

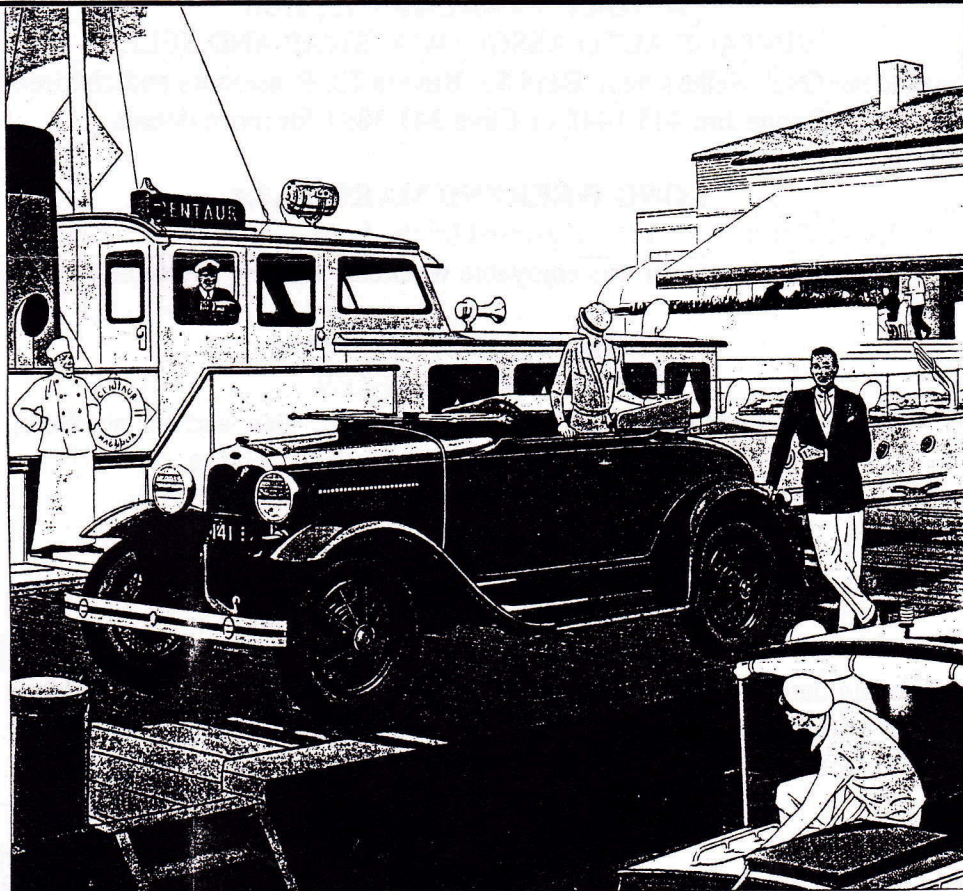


Western Model A News

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

Year XVI Number VII

FEBRUARY, 1996



THE NEW FORD ROADSTER
August 1930 Good Housekeeping

A joyous car for golden summer days

Many are the delights of the Ford Roadster these golden summer days. Short the miles and pleasant because of its alert and spritely performance, its safety and its easy riding comfort.

And what a joy it is to travel along the way with the top down, the blue sky overhead and the fresh, cool air brushing a rosy glow upon your cheeks! Rare indeed the woman who has not hoped that some day such a car might be her very own.

That dream, long cherished, may now come true. For the new Ford Roadster, with all its beauty of line and unusual mechanical excellence, is most conveniently priced. Many months of glorious motoring await your beckoning.



Next Outing/Run: Wednesday February 21, 1996

Sunday February 25, 1996 See Calendar for details

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

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

WEDNESDAY, FEBRUARY 21, 1996

Candlelight tour of Fremantle Prison

Time: 7:30pm. Parking available, access from Hampton Rd. Cost: \$8.00 per adult
As of our January meeting we have 34 booked. If interested, please phone Louise on
[redacted] so accurate numbers can be conveyed to the tour guide.
This is purely a social outing, so for the safety of our cars please drive your modern.

SUNDAY, FEBRUARY 25, 1996

Breakfast BBQ at McDougall Park, Ley St, Como.
7am start for brekkie and meeting.

SUNDAY, FEBRUARY 25, 1996

VINTAGE AUTO ASSOC. W.A. SWAP AND SELL
Bassendean Oval. Sellers 6am. Bays \$5. Buyers \$2. Pensioners and children free
Phone Jim [redacted] or Clive [redacted] for more details

LONG WEEKEND MARCH 2,3,4

Leach Farm, Boyanup. Organised by the Southwest Vet. Car Club.
Entry forms for this enjoyable weekend are now available.

SUNDAY, MARCH 17, 1996

CLASSIC CAR SHOW

Volunteer co-ordinator for Club display needed. This, and car numbers,
need to be finalised at the February meeting
Club Liaison Officer (Steve Read) to attend 18th Feb
Marshal (Barrie Guest) briefing day 10th March

SATURDAY, MARCH 23, 1996

BROOKTON OLD TIME MOTOR SHOW

Closing date for entries March 18th. No entry fee. Entry forms available.
Lots of fun and entertainment. Overnight stay possible, returning Sunday.
Further info available on (096) 421316 - Brookton Tourism Assoc.

SUNDAY, MARCH 24, 1996

Mahony Family to organise

EASTER, APRIL 5-8, 1996

WINDSOR NSW 14TH NATIONAL MEET
Hosted by MAFC of NSW

EASTER, APRIL 5-8, 1996

Kirup camp-out. Organised by Jeffree/Wringe Families
Please phone Edith on [redacted] if you will be going.

SUNDAY, MAY 12, 1996

Reg and Coral Blewett organising



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

**MINUTES OF GENERAL MEETING HELD AT MANNER'S HILL PARK,
PEPPERMINT GROVE, 21ST JANUARY 1996**

Meeting opened by president at 12:45pm. Attendance and apologies as per attendance book. Alan welcomed back Colin Davidson and new members Hans & Glenda Hurij, and John & Helen Moorehead. He also made mention of the Woods and the Farrellys being in their newly restored vehicles. Germaine tended her apologies and Darren filled the position of secretary for the day.

Minutes: Taken as being read by everyone in December's newsletter. Moved Toni Mahony, seconded Ron Andrews as being correct.

Correspondence in: V.A.A. Swap Meet 25th February. Leonora Centenary Celebrations- Jim and Nina to follow up alternative accommodation. Shannons. MAFCA. Bevan Sharp- re Post Office Box and toner cost. Moved Jim, seconded Frank to re-imburse Bevan \$140 for toner. Minutes from Bendigo. C.C.C.
Correspondence out: C.C. of America. Accepted Edith, seconded Max as correct.

Financial Report:

NOVEMBER	Opening balance:	\$12 659.21	DECEMBER	\$12 871.60
	Receipts:	<u>615.02</u>		<u>685.02</u>
		13 274.43		13 556.62
	Expenses:	<u>402.63</u>		<u>1 283.36</u>
		<u>12 871.60</u>		<u>12 273.26</u>

Moved Bill Bennie, seconded Steve Read as being correct.

General Business: Leonora. Jim and Nina to work out the possibility of including this in the Wildflower Run. Also, tent city on offer at Leonora alternative accommodation to be looked in to. C.C.C. would like calendar of events from us to know whether we are using Whiteman Park as a start or finish for our runs. Classic Car Show- Steve Read as contact person, Barrie Guest as marshal. Kirup- Numbers required by Edith for Easter campout for catering purposes. Jan. 27th- Numbers requested by Edith for BBQ at the Jeffree home. Boyanup weekend- Forms available for those interested in going. Videos are now in the care of our librarian, David. Please make sure to sign them in *and* out so he can keep an accurate record. Louise suggested a candlelit tour of Fremantle Gaol. Positive response. Booking to be made for Wednesday, 21st Feb. Peter Gilberthorpe advised of change of tax laws for clubs raising funds from the public. Darren advised that the Windsor Meet raffle closed off, and all butts to be returned by February 1.

Bits and Pieces: Steve Read has 1929 Roadster for sale. Ron Andrews has various Model A parts for sale. David Bussard needs single plate housing for the front of the gear box that supports the thrust bearing carrier, Part No. A7050. Max Annear brought along an unidentified piece of something to see if anyone knew what it was. He has the matching half at home.

Meeting closed 1.30pm.

MINUTES OF BENDIGO DELGATES MEETING HELD 18TH NOVEMBER, 1995

PRESENT: ACT- Allen Stafford, Bob MacDonald. NSW- Neville Jones, Denis Ashton. VIC- Kevin Churchill, Kevin Wright. QLD- Brian Waters, Margaret Gibson. SA- Bob Moylan, Kevin Draper. WA- nil.

APOLOGIES: Steve Read from WA

MINUTES: Meeting opened at 4:15pm.

1996 Rally Report: Current entries stand at 135, representing 123 vehicles, with 6 international entrants. An outline of the weekend activities was explained by Neville Jones, refer attached daily schedule.

Concours: Entries stand at 6 vehicles. Judges have been finalised.

Touring Class: Entries stand at 21.

On Sunday, a display day has been planned with access open to the public, additional to the Model As other vehicles will be in attendance from the NSW Combined Ford Clubs, hopefully representing the majority of Fords produced. Other activities including a craft market, contact is Laurel Huckstepp [REDACTED] and stationary engines will be on display. For entrants, a shuttle bus will be provided to move entrants to and from the Windsor mall, which contains antiques and curio items, also an hourly complementary of the historic houses of Windsor has been arranged, transport will be via coach.

On Monday, a bus tour of Sydney, on a user pays basis, has been arranged, thus far 52 people have indicated they would like to participate.

Commercial Concours Judging: Ron Doyle is in correspondence with MAFCA/MARC, unfortunately it appears that this will not be more accurately defined until after the 1996 Rally, however it should be available for discussion at the next Delegates meeting.

1998 Rally Report, Canberra: Allen requested that all clubs return raffle tickets when sold, additional books are available. Other officers have now been elected on the Rally committee. Allen advised that at this time the formal dinner is planned for Government House, however a cost blow-out may preclude this occurring.

National Roster: Victoria advised the roster has been compiled, and is complete as per 30 June, 1995. Unfortunately, WA is not included in this roster as they declined to participate. Neil Phillips, on behalf of WA, advised that they have now reconsidered their position and will provide their data within the next 4 weeks. It was pointed out that WA are too late for inclusion in the current document, which was distributed at this meeting. It was agreed that WA should address their roster to each state for inclusion by these states as an attachment to the roster.

Victoria agreed to continue to produce this roster on an annual basis for the time being, and will contact each club in the short term to establish cut-off times for data to be provided and compiled.

Perpetual Trophies: Neville advised that much discussion within the NSW club has been had in regards to Concours categories and the re-instatement of Perpetual trophies, specifically the following:

*Outright Concours Winner, *Blue Ribbon, *Best 28/29 Closed Car, *Best 28/29 Open Car,

*Best 30/31 Closed Car, * Best 30/31 Open Car, *Best Commercial.

The philosophy for trophies not being presented/awarded will be to pass these perpetual trophies onto the next host club at the National Meet.

Margaret Gibson advised that as per the minutes of the Delegates meeting held during the last QLD National Meet, it was agreed that perpetual trophies ceased due to the difficulty in tracing and tracking these trophies. After discussion, it was agreed that the 7 categories above will be re-instated on the condition that no additional trophy categories will be established.

Status of Delegates Meeting: Neville Jones raised the issue of what guidelines should be used in order to establish some formal procedures for the lead up and running of Delegates meetings. Margaret pointed out that guidelines are contained as historic information within the minutes of the previous meetings.

It was moved that prior to the next meeting, each club should formulate guidelines for the structure and format of the meeting including roles and responsibilities. This was agreed, and each club shall compile and distribute to each other club their version of these guidelines for discussion prior to the 1st March, 1996.

These guidelines will be discussed at the Delegates meeting to be held in Windsor during the 14th National Meet.

General Business:

2000 Rally: VIC and QLD both requested to bid for the 2000 National Meet.

After discussion, it was agreed by all that VIC will host the 16th National Model A Ford Rally in the year 2000

Meeting Closed at 5:12pm.

Restoring the Model A Ford Steering Column

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

Reassembly cannot begin until you have completed many small tasks. Start by working on the items that have to be sent out to be plated then you can work on the other items.

The steering column clamp has to be filed and smoothed with sanding discs so that it will look like new after plating. Bead blasting before sending it to the platers will make certain it is clean and may give you a better finished product.

The next item is the light switch rod and horn button assembly. There are four tabs on the rear that must be pried up with a small screwdriver and then needle-nosed pliers are used to straighten them into an upright position. This will allow you to remove the retainer, the horn button, spring and washer. *Use caution as the tabs will break easily, do not overbend.*

A soldering iron is used to remove the contact at the bottom of the switch rod. After getting it hot enough, use needle-nose pliers to remove it. This will allow you to pull the wire out from the top end. A small phenolic insulator will be removed from the bottom. Inspect the wire to be sure it is not worn or chafed anywhere. If it is, a new wire can easily be soldered in place.

The spark and throttle control rods will most likely be worn flat where they make contact with the serrated surface on the column. This flat area must be built up with acetylene welding (do not braze as this is too soft and will wear out quickly) and then filed to a round surface as it was originally. The lever handle needs to be plated and about 3 inches below the bend. If you tell the platers to use 'plater's tape' on the long shaft, it will prevent the shaft from being plated and will make reassembly through the upper bushing a lot easier. I might add that the top portion was originally plated while the bottom was left bare.

The light switch rod and the control rods should be bright nickel plated. Send these parts out to be plated and we will go on with the rest of the tasks.

The serrated surface of the upper column must be flat and filed so that the rods will have a ratcheting action when moved up and down.

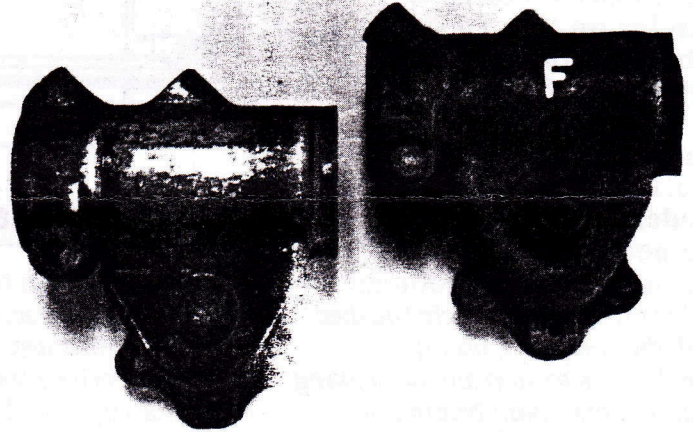
A major modification that restorers have been performing on steering columns for several years is the addition of a tube welded to the bottom plate so it extends above the liquid level so that the oil cannot leak out of the bottom. This is a very good improvement and should be performed on all columns. They can be purchased at a Model A parts supplier.

Another modification that restorers have been using to improve the steering columns is to machine out the sector housing and install needle bearings and a neoprene seal to prevent leakage. These modified housings can be purchased at most Model A parts suppliers, either outright or on an exchange basis.

The sector gear adjusting screw will usually have a 'dimple' worn into the middle of the front surface. If left unattended, this will make adjustment difficult. Use a smooth file to renew it to its flat shape. This will remove any 'high spots' you may encounter during the adjustment procedure.

Part 2 of 4 parts RESTORATION

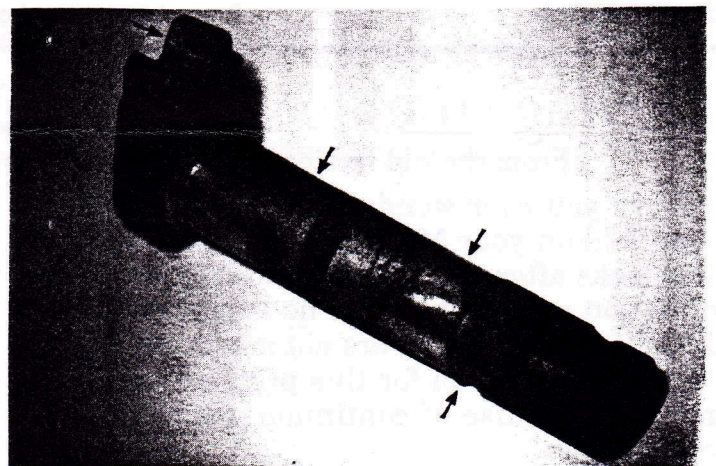
Ford and Gemmer were involved in producing steering columns. Most parts are interchangeable, with the exception of the worm gear, bearings and races. These items must never be interchanged as the bearings have completely different angles. Therefore, if changing, you must change all the parts concerned. The only parts available today are Gemmer style so, if you have a Ford unit and any of the parts are bad, you must replace all of the worm gear parts.



Gemmer design on left - Ford design on right with 'F' on rear.

When removal of the worm gear is necessary from the shaft, I suggest you have a machine shop hydraulic press do this as it is difficult without proper tools. Having it done may prevent you ruining some parts.

Let's discuss what to look for in deciding whether a part is good or bad. The photo of sector gear shows extreme wear on rear tooth. There is also extensive wear on the shaft in bearing area and a groove worn into it where it was rubbing on the frame. Also the bearing race may become pitted and worn where the bearing rides.



Wear on tooth, two places on the shaft and groove worn where rubbing

If you have any doubt as to if a part is good or bad, ask a fellow member or local bearing supplier for advice. *Whether replacing a bearing or race, its mating part must also be replaced to prevent a possible early failure.*

Completion of these items indicates that you are ready to start the reassembly process. If you have prepared well, you will find that reassembly will go smoothly and so will your steering when your car is finished.

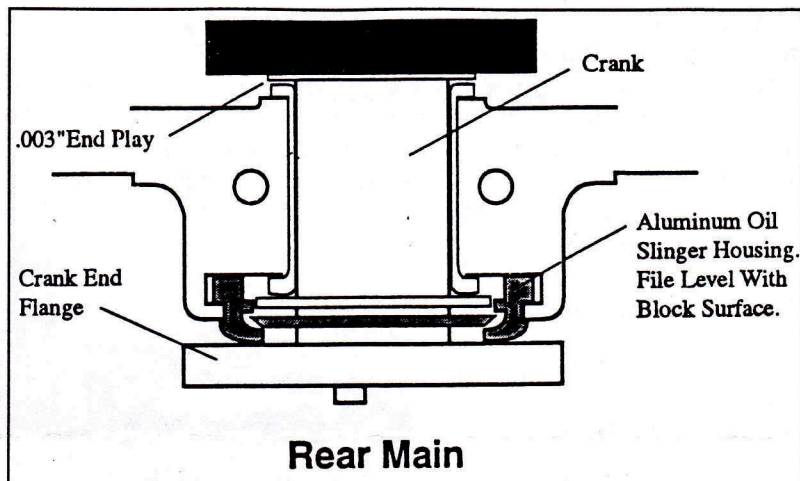
Is the leak from the rear main bearing on your Model A of Exxon Valdez proportions?

The following is extracted from a two-page article by LES ANDREWS of Grass Valley, California (who has 30 years experience in restoring and maintaining Model A-s) in *The Restorer* by Bevan Sharp.

There have been many articles on this Model A Ford problem - with probably many more to come. Your Newsletter has previously featured articles on this subject in the past. Read them all, make up your own mind which problems apply to your Model A, and take the necessary action to fix the problem.

This informative article finishes with the following useful conclusions to stop any oil leaking from the rear main bearing on YOUR Model A Ford:-

1. The rear main bearing clearance should be .001".
2. Ensure a perfectly flat block surface at rear main, including the oil slinger housing (which must not protrude above the block surface) - beware of reproduction parts.
3. Do not use silicon sealers on rear main shims or gaskets. If you feel a sealant is required, preferably use Perma-Tex (non hardening) in small amounts.



should be positioned UNDER the cork gasket that wraps over the rear main bearing housing.

7. Maximum of .003" end play clearance measured at rear main. Excessive end play could cause oil to pump out rear main by crank end play movement.

8. Correct installation of block-to-bell housing gasket. Use no silicon sealants. Must be positioned flat against

4. The rear main bearing cap must be perfectly flat across the entire surface. This must be checked and corrected before and after the rear main cap is poured and before line bore operation.

5. Ensure correct installation of the oil return tube in the rear main housing. Check for a clear opening of the oil return passage in the rear main housing, especially if silicon sealants have been used around the rear pan area.

6. The oil pan surface must be checked for a flat face to the block. Be sure of correct installation of the oil pan gasket and the rear main housing cork gasket. The pan gasket

block to prevent oil leakage from the cam opening at the rear of the block.

9. Inspect and ensure a flat oil pan flange surface at rear main bolt up area,

10. Do not overfill the oil pan. After engine assembly, pour a quart of oil through the distributor shaft hole to fill the valve chamber, then three more through the oil filler hole. There is sufficient oil at any point between 'F' and 'L' on the dip stick. An oil level at or beyond the full mark will cause excessive flooding of the rear main area when driving up steep hills (8% grade or more) and cause oil to be forced out through the rear main bearing. ss •

Having trouble with your Muffler/Tail Pipe Clamp?

From the 'old fashioned' but tried and proven PATENT CURES in *The Restorer*.

Have you ever wondered why the exhaust manifold on your Model A becomes distorted and leaks after years of operation? Or why the outlet on your manifold is no longer vertical? It's not normal; they were not made that way!

There is a reason for this problem, and it's not just because of continuous heating and cooling.

Many people installing the muffler will over-tighten the clamp bolt where it fastens the muffler/tail pipe to the frame, obviously to keep it from rattling.

This bolt is only supposed to be little more

than hand tight. That is the reason for the castellated nut and cotter pin; so that the bolt will not become unscrewed and fall off.

The reason for this is to allow the tail pipe to slide forward and backward when the exhaust system is heated and cooled alternatively.

When the clamp is tightened, the exhaust manifold actually bends when the muffler expands. Yes, cast iron will 'bend' under these conditions.

So, remember not to over-tighten your muffler/tail pipe clamp. ss •

Another
Motoring Memo

Dr Porche's Volkswagen 'Beetle' was first built in Germany in 1936 and was still being manufactured in South America over 50 years later. Citroen's tiny 2CV released in Europe shortly after WWII was still being produced during the late 1980s. ss •

If any Newer Members are confused by terms overheard at Club Meetings these explanations may help them follow the conversations.

Originally from a 1969 "Western Districts Historical Vehicle Club" Newsletter.

Stolen from Model A Ford Club of Victoria's 1995 Membership List and adapted by Bevan Sharp

"A FAIR LEAD"

It drove a shearing plant near Merredin before the war.

"A GOOD LEAD"

Fred Smith's wife's cousin saw it in Kalgoorlie in 1938.

"A RED HOT LEAD"

A cocky threw it in the Avon River six years ago.

"A GENERAL DIRECTION"

It was last seen travelling north through Laverton in 1929.

"A PRECISE LOCATION"

Between Coolgardie and Norseman.

"A PIN POINT LOCATION"

Within a 30 kilometre radius of Broome.

"HE IS KEEN TO SELL"

He is asking \$1,000.

"HE IS PREPARED TO DICKER"

He is asking \$4,000.

"HE IS NOT KEEN TO SELL"

He set the dogs on me.

"IN A RATHER AWKWARD LOCATION"

It's at the bottom of a 30-meter well.

"A SLIGHT TECHNICAL PROBLEM"

I'm being sued for trespass.

"EASY RECOVERY"

It's scattered over about 80 hectares.

"I'VE MADE A GOOD START"

I found the steering wheel in a dam.

"OVER THE WORST"

I've located most of the chassis.

"PRACTICALLY ON THE ROAD"

I've sandblasted the chassis.

"IT'S PRACTICALLY COMPLETE"

I found the rest of the chassis and one wheel.

"IT'S VIRTUALLY COMPLETE"

I found another wheel.

"IT NEEDS A BIT OF SPOT WELDING"

There's a split in the engine block.

"IT'S NOT EXACTLY A VINTAGE CAR BUT AN INTERESTING ONE"

It's a Volkswagen Beetle.

"A SLIGHT COOLING PROBLEM"

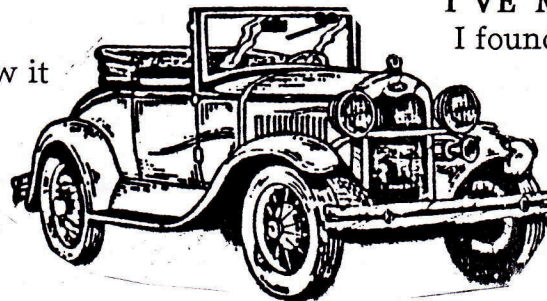
I don't have a radiator.

"A SLIGHT IGNITION PROBLEM"

There's no distributor.

"A SMALL FUEL PROBLEM"

There's no carburettor, fuel line, gauge, tank or firewall to hang the tank on. •



Tyre Size Effects Speed

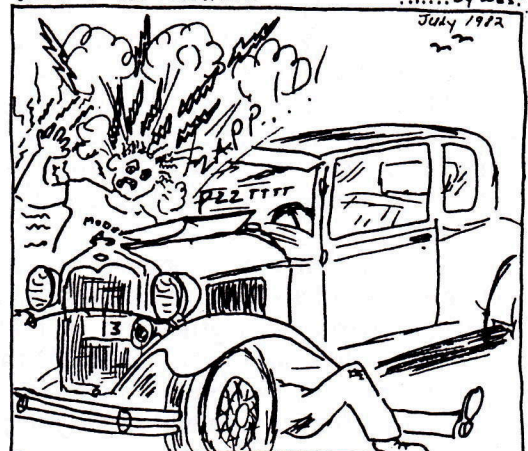
from "The Restorer" by Lyle Odland, 1988

Tyres for the Model A not only come in 21" and 19", each manufacturer has a different overall diameter which effects the final drive ratio. The following examples are based on 1695rpm using 3.78:1 and 3.54:1 R&P.

Size	Diameter	3.78:1	3.54:1
19"	28.25"	37.65mph	40.29mph
19"	30.63"	40.80mph	43.66mph
21"	30.00"	40.00mph	42.80mph
21"	32.00"	42.65mph	45.65mph

"BABBITT BANTER".....

.....64 WBS!
July 1972



"YEAH, THAT'S IT..... DO IT AGAIN!!!....."

Pair cheered as they go to trial

Wyndham, July 7. Many people have clearly made up their minds over two policemen, accused by a Western Australian Royal Commission of murdering four aborigines in June last year.

Constables St Jack and Regan got an enthusiastic send-off from locals when they left Wyndham, in the north of WA, to sail to Perth to stand trial, and were warmly greeted on the trip south.

The accused will appear in the Perth City Court on Tuesday. The cost of their legal counsel is believed to have been contributed by supporters.

The Commission found the Aborigines were shot dead, and their bodies burned at Dala while the police were searching for the killer of a white farmer, Frederick Hay. Another 16 may have been killed, but there was not enough evidence to prosecute.

The Commission was told by an Anglican minister, Reverend E. Gribble, that Western Australia's Aborigines were the worst treated in the world. He thought 10,000 had been "exterminated by devious means" in the past 50 years. "Their game was killed or scared off and their places were taken by white oppressors," Gribble said. The only solution was complete segregation of blacks and whites. When sufficiently educated, the Aborigines should be allowed into society and given full franchise.

Striking canecutter shot on picket line

Innisfail, July 5. A striking canecutter was shot dead while on picket duty at South Johnstone sugar mill near Innisfail, Queensland, last night. Strikers had clashed yesterday with strike-breakers, who intended to work at the mill as free labourers.

Mr WJ Riordan, secretary of the Australian Workers Association, warned this afternoon that the murder would only intensify the determination of strikers. A conference, between the workers and the employers in Brisbane yesterday was unsuccessful.

Clerk dies in action

Canberra, September 28. Federal parliament was the scene of a poignant tragedy today when its new clerk collapsed while handing a paper to the speaker of the House of Representatives formally announcing the demise of his predecessor, W. Gale. John McGregor was seized with a paralytic stroke this afternoon, and died in hospital about 3pm. The House adjourned as a mark of respect on hearing the news of his death.

Number Two

Other
Happenings
during the

MODEL A ERA
in
AUSTRALIA

1927

by Bevan Sharp, from
"The Australian Almanac"
and
"Chronicle of Australia"

Bill Ponsford hits a massive score

Melbourne, December 31. The cricket world is still celebrating the recent remarkable score by Victorian batsman William Ponsford, who hit 437 against Queensland in Melbourne, making it the world's highest score in a first-class match.

Ponsford, who is an opening right-hander, has broken his own previous record of 429, scored against Tasmania on the same ground in 1922-23.

Oil record to Roma

Roma, October 17. Residents of Roma in Queensland are gushing over their latest achievement, oil rushing from the local bore at a rate of 50 gallons an hour. The record for oil production in Australia was set yesterday when, in less than an hour, 50 gallons of clean, white oil came continuously from the three-inch discharge pipe at the bore, followed by oily emulsion. The oil is continued to pump out at a steady rate.

Vegemite, losing sales to its English rival, Marmite, has been given a new name - Parwill. The theory is that:-

"IF MARMITE ... PARWILL"

Sydney Ferry and steamer in disaster

Sydney, November 3. Thirty-seven people perished when a steamer and a ferry collided on Sydney Harbour off Bradley's Head this afternoon. Divers are still trying to recover bodies trapped on the mangled hulk of the 130-ton wooden ferry, which had been carrying about 150 passengers to Watson's Bay. Four people are still missing and are presumed drowned.

The 8,000-ton steamer *Tahiti* was heading out of the harbour, bound for San Francisco, when it crashed square into the hull of the *Greycliffe*, which went down in about 30 seconds.

Many of the passengers had no hope amid the swirling waters and disintegrating timber and steel of the stricken vessel.

There were deeds of immense bravery. A fireman on the *Tahiti* leaped straight into the vortex to save a small girl. Others were not so lucky, and the sight of dead children still clinging to their mothers has made the divers task, already difficult, particularly gruesome. Its bow buried deep in the mud, the ferry lies 70 feet under water.

Thomas Carson, the pilot of the *Tahiti*, claimed that the *Greycliffe* turned suddenly across the steamer's bow after travelling parallel to it. Despite taking evasive action and giving the *Greycliffe* two warning blasts of the ship's whistle, "the *Greycliffe* continued to swing to port and nothing I could do then could avoid a collision."



Notebook

BIRTHDAYS for FEBRUARY: Birthstone: Amethyst. Flower: Violet

Jack Berkshire, Lindsay Blacklock, Sylvia Bristow-Stagg, Lorraine Chamberlain, Mike Cooke, Val Cowlin, Peter Gilberthorpe, Pat Laurie, Ian Paisley, Alan Smith, Robert Teale & John Timmings. Hope all these folk have a great day.

VIDEOS borrowed from the Library: Please ensure that when you borrow any film that you make sure the record protection tabs have been removed to prevent accidental erasure or recording over. ***THIS IS VERY IMPORTANT.***

WANTED: Single plate housing for the front of the gearbox that supports the thrust bearing carrier part no. A7050
David Bussard phone: [REDACTED]

FOR SALE: 1929 Roadster, fully restored, \$17,500
Steve Read phone: [REDACTED]

1929 Tudor, full restored, \$21,500
John Luca phone: [REDACTED]

Parts & panels suitable for 28/29
Ron Andrews phone: [REDACTED]

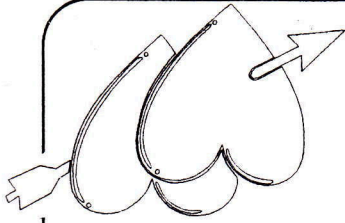
*Happy Valentine's Day
-14th February*

PICNIC AT PEPPERMINT PARK

The day was warm as usual for this time of the year and it was nice to see a good turn up of members and 14 Model As. Frank & Barbara Farrelly arrived in their newly restored 1928 Phaeton and Malcolm & Pauline Wood in their recently restored 1929 Phaeton. It was also great to welcome back Colin Davidson after his long overseas sojourn. The meeting took place after lunch with Darren Jeffree as acting secretary. After the meeting some of us lingered to chat and waste time, finally heading off home about 2:00pm. Another year to look forward to with our Model As.

CANADIAN CONNECTIONS

Saturday was perfect for the bbq hosted by Edith & Alan Jeffree held at their home to forge a friendship with Ron & Irene Rigby, Model A enthusiasts from Canada. We had a very convivial evening with a bunch of us and the usual laughs & larks & verbal sparring over the dinner table (or should that be dinner seat?). An enjoyable night which we hope was appreciated by the Model A family & visitors alike. Alan presented Ron & Irene with club t-shirts and biros (turned by Barrie) as mementos of their visit. Many thanks to the Jeffree & Wringe families for their hospitality.



PAISLEY Ian & Dianne
NORANDA, 6062

If undelivered, please return to:
Thornlie WA 6108



**Western
Model 'A' News**

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

SIGNS OF THE TIMES

We just just starting to make a go of it when the bank bought in decimal currency and me overdraft doubled overnight.

As if that wasn't enough, the Water Board got rid of gallons, bought in kilolitres and now me water bill has doubled.

On top of that the fuel bloke said I can't buy petrol in gallons anymore (I had to buy litres) and now I find me car is using four times as much fuel.

Blow me down, the next year the rotten stinkers changed the weather and we haven't had an inch of rain since. Instead of 90° last summer we only got 32°C and me flowers died - probably froze.

Then they got real nasty and changed all me acres to hectares and halved the size of me b...y block..

When they bought in daylight saving, and I found meself working an extra hour a day so the wife and me decided it wasn't worth it anymore. We'd sell the block and get out; but blow me, I just put the place in the Agent's hands when they changed from miles to kilometres and now the place is too far out of town to get a buyer, and I have twice the distance to drive and complain to someone who won't listen.

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