



Western Model A News

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

Year XIX Number V

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Vol. 3



This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.
MAFCA - 250 S. Cypress St., La Habra, California, 90631-5586, USA - Foreign Membership US\$34.00 per year

OFFICE BEARERS: *President:* DAVID BUSSARD XXXXXXXXXX *Secretary/Treasurer:* PAT BUSSARD XXXXXXXXXX
Vice-President: PETER SARTORI XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

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

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

SUNDAY, 6TH DECEMBER, 1998

CHRISTMAS LUNCH - 12:30pm

PLEASE NOTE

Due to circumstances beyond our control the venue for Christmas Lunch has been altered it will now be held at **Chapel Farm Restaurant, 231 Toodyay Road, Stratton** (See detailed map included, under November write-up)
The cost is still the same at \$22.50 per person and it is BYO
If you have any questions phone Dora on [REDACTED]

SUNDAY, 24TH JANUARY, 1999

Annual Picnic in the Park held at Manners Hill Park, Cnr Keane & Lilla Sts, Peppermint Grove
Time: 10:00am Bring morning tea & lunch for the first meeting of 1999. Make it a date!

SUNDAY, 21ST FEBRUARY, 1999

AVON VALLEY VINTAGE & CLASSIC FAIR

For further details contact your secretary

Pat Bussard on [REDACTED]

SUNDAY, 28TH FEBRUARY, 1999

Breakfast BBQ at McDougall Park,
Ley Street, Como.

7:00am start for brekky, followed by a meeting.

SUNDAY, 21ST MARCH, 1999

MARLOWS' CLASSIC CAR SHOW

in conjunction with the CCC Assn of WA
Whiteman Park - volunteers & cars needed.

THURSDAY 20TH - MONDAY 24TH APRIL, 2000

16TH NATIONAL MEET - WODONGA, VIC

Registration form and accommodation available from
Steve Read, [REDACTED] Thornlie. Ph: [REDACTED]

THURSDAY 26TH - SUNDAY 29TH APRIL, 2001

SHANNONS 2001 TOUR

Celebrating the Centenary of Federation in Association with
Australian Historic Motoring Federation

Entry form & further information available from your secretary
or State Tour Co-ordinator, Andrew Wells Ph [REDACTED]



'MARC'
YOUR
CALENDAR

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

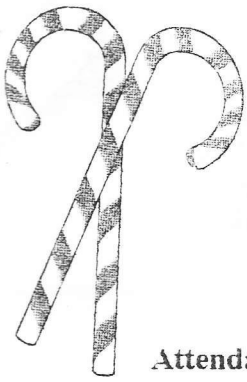
Recommended by MARC member

Established 1973

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34 years Experience



MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)
GENERAL MEETING 22ND NOVEMBER 1998
Held at Granville Park, Gin Gin.

Meeting opened by David Bussard at 1.00 pm

Attendance & apologies: as per attendance register.

Welcome visitors and new members: nil.

Previous minutes: As per newsletter report. Moved L. Blacklock as correct. Seconded F. Farrelly.

Business arising: Planning for Classic Car Show 21 March 1999: we hope to have 10 vehicles in a display. Theme to be considered and discussed at a future meeting. Restorer magazine: no response yet to David's letter to Charlie Scott. Christmas lunch: the location has been changed to Chapel Farm Restaurant in Toodyay Road, Stratton. J. Laurie handed out a sheet with details and a map. Dora has contacted country members. The newsletter is coming out early to enable all to be informed. Dora suggested that Pat Laurie be given a cheque for \$100 to cover expenses. Moved F. Farrelly. Seconded F. Timmings. Wodonga Fundraising Committee: no developments since last meeting.

Financial Report:	Opening balance	12095.68
	Receipts	491.50
	Payments	51.56
	Closing balance	12535.62

J. Laurie moved that the financial report be accepted. Seconded F. Farrelly.

It was decided to give a deposit of \$100 to the Chapel Farm Restaurant. P. Laurie to deliver.

Correspondence in: Murfett and Co, Barristers and Solicitors with cheque to refund \$100 deposit to Old Peppermill Garden Restaurant. Mandurah City Car Expo Sunday 24 Jan 1999 with nomination form. CCC minutes of general meeting 19 Oct 98 and CCC calendar of events.

Correspondence out: Letter to Charlie Scott MAFCA with registration form. Letters to Department of Transport for T. Halden and D. Sutherland.

Correspondence in and out Moved J. Berkshire, seconded F. Farrelly that this be accepted and confirmed.

General business: Vehicle update forms: The need to complete all details on the member/vehicle update form was discussed. Suggest that if there are no changes, this need not be done. Perhaps just your name and As 1998 on top of the form. Members Directory: Moved J. Laurie that this be produced after the Vehicle update form are returned with subscriptions, for February meeting. Seconded L. Blacklock. J. Laurie moved that a cheque be prepared for L. Read to pay Australia Post. The Fixed Term Investment is due for reinvestment on Jan 1. Rates do not vary greatly among the banks contacted by Pat. To continue with Town and Country. The January reinvestment date is awkward as we do not have a meeting in December, and it was decided to reinvest for a shorter term (3 months) in Jan 99 and revert to 6 months at that time. Moved F. Farrelly. Seconded J. Berkshire. Coming Events: Christmas Lunch December 6 at changed venue. See above and elsewhere for details. January 24th picnic at Manners Hill Park. Feb breakfast meet on 28th at Ley Street.

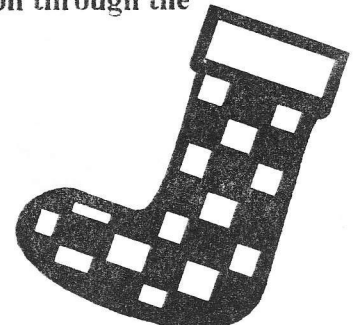
Bits & Pieces:

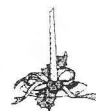
A 30 model headlight bar, and 30 model front mudguard supports required by J. Laurie.

F. Farrelly reported on 2 Model As seen in a field while driving to Albany. Owner wants \$2000 and \$3000 for them but Frank felt they were overpriced.

L. Blacklock lost his horn motor cover while returning from the September run. Can anyone help? David thanked Max and Dora for an interesting run, particularly the section through the Chittering Valley.

Meeting closed: 1.35 pm.





This was the last run for 1998 and so Dora and I thought a driving/touring day would be a nice way to round off the year. The weather was overcast and light rain fell as nine Model As and four moderns left the car park at Coventrys, Morley, at 9:30am. We proceeded out of the suburbs as quickly and easily as possible, heading out through the vineyards at Upper Swan to Bullsbrook for morning tea and closing ranks.

The rain had stopped by the time we arrived here. Continuing on after morning tea, we travelled on the "Tourist Drive" Chittering through the rolling hills of the Chittering Valley coming back to the Great Northern Highway near Bindoon and up the Highway to the Gingin turnoff near the Bindoon Tavern. The road across to Gingin via the district of Mooliabeenie took us to a T junction at the top of the hill at Gingin. We then turned right into the Gingin townsite for lunch at Granville Park. This is where Leslie and Ron Andrews joined us.

The day's drive took us through diverse country and scenery taking in rolling hills, rural areas, vineyards, orchards and natural bushland where there was still a smattering of wildflowers.

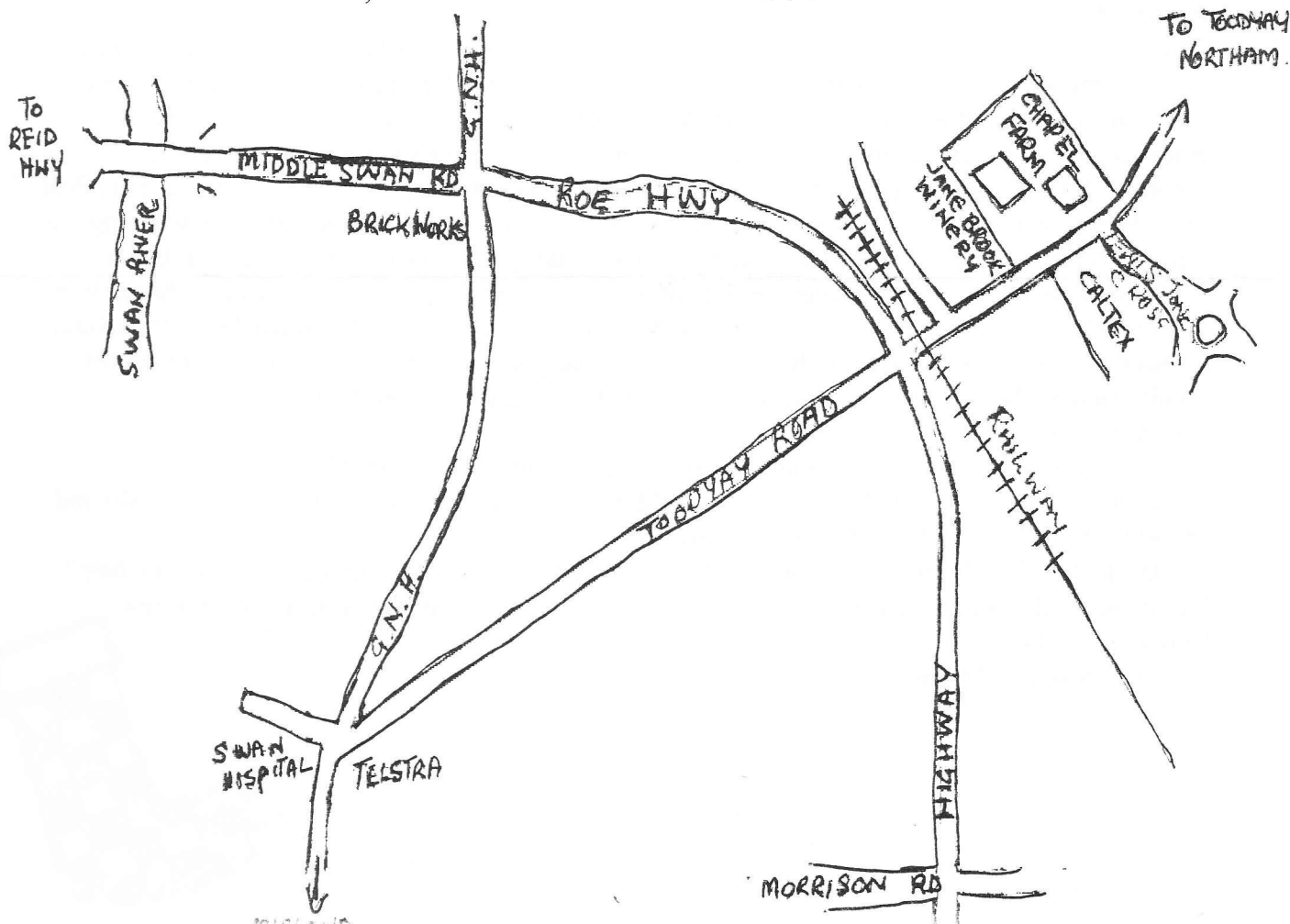
Following lunch, the meeting was held and the group left around 2:00pm for home travelling along the railway line to Muchea and then dispersing to go their own way.

Thanks to all those who came along and we hope you enjoyed the run.

Max & Dora Annear



CHAPEL FARM RESTAURANT - below is a map of where to find the venue for our Christmas Lunch, for those unfamiliar with the location.



PAINTING TROUBLES - THEIR CAUSES AND REMEDIES

CHALKING: Although chalking has been encountered almost since the inception of automobile enamels and lacquers, it is still the most discussed and confused of finish complaints. It is a surface disintegration due primarily to weathering effects, particularly sunlight. All enamels and lacquers show chalking when exposed to sunlight, but the amount of chalking varies according to the exposure and colour. It may be recognised first by a dulling of the surface, followed by a slight powdering of the surface which may be removed in part by rubbing with a cloth. This cloth will probably show traces of the colour. Further cleaning with polish will restore the finish to its original lustre. In discussing chalking, it is not a matter of whether a film shows the condition or not, but rather a matter as to the extent. The same film exposed in different parts of the country will show different amounts of chalking. Different colours show variations in the same locality. Different cars in the same section painted with the same enamel or lacquer will show variations depending upon their usage and care. When investigating a complaint based upon chalking, it is necessary that a comparison be made with other cars of the same general colours, as well as with other cars of approximately the same age, painted with the same colour, to see if the finish has been given average care.

REMEDY- For heavily chalked cases use a paste cleaner followed by a liquid polish. Refinish the job if the situation is chronic.

FADING OR COLOUR

CHANGE: Fading is often included with chalking complaints since the latter often causes a change in colour until removed, so that no complaint on fading should be considered until the finish has been thoroughly cleaned and polished. Very few paints will not show some change in colour over a period of time, but the amount will vary with the colour. Some colours are more permanent than others. If the colour change is uniform, and there is a question about the amount of the change, it would be well to compare with other cars of the same colour before making a definite decision. These cars used in the comparison should have different lengths of service.

REMEDY - True fading cannot be restored by compounding or polishing. Remedy is to repaint.

DULLED FINISH (LOSS OF LUSTRE):

A finish may have a tendency to lose its lustre quickly for two reasons, first of which is an inferior enamel or lacquer, and secondly, because of its being rubbed up before it is thoroughly dry. If the loss of lustre occurs after the job is in service, it may be due to the use of an inferior touch-up material or to abnormal conditions of exposure. Paint films dry from the outside inward, and though the surface may appear to be thoroughly dry, it is only a skin condition and does not represent the state of dryness of the whole film. It is therefore advisable to follow the directions very carefully and to allow for a drying period as long or longer than specified for the material, especially if the temperatures are below 70°F, before any polishing is done. Use of soaps, caustic cleaners and inferior

polishes will destroy the lustre and produce a dull finish.

REMEDY - If a good clean-up with paste cleaner and liquid polish will not help, then the surface should be refinished.

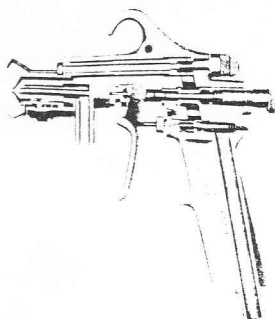
WET SPOTS: Occasionally the painter will have a job which does not dry thoroughly all over and these spots which do not dry at the same rate as the rest of the finish are known as wet spots and are almost invariably due to some wax or grease on the surface over which the finish was sprayed, or a film left there by sanding with gasoline containing anti-knock lead compound or top oil. Excessively heavy coats of undercoats will sometimes cause wet spots.

REMEDY - Remove these areas and refinish.

BRONZING: Some colours, particularly deep blues, are subject to a very fine form of chalking in which the individual particles are crystalline and when viewed from an angle produce an iridescent effect known as bronzing. This is purely a surface condition and can be removed easily with liquid polish, but will continue to recur. It is a condition inherent in the pigment used for certain colours, but is not a serious proposition even though considerable of the paint film seems to be coming off in the polishing operation. An extremely small amount of pigment will produce a very decided discoloration of the cleaning rags.

REMEDY - Clean with liquid polish as needed.

ALCOHOL SPOTS: These usually occur on the hood or fenders in the vicinity of the radiator and on the lacquer, finishes appear



to have a bleached-out appearance. Synthetic enamels have less tendency to water-spot or show the effects of alcohol.

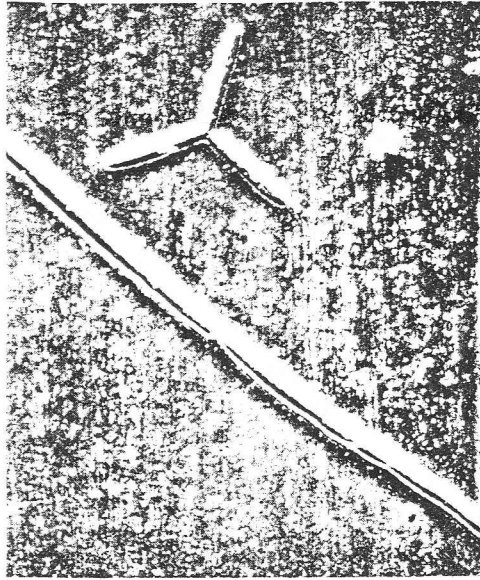
REMEDY - Sand out and rebuild the finish.

CRACKING AND CHECKING:

In the case of either cracking or checking, the cracks and checks may extend all of the way through the film to the metal, only part way through to the undercoat, or may be a depression in the film produced by a crack in the undercoat, but in any event the distinguishing characteristics between the two are that cracking usually refers to single line cracks or single definite figures or large shapes while checking is a multiplicity of these same lines or figures producing smaller figures or shapes and resulting in a pattern or design. Definite causes will produce definite patterns and in fact the cause of the checking can very often be determined from the pattern. There are simple line cracks resulting from temperature stresses, movement of body panels or straight shrinkage cracks due to a short film or one that has been coated over before it had thoroughly dried. Ordinary line cracks are due to applying too many coats of finish without allowing sufficient drying time between coats. Line cracks are also due to poor stirring or a failure to incorporate all of the binder back into the mixture in the same distribution as when manufactured. The use of an unbalanced thinner or one containing an insufficient amount of solvents will produce the same effect. Sometimes cracks or checks are confused with sandpaper scratches in the metal or undercoats. Other common types of cracks or checks are line checks and figure checking. In many cases the cause of these are quite involved and require considerable knowledge

of paint chemistry to be thoroughly understood. They can be avoided in refinish work by the use of dependable materials, thorough stirring and following the manufacturer's directions for the drying periods.

REMEDY - The remedy in all cases of cracking or checking is to remove the finish down to the metal for an area considerably larger than the affected area and rebuild the finish according to the schedule of refinish work.



Line Cracks and Crowfoot Checks Enlarged

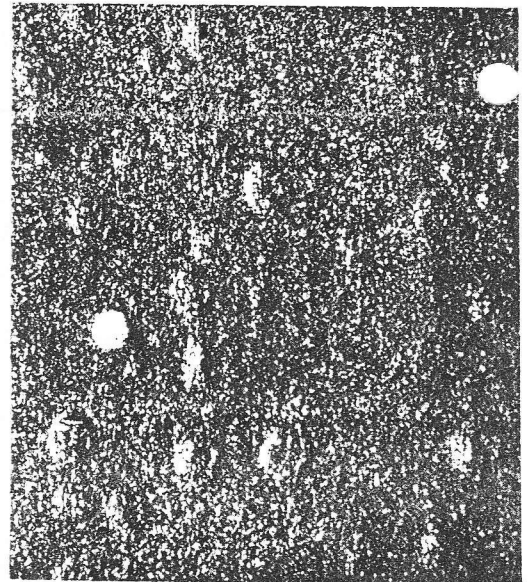
RUST UNDER FINISH: There have been constant improvements in the methods available for preventing rusting. Among these are systems to remove any rust that is present when the job is prepared for painting and to retard rusting after the car is in service. Rusting of the surface before the film is broken is usually made apparent with raised sections or blisters. After the film is broken, the rust eats back under the edges. Some rust preventative systems are similar to rust in colour and may be mistaken for it unless carefully examined.

REMEDY - Sand off area and refinish, treating metal with rust remover before applying undercoats.

BLISTERING: Although not very common, there are cases where blisters occur without the presence of rust. Among other causes may be excessive moisture or foreign materials getting between the coats, causing them to separate.

Condensation blown on to the body from under mouldings when car is sprayed after standing unprimed over night. Oil or water in the air lines will produce blisters. In the case of a blistering complaint, it is necessary to examine the area very carefully for any contributing factors. In localities where there is a prevalence of high temperatures and high humidity, pimpling or blistering may result. No paint film is entirely impervious to moisture, hence these failures are unavoidable and the owner must regard them much as he would the result of parking in the vicinity of chemical fumes or other local hazards. Excessive polishing or the use of abrasive cleaner will reduce the film thickness to a point where it becomes less impervious to moisture and will blister more rapidly.

REMEDY - Remove finish to the metal and refinish. If there is any question about the film thickness, it would be advisable to respray the whole car.



Blisters (Enlarged).



Feathers & Feminine Frills

Early Spring Millinery for 1928

Not only the weather, but the shops proclaim that the official Spring is with us, and at any moment the sun may burst forth to find us without appropriate raiment. The very early spring hats have arrived in all their new glory of colour, shape and design. One notices that crowns are a little lower this season and rather broader at the base. The short back to the brim is still popular and quite a number of these early models show that small hats will vie with the large brims of previous summers for popularity. In fact I think you may just please yourself and choose whatever suits best your particular type of frock or face. Don't think that the small hat can't be also shady, for it can, especially the rather mushroomy brims of this season that dip and shade the eyes, casting over the whole upper part of the face a most becoming shadow which is so acceptable to many women over 20 in our sunny land.



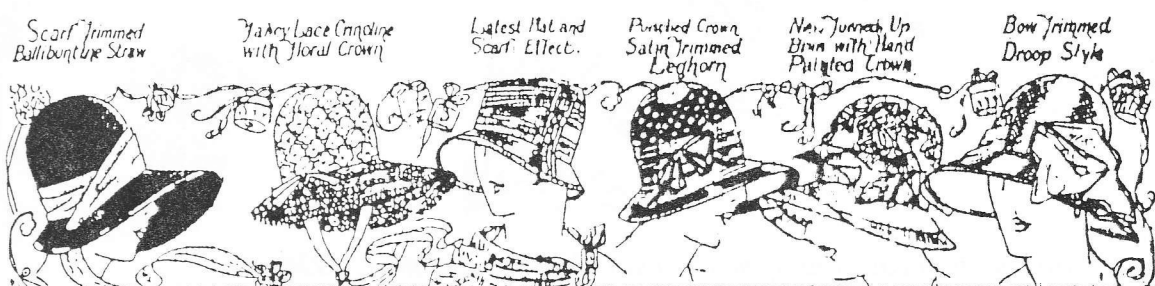
Two of the New Hats

The first hat is a cream Bangkok, trimmed with black, the cut-away effect is a new note. The second one is more suitable for the young girl. It is carried out in green in one of the new light straws, finished smartly with ribbon.

Hats of Two Materials

Hats this spring are very simply trimmed, depending rather on their shape or perhaps the different materials that compose them for originality and charm. Felt and straw will be allied to form one hat these days; or perhaps crepe de chine and straw. The two material idea not only gives a had added interest, but often a lighter and more distinctive appearance. A charming hat of mignonette green and white string woven on straw had a cool, striped effect, while a band of coarsely woven cotton material striped in green, white, blue and yellow with just a thread of pink, was twisted with careless grace around the crown. The whole effect was simply charming. A hat of navy felt showed a wide brim of straw. This was trimmed with a buckle of jet and crystal. Stitched crepe de chine and straw formed the materials of yet another attractive chapeau, which was finished with a simple band of corded ribbon to tone.

Very popular this season are coarse straws that remind one rather of the old-fashioned "geth" hats of years ago, though fortunately they are not at all stiff like those ancient horrors, but fashioned in becoming shapes that shade the face. One in red, beige and white-flecked straw took my fancy. This was simply trimmed with two narrow bands of red petersham ribbon that encircled the top and the base of the crown, between which there were circles of finely pleated beige corded ribbon.



Cool Feather-weight Straws



A pinky beige feather-weight straw with a rather large brim was simply trimmed with a corded ribbon around the crown that finished with a flat bow at the back. The under part of the brim edge was also stiffened with this ribbon, which was the same shade as the hat, only a slightly darker tone. A buckle of brilliants or a coloured stone brooch would lend an individual note to this hat, which, though severely plain, bore a simple charm all of its own. An attractive headpiece was fashioned from blonde ballibuntl trimmed with narrow navy blue ribbon which encircled the base of the crown, crossed at the back, and finished with a jaunty little bow in the middle front of the crown, somewhere near the top. All black ballibuntl trimmed with waxed leaves and ribbon which pulled through a buckle of jet and brilliants was yet another model that took my eye. This would be a charming light-weight hat for an older woman, and extremely suitable for early summer to wear with one of the new spotted foulard frocks one sees about everywhere. One thing that stood out clearly in my mind after viewing many of this season's models was that undoubtedly simplicity is the keynote of the early spring hat. Perhaps later will come elaborate models for race and afternoon frocks that will show more trimming, but I doubt it. For let me whisper it, heavily trimmed hats are extremely ageing, and consequently not at all popular.

The Kerchief Scarf

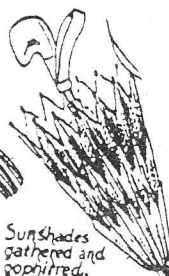
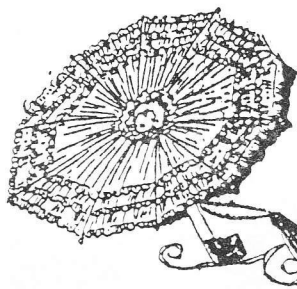
In England and on the Continent no miss or mademoiselle would sally forth without her bright kerchief Scarf, and of course it must be tied and arranged over the shoulders in just the one particular way - in fact, as you see illustrated, and it comes in all sorts of different materials, some quite inexpensive, others elaborate and gorgeous to a degree.

Sunshades. Feather Boas

Another manifestation of the craze for femininity is seen in the sunshades which come small and frilly, gathered and gophirred, some of them set off with small posies and rosettes, and birds emphasise still further the vogue for feathers. These come fashioned of ostrich as well as of far less expensive material.

The Artist Bow

The Artist's Bow is another motif which my lady will greatly favour and these are of all descriptions of satin and crepe de chine and of silk, either plain or in fancy effects and tied just as you see illustrated.





Notebook

BIRTHDAYS for DECEMBER: Birthstone: Turquoise; Flower: Narcissus

Des Addison, David Blewett, Judy Calleja, Jordan Cooke, David Lucas, John Moorehead, Kath Pepper, Alex Polley, Melissa Read, Merv Ward and Nina Williams. Enjoy your day.

PEARSON'S MODEL A FORD PARTS: Ron Andrews has just returned from a holiday in New Zealand and suggests members may be interested in buying parts from Pearson's due to the low exchange rate on the US dollar. Pearson's offer parts, services, exchange parts, locally manufactured items, books and accessories. Their phone/fax number is (03) 388 1316 or email address pearsons@xtra.co.nz Ron has a complete list of parts, services, etc, but with no prices. They do take Mastercard and Bankcard and their postal address is P.O. Box 15114, Christchurch, N.Z. for those who want prices on anything.

CHRISTMAS LUNCH: Hopefully you have all taken note of the different venue for the Christmas Lunch. All other details are the same, which the restaurant owners have agreed to most graciously. Enjoy the day and don't forget to take a few souvenir photos of the occasion.

CALCULATE YOUR AGE: Here's a little bit of Scientific trivia for you to ponder as we head into another year.

Ø Each of the planets orbit around the Sun at different speeds. This is because the gravity felt by Mercury is stronger than that felt by distant Neptune, so it must therefore travel faster in its orbit to avoid being 'swallowed' by the Sun. Our planet, Earth, travels at over 107000 km/hour around the Sun and it takes 365.26 days to complete an orbit. We name this a year. Every year you have a birthday and you get slightly older. What would you do if you lived on Mars. Because it takes 687 days to orbit the Sun, there would be 23 months in the year and you would celebrate your birthday only half as often as your 'Earthly' cousins. It would also mean that you finish school at age 9, raise a family as early as 10 and retire at age 30.

On Venus there is only one day in a year! That means you celebrate New Year's Day, Christmas, Easter and your birthday on the same day.

Ø To calculate your age on other planets you need to first calculate your age in Earth days. To do this multiply your age in years by 365. Choose the planet you want to live on and divide its year (in days) into your age (in days). Can you expect a birthday cake on Pluto?



MERCURY



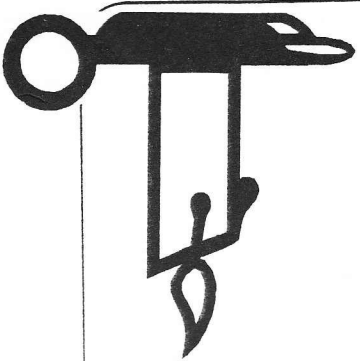
EARTH



URANUS

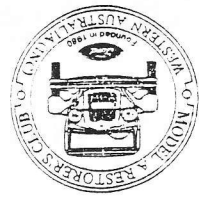
Object	Year (days)
Mercury	88
Venus	225
Mars	687
Ceres*	1680
Jupiter	4330
Saturn	10760
Uranus	30707
Neptune	60202
Pluto	90800

*Ceres is an asteroid.



If undelivered, please return to:
Thornlie
Western Australia, 6108

BUSSARD David & Pat
BALDIVIS WA 6171



**Western
Model A News**



Merry Christmas to all
members, family and friends of
the Model A Restorer's Club
of Western Australia

