

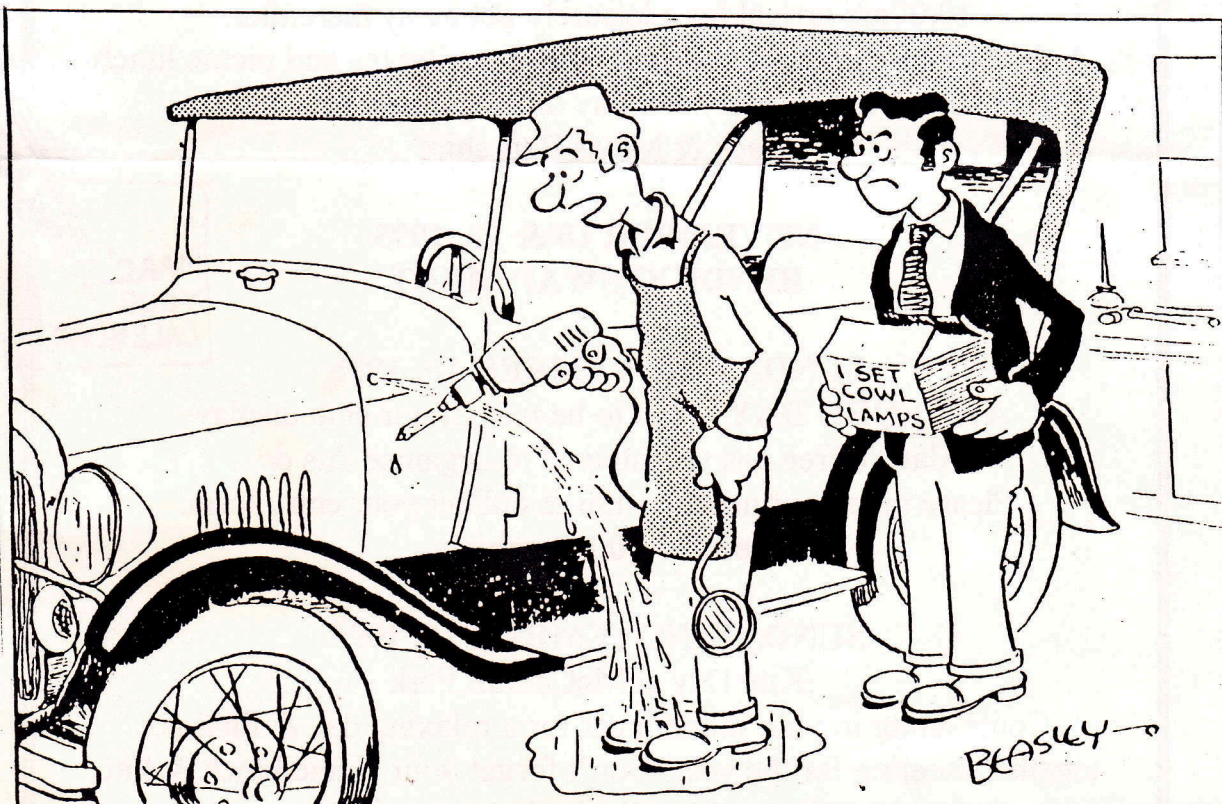


Western Model A News

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

Year XVI Number III

OCTOBER, 1995



OH YEAH, NOW I REMEMBER - THE HOLE GOES BELOW THE SEAM!

If there is a cross in either of these boxes:-

ANNUAL SUBSCRIPTION OVERDUE

YOUR MODEL A FORD NOT EXAMINED

Metro Area: \$30.00.
Country & O/seas: \$22.50.
VALID TO DECEMBER, 1996.
Please forward to Germaine:-
[Redacted] Yokine, 6060.

Under Club By-Laws, your Model A
should be examined for road-
worthiness to participate in any
official Club events.

Contact: Steve Read on [Redacted]

Under the new Club Constitution - annual fees
are from January 1 to December 31. Members
decided to levy the current annual subscription
for 18 months to bring subscriptions into line.

Your Model A Ford should be examined by a Club
Examiner, or an Examiner of any C.C.C. Club. If by
another Club, please send copy of details. This By-law
is to protect you, and the reputation of the Model A.

Next Meeting/Run - October 15, 1995 - see Calendar

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 [Redacted] *Secretary/Treasurer:* GERMAINE WRINGE [Redacted]
Vice-President: STEVE READ [Redacted] *Vehicle Examiner:* STEVE READ [Redacted] *Editor:* LOUISE READ [Redacted]

COPY DEADLINE: By the first day of the month to: [Redacted] Thornlie, W.A., 6108

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

SUNDAY, OCTOBER 8, 1995

VCC Auto Jumble

Cannington Showgrounds, Cnr Station St. & Albany H/Way.

Car parts galore. Biggest event of the year.

Sellers: 7:00am. Details phone: 330 1368

SUNDAY, OCTOBER 15, 1995

Meet at La Plaza Shopping Centre, Cnr of John St. & Albany Highway.

10.00am arrival for a leisurely get away thereafter.

A short picturesque run so bring your morning tea and picnic lunch
for an enjoyable day out organised by
Jack & Mavis Berkshire

NOVEMBER 18 & 19, 1995

BENDIGO SWAP MEET

SUNDAY, NOVEMBER 19, 1995

ALL FORD DAY - plan to be part of our club display.

Alan Jeffree has volunteered to organise this day.

Please give your name to him & collect your entry form.

Fee \$15.00 per vehicle.

SUNDAY, NOVEMBER 26, 1995

Kite Day at McCallum Park

Come along in your modern car for a relaxing day & final get
together/meeting for the year. Don't forget your picnic lunch & kite.

Time of meeting to be advised.

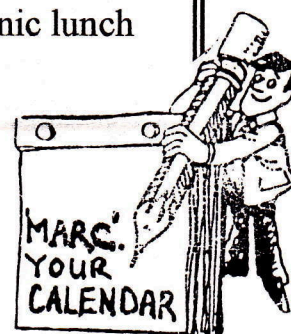
SATURDAY, DECEMBER 2, 1995 - CHRISTMAS DINNER

Organisers: Edith Jeffree & Germaine Wringe

EASTER 1996 - APRIL 5-8

NATIONAL MEET in & around WINDSOR, N.S.W.

Entry & Accommodation Forms available from Secretary.



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleaving * Crankshaft Grinding*

Recommended by MARG member

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

WILDFLOWER SAFARI, SEPTEMBER 1995

Mavis & Jack Berkshire

The great day had arrived we left home at 7:45am Monday 4th for our "big tour" and to link up with the Smiths and Williams at Midland Gate Shopping Centre. First delay 5 kilometres of traffic jam to South West Highway (30 mins). Anyway arrived on time. Smiths and Williams ready to leave. Unfortunately Max and Dora Annear could not join us as Max was struck down with a heavy flu virus. So we departed up the Toodyay Road. First stop "Cooringa Winery" near Toodyay, established 1919 and owned by Hector Wood and family. We were joined here by John and Pat Laurie in the Ford F100 utility for the rest of the tour. After a mini tour of the winery and sampling the wares we headed for Goomalling in time for lunch. Country looking very green, plenty of wattle trees. Cars going well. John had forgotten his chairs so purchased two plastics from the local store (at a good price if I know John). This small town was once host to car and motor cycle racing from 1949 to 1955 and was only one of many towns where "Around the Houses" street racing as it was called took place. We later called in at Williams and Williams Printing Co. after lunch. Does that name sound familiar? Yes, it's Jim's brother David, his printing machines are still operating although on a smaller scale. David and wife Betty originally printed the local daily paper, but that is now printed in Collie, of all places. They don't have Ford A's but do have a Jaguar and Rolls Royce to pop in and out of town. A short but pleasant stay as we didn't want to hear any stories of Jim's past escapades. We arrived at Wubin our first overnight stop in good time for the Happy Hour before dinner. Accommodation quite good.

Pressed on next day to Carnamah via Great Northern Highway, turned off along a sand plain track past White Wells Station to Perenjori. Wildflowers have been very good. I pointed out large paddocks of dandelions and was told later they were Canola, (I needed Tony Parin to confirm this). So next time you buy Canola Margarine it may have come from these paddocks. Were they having me on? Wreath *Leschenaultia* could be seen growing along the side of the track also some Quandong trees, tasted terrible. We had our lunch at the side of the track and then pressed on to Perenjori, a small well kept town in mining and station country. Afternoon tea was served at the rubbish tip. Did we take a wrong turn or did Jim hear about an old Dodge Woody Wagon? Why else would we go to a tip? Arrived at Carnamah our second overnight stay, had plenty of lookers, for the cars and had to tell the usual lies, no only joking !! A pleasant stop over with usual accommodation.

In the morning called at the Shire Office, where John Laurie is keeping friendly with the officials for some reason. Also local Police Station opposite, so the lads in uniform came over to look at the cars. Poor old Jim was very quiet and shaking quite badly. Of course years ago, he did work, in and around, the town, including yardman at the local hotel. But our Jim would never do anything wrong, although he was first away and waving to all the old ladies as he left town and headed for Three Springs. After our morning tea stop we called at the local school for a display of our cars. We had lunch at the scenic creek bed at Coalseam. An interesting historical area where coal was discovered in 1840. Then on to Dongara as heavy rain fell testing the cars for leaks. A short drive to Pt Denison before booking into the Old Mill Motel named after the old adjoining flour mill built in 1865. Very good restaurant/accommodation here.

In the morning departed for Jurien Bay. Jim gave us a coastal drive, calling in at several lookouts along the way. Leeming by the sea was our lunch stop and walk along the jetty and again at Green Head. About 40km of gravel and some wonderful scenery brought us to Jurien Bay. Washed some mud off the cars, and went for a drive to marina in the Smith's Red A Model taxi. The old jetty was used in the latter part of the last century to load wool and stock for shipping to India and Fremantle. After dinner we all had to rush back into the dining room and sit down as we had left poor John drinking his coffee. After dinner had a farewell party in our room. Mavis requested casual dress (what else). Jim came in his pyjamas, complete with tooth paste and brush. Nina in her dressing gown. (They only have them in case of fire). It was a pleasant evening of jokes and laughter. When I thought it was time to go I played my mouth organ and they all rushed off to bed.

Next morning departed for Perth. Lunch at Gingin and headed for home. Although only four couples and three Model A's this was a good trip, plenty to see, lots of fun and as usual our thanks go to the Smiths and Williams for their organisation and putting it all together.

See you at the next rally.

"Collie (Caulie) Capers & Narrogin Navigations"

September 30th - 2nd October, 1995

Saturday morning six Model A's left Armadale bound for Collie. Each car had a map, tourist info. about Collie & Narrogin and a quiz sheet to keep all occupants amused. I was told by Alan Smith that this is the first weekend run away for some time that hasn't included a modern. Pinjarra was our first stop for morning tea, then on to Wokalup for lunch. Lunch was eaten in the hotel carpark and then we headed off down a minor road for Collie. Traffic was very quiet for a long weekend possibly due to the football grand final on the Saturday and Bathurst on the Sunday. But we weren't complaining. We drove through some pretty countryside before reaching our destination for the night. After booking into the Crown Hotel and locking up our vehicles for the night we visited the Collie Historical & Mining Museum where Stan the curator was very happy to show us around his interesting & extensive displays including a 3000 piece doll collection. Most of us wandered back to the hotel where the manager had stoked up a nice coal/wood fire in the lounge. Ron & Lesley went for a walk around the town and reported back for the rest of us about an eatery they had found. This sounded pretty good & was decided upon for our dinner around the 6.00pm mark. A few pre-dinner drinks & jokes were partaken in the lounge and the answers to the quiz sheet given out. Pat & David Bussard were the winners but there wasn't much between first and last. There was one protest but the judge proclaimed that no correspondence would be entered in to & her decision was final!!! A phone call was received from Steve Read, making arrangements to meet him at Darken at 10.00 o'clock Sunday morning and then we walked down to the Post Office Restaurant (Collie's original Post Office) for a delicious dinner. A return to the hotel saw most off to bed with the stayers doing a little boot scooting and listening to music. All had gone to bed by 10.00pm.

Sunday morning at 6.00am the sun was shining and clear sky, but by the time we had breakfasted and packed up it had become overcast. The local newspaper had heard we were in town & came to take photos & a story. So by the time that was done & we had filled up with petrol our get away time was closer to 10.00am than 9.00am as we had planned. We caught up with Steve at Darken who reported rain on the way from Perth down Albany Highway tho' we had about three spots on the trip. Morning tea was taken at Darken and a change-over of vehicles for Ron & Steve. We travelled straight through to Narrogin where we stopped at the local park for lunch. Whilst we were eating, a young lady from the local newspaper spotted us & strolled over for a chat & photo/story. We were celebrities twice in one day!! Darren & Germaine had to head back to Perth then, so we bid them a fond farewell & proceeded to the Hordern Hotel to book in. We off loaded our gear and headed out the Harrismith Road to view Albert Facey's Homestead. The homestead has been restored by the local historical society & there were publicity photos and story of the making of "A Fortunate Life" taken from Albert Facey's autobiography. We also had local instruction from Barrie Guest about "four o'clocks" and of course Jim Williams advised the girls about the dangers of this menace. Heading back to Narrogin we spent 'Happy Hour' or was that 'Happy Hours' in the hotel dining room before having dinner at 7.00pm. Dinner over, some trundled off to bed the rest of us hung around until about 9.30pm and made our way to bed also, as we had intended an 8.30am start.

Monday morning was beautiful. Sunny and blue sky. Everyone found some sort of breakfast for themselves and we were on our way by 8.15am. We had a brief stop at Brookton for a cuppa and a final farewell (until the next run in a fortnight) and all headed for home. Thanks for the great company & especially thanks to June & Nina for the ensuite.

Louise

How to work on your Model A AND LIVE TO TELL ABOUT IT

From two issues of *The Restorer* by Jack W. Crawford, Seattle, Washington

1 Almost everyone will eventually work on their gas gauge - to replace gaskets, the float cork, refurbish the gauge itself, or replace the glass.

The installation of the gauge requires the removal of the instrument panel. Usually the ignition switch and ammeter are still installed in the panel while the gauge is removed.

When removing or installing the gas gauge one can inadvertently touch a "HOT WIRE" if the battery cables are not disconnected while working on the gauge. With fumes present and a spark to the gauge from contact with a "hot wire", one's survivors can hold a service right there over the cremated remains.

ALWAYS remove the battery cable and lighted cigarettes or pipes when working on the fuel gauge so that you can live to tell about it.

2 Next time you paint the wheels on your Model A, remember to remove the paint from the space where the lug nuts will seat when the wheels are mounted on the brake drum. If you don't, the paint will eventually wear away and the 1-2 thousands of an inch space left between the lug nut and the wheel will be sufficient to start a "play action" that can eventually cause the lug nuts to back off as the wheel turns going down the road. VOILA! There goes the wheel, not only making a nice dent in the fender, but also a squared-off backing plate and brake drum, and other damage to the occupant(s) of your car and any objects it may hit.

The moral of the story:- never paint the wheels where the lug nuts will seat.

3 One of the potentially most dangerous weapons on a Model A is the removal and restoration of the rear spring assembly. The following suggestions are recommended:-

(1) Approach the job with a sense of caution.

(2) Use a good, reliable spring spreader to remove the springs from the frame.

(3) Before removing the rebound clips, and especially the centre bolt, apply two large C-clamps, one on each side of the centre bolt, to keep the spring compressed while removing the clips and centre bolt.

(4) Carefully loosen the tension on each clamp, alternately, until all the tension is removed.

(5) Finally, don't be in the "line of fire" (over the springs) while removing the centre bolt. Over 60 years of aging on some bolts can lead to metal fatigue and a twist or two on the nut and bolt may produce unfavourable results. Take it from my friend - "Two fingers Harry".

Be extra careful when working on the rear spring assembly.

4 Model A engines produce a lot of heat which is transferred to the water circulating around the block and radiator. Removal of the radiator cap, quail or moto-meter when the water is boiling should be done with extreme caution. It is recommended that you wait until the water cools down before removal of the cap. If this is not possible:- Stand as far back as possible; Use a rag or towel to insulate your hands; Slowly turn the cap and be ready to jump back; If you do get burned, splash with cold water.

Repair the cause of the boiling radiator as soon as you can. •

Fashionably Speaking

<<<<<<< ZIPPERS >>>>>>>>

Hookless fasteners were invented by Whitcomb Judson of Chicago in 1893. The device was meant to be used in high boots. The idea was inspired by watching birds smooth their feathers. The fastener had two rows of teeth that hooked when the slide was moved. The fasteners were called C Curity. In 1910 he designed one to be used on jackets and skirts. Since there was no stop, his fasteners tended to come apart.

In 1913, Gideon Sundback patented an improved method of a meshed-tooth type with a stop and flexibility. It was also meant for boots. In 1917 and 1918, the Navy used the fastener for waterproof jackets and flying suits. In 1922, Goodrich had acquired an interest in the fastener and they called it a zipper, putting it into gaiters.

As there had been questions on the use of zippers during the Model A era, the Fashion Committee of MAFCA decided to research their use. They found illustrations of zippers in gaiters in 1927, in women's gym shorts in 1928, in children's zippered leggings and snow suits in 1929, in men's jackets and sweaters in 1931, and women's swimwear, beach wear, pyjamas, sports blouse, golf bag and travelling case in a July, 1931 advertisement.

They have not been able to find any definitive documentation of the use of zippers in men's pants or ladies' garments (other than sportswear) during the era period.

The conclusion was that, pending further research or proof from members, they can only consider zippers to be part of era clothing as noted above.

So, if you are going to enter the era fashion section in Windsor, NSW at the National Meet and you were thinking of wearing your 1929 snow suit with a zipper you should be OK!! *BS* •

TECHNICAL TIPS FROM YEARS GONE BY

Taken from a supplement in the *Veteran Car Club's June, 1990 issue of "Early Auto"*

CLAMP

A good clamp to hold a stud or bolt in a vice and not spoil the threads, nor mar the shoulder surface, is a split nut. Hacksaw through one of the flats, then screw the part to be reworked in the nut, and clamp the nut in a vice on any of the other flats. This does a good job to keep the part from turning while working on it.

PAINT REMOVER

A good paint remover is potassium hydroxide dissolved in water. Apply the solution to the painted surface with a brush or cloth and allow to stand for a few hours. Then rub the part with a cloth and the paint will come off, give a second application if the first does not remove all the paint.

GREASE REMOVER

A 50/50 solution of phenyl and kerosene is excellent.

HIGH GLOSS PAINT

To obtain a high gloss paint job, use 600 wet and dry paper (*now P1200 wet & dry*) and petrol, instead of water, for the final sanding down of colour coats.

BLACK POLISHED FINISH

To obtain a black polished surface on small iron or steel, mix one part sulphur with ten parts turpentine. Apply to the parts as thinly as possible and heat over a small, clear flame until the black polish appears. Another method is to polish the part with fine emery paper, heat it and plunge into ordinary oil.

LEATHER UPHOLSTERY

For the care of leather upholstery, do not use petrol or kerosene as cleaning agents, that treatment will crack it. Water, to which is added a little ammonia, will remove the dirt, and a brisk rub with a soft cloth is all that is required to restore the shine. To soften the leather, if hard (and also to assist in preservation), apply a good leather dressing. A good preservative is: 2 parts linseed oil to one part turpentine.

CUTTING BODY PANELS

A good method of cutting hard to get at places is to make a chisel from an old power hacksaw blade about 7-inches long with edges ground square for a clean cut.

DAMAGED STUD

If a damaged stud has to be removed from an alloy part, and you have to resort to using vice-grips - first put a washer over the stud to protect the alloy surface.

PETROL TANK

To overcome the problem of rust and pin holes in a basically sound petrol tank - give the tank a coating of plastic, which will be unaffected by petrol or oil. Talk to Plastics Ltd of 18 Tighe Street, Jolimont, 381 5533.

GASKET CEMENT

There are hard-setting and soft, non-hardening types. The former suits cases of permanent location, such as one side of gaskets around the sump, timing case, water flanges, etc. Soft cement goes on the other side. A graphite paste is equally useful on such locations as the cylinder head, transmission, axle, piping unions, hoses. See that the cylinder head is undamaged, that thin paper gaskets are placed only on straight surfaces, and avoid over tightening. Soak corks in water before installation.

To reuse head gaskets that have seen better days, coat both sides with the heavy material that is at the bottom of a can of "Silverfrost". Being metallic-based this substance works wonders.

WEIRD RUST REMOVERS

1. **Honey and water** - 5lbs crude honey to 10 gallons of water - works while brew is fermenting.

2. **Molasses and water** - 50/50. Stir thoroughly.

3. **Fertiliser and water** - 5kg lawn fertiliser in a large plastic garbage bin. Super phosphate is best.

4. **Lemons** - Fill container to be used with mashed lemons (seeds and all). Add water to fill container, cover to prevent evaporation.

5. **Oxalic Acid** - (Brick Cleaner). Strong, attacks only oxides (rust).

6. **Hydrochloric Acid** - (Builders' Spirits). 50/50 mixture. Strong and effective. Use extreme care.

7. **Caustic solution** - see below.

This method of rust removal is EXTREMELY DANGEROUS. Always wear protective clothing and goggles/face shield. Avoid breathing vapour. Do not use for fine tolerance work as the acid attacks parent material as well as the oxides. Do not treat alloys this way.

Use a plastic bucket (not concrete, metal or porcelain containers) or a baby's bath (remove baby first) with a lid to avoid accidents and prevent fumes from rusting chrome tools, etc in your workshop.

Add a 2.5% caustic solution, connect a wire from the negative pole of a battery to a bar resting on the plastic container. Hang the object to be cleaned on a piece of wire and immerse in the solution. From the positive pole of the battery, suspend an iron plate in the solution. By inserting an ammeter in the circuit you can measure the flow of current, which should be no more than 15amps/sq.ft. By raising or lowering the plate you can regulate the current flow. Any type of metal can be cleaned, but must be cleaned thoroughly with a suede shoe brush and plenty of clean water after processing. A trickle charger makes an ideal substitute for a battery.

Very badly rusted parts may require a couple of hours and regular chipping off of deep rust scale. Scrape off paint as most of it will be unaffected by the acid.

When metal is shiny clean, hose off the acid, dry metal and chemically clean ready for painting. Prime as soon as possible - ideally with an enamel to avoid rust (which can start to form again within five minutes. • BS

Medical research into sufferers of "Model A-itis" BEWARE THE "VINTAGE" VIRUS

by Bevan Sharp

Although universally known by the term "vintage", this insidious virus also has pernicious strains such as "veteran". However, there are even stranger mutant variations with names like "street-rod" and "hot-rod" - although these are seldom mentioned among respectable circles. Other bizarre manifestations include very specialised and deviant offshoots of the disease like "military" and so on.

Although little is known of the root cause of this virus, initial visible symptoms include the uncontrollable urge to acquire a vehicle of the particular strain effecting the susceptible, naive individual the disease has violated.

The original strain of the virus was first recorded in 1770 when an irresponsible Frenchman called Cugnot instigated a self-propelled, steam-driven permutation. This was followed by a gaggle of other weird and frightening diseases, all of which were apparently cured (even by the limited medical knowledge of the day) as there were limited cases recorded - trendy doctors of the day probably applied leeches to their patients (or to the patents) to alleviate the symptoms.

The disease was notoriously slow to crystallise and nothing much happened until 1805 when a Swiss, Isaac de Rivaz, contracted a weak development which barely crawled from one side of a room to the other. In 1863 yet another Frenchman, Etienne Lenoir, discovered a quicker strain which took three hours to cover six miles.

By the 1860s an associated complaint manifested itself as the "bicycle" whose development dominated for a while.

In the mid-1880s, a couple of German researchers sealed the fate of millions of innocent victims by isolating the vital gene of the first commercial petrol-driven transmogrification, initially independently and then jointly, as "Daimler-Benz".

It was all downhill from then on, the medical profession just could not contain the epidemic proportions of this rampant disease as it spread rapidly throughout Europe initially, and then pervaded the entire known world.

Most variations of the disease can be traced to an initial "carrier". Of specific interest to us is the particularly infectious and prolific strain known as "MODEL A-ITIS" which initiated in Dearborn, Michigan in late 1927 and ultimately spread world-wide. This specific strain can be traced back even further to 1903 with an earlier (but weaker)

variety, which was also called "Model A". This germ, which evolved over the years into a particularly strong strain in 1927 (and progressed

even further through 1931), can be traced to one person:- Mr Henry Ford.

Several different strains can be attributed to Mr Ford - such as "Model T-itis" (and numerous others continue to evolve, like "Asian Flu", even to this day).

Like types of influenza, several general variations have evolved. The initial disease spread across the world until December, 1918 when a new, and particularly virulent, strain evolved which forced the medical profession to name each aberration as a separate disease. The initial strain was called "veteran", and the newer mutation became known as "vintage". This variation continued

until December, 1930, when an even more prolific strain struck which became known as "post vintage".

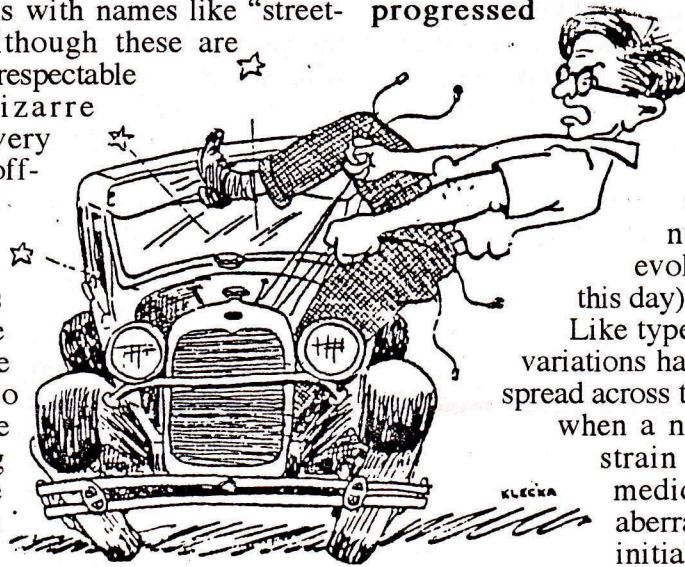
The more unusual and particularly deviant strains (such as "street-rod") are only spoken about by the medical profession behind closed doors but word is that these peculiar diseases are apparently offshoots of each and every one of the more well-known strains - but with some hideous and particularly disfiguring mutant strains and aberrations. Some regard this abnormality as a "social disease".

At this stage it is not known if any new varieties will infect the world in the future, or what they will be called (although it is certain that the insidious nature of the virus will mutate further to ensure its future propagation). However, it is common to have cross-infections in the one person where they can be afflicted with two (or more) completely different and diversified strains at the same time.

It is medically possible for completely opposing versions of the basic disease to invade the one hapless victim, and such cases have been recorded during extensive investigation. For instance, researchers have been alarmed to discover victims of "Model A-itis" also contracting the conflicting "Chev-itis", which would normally be considered as totally incompatible. Although the latter virus has a tendency to attack less discerning individuals.

Although these diseases can attack without warning, its primary victim is usually the male *homo-sapien*. Unfortunately the virus is apparently very contagious and is often transmitted very quickly to the spouse (male or female) of the infected victim. The method of cross-infection is actually still unknown but apparently it is not necessarily transmitted by sexual contact.

The first signs noticed in the wife of an infected victim include a compulsion to pack picnic baskets, prepare >



"Vintage" Virus - continued

flasks of hot or cold drinks and concoct snacks and mysterious meals. The more severely infected start accumulating bizarre clothing, usually totally irrational items of apparel which went out of fashion sixty-odd years ago. This is followed by participation in support groups for similarly infected victims through clubs where they apparently find solace in associating with others with the same disease and where they share "quality time", compare experiences and console each other. Strangely enough, these support groups are rather perverse as they do not seem to make any attempt to offer any effective cure - in fact the opposite would seem to be true and they actually foster the disease and encourage it to spread even further throughout the community.

The virus is no respecter of sex, age, creed, colour, religion or financial standing and can pass from parent to sibling and so permeate successive generations like haemophilia - although it can also be contracted by female offspring. Some respected specialists in the field believe that the virus is definitely hereditary, passed through a regressive gene of either sex.

In the case of Mr Henry Ford of Dearborn, apparently the virus was contracted by his son, Mr Edsel Ford, and research reveals that this tragedy actually compounded the development of "Model A-itis" and had a lasting effect on its development into a serious malady. Scientists are still baffled as to whether the disease was actually hereditary, or contracted by physical contact.

Another anomaly in the vital research into this particular strain does not reveal if either Mr Henry Ford's wife, Clara, or Mrs Evangaline Dahlinger (nee Coté), had contracted the disease.

The fact that there are no known cases of "Model A-itis" in the Arctic or Antarctic may indicate that either the virus cannot tolerate perpetual freezing conditions - or just that it is not transmitted by polar bears or penguins!

One common aberration of the virus causes infected young married couples to acquire a Roadster (for instance) so that when children come along, this promptly alienates the entire family as the children grow and the conveyance becomes impractical for the family to attend support group outings.

This irrational behaviour can then very often continue to spread. Unfortunately, in his/her confused state, he/she may involuntarily cross-over into another associated strain which is incompatible with the first virus. Even within the common "Model A-itis" this can prove problematical as the strain of this particular virus initially developed in early 1928 is incompatible in many respects to the genetic variation of the virus evolved by 1930.

Some of the heap of medication accumulated for the first disease are of no use for the subsequent disease/s so even more medication must be purchased, which tends to spread insidiously to fill garages and all spaces in the family domicile. This is often coupled with the accumulation of ancillary items such as costumes, etc.

Where the disease is particularly virulent, the victims can be compelled to accumulate absolutely anything at all from the particular era. In more severe cases, incompatible diseases slowly and silently invade the entire habitat. Usually the infected victim is completely unaware of this irrational behaviour as the disease permeates his/her entire body.

Although there are countless thousands of infected victims from a diverse range of nationalities throughout the world, they receive no government assistance or official support of any sort. Some actually feel that they are victimised by a succession of punitive laws and regulations which discriminate against their particular circumstances.

Support groups have evolved who conduct "Swap Meets" and "Rallies" to provide fellow sufferers with a periodic fix to enable them to cope with their evading disease. These support groups' events are looked forward to eagerly by the more seriously afflicted by this debilitating affliction. Other, more minor, support is offered by perusing the classified advertisements in newspapers and subscribing to specialised magazines which cater to those seriously diseased.

Occasionally, a victim may partially conquer the affliction and sell off vehicles - this recovery is normally triggered by a severe lack of finance, such as being unable to purchase food for the family. However, the virus is sometimes just dormant and can become malignant again, taking over and evoking a desire to be intimately involved once more.

The more unfortunate cases can feel compelled to retain decrepit vehicles in need of restoration and claim, forever, that they will "do it up one day" - while knowing in their infected heart-of-hearts that they will never get around to tackling the project - they will steadfastly refuse to dispose of the vehicle. This more selfish adaptation of the virus deprives other sufferers from acquiring the vehicle and satisfying their own insatiable, irrational desire to restore.

Another more selfish, but thankfully rare, side-effect causes some victims to hoard multiple quantities of vital medication (manifested as spare parts) which they will never use personally but refuse to part with, giving the irrational explanation that they will use them all "one day". The most unpopular strain of all is one that causes a few individual sufferers to accumulate vital (and sometimes rare) medication with the express intent to sell them at an inordinate profit.

Although very commonly called "vintage", use of this term is often incorrectly applied to other strains of similar diseases, which could perhaps be jointly called "classic". The media can be particularly lax in their use of the term "vintage":- television news writers sometimes apply the term illogically, and newspapers in particular incorrectly apply the epithet as a general heading in their automotive "classified" columns.

There is no known cure for this virus apart from quitting "cold turkey", or just continuing to acquire yet more and more vehicles. Anyway, those infected are normally quite content to live with their affliction and would refuse a cure, even if one were known •

Notepad

BIRTHDAYS for OCTOBER: Birthstone: Opal. Flower: Calendula.

Lionel Barendse, Diane Barker, Irene Bell, David Chambers, Dave Heard, Charles Kendall, Ron Perry, Phillip Raccuia, Steve Read, Margaret Roy, Michael Stathy, Keith Upton, Margret Teale, Fran Timmings, Jim Williams and Elizabeth Wojdylo.
Happy birthday to these October babies.

RESIGNATION: Merv & Thelma CALLOW.

PHOTOGRAPHS: We are trying to update our club photo album and would

appreciate any snaps from **1993:** Aug. (Alcoa Tour), Sept. (Wildflower Run), Sept. 19. (Restoration/mystery run ending at M. & P. Woods), Oct. 17 (Yanchep), Oct. 23/24 North Mandurah Primary Sc.), Nov. (All Ford Day). Nov. 21 (Variety Club Picnic), Nov. 26 (Christmas Dinner). **1994:** Jan. (Picnic at Peppi Grove), Feb. (Bbq at Como), Mar. (Sandleford Winery), Mar. (Boyanup), Easter (Kirup), May (Pioneer Village), June. (Serpentine Dam), Aug. (Rail Transport Museum), Sept. (Wildflower Run), Dec. (Christmas Dinner). **1995:** Jan. (Peppi Grove), Feb. (Como bbq), Mar. (Boyanup), Apr. (CCC Show), May (Bussard Baldivis Bash), June (New Norcia), Aug. (Cookees Tour to Boya Oval). As you can see we are in need of lots of help so please send in any pics. Thanks *Louise & Laurel.*



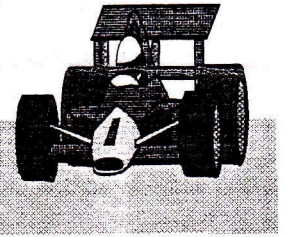
YOU THOUGHT YOU HAD PROBLEMS ? A MAFCA member recently wrote to Technical Director, Bob Trousil (remember him at our 1992 National Meet?) with the following problem:-

The member lives in Reno, Nevada and bought a 1930 Coupe which had last been registered in California and tried to register it in Reno without any luck because they could not find a number on the vehicle. The local DMV suggested he look "under the front fender on the rail in front of the battery." It's not there, is it? He was then told that they would have to stamp the vehicle with a new number and with the title: "1995 Home-Built"!!! This would have made the vehicle subject to additional conditions, such as a "smog check", as well as reducing the value of the vehicle. Bob Trousil's suggestion was:- "If they will accept an ID number under the left front fender on the frame, you could possibly stamp the ID number there. This is a decision only you can make." Now that's real subtle, Bob! Never mind, in Australia they would probably make him "Crash Test" the vehicle and then fit a catalytic convertor to the wreck. *B.S.*

FOR SALE: Model A Ford Parts - Mechanical and some body panels.

WANTED: 1932- 1935 Ford V-8 Hubcaps in good condition

Ron Andrews Ph: [REDACTED]



FOR SALE

1929 MODEL A FORD TUDOR *Proven ideal touring car*

Needs a 12 volt battery and perhaps exhaust valves.

Bevan Sharp [REDACTED]

- Includes:-*
- * Six extra tyres (used).
 - * Custom Car Cover.
 - * CB Radio (tuned).
 - * AM/FM Radio/Cassette (auto reverse).
 - * 12-volt conversion.
 - * Assorted spares and parts.
 - * Economical Tillotson carburettor (+ spare Zenith).
 - * Regular Tudor seats - plus adjustable touring front seats.

If undelivered, please return to:
Thornlie [REDACTED]
Western Australia, 6108

PAISLEY Ian & Dianne
[REDACTED]
NORANDA, 6062

**Western
Model A News**

PAID BY DR PROCEEDED PERITH 6000 10/10/85

Introducing
DAVID MOOR
Specialising in
Pouring and machining of
white metal bearings

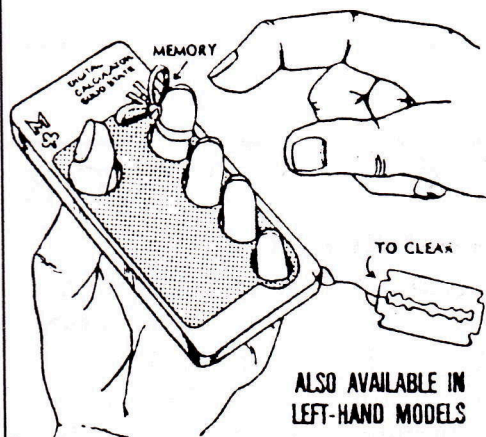
Deal direct with the tradesman who understands
VINTAGE ENGINE RECONDITIONING
Competitive rates for all Club members
Contact David after hours on 459 3296
11 Gilchrist Street Kenwick

The latest in technological wizardry
DIGITAL CALCULATOR

After years of research, developers have come up with this Digital Calculator that is fast, efficient, accurate and never runs out of power.

This sophisticated device includes fast clearing and a memory that never fails.

No Batteries Required.



ALSO AVAILABLE IN
LEFT-HAND MODELS

A plain iron bar may be worth \$5.00.
The same bar of iron when made into a horseshoe is worth \$10.50.
If made into needles, it is worth \$3,285.00.
If turned into balance springs for watches its worth is \$250,000.
The same is true of another kind of material: - YOU.
Your value is determined by what you make of yourself.

Thanks to South Australia's "Model 'A' Torque" for the above information.