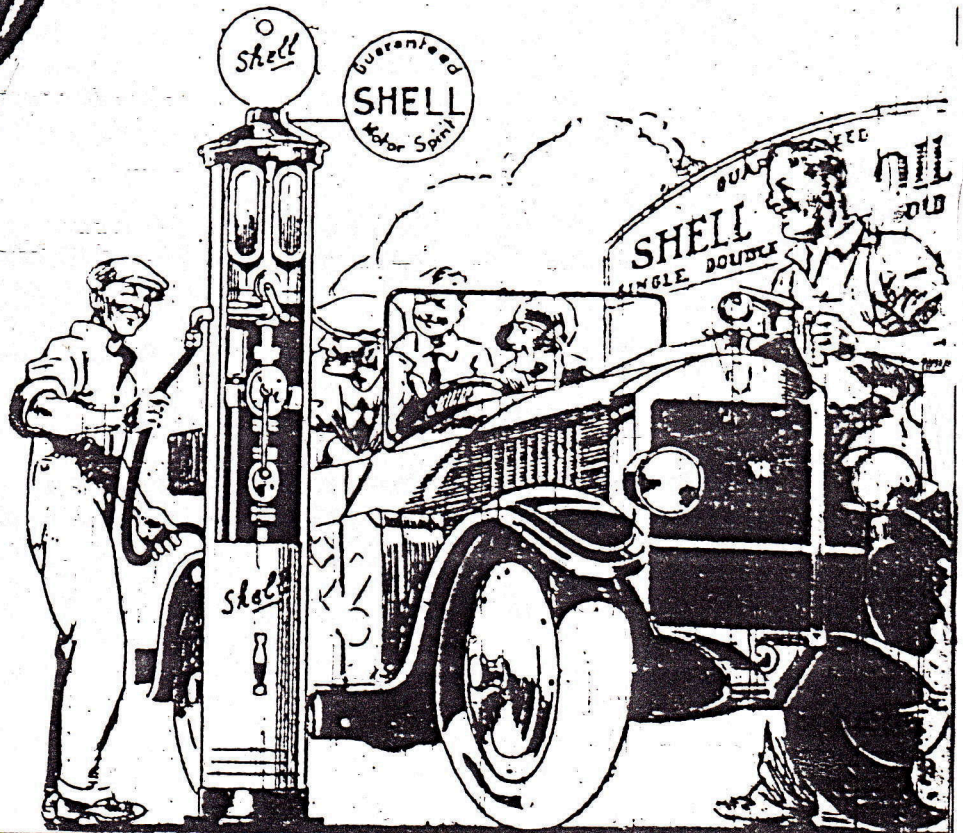
GUARANTEED

SPIRIT AND OIL

THE BRITISH IMPERIAL OIL COMPANY LIMITED - THROUGHOUT AUSTRALIA

Shell

On the
Long tour
always carry the
SHELL
RED CAN
and 1 gal. tin of
SHELL
MOTOR OIL



EVENT: 25th OCTOBER 1992 (Sunday) (see Calendar)

NEXT MEETING/RUN: 8th NOVEMBER 1992 (Sunday)(see Calendar)

OFFICE BEARERS: *President:* LAUREL COOKE [REDACTED] *Secretary/Treasurer:* JUDY CALLEJA [REDACTED]
Vice-President: ANGELO CALLEJA [REDACTED] *Vehicle Examiner:* STEVE READ. *Editor:* STEVE READ [REDACTED]

COPY DEADLINE: by the 1st of every month to: [REDACTED] Thornlie, 6108

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

OCTOBER 17-25th, 1992: SGIO RALLY WEST hosted by the VCC.
Details from : PO BOX 454, FREMANTLE, 6160.

OCTOBER 25th, 1992 - NORTH MANDURAH PRIMARY SCHOOL - CAR DISPLAY.

Leisurely run down to Mandurah for a day of fun in the sun while your car is on display at the North Mandurah Primary School. The JEFFREE family [REDACTED] are organising the run down for our Club Members so please give them a call if you intend participating.

NOVEMBER 8th, 1992 - Organisers the ANNEAR family.

MEETING TIME: BY 9:15 am for 9:30 DEPARTURE.

VENUE: Car park behind the Woolstores Shopping Centre in Beach Road, Fremantle (near railway line). Remember where we all got confused and finally met for the May rally - well it's the same place !! Okay!

As we will be leaving from the starting point in one or two minute intervals, Max & Dora suggest that a street directory may come in handy ("just in case"), for those of us who do not know the south of the river areas. Destination will be in the Rockingham area so please make sure the A's have a full tank of petrol before departure. As it's going to be a wonderful sunny day and leisurely drive, pack your lunches and come join in the fun.

NOVEMBER 14-15th, 1992 - BENDIGO SWAP MEET

CHRISTMAS IN NOVEMBER.

HAVE YOU PHONED THE JEFFREE FAMILY on [REDACTED] to secure a place at our Club Christmas Dinner which is being held at the FREEWAY HOTEL, South Perth

NOVEMBER 28th 1992 (Saturday)

Book your place NOW so we can advise numbers by end of October.

Check 23rd August 1992 Minutes in September Newsletter to see if you qualify for the 'special, once only, Club offer'.

NOVEMBER 29th 1992. FUN IN THE SUN: This is organised by the VARIETY CLUB for child cancer sufferers from PRINCESS MARGARET HOSPITAL.

CONTACT: RUSSEL LANYON or [REDACTED]

JANUARY 1993 - PICNIC IN THE PARK at Peppermint Grove.

FEBRUARY 1993 - BREAKFAST BBQ in the Park at Como.

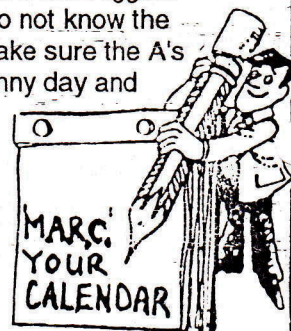
MARCH 1993 - Long weekend camp-out at Kirrup organised by the Jeffree family. Local alternative run (for non-campers) will be organised by the Andrews family.

MARCH 13th, 1993 for 15 days - TASMANIA. FIVA WORLD RALLY.

Regular info for \$5 to [REDACTED] Wynyard, Tasmania, 7325

APRIL 1993 - Organisers the PEPPER family. (PS: takes Pepper this long to get organised)

APRIL 9 - 12th 1993: NEW ZEALAND'S 3RD NATIONAL MODEL A FORD RALLY at Hamilton, N.Z. Information & updates from: 1993 National Model A Ford Rally, [REDACTED] Auckland, N.Z.



THE HYDEN HIKE

September 26/27/28 1992

Oh, no, 5:45am and time for some of those north of the river to be up and getting organised for the 50 minute run to Gosnells by 8:00am. It seems MODEL A's had more pull than the EAGLES final on TV as all nine A's and 2 moderns complete with 26 adults and 4 children arrived and departed Gosnells on time - the Andrews having only left their warm beds at 7:45am !! Kirkwoods were unable to make the trip this time and we wish Linda a quick recovery. Cookes decided they needed a trailer for luggage as with two 8 year olds plus TOYS, there was no room inside the Tudor for anything else. Guess who came to the rescue again - yep, Steve Read ! A towbar was made in quick time and the Read family trailer attached !

The weather was sunny with the occasional clouding over for most of the run through the countryside down to Brookton. Fields of golden dandelions, green crops, white shorn sheep and beautifully coloured wildflowers along the way kept us all busy. The JEFFREE twosome have found their petrol caps seal too well and will need to make slight adjustments. The Guest tourer decided it needed lots of water for its first long run and the occupants needed lots of headache pills - but as always - the problem eventually gets fixed or temporarily repaired (as it did at Corrigin later on). MORNING TEA was enjoyed at the home of GARY EVA who is in the process of restoring a Model A Phaeton. Keep up the good work Gary and it will eventually get there.

Lunch was eaten at the local park in Corrigin with most ears tuned into the Eagles match against Geelong - was rather depressing at half time! Off again through fresh green countryside with its beautiful fields of golden dandelions and colourful wildflowers. The C.B.'s came in handy to relay the EAGLES scores to those of us without radios and when we finally won, it sounded as though the CALLEJA Tourer had been involved in a riot! Saw quite a number of dead snakes on the road (does the LAURIE One Tonne have a magnetic pull towards snake bellies!?!), goannas and several foxes and kangaroos.

WAVE ROCK CARAVAN PARK has been very much upgraded since our first visit some seven (?) years ago and all were pleased with the accommodation in chalets and on-site vans. The MOZZIES have also improved - about half inch long these days!! (Needless to say the store was doing a roaring trade in insect spray!). It was then time to check out the vehicles and chat with interested folk - including DAVID CHAMBERS our Kondinin member. Great to catch up with you David and hope that our chaps were able to answer any questions you had.

WAVE ROCK was checked out by most of us and also several made the walk down to Hippo's Yawn. From top of the rock, flood water could be seen for miles around but most roads appeared to be fairly clear.

6:00 PM and all of us crowded into the chalets with TV's to watch the EAGLES great win - wonderful. Time then for dinner - some with BBQ's and others with warm ups. Jim Williams was in full form again with his jokes around the camp fire and the Jeffree gang were glad they'd brought along their 'soul warmers'.

SUNDAY: Most had a great sleep (except Cookes who had along two very excited kids who muttered in their sleep most of the night!) and were up early for packing up and exploring some more. Some checked out the Wildflower and Gift shop whilst others climbed the rock again. WADE, ANDY, JORDAN & JARED plus a couple of adults had a wonderful time catching TADPOLES in the rock pools on top of Wave Rock. Then came the job of transporting them back to Perth in ice-cream containers on the back floor of the Tudor ! (They survived even if a little motion sick!)

10:00 AM and all were assembled ready for moving on - ANNEARS, SMITHS, ANDREWS, LAURIES and COOKES opted for a slight 'river crossing' to visit

MULKA'S CAVE , the HUMPS and GNAMMA HOLEthen proceeded through the back blocks to NARREMBEEN to meet up with the rest of the group who stayed on dry bitumen roads back through Kondinin and north to Narrembeen. (BILL B. you would have been having fits at the organisation of this trip - it was a real Cooke's Tour-- thoroughly enjoyable though!!).

What a sight to see JOHN (alias CHAIN SAW LAURIE) out in the middle of the bush with his COMPASS ...in order to send us off in 'possibly' the right direction !! With lead foot MAX ANNEAR in front, followed by RED BARON SMITH it was quite a run along the backroads - bounded each side by millions of colourful wildflowers and trees - didn't seem to be a spot left bare.....except maybe the top of MAX's head when the ROADSTER negotiated an unseen, rather deep water rut across the otherwise smooth road. MAX reckoned it sure gave the Roadster's suspension a good workout and tested the flexibility of the hood material ! We also noticed the ANDREWS Phaeton practicing some sideway slides to be in competition with that Hot Rod when it is finished ! Eventually the bitumen was found and it was easy running into NARREMBEEN where we met up with the rest of the gang. Their only concern along the way was the CALLEJA Phaeton which had a cracked water pump pulley.

Some ate packed lunches whilst others opted for hot chips and hamburgers from the BP garage. By now the wind was getting quite chilly so it was off again for MERREDIN where we all arrived safely about 3:15 pm and checked into the on-site vans. The town was alive with Bikies from all areas - for the motorcycle races being held around the town streets.

7:00 PM all had showered, shaved and shampooed and headed off to the MERREDIN MOTEL where dinner had been pre-booked....pumpkin soup, roast and veges and choice of delicious desserts, plus coffee - all for \$12.50 each. The four boys were almost asleep at the table before dessert came along but bowls of icecream topped with Smarties soon had them wide awake again. On the way back to the caravan park the Andrews decided to check out the 'main drag' thru town and were promptly stopped for a random breath check (luckily Ron uses Colgate!!) - no problems. He was much relieved as he had more of a problem with the headlights - kinda winked at you now and then or ceased to work altogether! (Another job for the weekend.).

MONDAY and almost everyone ready to head off by 8:00 am. Laurie's decided to sleep in but caught us up a little way down the track and the Calleja's had to get a move on too. Mike Cooke left the Tudor idling by the front gate only to come back and find it and the trailer neatly parked across the middle of the road (pull the handbrake on harder next time Mike). Smiths arrived from the motel so then it was off for points west. Morning tea was outside the CUNDERDIN museum where there was a great display of tractors and engines to peer at thru the fence. (We are such a cheap lot - I doubt anyone paid to go inside and look!!).

The countryside around NORTHAM is a sight to be seen at the moment - well worth a day's run to see whole fields of purple Patterson's Curse flowers next to green crops or the golden yellow of the dandelion fields...brilliant.

The SMITH Tudor was gobbling up too much petrol for Alan's liking so on checking it just north of Northam he discovered a broken fuel line. Typical bushie - bit of rag around it - jam it back into the hole - hey presto - good enough to get them home.

LUNCH was eaten rather quickly in the cold wind at THE LAKES. Haven't heard otherwise so guess we all arrived home safely by about 2:30pm. (One of the earliest arrival times we've had yet - kinda reduced like Laurel's meetings!!).

BARRY and GWEN GUEST pass on their sincere thanks to all of you who helped out in getting their Phaeton in working condition during the trip - very much appreciated.

I'd like to say thanks too - to all of you for putting in your two cents worth to make this the easiest CLUB trip to organise and a really enjoyable one.

.....ELSIE

Next morning I had a drive of Dick's Model A Pick-up. He had just finished working on it and it did not even have a hood ("bonnet", you know), so you could see the B Model head and distributor, huge twin carburetors and amended manifold. Good grief, what an experience, guiding a lethal weapon through tight, winding country roads, dirt tracks and hills - bloody thing went like a scalded cat ! You would not credit the difference - this Model A shot over steep hills in top gear like they were not there. To add to the 'atmosphere', Dick had also installed a steering box from an F100 so it felt like power steering - absolutely incredible. At one stage I rocketed over a hill with a tight right-angle turn at the top onto a dirt road leading to Dick's home - I over-corrected slightly with the "power" steering and felt Dick pushing down on a brake which he didn't have and then seriously considering abandoning the vehicle

Next was a revisiting trip to San Francisco - across the Golden Gate Bridge, to Fisherman's Wharf (more clam chowder), Pier 39, etc. then out again before there was too much traffic. It's always good for the adrenaline flow to drive on Californian major highways at 65 mph and over (the limit is usually 55 mph) in heavy traffic six lanes wide when you don't know exactly where you are going !

The coast road is truly spectacular. I had to stay at Pismo Beach - 'cause that's where Bugs Bunny goes on his vacations!

We called into San Simeon to visit William Randolph Hurst's famous 'castle' to gaze in awe at the priceless architectural treasures. Also called into Solvang, a town like a piece of Denmark dumped in California. The town is also famous for its pastries, some of which look as though they should carry a Government Warning: "Consumption of this material will cause obesity, cholesterol and may cause death". We had a selection of tasty Danish open sandwiches.

After visiting the massive Spruce Goose built at the end of WWII by Howard Hughes we also walked around the huge Queen Mary.

In Los Angeles we stayed with Richard & Mary Hayes who we had met in Dallas. Richard's Woodie Wagon had taken out "Best Touring Car" at the meet.

Helen went on lots of shopping trips with Mary (she was definitely feeling seriously deprived). Richard took us one morning (in the Woodie) to the, by now, famous gathering of a group of Model A owners who gather in a diner for coffee every morning. We went out to MAFCA headquarters in La Habra in his '66 Mustang and to a meeting of the Diamond Tread Club - where we again caught up with Bob Trousil and Doc & Darleen Ingwersen. We also met up with Carl & Ethyl Zelambo who were at the Perth Meet.

You may recall that MARC WA sent a club badge to South Aust. to be included in a trophy which was presented to MAFCA - it is proudly displayed at the main office at La Habra.

The Hayes showed us a video of the trip to Dallas including, most incredibly, film of a barn they had found in Nebraska which was packed with Model A parts - radiator shells were festooned around the walls and every part of the barn was crammed packed with virtually every part of a Model A you could name. The yard was scattered with chassis and more bits and pieces. The nearby creek was choked with the remnants of assorted Model A bodies which had been stripped, dumped in the creek and just left to rot.

With greatly increased luggage weight, plus minds full of fantastic sights and, best of all, memories of lots of friendly people and lasting friendships, we boarded our flight for TONGA.....

LOCATION OF THE FORD A POWER PLANT TROUBLES MADE EASY

Authoritative Chart Outlining The Common Derangements That Interfere With Proper Action Of The Engine And Auxiliary Systems Chart Arranged By VICTOR W. PAGE, ME, Author of "The Ford Models T and A Cars", Etc. Etc.

STARTING TROUBLES

(continued)

If Starter Turns Motor, But Motor Will Not Fire:-

1. Do not continue to "churn" motor, but check over motor conditions. See that:-

Ignition switch is in proper position.

Throttle lever is open about one and one-half inches.

Air choke lever is closed (in cool or cold weather).

There is gasoline in carburettor.

Gasoline line cock is open.

See if any of the Ignition System troubles under the heading "Motor Will not Start" exist.

2. With a very cold motor it may take some time to get an ignitable mixture into the cylinders, but if the air choke valve almost entirely closes the carburettor intake a strong suction will draw gasoline into cylinders as effectively as priming.

3. In moderate weather continued churning with the air choke closed will cause cylinders to flood. To clear motor, open wide the air choke and throttle levers.

ALL LIGHTS GO OUT -
IGNITION FAILS - STARTING
MOTOR DEAD -

The cause for this is:-

1. A loose connection either at battery terminals, at "battery" side of starting switch, or at point where battery is grounded to the frame of the car.

2. A loose connection at motor side of starting switch or at starting motor and the wire between the switches broken.

3. Loose connection at motor side of starting switch or at starting motor and a fuse burn out.

ALL LIGHTS GO OUT -
IGNITION FAILS - STARTING
MOTOR OK -

A short or open circuit in the wire between the starting switch and fuse block or the fuse being burnt out. Look first to see if this fuse is intact. If the fuse is burnt out make careful examination for grounds of wiring between the switch, the lamps and the ignition distributor before replacing with a new fuse. See that all connections on the terminal block are tight.

ALL LIGHTS GO OUT -
IGNITION AND STARTING
MOTOR OK-

It is evident that this trouble is confined to open circuits between the lighting switch and the lamps, loose connections at lighting switch or at lamp, or burned-out bulbs.

IGNITION FAILS - LIGHTS AND
STARTING MOTOR OK -

This trouble may be traced to loose connections at the ignition switch, coil or ignition distributor, poor grounding of the switch (one wire system) or open circuits between the ignition switch and timer.

GENERATOR TEST - A simple test to determine if the ignition generator is properly operating, if the ammeter pointer shows no indication is; first, switch all lights on with engine idling; second, start engine and run same reasonably fast. If lights brighten after starting engine it proves that the ignition generator is properly delivering current. This test must necessarily be conducted in the dark, either in a garage or outside, preferably at night time. Ammeter should indicate charge if is in working order.

ONE LIGHT GOES DIM - The more probable causes of this are a defective bulb or connection at the

lamp. If these are OK, make an examination for short circuits in the wiring to the lamp.

ONE LIGHT FLICKERS - Loose or frayed connection at lamp or at switch. An intermittent ground or short circuit in the wiring to the lamp. Bulb loose in socket.

TAIL LIGHT GOES OUT - Look first for a burned-out bulb. Then see that the wire to the lamp is not broken, that connections at switch and lamp are tight and that the body of the lamp is making good electrical contact with the frame of the car, if a one wire circuit is employed.

COWL LIGHT GOES OUT - Make an examination, same as preceding paragraph, of cowl light circuit. If stop light does not work, be sure to inspect switch which is separate from that controlling other lamps.

HEAD LIGHTS GO OUT - Make examination of head light circuit.

ONE HEAD LIGHT GOES OUT - It is evident that this trouble is confined to an open circuit between the junction and the lamp, bad connection at the lamp, burned-out bulb, or frame of lamp not grounded properly (one wire system).

FUSES BLOW OUT - This indicates a short circuit in lighting circuit. Test all in order, starting with stop light and switch.

This Chart is Copyrighted and published by the Norman W. Henley Publishing Co of 45th Street, New York.

The actual date of publication is unknown, but the price at the time was .25 cents.

... The Notebook ...

OCTOBER BIRTHDAYS: Angelo Calleja Fil Luca Stephen Read Phil Raccuia
Alf & Phyl Fernihough Margaret Teale David Heard Elizabeth Wojdylo David Chambers
Margaret Roy. **Hope you all have a great birthday !**

NEW MEMBERS: John & Margaret ROY. Address: [REDACTED] Ravensthorpe,
W.A. 6346. Earlier this year they brought over , from New Zealand, several vehicles which John
intended to start restoring some 12 years ago! They include a 1928 Tudor, 1930 Roadster and
1930 Truck. (Kelvin Pepper and Alan Duns will be interested in that!). The truck was the second
vehicle owned by the Milton Borough County, Otago, N.Z. **HAPPY RESTORING !**

DID YOU KNOW: On the Hyden run a lot of members took photographs of the trip....and your
photograph album would love a copy. Please bring or mail a print or two to LAUREL so
we can have a nice selection in the album. Thanks.

BACK : Heard that the SHARPS flew quietly into Perth at about 2:00am last Sunday morning.
Welcome home folks - especially from your 'temporary fill-ins'..!

TOP OF THE WORLD again is member PAT LAURIE who gave poor JOHN and fellow
members at the WA CAR CLUB dinner one heck of a fright a couple of weeks ago. **REALLY**
pleased that all has turned out well and do take care - we've a lot more runs to go on yet !
Also pleased to hear that JOHN 's chain sawed foot is rapidly recovering.!

SUBSCRIPTIONS : NEW ROSTER : Thanks to all members who have sent in their Subs -
makes it a lot easier for our Treasurer. Also, now we can produce a new address roster and
will send it out with your next newsletter (or hand it out at next meeting -if completed by then).

IF you are one of the couple who have not as yet sent in your Subs please do so **today** - or
we will take it that you no longer wish to be a member and accordingly this will be your last
newsletter.

CAR STEALING: A 'JOY-RIDER GETS SIX WEEKS **Comment by Acting Magistrate**

"It is about time someone attempted to put a stop to this sort of joy-riding, as hardly a night
passes without one or more cars being unlawfully removed from where their owners had left
them.". Thus Mr. A.R. Kidson, (Acting P.M.) when sentencing John Burke to six weeks gaol with
hard labor, in the Perth Police Court last week for the theft of a motor car.

The machine, a Rugby, owned by Dr. Bennett of Jarrahdale, was stolen from outside the
Masonic Hall in Hay Street on Tuesday night and was found next morning at Osborne Park.
Burke, who had apparently been drinking, was asleep in the back seat.

As Mr. Kidson states, "it is high time that steps were taken to deal with car thieves", and it is a
pleasure to see that he, at least, realises the necessity of dealing with these offenders with a
firm hand. Six weeks with hard labor should make Burke consider the error of his ways, and,
at the same time act as a deterrent to others prone to driving off in cars that don't belong to
them.

Extracted from : THE SUNDAY TIMES . December 1927.

HAVE YOU GOT YOUR COPY YET ?!

12TH NATIONAL MEET - PERTH
VIDEO NOW READY AND WAITING

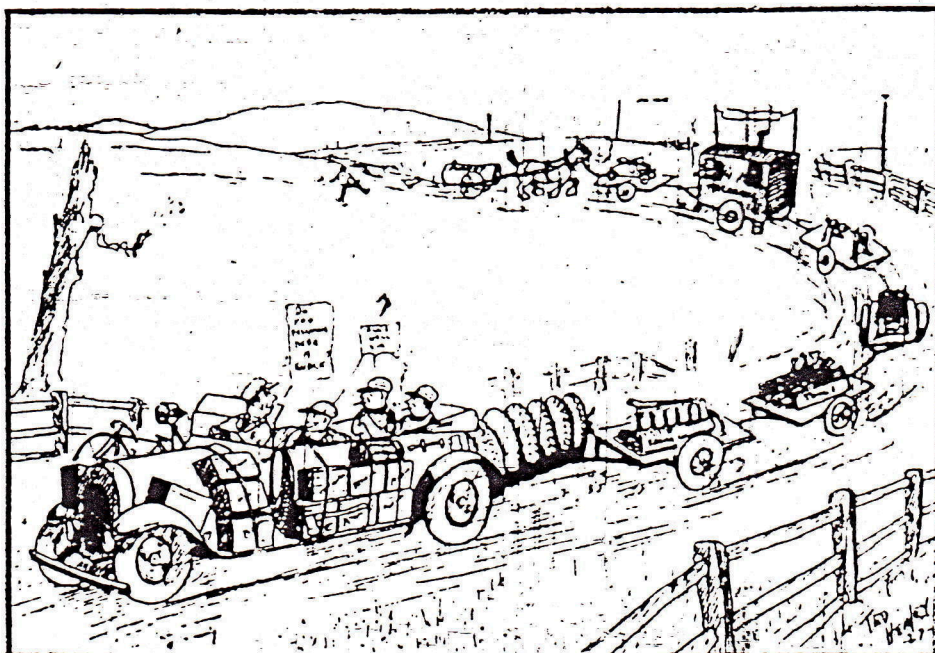
This VIDEO of the 12TH NATIONAL MEET in Perth is an excellent coverage beginning with the "A" TRAIN, crossing Aussie, its arrival in Perth and all events during the meet. Plenty of cars, scenery, people, humour, more cars, night club acts, presentations etc. etc.. A VIDEO NOT TO BE MISSED.

PURCHASE DIRECT FROM: NEIL PHILLIPS, [REDACTED]
COLONEL LIGHT GARDENS, S.A. 5041.

PRICE: Posted to you : \$25.00

Collected from Bendigo: \$20.00 . * Video must be ordered and paid for
BEFORE 20 OCTOBER 1992 if you wish to collect
it personally from Bendigo.

If W.A. members require further information: contact MIKE/LAUREL COOKE
Phone: [REDACTED]



THE PESSIMIST ON FOUR

Western Model A News



PAISLEY Ian and Dianne
[REDACTED]
NORANDA 6062



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