



# Western Model A News

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

Year XIV Number VIII

MARCH, 1994



## MAFCA NEWSLETTER AWARD for CONTINUING EXCELLENCE

*This certificate is awarded in recognition of your outstanding effort as Editor of your chapter newsletter. The Board of Directors of the Model A*

*Ford Club of America honor* Bevan Sharp

EDITORS

Western Model A's

CHAPTER NAME

Western Model A News

NEWSLETTER NAME

December 4, 1993

DATE

Bucka J. Hunter

MAFCA PRES.

Pattie Jones

CHAPTER COORDINATOR

**Thank you** once again to BILL BENNIE for producing the February Newsletter as the Editor and spouse had shot through for three months to perch on the Equator.

**Good Luck** and a safe journey, there (during the Rally) and back, to all those Club members traversing the Nullarbor Plain to participate in the 13th Model A Ford National Rally in Glenelg, South Australia over the Easter break. Best wishes also to those travelling to Kirup over Easter for some fun on the farm. •

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, USA. - Foreign membership:- US\$24.00 per year.

OFFICE BEARERS: *President:* ANGELO CALLEJA

*Secretary/Treasurer:* RAY MAHONY

*Vice-President:* BEVAN SHARP

*Vehicle Examiner:* STEVE READ

*Editor:* BEVAN SHARP

**COPY DEADLINE:** By the first day of the month to:- [REDACTED] East Fremantle, WA, 6158

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

### Sunday, March 20, 1994

Organised by PETER & ELAINE GILBERTHORPE.  
Meet at 10am for a 10.30am start from the car park at  
Nelson Avenue (riverside, behind Gloucester Park), East Perth.  
Bring your picnic. Toilets available, limited shade, take a beach broly.  
About 30 mile run. Guest speaker: Bob Merrilees from Wynns Australia.

### March 21 - 27, 1994

The Canberra Antique and Classic Motor Club's Autumn Hub Rally.  
Cec and Naomi Brown - Phone [REDACTED]

### Saturday, March 26, 1994

Brookton Old Time Motor Show - contact ALAN SMITH - [REDACTED]

### March 31 to April 4, 1994

13th Model A Ford National Rally - Glenelg, South Australia.

### Easter - April 1 - 4, 1994 - To Kirup for Easter.

Accommodation in shearing shed or own tent. All meals provided.  
Confirmation of numbers by March 20 (next meeting). Cost will be low.  
Take:- sleeping bag, mattress, picnic bag. Tea/coffee/milk provided.  
BYO drinks. Phone JEFFREE family on [REDACTED]

### May, 1994

Organised by BARRIE & GWEN GUEST

### June, 1994

Organised by ALAN & JUNE SMITH

### July, 1994

Organised by LOUISE READ. (as well as be AGM?)

### July 18 - 22, 1994

2nd Joint MARC/MAFCA Meet - Tacoma, Washington, USA  
[REDACTED] Woodinville, WA, 98072-1930, USA.



## ANOTHER *This month during the* Wonder **Model A Era**

### March, 1930

The first frozen foods appeared in grocery stores in Springfield, Massachusetts. They had been developed, believe it or not, by Brooklyn born Mr Clarence Birdseye who patented the process in the early twenties and sold his company for a cool twenty-two million dollars. Birdseye, who was fond of saying the credit should have gone to the Eskimos, first got the idea while he was doing a U.S. Government fish and wildlife survey in Labrador. He saw "natives" catching fish in 50°F below and, of course, the poor little creatures were frozen the minute they came out of the water. Vegetables were at a premium that far north, so inventive old Clarence tried freezing them too. In fact, later associates said he'd try anything - and on one occasion he produced the first frozen alligator meat.

In March, 1932 Charles Lindburgh's baby was kidnapped. \$50,000 ransom was paid but the child's body was later found only four miles from his home. From "Today's The Day" by Jeremy Beadle.

## RAY ABBOTT ENGINE RECONDITIONING

*Recommended by MARC member*

- \* Cylinder Head Service
- \* Reboring and Sleaving
- \* Crankshaft Grinding
- \* VETERAN and VINTAGE ENGINES



Established 1973 18 RIO STREET, BAYSWATER

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34 years Experience

# MINUTES

of General Meeting held at McDougal Park on February 20, 1994 with 35 members, 3 visitors.

**Meeting opened at 9.30am**

**Apologies** - Bill & Dorothy Bennie, Lorraine Chamberlain, Alan & Edith Jeffree, Kelvin & Kath Pepper, Mavis Spencer, Mike & Nina Kitchins, Toni Mahony.

**Minutes of previous meeting** were read. Accepted Jack Berkshire, Seconded Peter Gilberthorpe.

**Business arising from previous minutes** - nil.

**Correspondence in:-** ANZ Bank re changes to A/c, CCC-Orientation Day for car show, Automotive Events Management-"Symphony for the Car" to support CCC Classic Car Show, Model A Restorers Club ACT notice for Newsletter, CCC Entry form and rules for car show, CCC Sports Register, CCC request for club badge for car show display board, CCC notice of meeting on Authorised Inspection Stations, Alex Polley advising of successful registration of his Model A through Busselton Club.

**Business Arising** - Secretary to visit bank for further clarification. Secretary to forward badge to CCC.

**Correspondence out** - Ross Chamberlain and Mike Cooke confirming membership for licensing purposes.

**Correspondence accepted by** - Max Annear, Seconded Jim Williams.

**Treasurer's Report** -Income \$134.77. Expenses \$215.86. Balance at 31/1/94 \$13,271.38.

**Accepted** - Barrie Guest, Seconded Laurel Cooke.

**General Business** - Louise Read suggested badges, etc be taken to S.A. - all in favour. Peter Gilberthorpe offered to organise art work for club badge for use on the reprint of the Constitution. Jack Berkshire outlined the way in which the Vintage Motor Cycle Club is able to assist members with travel expenses through a special account started from special funds. Camp Quality - A vehicle display in aid of Camp Quality is to be held at Caversham Park, West Swan Road on March 19, any one able to attend please contact Angelo ASAP. Congratulations to Val Cowlin for her birthday and Jack Berkshire on his forthcoming marriage. Alan Smith requested further information on switching RAC membership to a Model A for coverage on events as his enquiries with RAC lead nowhere - suggested any member interested should contact RAC membership section.

**Events** -Next meeting/run March 20 Peter Gilberthorpe suggested members may take portable BBQ. Darren Jeffree will organise meeting place for travel to Boyanup and called for numbers wishing to go to Kirup. Alan Smith gave details for Brookton, ring him for travel details.

**Bits and Pieces** - Roadster rear bumpers wanted by Darren Jeffree and Ron Andrews. Twin venturi for Zenith carburettor required by David Bussard. Malcolm Wood wants lower door hinge for '29 Phaeton.

**Special Business** - Following amendments to the Constitution were discussed and passed with all in favour:-

1. The Club ... delete "Branch".
2. .... due and payable July 1st.
8. a) ...due and payable July 1st.  
b) delete "provided that" ( new sentence:- "Such member")  
c) ...right of appeal to "Executive Committee. A special general meeting shall be called by the committee within 14 days of the suspension/expulsion.
9. ...of all "financial" members "at" a general meeting to be elected as an Honorary "member" (for not more than 12 months).
10. a) ...every year "any vacant office" of the club.  
b) ... such meeting shall take place in the month of "July" each year.
12. ..."shall include"... All officers of the club "may" serve...
13. \* 2/3 of all members  
\* be given in writing signed by "four financial"  
\* shall be given to all "financial" members  
\* ... prior to the subsequent meeting convened...
15. last line - change association to club.
16. An Auditor shall be appointed by the members for the auditing of the accounts.
17. Change active to financial.
18. Change August to July 1st to June 30th (one month grace for payment of fees).
- 19 & 20 - delete.
11. After some discussion, Malcolm Wood moved, seconded Peter Gilberthorpe that the following be added:-  
The fee shall consist of a membership subscription and a magazine subscription. The magazine subscription may be deleted for a second and subsequent member living at the same address - all in favour and carried.

**Meeting closed** - 11.45 am.

# THAT'S OUR MODEL A FORD

There she sits our 1929 (mostly) Model A Ford Tudor Sedan, Model Number 55-A.

She looks a bit like her mother (a 1927 Model T Ford) and has something of her uncle from the Lincoln side of the family; in fact, some people call her a "Baby Lincoln".

She's sort of square - or maybe rectangular - in shape and sits on four 21-inch x 450 round, black feet with just 80 square centimetres of all that rubber actually on the ground; nearly 1,500 kilograms of steel, wood and rubber (and assorted other animal, vegetable and mineral components) resting on just 80 square centimetres of inflated rubber less than a centimetre thick could be a worry if you think of all that weight with 70 kilometres per hour of forward propulsion on a slippery, wet road, tentatively attached to reality by a little bit of thin rubber. Black, shiny, slippery road; black, shiny, slippery tyres ... would it take much sideways thrust to break the tenuous grip of a mere 80 square centimetres?

Walk around to the front - twin strips of gleaming chromium akin to the lips of a 65-year-old woman (which she is) without teeth (she she hasn't) - little round badge in the centre like a piece of lettuce stuck to a top lip with the legend "Ford" to confuse all those ardent "admirers" who consider themselves automotive experts ("my father had one just like that but it had wooden wheels") and think that her heritage is Chevrolet, or Essex ... or whatever.

Large, round headlights for eyes (retinas of concealed sealed beams, but with an astigmatism as only one is quartz halogen). Sightless eyes without lids stare unblinkingly straight ahead - actually slightly downcast shyly and to the left - unlike her American cousins who glance, brazenly, right, not left.

Chromium radiator surround surmounted by a Motometer with a glass tube containing red mercury to show when the radiator contents are overheated, but which will not register at all if the radiator is overheated, but actually empty. The crisscross pattern of the uniform black radiator grills honeycomb their presence between bumper and bonnet, headlight to headlight.

A radiator satiated with nearly 14 litres of "coolant". In this case a metal container purchased in Beaumont, Texas and fitted in freezing weather inside a double-skinned, heated workshop outside Dallas. A radiator that has endured and kept the engine running through a temperature range of minus fifteen centigrade in the Smoky Mountains of Tennessee, to over fifty centigrade (plus the accumulated heat from a driven engine) Nowhere in Northern Territory, Western Australia. A radiator that originally lasted from Dallas across America to Long Beach, California; then embarked on a leisurely sea cruise to Sydney then driven towards Perth, Western Australia before popping the solder around its neck in Stalwell, Victoria, dispersing colourful green coolant over engine and windscreen... but I digress....

Hiding behind the radiator (ancillary hoses, rods and connecting bolts, with springs) is, depending on where you come, from the "bonnet" or "hood". This contraption is hinged down its spinal column into two vented flaps which could, with some minor adaptation, be both opened at the same time to stick out like the wings of a DeLorean or that magnificent Mercedes Benz Coupe and perhaps, with some stretch of the imagination, perform the same function for the Model A as Sally Field's "hat" did for her in "The Flying Nun".

Beneath bonnet/hood a seemingly solid block of iron with coloured wires, nuts and bolts, ceramic and Fordensite with about 5 litres of baffle protected oil in its stomach and 24 sleeping horses suspends by one point at the front and sits on two round, rubber cushions at the back. Resting now, this unassuming, apparently inanimate block is capable, through the infusion of a volatile liquid and self-generated (or, in this case, 'alternated') electricity, to create explosions in sequence to drive four round aluminium shells up and down at a frightening speed to activate a wobbly-shaped shaft, via a cut-off plate, through a shaft and a series of cogs which convert the thrust to drive two rear, steel-spoked wheels to evoke forward (or, if the need arises, backward) motion.

Either side of the engine cavity snooze two huge, black (once again, depending on where you hail from) fenders or mudguards like quizzical eyebrows perpetually raised in search of some conundrum that will never be answered.

Beneath the bonnet/hood lurks 37.8 litres of fuel/gasoline/petrol slopping around in a tank that then falls by the natural force that caused Isaac Newton to be beaned on the bonce by an apple, to syphon through a carburettor via measured doses drawn into opening inlet valves to be burned in cylinders of steel by electrically-induced eruptions forcing those aluminium pistons downwards and the motor to cause a rotation motion at varying speeds. This container of very volatile mixture, capable of one almighty, uncontrolled detonation, lies between the heat, sparks and explosions of a living, breathing, firing engine and the unwary driver and passengers who shelter from this madness behind one very thin steel wall of the container and laughingly refer to it as the "firewall"!

Above this sloshing potential fireball, whose capacity is measured through the exacting scientific calibration of a cork bobbing up and down on a piece of bent wire, a slab of glass squarely confronts the cosmos. Through this window the naive driver and passengers survey the known world, except when driving at night when the dazzling lights of "modern" vehicles behind the Model A (itching to be in front, not behind) bounce off the inside of the perpendicular windscreen and reflect back into the eyes of the squinting driver who wonders if he/she is on course, still on the road, or headed for a tree, or perhaps a premature "refill" from a fuel tanker.

Along each of her flanks, beneath one door each side - a grand total of two doors (or "Tudors") - lazily perch two ribbed-rubber-coated steps - hanging on, a hang over from the days of literal horse-drawn locomotion, not the figurative horsepower of a this modern, state-of-the-art (in 1929 anyway) Model A Ford.

Each multiple-steel-toothed wheel has a small shiny hub cap - oh, except the left rear which displays only a castellated nut and split pin which the hub cap should conceal - a victim of a close encounter with the brick wall of home.

Peek through one of the four side windows - two reclining, adjustable, front bucket seats smuggled from a Japanese relation - Subaru - to replace the rock-and-roll Ford front seats for a 26,000 kilometre drive from London, England to Sydney, Australia - and back to Perth, Western Australia.

The rear bench seat is regal-like as it proudly perches on a slightly higher, superior elevation than the front bucket seats and evokes a tendency of the owners of bums on that seat to wave -majestically, Queen-like - out the window.

Rear view mirrors cling to the hinges of each door to enable the forward-facing driver to face backwards.

A red brake light is attached to a minuscule Rear Window through which James Stewart would not look at Grace Kelly.

Other concessions to the hectic pace of nineties living that may please Henry Ford are a radio/cassette player hiding above the front passenger's eye-line and a CB radio snuggling just to the left of the steering column.

Another inflated rubber tyre which has swallowed a rubber tube like a contented python, encircles yet another steel-spoked wheel attached to the back of the cab as a corollary, or an afterthought. A wooden trunk perches on a luggage rack right on the rear like a satchel of books and a packed lunch on a school child's back.

BS •

## BENDIGO - 1993

### Items of Interest from the State Delegates' Meeting

#### BLUE RIBBON

It was proposed that this award be abolished due to the fact that, over recent years, only the immediate past Concourse winner nominates for this section. Instead we will have a static display of past Concourse winners with no trophy being given.

#### TOURING CLASS

There is a diverse opinion on this subject, as to what should, or should not, be allowed by way of modifications, or whether this class should continue.

Club Members Club members need to discuss need to make a and make a decision on the decision... following points:- Should Touring

Class continue. If the answer is "yes", then:-

- Judged as various classes such as "Open 28/29" etc as already exists in Concourse?
- Open Touring Class with all year/body styles/models competing against each other?
- Up to three sections depending on degree of modification?

**Touring Concourse** - Concourse standard with minor modifications such as wheels not matching year model, or some 1930 parts on a 1928 vehicle. Do we allow only production bodies in this section?

**Touring Modified** - How "modified"? 12 volt electrical system, hydraulic brakes, rear float-a-motor? Allow any body style in this section such as Speedsters and non-production utilities, etc?

**Touring Highly Modified** - Almost anything goes, but still must be basic Model A parts and using A, B or C drive chain?

#### TOP CONCOURSE WINNER

At present winners in this section are unable to enter again with the same vehicle. Suggested that this rule be relaxed to enable a winner to enter this section again after six years.

#### NATIONAL REGISTER OF MEMBERS

It is hoped that, in the near future, a National Register of members will be compiled by the Victorian Club. Each State Club will receive a copy for distribution via their own Newsletters.

#### 1996 NATIONAL RALLY

Held at Claredon, NSW, 60km from Sydney.

#### 1998 NATIONAL RALLY

Canberra with Presentation Dinner taking place in the Great Hall of Parliament House. •

*One element seems to remain on Touring Class - "the more complicated the better?"*

#### PATENT CURES *From the series of "old fashioned" yet tried and proved cures by "Red E. Power" from MAFCA's "The Restorer"*

When taking a long trip or going on an extended tour in your Model A, it is a good idea to add an extra quart (1.14 litres) of oil to your crankcase. Keep the oil level about one-half (about 1cm) inch above the full mark. This will keep the oil cooler, as well as assuring adequate lubrication in mountainous or twisting roads or on long, hot desert trips. With normal oil levels you may actually starve the oil pump when making long, hard right turns. The oil can be thrown over to the left side of the crankcase thereby starving the oil pump for a brief period. •

*Why, oh why does this weekend always have some of the hottest March days around? It was a scorcher when Cookes left Kingsley at 2pm to meet the Andrews at Armadale for the uneventful drive South ...*

By the time we arrived at the Leach farm near Boyanup the rest of the campers were set up under the shade of the acacia trees and were taking things easy.

There were people from Wagin, VCC members from Perth and, of course, the trusty Model A-ers:- Philps, Jeffrees, Cookes and Andrews who all were tenting-it while the Blewetts had their trusty trailer to sleep in. Jordan Cooke (now 10) camped out for the first time in his own tent with friends Jared and Joshua.

The evening cooled nicely and we all enjoyed the scrumptious casseroles followed by fresh melons for dessert that the South West Club provided. Then it was the usual waffling and catching up on the news of each others doings over the last few years. By 9.30pm most were in bed (or on beds) listening to the wind getting stronger and stronger. Dennis Leach said they had a Force Ten the night before - well that was nothing compared to the night we were about to spend.

Have you ever camped on the International runway at Perth Airport while Jumbo Jets warm up for take-off? No? Well you sure missed something; except the runway was in the Leach property right where we were camped. Do you know that the 'tornado' was so strong it blew the feathers off the chooks - out of the chook yard and beyond? Then there was the top layer of soil in the gymkhana paddock - it distributed itself nicely over all and sundry!

Torches seemed to flash all night - Laurel got up to see if the boys and tent were still anchored to the ground, only to find Edith Jeffree doing 'chin-ups' on the side rail of her tent. Ohhh - not 'chin-ups' - just trying to keep the tent on the ground. So, help thy neighbour, Laurel did the chin-ups while Edith and Alan hammered in more pegs and tied the tent to the fence post. Along came Mike Cooke - who went to get larger pegs from the trailer near the fence, to find that the wind had moved it to another position! Wind still roaring at Force Fifty - straight up Laurel's summer nightie and out the neck line (quite a different way to get a thrill). Eventually all was secured and everyone was off to bed AGAIN!

It was then click, clank, plomp, as the Andrew's tent and the one next to it slowly fell apart. Ron spent ten minutes in the dark trying to fit all the bits and poles back together - only to discover that he had one piece of pole from next door! Gail, meanwhile, was inside the tent trying to keep the floor to the ground - and so it went on all night.

Vi Philp thought she was on the liner that brought her to Aussie many years earlier and the Blewetts were thinking of anchoring their trailer to the Model T engines they'd collected along the way. VCC member Bruce Nottage and family secured the tent to their Chevrolet. The Beasleys (about 11 of them) in a

# BOYANUP OH BOY!

*"... straight up Laurel's summer nightie and out the neck line ..."*

caravan/annexe and tent also spent a rock-and-roll night. Those in camper vans needed sea sickness pills.

Well, by 4.40am, with the wind still roaring, the dogs still barking, and everyone still awake, the rooster started crowing; that was too much - we began to laugh (other option

was to cry!). Ho, hum, most crawled out of the dust-covered tents and sleeping bags from 6am onwards and, guess what? THE WIND STOPPED!

Thank goodness those faithful South-West Section members were there with fresh fruit, cereals, freshly barbecued bacon, eggs and toast for the weary campers. A few warm showers brightened many up for a great day of car games that followed.

There were four events in the morning, tight-contested by those camped on the farm and at lunch time the Busselton Club arrived with about 100+ people and an assortment of vehicles to participate in several other events.

Delicious fresh meat and salad rolls, heaps of country-cooked cakes, pies, slices, fresh melons, tea, coffee, drinks and the like were consumed for lunch.

It was then time for the notorious spark plug race - but this year with a difference. The driver was blindfolded and the passenger had to guide the driver and car through the event. It was such a riot watching drivers fall out of the car, bump into barrels or kick toes on steps, etc, as well as take out and replace two spark plugs from motors on the barrels. A nice twist to a popular event.

Congratulations to the trophy winners, a draw - Alan Jeffree and Ron Andrews - first place went to Ron on the toss of a coin. Great contest guys.

Afternoon tea was partaken and the Busselton rally group headed off. The rest of us just relaxed in the shade as the day had become rather hot again. A few of the chaps headed off into the bush to check out some later model motors; others talked cars, Cookes headed for Peppermint beach (near Capel) for an hour's cool off!

Meanwhile the South West ladies had prepared many delicious salads, etc. and it was an enjoyable BBQ tea that followed. The nightly chatting continued until about 10.30 when all the weary folk rambled off to bed. Thank goodness the wind did not blow - the dog did not bark - but the rooster spoiled the lot by crowing from 4.40 until 6am again!

It was then packing-up time, off to breakfast of bacon and eggs - cooked by the ever-faithful Peter Murphy and his band of helpers. Most of us headed in different directions but the Andrews and Cookes rolled on home together without incident and we presume all others arrived safe and sound.

It was a great, fun weekend - wind and all - thanks must go to the SW Club for such an enjoyable event.

Thanks to - *Elsie* •



This could be a competition but no one would respond, so, just

# IDENTIFY THE CLUB MEMBERS

from the illustrations in this line-up.



AGGRESSIVE



ASTONISHED



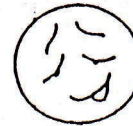
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APOLOGETIC



ARROGANT



BASHFUL



BLISSFUL



BORED



COVETOUS



COLD



CONCENTRATING



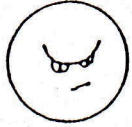
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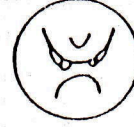
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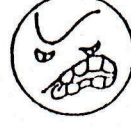
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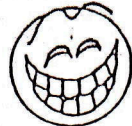
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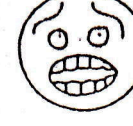
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EXASPERATED



EXHAUSTED



FRIGHTENED



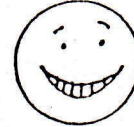
FRUSTRATED



GRIEVING



GUILTY



HAPPY



HORRIED



HOT



HUMOVER



HURT



HYSTERICAL



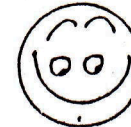
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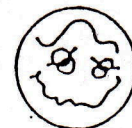
INTERESTED



JEALOUS



JOYFUL



LOADED



LONELY



LOVETRUCK



MEDITATIVE



MISCHIEVOUS



MISERABLE



NEGATIVE



OBSTINATE



OPTIMISTIC



PAINED



PARANOID



PERPLEXED



PROUDISH



PUZZLED



REGRETFUL



RELIEVED



SAD



SATISFIED



SHOCKED



SHEEPISH



SHUG



SURLY



SURPRISED



SUSPICIOUS



SYMPATHETIC



THOUGHTFUL



UNDECIDED



WITHDRAWN



# • • • Notebook • • •

**HAPPY BIRTHDAY** - MAXINE DAVIDSON, IVY McLEAN, DANIEL PINNINGTON, LESLEY POLLEY, ALEX KIRKWOOD, TOM BARRY, MAXINE CREEDY, MAY WILSON.

**WELCOME** - New members LANCE & DIANE BARKER, [REDACTED] Kingsley, 6026  
Add to your Club Register.

**REGISTER CHANGE** - GILBERTHORPE's phone number is [REDACTED]

**CONGRATULATIONS** - LOUISE READ and LAUREL COOKE for producing the fabulous scrap book and photo album of the 12th National Meet in Perth. As soon as you see these books you will appreciate the tremendous research LOUISE and LAUREL have gone to and the great, lasting record of the event they have produced for our Club's archives. THANKS GIRLS.

**FRIENDS IN HIGH PLACES** - Remember Bob & Martha Trousil who were at the Perth National Meet and Doc and Darlene Ingwersen who came through Perth with the Model A Fords going around the world? Well, Bob is President of the Model A Ford Club of America and Doc is the Secretary. They will all be in Glenelg for the next Australian National Rally.

**ALBATROSS** - The freight forwarders who advertised in your Newsletter recently moved to 69 George Street, East Fremantle, phone 319 2010.

**MARK & KATHI ECKERICK** (also at the Perth Meet) have been attending Meets in their Model A Speedster - like Baniff in the Rocky Mountains, N.W. National Rally in Calgary, Canada and the annual Speedster endurance run in Walla Walla, Washington (lovers of vintage Warner Brothers' cartoons will know that name) over 230 miles - 85 of which was gravel - in 96°F heat. Just down the road from Mark and Kathi in Spokane, Washington is ....

**SWEET OLD BILL** - Remember the pipe-puffing Bill (and wife Joyce) Mitchell at the Perth National Meet? Bill suffered a heart failure in October and had his aortic valve replaced. Complications included his blood platelets to disappear caused by a reaction to some medication which IV solutions at \$20,000 cured! Had a note from Bill saying "Heart OK".

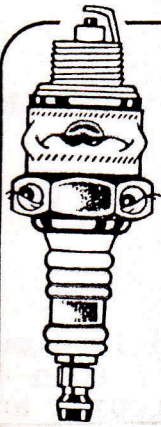
**WAS THAT** - PETER LYNCH in his Coupe who flitted across the television screen during Channel Ten's coverage of the Midland classic car race?

**MEMORY** - 3 Club members were discussing their very earliest memory. One said he could remember his first birthday, another said he could remember lying in the hospital after his birth, the third said he could remember going to a drive-in movie with his father and going home with his mother.

**FOR SALE** - 1930 Coupe, 6-year-old restoration, price negotiable, Mrs Ween [REDACTED] (home), Port Lincoln. 1929 Phaeton, needs restoring, \$3,600, Peter Burford, [REDACTED] SA. 1930 Phaeton, stored since 1970, good restoration project, \$6,500, [REDACTED] SA. Range of parts from:- "Henry's T and A Parts" - Harry and Lyn Black, [REDACTED] Deer Park, Vic, 3023. Phone [REDACTED]

**WANTED** - Steering box for 1930 Phaeton in restorable condition - 279 3919.  
Water pump housing suitable for rebuilding, Accelerator linkage and assembly and one Oval bumper clamp (plain faced) for 28/29 Roadster - JOHN LAURIE [REDACTED]  
DARREN JEFFREE and RON ANDREWS wanting Roadster rear bumpers.  
Twin venturi for Zenith carburettor by DAVID BUSSARD.  
Lower door hinge for '29 Phaeton for MALCOLM WOOD.

**GLENELG GALLOP** - The intrepid travellers representing your Club at the National Rally have been having meetings to discuss their five day drive to get to the Rally. In the meantime, as in other places around Australia, there is frantic activity in the Read Residence to get that Tudor ready.



If undelivered, please return to:  
Palmyna [redacted]  
Western Australia, 6157

NORANDA 6062  
[redacted]  
PAISLEY Ian and Dianne

# Western Model A News

INCLUDE THE POSTCODE IN EVERY ADDRESS

WESTERN MODEL A NEWS  
A 1934  
PART

## GASOLINE ALLEY / JIM SCANCARELLI



We can't go to South Australia in that!

And why not?

It won't make it!

It got us there 60 years ago!

### Never Again!

Why will a man get up at break of day?  
Mess up his clothes without any pay?  
Waller in grease 'till his hair turns grey,  
to try to redo an ole Model A?  
I guess it is love of a different kind,  
But if that is love, then love sure is blind.  
When I finish this ole car, I know what I'll do.  
I'm gonna take it real easy my whole life through.  
Positively no work, no old parts to sand,  
Just ridin' around, and look at the land.  
Lucille, pull over and stop. No, back up a way.  
Yeah .. you see that old Phaeton by that big stack of hay?  
That ole man's coming out, "how y'all doing today?"  
"Say friend, how much you want for that unrestored A?"

by Doyle Chapman, Austin, Texas.

### Jokin'? Maybe!

A young couple, just married, were on their honeymoon.  
The husband, a big, burley bruiser, tossed his pants to his bride and said:  
"Here, put these on."  
The waist was twice the size of her body.  
"I can't wear your pants," she said.  
"That's right," said her husband, "and don't you forget it. I'm the man in this family and I wear the pants."  
With that she flipped him her panties and said "Try these on."  
He tried them on but could only get them to his knee cap. "Crikey," he said, "I can't get into your pants."  
"That's right," she answered, "and that's the way it's going to be until your damn attitude changes."