

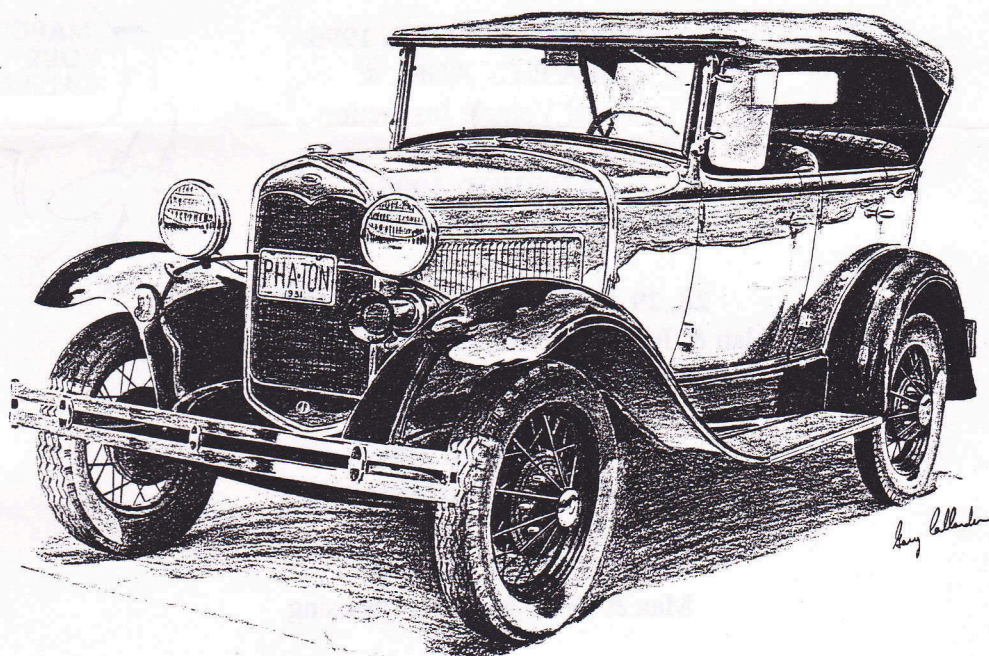


# Western Model A News

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

Year XVI Number X

MAY, 1996



## 1931 STANDARD PHAETON

*This four door touring car is upholstered in imitation leather and carries the spare wheel on the back. Designed for youths of all ages, the Phaeton brings the freshness of the country into the city.*

*This Phaeton is finished in a choice of Thorne Brown, Lombard Blue, Chicle Drab, Kewanee Green or Black.*



Next Run/ Meeting - Sunday, May 19th  
Meet at Centrepoint, Midland 8am

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 JEFFREE  
*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, MAY 19, 1996**

Meet at Centrepoint, Midland at 8.00am for an 8.30am get away. As this will be a full day's run make sure you have a full tank of petrol, morning tea & lunch (and possibly a few snacks). Please don't be late!!

Reg & Coral Blewett organising.

**JUNE, 1996**

Barrie & Gwen Guest organising

**SUNDAY, JULY 28, 1996**

M.A.R.C. AGM &  
Annual Vehicle Inspection

**AUGUST, 1996**

John & Fran Timmings organising

**28, 29 & 30 SEPTEMBER, 1996**

Alan & June Smith have offered their farm at Wongan Hills for this long weekend

**OCTOBER, 1996**

John & Pat Laurie organising

**NOVEMBER, 1996**

Max & Dora Annear organising

**DECEMBER, 1996**

Volunteers to organise this year's Christmas Dinner



**THE FIRST**



**Motor Car for  
Electioneering**

... was a Mueller-Benz lent by the H. Mueller Co of Decatur, Ill., to the Democratic candidate for the Presidency, William Jennings Bryan, who employed it to tour around Decatur and as a platform for meetings, during his visit to the city on 23 October, 1896. The Mueller car had run second in America's first automobile race, held at Chicago the previous November, Bryan likewise ran second, being defeated by Republican William McKinley.

In Britain the first election car was an Arnold-Benz belonging to J.E. Tuke of Harrogate, a motor agent, who ferried the Liberal candidate for the South Ward of Bradford, J. Dawson, around the district on 31 October, 1896 and allowed him to use it as a platform for open-air meetings. On polling day, 2 November, the car was used to take voters to the polls but, said Tuke darkly, 'many got their first ride in a motor car under false pretences'. BS •

**RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

*\* Cylinder Head Service \* Reboring and Sleeving \* Crankshaft Grinding  
Recommended by MARC member*

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## OUR KIRUP CONNECTION - EASTER 1996

Easter Saturday, 1:30am, minus 25 degrees C and falling! You don't believe me, well, obviously you were not one of our members who were camping out on the picturesque Wringe property this last Easter.

We'd had a great easy run down from Armadale and points north on Friday morning - stopping at Pinjarra for the annual morning tea, complete with Guest Easter buns issued from the ever useful tailgate of the Williams' Woodie. Lunch was opposite the Creamery at Brunswick Junction then finally we negotiated the steep hills down into the Wringe property near Kirup where the hive of activity began as we all set up tents (on the least sloping ground) or beds in the cosy sheep shed (complete with aromatic fragrance). Some "less than tuff" members went 'five star' in the Wringe homestead. How we envied them some hours later!!

The rest of the afternoon was spent as only enthusiastic Model A members know how - inspecting vehicles, comparing notes, chatting about what was what and devouring afternoon tea. Dinner was the usual good tucker of fish and salad and plenty of delicious desserts, tea, coffee, etc....During the evening Steve Read announced that he would be camping in the Cooke's tent as his had been destroyed by a pack of stampeding 'things' in the dark. Had to laugh - as Steve, looking for his torch in the tent suddenly didn't need the torch - there was bright moonlight as he found himself 'outside' what use to be his tent, as one young lady, pursued by a ball-wielding boy, tripped over the tent ropes and unceremoniously demolished it! Well, I can tell you, just as well I was not there to see Steve retrieve the end tent pole of the little two man tent - to find only a few shreds of blue nylon tent attached. He now owned one flat, air-conditioned tent. I would have laughed louder than all the kids together! (Sorry te he he). Punishment for the kids was to take Steve's bedding, etc. up the pitch black road to the Wringe homestead. At least that cut out one batch of snoring in the vicinity of the sheep shed.

The evening socialising continued on until quite late - then it was time for the braveheart tenters to venture into the frozen wilds of the Wringe county. Hell it was cold - but we all lived to see another day - just.

Saturday finally warmed up after we had finished our ever welcome breakfast of toast, bacon and eggs - so good to revive a frozen body!

Delicious meat and salad rolls were made up, thermoses filled and snacks packed before we headed off in convoy for a scenic day's run through the winding, rolling hills around Kirup, Donnybrook. Our morning tea stop was at Jack Denning's place where kids fed the horse their lunchtime apples, adults enjoyed pikelets and coffee, and all had the opportunity to have a ride in the beautifully restored buggy pulled by one of Jack's well trained horses. We then headed off to Harris River Dam with Germaine driving the Read Tudor and Louise given the privilege of driving Darren's Tourer for a short time. Ron Andrews, Leslie and Amanda kept Colin Davidson company in his open Tourer; a tad chillier compared to the Falcon wagon they came down in. The Moorehead and Wood couples, on their first camp out with the club, were thoroughly enjoying getting to know their Tourers on these long drives.

Harris River Dam Wall has been planted with small native plants and from the picnic area you would not know the dam itself was there. Most members trudged up the rather slippery gravel paths to have a look from the top. Kids played in the tannin stained creek and had a good time. Edith chauffeured Steve and the kids on the return trip with Louise

riding in a 'modern' with Alan and Athenia. As we cut cross country back to the farm we passed several backpackers walking the Bibblimum track.

After arriving back at the farm, six energetic kids enjoyed themselves sliding down the steep hills on cardboard boxes, rounding up the sheep at breakneck speed and bowling tyres down the hill, scattering all and sundry as they hurtled towards the creek and the bull pen. The adults had a good laugh from the safety of the 'patio' sheep shed. Louise and Laurel were seen to go inside a few times to avoid seeing the kids at the bottom of the hill playing 'chicken' with the tyres as they came down at a million kilometres per second! Dinner was a delicious BBQ and salad, complete with desserts of course. The adults then headed outside to sit around the campfire to tell tales, sing, joke or whatever. The kids thought that was a 'bit much' so came inside the sheep shed; played competitive games of shuttle cock, told jokes, played on the gameboy (couldn't leave all the electrical gadgets at home!!) etc.

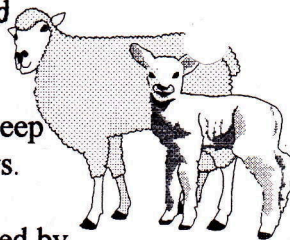
Must admit, Saturday night was a few degrees warmer than the previous night - but still too cold for some to have showers - so into sleeping bags, beanies, socks, etc. and off for a good night's sleep. A few unneeded blankets were traded around by those sleeping in the Wringe homestead - thanks folks, greatly appreciated by us all.

Sunday morning arrived safe and sound as did all our members - eager for another hot breakfast of bacon and eggs to start the day off. The Easter bunny had arrived overnight and left eggs scattered all over the place. Thank you 'once again' Easter bunny (as we are sure the paw prints are the same as last year's).

Some members went to Church in the morning while the rest of us loafed about and ate Easter buns in the shearing shed. Matthew Read took Scott and Paul for a thrill-a-minute driving lesson in the BIG paddock next to the shed. Around 11am we headed into Donnybrook to the one day Festival. Our cars formed a display in the showgrounds, along with dozens of other stalls selling and displaying all sorts of goodies. The stationery engines, old fashioned timber mill sawing contraptions, camels, alpacas, horse riding/jumping events, food outlets, show bags, etc. made for an enjoyable few hours of wandering about the place. Heard that Colin's Tourer running board and mudguard made a good training track for some little ankle biter... all bystanders were impressed.

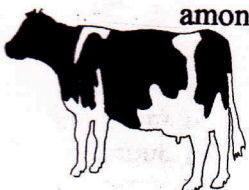
We called into Donnybrook main street where some filled the cars with petrol, others purchased what they hoped would be the winning lotto ticket, etc. The boys amused themselves and other passengers on the return trip with their 'Donald Duck' voices induced by large gulps of helium from the Optus balloons.

On return to the farm Mike Wringe took members for a tractor/trailer ride up the steep hillside for a farm tour. It was then time for the kids to help feed the sheep and cows.



Sunday evening meal was once again the delicious BBQ, salads and desserts prepared by the Wringe/Jeffree clan (what would we do without them?). That night we had a 'talent' quest with hilarious results, joke telling' tricks etc. by Magical Ray Mahony and his disappearing hair. (Have you recovered yet Mavis?). After that it was Boot Scooting for some or warming the cockles of our heart and rears out next to the roaring fence post fire that Mike Wringe insisted on stoking up every half hour or so - causing large volumes of sparks to hurtle skywards and creating an ever widening circle as we toasted ourselves. Ron and Steve had a few ports, as did some of the boot scooting ladies. The night was windy and warmer (not only in the weather department either), so it made for better sleeping conditions - weatherwise.

Monday morning seemed no different to those who spent at home - the organised ones amongst us got up, got packed, had brekkie, cleaned up and were on their way in two

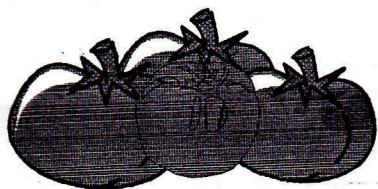


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hours. Those of us who are less organised found this somewhat a rush - but we all managed to be packed and on the road to another Wringe farm to pick some fresh, sweet tomatoes. The Wood's Tourer failed to proceed into Donnybrook as it ran out of petrol and had to be towed by the Jeffree's 'vintage' Holden. Once vehicles were filled with petrol, fruit and vegies bought, we all headed off again. Morning tea stop was just past Brunswick Junction where some said their farewells and made their own way home, calling to visit friends or relatives on the way. The Guest Tourer needed a little push each time we stopped to get them going again and the Read Tudor had a little boil coming into Byford. The Letch Roadster was spitting water by then, Cooke's Tudor had made an unholy cluunnnkkk but seemed to be okay and managed to get as far as Serpentine Hill before the points closed up and needed to be adjusted. However, it did get home - but not so fortunate was the Letch Roadster which developed a rust hole in the block. Along came Colin Davidson - no worries, phoned a friend with a tow truck. Some 20 minutes later the Roadster and Letchs plus the very faithful Edith and Alan Jeffree were on their way to Colin's place near Armadale. All eventually arrived home safe and sound after another wonderful Easter away.

A BIG THANK YOU goes to the Jeffree and Wringe families for all the organisation, food, fun and laughter we had on the weekend.

Next time, come join the families of Williams, Letch, Jeffree A, Guest, Jeffree D, Andrews, Mahony, Smith, Wood, Read, Davidson, Cooke, Moorehead, Berkshire, Kirup Wringes and have a great outing.



*Lou and Elsie*

\*\*\*\*\*

## DIM HEAD LIGHTS?

Good headlight illumination must have good grounding of the lamp sockets. This depends on making a ground to the chassis frame, by way of the reflectors, to the headlight housing, to the crossbar, to the mudguard braces and, finally, to the frame. Loose connections, rust, paint, etc result in a voltage drop and inefficient lighting.

*Here is a suggestion to easily cure this problem:-*

Solder a ground wire to the primary lamp socket of each reflector and connect the lead directly to the frame. Use a dark coloured wire and conceal it by feeding through the flexible conduits and carried between radiator and shell down to the front of the frame where it is bolted down at the splash pans. Connections must be made on bare metal. BS •

## FUEL BLOCKAGES?

If your Model A staggers to the side of the road, starved of fuel, there are a few obvious points to check:- Dirt or water the carburettor, Clogged vent in fuel cap (or wrong cap from radiator), Clogged fuel filter, Clogged fuel line, Kinked fuel line, Loose fuel line fittings, Vapour lock, Main jet dirty. Is the tap fully on? Is the outlet hole in the fuel tank clear? Has the choke arm nut come adrift allowing the choke flap to close - causing flooding? Is the carburettor float setting correct? If you disconnect the fuel line from the carburettor and fuel does not run out you have immediately isolated one problem. Try blowing back down the fuel line (as illustrated) to clear the blockage. If fuel does start to run through you may have cleared the system for a while, but probably have rust in the tank.

One way to clean out your gas tank is:- Disconnect battery, remove floor boards, drain fuel tank. Remove shut off valve. Fill tank with water, then let it drain out where the shut off valve was. Repeat as many times as it takes to thoroughly clean out the tank. If you are worried about a few drops of water, leave the car in the sun for a while before reassembling the fuel lines and refilling the fuel tank BS •



# HELPFUL HINTS

from "Australian Monthly Motor Manual", May, 1953

## Model A Fords

### IGNITION TROUBLE

A very common, and sometimes baffling, cause of ignition trouble in a Model A Ford with some mileage to its credit is looseness in the distributor shaft. Due to neglect, this pair of bushings usually runs dry, wears and the shaft scores. Then, when you set the points, the shaft is forced to one side. When the engine starts, the shaft wobbles around and the point gap is anything from what you set it at, to nothing. The trouble usually shows itself by a skip, which is intermittent at about 30mph and then gets steadily worse as the speed is increased. Unless the play is very bad, the engine will usually run fair at low speed. The only remedy is to replace the parts.

### REPLACING ENGINE SUPPORT

First, remove the nut, spring and washer from bottom of support and jack up the engine. Next, run a light wire through the new spring, place spring in a vice (*sic*) as far as wire will permit, and compress it. Then twist ends of wire together, turn spring around in vice, compress and put another wire on opposite side from first wire. Place springs in position on support, lower engine enough to hold spring in place. Cut and remove wires holding springs together. Replace nut, spring and washer on bottom and job is finished.

### LUBRICATING SHACKLES

Most Model A Ford shackles are hard to lubricate. Just take a blow torch and heat the shackle that will

not receive grease easily. The heat softens the grease and permits you to lubricate the shackle properly. The reason the Ford shackle is hard to lubricate is due to the fact that there is less action and the grease becomes congealed.

### CLUTCH SERVICE

Save a lot of time installing the clutch plate or clutch release bearing on a Model A Ford by this method. Raise rear of car so that rear spring can be removed from cross member by taking off two spring clamps and disconnect the shock absorber links. Remove floor boards, brake rods and housing bolts on the clutch. Then slide back the clutch, transmission, universal joints and rear end without removing rear wheels. After installing plate or bearing, use an old transmission main shaft, cut off to 4 inches, to keep the plate in line. Then slide the rear end and transmission into place on the roller shaft.

### STEERING GEAR LOCKED

Sometimes the steering wheel on a Model A Ford will lock when turning to the right. Everything else in the car may seem to be in A-1 condition, and supposedly well-greased. On the steering post shaft that goes in the steering box is a worm gear with a bearing each side of it. When steering to the right, the worm forces against the upper bearing. This bearing is above the grease level plug and gets very little grease. With the upper bearing dry it locks the steering gear when turning against it. To remedy this, fill the box with grease with a

pressure gun and the trouble will disappear. This takes just about five minutes.

[Note - the Ford Service Bulletin states:- "Never use grease in the steering gear assembly as in a short time the grease is forced from between the worm and sector and as a result these parts become dry and cause excessively hard steering. In fact most steering gear troubles can be directly traced to the use of improper lubricant." They recommend 600-W, the same as axle and transmission - Penrite make a special steering box lubricant. Ed.]

### REPLACING TIMING GEAR

To save time when replacing the timing gear on a Model A Ford, do not remove the radiator, but first remove the generator and then the two bolts holding the engine support to the engine. Then put a jack under the engine and raise it high enough to clear the support. Next, remove the timing gear cover and, with the aid of a mirror, line up the timing marks. Remove the old timing gear and replace it with a new one. This saves considerable time.

### HIGH SPEED SHIMMY

To remove a high-speed shimmy from a Ford V8 and 40 when you know the front wheel alignment is OK. Remove the shock absorber adjustment cap, tighten the adjustment one-eighth of a turn. This will often cure the trouble. •  
*Do you have any other Hints??*

*Remember Wayne & Luella Kipp from America? Here is one of Luella's*

## COOKIE RECIPES

*from the Model A Ford Club of Colorado's Cookbook*

**PUMPKIN COOKIES** - 3/4 cup shortening, 1-1/2 cup sugar, 1 cup pumpkin, 1/4 cup milk, 1 egg, 1 cup nuts, 3 cups flour, 1 teaspoon soda, 1/2 teaspoon salt, 1/2 teaspoon allspice, 1/4 teaspoon cloves, 1 teaspoon cinnamon. Cream shortening with sugar. Add beaten egg and pumpkin. Add dry ingredients. Add milk and nuts. Bake at 375°F for 10 to 12 minutes. May be left plain or frosted. Makes 6 dozen. **Frosting**:- 1-1/4 cup powdered sugar, 1/4 cup butter, 1/2 teaspoon cinnamon, 1/2 teaspoon vanilla, 1 teaspoon cream or milk. •

## To Sydney and Back in an 'A' Model

December 1952

This 'A' model was a sedan made into a utility and it was a very good job. I bought it at a second hand shop which looked more like a pawnbroker's place in Perth for £150. It ran very nicely and I used it to carry my tools around the wheatbelt area of Dowerin and found it very good in the outer areas where farmers were developing farms and two wheel tracks were common.

Well a friend of mine, whom I met in the airforce, and I got this idea of going to Sydney and back so I decided to do some preparations. I put new king pins in, put new rings, valves and springs and she ticked over nicely.

A month later, a week before Christmas, we set off from Perth and it was very hot. It boiled and boiled and I wondered how we were going to get across like this. The load consisted of a case of beer as Sydney was having a drought, 3 jerry cans of petrol and 13 gallons of water as well as luggage. Well, we struggled along to Southern Cross which is 250 miles and parked in the main street. I decided the timing was out and went through the drill again and cracked it perfect. So, off we went and in those days the dirt road started out of Southern Cross. Nice corrugations but we kept up good time to Coolgardie - from there we headed for Norseman 120 miles away. It was hard corrugations from side to side with dense scrub and plenty of kangaroos at Widgiemooltha where it was very undulating. I just missed the back end of the last donkey crossing the road - no flash headlights in those days - and rolled into Norseman at about 10pm. It took us from 6am to do 452 miles.

Well, we just left it outside the hotel and went to bed and it was still there in the morning. We filled everything up and heard a few doubtful remarks from the locals about the eagles will get us etc and headed off. The stage from Norseman to Madura was 330 miles and no fuel or water stops. One had to carry everything and the only help was from someone on the road. This road is fairly hilly for the first 100 miles with sharp dips at the bottom which meant one had to slow down almost and start again. After about 100 miles I began to wonder at the madness of this but kept going - one starts to hear strange noises and the imagination runs wild. I heard a scraping noise like stones hitting the scrub at the back and found a spare tyre had come undone off the back and was on the last rope about 10ft behind grading the dirt.

My friend had little experience with 'A's and he made hard work steering and took every rock and hole. We got our first puncture so from there on I drove on all the rough roads. With these cars on those roads one tends to let the car have its head like a horse. I guess letting the steering follow the least line of resistance and miss everything, otherwise it's really hard work.

Well, I hit this spoon drain in the dark and I think the radius rod cut the silence off and from then on it was an open exhaust under the driver's seat and for some unknown reason I went to Sydney and back like that - I couldn't do that now. On this trip the track goes through station country and it's a case of opening and shutting gates and some of the notices were a bit rude like at Frazer Range Station - "Shut This Bloody Gate" and in small letters "And Don't Pinch This Sign". It made the trip interesting.

We made Madura about midnight - the old Madura Pass had bitumen on it and it was beaut to have no pot holes. The old Madura homestead was well back from the present site. Things were tough - there were worn out cars on the heap. In the morning, the rocks on the ground got you out early and the 'A' was still on the air but very dusty - started up as usual. Petrol was 7/6 pence a gallon - terrible after 3 shillings in the city.

Well, we were really in the frontier now as they insisted on me telling them my estimated arrival time in Eucla - took my number and said they'd ring through and come looking for me if I didn't make it. An old chap with an early model Vauxhall had a leaking radiator - asked me for a couple of eggs - had me puzzled. He separated the yoke and mixed the white in my billy can, poured it in and when it gets to the hole and warms up, it poaches itself. He passed me up the road and I never saw him again. Meanwhile, my radiator dripped all the time.

Cont....

We pushed on and the bulldust holes were shocking but strange to say, with running boards a lot of it passed under. This sedan body had little rubber in the wind up window tracks so you can imagine the noise all the time - 112 miles to Eucla. Gurneys had the old telegraph station in those days before it was buried with sand at the coast. They told me the road was unusable for about 20 miles from the top of the pass and I believed them. We were grinding up the old pass when down the hill came two young fellows in an 'A' ute - no top with 16" wheels and a 44 gallon drum on the back. Lots of waving but no one could stop. At the top of the hill we saw that the road was useless - great big dust holes and limestone outcrops - so we did the next 20 miles in and out the telephone wires. Nothing like a change - made the 65 miles to Koonalda Homestead where the other Gurney family lives. We were lucky to be shown down the under ground caves. Mr Gurney took us down to the bottom about 300ft and looks like an underground railway system with rivers.

We pushed on to Nullabor Station Homestead which was deserted in those days. I was having a bit of generator trouble. I thought I'd take a short cut at dusk and got lost on the tracks and eventually saw a mill in the last light and made it to a couple of old buildings there. It was bitterly cold and we camped in a little hut. The dust had got into the brushes of the generator. The Nullabor was an eerie place in those days. This country was old sand dunes overgrown with sparse scrub so one charged up the sides and almost everytime there was a big dust hole with limestone outcrops in them. The road in between had hard corrugations and we had to keep the speed to about 45 - fairly hair raising - as you can see we would have been using all the road. Came across two new Australians in an old semi trailer - bonnet off it and a hole in the radiator and being an old hand offered them the egg treatment - "Oh, you joke," they said and we drove off.

We left rolling along and Ceduna was a welcome sight - we camped by the ocean. We still had 300 miles of dirt to Pt. Augusta but it was hard sand and much better than what we were used to from Minnipa. We didn't go direct to Kimba in those days - we seemed to go south around old farming areas then up to Kimba. We really threw our hats in the air at Pt. Augusta. One turned up to Gladstone as the road didn't go to Pt. Pirie as it does now.

Well, we arrived in Adelaide and the Nullabor seemed to drop out of the lining and up from the floor boards every time I ran over tram tracks - caused a bit of excitement when I was doing a right turn and stalled in front of a tram. I couldn't hear the tram driver for my open exhaust.

I seemed to be very lucky with tyres as I only had three punctures on the round trip.

In Melbourne I had Christmas with relatives and it was a relief to get out of the car. When I put the rings in the engine it was cleaned out like a new one. This was done on a farm and when I went to start up I didn't have any oil. The farmer had a 4 gallon can of Delvac 930 - a full detergent for tractors, so I bought it off him and kept using it. Was put of Penong when the 1000 mile came up so decided to change on the road. I had a habit of placing a bit of cloth in the oil filter to stop the dust and fumes. My mate checked the oil last along the road and said he pushed it down further - that was the day before. I took the plate off the bottom of the oil pump and there it was. On Christmas Eve in Melbourne I went down to Camberwell Junction to shop and for some reason I turned the petrol off. Well, I started up and was doing a right in the Junction and she stalled and there I was cranking and cursing. I wondered how it never stopped in the desert and treats me like this now and then I woke up. By this time there are trams coming everywhere and everyone on to me. It was in Melbourne my 4 gallon can of oil ran out and I asked a service station for some more. He looked at me in horror and said, "You will ruin your engine, mate." I told him I'd come from Perth.

We were heading for the Coastal or Pacific Highway when we were passing through Sale and needed to go to the toilet. We parked outside a hotel as the toilet was out by the street in the old days. I'd left the car running and while we were inside a drunk came in and said "And how's it running." I said "going like a beauty mate." Ten miles up the road we began to wonder what he was talking about.

We stopped at Lakes Entrance and moved on up to Onbost from where it was the worst road to Moruya - dirt and corrugations and hair pinned bends. It was New Year's Day and everyone was on the road.

Sometimes, when on the inside, the left running board was scraping on the embankment as brakes were very little use. We were very pleased to see the sealed road at Moruya.



Well, from there we made Sydney and couldn't have picked a worse time as it was late afternoon. I rang an accommodation bureau and they got me into the Crows Nest Hotel. I rang from Redfern. Well I got into the city and couldn't find the bridge and every time the traffic stopped we'd ask people on the tram stops directions. Some looked and said nothing and after a couple of laps got on the right track. This was 5pm - rolled up to the toll and gave the man sixpence. "Sorry Mate, you're a commercial - it's a shilling." Then there was a scramble to find the extra amongst the blasts from behind. We got going again and came to the Crows Nest intersection. I was staggered - there was the hotel on the other side and a big cop directing all that traffic. He must have noticed the strange number, sheeps skulls on the front and the look on my face as he stopped all traffic and came over and said, "Where do you want to go?" I said, "The pub over there seems a hundred mile away and I wish I was out in the desert." He said "Good experience for you" and held up everyone and let me through. I parked the old beast and didn't touch it for five days, beer and all in it. You couldn't do that sort of thing these days.

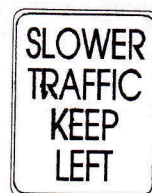
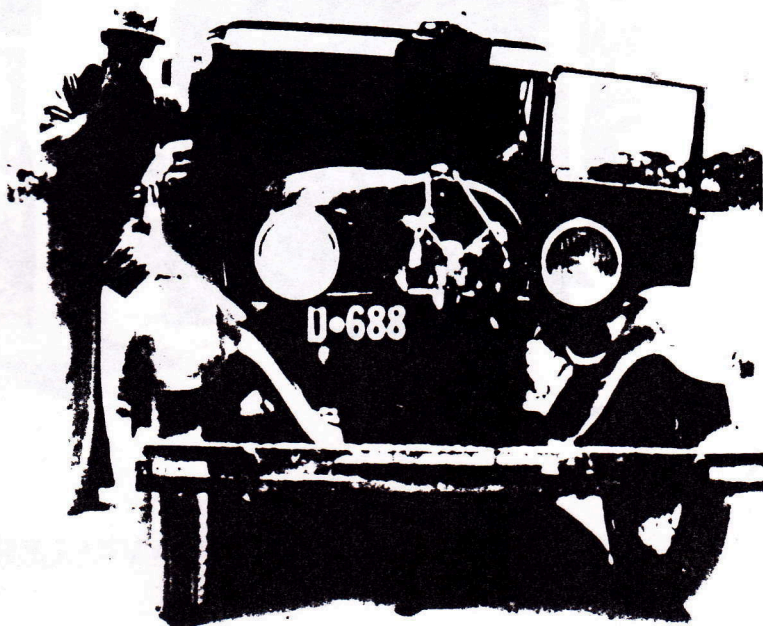
Being rested we took off to Katoomba to look at the scenery and along Parramatta Road heard a dry bearing squeaking and people wouldn't believe that it happened outside Hasting Deering - Ford Agents. I bought a front wheel bearing and replaced it on the highway. From Katoomba we went to Jenolan Caves. The road was still dirt in some parts and rough with the traffic. Thought the 'A' was dragging brakes or losing power - got out, had a look round. Found a sign on the side saying "Summit 4000ft". Maybe it was lacking oxygen.

Well, at Jenolan was the turn round point of the trip and with a lot of gear changes up and down returned to Sydney. We headed for Canberra where we stayed for a couple of days, saw some sights and drove through a river ford which I'd say is under the lake now. We moved on down to Melbourne via the Hume Highway. Think some of the holes were worse than out in the bush. From Melbourne went via Geelong along the coast to Mt. Gambier. The trip from there past the lakes to Tailem Bend was crushed rock - very rough, dusty and hard on the eyes and that hand throttle got a lot of use - just sit and hang on.

After a spell in Adelaide, headed off to Perth being a lot lighter without the case of beer - the road was about the same. Rough - out in the far west I failed to miss a piece of spring leaf with the front wheel and it came up and bashed against the window which happened to be up. I think I could have been hurt if I'd been in an open car. When we got to Ceduna the usual thing was the Postmaster got people to deliver mail bags along the way. We had mail and a pair of new shoes from Mrs Gurney at Eucla - the shoes were almost out of the box when we arrived and didn't fit anyway. Once along that part of the country I was going flat out for miles to keep on top of the corrugations when I got flagged down by a chap in a Morris Minor and after shaking to a stop he says, "Gee Mate, you've got some rough road ahead of you." I was speechless as it took me a mile of shuddering to get my speed up to find the road improve. We eventually got to Perth very dusty after no baths etc for a week. After a hose down the 'A' looked as good as ever.

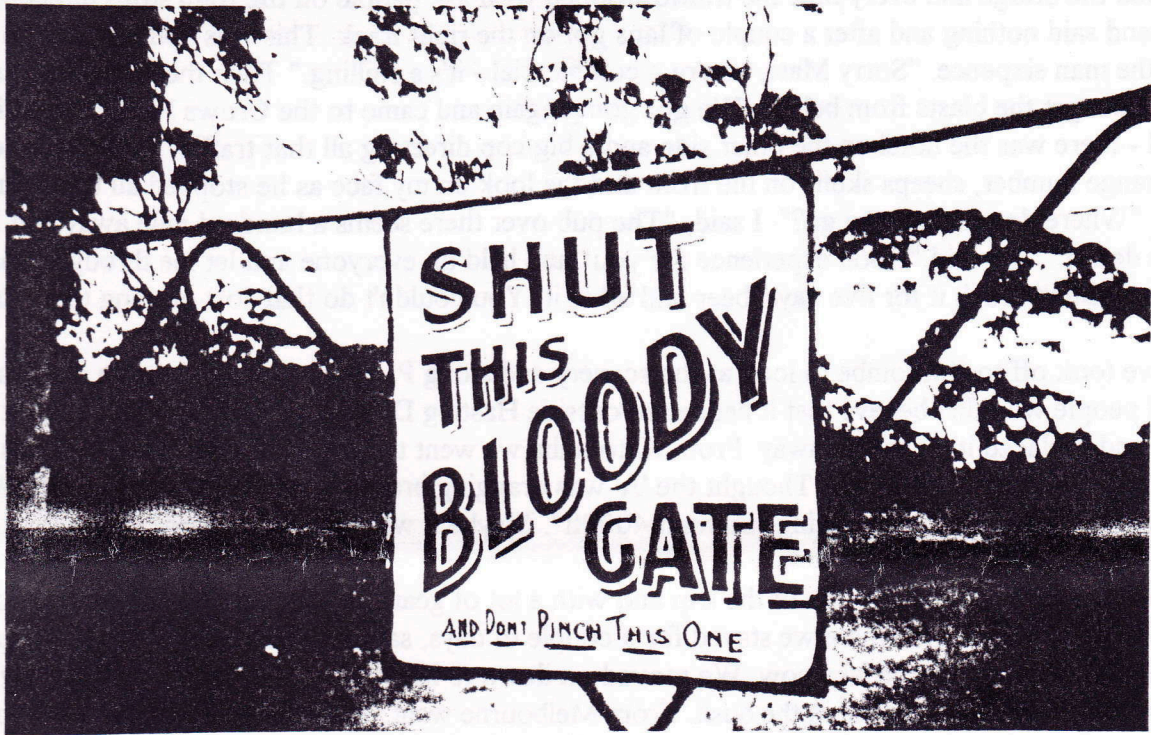
We did 6,500 miles and had three punctures and broke a few spokes in the wheels. I've just driven over in 2½ days on the new road to Adelaide and am sure we had a wonderful trip even if we didn't quite have our senses.

*Alec Christie* December 1995

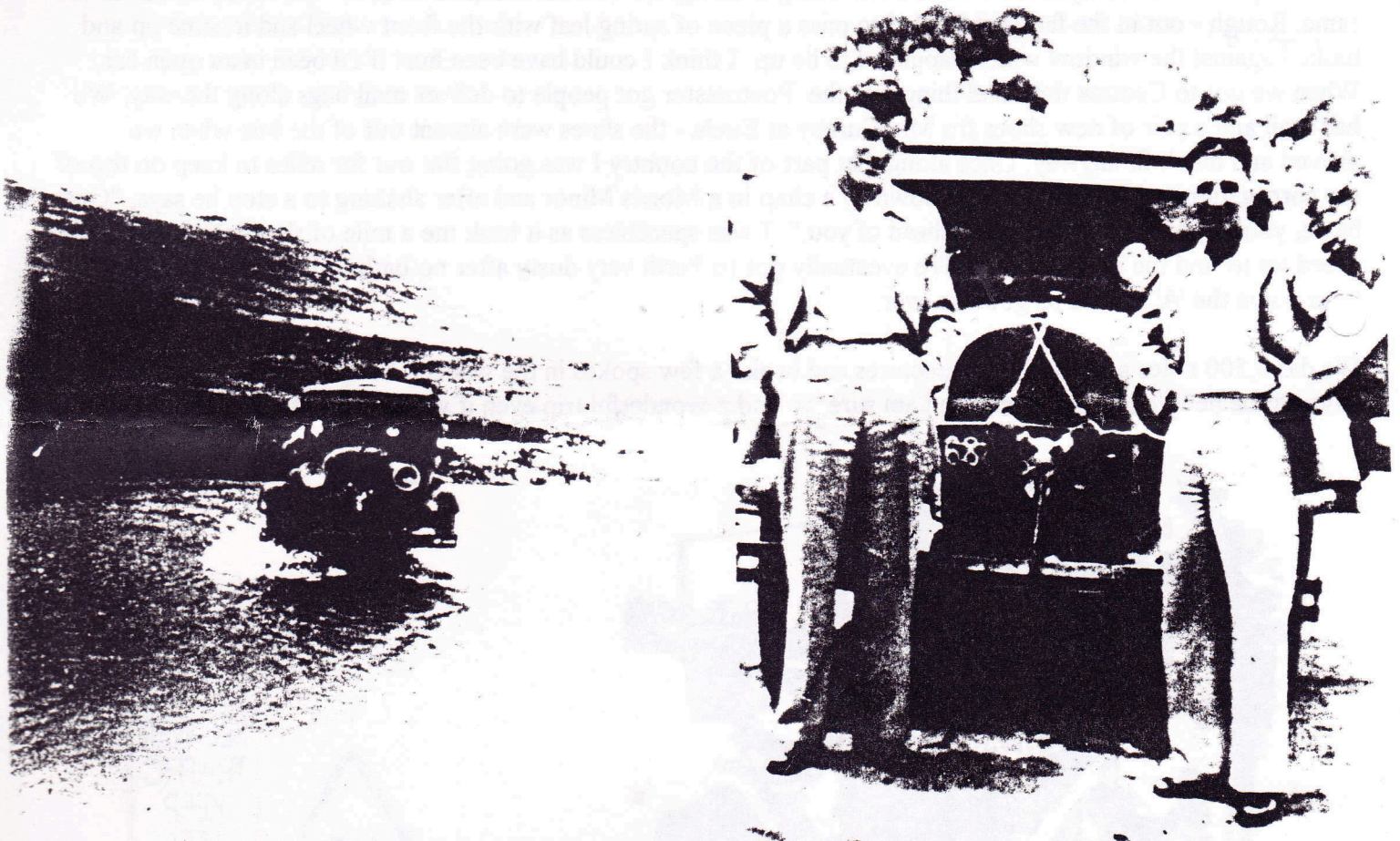


Cont....

TO SYDNEY & BACK IN AN A MODEL



A GENTLE REMINDER



FORDING THE RIVER IN CANBERRA

THE INTREPID TRAVELLERS

# Notebook

**BIRTHDAYS for MAY: Birthstone: Emerald. Flower: Lily of the Valley**

Mavis Barendse, Dorothy Bennie, Barbara Blewett, Jim Demiris, Pauline Edwards, Rosalie Eva, Elaine Gilberthorpe, Alan Jeffree, John McLean, Louise Read, Rex Wilson and Pauline Wood. Birthday wishes to you all for May.

**NEW MEMBERS:** Welcome to Peter & Lorraine Sartori, [REDACTED] Murdoch, Phone: [REDACTED] These folk have just bought a fully restored 1928 Phaeton. Hope to see you along at our next run.

**WINDSOR, NSW** John & Shirley Hall have returned safely from their journey to the National Meet, look forward to hearing the gossip and seeing the photos!

**PERTH TO SYDNEY** in 1952, read how it was done in this newsletter. Alec Christie our member from Cadoux visited recently and provided this very interesting account of his travels including photos and maps provided by the RAC back then. These will be at the next meeting for you to look at and then be in the care of our librarian.

**FOLLOWING ON** the same line, Alec's article prompted me to look back in the newsletters of yesteryear and I found a few other people had put pen to paper about their cars. Would it be of interest to reprint these write-ups and put them into our library? Our present President, when he was editor, asked a different club member to write about his restoration. A different one was printed each newsletter. Anybody care to carry on where John Hall left off?

**SURVEY:** Did a quick survey of those who went to Kirup on the return trip, a high percentage had either been born in the country or spent a lot of time there, maybe that's why we enjoyed the weekend away so much.

**ANZAC DAY:** How many men spent some time on the 25th working on their Model As? If you want to know the answer, just ask Steve Read how many phone calls he had.

**CONFESSION:** John Timmings wishes to buy a single piece brake cross shaft to replace the one he *STOLE* from Steve Read.

**FOR SALE:**

1929 Roadster restored, licensed, Imperial Burgundy & Black  
Price: \$19,500 Phone: **John McLean** [REDACTED]

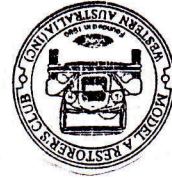
1928 Tudor restored, licensed, Light Blue & Black  
Price: \$16,500 Phone: **John Timmings** [REDACTED]

**HOLIDAYS -** Ray & Toni Mahony flew out of Perth on the 28th April bound for foreign shores, on an extended holiday. Belated wishes for a great holiday. Enjoy!!

HAPPY  
MOTHER'S  
DAY

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

NORANDA, 6062 [REDACTED]  
PAISLEY Ian & Dianne



COLLECT  
AUSTRALIAN  
STAMPS



WESTERN  
Model A News



... YOU CAN DO IT ...

*New Shipment of Model A parts direct from America*

## TYRES AND TUBES

Mufflers, Brake Parts, Distributors, Water Pumps,  
Wiring Harnesses, Body Panels and much more ....

"Mr. Model A"  
**STEVE READ**

**Phone/Fax: (09) 459 4200 - Mobile 0412 924 299**

## A handy item to keep under your Model A Seat BYPASS WIRE

by Andrew Millar - in South Australia's *Model A Torque*

This is a simple device that will help you diagnose trouble in your electrical system and, in some cases, offer a temporary solution to get you home.

**It is simply a length of wire, about 500mm long with alligator clips attached to each end.**

- \* Connected across the terminals of the Junction Box can bypass a faulty ammeter.
  - \* Use a longer bolt in the distributor terminal of the condenser. Connect this to the red coil wire using bypass wire and you can illuminate a defective ignition switch or faulty armoured cable.
  - \* If the cut-out contacts fail to close, you can bypass the cut-out to charge the battery.
  - \* It can be used to ground the generator output terminal if the cut-out is stuck closed.
  - \* Plus it can be used to test resistance (or voltage loss) in the horn and lighting circuits by by-passing switches and connectors.
  - \* For that matter it could be used to test contacts and wires hidden in body work or in conduits.
- Five minutes to make - could save you hours! BS •