

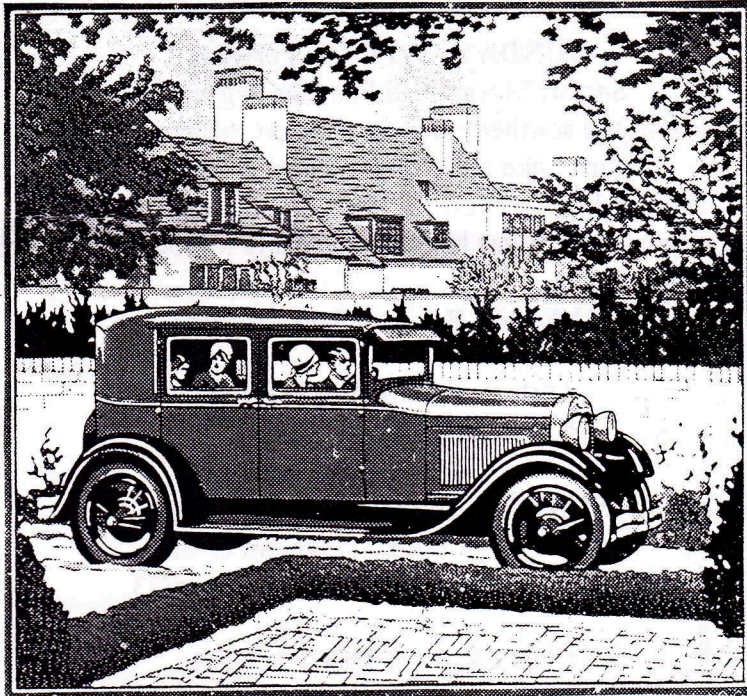


Western Model A News

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

Year XVIII Number III

OCTOBER, 1997



On a high plane . . .

- Judge the New Ford by the people who buy it

Everywhere you see the New Ford driven by people who possess the means to express their good taste in everything they own. In exclusive suburbs you find it rivalling in popularity the most luxurious and expensive cars.

The enthusiastic acceptance of the New Ford in such places as Point Piper (Sydney), Toorak (Melbourne), in Hamilton (Brisbane), Toorak (Adelaide) and South Perth (WA); proves most positively that the Ford has been raised above the rank and file of ordinary cars. *This fine car has swept away any relationship between the price you pay for a car and your pride in owning it.*

Your nearest Ford dealer is anxious to bring a car to your door for a demonstration run. Get in touch with him to-day and test the new Ford by taking the wheel yourself.

FORD MOTOR COMPANY OF AUSTRALIA PTY LTD

Next Run/Meeting: Sunday, 26th October

Meet at Progress Dr, Bibra Lake, 10:00am



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:* STEVE READ [REDACTED] *Secretary/Treasurer:* JOHN & SHIRLEY HALL [REDACTED]
Vice-President: RON ANDREWS [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.

SUNDAY, 12TH OCTOBER

V.C.C. Autojumble, Cannington Showgrounds
Car parts galore from 7:00am
Further details from Bruce on [REDACTED]

SUNDAY, 19TH OCTOBER

50 Mile MOTOR MUSEUM Mystery Rally
Start... Pre War Vehicle 9 to 10am ... Post War 10 to 11am
From.... Parking Station Number 31, Fishing Boat Harbour, Mews Rd, Fremantle.
Entry fee \$5.00 per vehicle. Prizes given. Free entry to Whiteman Pk

SUNDAY, 26TH OCTOBER

Sartori/Moorehead Families organising
Meet at the southern end car park on Progress Drive,
Bibra Lake at 10:00am for morning tea.
Depart at 11:00am for a scenic drive through the hills.
Bring picnic lunch or gas bbqs are available to cook your lunch.

NOVEMBER - Timmings organising

15th & 16th NOVEMBER

Bendigo Swap Meet



SUNDAY, 16TH NOVEMBER

ALL FORD DAY - Lathlain Oval
Entrance/Trade Bay enquiries [REDACTED]

SUNDAY, 7TH DECEMBER

Christmas Lunch organised by Edith Jeffree
Further details in next newsletter

SATURDAY, 28TH MARCH, 1998

BROOKTON OLD TIME MOTOR SHOW
Celebrating Brookton's Centenary
A Fantastic Family Fun Day. Accommodation available
For more information phone [REDACTED]

9-13 APRIL, 1998 (EASTER)

15TH NATIONAL MODEL A MEET - CANBERRA
Hosted by Model A Restorers Club (Aust)
Entry forms available from your secretary, or write to:
The Rally Director, 15th National Model A Ford Meet
[REDACTED] DICKSON, ACT 2602.

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

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34 years Experience

MINUTES OF GENERAL MEETING HELD AT WHITBY FALLS

South Western Highway, Mundijong, Sunday 21st September, 1997

Meeting opened by Steve Read at 1:45pm. Attendance and apologies as per book.

Visitors were Maurie & Maxine Creedy, Vic Richardson, John & Barbara Forbes and Heather (Sartori's friend).

Previous Minutes as per newsletter report. Moved Peter Sartori, seconded Barrie Guest.

Business arising: John Hall sent out letters advising committee.

Correspondence In: Membership application from Nick Ferreira, Pedrini Painting & Decorating, Shannons, the Toodyay Festival. Members list from Victorian Branch.

Correspondence Out: Nil. Moved Max Annear, seconded Pat Laurie.

Financial Report:

Balance per Bank Statement 1/9/97		721.59
Cheque 17	Postage	41.40
18	Embroidery	60.00
19	Trophy Donation	65.00
		166.40
Bank Balance as at 21st September, '97		555.19
Cash & Chqs on hand		
Raffle proceeds	63.50	
Regalia sales	41.00	104.50
		659.69
Investment Account		10861.05
Petty Cash on hand		202.75
Total Club Funds		11723.49

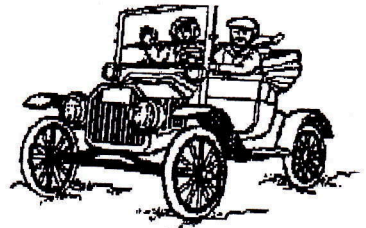
General Business: Alan Smith advised that the Gidgigannup Show to be held on 25th October, '97 would like some cars. Be there 9:00am and depart 3:00pm. Brookton Fair 28th March, 1998.

Maurie Creedy spoke about what a great time they had on the Wildflower Run. Alan Smith will raffle headlight lenses. Peter Sartori & John Moorehead are organising the next run.

The raffle was won by Jim Williams, redrawn and won by Peter Sartori.

Meeting Closed: 2:15pm.

THE TWO STOP RALLY 21st SEPTEMBER, 1997



After six days away on the Wildflower "Wander" we had planned a short rally for the following weekend. Ten Model As and four moderns left the Carousel Shopping Centre at 10:30am for the Armadale Tourist Centre (Signal Box).

This signal box was originally located at the Armadale Railway Station and relocated to its present position. New extensions house the Bert Tyler Vintage Machinery Museum. Bert made a special effort to be there on our day and talk about his beautifully restored exhibits of yesteryear.

The ladies found the Arts & Crafts Shop, so there was something for everybody to see including an extensive display of brochures, maps and information on Heritage Country.

We then moved on to Whitby Falls Coach House, Function Centre and Restaurant, where we displayed our cars during lunch and our meeting.

It was great to see John & Barbara Forbes on their first outing in the roadster and our members from South Australia, Maurice & Maxine Creedy, joining us for the day.

We enjoyed your company on the Wildflower Run and we hope everybody else enjoyed our little two stop rally. Thanks for coming.

Mavis & Jack Berkshire

The following article was presented to the editor in the creative form of a length of unused toilet paper by a guest roving reporter, Maurie Creedy. Unfortunately I was unable to reproduce this unique format for our newsletter. Families who attended this event were as follows: Annear, Berkshire, Creedy, Fowler, Jeffree, Laurie, Letch, Smith & Williams.

The Williams' Wildflower Wander, 1997

As S.A. members of the W.A. Model 'A' Ford Club and getting the monthly magazine, the Creedys decided to contact Jim and see if he could include us both in his Wildflower Wanderings. Yes we were 'vetted okay and he made the necessary motel bookings for the week.

We arrived in Perth on Thursday prior to departure on Monday morning and after dropping off our camper van at Steve Read's on Saturday. Spent two very enjoyable stop over days with Jim & Nina, then packing for an early start on Monday 6th.

Travelling in the modern (Ford Falcon) it was no bother keeping up with Jim's Woody to Wanneroo where we met up with your members who were to join us on the run. It was wonderful to meet old friends and new who made us both very welcome. Then off we went in convoy to our 'smoko' where we got to know everyone a lot better over tea and cake, biscuits, etc.

First night's stay was at Jurien Bay, then on to Mullewa for second night. Although quite wet there were plenty of different species of wattles and ground cover flowers to see.

Wednesday the weather was much better and we were to find the wreath flowers in the Pindar area. Then to walk through the mountain at Joker's Tunnel, then on to Mt Magnet for two nights.

Thursday to Cue where the wildflowers were very spectacular along the way and into the adjoining range outcrops. Many emus were seen on the way to Cue and return to Mt Magnet. We also had some spectacular views of old mining sites as well as the old cemetery in Cue.

Friday was an early start via Paynes Find through some interesting scenery and gravel road, to have lunch amongst the small flowers before arriving at Wongan Hills for the last night stopover, then Saturday to get home to Perth by midday.

To all the club members who had us share your Wildflower Wander, Maxine & I thank you very sincerely and hope to renew the same fellowship at a later date. Thanks to Jim & Nina for your friendship and hospitality, we know your organising of the run will be remembered by all.

Maxine & Maurie Creedy

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Here's the recipe for the delicious slice that Shirley Hall chose to share with us on a recent outing.

DATE SLICE

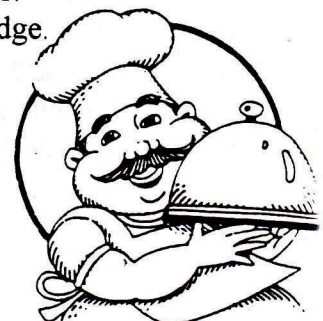
250gms Finely Chopped Dates 1 pkt Marie or Coffee Biscuits (Broken, not crushed)
1 Egg, beaten 225 gms Butter 175gms Sugar
1 tsp Vanilla ½ cup Chopped Walnuts Coconut

Melt the butter in a large saucepan. Add the dates and cook until mushy. Add the sugar, vanilla, egg, walnuts and biscuit crumbs. Mix well.

Line a tray (8 x 11) with alfoil and grease well. Sprinkle the base with coconut. Add the mixture into the tray, push it down with the back of a spoon. Sprinkle the top with coconut.

Place in the fridge to set, or if you are in a hurry, place it in the freezer for about ½ an hour.

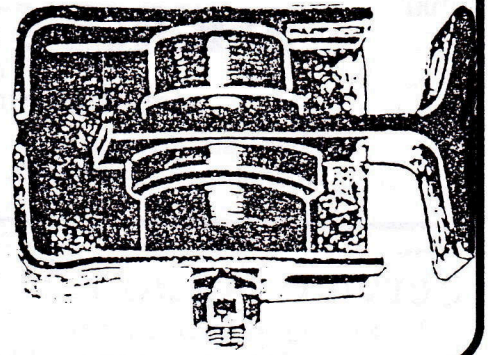
When it is firm turn out onto a board. Peel off the alfoil and cut into slices. Store in the fridge.



It may not make your Model A sound like a Rolls Royce - but it sure makes it ride as smooth as one if you fit these

MOTOR MOUNTS FOR YOUR MODEL A

From article by A.V. "Robbie" Robinson, Wisconsin in "Model A News"



Accessory rubber mounts are sold, but are much less flexible, which leaves this conversion almost unbelievable to the point where anyone who has a ride in a Model A equipped with these mounts won't believe it's the same car they remembered from yesteryear. Also, old solid mounts can be reinstalled anytime the owner desires as no alterations are required to the frame or engine.

The following photos, and step-by-step instructions, should allow anyone to build units from junkyard parts at very reasonable cost. Parts needed are:- one pair of standard Model A frame to motor rear mounts; two pieces of 5 or 6 inch 'I'-beam with 3-inch face cut 3 inches long; four rubber bushings from the front eye of a 1960 Falcon rear spring (also, at this time, pick up the mounting bolts from the same springs, two required; or any 3/4 inch bolt 4 inches long will do); two 3/4 inch diameter rubber shock mount rubbers with 1/2 inch hole 5/16 inch thick, and the main air hose from a De Laval dairy milker cut 5/16 inch works best. [Some easy Aussie ingenuity needed for the parts requirements. Ed]

Step Number One

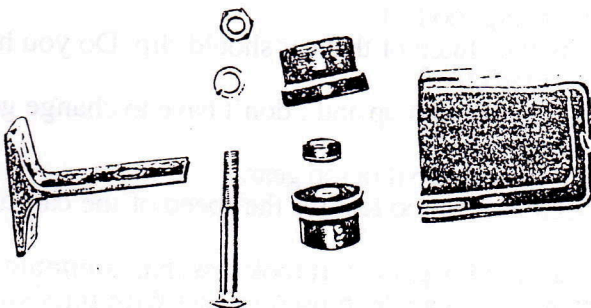
Begin by blocking engine solidly in place to retain proper position to frame. This is important as drilling must be done from under car with new units bolted in place to assure proper location of centre bolt which holds rubber doughnut in place.

Step Number Two

Measure 1-1/8 inch from engine side of old mount on top front and bottom, remove this section with saw or torch. Then, with saw or torch, cut in 1-3/4 inch on leading edge at horizontal plane at points of corner both top front and bottom front; follow by bending leading edge forward 3/8 inch. Hammer top and bottom together enough to close gap and weld in the corner cuts.

Step Number Three

Using the two pieces of 'I'-beam, cut off with saw



or torch one side to make 'T' iron 4-1/2 inches long. Take discarded pieces from old mount as template and drill two 9/16 inch mounting holes on each 'T' iron. The flat part of iron will be horizontal when mounted on the car.

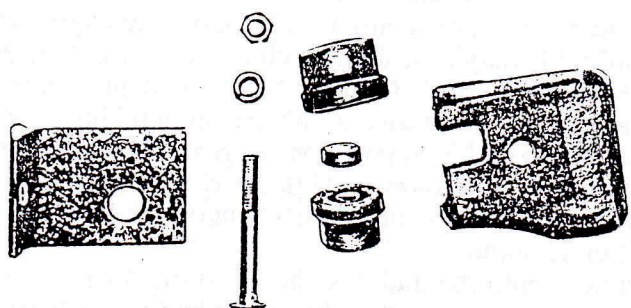
Step Number Four

Both 'T' iron and modified mount must be bolted in place on the car (this is where it is important to have engine blocked securely in place to assure alignment), then from underneath drill at centremost point of entire unit using a 3/16 inch drill as a pilot; drill through all three pieces. Now remove 'T' iron from engine. After 'T' irons are out of the way, enlarge the 3/16 inch hole in frame mount to 9/16 inch, again drilling from underside of the car. Pilot hole in 'T' iron can now be enlarged to 3/4 inch and the 'T' iron bolted back into position on car engine.

Step Number Five

Now all that is left is to place small 3/4 by 5/16 rubber spacer inside hole in 'T' iron, slide rubber doughnuts in place top and bottom. It may be necessary to trim edge of rubber doughnuts to allow clearance for installation (if trimming is necessary, remove same amount from both pieces). The 4 inch bolt may then be pushed through from the top side down with the nut and lock washer easily tightened from underside of car.

Note. We have been using a ground strap from engine to frame as this installation insulates the normal ground and could give trouble if this extra ground strap is not used. •



A Chevrolet owner advertised that he would give his car away on a certain corner at a certain hour - when he drove up to the corner at the appointed time - he saw ten driverless Chevrolets parked along the street

SERVICE STATION and MOTOR TRADEROfficial publication of the
WESTERN AUSTRALIAN SERVICE STATION ASSOCIATION

These snippets give an interesting insight into the motor trade in Perth (and Western Australia in general) sixty years ago - just after the Model A era. Compiled by: Bevan Sharp.

Service Station Attendants' Award

Following protracted negotiations between the Employers' Management Committee and the Motor Service Attendants' Union, agreement between the parties was reached as a result of which the Court of Arbitration, sitting in Perth, delivered a consent Award embodying the wages and conditions agreed upon. The award applies from December 23, 1935. *A summary of the Award follows:-*

Wages - Adults (males): £3/10/6. Junior (under 16): 16s 3d per week.

Casual - A casual worker shall mean a worker who is employed for less than six days and who may be discharged at any time without notice. A casual shall be paid 10% in addition to the ordinary rate.

Living in - Time spent by such worker in sleep on the employer's place of business shall not be regarded as time of duty to be paid for. He shall, if "called out", attend to the requirements of any late customer without extra pay. Provided that, for all "calls out" in excess of five in any one week, ten minutes for each call shall be allowed and paid for at the rate of time and a half. Except in the case of parent and son, no worker shall be permitted to board with his employer, except by permission in writing of the Union.

Hours - Forty-eight hours shall constitute a week's work, to be worked in seven days. On two days in any week the employer shall be entitled to work the worker up to but not exceeding twelve hours on each of these two days.

Overtime - All work performed beyond 9 hours on any one day, or beyond 48 hours in any one week shall be paid for at the rate of time and a quarter for the first two hours and time and a half thereafter. Should overtime become payable on account of a relieving worker coming on duty late, the employer shall be entitled to make a deduction from the relieving worker's pay for the time that such worker was absent from duty.

Holidays - All workers shall be given two weeks' leave of absence on full pay after the expiration of 12 months service. Holiday pay shall not accrue during a worker's absence from his employment for any reason whatsoever.

General - The employment of females is hereby prohibited.

Three junior workers may be employed before an adult is employed.

The times (and conditions) they are a'changing....

TRADING HOURS

Christmas Day, 1935 - and not a garage or service station in the Kalgoorlie-Boulder zone open. Quite simple too. The proprietors, pursuing the recently awakened spirit of cooperation, put their heads together and decided to enjoy a day of rest. Notices were inserted in the local press to the effect that supplies of petrol, etc would not be obtainable on Christmas Day, and all pumps remained locked. To da we have no notice of inconvenienced motorists.

Licensing

The compulsory licensing of all garages and service station premises would certainly be a forward move and furthermore all mechanics should be subject to an examination of proficiency conducted by a recognised and constituted Board of efficient examiners.

Electricians and plumbers are two of the callings which demand licenses and, when one considers the millions of passenger miles traversed annually, even in this State by road traffic, it seems ve necessary that all mechanical servicing of vehicles should be performed by persons of proven competency and possessed of full and proper equipment and workshop facilities.

Believe it or Not ...

A trader who sold a nearly new Gloria model Triumph car to a university lecturer received a telephone call from the owner about a fortnight after the car was delivered, and the conversation went something like this:-

Owner: The car is going very well, but the engine seems to be going too fast.

Trader: It may be a slipping clutch, but I can't understand why the clutch of that car should slip. Do you have any trouble on hills? **Owner:** No, none at all, it climbs hills wonderfully.

Trader: Have you tried it on Greenmount Hill? **Owner:** Yes, it just roars up and I don't have to change gear.

Trader: What! You go up on top gear? **Owner:** Yes, quite easily, why?

Trader: Well, I know that hill pretty well and I don't think you will climb it in top gear.

Owner: But I do, quite easily; but on the level the engine seems to go too fast for the speed of the car, and I can't understand it.

Neither could the trader, so he asked the owner to bring the car into his garage. It took less than a minute for the trader to find out that the owner had never been into top gear. He had been used to cars with three-speed gear boxes and had no idea that there was a fourth gear. *He wouldn't have that problem in a Model A!*

WILDFLOWER RUN SEPT 8TH / 13TH 1997
Organised by Jim & Nina Williams and Alan & June Smith

Monday at 10:00am saw six Model A and two moderns leave the Wanneroo Shopping Centre carpark for a six day tour. Our visitors were Maurie & Maxine Creedy from S.A. in a late model Falcon and 'Tail End Charlie' was Alan Jeffree in his immaculate unmentionable.

The route zig-zagged north through to Regans Ford where lunch and refuelling took place. Although the weather was squally, lunch was had in sunshine. From here to the overnight stop at the Jurien Motel with some members detouring to the Pinnacles. A good stopover with good meals. The morning start saw a number of spectators, one approaching the writer with a question. "What makes are they?" "They are all Ford Model A of '29 vintage," was my reply. "Oh!" he said, "I did ask that bloke over there if they were Chevys and he told me to go and wash my mouth out!!!" Well now!! What about that?

Our next stop was Dongara via Leeman. On the way Max came to a halt, bonnet up, the usual curious crowd desperate to get a look at the dead body. It seems Max blew a fuse. He did not say as to whether it was Dora or the inquisitive crowd, but he reached into his Pandora's Box, withdrew a fuse and 'hey presto' we were on our way again. At this stage Jim Williams announced that the lunch stop would be at Port Denison, but first, we would go on to the bakery in Dongara where we should purchase 'the best in the West' meat pies. On the return Barry & Joy Fowler, new members, joined the tour with their recently acquired Tudor. It was raining by now so we all took shelter at the Port lunch stop where Barry & Joy were officially introduced and welcomed to the club.

"Hey Jim, where is your meat pie?" someone asked. "Me," said Jim, "I don't eat the damned things." Well now!

Exit Dongara for Mullewa via Coalseam Park, a distance of 140km, with rain and squalls which left little time to have a pee. The owners of the Railway Hotel at Mullewa made us welcome and a good night was had by all. The morning fuel stop was also a vehicle grave yard with all and sundry picking through the remains. Some good prospects but no Model A stuff.

The run to Yalgoo presented the best wildflower display of the trip. Lunch was taken at the old rail station plus a visit to the convent chapel and a remarkable tunnel some 100 metres long right through the solid rock of a hill. Alan J found a steering column at the tip.

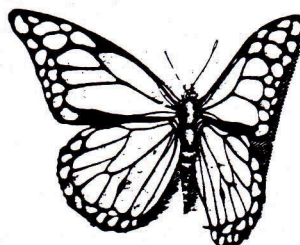
Mt Magnet was our overnight stop so off we set. Not a lot of wildflowers, but I came on Alan Smith under his Tudor with a dropped rear exhaust pipe. A message was raised and someone came up with that good old standby, a length of tie wire and we were all soon in motion again.

Next morning we set off for Cue. An interesting day of sight seeing with the blokes at the tip after lunch and the girls looking over the Toon. We had a straight run back to Mt Magnet for a second overnight stay. Early start next morning, destination Wongan Hills, via Paynes Find, Cleary and Burakin. The Civic Hotel at Wongan was by comparison the Ritz, but the atmosphere lacked the earthiness of the previous stops. Nevertheless it was a fitting last night for us all to be together. Alan & June had one of their grandsons along to join us for dinner.

Next morning we set off for home via Toodyay and Gidgegannup and Lauries branching off at Bailup waving goodbye to all as they came through. 1000 miles and not one breakdown. A credit to the participants or was it just good luck?

The whole event was a very successful social affair, plus a heap of things of which there is insufficient space to report. The consensus suggested the distance each day could be shorter, the season was late or we were too early and perhaps the event should start mid September. Next year Alan & June have a variation in mind of which we will be hearing more at a later date.

John Laurie



Northwest Regional Group Meet

Whilst on holiday in the U.S. in August, Fran and I attended the Northwest Regional Group Meet, hosted by the Volcano As Model A Club in Vancouver, Washington, and what a great time we had.

The scheduled events were very interesting and very well organised and the Model As present were, to say the least, stunning. There were Model As from the earliest production to the very latest and in degrees of condition from the average to the excellent. (We even saw restored cars WITHOUT black mudguards!)

Day one was taken up with a Hill Climb contest with many cars reaching surprising speeds. The Americans have easy access to plenty of speed equipment to boost performance and were using high performance cylinder heads, ignition systems, carburettors and there was even one full blown Model A race car.

On day two, the whole group embarked on a Grand Tour along the Columbia River gorge and were treated to some glorious scenery, waterfalls, mountains (snow capped in mid-summer) and stately forest timber. By mid afternoon, all the cars were abandoned in favour of the historic Sternwheeler for a cruise up the river for an hour or so. On our return to the riverbank, the salmon bake dinner was in progress and we all pigged out on baked salmon. Back to the hotel, a few drinks, a few Model A lies and bed.

Day three saw the fashion judging, the car judging, seminars on various Ford topics, the Group meeting and the fashion awards banquet in the evening.

Day four - the last day, was reserved for a fun tour to 'Alan Schurman's Iron Ranch'. What an experience! Alan Schurman has many acres of land a short distance from Vancouver and has filled the place with every type of antique machinery ever made, or so it would seem. He has a dozen or so Model As, various old trucks, fire engines, stationary engines, steam engines, tractors, pedal cars, push bikes, motor bikes, sewing machines, etc, etc. There is even a track laid across a paddock with a motor driven locomotive on it and everything works! This was also the site of the car games - tests of skill and concentration in a Model A and much fun was had by all.

From the time of our arrival in Vancouver, several couples, with typical American hospitality "adopted" us and took it upon themselves to ensure that we had a good time at the meet. Our special thanks to Robert and Christie McLaughlin and Bert and Winnie Colwell, all of whom are known to members of our club.

We had a great time in the U.S. and the highlight was the meet in Vancouver.

John Timmings

By 1919, the Ford Motor Company was riding high - one in every three cars purchased in America was a Model T. Fords actually exceeded 40% of all sales - they were invincible. Then, worried about inflation, the federal government cut \$6 billion out of the economy. Americans suddenly decided that they could do without a new car - the old one would last them a while longer. The sudden downturn caught Ford, in particular, completely unprepared.

Ford had just bought out the Dodge Brothers for \$20 million. Development at the Rouge had consumed some \$60 million. Henry had purchased a coal mine for \$15 million, and new blast furnaces had cost \$20 million. Ford had also bought out minority shareholders and he was left with a huge \$60 million debt to service - then sales started dropping and the cash flow dwindled dramatically.

Henry's prompt solution was typical - cut prices. Against his executive's advice he made out a list:- a Model T chassis for conversion to a truck, was down from \$525 to \$360; the \$550 runabout became \$395 and the top-of-the-line sedan dropped by nearly \$200 to \$795. The car industry was shaken and Ford was losing \$20 per sale.

Highland Park closed for Christmas but the gates did not open, as scheduled, on January 5.

As the prospect of bankruptcy still appeared to be a prospect, Henry cast a jaundiced eye over his bureaucracy and cut the office staff from 1,074 to 528.

The telegraph office was eliminated, accounting departments were amalgamated and the now unused office paraphernalia (typewriters, filing cabinets, etc), along with 60% of the telephone extensions, were sold

off; even pencil sharpeners went. Henry reasoned that most staff did not require a telephone and they could bring a knife to work to sharpen their pencils.

When the public found out, the reaction was incredible; one Detroit housewife, who could not afford a car, offered to lend Henry her \$100 life savings and offers of assistance flooded in from around America.

But Henry had more cards up his sleeve. In early 1920 an inventory of Highland Park showed a stock level of \$88 million. Ford's terms with their dealers was payment in full on delivery, so the 6,000 or so Ford dealers around the country started receiving large packages of spares and more new cars than they ordered (or could sell). Any dealer refusing delivery, or payment, risked losing the franchise - so they borrowed and paid.

Ford's schedule of payments to suppliers increased from 60 to 90 days. Prices offered for raw materials were cut to the bone. By early 1921, the

Ford Motor Co had a cash surplus of \$20 million. The Company had not borrowed a cent - and dealers soon realised that they had done the borrowing for him.

Adapted from Robert Lacey's "Ford" by Bevan Sharp •

THE ECCENTRIC HENRY FORD



No 12 - Hard Times

Notebook

BIRTHDAYS for OCTOBER: Birthstone: Opal; Flower: Calendula

Lionel Barendse, Diane Barker, Irene Bell, Angelo Calleja, David Chambers, Nick Ferreira, Charles Kendall, Ron Perry, Philip Raccuia, Steve Read, Margaret Roy, Michael Stathy, Margret Teale, Fran Timmings, Keith Upton, Kath Ward, Phill Wemm, Sylvia Wemm & Jim Williams. Have a great day!!

NEW MEMBERS: Please add the following new memberships to your register;

Nicholas Ferreira, [REDACTED] Bayswater, 6053. Ph: [REDACTED] Nick has a '30 Roadster restored & two unrestored vehicles, '30 Tourer & '29 Roadster.

Barry & Joy Fowler, [REDACTED] Coorow, 6515. Ph: [REDACTED] These folk have a 1928 Tudor, restored and a '28 unrestored Phaeton.

Welcome to the club.

FOR WHAT IT'S WORTH: I have had to replace the rear generator bearing, Snyders price A-10095-AR is \$18.45 US. The one I fitted lasted 1500 miles so I called at SKF in Rivervale who supplied a replacement SKF 7202 BEP for \$13.45 plus tax.

Maybe someone out there has some additional to contribute? *John Laurie*

A BEAUTIFUL DAY on the 21st September encouraged members to be out and about on Jack & Mavis' tour to Whitby Falls. It was great to see recently joined members John & Barbara Forbes making themselves known. Hope to see you again soon.

FOR SALE:

1928 Phaeton, fully restored with spare engine, Arabian Sand & Black
Price: \$14,000 Offers considered *Phone: Merv Callow on [REDACTED]*

1928 Phaeton (early AR). Genuine original car with known history.
Very reliable and in good condition. Ground up restoration in the mid eighties.
On club licence. *Price: \$18,000* *Phone: Bill Bennie on [REDACTED]*
after 6:00pm or leave a message.

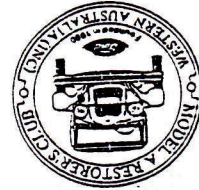
Model A Trailer available *Phone: Steve Read [REDACTED]*

HERE'S A BIT OF TRIVIA FOR YOU: Around 1912 the East Fremantle Council passed a by-law telling motorists that:- driving, riding or impelling motor cars, motorcycles or motor vehicles across intersections or around corners, they were not to exceed 4 mph (6.4kph). They were further instructed that their speed along any street or way in the municipality of East Fremantle was not to exceed 12mph.



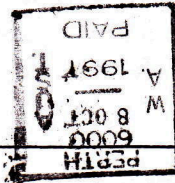
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PAISLEY Ian & Dianne
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Western Model A News

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THE FIRST



Motoring Association

... was the American Motor League, founded on 1 November, 1895, at Chicago, Ill., as a result of a letter addressed to the *Chicago Times-Herald* by Charles Brady King the previous month. Chicago had recently become the automobile centre of the USA by virtue of the fact that the *Times-Herald* was organising a major racing event scheduled for the end of November, and this had attracted pioneer motorists from all over the country. Sixty members attended the inaugural meeting, which was followed by a second on 29 November for the election of officers and the adoption of a constitution.

Eleven days after the American body, and prior to its being constituted as a regular society with elected officers, the first motoring association in Europe was established. This was the Automobile Club de France, which came into being on 12 November, 1895, with premises at 4 place de l'Opéra, Paris.

In Britain, the Self Propelled Traffic Association was formed at the instigation of Sir David Salomans at a meeting held at the Cannon Street Hotel in London on 10 December, 1895. The principal aim was to seek repeal of the notorious Locomotives on Highways Act, which restricted motor cars to a maximum speed of 4mph in the country and 2mph in towns. After extensive lobbying, this was achieved in November, 1896 and, from then on, the Self Propelled Traffic Association ceased to play an important part in motoring affairs. It amalgamated with the Automobile Club of Great Britain in 1898. The oldest of the existing motoring associations is the Royal Automobile Club (RAC) which was founded as the Automobile Club of Great Britain on 10 August, 1897. The Automobile Association (AA) was established on 26 June, 1905. BS •

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