

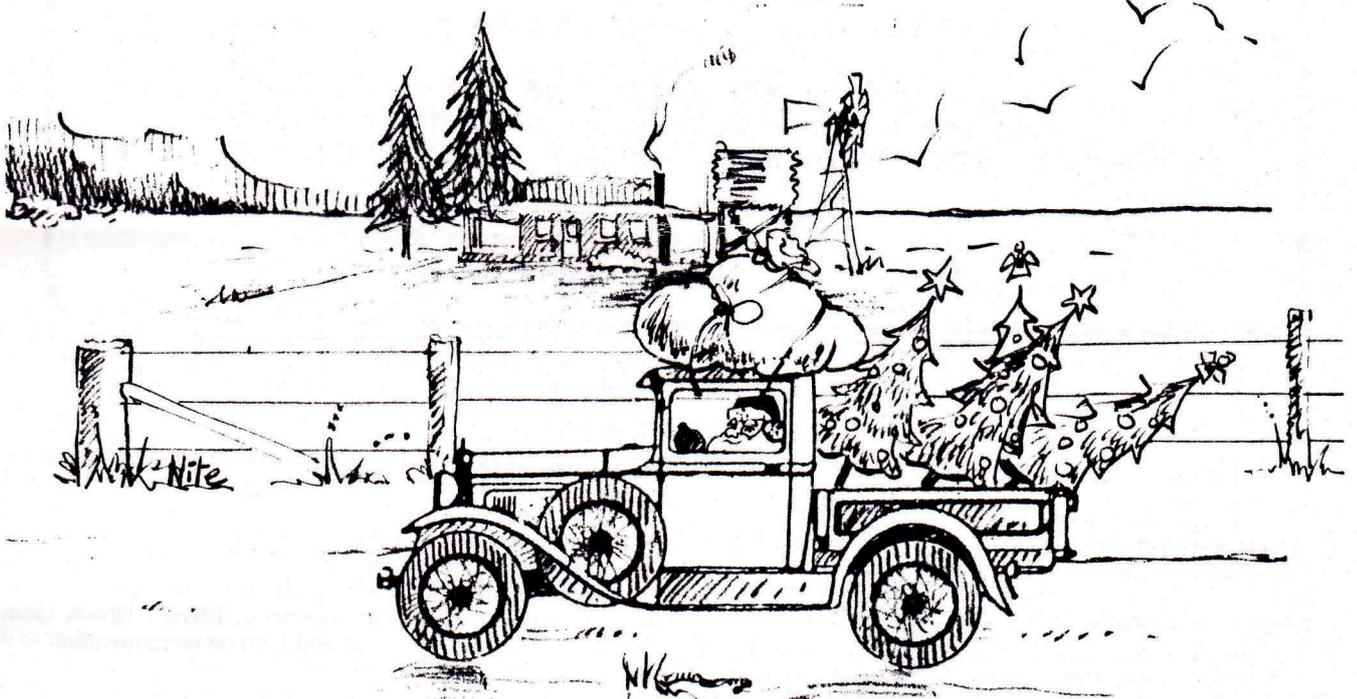


Western Model A News

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

Year XIII Number V

DECEMBER, 1992



Merry Christmas

to all MEMBERS and FRIENDS - and BEST WISHES for 1993

Here's a little Christmas-type story

Henry Ford, Thomas Edison, tyre manufacturer Harvey Firestone and inventor of the adding machine John Burroughs, were touring. A light bulb in the car became faulty and they stopped at a little cross-roads store to purchase a replacement.

"What kind of car lamps have you?" asked Henry. "Edison," replied the merchant.

"I'll take one" said Ford; "and you may be interested to know that Mr Edison is in my car."

When the lamp was replaced it was found that a new tyre was also needed so Ford went back into the store and asked what kind of tyres he had in stock. "Firestone" was the reply. "By the way, you may be interested to know that Mr Firestone is in my car and that I am Mr Ford - Henry Ford." "So?" said the merchant.

While the merchant was putting on the tyre, Burroughs (who had white whiskers) leaned out of the car and said: "Good evening, sir."

The merchant looked up at him and said: "If you try to tell me that you're Santa Claus, I'll be d--d if I don't stoush you with this wrench!"

NEXT MEETING/RUN - JANUARY 10 - see Calendar inside for full details
Traditional Picnic in the Park - Manners Hill Park, Peppermint Grove at 10.30am

OFFICE BEARERS: *President:* LAUREL COOKE **Secretary/Treasurer:** HELEN SHARP
Vice-President: ANGELO CALLEJA **Vehicle Examiner:** STEVE READ **Editor:** BEVAN SHARP

COPY DEADLINE: by the 1st of every month to: **Palmyra, W.A., 6157**

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

Sunday, January 10, 1993
Annual, Traditional *Picnic in the Park* at Manners Hill Park
corner of Keane and Lilla Streets, Peppermint Grove.
Meet by 10.30am - bring your lunch for a relaxing Picnic.

Sunday, February 14, 1993
Valentine's Breakfast in the Park at Ley Street Park, Como at 7am

February 27, 28, March 1, 1993
Long weekend to KIRRUP organised by JEFFREE family
If a local alternative run is also needed - ANDREWS family will organise.

March 13, 1993
for 15 days - Tasmanian FIVA World Rally.

Sunday, March 14, 1993
Avon Valley Vintage & Classic Fair at Northam
organised by The Avon Valley Vintage Vehicle Association of WA (Inc).

March 21, 1993 - Annual Classic Car Show - Whiteman Park.

April, 1993 - Organised by PEPPER family.



SGIO RALLY WEST

by RAY and TONI MAHONY

*Although this event was not part of this Club's Calendar, it is, no doubt, of interest to our members.
For this reason, we were volunteered to write this little article.*

Of the 134 entrants, 11 were Model A Fords; 8 were from W.A., 2 from Tasmania and 1 from Victoria

The start of Rally West was combined with the annual Mandurah Rally which, as usual, was a well-organised competitive run taking entrants every which way but straight to Mandurah. Lunch was generously provided by Alcoa at their Social Club grounds in Naval Base. A very pleasant dinner, bingo and presentation evening was held at the Mandurah Community Centre on Saturday night. The winner of this event was Mike Corby driving Brian Hume's 1928 Model A. Second in the over 1,500cc vintage class was yours truly and also third overall. We congratulate Brian Hume for his organisation.

The Rally West proper started in Busselton on Monday morning with vehicles leaving at two minute intervals from Vasse Ambassador Hotel car park. Each morning consisted of a leisurely, but competitive, run to a lunch spot with a tourism or historic interest. After lunch, entrants were free to spend time seeing and enjoying the local points of interest and beauty before making their own way back to Busselton by the 5pm check in time.

Lunch stops included Donnybrook (where we were surprised to see PETER and FAYE LYNCH among the admiring crowd), Caves House Hotel, Yallingup, Meelup Beach and Margaret River.

The journey from the morning start to lunch stop each day took us through much of the beautiful drives in and around the Busselton-Margaret River district. If you have never driven through this area, then we suggest you plan to do so. We have been there several times and still find it pleasant driving.

Wednesday gave us a rest from rallying while the vehicles went on display at the local sports ground, where they were later showered in fine white ash from the CALM burn-off.

Entrants were free to do their own thing, although many climbed on board a couple of school buses for a conducted tour of Leeuwin Winery, which we thought was somewhat overrated. The enroute detour to Ellen's Brook Homestead was well worth the visit and is to be recommended to anyone visiting the area.

Evening activities included an excellent quiz night run by the VCC President, Geoff Moor and a Presentation Dinner on the Friday night. Interestingly enough, this event was also won by Mike Corby driving Brian Hume's Model A. Mike had never driven a vintage vehicle in any event before entering these two rallies.

Vehicles experienced the usual array of mechanical problem from punctures, burned valves and seized water pump to blown head gasket, etc. The Hard Luck trophy went to John Henderson driving a 1904 DeDion which, we understand, dropped a valve on three consecutive days, the last time fatally.

It was interesting to note how many slow learners there are when it comes to obeying the road rules. There was a 50 point penalty for drivers who failed to stop at the "STOP" sign checkpoint. On the first day there were some 39 naughty people. The next day, 10 and still 9 on the third day. Unfortunately, this simple rule cost some of the great contestants of the Rally a chance of the overall winner's prize.

We caught up with lots of people from all over the place, especially MAVIS SPENCER at Meelup Beach and at the Presentation Dinner. Also other car buffs from Albany and Wagin runs, and some metro-area folk we don't see too often.

Although this was a very enjoyable and generally well organised event and we wouldn't have missed it for quids; there were many small aspects where our Model A Club leads the way in organising and conducting a national event.

MINUTES

of Meeting held at Rockingham on Sunday, November 8, 1992
with 30 members, 1 visitor in 13 Model A Fords and 1 "Modern."

In the absence of President LAUREL COOKE, Vice President ANGELO CALLEJA opened the meeting at 1.45pm and welcomed Kym Greenfield, President of the PADARC, S.A.

Apologies from families: COOKE, BENNIE, READ, LUCA, PEPPER, QUINN, LAURIE and ANDREWS.

V.P. ANGELO thanked JULY CALLEJA, LOUISE & STEVE READ and LAUREL COOKE for taking on Secretarial Duties and the Club Newsletter during the SHARP's absence.

Secretary HELEN SHARP read Minutes of the last meeting (August, 1992). Moved MAX ANNEAR, seconded ALAN JEFFREE and passed.

Business Arising: - Bevan reported on the procedure for the Club to become a Chapter of the Model A Ford Club of America by 5 members who belonged to MAFCA signing a Petition. MAX ANNEAR proposed that the Club apply to become a Chapter of MAFCA, seconded BEVAN SHARP and passed. Details to be in the Newsletter. No reply from MARC.

BEVAN also reported that we had verbal permission to use the new MARC/MAFCA Judging Standards and that we had been promised a copy of the new Canadian Supplement - we were still awaiting written approval. Moved ALAN JEFFREE, seconded BARRIE GUEST and passed that BEVAN be reimbursed for purchasing the Judging Standards for our Club records.

It was confirmed that the video of the Perth National Meet was now ready for purchase.

EDITH JEFFFREE reported that there were now 55 persons booked for the Christmas Dinner - the cost being \$28 per person for those who did not qualify for the free six-course buffet.

BEVAN reported on prices for secondhand photo copiers to replace the present machine. Moved ALAN JEFFFREE, seconded BARRIE GUEST that BEVAN be instructed to purchase a suitable photo copier to an upper limit of \$1,000, change over cost. The only other suggestion put forward for use of the Club funds was by BILL COWLIN to purchase a First Aid kit but it was felt that it would not be practical.

Past events: ALAN JEFFFREE reported on the Mandurah display, MAX ANNEAR reported on the Hyden run and JIM WILLIAMS reported on RallyWest - all being very successful runs. ANGELO advised that LAUREL COOKE was still seeking photos of ALL Club runs and thanked the COOKES for a great run to Hyden, etc.

Secretary HELEN read correspondence received.

General Business: - MAX and DORA ANNEAR were thanked for an interesting Club event. New Member: JOHN & MARGARET ROY from Esperance, JOHN McLEAN advised that the DAVIDSONs were back in Oman after a visit to the USA.

ALAN JEFFFREE reported on the long-weekend options in March and by a show of hands it was agreed to proceed with the visit to Kirrup.

ANGELO CALLEJA advised on progress with the Club Library and tendered the files to date. He asked for funds to purchase lever arch files to store the material.

It was reported that there were still about 20 memberships unpaid and it was proposed that they be sent just one more Newsletter before removing their names from the mailing list.

There being no further business, the meeting was closed at 2.40pm.

NOVEMBER NONCHALANT NAVIGATION

or "the Rockingham Roundabout Route"

A reasonable turn-out for the final run of 1992 with 13 Model A Fords and one modern thing - not wonderful, but not too bad.

Great spring weather for driving around in cars over 60 years old - with the cold weather now behind us for a while and the days with the mercury bubbling in thermometers at over 40°C still to be enjoyed!

MAX and DORA had planned a varied route through the back blocks that most of us had never traversed; passing through farming country that's starting to dry out, dotted with a few houses that look totally out of place with stone lions guarding their entrances.

The COWLINS advised MAX of a friend with a collection of cars along the scheduled route. So we all made an unscheduled stop to view his collection in a huge shed that had several of our male members (?) drooling in envy at the

space and equipment, not to mention the vehicles, and the personal stack of vehicles for wrecking out the back.

Plus, this guy's wife had a huge collection of an amazing variety of colourful Australian parrots in cages that seemed to go on forever. The BLACKLOCK's little dog was beside itself (especially when the cats also came along). All most interesting, very noisy - but still interesting.

The destination was Rockingham - although some thought they were getting closer to Bunbury. Lunches were enjoyed on the grass foreshore, followed by a brief meeting, lots of friendly chat and then off home.

Thanks to MAX and DORA ANNEAR for an interesting outing - see YOU all for the traditional Breakfast Barbecue on January 10, 1993.

Congratulations EDITH JEFFREE on a great CHRISTMAS DINNER

What more could you ask for? Good venue, good food, good friends, good talk - good night!

OK, so it's the same venue for three years in succession; but why not? When you are onto a good thing....

Numbers were looking a little low for a while but we finally had 62 people for Dinner! Really good to see some country members:- BARRY and SYLVIA BRISTOW-STAGG with DAVID and RUTH LUCAS from Northam and ROBERT and DEBBIE TEALE from Busselton. Wonderful also to have MAXINE DAVIDSON back from Oman just for the Dinner (?).

Lots of members won a variety of prizes on the night with the major prize of a \$100 cassette radio donated by John Davies of *Joondalup Retravision* going to RAY MAHONY and also one of EDITH JEFFREE's magnificent, decorated Christmas cakes (valued at \$200?) going to VI PHILP. All members could enjoy some of the tasty, **extra** Christmas cake, again produced by the busy EDITH.

On behalf of all members at the Christmas Dinner: Thanks to GERMAINE WRINGE for the impressive calligraphy on the place cards. Also, thanks again to the JEFFREE clan for a most successful evening which was enjoyed by all - next year EDITH?

KIWI TALL TALE?

From the North Island Newsletter - overheard on a rural radio station

Percy and Reg were resourceful characters, they owned a Model A truck (tray dimensions approximately 4ft 7in x 3ft 5in). Having no other means of transporting their lambs to the yards, they got around the problem in the following way:-

Percy would jump up on the back of the truck and Reg would throw the lambs up to him, one at a time. Percy then sat them bolt upright on their backsides, with their heads sticking up in the air. They proceeded in this manner until they had thirty lambs wedged tightly together. By this time the tray of the truck was almost on the ground. To counter the weight in the tray, they tied the legs of a few more lambs together with string and wedged them between the front bumper and radiator. The running boards were also roomy enough to accommodate a few more. After that Percy and Reg had to find room for their 10 dogs; there was no alternative, they all had to fit on the back of the truck, settling-in on top of the lambs! After that Percy and Reg climbed into the truck and trundled off with the front wheels barely touching the ground. Apparently they also carried the house cow plus the 10 dogs in the same way - but the cow never seemed to milk when it got home!

Ruby, the teller of this Tale, says: "I am not pulling the wool over your eyes, this is a true story, certainly not a baa-room tail!"

Come on you folks, take up the challenge and top this story - Ed.

Which Ford do you drive? Is it: a Model A Ford, or a Ford A or a Model A or an A Model; eh?

*The car on which this Club is based, which incidentally is the **Model A Restorers Club**, was originally just called the "New Car" or the "New Ford" in advertisements and promotion. That was it, "New" - no model number, no nuthin'. Eventually it was called the "Model A Ford".*

You will often (actually *usually* would be a better word) hear Australian owners refer to this vehicle as an "A Model" or the "Ford A". I would not be so presumptuous (I am so very shy, you know) to go so far as to say that those expressions are incorrect - it's just that I am absolutely positive that the vehicle is correctly referred to as a **Model A Ford**. If the terminology was to be shortened surely it should be *Model A*, if anything. What is the rationale behind turning the name around and calling it, as some do, an "A Model"? Or, even stranger, a "Ford A"?

You will possibly note that it is the long-standing (I balk at using the word *old*) owners of Model A Fords who use these terms, which are being passed onto newer and younger enthusiasts.

The largest Model A Ford Club in America is called the Model A Ford Club of America. NOT the Ford A Club, or the A Model Club.

The sign on the famous photograph of Henry Ford wielding a hammer and die to stamp "A1" on the very first engine block on October 20, 1927 says:- "Model A No 1" - NOT:- "A Model No 1"!

"Quotation Marks"

Progressing on from that subject we come to the use of quotation marks, such as: Model "A" Ford. Now, I know this form is used officially by the Model "A" Restorers Club in America. Every time they write the name of the car, from their own name onward, they use the form "A" - it is also used by some Clubs in Australia but the actual reason eludes me; their use is surely superfluous. Actually, with some Clubs, use of the quotation marks is completely inconsistent - some times they are used then, at other times, they are not.

Quotation marks are used to mark the beginning and end of a quoted passage and that does not seem to be relevant to this application.

Apostrophe

So, while I'm on a roll, why do some people use an apostrophe when using the shortened version? I am referring to use such as in this sample: "There were two Model A's going down the road." Unfortunately some people feel, incorrectly, the need to use an apostrophe almost every time they end a word with "s", but why? Just have a look at some signs around town - it's fascinating!

An apostrophe is only used to denote the omission of a letter, or of possessive case. There is definitely NO omission and rarely does it denote possession. Now, if it was used as follows: "the Model A's fan belt had broken." That's just fine (the fan belt belongs to the Model A), but otherwise? It just makes no sense at all to me.

When I do not use the full name I usually use the form "A-s", purely so that it does not confuse people who could read it as the word "as" and interrupt the flow of reading.

I would love to receive a flood of correspondence on this and really would not mind to be proven wrong on any of these points - but I guess there will be the usual silence. The "I used to be apathetic - but now I just don't care" syndrome. What do you think? Does anyone else even bother?

And So On

Now I come to think of it, I guess the same could be said of the expressions:- "T Model" and "Model T's"? What other instances can you think of - apart from all those Ford models? Or is it "Model Ford's"? *Bevan*

DEFINITIONS FROM THE DICTIONARY OF WIT - via RAY MAHONY

Assignment answers submitted by apprentice butchers studying by correspondence.

RAM - A sheep that still has its nuts. EWE - A sheep that has had babies.

WETHER - A sheep that has had a sex change.

SOW - A pig that can have babies. BOAR - A pig that helps have babies.

Held at Eaglehawk Leisure Centre 4pm-5pm on Saturday, November 14, 1992.

Western Australia was represented by STEVE READ and BILL BENNIE.

The whole meeting was a fiasco from start to finish with Delegates shouting each other down and little, or no, effective control from the chair. It is very disappointing to report this, but it is a fact:- nothing was achieved!!

The problem seems to be that Model A Clubs in Australia are still only a loose knit group with a hazy idea of the direction in which they are headed. Every separate Club seems to want to enforce their will on everyone else. They seem to be obsessed with Concourse judging. This seems silly when you consider how few enter Concourse. Surely W.A.

Model A Ford Clubs
of Australia

**COMBINED
DELEGATES'
MEETING**

by Bill Bennie

proved that the majority of people want to enter Touring Class and possibly, dare I say it ... a new Modified Class!

Bevan Sharp recently made enquiries in the U.S. regarding Australia forming a Region of MAFCA. This was very briefly discussed and voted against on the lines of: "why do we

have to join up with Yanks ... we are Australian"! The funny thing is, that comment came from a member of an Australian Club that is already listed as an International Member of MAFCA - the mind boggles!!!

The proposition that the combined Model A Ford Clubs of Australia (taken loosely) have a National Secretariat and Magazine does not seem to have gained favour because of past experience when Ian Irwin filled that role-when he left there was no one to take over and the feeling is that history could repeat itself despite that fact that Bevan Sharp, if willing, would do a first class job.

So ... the 1994 Rally, or Meet, will be held at Glenelg, S.A., several Clubs have started booking accommodation.

BENDIGO SWAP MEET - 1992 by Bill Bennie

This year's meet was bigger and slightly better than previous years. There were more stalls and more cars ... but it now looks as though saturation point has been reached. The organisers are having to look at either another venue or what may be another answer and that is to bring the whole swap back to the original concept of a true car and motorcycle swap meet. This means eliminating the growing assortment of other stalls; ie:- china ornaments, pot plants, model cars, craft work. These oddment stalls do add a lot of interest and I would be sorry to see them go. There was a total of 1,650 sites and an estimated 27,000 people on the grounds by 3pm on Saturday. Most of the main stalls were set up by Friday night and although no trading is allowed on Friday I am sure a lot of nod, nod, wink, wink agreements were indulged in. If money changes hands on Friday the stall owner, if caught, loses his stall the following year. There is a two year waiting list for stalls.

There was a very limited amount of Model A stuff available and what there was was not of very good quality. There is still a belief among non-Model A people that if it's Model A then it's GOLD and they can ask any crazy price!! There were several Model A vehicles for sale, including a respectable 1929 Sports Coupe for \$12,000. There were also several bodies, including a 1929 Phaeton and a 1929 Five-Window Coupe, both around \$4-5,000 each - they were right-hand drives and not imports. An excellent pair of Tudor doors with little or no rust were available for \$700 the pair - and they sold. The same vendor had several pair of new old stock 1928/29 valances for \$150 a pair and they were in almost bolt on condition. Antique Tyres had Firestone white walls for sale at \$185 each.

There seemed to be an almost overwhelming amount of motorbike stuff there this year and, of course, the types that are attracted by bikes (not you Max!). There is also a growing amount of stalls handling 40s to 60s car parts, speed equipment and mag wheels (thousands of 'em). Trade equipment demonstrations are becoming common ... and interesting. The Asian influence has appeared in one man selling precision tools - mostly from Taiwan. The automobilia stalls were present with a good range of enamel signs, petrol bowsers, oil bottles, etc. The moulded white, glass Shell signs that sit on top of a bōwser were available at \$950 each in good condition and \$450 in chip or cracked condition. A Gilbarco double pump in the 1937 style with hoses could be bought for \$1,750 (no glass top signs). The tubular glass sight that holds the petrol were \$250 each, N.O.S.

They say getting there and back is half the fun, and it's true. This is the third time Steve Read and I have gone to Bendigo together. This time we did it in style in Steve's Falcon van:- air conditioning, telephone, CB radio, radio, cassette, sleeping accommodation, dual petrol and gas - a little different than when we went with Colin Davidson cramped in the L300, or the time before in Steve's Ford Escort van. Marvels of modern science ... charging across Australia at 120kph with huge road trains nearly blasting us off the road and suddenly the phone rings. It was the bloke Steve sold his business to who had run into trouble fixing a car and wanted some advice. Steve gave it to him - the advice that is. Ten minutes later, another call from him to say thanks, the advice worked. It took a load off our minds -ha, ha!

And, of course, we all know who breathes heavily, lies horizontal, weighs 112kg and also charges across Australia at 120kph, sound asleep. No, not Mr Read, he was driving, I know when I am on a good thing. I mean, my own chauffeur, mechanic, cook, secretary and general Man Friday - what more could one want? He is also very musical when asleep; I thought we had blown a muffler several times. Me? Well, I just breathe heavily.

Gas is the way to go, there is no doubt about that. The van ran as smooth as silk with no apparent loss of power. Prices varied of course from about .33¢ a litre in Perth to .65¢ out on the Nullarbor and down to .27¢ in Adelaide. Petrol was .70¢ in Perth, \$1 on the Nullarbor and .70¢ generally in the east.

We found that staying in the old Pubs is the cheapest way to go with rooms around \$18 - \$20 a night as opposed to Motels who want \$35 for a single. Let's face it, you only want a shower, etc., the rest of the time you are unconscious! We were lucky to have good friends in Bendigo in Clive and Peggy Bennett (Chev owners) and they let us sleep in their front garden. Normally it's the back garden but there were some Queenslanders there this year. I believe next year it's the verge!! Some people had to sleep out at Malden, about 35km away. Accommodation in Bendigo is hard to get.

We met up with Darren Jeffree and Germaine Wringe for a very pleasant evening meal at our favourite watering hole - The Rifle Brigade Hotel.... all in all it was a very pleasant event enjoyed by all. Everyone should make the effort to go to the Bendigo Swap at least once.

A message to the membership from *ARI-DAVIDSON

HELLO to all Model A Club members in Western Australia. Greetings and the season's Best Wishes from the Sultanate of Oman members COLIN and MAXINE DAVIDSON, we hope the festive season and the year ahead will be happy and pleasant.

We are now back in Oman, hard at work after six weeks of touring around Canada and the United States, during which time we took in some really interesting places; including the Rockies in both the USA and Canada, Colorado, New Orleans, San Francisco and, of course, the Car and Parts Swap Meets at Carlisle and Hershey in Pennsylvania, where we hoped to find a nice Model A Tudor or Coupe.

Unfortunately there is so much interest by overseas buyers that the prices of cars for sale there now are somewhat higher than over the past few years. There were several Model A-s for sale but either needed total restoration plus some parts or, on the other end of the scale, fully restored show cars. One guy I asked about his car's driving habits on the road replied: - "I don't know, it's never been driven except in and out of the trailer." At each show there are so many of them that trailer their cars from show to show and the car could be a real mess as far as the inside the engine, gearbox and drive goes - anyway, we decided that if we anything it would have to be a "runner" that we could use without fear of whether we'd get there or not anytime we went out on a run.

After the Swap Meet we toured around some more and enjoyed the many places to see; finally arriving in Denver, Colorado, home of Wayne and Luella Kipp who were, as many of you will remember, in Perth for the National Meet at Easter. With assistance from Wayne and Luella we met many wonderful folks in the Denver Chapter. We went out on a Club run to a farm to select pumpkins (it's all to do with Halloween) - you've never seen so many pumpkins in all your born days, and all the wrong colour - yellow/orange, nothing like our Queensland Blues. Of

course, this gave me lots of time to look over the cars and take in all their good points and tricks that some of the guys get up to with their pride and joy. You've probably guessed by now that if pumpkin was \$1 a tonne, I wouldn't buy half a kilo - although I suppose there's got to be someone out there who likes the stuff!

Anyway, over the course of the next few days Wayne and I located a Slant-windscreen 1931 Town Car in original condition with 87,000 miles on the clock. It had been owned from new by a Denver couple who, after some years, gave it to their daughter - she and her husband had not used it for years and when we went to look at it, it had not been used for 12 years. After much arm-wrestling we beat the guy down to what we thought was a fair price and, I suspect, he thought was fair also as he threw in every spare part for the car that he'd acquired since the car was new. We then bludged a quart of oil off him as it was down a bit on the dipstick. So, with Wayne leading the way, I drove it 63 miles straight down out of the small Colorado Rockie's town of Bailey and it never missed a beat. From there we left Wayne to see it onto the transport to Australia so that, on our return from the Middle East, we should be able to go out on Club runs with a car that suits the weather. As most of you will know, we already have the fine weather car in our Phaeton but with very vivid memories of the drive back from Bimbijy last year when we had to drive along with one door open to let the water OUT of the inside, it will be great to also have a rainy day car.

Anyway, after the holiday which was too short, too expensive and too long ago (I'm ready for the next one), it's back to work too pay for it all.

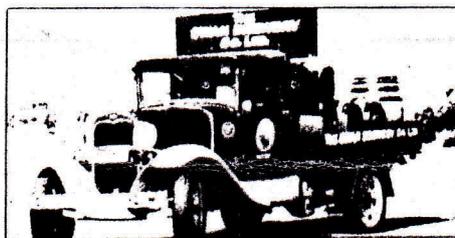
Regards to all and we hope to see you all in the not too distant future.
COLIN and MAXINE DAVIDSON.

* "Ari-Davidson" - do you get it? Colin is in Oman - Harley-Davidson? Oh, forget it then...

Did you follow any of the sparring in *The West Australian* about the Genevieve 500 between Dennis Lingane, the Swan Brewery's Model A truck and STEVE READ?

It started with Dennis' article aiming that his Dennis fire engine would have been able to make a good showing against the Model A if it didn't have a "modern gearbox, enabling it to cruise at a comfortable 64kph instead of 32kph with a correct gearbox."

The next week's article stated: - "I had a taste of what racing driver Jim Richards went through at Bathurst recently when he fell foul of Ford fans. Making critical comments last week on the Swan Brewery Model A Ford truck bought Steve Read out of the workshop faster than a Mansell gear change. Mr Read is chief vehicle examiner of the Model A Restorers Club. He says that the Swan Brewery's truck has a genuine Model A gearbox but admits the original dual speed box



The Swan Brewery Model A Ford truck

has been replaced with a 1962 Ford gearbox. He says it doesn't give the truck any speed advantage in the coming Genevieve 500 Race. The speed is around 50kph empty with a tail wind. However, he says that a Dennis vehicle of any kind (we are driving a vintage Dennis fire engine) would need a supercharger downhill with a tail wind on a tow rope to compete against even a very tired Model A Ford."

The next week saw Dennis claiming a "walk-over" in the "grudge

match" between the two vehicles when the Dennis almost lapped the Model A in a four-lap trial race.

After the event, the final article stated: "How the Swan Brewery truck got a higher handicap than us when we nearly lapped it at Wanneroo is hard to understand."

The Dennis came in fourth and the Model A was sixteenth. The Model A's handicap was: - an average speed of 58kph and a maximum of 71kph! Ask KELVIN about those speeds in a Model A truck!

Anyway the Swan Brewery considered the event was very successful for them with big crowds all along the route.

The truck ran fairly well during the Race. The front bumper fell off going up Greenmount, but they got it back!

Wasn't the weather incredible? SNOW, in November, in Western Australia!! You can't help bad luck...

"A" PART OF AUSTRALIA'S HERITAGE

by Michael Livingstone from South Australia's "Model 'A' Torque"

HISTORY OF A VERY SPECIAL 1929 MODEL A FORDOR SEDAN

On Monday, 24th August, 1992, Don Baldry of Wallendbeen rang me to ask had I heard that John Laws of radio fame was looking for the first car across the Harbour Bridge in 1932 to be involved with the Harbour Bridge Tunnel opening on 30/31st August, 1992.

I had two-thirds of the story, Don had the rest. The following is the history of the car and its owners.

The 1929 Model A Fordor (correct spelling as Henry insisted) was purchased new by Dr Jack Bradfield, Chief Engineer of the Sydney Harbour Bridge. On the opening day he drove it over the bridge as the first car, with some of his family.

The car's use was not known from that day until 1951 when it was driven from Sydney to Wallendbeen by Jack's son Allan, and delivered to Don's father where it was shedded for a number of years.

In 1964 Frank Walker purchased the car for his father, Ernie Walker of Hovell St, Cootamundra, where he still resides. Frank stored the car in the "big blue shed" (in the open) where the tree leaves rotted the vinyl roof and paddings, then the wooden slats. All of this rubbish then rotted through the wooden floor to compost on the ground.

The car was 100% complete and perfect when it was first parked under the tree. I know, as I had seen it within days of arriving. No amount of talk could persuade Frank to park it in a shed, or sell it to me - PITY.

In 1989 Frank's shed was sold to an electrical tradesman who rang to ask me if I wanted to buy some scrap vintage parts before he took them to the TIP! He still had the phone in his hand when I arrived up there.

I informed him that morally the car belonged to Ernie Walker, so I negotiated a price and waited for Ernie to ring me to help dismantle the remainder of the car for transportation. The phone call came after the body was stacked on the ground in small, handy to lift, pieces!

We already had a 1928 Fordor restored, so this car was to be stored as a maybe restoration, or for spares.

While it was still on the trailer a long-time friend from Kiama, Bill Carey, talked me into selling it to him for what I had purchased it for. Bill is one of the nicest people I have ever met - and he never talks when he is asleep!

The car is now two-thirds restored and will probably be at the second Wattle Time Rally here in Cootamundra in August, 1993. This will give past owners and friends of this car a chance to get together with a very historic car that spent 40 years in the area.

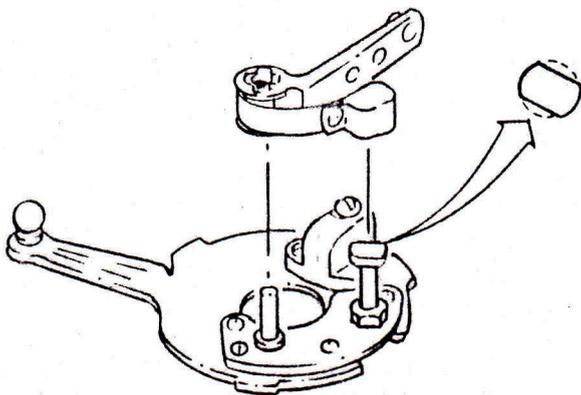
Special note: the rolling chassis was still in good order as the car had not done 30,000 miles.

Summary of the owners:-

- 1929 Dr Jack Bradfield, Sydney
- 19-- Allan Bradfield, Sydney
- 1951 Don Baldry's father, Wallendbeen
- 1964 Ernie Walker, via Frank Walker, Cootamundra
- 1989 Michael Livingstone, Cootamundra
- 1989 Bill Carey, Kiama
- 1993 Restored and return visit to Cootamundra for Wattle time Rally

Yours Fordily, Michael Livingstone

Tiny Tip



ILLUSTRATED BY HOWARD BARNES

Unless you really like to run the risk of shorting out the pigtail under the upper distributor plate everytime you change points (because you have to take off the distributor cam to get to the bottom side of the upper plate to loosen the pivot post nut for the moveable point), here is a small modification which allows the timing cam and upper distributor plate to stay in place while you change points. Remove the pivot post from an old set of points and grind the head into an oval shape just small enough to slip through the wrap-around spring. The remaining head should be adequate to keep the spring in place. Install this post (permanently) in the upper plate of the distributor. When installing a new set of points, remove the (new) pivot post from the moveable spring arm and just slide the spring down over the (permanent) post. It is essential that the correct gap be set at 0.022" for new points.

Ed Giovannella, Minuteman Chapter, Medway, MA

• • • Notebook • • •

HAPPY BIRTHDAY - this month to:- DES ADDISON, DAVID BLEWETT, JUDY CALLEJA, JORDAN COOKE, FRED GROWNS, KATH PEPPER, ALEX POLLEY, MELISSA READ and also to GAIL ANDREWS. Now, I know you shouldn't say a ladies' age BUT - do you remember how old STEVE READ was last month? Well, GAIL is the same age! If you don't remember, here's the secret calculation:- $100, -20, +50, -120, +30 = \text{GAIL's age!!}$

GET WELL - PETER LYNCH has not been well of late with severe back problems - get well soon.

NEW MEMBER - KYM GREENFIELD from Port Pirie, South Australia. Welcome!

ALAN BRADSHAW - it is our sad duty to report that Alan passed away on October 21. Alan was a popular South Australian member and attended the Perth National Meet.

NEW ZEALAND Post issued a new series of stamps last month entitled "The Emerging Years". The launch featured a Model A Ford on display and advertisements promised this rare opportunity:- "...purchase a First Day Cover signed by one of New Zealand's leading Model A Ford enthusiasts, Len Hoyland." So, another famous person was at the Perth National Meet!!

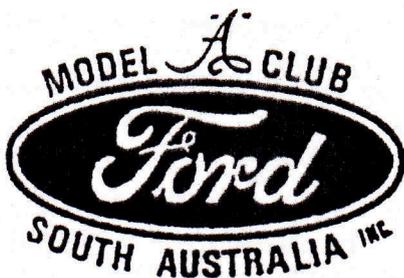
RETURNED - We hear on the grapevine that RON & GAIL HUCKSTEPP have returned East.

OUR CONDOLENCES - to GARY EVA on the recent passing of his mother.

PHIL IRVING An Autobiography - due for release this month. He drew Jack Bradham's Formula One engine, was a motorcycle champion, designed tiny engines for WW2 lifeboats and giant tractors. \$59.95 from [REDACTED] Wahroonga, NSW, 2076 or more details from HELEN.

CHAPTER - As requested (by members at the last meeting), here are details for applying to the Model A Ford Club of America to become a Chapter:- Five financial members of MAFCA and this Club sign a Petition which is sent to the Head Office in La Habra, California for consideration. The Petition has been completed and sent in accordance with the motion passed at the last meeting. A similar approach to the Model "A" Restorers Club in Dearborn has again met with the usual lack of any response - I believe that this is the THIRD approach this Club has made to join MARC!!

FAMOUS BACKSIDE - if you are a member of MAFCA, you will have received your Sept/Oct 1992 issue of "The Restorer." Turn to page 22 - in the photo on the left at the foot of the page there are some ladies being instructed to earn their "This Lady Drives A Model A" patch. The bum of the lady looking in the back window belongs to your Secretary. Yes, she did win her patch!!!

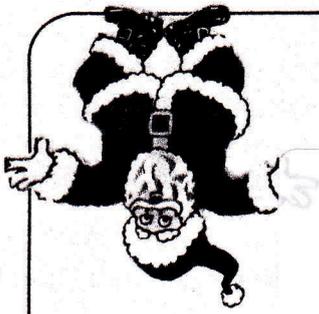


**13th National
Model "A"
Rally
March 31 - April 4
1994**

The S.A. Club has NOT booked or held any rooms for the Rally. They have checked accommodation and Secretary Helen has a list of what is available within three miles of Rally Headquarters as at July 31, 1992, Helen will send you a copy if you are interested in going to this Rally (or just ask at a Meeting).

Rally starts Thursday, March 31 and concludes Monday evening, April 4 with a farewell dinner - there will not be a farewell breakfast.

They urge everyone to book accommodation early as Glenelg is a popular tourist spot. Most will accept bookings for Easter, 1994 between Christmas, '92 and Easter '93. So book and advise Rally Entrant Director Bill Neck of the details to:- [REDACTED] Ridgehaven, SA, 5097. Phone [REDACTED]



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

PAISLEY Ian and Dianne
[REDACTED]
NUKANDA 8062



SHOP AND POST
EARLY
FOR CHRISTMAS



Western Model A News

DO YOU REMEMBER "THOUGHTS ON MEN" IN THE JANUARY, 1992 ISSUE? HERE'S THE OTHER SIDE OF THE COIN

from the South Coast Vintage Car Club's "The Klaxon" - via the Model A Ford Club of New South Wales' "The Going Thing".

If he puts a woman on a pedestal and tries to protect her from the Rat Race he is a male chauvinist pig; if he stays at home and does the housework, he is a pansy.

If he works too hard he never has enough time for her; if he doesn't work hard enough, he's a good for nothing layabout.

If she has a boring, repetitive job with low pay, that's exploitation; if he has a boring, repetitive job with low pay he should get off his arse and find something better.

If a man gets a promotion ahead of a woman, that's favouritism; if she gets a promotion ahead of a man, that's equal opportunity.

If he mentions how nice she looks, that's sexual harassment; if he keeps quiet, that's typical male indifference.

If he cries, he's a sheila; if he doesn't, he's an insensitive bastard.

If he thumps her, that's domestic violence; if she thumps him, that's self defence.

If he makes a decision without consulting her, he's a chauvinist with no regard for her feelings; if she makes a decision without consulting him, she's a liberated woman.

If he asks her to do something that she doesn't enjoy, that's domination; if she asks him, that's a favour.

If he appreciates the female form and frilly underwear, he's a sexual pervert; if he doesn't notice, he's a poofter,

If he likes his woman to keep in shape and shave her legs, that's sexist; if he doesn't care, that's unromantic.

If he tries to keep himself in shape, that's vanity; if he doesn't, he's a slob.

If he is proud of his achievements, he's up himself; if he doesn't, he's not ambitious.

If he asks her for a cuddle, he never thinks of anything else but sex; but if he's totally wrecked after a hard day at work, he doesn't give a stuff about other people's needs.

If she has a headache, it's because she's tired; if he has a headache, it's because he doesn't love her anymore.

If he wants to do it too often, he's oversexed; if he can't perform on cue, there must be somebody else.

What it cost to operate a Ford

Now, I don't know the applicable dates, but here is an extract from "Ford V8 Cars and Trucks" apparently provided to the Ford Motor Company by the Morton Salt Company in America on vehicles during their entire lifetime and subsequently traded in.

	Model T Ford	Model A Ford	Model V8 Ford
Number of cars	175	621	128
Months operated per car	19	21.5	17
Total miles covered	5,017,023	24,933,793	5,356,877
Average miles per car / month	1,509	1,867	2,462
Operating costs per mile	\$0.0322	\$0.0251	\$0.0228
Depreciation costs per mile	\$0.0143	\$0.008	\$0.0046
Total cost per mile	\$0.0465	\$0.0331	\$0.0274