



# Western Model A News

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

Year XIV Number IX

APRIL, 1994

## MY, OH MY, DON'T TIME JUST FLY?

There is absolutely no doubt that a major reason for the continuing success of our relatively young little Club is its adherence to an early concept to keep the "family" orientation, to combine a monthly run with the monthly meeting and not to have regular boring meetings in a hall, or in the evenings when mostly only the male members would participate.

The inaugural meeting on Sunday, June 22, 1980, at the Bennie's home, attracted representatives of twelve interested families and it is interesting to note that, of those who attended that original meeting, three have since sadly passed away (Bill Spencer - Mavis is still a member, Eric Richards - Jeananne is still a member, and Geoff Davies - son Rob is a member). Only two no longer belong and seven of the original twelve family memberships who attended that meeting are still active members (in attendance were:- Bill & Dorothy Bennie, Kelvin Pepper, Max Annear, Mike & Laurel Cooke, Ian Paisley, Don Philp and Alex Kirkwood) and most of them still contribute to the Club and its activities on a regular basis!

Another interesting aspect to consider after nearly fourteen years - the "knee-high-to-a-grasshopper" ankle-biters belonging to members in those early days are now making their own mark in another way, like graduating dux of the Police Academy (MAHONY) and expecting twins (LETCH). Many of our members who were young parents themselves in the 1980s are now proud grandparents in the 1990s. Children who did not even exist in 1980 are now going to high school.

Membership grew gradually over the ensuing ten years to around fifty by 1990, then it virtually doubled to its current level of ninety-nine family memberships.

With the relatively sudden increase in members over the last few years comes new ideas and concepts. Of course, we can all always look at any situation from a different viewpoint - the important angle to remember is to keep this Club the comparatively informal and particularly friendly, family Club it has always been.

In putting together the *History of Model A Ford Clubs in Australia* recently it was interesting to note that in every State Club's list of elected officers the same names kept cropping up over the life-span of Model A Ford Clubs in Australia. Now, this is not necessarily a adverse trend; but a judicious mix of old and new in any Club's Executive should surely be the ideal situation?

BS •

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 [REDACTED] *Secretary/Treasurer:* RAY MAHONY [REDACTED]  
*Vice-President:* BEVAN SHARP [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* BEVAN SHARP [REDACTED]

**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.

### Saturday 7 & Sunday 8 May, 1994

Classic Navigation Challenge by Automotive Events Management.  
Overnight at Mandurah, night stage, through Beverley and Toodyay.  
No risky competition stages, sealed public roads, no speeding.  
\$165.00 per person (excluding accommodation). Details from:  
309 Hay Street, Subiaco 6008 - [REDACTED] - or Secretary RAY.

### Sunday, May 15, 1994

Meet at Garden City Shopping Centre, Booragoon  
front car park at 10am.  
Organised by BARRIE & GWEN GUEST

### June, 1994

Organised by ALAN & JUNE SMITH

### July, 1994

Annual General Meeting

### July 18 - 22, 1994

2nd Joint MARC/MAFCA Meet - Tacoma, Washington, USA  
PO Box 1930, Woodinville, WA, 98072-1930, USA.



## The GILBERTHORPE GALLOP

A reasonable turn-out of fifteen Model A Fords and a couple of more modern Japanese motor vehicles accumulated behind Gloucester Park overlooking Burswood Casino across the Swan River. After Rally Marshall Max Annear's whistle we were all away following a set of "horse-flavoured" instructions through lots of suburbia and traffic lights (spiced with pertinent questions) to Sandalford Winery. Winner of the Run was solo-driver RAY MAHONY (well done!). Before the meeting we had an interesting talk on oil, fuel and coolant additives, etc by Steve from Wynns Australia - which prompted some later discussion. Some members tasted the wines, some stole grapes. After an interesting meeting it was off home again. Thanks to the Gilbertthorpes for organising the day, and providing the trophy •

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

**April, 1929**

The world's most prestigious road race, the **Monaco Grand Prix**, first hurtled two hundred miles through the narrow streets of the tiny principality this month in 1929. The tunnels, hills, hairpins, and the need for around 1,600 gear changes in seventy-eight laps, make this one of the most gruelling of all world championship motor races. The current (1979) lap record is 88.67mph, but the first race, won by Mr W. Williams in a Type 35B Bugatti, was driven at a breathless 49.83mph.

**April Fool's Day** possibly dates back from the Roman celebration of the equinox, or more likely to sixteenth-century France when they changed New Year's Day from April 1 to January 1, leaving fools to celebrate three months late. Probably the most famous April Fool's Day practical joke was when Britain's *Panorama* television programme ran a full feature on spaghetti-tree farming in Italy.

*From "Today's The Day" by Jeremy Beadle. •*

## RAY ABBOTT ENGINE RECONDITIONING

*Recommended by MARC member*

- \* Cylinder Head Service
- \* Reboring and Sleeving
- \* Crankshaft Grinding
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# MINUTES

of General Meeting held at Sandalford Winery on March 20, 1994  
with 19 members in 15 Model A Fords.

Meeting opened at 2.12pm.

**Apologies** - Jack Berkshire, Barrie & Gwen Guest, Toni Mahony, Alan & Edith Jeffree, Ron Andrews, Dorothy Bennie, Kath Pepper, Mike & Nina Kitchens, Mike & Laurel Cooke, Steve & Louise Read.

**Minutes of Previous Meeting** were read. Accepted Peter Gilberthorpe, Seconded Dora Annear.

**Meeting Attendance** - it was pointed out that there were insufficient members at this meeting for it to be a constitutional meeting. However, as there were matters to be discussed it was decided to carry on.

**Business from Previous Minutes** - Peter Gilberthorpe presented artwork he had done for the cover of the new Constitution.

**Correspondence in** - Minutes of C.C.C. February meeting, information on Car Club Liability Insurance, Model A Club magazines. **Correspondence accepted** - Judy Calleja, Seconded Helen Sharp.

**Business Arising** - nil.

<b>Treasurer's Report</b> -	Balance brought forward	13,484.14
	Income 95.74	13,579.88
	Expenses 122.03	13,457.85
	Balance as at 28/02/94	<u>13,457.85</u>

Report accepted by Bill Bennie, Seconded Alan Smith.

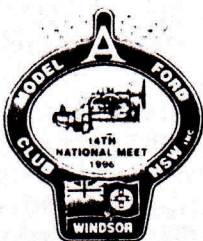
**C.C.C. Report** - Peter Gilberthorpe gave feed-back from C.C.C. on Symphony of the Car and Whiteman Park display. Whiteman Park Car Museum is becoming a reality and the C.C.C. would like to have each member club have at least one rally per year finish at the museum - co-ordination through Club delegates.

Angelo Calleja reported on the concept of Authorised Inspection Stations for Concessional Licences as outlined at the Special C.C.C. meeting in February. Principle of Stations supported by this meeting.

**General Business** - Our attendance, or lack of attendance at the C.C.C. Classic Car Show was discussed. Meeting felt that we should make an effort to participate, although some concern was expressed towards perceived poor treatment towards this Club received in previous years. \* Angelo Calleja thanked Bevan for his efforts on an award-winning magazine and congratulated him on winning the MAFCA Award. \* Peter Gilberthorpe advised that he had a shade tent that can be used at any Club events, organisers to see Peter whenever they need it. (Darren take note for property list). \* Members travelling to Adelaide were wished a safe, happy and successful journey. \* Thanks to Peter & Elaine Gilberthorpe for organising the run and guest speaker from Wynn's. Secretary to write letter of thanks to Wynn's. \* Angelo thanked Laurel Cooke and Louise Read for their work on the photo album and scrap book. \* Alan & Edith Jeffree need names urgently for the Kirup trip. \* Peter Gilberthorpe had made a small club badge sticker suitable for attaching to a number of different items, he will bring samples to next meeting. \* Bill Bennie advised that his expected visitor from America (mentioned at previous meeting) is now unable to come; however, he has received some tapes (NTSC format) which could be of interest to members. \* Secretary to write to MAFCA with regard to: getting Visa facilities for membership and magazines and possibility of purchasing VHS tapes as listed in "The Restorer". \* Bevan thanked Barrie Guest and Steve Read for their assistance to repair a broken rear spring.

**Events** - Next run on May 15 to be organised by Barrie & Gwen Guest.

Meeting closed at 3.30pm.



**DON'T MISS OUT - start a savings plan NOW.**  
**For more information on the 14th National Meet**  
**Contact:- Rally Director Dennis Ashton**  
**South Windsor, NSW, 2756**

# Western Australian Members Win Awards At The 13th Model A Ford National Rally Glenelg, South Australia

The 1994 Model A Ford National Rally started on Friday, March 25 for seven of our intrepid memberships as they met up in Northam after a little 98km run from Perth. Staying overnight in readiness for the drive to Glenelg were:- STEVE and LOUISE READ in their very-freshly-restored 1928 Tudor, JOHN & SHIRLEY HALL in their 1930 Roadster, ROSS & LORRAINE CHAMBERLAIN in their recently-restored 1930 Phaeton, BARRIE & GWEN GUEST in their 1929 Phaeton. COLIN & MAXINE

DAVIDSON (who had returned from Oman to participate in the National Rally) in their 1929 Phaeton, LIONEL & MAVIS BARENDSE in their Hyundai who had the incredible patience to shadow the Model A Fords all the way to Glenelg and BEVAN & HELEN SHARP in their 1929 Tudor. BEVAN was still on crutches after bruising his heel - he then discovered a broken rear spring on the Tudor and had to propel himself around the garage floor like a roll of carpet fitting a new bottom spring with grateful assistance from STEVE and much-appreciated hands-on help by BARRIE. V.C.C. member Vic Richardson also patiently followed along behind the slow train to Glenelg towing a caravan with his "modern."

BILL BENNIE turned up at the hotel to wish the travellers *bon voyage* - he picked up a length of wire from the car park, coiled it up and said:- "You had better take this with you, STEVE will knit you a new generator, or something, with it."

Next morning they were away for an early start and the "fun" began. JOHN stalled in the High Street, STEVE had to stop and adjust his generator, COLIN, replaced a condenser, an electrical connector parted on the SHARP Tudor, plus various other little bits and pieces which were promptly fixed - all before morning tea in Kellerberrin.

Obviously the cars were still settling down as that same afternoon ... STEVE's radiator kept boiling, BEVAN thought his starter had jammed (just a slightly loose battery earth connection), BARRIE's Phaeton was making very rude flatulence noises which embarrassed GWEN; and so on it went for various vehicles all that afternoon ...

After a 457km run to the Saturday night stop in Coolgardie COLIN made contact with the Public Works Workshop and STEVE used the facility to flush out his radiator. ROSS's Phaeton had also been

*Best Closed 1928-1929*  
STEVE READ

*Individual Gymkhana Event*  
COLIN DAVIDSON

*Overall Gymkhana Winners*  
MODEL A RESTORERS CLUB  
of Western Australia

*Club Participation Trophy*  
MODEL A RESTORERS CLUB  
of Western Australia

overheating and he emptied half a bucket of grit out of the filter in his top radiator hose.

Another early start in the dark and BARRIE had a loose coil lead, STEVE played with his top radiator hose, ROSS had a flat tyre which was rapidly changed, Formula One-style by several willing hands, BARRIE thought he had fuel problems as the Phaeton still had indigestion, so he was encouraged to change the coil!!

After a 543km run, next overnight stop was Caiguna and they were well onto those

long straight roads surrounded by "nothing." A west-bound Road Train chose the moment it was passing the Model A "train" to shed a tyre - exciting driving in the SHARP Tudor having great chunks of rubber travelling at over 100kph pinging off the driver's door like bullets and not in the open window!

The next run was a leisurely 351km to Eucla. COLIN's Phaeton radiator had begun seeping coolant out of a joint in the header tank near the neck which was attributed to his motor (and top hose) flexing on the Float-a-Motor mounts and stressing the not-so-flexible solder in the radiator. COLIN repaired the crack with Devcon - it then became a standard joke among the "punch-drunk" travellers to suggest this as a cure-all for everything from repairing the crown BARRIE was to lose off his tooth to mending a puncture.

BARRIE was having trouble trying to adjust his mixture control as it was too tight so COLIN used some Nullarbor "bulldust" as grinding paste to loosen up the action, and that's NOT "bulldust"! BARRIE also changed plugs after several stops. JOHN experienced "noises" - who doesn't? - and so it went with minor repairs for 483km to overnight in Ceduna.

During the trip across there was the usual wave of acknowledgement to like travellers across the Plain - especially to lots of "Hot Rods" and Austin Healeys making their way west for their own National events.

The five Model A-s had four CB radios among them, ROSS's died completely (but the P.A. facility still worked!), STEVE's CB worked intermittently (especially not when he kicked out a wire) but the others continued to function and were VERY handy in communicating with each other in the group and talking to truck drivers, etc. On this leg one huge road train passed the SHARP Tudor and two more large trucks tucked in behind the Tudor as they all approached a corner and a slight hill together, the truck ahead radioed

back an "all clear ahead" and both trucks tried to pass the Tudor together - BEVAN was slewing around and skating in the loose gravel verge while the two trucks passed using both lanes of the road in a three-a-breast drag race up the hill - good adrenaline rush...

STEVE had also taken to the gravel verge on another occasion to let a truck past - he was belting along (as is his usual fashion) guiding the Tudor over roller-bearings masquerading as gravel when a culvert appeared across the verge just as the truck was passing, he took up the three-inch play in the steering a fraction toward the thundering truck and skimmed past the ditch without leaving the undercarriage behind and proceeding with just the body.

At a fuel stop in Kimba the travellers were parked under a grove of trees after lunch when a Tudor pulled in for fuel at the nearby service station - it was JOHN & MARGRET TEALE from Busselton in their newly-restored 1928 Tudor who had made very good time to catch up with the group.

STEVE and ROSS took ROSS's Phaeton to a radiator shop in town and back-flushed the radiator to clean it out and stop the consistent over-heating.

In Ceduna SHIRLEY walked to the end of the jetty, as did ROSS but, constructor that he is, he could not resist giving an estimate for the jetty. If you ever want to know how many sleepers, rails, nails and whatever are in the 500 metre jetty at Ceduna, just ask ROSS.

GWEN had been sitting in the Phaeton in Ceduna while BARRIE was checking into the Hotel, she slid down in her seat as a woman approached the car and started talking to her, they exchanged a few pleasantries until the woman called out "Gwennie" and much to GWEN's horror she clasped her in a hug - the woman turned out to be an old work mate who had gone from a fastidious teenage to an unrecognisable frump.

Problems were still of a minor nature, like stuck contacts in a generator. BARRIE fiddled with his carburettor. ROSS had still been having radiator problems, boiling and losing water. On the next leg he had been watching the gauge under his Quail on the radiator (as usual) and was very relieved to note that it was not overheating - until he realised he had replaced the thing the wrong way around and he had been looking at the back of it!!

Another 471km and they were in Port Augusta and the cars were starting to settle down. On the run out of Port Augusta most cars were running short of fuel, the HALL Roadster was in front and SHIRLEY radioed back to follow them as she knew of a service station "just down the road" - well, after some used the extra fuel in the SHARP's jerrycan they all eventually made it to fill their gasping tanks - sorry SHIRLEY, all the truth and nothing but the truth in this Newsletter ....

Just 306kms more and they were all safely in Glenelg after the "culture shock" of driving in traffic and dealing with South Australian traffic lights which went through their green cycle in about six seconds - all very different after days of open roads and wide open spaces. This is when STEVE's brakes faded away to nothing and he discovered that you can actually stop a

Model A Ford by whacking it in reverse. A split-second decision of weighing up the pros and cons of hitting COLIN's Phaeton or possibly destroying his gear box resulting in the latter choice; but it did not seem to have any adverse effect on the gearbox.

Time to catch up with lots of old friends (and make some new ones). Time also to meet up with the rest of the impressive Western Australian contingent:- JIM & NINA WILLIAMS who drove over and back in their 1929 Woodie Wagon. BILL & VAL COWLIN who had towed their 1928 Roaster ("Emily") on a trailer. COWLIN's 1929 Tudor had been sent by truck and then driven by JOHN & PAT LAURIE who had previously driven across in a modern. BILL successfully sold the Tudor in Glenelg. DAVID & PATRICIA BUSSARD had sent their 1928 Roadster by train, TONY & RITA PARIN had driven over in their VW Camper. JACK BERKSHIRE and bride-to-be also showed up for the Rally - a really great participation by W.A. members!!!

VAL COWLIN was driving across with BILL having a sleep - she knew she could not swerve or brake suddenly without possibly invoking a jackknife of the car and car trailer but there were lots of rabbits on the road ... *picture this*:- VAL clutching the steering wheel, staring ahead while driving across the Nullarbor saying: "Look out little bunny", "Get out of the way little bunny rabbit." Well, it was Easter!

It's often said about National Rallies that "Getting there is half the fun" and it certainly was true on this occasion. Those that drove over enjoyed great camaraderie, they all got on well together and had an enjoyable trip. It took a few days to settle into a routine and to explain that, when travelling in convoy, each crew keeps an eye on the vehicle behind - in that way everyone is accounted for. Some newer Model A drivers learned that, when approaching a hill, the best way is to build up speed on the approach to get impetus to traverse the hill, then to experiment in retarding the spark a bit near the top to allow the Model A "walk" over the hill.

The READs collected children MELISSA and MATTHEW from nearby Adelaide airport.

So, after six days travelling it was time to participate in the actual National Rally ....

**THURSDAY** - Time to meet up with lots of folk who only get together every two years. There is really no disputing that the main reason for these Rallies is PEOPLE, Model A Fords are only the catalyst, combined with a two years organising by dedicated Club members who endeavour to come up with a format in which those friends and acquaintances come together in a convivial atmosphere. Rally Headquarters was in the Immanuel College with get togethers in the gymnasium. A couple of plates of "supper" were supplied for those who had paid in advance.

The "Rally Bag" was of screen-printed cloth with a rally badge, name tags, Re-Po polishes and torch, programme with photograph of Model A Fords at the

Rally HQ on the covers, plastic mugs with a Mobil logo on the front and the Rally logo on the back, a Handy book on Model A performance by Alan Bergman, Masonite Rally Plate, Cook Book and some brochures.

SHIRLEY handed out some of her home-made Ginger-bread man biscuits conveyed from home - much appreciated considering the lack of room in the Roadster and the HALL's "discussions" about who had filled the vehicle with what, and was it really needed.

**FRIDAY** - Concourse (nine vehicles) and Touring Class (forty one vehicles) judging. An entertaining Fashion Show of originals from the Model A era and a most interesting talk by Alan Bergman on getting maximum economy and performance from your Model A Ford. This Rally tried an interesting combination of talks and tours which worked quite well. The afternoon was reserved for a tour through some of the picturesque Adelaide Hills. This was a self-drive tour to Birdwood through the winding hills to tour around the fascinating Birdwood Motor Museum, then return through really pretty country and handsome colonial houses to the interesting tourist town of Hahndorf. There were some 1,000 Harley Davidson motor cycles gathered in Hahndorf for their National Rally.

Another new approach was set tours, but not in convoy - you left almost when you liked and followed the route as printed - this is a good idea when handling over a hundred vehicles and not having them all in one bunch, fouling up regular traffic and trying to keep together. Naturally the written instructions MUST be very specific and, although no one seemed to get lost, the route instructions in Glenelg were not totally accurate. The evening entertainment was provided by a professional troupe who entertained with comedy, music hall-type singing and dancing - they were good and the only complaint was about a few of the jokes and one American lady wanted to know why they were singing American songs?? Some will complain about anything.

**SATURDAY** - Mandatory Tour for those entered for judging - this time to Victor Harbour, a ride on the Cockle Train along the coast and driving through more picturesque hills. After dinner there was a Bush Dance which went over like a proverbial lead balloon (as they always do). Paddy Greenfield sang another version of his clever song which he launched at the Perth National Meet with lots of pertinent lyrics aimed at participants at the Rally (printed elsewhere in this issue).

**SUNDAY** - Time for the National Delegates' Meeting - discussion went around in circles, as usual - they need a response from this Club on Touring Class:- if it should continue and, if so, some idea of guidelines and judging. The basic impediment to binding national decisions (after consultation with all states so decisions are mutually agreed anyway) seems to be that some states are concerned about losing their individual identity - which could never happen as any Club can always refuse to abide by a decision with which their members did not agree. A visiting American (James

Thomas) gave an interesting talk and presentation on Model A Ford advertising material.

There was also a gymkhana labelled the "Model A'lympics" featuring car games. Events and W.A. team as follows:- Parking in reverse (JOHN TEALE), Ball in the bucket with driver blindfolded (BILL COWLIN with HELEN SHARP riding pillion on BILL'S back in his Roadster); Ball and Spoon Race (MAXINE DAVIDSON & JOHN HALL); Slow Race (BARRIE GUEST); Lady Driver obstacle course with passenger dressing up in ladies' clothes (HELEN SHARP and COLIN DAVIDSON); Obstacle course and parking (COLIN DAVIDSON). This was tremendous fun for all participants and spectators.

Afternoon optional tour to Adelaide.

LOUISE had set up a W.A. State "stall" and several of the ladies helped to sell many of our badges and patches to eager visitors. SHIRLEY also sold some of her Model A Ford scarves.

ROSS was often seen driving around Glenelg proudly flying a large Western Australia State flag from the stern of his Phaeton - should be more of it....

A couple of our cars utilised the useful College workshop to work on their cars and change the engine oil (no free oil was provided). COLIN fashioned a special tool and bravely took the spring out of the top of his gearbox to fit an oil seal under the gear stick. STEVE's Tudor was losing oil out the rear main and he recalled an article about removing the rear inspection plate to alleviate this problem. He removed the plate and consequently reduced his oil consumption on the return journey - which prompted COLIN to do likewise in Kimba. The theory seems to be that the flywheel creates a vacuum and when the vehicle stops this creates suction to draw oil out the rear main bearing - removing the plate stops the vacuum and the oil stays in the sump where it belongs.

BARRIE's Phaeton was still embarrassing GWEN by back-firing regularly so he tried BEVAN's Zenith carburettor but the problem remained so COLIN fitted a complete distributor borrowed from BILL - he discovered that the opening in the bottom rod was too wide and allowed too much play in the rotor, this was rectified by a few judicious blows from a hammer. After timing the back-firing was reduced considerably.

That night the Presentation Dinner was held in the sumptuous Ramada Grand Hotel. This was a well-organised, well-run event with heaps of delicious food and a very popular jazz band which had people up and dancing - apparently including people who do not normally indulge. The speeches very not overdone, the format was concise with sponsors and committee. etc suitably thanked without boring the guests.

Several of our members dressed up for the occasion - STEVE & LOUISE wore matching outfits (STEVE's waistcoat matched LOUISE's dress), MAXINE wore an absolutely 1930s original she had purchased in Colorado, BARRIE & GWEN looked particularly 1930 but the prize for the silliest couple was BEVAN & HELEN who indulged in a little "cross-dressing" with HELEN in a man's suit, bow tie and hat and

BEVAN (who was promptly renamed "BEVERLEY") in a dress, tights, pearls and a feather boa - he reckons he has never been fondled by so many men in his entire life. It seemed that everyone wanted to take the SHARP's photograph and when BEVAN said that he was going to **charge** for photos LIONEL remarked "Is that AC or DC?" Another quote of the night was: "His bikini line stops at his ankles." The President of the Model A Ford Club of America (Bob Trousil) insisted on having a dance with BEVERLEY which prompted another blinding flood of flash bulbs.

**MONDAY** - another self-guided tour of Museums in Adelaide followed by a tasty evening barbecue and many sad farewells.

Bob Trousil from California had the loan of a Phaeton to drive and he related that he was having great difficulty driving on the left of the road and was very reluctant to make right-hand turns - so he just kept making left-hand turns, going miles out of his way, to **hieve** his destination!!

Throughout the Rally virtually every W.A. member was told many times that the Perth Meet would never be topped and what a great time everyone had. The main reason was probably our venue at Noalimba with everyone together and the fact that we provided so much product, services and free admissions. It was also heartening to see interstate Model A-s still sporting the Perth Meet Rally Plate, some with our magnetic sticker - and even Titan Ford stickers....

The READ family, GUESTs, DAVIDSONs and SHARPs hired a Toyota Tarago for the day for some leisurely touring. GWEN had been threatened with incarceration in "Shady Pines" home for the forgetful but in Hahndorf she (and BARRIE) were prompted to go for a spin on Harley Davidsons - GO Nanna and Poppa; you may have early symptoms of "C.R.A.F.T." but you still got that drive....

The BUSSARDs put their Roadster back on the train, the COWLINS towed "Emily" back home on a trailer, the CHAMBERLAINS went touring and then home by train, the HALLS went touring and drove home, the READs, DAVIDSONs, SHARPs and GUESTs drove home again in a convoy with overnight stops only at: Kimba (462km), Nullarbor (612km), Balladonia (719km), Merredin (655km) and Perth (261km).

The run home was relatively trouble-free but fairly concentrated driving with all vehicles having two drivers except the GUEST machine so BEVAN drove the GUEST Phaeton for a leg while BARRIE had a rest in the lie-back seats of the SHARP Tudor driven by HELEN. BEVAN's ride with GWEN prompted him to comment that "You couldn't go to sleep in that car GWEN talks so much she must breathe through her ears."

STEVE lost some power so cleaned plugs, etc. You all know the saying "it's never the condenser" but this time it was the problem. BARRIE's spark plugs kept oiling up and being cleaned and his loss of power was due to points closing. BEVAN's fan worked loose on the taper so STEVE purloined washers from the end of

the bumper bolt and swung on the nut to push the four-blade fan in - the split pin did not go back but the nut was checked at every stop and it held out until it got home. The SHARP Tudor made a clunking noise on a couple of occasions and HELEN thought the fan had come loose until informed that she would certainly know if the fan broke loose - it would sound like Armageddon.

As Model A Fords have a tendency to wander back and forth across roads no one took much notice when COLIN's Phaeton took a liking to the right-hand side of the road in a series of erratic moves. It was revealed at the next fuel stop that this was because a bee (or maybe an ant) had flown in and straight up the leg of COLIN's shorts to bite him on the bum well, very nearly his bum. It's tight enough driving a Phaeton without having to try and retrieve a bee out of your shorts at the same time!

Driving the "longest straight road in Australia" the little convoy achieved an average speed which would reduce Rosco McGlashin to tears of envy - 70kph (42mph). Over the entire trip a rough average was around a kilometre a minute (60kph - 36mph).

The weather was a little warm on the way over (42°C on the thermometer on the rear view mirror in the SHARP Tudor - probably 52°C around the feet). Coming back was cooler. Lots of magnificent wedge-tailed eagles, rabbits and groups of emus but the only kangaroos were having an extended sleep after very close encounters with vehicles.

BEVAN had replaced his Zenith carburettor with a Tiltson given to him by Dick Washnock from South Dakota for looking after his Tudor and shipping it back to America after the Perth National Meet - fuel consumption improved from around 15mpg to some 20mpg. STEVE had a Zenith on his Award-winning Tudor for the Concourse judging but replaced it with a Tiltson for the drive back to Perth and his fuel efficiency also increased dramatically.

**For the statistically-minded** - The SHARP Tudor travelled a total of 3,572 miles (5,750km) - 1,695 miles over (185 miles around Adelaide) and 1,692 miles back home. They spent \$659.85 on 802 litres of fuel to achieve an average of 20.24mpg. Fuel varied from .61.9 cents per litre in Northam to .98.9 in Eucla - averaging .82 cents per litre. Total cost for the entire trip for two people was around \$2,000.00 for the Rally, accommodation, fuel and meals.

Many thanks LOUISE for organising accommodation on the way over and STEVE as the Wagon-Master and resident consultant and travelling mechanic. Also to BARRIE & GWEN for quiz sheets along the way to alleviate potential boredom.

GRATEFUL THANKS also to Rally Director Neil Phillips, the Rally Committee and members of the South Australian Club for all their efforts to achieve a most enjoyable Rally which was thoroughly enjoyed by the participants. •

# Pat Greenfield's Lyrics for 1994

For the Thirteenth Nationals, we've reason to rejoice  
We're here in sunny Adelaide with our vehicles of choice.  
From all around Australia we've come from miles away  
They've flown in from New Zealand and the good old U.S.A.  
And so young Adam Francis on his Model A did start  
To get a break from working in the cemetery's heart.  
He's a busy President of the A Ford Club in Vic  
Don't miss and kick his Model A if you give this Vic a kick.

As National Director, Neil Phillips took the post  
Ruth by his side so to provide a young, good-looking host.  
And though he comes from interstate that's long gone these days.  
He started up the S.A. Club just through his love of A-s.  
He's always been so keen to help with good advice or part,  
He'll lend you this or give you that, it comes right from the heart,  
But when I read our magazine a notice I did see  
Some mongrel's kept Neil's carby loaned - I hope it wasn't me.

In planning for the Nationals, Bill Blackwood took the task  
For tight finance and budgeting was all that one could ask.  
He owns the Adelaide Seed Supply and wife Betty agrees  
He thinks when spending on the A that money grows on trees.  
The Entry Directors have given their all, by heck  
And I refer to two we know - Bill and Janet Neck,  
As Model A restorers credibility has sunk  
For I've been told that now they are restoring Packard junk.

Carl and Ethyl Zelambo are every bodies' mates  
It's great to have them back with us to fly out from the States.  
And Carl's turned up his hearing aid, so signals won't get bent  
He's checking up and hearing all on his old mate Keith Dent.  
That spare parts man from New South Wales I'm told he can be found  
Toiling hard for Telecom but always he's desk bound,  
His, like him, is trailer bound - that's what I've heard them say  
But Dennis Ashtons proved them wrong - he's drove her all the way.

The Fretwells from Victoria - dear old Bev and Bob  
It was once with the Airforce that old Bob had his job.  
He now does chiropractic work to cure your aches and pain  
And drives his '24 Ford Ute just like a jet war plane.  
Bill Mayberry retired from the panel beating noise  
Now he's making mufflers for the A restoring boys  
And when his Packard won a prize he said now I'll tell Helen  
If I can shush her long enough to stop her flamin' yellin'.

Doc and Darlene Ingwersen, in 1982  
Drove their Vic around the world and so wore out a shoe.  
He thought that the hand throttle was just an ornament  
And the accelerator knob, through his shoe she went.  
Now these two Californians and the Livingstones did meet  
And Michael he did purchase a Fire truck complete  
And so the Doc he has returned and if Michael's got a beef  
He uses his dental expertise to yank out half his teeth.

The Gauls and Alan Stafford, the Fosters Ruth and Doug  
Are here because the A.C.T. is bitten by the bug.  
If you've Ford Service Bulletins and find them too complex  
The way to go is spend some dough on Stafford's Ford index.  
The Kiwis they can wave their flag; the Hoylands I refer  
The Nationals wouldn't be the same if Len's not there to stir.  
And Margy Quinn from Hopetoun, misfortune should reverse  
And Jack could spend more time with her, not in bed with the nurse.

In New South Wales the Hucksteps Ron and Gail both work  
With a computer company where Ronnie is a clerk.  
So to sunny Queensland Ronny wants to go  
And retire up at Noosa now he's turned the big six oh.  
My old mate the Cowboy who lives in sensual bliss  
And for me not to forwarn would be of me remiss.  
I'm told he's driving fast his coupe, so Cowboy please take care  
Don't drive her over 80, there's no Model A-s down there.

Ron and Chrissie Davidson, their A is a Fordor  
This lovely restoration took nine years to restore.  
Ron used to make those business lifts, we know they travel slow  
His old mate Brian thinks his A-s the same. She ought to have more go.  
Mal Bradley worked for Qantas until he pulled the pin  
And pulling things apart for Mal has been amusing him.  
Club President of NSW, his poor mind never quits  
He can't recall how many times he's pulled his diff to bits.

The Halls from Perth own Pommy cars, their sanity I quiz  
John and Shiril have Daimlers 'cause they're in the wedding biz.  
And to cross the Nullarbor the Nationals was the lure  
To safely whittle down the miles their Model A-s the cure.  
Colin and Maxine Davidson have been working in Oman  
To drive their A across the Plain has always been their plan  
T'was at the Meet in '92 that Maxi did enhance  
The guys to sing and strut the stage, the dollies too to dance.

Kym Greenfield had a problem at the Nationals in Perth  
His Roadster travelled on the train, while he slept in a berth.  
When she became a casualty, a lesson then was learnt:-  
It's awful when your miles from home with all your exhaust valves burnt.  
To Kym's aid then came Dougy Cox, Jack Gunn and Dale Bleadsdale,  
Dave Aylett too he joined the crew. Success, it couldn't fail.  
Jim Williams gave Kym the valves, really financial bloke  
The placard Jim held on the stage said he was "Pist'n broke".

When it comes to hot cross buns they say he makes the best  
Retired from the baking game are Barrie and Gwen Guest.  
Now he's into Model A-s, they have become his boss  
Gwen said "when things don't go to plan it's him that's hot and cross."  
He then gives Stevy Read a call 'cause Steve he can appease  
Steve spends more time on members' Fords than he does with Louise.  
Now if you think my facts are wrong then I'll give youse a name  
"I was Bevan Sharp that dobbed youse in so I'll give him the blame.

Kev and Eileen Draper are financed by Nubrix  
And Kevin thought in just three months their Model A could fix.  
But when it comes to body prime Kev's record will not scrub  
That's four litres of undercoat only on the tub.  
Now Neville Jones talks more than me, he's nicknamed 'have a chat'  
He's working on a Woody A and is also good at that.  
When absent at a meeting they say they're short and sweet  
But when he's in attendance it's just like a National Meet.

## CHORUS

**Why do all the experts keep driving Model A-s?  
They could be driving Pontiacs, Rugbys and Chevrolets.  
But they turned down Mercedes the Auburn and the Cord  
Because they love the Lady that was built by Henry For'**

*GWEN GUEST penned these additional lyrics during the drive back home to Perth:-*

We're driving back to W.A., and all is going well.  
Bill Cowlin passed us easily. He was so glad to sell  
His Tudor at the Rally and he nearly got his price.  
We really have enjoyed the trip, you all have been so nice!  
We're all so glad of Steve's success,  
So proud he had a win  
He worked so hard to finish it, our grats go out to him.

From Gwen and Barrie, we say thanks to all for all their aid,  
You got us there and back again, without too much first aid.  
So those who didn't venture on the Rally to S.A.  
You missed a lot of mateship, simply through the Model A.

When home again with lots to tell, and Bevan will relate  
To all the readers of the "News" on how it was so great!  
So, give us Pat's permission to this chorus of his song  
And you can all join in with me and simply sing along.

THE FORD LOGO of the Ford script on a blue background was patented in 1909. The first version was similar to Ford's own handwriting, but is believed to have been designed by C.H. Wills, Ford's first chief engineer and designer. Even before it was patented, the trademark underwent changes, dropping a highly stylised "F" and "d" in favour of the modern script seen today. The oval was added to the script in 1912, the corporate blue became standard around 1927 and the new logo was used on the Model A of 1928. The logo has undergone only slight modifications and survived a move in the 1960s when considering new logo options.



# . . . Notebook . . .

**HAPPY BIRTHDAY** this month to:- MARG ADDISON, RON ANDREWS, KEN BROWN, LAUREL COOKE, PETER KRIKKE, RAY & TONI MAHONY and DOUG QUINN.

**MY TURN.** The Editor tilts his quill at others minor misfortunes, so as he was propelling himself on crutches at the March meeting and National Rally, now it's his turn. No one believed the parachuting story (oh, JUDY did). He was actually standing on the green "wheely bin" (where's he wheely been?) stomping down leaves to fit more in, lost his balance and landed on the brick paving on his left heel - apparently nothing broken - except pride!!

**TA** to those who congratulated the Editor on the Newsletter Award from MAFCA. The Editor would like to thank BILL BENNIE, LOUISE READ and LAUREL COOKE for producing issues in his absences over the past three years.

**ANOTHER?** - Was that KELVIN PEPPER and his AA truck among the huge array of trucks that flitted through the television screens on the Channel Ten News?

## NATIONAL RALLY

**HELLO** - Great to catch up with the South Australian members of our Club in Glenelg - BETH MARTIN and MAURICE & MAXINE CREEDY - wonderful to see them all looking fit and well after some unfortunate illnesses over the past couple of years - they were all working hard on the Rally organisation.

**CRASH** - Remember Ernie Meneguzzo at the Perth Meet who won a prize in our Touring Class? Ernie won a HARD LUCK trophy as he fell asleep at the helm of his Model A driving to the Rally and hit a concrete post. Fortunately no damage to the passengers and apparently superficial damage to the Model A.

**NUMBERS** - The Official Programme lists 160 entries and 141 Model A Fords at the 13th National Rally - there were five entries from America, one from New Zealand and one from the Northern Territory.

**SPONSORSHIP** for this Rally came from Ford Australia, Mobil and Champion, plus a few other minor supporters.

## REBUILDING THE OIL PUMP

To determine the condition of your oil pump, remove the four cap screws that hold the plate to the oil pump base. Remove the driven gear and idler gear. Inspect the inside of the pump housing for scoring or any noticeable damage. All areas should be smooth. If it appears OK, remove the old bushings from the housing and install new ones - they are the same as distributor bushings.

Surface the lower plate, its mounting surface on the housing and both ends of each gear by using a sheet of 220 wet-or-dry sandpaper on a sheet of glass and lubricated with kerosene until they are smooth with no pitted areas.

Install a new gear on the shaft if there is no wear at the bushings otherwise replace the shaft and gear. Put some fine grinding compound on each gear and install the lower plate temporarily. Use an electric drill to turn the gears for a brief time - inspect regularly. When gears are polished and smooth and have the same finish all around, remove from housing and wash all parts thoroughly.

Place a small amount of bearing lubricant on the teeth and both ends of the gears and install them in the housing. Using a new gasket, install the lower plate on the pump body and check to see that everything turns freely. *from a Tiny Tip by Merle Smith, Ca •*



*from Henry "A" sez ... available from Gene Patrock, 7722 Midfield Avenue, Los Angeles, CA, 90045, USA*

National Rally Issue

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



**Western  
Model A News**

PAISLEY Ian and Dianne  
[redacted]  
MORNINGTON 6062



GET STUCK  
INTO STAMPS

FROM THE

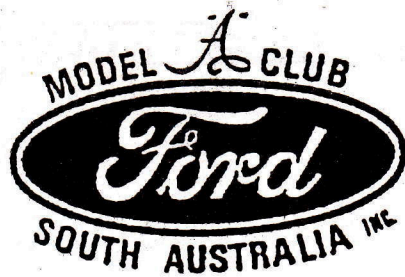
## FORD DEALER AND SERVICE FIELD FOR DECEMBER, 1930 REASONS FOR RAPID ACCELERATION OF THE FORD

	<u>Ford</u>	<u>Chevrolet</u>
Car weight	2,375 pounds	2,500 pounds
Piston displacement per 100 lb	8.35 cu in	7.76 cu in
Piston weight	Aluminium	Cast Iron
Less Piston motion	7,500 ft per mile	10,920 ft per mile
Lighter wheels	One-piece wheels	Wire wheels
Rear axle design	3/4 floating axle	Semi-floating axle
Transmission and drive bearings	4 roller bearings	4 plain bearings
Engine design	High torque engine	Higher speed engine

## DIRT IN THE FUEL LINES

by "Hank" - from an article in the San Fernando Valley Chapter's "Rumble Sheet"

Disconnect the battery, floor boards and front seat. Drain the gas tank - disconnect the fuel line from the shut-off valve to the firewall (inside the car, of course). After draining the tank, take the shut-off valve off the tank. Fill the tank with water from the garden hose and let it drain out the opening where the shut-off valve was. **Don't be afraid to do this!** Repeat this operation 3, 4, 5 times, it does not matter how many times so long as you feel the tank is getting cleaned out. You could put a piece of cloth under the drain hole to see what comes out! Put things back together, fill the tank with 1 or 2 gallons of gas and test drive it around the block a few times. Hank says that a few drops of water in the tank will not hurt your car one little bit and this system works well for him. He also says that all kinds of in-line filters will not cure a dirty gas tank - you have to get to the bottom of the tank. •



# 13 th NATIONAL MODEL "A" RALLY

**March 31 - April 4  
1994**

## ACCOMMODATION INFORMATION

In this pamphlet there is a list of Motels/hotels/flats/caravan parks.

The S.A.Club has NOT booked or held any rooms for this rally, what we have done is checked all the listed accommodation and as at 31/07/92 they have either NO bookings or very few for Easter 1994.

All the listed accommodation is within three mile of Rally Headquarters some of it is within walking distance of the presentation dinner.

The rally will start on THURSDAY MARCH 31 with registrations in the afternoon, and conclude on MONDAY EVENING APRIL 4 with a farewell dinner. There will be no farewell breakfast as in previous rallies.

We would urge you to book your accommodation early as GLENELG is a popular tourist spot. Most of the listed establishments will take bookings for EASTER 94 between Christmas 92 and Easter 93.

**INTERNATIONAL GUESTS** The establishments listed with an \* are either very close to Rally Headquarters or have easy access to transport (we will arrange rides for you) Also please inform us of your inbound flights to ADELAIDE and we will arrange pickup for you, this service is ONLY for international guests.

Final point for those that book accommodation early PLEASE also send your home address and where you have booked in to our Rally Entry Director

BILL NECK  
[REDACTED]

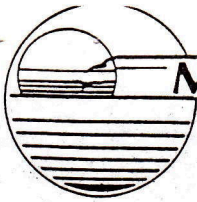
RIDGEHAVEN 5097 [REDACTED]

This will ensure you get an entry form as soon as they are available.

SEE YOU IN GLENELG

# TARIFFS TO 12th APRIL, 1993

SUBJECT TO ALTERATION WITHOUT NOTICE



# MARINELAND VILLAGE

MILITARY ROAD, WEST BEACH, SOUTH AUSTRALIA  
 PHONE 08 353 2655  
 FAX 08 353 3755  
 P.O. BOX 69,  
 GLENELG  
 SOUTH AUSTRALIA, 5045

## Base Rate (2 Persons)

Tourist Season	Holiday Season	Extra Person
1-2-92	18-12-92	
to	to	
17-12-92	31-1-93	

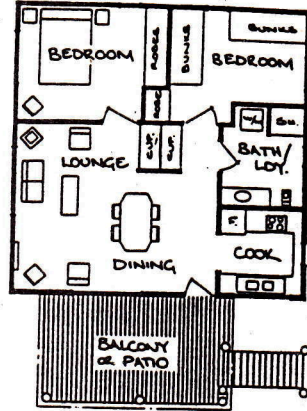
2 Bedroom Villas	\$	\$	\$
1 Night	80.00	-	6.00
2 Nights	160.00	-	6.00
3 Nights	230.00	-	6.00
4 Nights	300.00	-	6.00
5 Nights	360.00	-	6.00
6 Nights	420.00	-	6.00
7 Nights	480.00	550.00	6.00
Self Contained Cabins	55.00	65.00	6.00
Cabin Vans	48.00	58.00	4.00
Executive 6 Berth Van	40.00	50.00	3.00
Budget 6 Berth Van	35.00	45.00	3.00

## ACCOMMODATION OPTIONS (to scale)

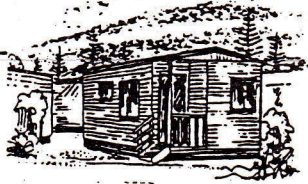
### 2 BEDROOM VILLA



**2 BEDROOM VILLA**  
 Serviced weekly (accommodates 6)  
 \*Internal ensuite  
 \*Air conditioning  
 \*Color T.V.  
 \*Clock radio  
 \*Microwave  
 \*Crockery & cutlery  
 \*Washing m/c & dryer  
 \*Includes bedding & linen



### CABIN

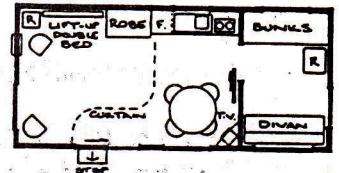
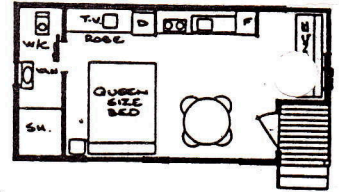


**CABIN**  
 (accommodates 3)  
 \*Internal ensuite  
 \*Air conditioning  
 \*Color T.V.  
 \*Clock radio  
 \*Microwave  
 \*Crockery & cutlery  
 \*Includes bedding & linen

### CABIN VAN (ext. ensuite)



**CABIN VAN (ext. ensuite)**  
 (accommodates 5)  
 \*Air conditioning  
 \*Color T.V.  
 \*Crockery & cutlery  
 \*Double bedding & linen only



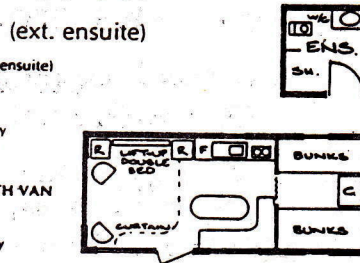
### CARAVAN / BUDGET 6 BERTH VAN\* (ext. ensuite)



**CARAVAN (ext. ensuite)**  
 (accommodates 6)  
 \*Air conditioning  
 \*Color T.V.  
 \*Crockery & cutlery  
 \*Must supply own bedding & linen

**BUDGET 6 BERTH VAN (ext. ensuite)**  
 (accommodates 6)  
 \*Crockery & cutlery  
 \*Must supply own bedding & linen

\*\*BEDDING = Blankets & pillows  
 \*\*LINEN = Sheets, pillow cases, towels



## Special Conditions

### Minimum Booking Period

Long Weekends	3 Nights
Easter	4 Nights
Grand Prix	5 Nights
Holiday Season	7 Nights

## Grand Prix: Tariff on Application

### FOR BOOKINGS

TELEPHONE (08) 353 2655 FAX (08) 353 3755

Deposit To: Marineland Village  
 P.O. Box 69, Glenelg, South Australia, 5045

\*\*\* **Morphettville Motor Inn (M)** 444 Anzac Hwy, 6.4km SW of PO. ☎ 08-2942166. (2 strys, gr fl). 30 units. [shwr, ltt, air cond, elec blks (avail), direct dial tel, TV, clock radio, tea mkg, refrig]. ☉ (Closed Sun), rm serv, conv fac, cots-fee, ldry, heated pool, comm spa, bbq, tennis court. ♀ ♂. RO † \$64 to \$74, †† \$67 to \$77, † \$8. Ch con. AE BC DC MC VI.

\*\*\* **Adelaide International (M)** 521 Anzac Hwy, 1km E of PO. ☎ 08-2942155. (2 strys, gr fl). 32 units. [shwr, hip-bath, ltt, air cond, direct dial tel, TV, radio, tea mkg, refrig]. Dinner to unit, ☉, rm serv (incl liquor), conv fac, cots-fee, ldry, pool. RO † \$65, †† \$65, † \$8. AE BC DC MC VI.

\*\*\*\* **Taft Motor Inn (M)** 18 Moseley St. ☎ 08-3761233. (2 strys, gr fl). 26 units. [shwr, bath (4), ltt, air cond, elec blks, direct dial tel, TV, clock radio, tea mkg, refrig, cook fac (17), toaster], cots-fee, ldry, pool, comm spa, plygr, bbq. RO † \$58 to \$68, †† \$63 to \$73, † \$8. Ch con. AE BC DC MC VI. Courtesy transport avail.

\*\*\*\* **(Serviced Apartments)** 13 one & two bedrm units, acc 2 to 6. [shwr, ltt, air cond, elec blks, tel, TV, radio, refrig, cook fac]. RO † \$75, †† \$80, † \$8.

**FLAG** Melbourne 790 2121  
 All other areas 008 337 743  
 Everything You Want

\*\*\*\* **Anzac Highway (M)** 626 Anzac Hwy. ☎ 08-2941344. 34 units. [shwr, spa bath (5), ltt, air cond, elec blks, direct dial tel, TV, clock radio, tea mkg, refrig, cook fac (3), toaster]. X, BYO, rm serv, cots-fee, ldry, pool, comm spa, bbq. ♀ ♂. RO † \$75 to \$140, †† \$75 to \$140, † \$10. AE BC DC MC JCB VI.

**FLAG** Melbourne 790 2121  
 All other areas 008 337 743  
 Everything You Want

\*\*\* **Buffalo Motor Inn (M)** 766 Anzac Hwy, cnr Durham St. ☎ 08-2946244. (2 strys, gr fl). 38 units. [shwr, bath, ltt, air cond, elec blks, direct dial tel, TV, radio, tea mkg, refrig]. cots. ♂. RO † \$60 to \$75, †† \$65 to \$75, † \$8. Ch con. AE BC DC MC VI.

\*\*\* **Glenelg (M)** 41 Tapleys Hill Rd, Glenelg North 5045. ☎ 08-2957141. 38 units. [shwr, ltt, air cond, elec blks, direct dial tel, TV, clock radio, tea mkg, refrig]. ☉, rm serv, cots-fee, ldry. RO † \$55, †† \$55, † \$8. Ch con. AE BC DC MC VI.

Friends in all the Right Places

71 Broadway, Glenelg, 5045  
 Telephone: (08) 295 6354

**A Budget Motel**

\*\*\* **Norfolk Motor Inn (M)** 71 Broadway. ☎ 08-2956354. (2 strys, gr fl). 20 units. [shwr, ltt, air cond, elec blks, TV, clock radio, tea mkg, refrig, toaster]. cots, bbq, public tel. RO † \$42 to \$50, †† \$48 to \$58, † \$8. AE BC DC MC VI.

**A Budget Motel**

★★★★ Haven Motor Inn (M) 6 Adelphi Tce, opposite Boat Haven. Postal: PO Box 277. ☎ 08-2941555. (2 strys, gr fl), 72 units, [shwr, bath (2)], tlt, hair dryer, air cond, fans (32), elec blkts, tel, TV, radio, tea mkg, refrig, mini bar, cook fac (1)]. ☎, ☎, rm serv (incl liquor), conv fac, cots, ldry, pool, sauna. RO † \$79 to \$99, ‡ \$84 to \$104, † \$5. AE BC DC MC VI. 21 units three star rating.



★★ Bay (MH) 58 Broadway. ☎ 08-2944244. (2 strys, gr fl), 41 units, [shwr, tlt, air cond, elec blkts, direct dial tel, TV, clock radio, tea mkg, refrig]. ☎ (Closed Sun), conv fac, cots-fee, RO † \$40, ‡ \$45, † \$9. W \$130 to \$180. Family con. Ch con. AE BC DC MC VI.

★★★★ Baybeachfront (Hol U) North Esp. Postal: 742 Anzac Hwy. ☎ 08-2949666 or 08-2949046. (3 strys, gr fl), 22 one, two & three bedrm units, acc up to 6. (everything supplied). [shwr, hip-bath, tlt, air cond, direct dial tel, TV, clock radio, refrig, cook fac], cots, comm ldry, solar heated pool, comm spa, plygr, sheltered bbq. D \$46 to \$128. AE BC DC MC VI.

★★★★ Bayswaterfront (Hol U) 17 Adelphi Tce. Postal: 742 Anzac Highway. ☎ 08-2949666 or 08-2949046. (3 strys, gr fl), 3 two bedrm units, acc up to 5. (everything supplied). [shwr, tlt, air cond, tel, TV, radio, refrig, cook fac]. cots, ldry, parking. D \$50 to \$107. AE BC DC MC VI.

★★★★ Bayview (Hol F) 764 Anzac Hwy. Postal: 742 Anzac Hwy. ☎ 08-2949666 or 08-2949046. (2 strys, gr fl), 6 two bedrm flats, acc up to 7. (everything supplied). [shwr, bath (2), tlt, air cond, tel, TV, clock radio, re, cook fac]. cots, comm ldry, covered parking. D \$46 to \$121. AE BC DC MC VI.

★★★★ Maritimo (Hol F) 15 Colley Tce. ☎ 08-2956780. (2 strys, gr fl), 10 one & two bedrm flats, acc up to 6. (everything supplied). [shwr, bath (7), tlt, air cond-cool (4), heat, fans, TV, refrig, cook fac]. cots, ldry, covered parking. D \$45 to \$110.

★★★★ Patawalonga Motor Inn (M) 13 Adelphi Tce, opposite Boat Haven. ☎ 08-2942122. (2 strys, gr fl), 50 units, 2 suites, [shwr, bath (5), spa bath (3), tlt, air cond, elec blkts, direct dial tel, TV, clock radio, tea mkg, refrig, mini bar, cook fac (4)]. Dinner to unit, ☎, 24hr rm serv, conv fac, cots-fee, lounge, ldry, heated pool, comm spa. ♿. RO † \$84 to \$98, ‡ \$84 to \$98, † \$10. Suite \$120 to \$180. Ch con. AE BC DC MC VI. 24 rms three star plus rating.



This Establishment offers SPECIAL RATES for Members

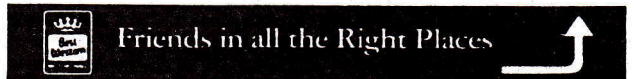
★★★ Marco Polo (Hol F) 18 Broadway. Postal: 95 Brighton Rd. ☎ 08-2952345. (3 strys, gr fl), 30 one, two & three bedrm flats, acc 2 to 6. (everything supplied). [shwr, tlt, air cond, TV, refrig, cook fac]. cots, comm ldry, D \$42.90 to \$99.

★★★ Moorings (Hol F) 7 Patawalonga Frontage. ☎ 08-2956118. (2 strys, gr fl), 13 two bedrm flats, acc up to 5. (everything supplied). [shwr, tlt, air cond, elec blkts, direct dial tel, TV, radio, refrig, cook fac, micro]. cots-fee, comm ldry, covered parking. D ‡ \$52 to \$100, † \$8. BC MC VI.

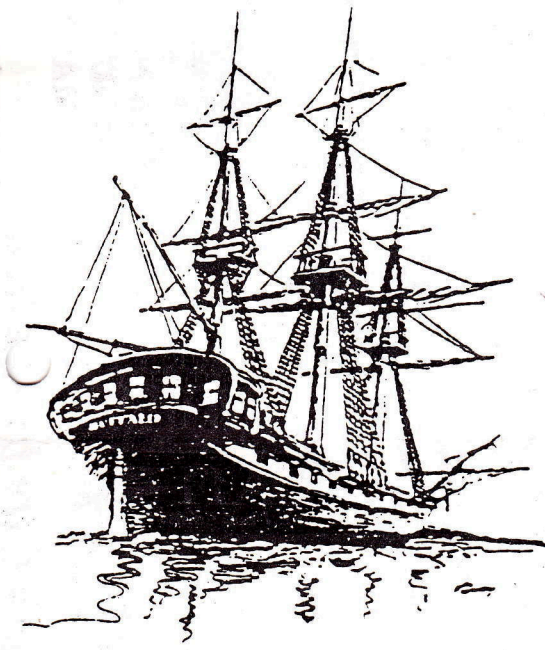
★★★ Wambini Lodge (Hol F) 9 North Esp. ☎ 08-2954689. 14 two bedrm flats, acc up to 6. (everything supplied). [shwr, tlt, air cond, direct dial tel, TV, refrig, cook fac]. cots, comm ldry, bbq. D † \$48 to \$84, ‡ \$52 to \$84, † \$6. Ch con. AE BC DC MC VI.

★★★ Alkoomi (Hol F) 7 North Esp. ☎ 08-2946624. (3 strys): 18 one & two bedrm flats, acc 2 to 6. (everything supplied). [shwr, tlt, air cond, direct dial tel, refrig, cook fac]. cots, comm ldry, bbq. D † \$40 to \$82, ‡ \$44 to \$86, † \$8. Ch con. AE BC DC MC VI.

★★★★ Ensenada (M) 13 Colley Tce, opposite reserve. ☎ 08-2945822. (2 strys). 32 units, [shwr, hip-bath (2), tlt, air cond, elec blkts (avail), direct dial tel, TV, clock radio, tea mkg, refrig, mini bar]. ☎ (Closed Sun), rm serv, conv fac, cots-fee, ldry. RO † \$59 to \$69, ‡ \$63 to \$73, † \$8. Ch con. AE BC DC MC VI.

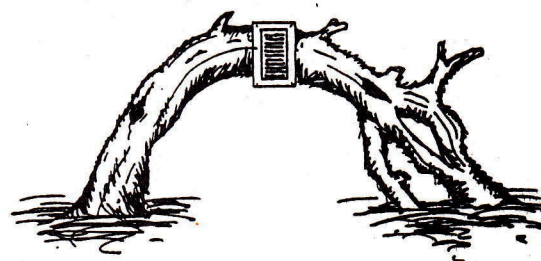


“Adelaide’s City by the Sea”



### HISTORIC ATTRACTIONS

H.M.S. Buffalo Museum and Restaurant is a replica of the ship which brought Governor Hindmarsh to Holdfast Bay in 1836 and is well worth a visit. Partridge House and Grounds is a gracious historic property that is maintained by the City of Glenelg for the use and recreation of the Community and Visitors. The house was originally built in 1899. Pioneers Memorial Monument situated immediately west of Moseley Square as a memorial to the founders and pioneers of the Province of South Australia, unveiled for the State’s Centenary in 1936. The Old Gum Tree, site of the original reading of the Proclamation founding South Australia on 28th December, 1836, and re-enacted each year as part of the Proclamation Day Ceremonies. Historic Cummins House in Coachhouse Drive, Novar Gardens is open every Sunday



Enjoy your stay at **GLENELG**

Glenelg has a charm and friendliness that has attracted the traveller since before the colony of South Australia was proclaimed in 1836.

Situated less than fifteen minutes from Adelaide Airport with its domestic and international terminals, we are within easy reach of many of South Australia’s premier tourist attractions.

RALLY  
HEAD QUARTERS  
IMMANUEL  
COLLEGE.

PRESENTATION  
DINNER  
VENUE



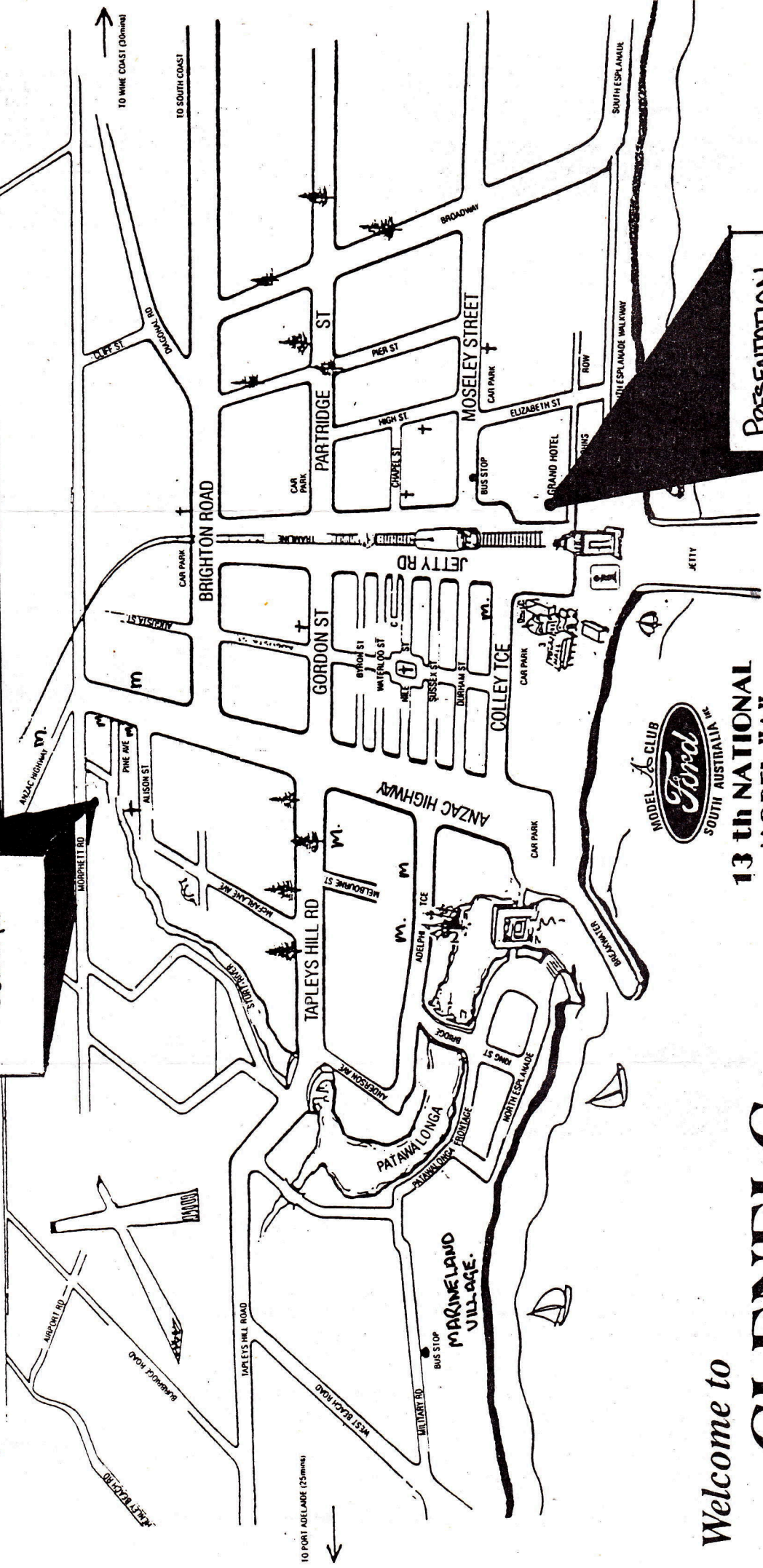
13th NATIONAL  
MODEL "A"  
RALLY

Adelaide's City by the Sea

March 31 - April 4  
1994

Welcome to

# GLENELG



TO FORT ADELAIDE (25mins)