

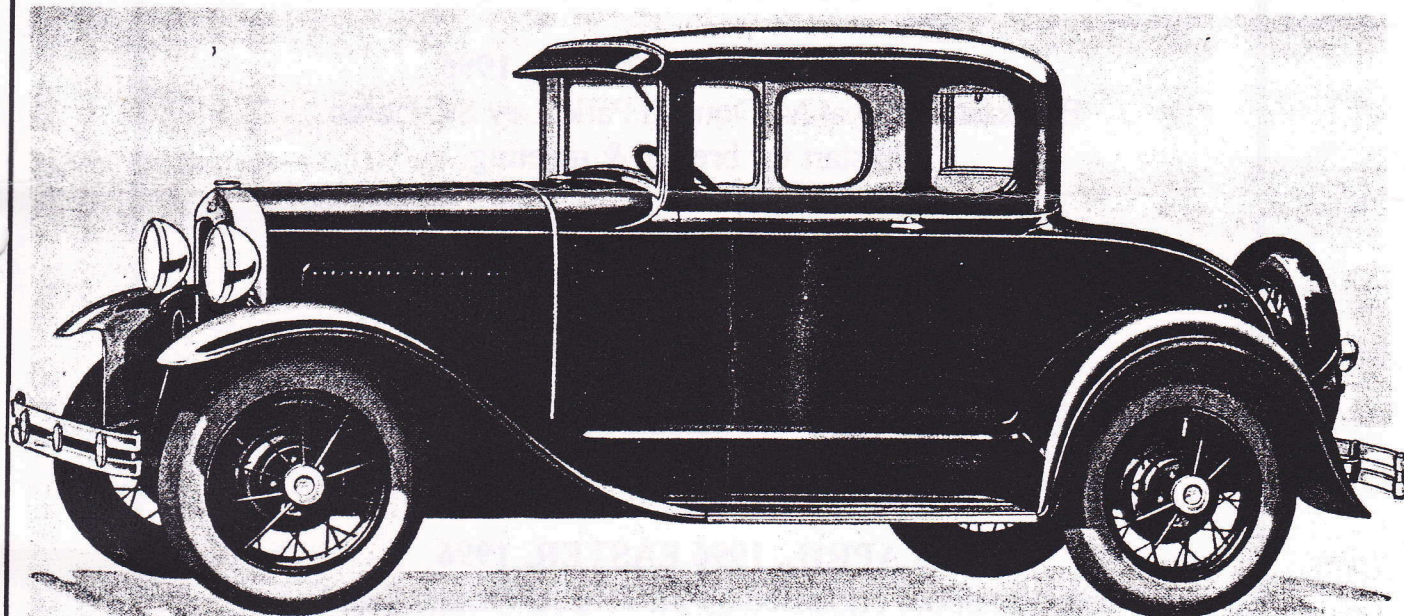
Western Model A News



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

Year XVI Number V

DECEMBER, 1995



The New Ford Coupe

This illustration reveals the fresh, new beauty of the new Ford. From headlamps to rear bumpers, there is an unbroken sweep of line - a carefully proportioned harmony and grace once thought possible only in an expensive automobile.

Outstanding Features of the New Ford

BEAUTIFUL NEW LINES AND COLOURS FULLY ENCLOSED, SILENT SIX-BRAKE SYSTEM
FOUR HOUDAILLE DOUBLE-ACTING HYDRAULIC SHOCK ABSORBERS
TRIPLEX SHATTER-PROOF GLASS WINDSHIELD
RUSTLESS, NON-TARNISHING STEEL FOR EXTERIOR BRIGHT METAL PARTS
UNUSUALLY LARGE NUMBER OF BALL AND ROLLER BEARINGS
SMOOTHNESS, BALANCE AND SECURITY AT ALL SPEEDS
FORTY KINGS OF STEEL QUICK ACCELERATION
GOOD DEALER SERVICE AFTER YOU BUY THE CAR
55 TO 65 MILES AN HOUR TYPICAL FORD ECONOMY, RELIABILITY AND LONG LIFE

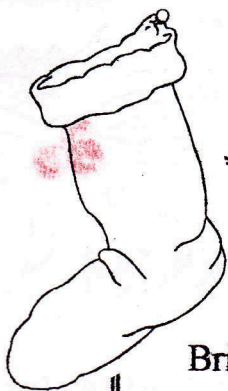
Merry Christmas & A Happy New Year

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:* GERMAINE WRINGE
Vice-President: STEVE READ *Vehicle Examiner:* STEVE READ *Editor:* LOUISE READ

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

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



SUNDAY, JANUARY 21, 1996

Picnic at Manners Hill Park, Cnr Keane & Lilla Sts,
Peppermint Grove. 10:00am.

Bring morning tea & picnic lunch for our first meeting of the year.

SATURDAY, JANUARY 27, 1996

BBQ at the home of Alan & Edith Jeffree to welcome Canadian members
Ron & Irene Rigby. Further details in Jan newsletter.

SUNDAY, FEBRUARY 25, 1996

Breakfast BBQ at McDougall Park, Ley St., Como.
7:00 start for brekky & meeting.

MARCH, 1996

Mahony Family to organise.

5-8 APRIL, 1996 EASTER

Windsor NSW, 14th National Meet hosted by the
Model A Ford Club of NSW

5-8 APRIL, 1996 EASTER, 1996

Kirup campout organised by the Jeffree/Wringe Families

MAY, 1996

Reg & Coral Blewett organising

JUNE, 1996

Barrie & Gwen Guest organising

JULY, 1996

MARC AGM

AUGUST, 1996

Organisers needed for this month's run



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

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34 years Experience



MINUTES OF GENERAL MEETING HELD AT McCALLUM PARK,
SOUTH PERTH 26TH NOVEMBER 1995

Meeting opened by President at 1.07pm. Alan welcomed Ronda and Francine, Max & Dora Annear's daughter and granddaughter.

PRESENT: As per attendance book.

MINUTES: Proposed Coral Blewett, seconded Reg Blewett that the October minutes be accepted as read. Carried.

BUSINESS ARISING FROM MINUTES: Bill Bennie said that Don Winchell appreciated being at our last club meeting and found it to be very different, although interesting and is now safely back in the States and very busy because they are having their annual country fairs.

Germaine advised that the club funds at the Town & Country Bank are to be put on 6 months term deposit at 7.00% interest per annum.

FINANCIAL REPORT: Germaine advised that there had been an error in the September accounts and the income should have been \$549.44 therefore the closing balance should have been \$11,839.73.

OCTOBER	Opening Balance:	\$11,839.73
	Income:	<u>\$866.96</u>
		\$12,706.69
	LESS: Expenses:	<u>\$47.48</u>
		<u>\$12,659.21</u>

Proposed Barrie Guest, seconded Shirley Hall. Carried.

CORRESPONDENCE IN: Invitation to participate in the Leonora/Gwalia Centenary Celebrations, 28th/29th and 30th September 1996. After discussion it was agreed that Germaine would find out more detail re accommodation, railway transport etc, and will discuss in detail closer to the event. **Classics Cars From America:** agreed Germaine will find out if they have any "A Model" parts/cars available. **Toowoomba Swap Meet,** 27th/28th/29th September 1996. **CCC Annual Classic Car Show,** entry form for car show on 17th March 1996. After discussion it was agreed that the Club would participate with a Club Display. Peter Gilberthorpe suggested we have some sort of theme for our display. This will be discussed further at the next meeting. **Stateside Distributors,** offering promotional/advertising ideas for our club. **The Pitstop Bookshop,** offering to advertise in our newsletter and also inviting the club to hold a meeting at their shop in King Street, Perth. **New Members,** applications were received from Hans & Glenda Hurij of Wanneroo and John & Helen Moorehead of Leeming. Accepted Jack Berkshire, seconded Dora Annear.

GENERAL BUSINESS: Alan welcomed the new members to the club.

Alan advised that Darren together with his fellow work mate, Michael Lloyd have recently purchased the business of Hills Telefix, Myaree.

Model A Videos: The videos we ordered from Neil Philips are now available for viewing. We received 14 in total, a list of the individual titles was in the last club newsletter. If you wish to borrow the tapes they will be available from Germaine and you are required to return them by the next meeting if not before.

Bendigo Swap Meet: Darren Jeffree gave a brief summary on his recent trip to the Bendigo Swap Meet with Steve Read and Mark Eckerick from USA. He said there wasn't a lot of Model A stuff at the Swap this year although there were the same number of stalls as in previous years.

Christmas Dinner: Germaine advised that there were approximately 50 people booked for the Club's Christmas Dinner and everything was arranged for what is hoped to be a great night.

All Ford Day: Alan Jeffree reported on the All Ford Day, held on Sunday 19th November. He said that there were 7 cars in the Club Display, 1 Roadster, 1 Tudor and 5 Phaetons. The display was situated close to the middle of the oval and there were approximately 360 cars in total. Malcolm Wood had his car out for the very first time since being restored and was awarded "Best Model A" for the day.

BITS & PIECES: Bill Bennie advised that he has an unrestored 1930 Deluxe Roadster for sale, including a full body, engine, patch panels, pair of front bumpers already chromed, various headlights and other extras. \$3,600. He also has available for sale many enamel signs, petrol bowsers etc.

Peter Gilberthorpe advised he attended the Kinross Rally last month on behalf of the Club and said it was a very successful day. The CCC are hoping to make it an annual event to coincide with Spring in the Valley Festival and he encouraged the club to participate next year.

Alan thanked Louise Read for organising the day. Meeting closed 1.45pm.





1995 Motor Museum Rally Sunday 15th October

Dawn, on Sunday 15th October, broke into a clear fine day, in fact the ideal day for a **Big Rally**.
 7:00 am. The Model A had been polished and now shone and was ready to go. We set off for East Fremantle. For this trip we had the honour of our daughter (Cindy) and her fiancé (Aaron) as our guests.
 7:40 am. Arrived at Leeuwin Barracks, Riverside Drive, East Fremantle to join the 3rd row of vehicles starting to cover the parade ground, early arrivals were from Heytsbury Holdings with several assorted vehicles including a very large ex-army truck emblazoned with Heytsbury Logos. Janet Holmes A'Court with her entourage complete with camera taking photographs all around.
 The breakfast bar did a roaring trade with a menu consisting of fresh fruit salad, coffee/tea, hamburgers, hotdogs, etc. The Fremantle Apex group I believe were responsible for the catering side of the day.



9:30 am. Some 400 to 500 cars had arrived filling a fair area of the Leeuwin Parade ground. We did try to have a count of the number of cars in the line-up but it was almost impossible, however, we did attempt to get a rough calculation with some 22 rows of vehicles and on average some 18 to 20 cars in each row plus quite a few at the front entrance ready to go made it about 400 cars plus. The actual leaders of the pack would be the RAC rally car with the RAC Motor Cycle/Side-car followed by an ancient Fire Engine a couple of first class "Classic" Lagondas.



After a short speech from Don Stevens, Chairman of the C.C.C. Verity James gave an advertising "plug" for 'Summit Homes', RAC, PM/FM 92.9, Porzillac, Whiteman Park, The Spring in the Valley and the Kinross Anglican Homes Foundation then handed the actual start to the Lt. Commander of the Leeuwin Barracks who "Flagged us Off."



We had several motor cycle police to escort us away from the Barracks and over the new Fremantle Bridge (Stirling Bridge?) and on our way up Stirling Highway towards Perth. (When I use the term "WE" I mean we of the rally cars).

Wave and Toot points along the route were the orders of the day but from the Bridge to the Old Brewery at Riverside Drive area it was very quiet but then "WOW" plenty to Wave and Toot.....mind you, I believe that many of the people were tourists taking an early walk along the River side!



Over the Causeway and on past the Casino through Belmont over the Tonkin Highway flyover swinging our way past Olive Farm winery into Historical Guildford where the convoy started to split into groups heading for different locations around the Valley, the Wineries, Restaurants, Tea rooms and general sightseeing till we all descent on Whiteman Park at 2:30 pm.

Elaine and I have a number of friends in the Valley including some in-laws (and I was formerly a member of the Midland Chamber of Commerce.) We chose to visit a small winery on the corner of Gt. Northern Highway and Baskerville Road to sample a few wines and to buy a couple of bottles for 'RON' (you know later on)!!! We then rolled on to Whiteman Park for a picnic lunch.

All cars in the Rally had to enter the Dulwich Street entrance before 2:30 pm or pay at the gate off Lord Street entrance.

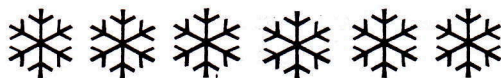


All in all a great day with each entrant receiving a "Rally Pack" to take home as a memento of the day.

N.B. Just a passing note: There were three (3) Model "A" in the run Angelo Calleja's last vehicle (I did not meet the new owner) together with a two seater Roadster with two passengers in the 'Dickie seat' who happened to be our past President Angelo with his wife Judy. So another Kinross Fund raising Rally came to an end. Most cars left by 4:30. A delightful event and a glorious day.



Peter & Elaine Gilberthorpe.



CONVICT FENCE & MUMS POINT

On the October run around the Canning River organised by Jack & Mavis Berkshire several people were wondering about the fence posts in the river. June & Alan Smith did a little detective work at their local museum and discovered the following:

Convict Fence - Construction on this jarrah and wattle fence started in the 1860's. Its purpose was to stop silting up of the channel used by Mason's timber barges. The convicts who built the original fence and dredged the channel had to stand up to their chests in the water.

Mums Point - Riverton Drive. Remains of the convict work camp have been found here. Originally the northern extremity was an island and the channel ran through, approx. half was out the point. Private house now on campsite.

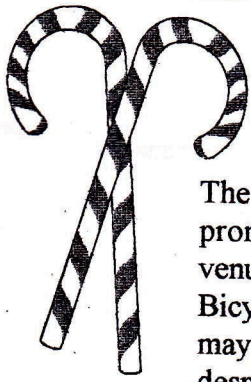
Looking for a particular article in a previous issue of "Western Model A News"?
 Previous Indexes in: January 1993 (Oct '89 - Dec '92) and June 94 (Jan '93 - May '94)

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Note: The article "Service Brake Adjustment in our September, 1995 issue was judged by the Model A Ford Club of America as their "Technical Article of the Year". It works!!



KITE DAY 26 November, 1995

The morning was grey and threatened rain but by 11:00 am it looked a bit more promising with the sun peeking out from the clouds on occasion. Having picked the venue for this event some time ago it was with dismay that I learned that the Telstra Bicycle Rally had also chosen McCallum Park for their starting and finishing point. It may have discouraged a few Model A people but we'll probably never know because despite our efforts to make ourselves known with flying the flag, it wasn't easy to find us (especially without those cars!!!) However I must say that those who took the time to fly kites or just sit and enjoy the company and entertainment put on by the bike rally crowd had a very relaxing day. We had a couple of broken kites but there were enough extras generously brought along by Barrie to keep two 12 year old boys happy. Alan conducted a brief meeting to bring the end of year business up to date and we, along with the bicycle brigade, packed up around 2:30 pm and headed off home.

#####

You've been in the garage too long, when:-

- every tool you own is out of the tool box and on the bench or on the floor.
- you find you are doing the same job twice, or three times, and doing it wrongly each time.
- you cut your finger and it doesn't even bleed through the grease.
- you hit your thumb, or jam your finger, and it doesn't hurt.
- it's time for the sun to set and you don't even realise you haven't had lunch yet.
- your wife tells you that the kids have gone for the afternoon and you keep working on the "A".

THE MODEL A FROM W.A.

by Bevan Sharp - with acknowledgement and abject apologies
to A. B. ('Banjo') Paterson, his heirs and successors.

There was movement in the garage for word had passed with hollers
That a Model A from W.A. had got away.
And joined the feral vintage cars - 'twas worth ten thousand dollars.
And so the whole Club had gathered to the fray.
All the expert drivers from suburbs near and far
Had gathered at the garage overnight.
For Model-ers love off-road driving among those feral car
And all the cars and owners were ready for a fight.

There was Reggie Blewett who had collected quite a stable
'Though not all Fords Reg could not say 'Whoa'
And he would drive a Model A whenever he was able.
For he could follow wherever car and driver go.
And Steve of Thornlie came up to lend a hand
As a Model A mechanic they say he knew the lot
For no vehicle could fool him, no matter what the brand
He learned his trade while lying in his cot.

And one was there, a restored but tired old Roadster
He was something like a Lincoln undersized,
With a touch of Model T but when unleashed - a monster
And such as are by auto experts prized.
He had a four-cylinder with the power of forty horse
And he bore the badge of "Ford" a well-respected logo
There was no doubt this vehicle would stay the course
Wherever cars would venture, he was sure to have a go.

But with neglected panel and paint they doubted his power to stay
One said: "That car will never do,
For a long and testing drive - you'd better stay away
Those hills are far too tough for you."
So he waited sad and wistful - only Steve stood as his friend.
"I think we ought to let him come", he said.
"I'll warrant he'll be with us when he's wanted at the end
For both his car and he are West Australian bred."

"He hails from Yokine up by the Ranges side
Where the hills are twice as steep and twice as rough
Where tyres skid and 'round corners wheels do glide
The car that holds its own is good enough.
And Model A owners make the world their home,
Even where a motor car is hardly ever seen.
You will even see a Model A where others will not roam
And there's no place yet a Model A's not been."

So he went. They found the feral cars parked underneath a gum
And as one, in convoy, they gave chase.
Calling over CB radios as they charged like bullets from a gun.
Over rough terrain they ran as if in a desperate race.
Those Model A Fords were there in every body style.
A Phaeton lost a rear wheel - and it passed him down the hill.
One faced a barbed wire fence and, undaunted, climbed the stile.

Those Model A Fords gave chase - choreographed like a dance.
To stop those vicious vehicles from taking to the hills.
For once among the trees the chasers didn't stand a chance
The feral cars would get away, the perusers look like dills.
Steve revved that Tudor up to meet them at the top
But that murderous mob wheeled past him.
They shot in front of the Tudor, which hit reverse to stop.
Then they headed for the hills, and shot free o'er the rim.

Those Model A-s came shuddering to a sharp and sudden stop
Once over that hill the outlaws they were free.
No vehicle could follow without the motor going 'pop'.
The slopes were holed and covered by thick tree.
All the drivers paused, dread gripped them by the throat
To venture further hearts and tyres would be shredded.
They huddled in the gloom, fear covered them like a coat.
None wanted panels bent, paint scratched or gears stripped.

They got out of cars and collectively held their breath
They stood back from the edge and peered over.
All knew to venture more meant certain death.
They stood around, embarrassed, none looked at the other.
But that driver from the Yokine let his Roadster have its head
He leaned out the window and gave a mighty cheer
And he dropped off that hilltop like a torrent down its bed
While the others stood and watched in abject fear.

The Roadster sent the rocks a'flying, it sounded just like thunder
The driver on that fearful descent never glanced around
And the 'Ahoogah' of the horn, it rent the air asunder.
Those on the hill above knew he was not for Heaven bound.
Saplings snapped, boughs bent and the engine roared.
That Roadster never paused, just seemed to go yet faster
For although down hill, the accelerator he had floored.
At the bottom of that dreadful drop the Roadster was its master.

He was right behind the mavericks as they climbed the farther hill
And the drivers on the mountain, standing mute
Saw the Roadster revving up the slope, he was right among them still.
As he headed that unruly mob they all called out "you beaut".
Those rebel cars were beaten and headed down the track.
The Roadster was still running but dented, bent and scared.
Down the hill and up the slope he slowly bought them back.
That sorry fleet of outlaws was garaged in a yard.

Now all around Australia they still talk about that ride
How a tired Roadster had beat a band of outlaws.
Chasing them down that fearful slope and up the other side.
In comfortable rooms, in bars and 'round crackling campfires
That humble Model A Roadster is still revered
And vintage cars of other marques, they all know their place.
By way of thanks that Roadster was lovingly restored.
But never will another car feature in such a race.

**Another
Motoring Memo**

When a car with a catalytic convertor is travelling at a steady speed, emissions are hardly measurable. But, according to research by Saab, a single car idling at traffic lights for one minute produces as much emission as fifty cars driving past at a steady 50 kph. •

SERVICE STATION and MOTOR TRADER

PART

Official publication of the

WESTERN AUSTRALIAN SERVICE STATION ASSOCIATION

II

These snippets give an interesting insight into the motor trade in Perth (and Western Australia in general) just after the Model A era. If there is any interest from members, there is plenty more where this came from? Compiled by: Bevan Sharp.

CASUALTIES

During the week ended 21st September, road accidents in Great Britain occasioned 155 deaths, 4,762 were injured. It is too tragic when one considers the number of persons who must, directly and indirectly, be affected by these fatalities.

It would be interesting to know just how many were push cyclists as they feature as the greatest menace to quick-moving automotive transport.

Some motorists have been heard to declare in favour of an "open season" during which every annoying cyclist might be put out of commission.

Despite the comparative freedom of traffic in Australian cities in relation to that of such centres as London, we nevertheless record quite a number of casualties and many of these are the direct result of faulty mechanisms. This introduces a forceful argument for the licensing of all garages, and more particularly of all persons who at any time do repair work on vehicles frequenting public highways.

An official sanction to run over cyclists???

GARAGE BANDIT MENACE

Unusual activity has lately been displayed by robbers who have made a feature of raiding Service Stations. In the last issue we reported the case of Calcott and Downey's premises at Subiaco attracting the attention of armed bandits who, after shooting the attendant, James Spencer, in the back, decamped with £7, removed from the cash register. Since then a further three instances have been recorded.

September 17: Benporath's Garage, Cottesloe, about £6 stolen from the till during the absence of Mr Benporath Jnr, from the office.

September 23: Mason and Simonsen's Service Station in Adelaide Terrace was broken into, but nothing was stolen.

September 26: Le Lievre's Service Station at Buckland Hill was entered and Arnold Wainwright, the 17-year-old attendant, was struck on the head and injured. In this instance about £9/10/- was stolen.

It is not unusual around the period of the Royal Show to have an influx of undesirables to West Australia, from the Eastern states, and it is possible that these reported crimes have emanated from certain early arrivals. We don't mind harbouring such persons if they are safely confined to a cell; but even the apprehension of some bandits should not occasion Service station owners to entertain any sense of security for the future.

Prophetic words ... Sixty years on - nothing much has changed except the amounts?

WORKSHOP HINTS

When sawing piping, unless great care is taken, it is extremely easy to break the teeth in the hacksaw blade. An easy way to carry out such work without breaking teeth is to reverse the blade in the frame so that the teeth are pointing towards the operator.

If a polished surface of brass, aluminium or steel requires filing, without losing the polished surface, it is advisable to rub a piece of chalk on the file before it is used. This eliminates scratches. Finish off with fine emery and polishing paste.

Turpentine is of great assistance when using a breast drill on cast iron or steel; apply to the cutting edges of the drill with a small brush or feather.

A feather?

A "TINNY" WOOING

Mr Morris Cowley met Miss Betty Ford. He had been a Rover and had travelled a good deal Overland. He played a good game of Rugby and had represented Australia in the International games. He asked her to meet him in the evening, but she said it was Willy's Knight, but she'd try to Dodge him if she could. He met her underneath the Moon and he told her she was a Peerless Singer and his Star. They were married, and her wedding was announced in the Standard. Their honeymoon was spent at Cleveland. Some time after their Baby Austin was born, and because it had Auburn hair, they named it Sunbeam. It was often naughty, however, and then they spoke to it Crossley and often had to Whippet. *Is that "Politically Correct" now?*

World Tyre Prices

By way of comparison between prices of motor tyres in the Commonwealth and other countries, the following, submitted to the Federal Tariff Board, shows the retail prices (expressed in Australian currency) for a standard 27 x 5.50 cover and tube.

Country	Cover	Tube
Australia	£3 11 09	12 00
New Zealand	£4 01 02	14 11
South Africa	£4 19 09	14 00
England	£4 15 05	18 10
Canada	£3 19 00	19 06
British India	£4 10 10	16 00
U.S. America	£3 02 09	15 09

Old Style Petrol Pumps

As from 1st January, 1936, no petrol measuring instrument will be stamped wherein the following defects are present:

1. The quantity of petrol in the container is not governed by an overflow tube.
2. The discharge valve is self-closing.
3. A sump at the bottom of the container which can contain petrol, and which petrol can be retained at the discretion of the seller.
4. A zero graduation in the container below which petrol is not discharged.

EH?

Restoring the Model A Ford Steering Column

taken from an article by Ken Ehrenhofer, Medinah, Illinois in *Model A News* by Bevan Sharp

There are several items in the course of a Model A restoration that strike a bit of fear into the novice restorer, and it may even challenge the ability of the more 'seasoned' veteran. The Model A steering column happens to be one of these items. This is understandable since the restoration of the column appears to be complicated and may require some knowledge the novice does not have.

The intention of this article is to impart a step-by-step method of column restoration, so that the beginning restorer will feel comfortable on his first attempt at this project. Keep in mind, just by improper disassembly, parts can get damaged that could otherwise be saved and utilised in your restoration. It must also be noted that the steering is one of the most important parts of your restoration and is certainly not an area where gyp parts or cost-cutting measures should be utilised.

There were two types of steering columns used during the Model A production. These can be classified into two groups:- the first type is the seven tooth and the second is the two tooth sector. This refers to the number of teeth on the sector gear inside the housing. The seven tooth was used throughout 1928 and 1929 and even into early 1930. The two tooth was introduced in February of 1929 and went to the end of production. These were produced by Gemmer Manufacturing and by Ford Motor Company. This article will concern itself with the restoration of the two tooth sector gear.

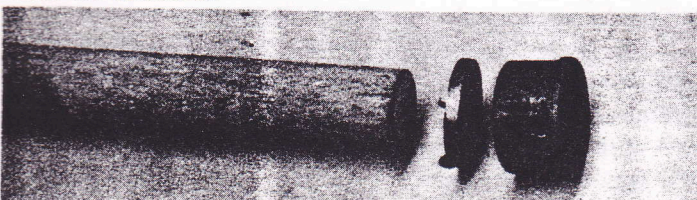
Disassembly will begin by removing the light switch rod. This can be accomplished by removing a small 'U' shaped clip at the very bottom of the light switch rod.

Removal of the light switch rod will expose the nut that attaches the steering wheel.

Soaking the steering wheel nut and shaft with penetrating oil will make the job go easier. After the nut is removed, a puller is screwed onto the shaft and tightened all the way down. Unscrewing by about two turns will give some room for movement. Two people should hold the steering wheel up so that the column does not hit the floor. Striking the puller will drive the column down and free the wheel. A dead blow hammer works best in this situation.

The next step is to remove the keystick from the shaft by using a hammer and punch. *Caution: failure to do this will cause damage to the upper bushing in a future step.* Now loosen the steel clamp and separate the steel tubular column from the sector casting.

Removal of the control rods is accomplished merely by driving them out with a punch. This will shear the small pins holding the control rod onto the arm. *Caution: the springs must be compressed before hitting with the hammer.*



Use of a steel disc and dowel to drive upper bushing out of column.

Part

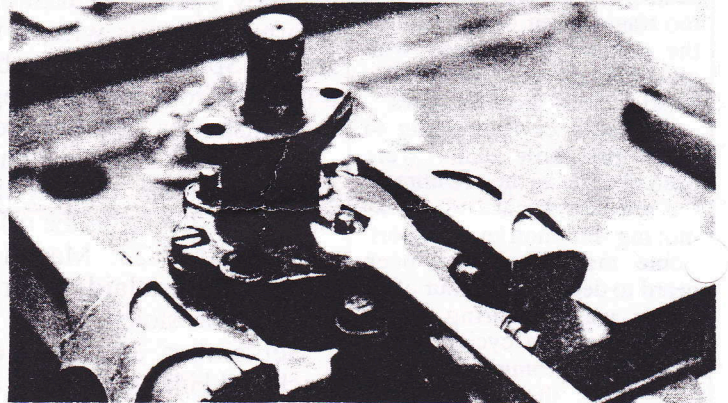
1

of 4 parts

DISASSEMBLY

Now you will want to remove the upper bushing and this is done by removing two flat head screws ('29, '30, '31 did not use screws). A wooden dowel is used as a driver to push against a steel disc to provide even pressure against the die cast bushing. Use caution when hitting with the hammer as the bushing is delicate and breaks easily.

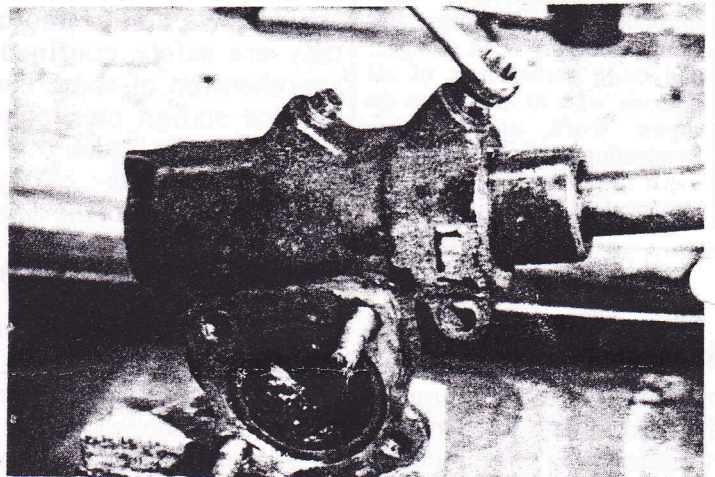
Disassembly of the sector gear housing begins with the removal of the four nuts on the sector housing.



You may have to rotate the eccentric to loosen the taper fit.

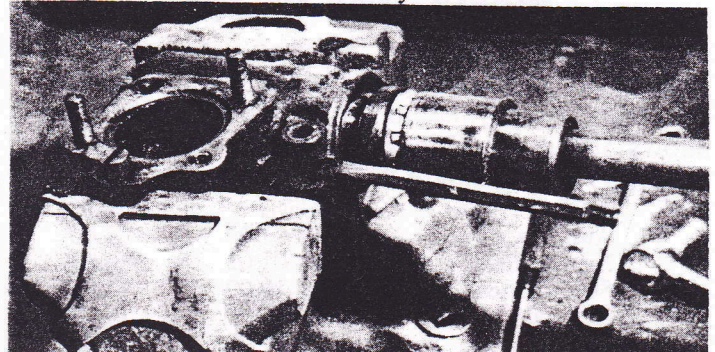
Then remove horn rod seal and light switch bale connector by removing two 7/16" hex head bolts.

Removal of the worm gear and shaft starts by removing the adjusting bolt on the housing.



Removing adjusting bolt will allow worm gear to exit housing.

These parts must be degreased and then bead-blasted so they are clean for reassembly.



Use a chisel as a wedge to open up housing to remove worm gear.

Part two will deal with restoration of the parts. 55 •

Notebook

BIRTHDAYS for DECEMBER: Birthstone: Turquoise. Flower: Narcissus
Des Addison, David Blewett, Jordan Cooke, David Lucas, Kath Pepper, Alex Polley,
Melissa Read & Nina Williams. Best wishes to all these people.

NEW MEMBERS: We would like to welcome two new family members to the club:
Hans & Glenda Hurijs, [REDACTED] Wanneroo, 6065. Ph: [REDACTED]
They have a restored 1928 Roadster.
John & Helen Moorehead, [REDACTED] Leeming, 6149. Ph: [REDACTED]
These folk have a restored 1928 Tourer.

RAFFLE TICKETS: There are still plenty of tickets available from your secretary
or at the meetings. Model A Ford Club of NSW tickets are \$5 drawn at Windsor
7/4/96. Also Model A Restorers Club (Aust) tickets \$2 drawn 11/2/96.
Great prizes to be won in both raffles and help support associated Model A Clubs.

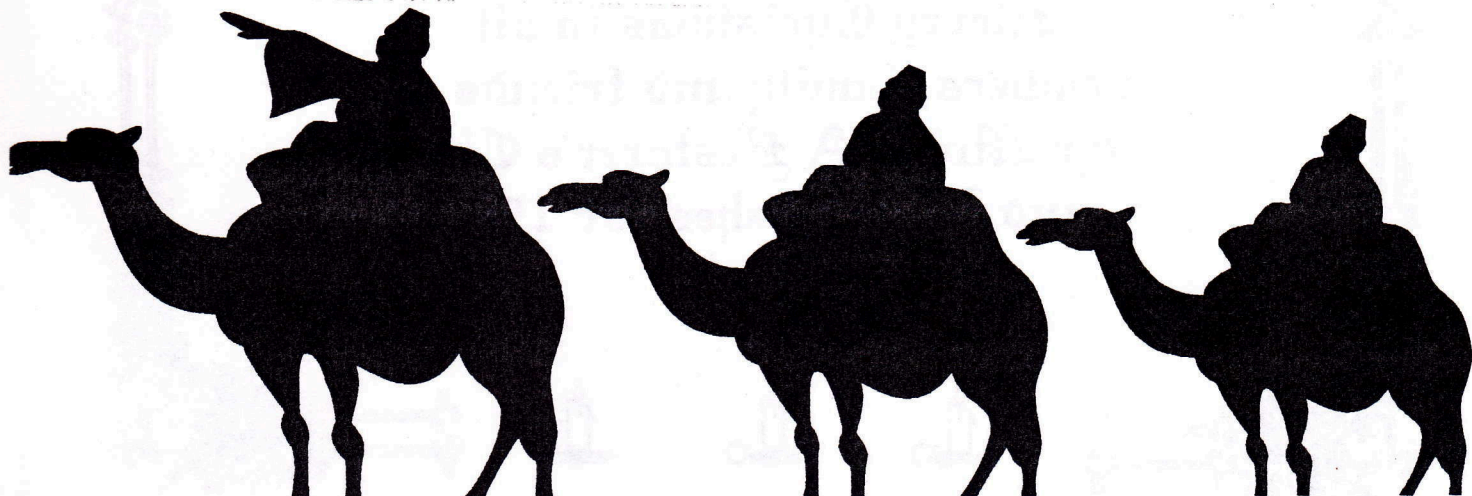
INFORMATION VIDEOS: They are here and available to members to view. Some
tapes are already on loan from the November meeting and these will be returned before
or at the next meeting so phone Germaine if you would like to look at any of the tapes.

FOR SALE: 1931 Victoria Body \$4500 Ken Brown Ph: [REDACTED]

Spares & Body Panels p.o.a Ron Andrews Ph: [REDACTED]

Want to buy the rarest Model A Ford in the world? In 1931 Allegheny Metal made
just three Model A Fords out of stainless steel. Ford kept one and cut it in half as a
display, Allegheny Metal melted theirs down during World War II - and you can make an
offer on the only remaining vehicle. It hasn't run since 1942 (53 years ago!) and,
needless to say, does not have a trace of rust in the body. It's a 1931 Tudor and was
still for sale a few months ago - the owner is asking "something in the neighbourhood of
\$500,000. Over to you....."

CHRISTMAS DINNER: Once again we had a great turn out of members and
friends at our annual event. I'm sure everyone who attended had a wonderful time
and as Steve & I left just as the party games began I hope to have a full report
of all the fun and gossip for you in the January newsletter.





PAISLEY Ian & Dianne
[Redacted]
NORANDA, 6062

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



**Western
Model A News**

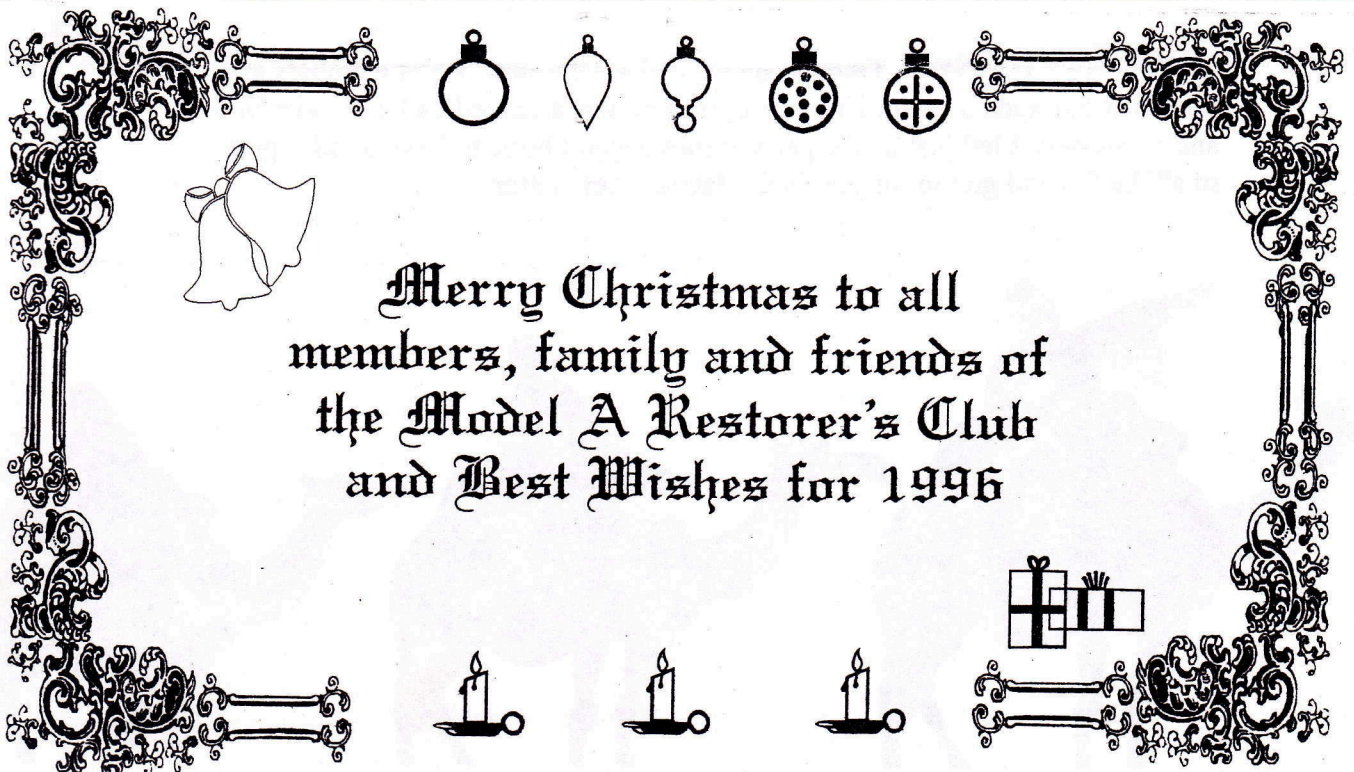
Introducing

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Specialising in

*Pouring and machining of
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Deal direct with the tradesman who understands
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Contact David after hours on 459 3296
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**Merry Christmas to all
members, family and friends of
the Model A Restorer's Club
and Best Wishes for 1996**