



# Western Model A News

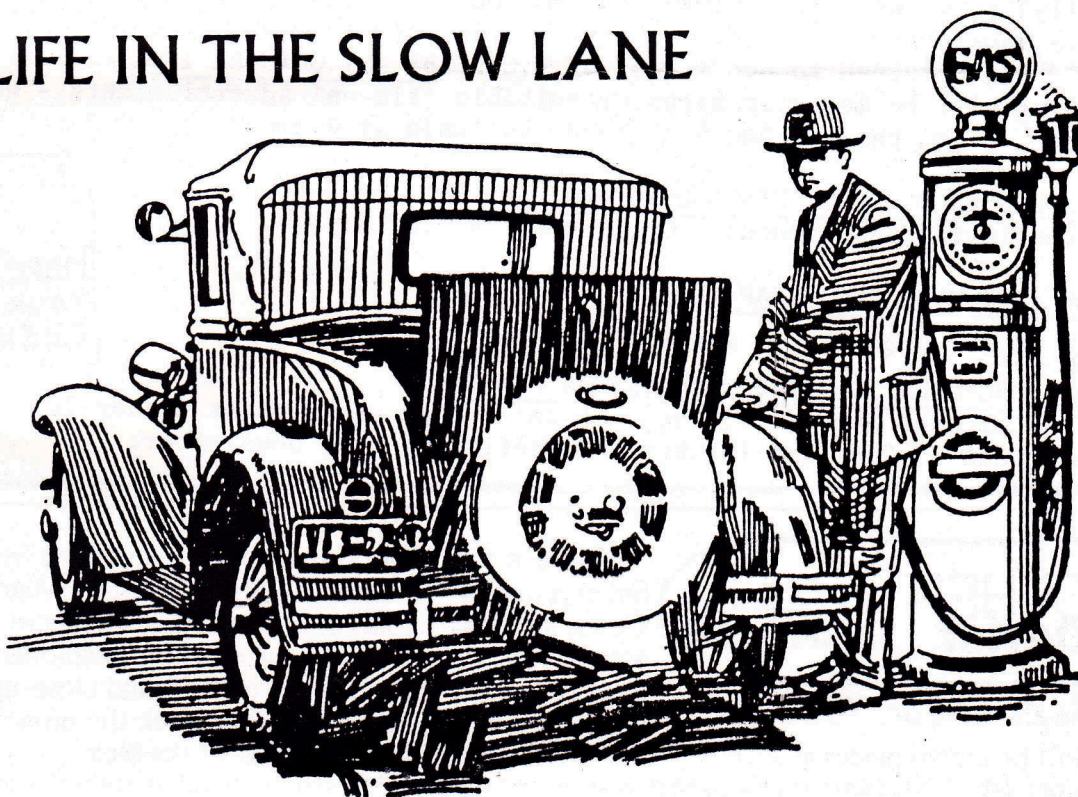
Official Newsletter of the  
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XV Number II

SEPTEMBER 1994



## LIFE IN THE SLOW LANE



**YOUR ANNUAL SUBSCRIPTION IS DUE NOW!**

**Please forward promptly.**

**Metropolitan area: \$20.00. Country, interstate, overseas: \$15.00.**

**Mail to Secretary/Treasurer RAY MAHONY**

**Bedford, WA 6052 - TODAY!**

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:* ALAN JEFFREE **Secretary/Treasurer:** RAY MAHONY  
*Vice-President:* STEVE READ **Vehicle Examiner:** STEVE READ **Editor:** LOUISE READ

**COPY DEADLINE:** By the first day of the month to:

**Thorplic, WA 6108**

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

SUNDAY, 18th SEPTEMBER, 1994

Invitation from Vauxhall Car Club and Austin Car Club to join them in a fun day of social interaction and car games.

Leave from Centre Point car park in Midland at 9:30am.

Approx: 1 hour drive to picnic spot. Portable BBQ will be available. This is a good opportunity to meet and mix with others having similar interests as our own. (Different vehicles but the same interes !). See you there.!

MONDAY, SEPTEMBER 19-23, 1994 WILD FLOWER TOUR

Meet at Apple Street, Upper Swan to leave at 8:00am.

Wooleen Station (2 nights). Approx. 950 miles.

CONTACT: ALAN SMITH [REDACTED] or JIM WILLIAMS [REDACTED]

SUNDAY, SEPTEMBER 25, 1994 - Organisers: Cooke family

Meet at Centre Point shopping centre, Midland for 10:15am departure.

BYO lunch, chair, full tank of petrol and good sense of humour - great day!

SUNDAY, OCTOBER 30, 1994 KINROSS RALLY DAY

This rally is the official OCTOBER run for our Club (MARC).

With this newsletter is enclosed the Official Entry Form which needs to be completed and returned to Geoff Moor of V.C.C. BY 1ST OCTOBER 1994.

Advertising will be magnetic signs or suitable 'tie-on' advertisements - no 'Stickers'. You can BYO lunch or food available at Kinross.

SUNDAY, OCTOBER 9, 1994 VINTAGE AUTO JUMBLE

Venue: Cannington Showgrounds. Organisers: V.C.C. of W.A.

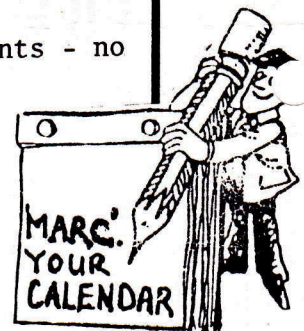
NOVEMBER 1994 BENDIGO SWAP MEET

NOVEMBER 1994 Organisers: Max & Dora Annear

SATURDAY, DECEMBER 10, 1994 CHRISTMAS DINNER

Venue: [REDACTED] Yokine. From: 6:30pm -spit-roast dinner 7pm.

MARC this date ! Cost and further information in next newsletter.



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

**September, 1928**

actors couldn't be in two places at once, so 'their' hands were in fact the hands of doubles.

On September 14, 1927, Isadora Duncan was garrotted by her shawl, which caught in the wheel of her prospective lover's sports car. It was an appropriately bizarre end to a hectic life in which she'd scandalised Europe and America with her sensual dancing, married an alcoholic Russian poet and been denounced as 'a Bolshevik hussy'. In Paris in 1912 a gypsy flower seller had cursed her with three numbers - 13, 25 and 27. In 1913, both her children drowned, in 1925 her husband hanged himself, and the year of her death completed the curse.

On September 17, 1930, Killer whale 'Old Tom' was found dead in Two-fold Bay, N.S.W. For the best part of a century his pack actually used to help fisherman catch humpback whales by driving them toward the boats and by biting their tails. The killers ate the lips and tongues, leaving the rest for the whalers. 'Old Tom' liked to grab the harpoon lines and get towed through the water.

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

**RAY ABBOTT ENGINE RECONDITIONING**

**\* Specialising in Veteran and Vintage engines**

**\* Cylinder Head Service \* Reboring and Sleeving \* Crankshaft Grinding**

**Recommended by MARC member**

Established 1973

**18 RIO STREET, BAYSWATER**

**272 4566**

**34 years Experience**

## M I N U T E S

of General Meeting, held at the Museum of Early Childhood, Claremont on the  
28TH AUGUST 1994.

Attendance: 23 Members and 19 apologies as listed in Attendance Book.

Meeting Opened at 3:28 p.m.

MINUTES OF PREVIOUS MEETING were read. Accepted Toni Mahony, seconded by Laurel Cooke.

BUSINESS ARISING FROM PREVIOUS MINUTES: Tee shirts: Louise Read advised that the Club shirts are now available at \$18.00 or \$20.00 which includes Postage. Thirty shirts are pre-ordered with 25 others in stock.

Meeting resolved to order more shirts to maintain a small stock of popular sizes.

CORRESPONDENCE IN: Model A Ford Club of S.A. advise of Office Bearers, Sotherby's advise rep available during September to give free appraisals, Veteran Car Club of W.A. - information of Kinross Rally Day, John Luca resignation due to family commitments, Classic Ford, English Ford Club of W.A. re Ford Birthday Parade, Joondalup Community Foundation re "Little Feet" festival, Model A Ford Club of N.S.W. Membership List, Snyder's Antique Auto Parts - re Advertisement in Magazine.

CORRESPONDENCE OUT: Police Licensing confirmation of Ron Andrews membership. Neil Munroe - advising of Membership acceptance. Bob Anderson - expressing interest in association with the Model A Restorers Club of America. Model A Ford Clubs - QLD, NSW, SA, VIC. and MARC Aust and MAFC America, advising of Office Bearers. Dennis Ashton, MAFC NSW re 1996 National Meet.

Correspondence accepted by Laurel Cooke, Seconded Jim Williams.

TREASURER'S REPORT: As at the 31st July, 1994:

Income	\$ 939.05
Expenses	\$ 362.26
BALANCE	\$13268.73

GENERAL BUSINESS: Flag designs shown. Alan Jeffree to see Alan Smith re prices for each design. CCC Report: Subscription to be increased, Public Liability Insurance discussed, Peter Gilberthorpe to obtain more information. Volunteers needed for Whiteman Park Museum. "Kinross Rally" 30th October 1994 - entry form and details in Magazine, This event will be October meeting. CCC Concours 1995; Steve Read is the Chairman of the Car Show and reminded members of commitment to participate. Secretary to write to Railway Museum thanking them for hospitality. Steve Read advised that Ron Bristow has more Model A parts for sale. Meeting indicated that we should look towards purchasing the parts.

EVENTS: Wild flower run - 19-23rd September. September meeting run will be the 25th. Vauxhall & Austin Car Clubs have invited us to join them on the 18th September for the Fun Day - leaving Centre Point car park, Midland at 9:30am. Jack Berkshire thanked Steve Read and all involved in Annual Car examinations for their time.

BITS & PIECES: 1929 Tudor for sale - Contact Steve Read.

MEETING CLOSED: 4:27 pm.

## AUGUST'S MUSEUM RUN

Nine Model A's and three modern cars assembled at the Riverside Carpark at 11:30 am to make the short journey to the Rail Transport Museum. On arrival we were joined by the Gilberthorpes and parked our cars inside the Museum's gates. This was to be a small problem for one of our members and family as they didn't bring their lunch !

The Museum opened at 12:00 noon as a special favour to us and we were efficiently guided by two lady volunteers in two small groups. During our visit to the Museum everyone was given a quiz sheet to fill in and these were collected as we left.

After an interesting tour and time to browse around the photograph and memorabilia display, most members had a quick lunch and departed at 2:00pm and proceeded to the Childhood Museum at Edith Cowan University in Claremont. We were given a brief but thorough tour of the Museum, ending up in the classroom, where a few 'trouble makers' were brought back into line. Our meeting was held in a spare room, and whilst this was happening, the children were able to entertain themselves with the 'hands on' displays in the Museum.

Barrie & Gwen Guest won the Train quiz, with the Mahony family coming second. Alan Jeffree won the raffle - a nut cracker and bowl - kindly donated by our talented wood turning member - Barrie Guest.

\*\*\*\*\*

THERE WAS A LITTLE MAN  
NAMED HENRY FORD  
WITH A LITTLE BIT OF RUBBER  
AND A LITTLE BIT OF BOARD  
A LITTLE BIT OF PAINT  
AND AN OLD TIN CAN  
THREW THEM ALL TOGETHER  
AND THE DAMN THING RAN!

An oldie but a goodie  
courtesy of Coral Blewett  
for your enjoyment !

*Do you recall a request by members for a list of suppliers and trades to assist with restorations?*  
THESE USED IN STEVE READ'S RESTORATION OF HIS AWARD-WINNING TUDOR.

PAINT - Southern River Paint & Hardware - 2318 Albany Highway, Gosnells. 490 1344.

CHROME - K&D Chrome Metal Finishers - Unit 7, 34 Davison Street, Maddington. 493 4390.

ENGINE - D&S Engine Reconditioning- 10 Davison Street, Maddington. 459 3826.

MECHANICALS & TYRES - Steve Read - 39 Sovereign Drive, Thornlie. 018 924 299.

SAND BLASTING - Kelmscott Sand Blasting (Sheldrake) - 39 Owen Road, Kelmscott. 399 1333.

PANEL BEATING & PAINTING - Martin Heywood - a/hours 397 6141.

PIN STRIPING - Graeme Williams - 293 1294.

PARTS - Snyder's Antique Auto Parts, 12925 Woodworth Rd, New Springfield OH 44443, USA  
0011 1 216 549 5313, Fax 0011 1 216 549 2211.

UPHOLSTERY & CARPETS - LeBaron Bonney - 6 Chestnut St., Amesbury, Mass, 01913, USA  
0011 1 508 388 3811. Fax 0011 1 508 388 1113.

Upholsteries by Dixie Inc - 92 Harber Ave, Kitchener, Ontario N2C 1ZZ, Canada  
Phone/Fax 0011 1 519 748 1648.

WINDOW GLASS - General Glass Pty Ltd - Unit 4/123, Burslem Drive, Maddington. 493 1722.

POWDER COATING - WG & AT Pearce - 55 John Street, Bentley. 451 8433

SHIPPING AGENT - Emery Worldwide - Unit 3, Horrie Miller Dr, Newburn, WA. 477 1255.

THE JEFFREE FAMILY USED THESE IN THEIR AWARD-WINNING RESTORATIONS.

ENGINE - Ray Abbott Engine Reconditioning - 18 Rio Street, Bayswater. 272 4566.

(Ray Abbott is also a regular advertiser in your Newsletter.)

UPHOLSTERY - Bruce Swarbrick - A/hours 295 3408.

*The above cannot be official Club recommendations but are obviously very useful, proven contacts.*

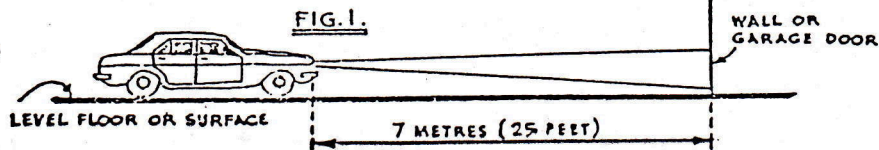
HEADLIGHTS

One of the most prevalent defects associated with a motor vehicle is mal-adjusted or faulty headlamps.

HEADLAMP TESTS : The following procedure is recommended where there are no headlight testing facilities available.

1. Select a flat level surface ( bitumen or concrete ) and position your vehicle on this surface approximately 7 metres ( 25 feet ) from a wall or garage door. refer Fig. 1

FRONT OF VEHICLE  
MUST BE SQUARE TO  
WALL

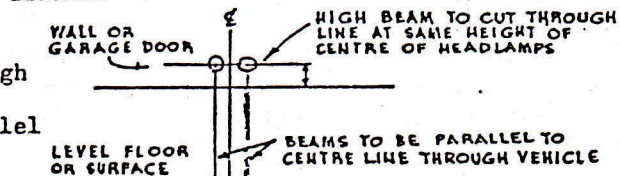


2. Measure the vertical distance from the ground to the centre of each headlamp, then draw a black line horizontally on the wall or garage wall the same height as that measured at the vehicle. refer Fig. 2

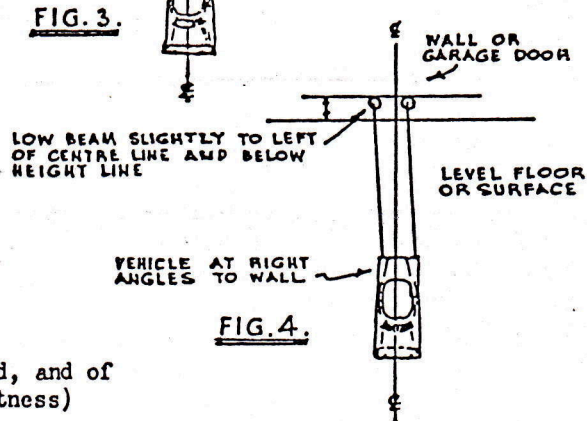


3. Operate high beam of vehicle. The centre of the high beam must cut through the horizontal line drawn on the wall. This beam must be in a direction parallel to a line drawn through the centre of the vehicle. refer Fig. 3

FRONT OF VEHICLE MUST BE SQUARE TO  
WALL AND NOT AT AN ANGLE



4. Operate dipper switch for low beam. The centre of this beam should project slightly to the left. Top of the low beam should be just touching the horizontal line on the wall and left of centre. refer Fig. 4



IMPORTANT POINTS TO REMEMBER

Headlamps to be of equal height from the ground, and of approximately equal luminous intensity. (brightness)

Headlights must be capable of illuminating and rendering easily discernable a person who is dressed in dark clothing and who is straight ahead of the vehicle, at a distance of -

- (a) when on HIGH beam - 100 metres ( 328 feet )
- (b) when on LOW beam - 45 metres ( 147 feet )

As you are aware, we have been told that our old cars must go because of their 'dirty' exhausts. In particular the lead issuing forth and causing great public health problems.

Oil in a refinery is basically boiled (just like boiling a kettle) and they collect the different compounds as they boil off.

First comes methane, then ethane, then propane, butane and pentane. The lighter ones are fed into gas mains and the heavier ones are compressed into a cylinder to make them liquid, called LPG. Even though these are liquid, they are giving off gasses and are dangerous because they are volatile.

The next group to come off the oil are some pentane, hexane, octane and nonane. These are the ones that form petrol. Now, petrol is not gaseous but it has a low boiling point which means enough vapour comes off to be ignited if you approach it with a match.

The next lot that comes off are the C10, C11 and C12s; these are the kerosenes and are not so volatile. We can keep going with diesel, then the lubricating oils and finally greases.

The early petrol was taken just as it came straight from the refinery.

As automotive engineering developed and compression increased past 5 to 1, pre-ignition was noticed. In the 1920s a chemist discovered that lead tetraethyl solved the problem; it was soluble in petrol, vaporises like petrol and breaks down to lead at upper cylinder temperatures. Further research subsequently took octane levels from 50 to 65, then past 89 and onto 110 for aviation fuel.

With the justifiable push in the 1960s to clean up the atmosphere we got people with a lot of enthusiasm and emotion, but not necessarily with a science degree. There was a clash between those who knew the facts but didn't do anything about it, and those with lots of drive but not quite knowing what they were doing.

Coming to the truth between fact and fiction does not go with enthusiasm and lethargy!

# U L P

Adapted from an article in  
**"Restored Cars" No 104**

**"In fact, this stuff appears to be so dangerous, potentially lethal, that I urge you not to use it in any car not fitted with a Catalytic converter; don't use it in your mower, chain saw, whipper snipper or outboard and don't wash parts in it and if any gets on your skin, wash it off immediately. Avoid fumes when refuelling and don't allow anyone near the exhaust, particularly when the exhaust system is cold. Remember that Catalytic converters don't work until they reach some 4,000 degrees."** Dr Warren, Scientific Advisor, Energy Resources

By 1975 the cry to 'clean up car exhausts' resulted in a reduction of lead in petrol. The National Energy Advisory Council reported:- 'no single case of clinical lead poisoning has ever been demonstrated to be due to automotive emissions of airborne lead'.

In Frankfurt, Germany, they decided to cut the lead in petrol from .4 to .15 grams per litre, about two thirds. They subsequently concluded that:- '...lead from petrol did not contribute to uptake by ingestion through significant deposition on food and utensils as has been suggested. If it had done, greater and continuing decrease in blood lead levels in the community should have been observed.' There was no change in the nearly 1,000 people measured over a 5-year period.

A London professor pointed out that lead comes out of the exhaust baked at 2,000-3,000°C, like a microscopic house brick. It doesn't get absorbed through the lungs and doesn't even dissolve in the diluted hydrochloric acid of the stomach. Lead coming out of cars is in small but very heavy particles.

The question 'will we ban lead in petrol' was really 'will we have ULP?' This was because people wanted to fit Catalytic converters to get rid of nitric oxides, carbon monoxide and unburned petrol but lead spoiled the Catalytic converter!

Other countries banned lead to bring in converters, we banned it because we thought it was dangerous.

The prevailing attitude of politicians seemed to be:- 'don't confuse us with the facts, our mind is made up, the people want it and that's where the votes are.'

Dr Bell, Director of the Department of Health in NSW said: 'If lead is taken out you have to add other things to run them in our cars; we put in benzene, or toluene or dimethylbenzene or mesitylene, they're all ring compounds and the dangers are that some of them are declared carcinogens and the others are suspected carcinogens. We're going to cut lead even though there is no proof that it does anything wrong, and we're introducing substances which will ultimately be affecting cancer rates in our country.'

The response that converters will destroy these properties was countered with the knowledge that converters don't work until they are hot, after about the first three miles, and every time a car fills up, vapours come off. The potential hazards from aromatic octane enhancers, like benzene, were greater than the perceived lead problem.

In Britain this risk was so clear that the National Society for Clean Air has removed their support for ULP!

Research showed that lead in blood comes not from breathing airborne lead but from eating and drinking it; that is principally from soldered food containers, lead based paints and lead pipes. In fact, blood lead levels were higher in country people drinking bore water, New Guinea highlanders and peoples on remote islands without motor vehicles than in blood samples taken from those living in the heart of Melbourne.

Another interesting point is that the cost to the country goes up because it is dearer to make ULP, it uses more oil and creates more pollution because they have to make benzene as well.

The author's response to 'should I convert my car to run on ULP?' is to recommend converting completely to LPG. He says 'completely' because to get the best from LPG the distributor advance curve needs to be altered and the valve timing need to be changed. •

# NOTEBOOK

HAPPY BIRTHDAY this month to: BARRY BRISTOW-STAGG, BETH MARTIN, CHRISTINE QUINN, JOHN TEALE, CHRIS WRINGE, MICK KITCHENS and a belated Birthday Wish to ROBERT SCAFIDI for the 28th August.

SICK LIST: Few ladies on the Sick List - Get well quickly to FRANCES TIMMINGS, MAVIS BARENDSE and a speedy recovery to DORA ANNEAR. Also to JORDAN COOKE (aka 'SPOT') - keep out of the CHICKEN COOP !

NEW RESTORATION: John & Frances TIMMINGS are the proud owners of their newly restored TUDOR - hope to see you on the next run.

OUT AND ABOUT: Great to see JOHN CARTER and "Daisy Duck" along on the enjoyable MUSEUM run last month - see you again next run John !

CLUB REGISTER CHANGES: BARRY BRISTOW-STAGG - please correct phone number to read: [REDACTED] JOHN & FIL LUCA - due to family commitments have resigned from the Club.

EMBROIDERED CLUB TEE-SHIRTS: PRICES: \$18.00 Collected or \$20.00 Posted. For those members who have ordered tee-shirts - they are available now for collection at the next meeting after payment. Any other members wishing to purchase tee-shirts can do so at the meeting or Contact Louise Read on [REDACTED].

FOR SALE: 1929 TUDOR - Left Hand Drive - Original. P.O.A.  
CONTACT: STEVE READ [REDACTED]

BRIEF VISIT: Maxine Davidson was in town on family business the other day and sends Best Regards from Colin and herself to all our members.

OVERSEAS CORRESPONDENCE: Couple of postcards have filtered back from Thailand where the Sharps are on assignment at a resort hotel. They are rapidly trying to learn the local language - or they may be there for 'years' just trying to 'get the message' across.

1994 GLENELG RALLY VIDEOS: These are now available \$25.00 Posted or \$20.00 if collected at Bendigo Swap Meet.  
CONTACT: Neil Phillips, [REDACTED] Colonel Light Gardens, S.A., 5041. Send your order and cheque to Neil asap.

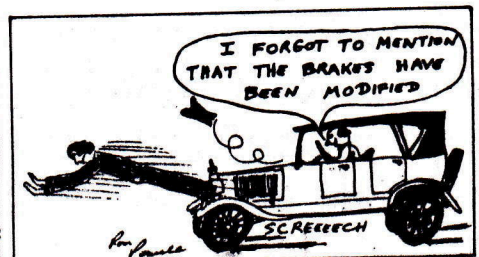
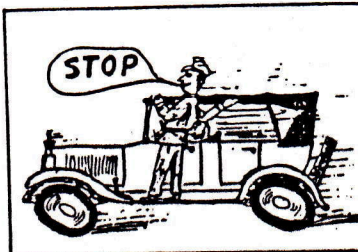
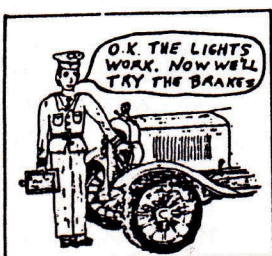
ANNUAL VEHICLE EXAMINATIONS: There was a good turn out of vehicles (and drivers of course!) to the Annual Vehicle Examinations at the home of STEVE & LOUISE READ in Thornlie on a bright sunny Sunday morning last month.

Those who have still not had their vehicles examined - please contact STEVE [REDACTED] ASAP. Remember - no Examination Cert. - no runs !

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## VETERAN & VINTAGE HUMOR

by Ron Powell.





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



# Western Model A News

PAISLEY Ian and Dianne  
 [redacted]  
 NORKANDA 6062

PROMINENT  
 HOUSE NUMBERS  
 HELP EVERYONE

*How good is your memory? The first lot of these were in the February, 1993 issue!  
 Then again, some of you will remember these terms "first hand."*

## THE LANGUAGE OF THE TRUCK DRIVER AROUND 1920

- Goose it** - feed gas to an engine in irregular bursts, or suddenly race the engine.
- Grinding a pound** - incorrect meshing gears.
- Gypsy** - an independent owner driver who gets freight wherever he can.
- Hauling post holes** - driving an empty truck.
- High binder**-truck driver with racing tendencies.
- Homing pigeon** - an electric truck which had to get back to the garage before its power ran out.
- Horse** - tractor or power unit.
- Hot load** -emergency shipment of cargo needed in a hurry.
- Hundred mile coffee** - coffee strong enough to keep you awake for 100 miles.
- Kick down** - shift to a lower gear.
- Kidney buster** - hard riding truck.

- Mexican overdrive** - no brakes.
- Peach picker** - very high cab over engine truck.
- Peddle run** - truck route with frequent deliveries en route.
- Rags** - tyres.
- Shaking hands with the sticks** - shifting gears with both hands.
- Sick horse** - in poor mechanical condition.
- Skins** - tyres.
- Sled** - trailer which pulls hard.
- Snub nose** - engine under cab.
- Stem winder** - hard crank starter.
- Straight hob** - a truck which has a body built into its chassis.
- Swamper** - a helper riding in the truck.
- Yard mule** - small tractor to move semi-trailers. •

How many  
 of these  
**AUSTRALIAN**  
 motor vehicle  
 manufacturers  
 do YOU know  
 ?

Make	Place of Manufacture	Period of Manufacture
ACE	Drummoyne	1906-1910
AUSTRALIA	Leichardt	1901-1904
AUSTRALIAN SIX	Sydney	1920-1926
CHIC	Adelaide	1925-1930
EGAN SIX	Geelong	1935-1940
HAINES & GRUT		1904
HAMARD	Footscray	1931
LEWIS	Adelaide	1901
LINCOLN		1925
MARKS-MOIR	Sydney	1923-1930
MELBOURNE	Melbourne	1900-1902
OLYMPIA	Melbourne	1930
PIONEER	Melbourne	1897
ROO		1921-1925
SCARSDALE		1904
SOUTHERN CROSS	Sydney	1931-1933
SUMMIT	Sydney	1922-1926
SUTTON	Melbourne	1901-1903
TARRANT	Melbourne	1899-1920
TRACKSON	Brisbane	1901