

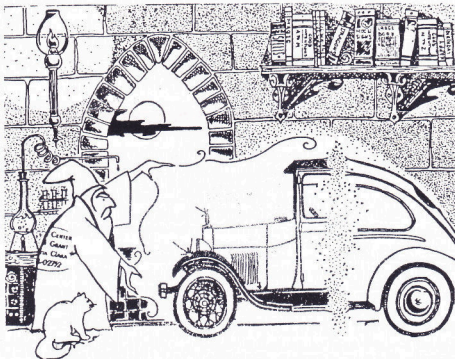


Western Model A News

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

Year XIII Number X

MAY, 1993



Thank you Louise

Once again LOUISE READ has kept your Club functioning, following the desertion of the Sharps. Although there has not actually been a meeting for two months, Club business continued on almost a daily basis, including producing, printing and distributing two Newsletters (with assistance from President LAUREL). • An Entry Form for the National Rally is in this issue and I took the opportunity to include some accommodation information on the back of the form - could not bear to see a blank page go out! Let the Secretary know if you plan to attend the Rally in Glenelg as arrangements will be made in due course for travel across, Model A mechanical checks for vehicles making the trip, etc. *Bevan*

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Saturday May 29 - Manifold Munchers to assemble at Pioneer Village at 10am

This Club is the **WESTERN MODEL A-s** Chapter of the Model A Ford Club of America, Inc.
MAFCA - 250 South Cypress, La Habra, California, 90631-5586, U.S.A. - Foreign membership:- US\$24.00 per year.

OFFICE BEARERS: President: LAUREL COOKI [REDACTED] Secretary/Treasurer: HELEN SHARP [REDACTED]
Vice-President: ANGELO CALLIJA [REDACTED] Vehicle Examiner: STEVE READ [REDACTED] Editor: BEVAN SHARP [REDACTED]

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

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

Saturday May 29 and Sunday May 30, 1993
Model A Manifold Lunchers Munchers overnigher to Harvey.
Meet at Pioneer Village, Armadale at 10am.

Sunday, June 20, 1993 - SMITH family.

Sunday, July 25, 1993 - Annual General Meeting. 1.30pm.
Noranda School, Walmsley Drive (off Crimea Street), Noranda.
General Meeting first. Bring afternoon tea to pool with others.

August, 1993 - GUEST family.

November 14, 1993 - ALL FORD DAY, Perth Oval
Contact ALAN JEFFREE on [REDACTED]

March 31 to April 4, 1994
Model A Ford 13th National Rally - Glenelg, South Australia



Pepper's Dam Run

(Well, actually it was a Weir, not a Dam but it sounds better)

Good turn-out guys - some 42 members in 16 Model A Fords turned up on time and set-off pretty much on time (records all around!). The Pepper family had created a very interesting run to Mundaring Weir via a diverse route that most of us did not know existed - we passed sheep, cattle and even emu farms with lots of twists, turns, hills and sudden tee-roads to test Model A performance (and brakes?). The glorious weather encouraged some members we had not seen for a while to emerge from their autumn hiatus.

Cooking hints for those on the Manifold Munchers Run

General:- make a frame of chicken wire to hold the food off direct heat and place in an aluminium food container (with lid) or triple-wrap in aluminium foil, use soft wire to attach to the manifold. Use meat, sausages, chops, etc and add some bay leaves, wine or spirit to taste.

Another suggested recipe:- 18 chicken wings, 1/2 cup catsup, 1 cup red wine vinegar, 4-6 jalapeno peppers, 3 cloves minced garlic, a teaspoon of oregano, a tablespoon of red pepper flakes, salt to taste. Blend ingredients in a bowl and pour over chicken wings. Cover tightly and refrigerate for 24 hours, stirring occasionally. Drain (retain liquid) and divide into three sheets of foil. Brush with remaining marinade. Cooking time 2-1/2 hours. This recipe takes a bit longer to cook than the planned Harvey run, so may be best to attach to the manifold from home, or pre-cook slightly before departure.

Combined Car Club's Annual CLASSIC CAR SHOW

March 21, 1993

Another successful event, held again at Whiteman Park - WITHOUT this Club having a display; it does not seem conceivable that there was not an official display of Model A Fords at a State Classic Car Show, particularly as they had a feature display of Model T Fords!

Over 900 vehicles from 47 member Clubs, with a total of over 1,000 vehicles on display and 20 traders featured. The show attracted around 15,000 people, took \$28,000 and netted \$8,901 (proceeds split 50/50 with the Paraplegic/Quadruplegic Association of WA).

Congratulations to PHILLIP RACCUA who won the Shannons' Vintage Award with his 1928 Model A Coupe for the best Vintage Class (1919-1930). Top car of the Concourse d'Elegance went to a 1962 MGA 1600 MkII Coupe while the Mini Owners Club of WA took out the Top Club Display.

Next year is the 25th Annual Show - will there be a display of Model A Fords?

MINUTES of meeting held at Mundaring Weir on April 25, 1993
with 42 members and 5 kids in 16 Model A Fords.

President LAUREL opened the Meeting at 1.30pm.

Apologies from: MAVIS SPENCER, DAVID & BARBARA BLEWETT.

As there had not been a General Meeting for 2 months - no minutes were read.

Correspondence from:- CCC, Shannons, Classic Car Insurance, Sunbuster Sportswear, MAFCA, Chief Car Covers, Ralph Owen, Club Newsletters.

CCC Meeting on May 10 - STEVE READ to attend.

Agreed to send Newsletters to CCC and MAFCA.

Members agreed to ordering "This Lady Drives A Model A" patches from MAFCA and having a Lady's Day of driving.

It was agreed that if BILL BENNIE could not find the Queensland flag that Ralph Owen had loaned us for the National Meet, that the Club should purchase another and post it to Ralph.

There were no comments on the National Delegates' Meeting Minutes.

Discussion was had on ordering more Club embroidered patches and it was moved RAY MAHONY, seconded BEVAN SHARP and passed that the Secretary order another 100 patches at \$2.50 each to retail at \$3.00 each.

Members agreed to purchase the 4 How to Restore Your Model A Ford books and an Era Fashion book from MAFCA - to be sent by surface mail.

Events: All Ford Day on November 14 - ALAN JEFFREE to co-ordinate.

Agreed to invite Shannons Manager to address our AGM for 20 minutes.

Secretary has a file on the next National Meeting for members to read.

Copies of the SA National Meet Entry Form were distributed.

Next run overnight to Harvey - contact READ family for details.

LAUREL thanked ANDREWS family for organising the Easter Run.

REG BLEWETT reported on a very successful FIVA Rally in Tasmania.

BEVAN advised of 197 Model A Fords at great New Zealand Nationals.

PEPPER family were thanked for a successful day's outing.

BEVAN thanked LOUISE READ for attending to Secretarial and Editorial duties.

Financial:- Treasurer HELEN reported a total balance of \$13,225.45.

President LAUREL asked members to consider nominations for all positions at the AGM in July.

Prompted by LOUISE READ, members re-affirmed the decision to send all new members copies of the Club Constitution and the By-Laws.

RAY MAHONY asked for some input on rear main seal experiences and reminded members of the danger of push-starting in reverse - it can break the drive shaft!

ALAN SMITH remarked that some members had requested parts but had not picked them up - please contact ALAN if you have ordered any parts from him.

A date to be arranged for a meeting of those going to the S.A. National Rally.

There being no further business, the meeting closed at 2.15pm.

FOUR DAYS IN FOUR MODEL A-s

The Southern Cross Sortie

The Rubbish Ramble

When you get articles from LAUREL COOKE and LOUISE READ on the same run and are asked to put the two together - you get three titles and content that goes like this - Ed

It was the night before Easter and all was a rush - packing and pushing for our trip to the bush. (*That bit is Laurel's*).

Families ANDREWS, SMITH, READ and COOKE met at 8am, right on time (major achievement!) at Midland Gate. Unfortunately the GUESTS could not go as planned as GWEN was not well (since recovered) but BARRIE waved the intrepid travellers off and awarded them with a large supply of freshly-baked Easter buns - which lasted until the morning tea stop at York.

STEVE READ bought a piece of bright pink crinkled plastic pipe which he thought was for placing down the trouser leg and out to the ground to "save time at footie matches", he also used it to annoy all and sundry in displaying his musical "talent".

The weather was threatening when they arrived in Merredin to sit on the damp lawn by a caravan park for lunch, accompanied by a Siamese cat.

In Southern Cross they met up, as planned, with the WILLIAMS and settled into their respective vans at the caravan park. Then the SMITHs arrived from their motel. The owner of the caravan park pointed them toward a rubbish tip where he claimed there was a car body "like your cars." The first tip trip - what excitement for all concerned!! Well, it was not a Model A body but not to waste a tip trip LAUREL carried out a bundle of bottles. On the way back the heavens opened and it pelted on the caravan roofs all night. They still gathered in the ANDREWS abode to waffle for hours...

Saturday dawned with fine weather and they set off for Bullfinch with a stop over to look at Hunt's Wash where LAUREL mused "I wonder how they found this place" to which STEVE remarked "just followed the signs the same as us." They could not pass a couple more tips on the way.

They tracked the SMITHs by following their narrow tyre tracks to, where else, another tip where JUNE found a very nice perambulator. They returned to Bullfinch for some shade in the hotel car park where some locals extracted themselves from the pub to look at the cars.

They set off to return to Southern Cross, via, wouldn't you know it, another rubbish tip where STEVE found himself one of those long pointed things that have those cross over bits with round things on the end, but he only bought back the cross

over bits with round do-ces and not the long bit. (*That's a LOUISE bit - you can tell that she's married to a mechanic, apparently it was a 1932-34 Ford differential, now at the LETCH residence.*)

The SMITH/WILLIAMS consortium headed for the local museum. The rest found another tip where LAUREL found more "treasures." They drove to a monument, then walked through the cemetery and RON gave them a tour of the abattoir for which they were all apparently VERY grateful.

That night they dined at the local hotel, absorbed the local ambience, returned to the caravan park for the traditional coffee and chat - then bed.

On Sunday morning they left Southern Cross for Marvel Lock and quizzed the locals to find the location of - who guessed it again - the tip! They helped themselves to more treasures and even found a Falcon that they attacked.

They traversed some back roads to Moorine Rock then, while stopped at Bodallin, met up with Margaret Ivey who took them to meet her husband John and our group checked out their impressive collection of cars, machinery, number plates, etc. The sight of LAUREL & GAIL on a tandem bicycle (then, not to be outdone by the ladies, JIM and MIKE) is a sight they will all recall for quite a while. They were treated to afternoon tea before setting off in the dark and rain for the familiar Merredin caravan park.

Dinner was at the Merredin Hotel where they ate so much several contracted indigestion that night

On Monday morning the Model A Fords were on the road by 8am with a stop for morning tea at Cunderdin where the COOKE Tudor apparently also had a dose of indigestion but a fiddle with the points cured the problem.

Just outside Northam the READ Tudor warmed up with a small fire but after extinguishing the underfelt they made it home safely.

Obviously they all had a great weekend away.

I just wonder where on earth they put all that "good junk" they collected along the way!! Ed.

Thanks to the ANDREWS for the organisation and the Editor was told to say:- "In NINA WILLIAMS' words: 'Did you vote Labor?'"

New Zealand National Rally Hamilton, Easter, 1993

If you are ever in New Zealand and are looking for some free entertainment for a while - just go into a fish and chip shop and listen to some of the locals place their orders. Remember - it's rude to laugh at people!

After seven weeks working as Volunteer Advisors to a Beach Resort in Western Samoa - walking to "work" each morning past coconut palms, across a white sandy beach by the placid South Pacific Ocean, wearing a pair of shorts, loose tee-shirt and in bare feet (it's a tough job but someone has to do it) - it was onto **New Zealand** to arrive in Auckland on Friday, April 2nd.

We selected an hotel from the airport display (NZ\$60) and the next morning arranged for a hire car. The prices ranged from NZ\$25 to \$70 per day - we found a Ford Lazer for \$39 (that us around AS29), uncluding insurance, GST and unlimited kilometers. Funnily enough ALL the cars under \$30 were suddenly "unavailable" - either a blatant come-on or they all have only one car at that price.

That's enough of that Kiwi translation - you get the idea - but it's driving my spell checker absolutely mad.

We drove north to the Bay of Islands (through the rain) across to Ninety Mile Beach, south to Auckland to drop off a parcel for the High Chief we had been advising in Samoa, across to the beautiful Coromandel coast then down to Rotorua.

New Zealand is very scenic with green vistas at almost every turn in the road. In the north there is what is probably a unique amalgam of conifers and ferns (up to large tree ferns that grow every where). Another common sight is all the dead Australian possums on the road - they have become a major menace to the Kiwi vegetation - more on them later.

At this stage (Tuesday) we got bored with being tourists and headed north back to Auckland where we were accommodated by the most hospitable Len & Stella Hoyland on their picturesque 5-acre plot with a couple of goats, lots of delicious wild mushrooms and some heifers being fattened for market.

On Wednesday morning we collected "Sweet Old Bill" and Joyce Mitchell from the airport, and I drove Rod Welch's original Roadster (he owns Veteran and Vintage Cars) across Auckland in peak traffic to Len's home, that night we attended a welcome party for some of the overseas visitors in Auckland.

Thursday morning we set off for the 100km drive to Hamilton - Len drove his Calais with an overloaded trailer of stuff for the Rally, Larry & Cookie Callahan from Nevada drove Rod Welch's Roadster and we proceeded in luxury having Len's wonderful 1928 Fordor for the Rally - nice car, flies over hills in top, pulls away around corners from 15mph in third and brakes like a modern car (I've got to do something with my brakes!).

We registered and got our Rally Bag - 3-colour Rally badge, wooden plate for the car with Rally number, name and the car's details, name badges, first day cover envelope with a stamp featuring a Model A, plus some brochures - all in a plastic bag.

The next few days went like this:-

Thursday - Get together.

Friday - morning tour to National Agricultural Heritage; afternoon to Woodlands Estate. Official opening and "talent" show.

Saturday - Mandatory run to Te Aroha where the entire town was packed with Model A's, residents were dressed in 1920-30 clothes and a photograph was taken of a reenactment of Model A Fords in town in the 1920s.

Sunday - Concours Judging; optional bus trips; Public display of the vehicles. Dinner, prize giving.

Back to the dead possums ... one of the U.S. contingent took some boxes of "Road-Kill Helper" to add to the 300 door prizes awarded during the Rally. Get it? Any animal dead on the road is "road kill" and the "helper" is like "hamburger (or whatever) helper" for bulking up meat for a meal. Feeling hungry?

All the daily runs were interesting and enjoyable. As there were so many Model A Fords to negotiate the roads, runs were divided into two groups, each with a different destination - except for the Mandatory run which was also a time trial for the first section, plus some questions asked along the way.

At the Public Display they had an "assemble the Model A engine and start it up in the quickest time" competition. The following items had been removed - distributor and shafts, head, carburetor, starter and generator. A panel also had to be bolted on with fuel tank, coil and controls. The winning team did it in 3 minutes, 24 seconds. A ladies' team did it in 4 minutes, 59 seconds - and who was in that team? Your Secretary. So, next time you need an engine assembled in quick time - ask Helen!

Concourse prizes were awarded for best and second open and best closed car for 1928/29 and 1930/31 (11 trophies). Best engine, best interior, best exterior, commercial, original, plus longest distance driven and people's choice. No Touring Class.

All overseas visitors were presented with a handsome wooden trophy carved in the shape of a Model A radiator, with a North Island car badge and individually engraved with their names.

This successful Rally attracted around 500 people and an amazing 197(?) Model A Fords. The commercials included one converted to a "gypsy wagon" and a couple of campers (one with a modern unit on the back). Figures as at March 20, 1993:-

Entrants by country:-

USA	24
Australia	8
Canada	1
New Zealand	181
Total	214

Model A Fords	28-29	30-31	
Phaeton	12	19	31
Roadster	6	27	33
Fordor	8	10	18
Tudor	14	14	28
Town Sedan	1	13	14
Roadster Pickup	12	5	17
Pickup	2	7	9
AA	4	3	7
Coupe	5	12	17
Delivery	1	2	3
Speedster	-	3	3
Victoria	-	1	1
DeLuxe Phaeton	-	1	1
Chassis	-	1	1
Total	65	118	183 (they say 193!)

We intended to tour some more but preferred to head off home...

Bovan & Holan

Pssst

OVERHEARD

during the New Zealand Rally

National Rallies are always a great source of gossip, rumours and stories and the New Zealand Rally was no exception. So, for all those that can't exist without some little snippets of fascinating information, here are a few gemettes that may be of interest to some of our Western Australian members....

FIRSTLY - Who at the NZ Rally were also at the Perth Rally (apart from the Sharps)? Len & Stella Hoyland, Joe & Dora Hayes, Errol & Bev McAlpine from New Zealand; Wayne & Luella Kipp from Colorado, Carl & Ethel Zelambo from California, Bill (SOB) & Joyce Mitchell from Washington, Adam Francis, Geoff Worthington and Kevin & Hilda Wright from Victoria; Gordon & Margaret Brown from N.S.W. *Old Home Week!*

OTHER AUSSIES- Bradley & Moira Slavich, Victoria, Bob & Chris Maxwell, Neville & Annette Jones, N.S.W.

SEVERAL of the above told us repeatedly that Perth was the best Model A Rally they had ever attended - the basis for this statement was usually attributed to a large extent to our unique Headquarters with the majority of entrants accommodated at the HQ and not having to travel to and from hotel or motel accommodation.

ADAM FRANCIS (Secretary, Victorian Club) had a slice of bad luck since being in Perth. He is a gardener at a cemetery and was splitting logs with another guy. Adam was holding a log steady while his workmate wielded the log splitter. You can see it coming can't you? No, it's not the old story about "When I nod my head, you hit it", but it's close. The axe came down and Adam looked at his hand. He was wearing gloves and, yes, the index finger of one glove was in two parts - half of the finger was lying in the saw dust (still in the glove!). They picked up the finger, took him to hospital and stitched it back on. It's still a bit stiff but is getting better with use.

LEN HOYLAND took his Model A Roadster to the Bicentennial Rally in Canberra in 1988. When he went to retrieve it from the wharf in Sydney he was told that a fork lift would have to do a special trip, place it on a trailer, convey it somewhere or other and a bunch of other nonsense - \$600 later he got his car. When he was ready to return the car to New Zealand he had the car steam cleaned as he knew that was a requirement. They said they had to do it again to be sure! Half an hour before he left for the airport to return home he was told that the Australian drug squad had "raided" his container. When he opened the container in Auckland the authorities took one look and saw that the drug squad had removed the wheels and placed chocks of wood under the axles - slam went the door and they called in a specialist to fumigate the container (another charge and long delay). When he ultimately got to the car - panels had been removed, wheels taken off - tyres and tubes removed, seats taken out, etc. Naturally nothing was replaced. Then, to add insult to injury they had completely removed the top of the antique petrol can he had fixed to the running board!!!

ANOTHER Len Hoyland story ... He was asleep in bed around 4am when he heard a crash and the toilet flushed itself!! He crept out and into the bathroom - there was a stray cat stuck down the toilet and held there by suction when it had blocked off the S-bend. Apparently the cat had leapt in the open window, hit the button on top of the cistern, flushed the toilet, slipped and fell in as the water was flowing and was trapped by the suction. Len pulled the cat up like a cork out of a bottle and threw it back out the window.

AN AMAZING JUDGING INSTRUCTION happened in Dallas last year to those checking undercarriage. They were told that the flats of all the nuts were to be parallel with the chassis frame and that all the split pins were to line up in the same direction! Just imagine Henry Ford insisting that his cars came off the assembly line with those specifications - no way Jose!!

A NOVEL way of attending the MARC/MAFCA Meet in Washington, USA on the cheap has been initiated by an enterprising group of four New Zealand couples. They are fund-raising for two years to pay for their trip. They do catering for parties and things, sell Model A shaped lapel badges internationally and raffled a Jim Beam decanter (Phaeton) at the Rally for \$2 a ticket - now there's initiative for you ... anyone want to go to America?

MAJOR DRAMAS were fortunately absent. An AA truck that had been converted to a type of "Gipsy wagon" camper with stained glass windows, etc was travelling along when it passed a girl riding a horse. Apparently the horse was startled by the appearance of this vehicle and fell against the Model A, breaking a window. The rider fell off the horse (fortunately away from the truck's wheels) and, depending on who you happened to be talking to, broke an arm, or an elbow or a leg.

A member suggested recently that we put out an issue of your Newsletter with blank pages, entitled: "Member's Contributions Feature".

Fortunately we have been saved from that fruitless exercise by a relatively new member coming to the rescue and submitting an article - thanks John.

OUR INTRODUCTION TO THE MODEL A

by JOHN HALL

We never intended to buy a vintage car.

We never intended to buy any car as thirteen post-war cars reside at our residence.

Then our daughter decided that, after many years of being kept, to leave home and go and live in England.

"Sell my Magna for me Dad, will you?"

Have you ever tried to sell a six-year-old Jap car? Advert after advert didn't even elicit one phone enquiry. Don't know why as it was an excellent little car with all mod cons. Enter the famous ad. with the magic words "WILL TRADE". Along with No. 1 son I went to view a 1930 Model A Roadster and hopefully unload little sister's problem. On entering the showroom I was staggered at what appeared to be the excellent condition of this 1930 car. Apart from a noisy gearbox everything seemed to be perfect, with no work to be done at all.

Jump in with both feet.

A deal was struck, conditional upon the vehicle being fully licensed, we bought it. It went over the pit first time with no defects. The drive home was a learning experience in itself but once confidence was gained we realised what a little treasure we had bought. She gets driven at least three times a week and has, so far, been very reliable.

Lots of money has been spent on books and lots of things learned from them. Tinkering in the engine bay I noticed the generator pulley wobbling, out with the genny and off for a rebuild. The bearing was loose in the housing as it turned out.

Greasing was a problem as this car has the original grease fittings. Modern grease guns don't work. By chance in Marlow's I discovered a needle grease fitting which screws onto the end of any grease gun and will service any grease fitting, no matter how hard it is to reach. \$7.95 took care of the greasing problem. How many owners overlook the grease nipples for the rear brake cams that are hidden in the torque

tubes? The previous owner of this one did. The rest of the car had been serviced very well but these two had never seen grease. So far I haven't been able to force any grease through, but keep trying I will.

A Motometer and cap along with other small spares were purchased from East Coast Antiques (excellent service), which when fitted showed that she runs too cold. A thermostat seemed to be required. A old Peugeot one was found in the garage and after testing in a saucepan of boiling water was fitted in the radiator hose with no modifications. She now runs a little warmer but by no means hot enough to get the mercury in the sight hole. The previous owner had used an old trick in that he had fitted a ladies' stocking in the hose to filter the water. Good idea as there was a lot of scale trapped. A good clean and a new stocking was refitted. We have had excellent results using Flokleen tablets for radiators. At \$15 per hundred they are a lot cheaper than premixed coolants and do just as good a job. Thirty cents for 20 litres takes a lot of beating.

A lot of books and spares have been obtained from Snyder's in America who provided first class service and seem to be cheaper even after freight and the sick Aussie dollar.

Louise was kind enough to provide me with some back copies of the Newsletter where I saw an ad. for the Perth Paint Group who could mix Model A paints. Along to the address shown in Newcastle Street - they have moved and are now at 12a Harold Street, Dianella, next to Woodsies. Mike Fitzpatrick could not have been more helpful. They really do have original Model A paint chips. He spent about two hours with me matching the four colours on our car which were needed to repair all the little chips that would have happened on the drive from Brisbane. (This is the Ralph Owen car.) If you have any paint problems, Mike Fitzpatrick is the man to see.

We've been brave enough to nominate for the National Meet in Glenelg next Easter so all runs and rallies will be attended to gain the necessary expertise for such a long trip.

BY-LAWS

1. All Club Model A Fords must have an annual safety inspection and road-worthiness check by an official Club Examiner 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 a Vehicle Examiner and a Certificate and sticker issued.
3. A 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 that vehicle is 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 had 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 records and they will not receive future newsletters or benefits or be eligible to attend Club events 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 are to be driven during road-worthiness inspections to ensure that they are safe.

As requested, these By-Laws have been re-printed for some newer members who may not have seen a copy. If YOU do not have a copy of the Club Constitution please advise Secretary HELEN who will get a copy to you post-haste.

THE BLEWETT'S TASMANIAN TRECK

Fifteen Veteran and Vintage cars from W.A. were entered in the BMW, FIVA World Rally held in Tasmania in March, 1993. Two entrants (from Wagin and Katanning) drove there and back. Others were sent by transporters, containers or by rail. We chose to send our Tudor Perth-Adelaide (return) by rail and drive to Melbourne. In Kalgoorlie the cars were checked and our car and a Napier had slid across to the edge of the flat bed rail car and needed more ropes to tie them down securely.

The Rally began in Melbourne on Friday, March 12 with a double-line of cars in Swanston Street. We were escorted by BMWs to the Abel Tasman in a parade that kept breaking up due to traffic lights changing, but all ended well.

In Tasmania we were given a warm welcome by members of the Tasmanian VCC, and a band.

There were over 400 entries with over 80 different makes of vehicles, split into three groups, each participating in different runs for easier management. The organisers did a wonderful job and the planning was extremely well thought out and executed.

We spent 19 wonderful days in Tasmania, with so much to see and do and a warm welcome wherever we went. People lined the streets in the towns and school children came in droves and made the ancient vehicles their school projects.

WA entrants won a Concourse trophy and most miles driven.

One quite different run was the "Scatter Run" We were issued with a topographical map and a series of questions in conjunction with six figure grid references. We then plotted each location and the best route to visit them all, answer the questions and return to base before the allotted time. Very challenging and great fun.

On our return journey from Melbourne, we travelled around the coast to Mt Gambier, then inland through vineyards and wineries, stayed overnight in Hahndorf and visited Melba Chocolate factory and Birdwood Mill Museum before travelling down Gorge Road to Adelaide where we loaded our cars and ourselves aboard the train and enjoyed the remainder of our holiday in comfort. A wonderful holiday! *Reg & Coral*



PROUDLY SPONSORED BY FORD AUSTRALIA

ENTRANT NO.

[]

13th NATIONAL RALLY ADELAIDE MARCH 31 TO 4 APRIL 1994

ENTRANTS SURNAME.....GIVEN.....

ADDRESS.....

STATE.....POST CODE.....HOME PHONE.....

PASSENGERS NAMES	ADULTS	CHILDRENS	AGE AT APRIL 94

MODEL "A" DETAILS	BODY TYPE	YEAR	REG. NO.	CLUB	FULL REGISTRATION	
						YES

ENTRY FEE	PER VEHICLE: Includes National Rally Badge & Bag. Cancellations & refunds will only be accepted Prior to 1st January 1994.	\$50
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PAYMENT DETAILS	PAYMENT BY	OFFICE USE
	<input type="checkbox"/> CASH <input type="checkbox"/> CHEQUE <input type="checkbox"/> M/ORDER If paying by cheque please make payable to M.A.F.C.S.A. NOTE: NO RESPONSIBILITY WILL BE TAKEN FOR CASH SENT BY MAIL	

CONCOURS	Are you prepared to Judge Concours?	YES	NO
	Enter your vehicle in Concours?	YES	NO
	Enter your vehicle in Touring class?	YES	NO

INDEMNITY:

1. The undersigned, understand that to be eligible to participate in the Model A Ford 13th. National Rally, I must accept the following conditions of entry: All entrants, owners, drivers & passengers enter & participate in the Model A Ford 13th National Rally & associated activities solely at their own risk. The Model A Ford Club of South Australia Inc. its members, organisers & sponsors of this Model A Ford 13th National Rally, accept no liability for any loss or damage, or injury suffered to or by any entrants, owners, drivers & passengers by any means, act or omission or through any circumstances, & the entrants hereby agree to indemnify & save harmless the Model A Ford Club of South Australia Inc. its members, organisers & sponsors of this Model A Ford 13th. National Rally & their agents from all actions, suits, claims, proceedings or demands for damages or loss howsoever arising out of the entrants, owners, drivers & passengers participating in the Model A Ford 13th National Rally & its associated activities.

SIGNED.....DATE.....

PLEASE SEND COMPLETED ENTRY FORM TOGETHER WITH ENTRY FEE TO:
ENTRY DIRECTORS. JANET & BILL NECK, [REDACTED] RIDGEHAVEN SA 5097
TELEPHONE [REDACTED]

ACCOMMODATION IN GLENELG For the

13th National Model A Rally

The following are not recommendations, they are suggestions for you to contact for further information. Taken at random from list by the S. A. Club. Secretary Helen has the full list and a map of Glenelg, which can be checked at a meeting or posted, on request.

If you plan to participate in this Rally, the organisers strongly suggest that you attend to your accommodation requirements as soon as possible as Glenelg is a popular Easter holiday destination.

Rates are as quoted for two persons.

MARINELAND VILLAGE

Military Road, West Beach, South Australia
PO Box 65, Glenelg, SA, 5045
Phone (08) 353 2655 Fax (08) 353 3755
About 3kms from Rally HQ. Villas, Cabins,
Vans. \$35 - \$55.

MORPHETTVILLE MOTOR INN

444 Anzac Highway, Camden Park, SA
Phone (08) 294 8166 Fax (08) 376 0280
30 modern units within walking distance of
Rally HQ. \$67 - \$77.

ANZAC HIGHWAY Motel

626 Anzac Highway, Glenelg
Phone (08) 294 1344
34 units. \$75 - \$140.

HAVEN Motor Inn

6 Adelphi Terrace, Glenelg
PO Box 277, Glenelg
Phone (08) 294 1555
72 units. \$84 - \$104.

ADELAIDE INTERNATIONAL Motel

521 Anzac Highway, Glenelg
Phone (08) 294 2155
32 units. \$65.

ADELAIDE ATLANTIC Motel

760 Anzac Highway, Glenelg
Phone (08) 294 1011
33 units. \$78 - \$175

BUFFALO Motor Inn

766 Anzac Highway, Glenelg
Phone (08) 294 6244
38 units. \$65 - \$75

GLENELG Motel

41 Tapleys Hill Road, Glenelg
Phone (08) 295 7141 38 units. \$55.

ST LEONARDS Motor Hotel

631 Anzac Highway, Glenelg
Phone (08) 294 2300 14 units. \$54

ST VINCENT Hotel

28 Jetty Road, Glenelg
Phone (08) 294 4377. 17 rooms. \$52 - \$60.

BAY BEACHFRONT Hotel Units

North Esplanade, Glenelg
Postal: 742 Anzac Highway, Glenelg
Phone (08) 294 9666 or 294 9046
22 x 1, 2 or 3-bed units (everything supplied)
\$46 - \$128.

BAY VIEW Holiday Flats

764 Anzac Highway, Glenelg
Postal: 742 Anzac Highway, Glenelg
Phone (08) 294 9666 or 294 9046
6 x 2-bedroom flats (everything supplied)
\$46 - \$121.

ALKOOMI Holiday Flats

7 North Esplanade, Glenelg (08) 294 6624
18 x 1 & 2-bedroom flats (all supplied)
\$44 - \$86.

CORAL SEASIDE UNITS (Holiday flats)

2 South Esplanade, Glenelg
Phone (08) 295 1952, a/h 379 4214
16 x 1 & 2-bedroom flats (all supplied)
\$57 - \$125

MOORINGS Holiday Flats

7 Patawalonga Frontage, Glenelg
Phone (08) 295 6118
13 x 2-bedroom flats (everything supplied)
\$52 - \$100

WEST BEACH CARAVAN PARK

Military Road, Glenelg
PO Box 69, Glenelg, SA 5045
Phone (08) 356 7654. Fax (08) 235 1849
On-site vans and cabins. Highly
recommended by SA Club. 3kms from Rally
HQ \$31 - \$59.

ADELAIDE AVIATORS LODGE Motel

728 Tapleys Hill Rd, Glenelg. (08) 356 8388
29 units. \$84.

COLLEY MOTEL APARTMENTS

22 Colley Terrace, Glenelg (08) 295 7535
9 flats (2-6 people). All supplied. \$45-\$95.

. . . Notebook . . .

HAPPY BIRTHDAY DOROTHY BENNIE, BARBARA BLEWETT, ALAN JEFFREE, JOHN LUCA, JOHN MCLEAN, BEVAN & HELEN SHARP, REX WILSON, LOUISE READ, SONIA HEARD, JOE WOJCYLO, RON PLEYSIER, AK1930 was 65 years old on May 28. Congrats!

GET WELL - ANGELO CALLEJA (damaged foot), PETER LYNCH (back operation), FIL LUCA (recovered from a operation). Hoping you all repair quickly.

WELCOME new member - MALCOLM BELLETTE of [REDACTED] Kelston, Auckland, New Zealand.

NOW - a letter to the Editor:- "Dear Ed, That was depressing news on all those un-Australian-owned Companies, how about letting us know which are some Australian-owned Companies?" Copies of the "AusBuy Guide" are available from most Ampol Service Stations. Guide No 3 is out with another revealing list of foreign-owned (and Australian-owned) companies - covering a wide range of products and services. Get your copy soon. Ed.

WANTED for SA Rally restoration:- 5 x AR hub caps, red steering wheel, electric wiper motor, shock absorber arms - please contact STEVE READ.

WANTED - A partly-restored Model A Ford, prefers a Coupe or Roadster but not essential. Contact Tony Dascenzo during office hours on [REDACTED]

KALAMUNDA CAR SHOW - March 28. We attended in our Roadster. Display cars had to be inside the grounds by 9.30am and it cost \$10 to drive in. Ours was the only pre-war car at the show so, being the orphan, we parked with the ACE Ford Club (Anglia, Cortina, Escort) though this Club caters for all Fords. They won the Best Club Display. Maybe we helped by providing the Model A! The event will be held again next year and would make a good Club outing. The cost is high considering you can go to the Whiteman Park Classic Car Show for zilch. It was a bit boring for us but this would not be so if there was a Club display. Mostly the cars on show were Holdens and Fords, right through the range, with about 4 MGs. ... JOHN HALL

RIGHT-HAND DRIVE MANUAL - Bevan can produce copies of an original 1929 Model A Ford Right Hand Drive Manual if members would like a copy. He produced some to take to New Zealand and they were much appreciated. They take a while to produce and need to be stapled and trimmed by a printer to look "finished". Cost would depend on the number required but a guess would be around \$1 each to cover the printer's account. Phone Bevan today to place your order - delivery at a meeting, or plus postage at cost.

REMEMBER the article on Model A terminology and use of apostrophes, etc in December? As expected not one member made a comment but Joy Hart, Editor of "Rumble Sheet" for our friends in San Fernando Valley, CA, picked up the subject and is also going to use the form "A-s" to denote the plural. The Queensland Club featured the article in full.

FEELING ISOLATED? The Canberra Club's Newsletter recently listed 31 Swap Meets down the east coast, between February 6 and August 21 this year!

WANTED Full frontal photo of '92 National Meet "Easter Bunny"-to LOUISE.

BACK ISSUES of our Newsletter wanted. If you have a copy of July, 1981, August, 1981 or any issue before June, 1981 - please contact LOUISE READ. Some back issues available for newer members (technical info?)-see Bevan

THANKS MAVIS SPENCER, JIM DEMIRIS for back copies of Club Newsletter-L.R.

FORD EMPLOYMENT BADGE two only, Rouge River. Alan Thompson, "Hiview", [REDACTED] Tyalgum, NSW 2484. [REDACTED] -\$41 ea, posted.

FOR SALE - Dismantled '28-'29 Tourer, nearly complete - \$2,000. Complete motor (no accessories) - \$100. Roadster hood irons for '28-'29 - \$300. Contact Ron Howard [REDACTED]. New exhausts (complete unit) for \$125 from Bill Mayberry [REDACTED]. Cast iron brake drums (all types in stock) for \$145 ea plus \$10 postage a pair - Keith Rawson [REDACTED]



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

PAISLEY and Dianne
INDONESIA 6032



Western Model A News

A few 'A'-FACTS by Ron Mosher of California ... FRAMES - There were 3 car and 8 truck frames made for the Model A. The basic frame is made up of 5 sections and several minor parts. Main sections are No 9 USS GA (0 140). At any rate, as many as 2,000 units were produced during an 8-hour shift. **DIFFERENTIAL HOUSINGS** - These were made on automatic welding machines. One man could make 60 pieces (30 cars) per hour. **FUEL TANKS** - Gas tanks were produced at a rate of 140 units per hour. Four basic versions were offered. All used No 18 USS GA Terme Plate. It was reported that the gas tanks gave more problems to the engineers than any other part. **WHEELS** - Five Model A wheels weighed 38lbs less than 4 wooden-spoken wheels and a spare rim on the Model T.

BE WARNED

If you ever remove the head bolt which holds the ignition cable clamp, *do not leave it off for very long*, the crankcase may fill with water. With just this one head bolt off, the surrounding head bolts may create a crowning-effect. This may open up the gasket just enough to allow water to seep between No 3 and No 4 cylinders.

When you install a new hub cap, be sure to bend only 4 tabs, 90 degrees apart. It's enough to hold the hub cap securely. Unbent tabs can be saved for future use.

The owner of an award-winning Model A from Kansas had this experience of a fire under the hood: "The paper air filter located next to the exhaust pipe had become saturated with gas which caught fire, melting the in-line plastic fuel filter (in the fuel line directly above)." **Moral:**- mount in-line fuel filters under the dash or use an all-metal filter under the hood and take care with paper air filters.

The N.S.W. Club's
"The Going Thing"
asked their members for a
caption for this picture.

So, over to you guys,
what are YOUR suggestions?

Here's one to start you off:

"Give me back the steering
wheel..."

There may even be a prize for
the winning suggestion.

