

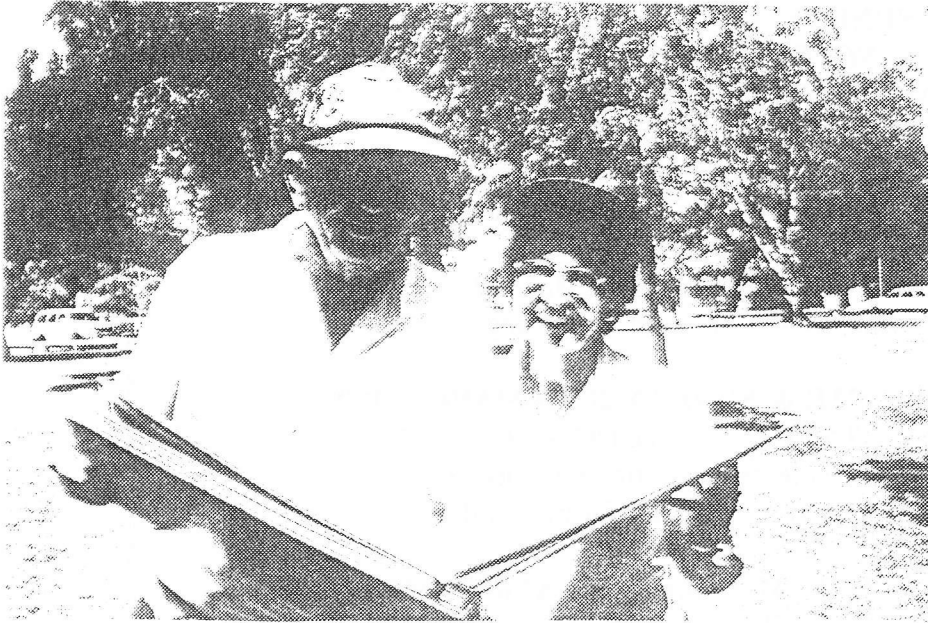


Western Model A News

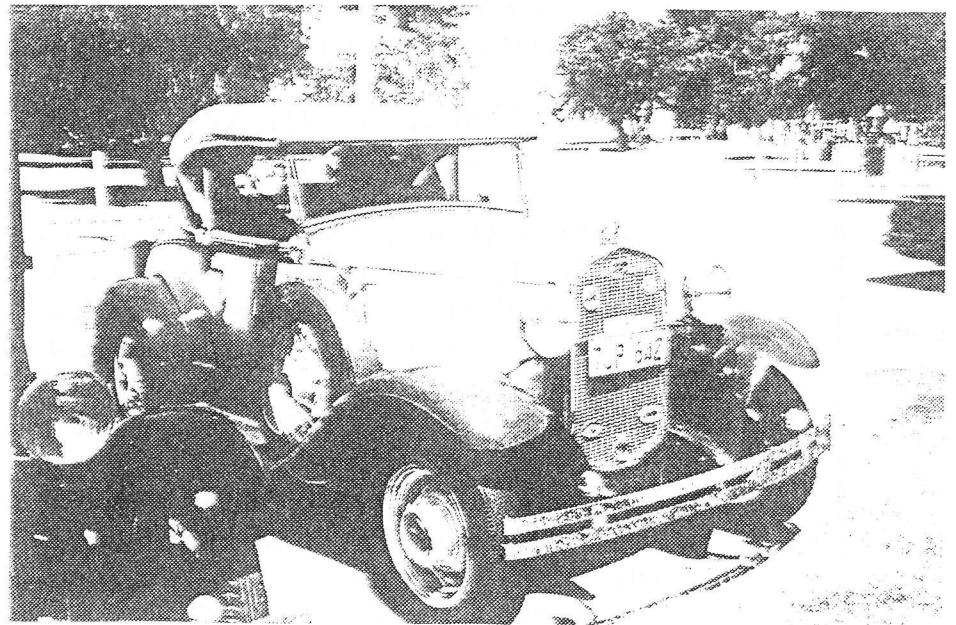
Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XIX Number VII

February, 1999



Max & Dora Annear,
the stars of this month's
Members Profile.



Their 1930 Roadster.

Next Run/Meeting: Sunday, 28th February. Place: McDougall Park, Ley St, Como
Time: 7am

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 [REDACTED] *Secretary/Treasurer:* PAT BUSSARD [REDACTED]
Vice-President: PETER SARTORI [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, 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, 14TH MARCH, 1999
NOTE CHANGE OF DATE
MARLOWS' CLASSIC CAR SHOW
in conjunction with the CCC Assn of WA
Whiteman Park - volunteers & cars needed.
David Bussard to co-ordinate "Town & Country" Theme

SUNDAY, 21ST MARCH, 1999
Barrie & Gwen Guest organising.

SATURDAY 27TH & SUNDAY 28TH MARCH, 1999
VINTAGE DAYS AT DOWERIN
Anyone who is interested in attending this weekend
please contact your secretary for further details.

FRIDAY 2ND - MONDAY 5TH APRIL, 1999
EASTER RUN TO KIRUP
Edith Jeffree is taking names NOW, first forty only.
Cost is \$25 per person for a great weekend.

SUNDAY, 18TH APRIL 1999
Ray & Toni Mahony organising.

THURSDAY 20TH - MONDAY 24TH APRIL, 2000
16TH NATIONAL MEET - WODONGA, VIC
Registration form and accommodation available from
Steve Read, [REDACTED] hornlie. 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]



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** Specialising in Veteran and Vintage engines*

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

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34 years Experience

MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)
GENERAL MEETING 24 January, 1999
Held at Manners Hill Park, Peppermint Grove

Meeting opened by David Bussard at 11.20 am

Attendance & apologies: as per attendance register.

Welcome visitors: Bevan Sharp, Jack and Julie Dewar, Craig Davidson and Daphne.

Welcome to new members: First meeting for Graham McDonald. David mentioned enquiries from New Zealand and Argentina.

Previous minutes: As per newsletter report. Moved as correct by F. Farrelly. Seconded J. Laurie.

Business arising:

Marlow's Classic Car Show: Change of date from 21st to 14th March. We will be notified by Reg Whitlock of the actual location within the Village area. K. Pepper and B. Bennie offered to be Marshals. David will notify them of arrangements. A. Smith can arrange a shelter, S. Read can get a bigger one. B. Bennie will bring the banner for the display. D. Bussard and B. Bennie offered large pictures. L. Read suggested a detailed plan around the theme of 'Town and Country', involving 8 vehicles and mannequins. B. Guest will provide bales of hay. Some photo albums will be included. David to coordinate. Members displaying cars to be there at 8.00 am.

MAFCA: newsletter received. Anything of importance to be included in our newsletter.

Christmas lunch: a good gathering. Additional cost for tea/coffee met by the club.

Wodonga Fundraising Committee: S. Read reported that a bank account has been opened to keep funds separate. Members will be asked to deliver things for a swap meet at Belmont Forum to S. Read's or J. Timmings' homes before 31 Jan. There may be a one day raffle at the car show. The idea is to have club members take their cars on the train to Adelaide and join the South Australian club in driving to Wodonga. To get reduced rates we need 15 cars. Rates for the train: First class \$740 p/p; Holiday class \$471 p/p; Coach class \$223 p/p; one way to Adelaide. Accommodation: Prices for motels in Wodonga are available, bookings in Albury are subject to 5% bed tax.

Our **fixed term investment account** has been re-invested for 3 months, to 2 April. We will then return to 6 monthly terms.

Members Directory: To be updated and given out at March meeting or on Kirup run. Your details will be up to date if your vehicle update form is in Pat's hands on or before Feb 28th.

Financial Report:	Opening balance	12535.62 on 22/11/98
	Receipts	1329.24
	Payments	1561.93
	Closing balance	12302.93 on 24/1/99

M. Annear moved that the financial report be accepted. Seconded P. Sartori.

Correspondence in: Note from R. Wilson re badges. Applications for Membership from K. & D. Brown, R. Pleysier. Request from BankWest to provide a password for telephone queries. Update from Town and Country re amalgamation of services with ANZ bank. Information and exhibit form from Radio West Vintage Days at Dowerin 27/28 March. Christmas cards from N. Ferreira and C. Scott. Letter from P. Gilberthorpe re Marlow's Classic Car Show. Note from C. Strahan. Letter from J. and A. Calleja.

Correspondence out: Membership application forms to K. & D. Brown, R. Pleysier, J. Brown. Badges to R. & M. Wilson, Password to BankWest. Card to B. Fowler of Coorow.

J. Laurie moved that the Correspondence in be received and the Correspondence out be endorsed. D. Annear seconded the motion.

General business:

Membership renewals from K. and D. Brown, and R. Pleysier were announced.

Name badges will be ordered when more than 10 people request them. It costs \$9.15 if up to 10 are ordered, \$7.80 if more.

Finances: Payments to L. Read for photograph albums and related materials \$68.05. Account for toner for the photocopier \$68.00. Australia Post cheque for Feb newsletter. Moved F Farrelly and seconded S. Read that these be processed.

Thanks to Timmo, Alex Polley, Don Sutherland for contributions to newsletter. Thanks to Mahonys and others who have given their time and thoughts to Pat for information in the newsletter.

Club runs 1999: B. & G. Guest will organise a club run for 21 March. Club members offered to organise monthly runs for the rest of the year. Information in your newsletter. David requested that dates be selected early to give members sufficient warning to be able to attend.

Kirup Easter Run: This wonderful long weekend of Model A fun and games will be from April 2nd to 5th. E. Jeffree is now taking names, with a maximum of 40 people. Charge is \$25.00 per person. It is a highly recommended club event.

Photo albums: S. Read moved a vote of thanks to Louise and Melissa who have worked for many months to get the collection of photo albums up to date. All agreed, and many people spent a good while looking through the various albums.

2000 Our 20th Anniversary Year. L. Read suggested a big gathering to celebrate. Perhaps at Manners Hill Park in January., or in May to commemorate the first club run to John Forrest National Park. Perhaps to invite all previous members to join us.

Coming Events: February 21 Avon Valley Vintage and Classic Fair. February 28 Breakfast meeting, Ley Street, Como. March 14 Marlow's Classic Car Show at Whiteman Park display. March 21 Guest's club run. March 27-28 Radio West Vintage Days at Dowerin. April 2-5 Kirup Easter Run.

Bits and Pieces: Rex Wilson needs a model A horn Bell Mouth. Neil Munro is after 5 window coupe panels. Tim Halden needs a front splash apron and a dash light. John Laurie is after two 21" tyres and four 19" tyres. B. Bennie has Model A bits from Snyder's for sale, and will bring them to the February meeting. His Model A is for sale, and he would consider a swap with a tandem caravan from 1990 on in good condition. He also has a collection of *Restorer* and *Model A News* magazines if people are interested. J. Hall offered the carpet out of his roadster. S. Read has front and rear mats for a coupe. J. Williams has Rally West application forms (veteran and vintage vehicles, 5 days in October, centred in Busselton.

J. Timmings thanked Steve Read for helping him with his vehicle problems, and commented that Steve is always ready to help club members.

Meeting closed: 12.40 pm.

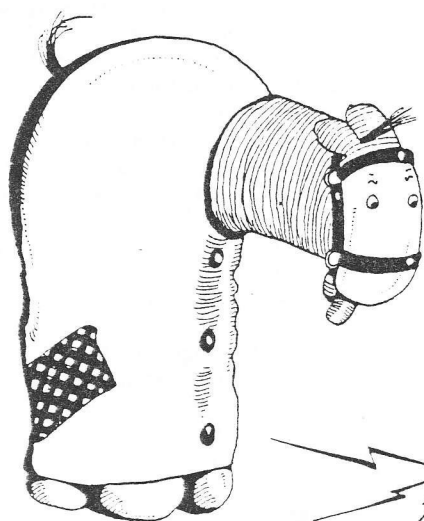
PICNIC IN THE PARK 24th January, 1999

What a great day and what a tremendous turn-up of vehicles and people for our first get together of 1999. We had 20 Model A vehicles (19 cars and one truck) and 50 people signed the attendance book. The weather was its usual warm self even by 10:00 o'clock. Most folk had arrived by 11 am and David got the meeting underway not long after. We had former member Bevan Sharp join us whilst between assignments. Don Sutherland graced us with his presence, Don has been a club member for some time now but this was his first meeting and it was beaut to see our newest recruit Graham McDonald at his first meeting.

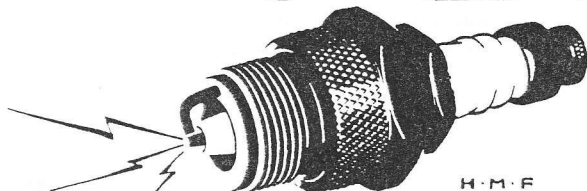
We had a lengthy meeting and a few stragglers turned up during the proceedings, for others the tummy rumbles had set in and they ate while the meeting continued. With formalities out of the way, lunch was devoured, subscriptions paid, tee shirts bought and photo albums perused.

All in all it was a good day with Barrie collecting \$61.50 in raffle money, which he says is a record. I think the prize was collected by Jim Williams.

The following article appears in *The Restorer Magazine* - Jan/Feb 1999 edition and was submitted by John Laurie. John suggests that although mundane to some, he believes it will be of interest to our members. This is part one of two parts.



SPARK PLUGS



An
Article
Telling

What the Parts Man and Service Man Should Know About Them

What MURRAY FAHNESTOCK learned from O. C. ROHDE, Chief Engineer of Champion Spark Plug Company; SUMNER HOWARD, Service Manager of A. C. Spark Plug Company; and R. C. DIEHL, General Service Manager of Marvel Carburetor Company — men who know their stuff!

BECAUSE spark plugs usually perform their work with quiet efficiency, a spark plug is simply a spark plug to most of us, and we do not realize its possibilities in sales and service. The writer has been tinkering with spark plugs since 1908, but recently learned many interesting facts from research engineers, which we feel will be of practical value to the Ford trade.

When miles-per-gallon is mentioned, everyone makes a dive for the carburetor. Recognizing this frailty in human nature, Mr. Ford has made the Ford carburetor practically "non-adjustable." Ordinarily, if the engine runs in a satisfactory manner, but little can be gained by carburetor adjustments.

But the ignition! Ah, that's it . . .

With a hot, accurately timed spark, much more power is developed in each cylinder with the result that we do not have to open the throttle nearly so wide for a given car speed.

We suggest a breaker point gap of .022 inch rather than the .018 inch minimum.

We also wish to emphasize the need for the standard spark plug gap of .035 inch. This gap aids good idling, and so it is not necessary to use an over-rich mixture for idling—which would waste fuel at higher speeds.

Low Idling Speeds

MANY mechanics and car owners take a mistaken pride in an engine that will just "tick over" at extremely low idling speeds. This pride is a hang-over from the days when it was difficult to get any car to fire on all four cylinders at slow speeds. But times have changed.

If the car owner demands a car that will just tick over, like the long count—one . . . two . . . three . . . four, then show him how easily you can obtain extremely low idling speeds by adjusting the carburetor and

"smothering" the engine speed with an extremely rich mixture and by using a retarded spark with breaker points set to open when the spark lever is pulled down to the fifth or sixth notch.

This will show him a low idling speed all right!

But wait—there's a catch in it!

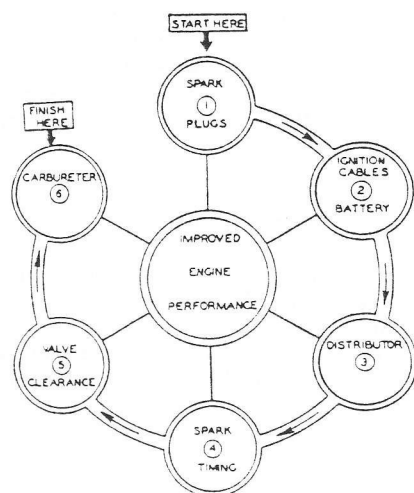
Don't change any of these adjustments, but just show the car owner how much farther he has to open up the throttle lever under the steering wheel to obtain the same revolutions per minute at which the engine was formerly running. What of it?

Just this. When engine revolutions are smothered by rich carburetor adjustment and retarded spark, we have to use several notches more throttle opening for every car speed — thus wasting fuel! And this waste of fuel is considerably greater when the engine is pulling a load, such as the car, than when it is running without a load.

Every 10,000 Miles

THE difference in fuel consumption in an engine with worn-out spark plugs, as compared with the same engine with new spark plugs, will often be as much as 1½ to 2 pints per hour! This is at moderate speeds. At high speeds the waste of fuel will be even greater.

The 10,000-mile distance for re-



Precision Cycle Engine Tune-up

placing spark plugs was arbitrarily adopted because spark plugs often begin to deteriorate at about 8,000 miles. Consequently, 10,000 miles is a safe average at which it pays the car owner to have the spark plugs replaced.

Tests made with various makes of cars in the lower-price group disclosed that from 1½ to 2 pints of gasoline were wasted by the use of old spark plugs as compared with savings made by use of new spark plugs.

The results of a number of tests showed:

New Plugs	
Miles per Hour	Miles per Gallon
20	23.2
30	20.55
40	18.4
50	16.45
60	14.8

Average Miles per Gallon... 18.68

Old Plugs	
Miles per Hour	Miles per Gallon
20	21.1
30	18.9
40	17.6
50	15.85
60	10.3

Average Miles per Gallon... 16.75

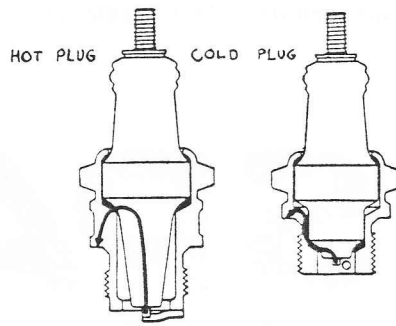
We emphasize the idea of selling the car owner increased fuel mileage (as a result of replacing the spark plugs every 10,000 miles), because miles-per-gallon directly affects the pocketbook of the car owner—as he realizes every time he stops at a filling station. While easier starting, better acceleration, and greater power are much less definite and are harder to prove.

Precision Cycle Engine Tune-up

INSTEAD of merely selling a set of spark plugs, the Ford parts or service man should sell the car owner a "Complete Engine Tune-up." There is operation No. 14 for a usual labor charge of \$1.00, including cleaning and spacing spark plug points, adjusting breaker point gap, checking timing, cleaning out sediment bulb, and cleaning carburetor jets.

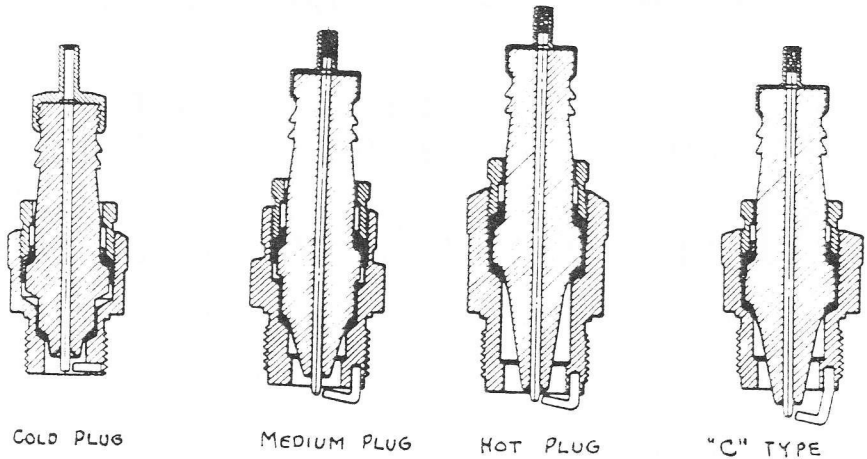
The A. C. Spark Plug Company suggests that a Precision Cycle Engine Tune-up, adapted to all makes of cars, should include the definite orderly cycle of operations as shown on the chart. You will notice that this includes "ignition cables"—often a source of trouble in cars of other-than-Ford makes. While cars with adjustable valve tappets should have "Valve Clearance" checked. Their valves are more apt to change adjustment than the solid, non-adjustable valves of the Ford.

The introduction of superchargers in the racing field in 1923 greatly in-



Path of Heat Flow in Cold and Hot Plugs

creased the severity of spark plug requirements, necessitating development of that type of racing plugs in which the insulator was seated at a point below outside gasket seat of plug—thus securing a "cold" plug. As plugs were made colder, it was found they would stand correspondingly less slow speed operation and had a greater tendency



How Heat Range Affects Design of Plugs

to foul. This led to the expression, "Heat range." So now we say, "A hot plug for a cold engine—a cold plug for a hot engine."

Heat Range

EVERY spark plug has a certain limited range of temperature, within which it must work to give best results. For instance, when superchargers were put on racing cars in 1923, it was found that the plugs could not stand the extreme heat of running under wide-open throttle. The plugs got too hot. Consequently, "colder" plugs were developed by lowering the bottom seat of the insulator in the spark plug shell, by using a shorter firing end, and by shortening the length of the core exposed to the heat of combustion.

Variations in heat range are secured by changing the location of the insulator gasket with relation to outer gasket seat. Also partly by varying the core lengths, and the relation between core volume at firing end, as compared with shell bore at firing end.

Also length of wire projecting beyond end of core, with relation to projecting length of core.

In determining the heat range of spark plugs, manufacturers have found that, for all practical purposes, the seat of the insulator remains at practically the same temperatures.

But if the tip of the core is too hot, we get pre-ignition.

The other important point is the temperature of the insulator or core at a point about half-way between the tip and the shoulder, which, if too cold, causes fouling. The best temperature for this point is about 1300 degrees F., while the minimum is about 1100 degrees F.

The heat range in the 7/8-inch thread size varies from cold to hot as: No. 0—1, 2; Tr. Sp.—3; 3X (Ford plug) and 6—4. It will be seen that the spark plug for Model A Fords is the next-to-hottest type.

The Ford can use this because the Model A Ford has a moderate compression, and because the Ford engine is so well cooled.

If a spark plug develops leakage between shell and porcelain, if insulator cracks or if electrode wires wear out too fast, this is an indication that the plug becomes too hot in that engine.

Preferably, the plug should always be hot enough to burn any carbon that may be formed, but not hot enough to cause pre-ignition. Unfortunately, the temperature range marked between these two limits is comparatively narrow—only about 350 degrees C.—which explains why plugs may easily cause trouble.

The heat range of spark plugs can be increased by using spark plugs with projecting cores—known as the "C" type. This increases the heat range because the core, projecting into the gas stream, remains clean, any oil or carbon being burned off by the sweep of the burning gases over the core. This plug has a low core seat, insuring ability to stand extreme heat. The "C" type of plugs can be used in Model A Fords.

CLUB MEMBER PROFILES

This is the second feature about club members who joined *The Model A Restorers Club of WA (Inc)* during 1980, the year it was incorporated. I have been pleased by the responses from the early members I have contacted, and look forward to continuing this project during the year.

In this profile, we learn about Max and Dora Annear who continue to attend club events regularly. The first end of year club gathering was a barbecue held at their home in 1980. My discussions with Max and Dora Annear have included references to other club members, always highly positive and complimentary. I think it is a strength of our club that members recognise the efforts and endeavours of others.

As with the Mahony story, I have used information provided by Dora and Max, putting my own comments in parenthesis. I hope you find the following interesting.

Pat Bussard

Names: Max and Dora Annear

Date of joining or First meeting attended: (*Max's membership application is dated 22/6/80. He was present at the first meeting on 22/6/80.*)

How did you become involved? Max had belonged to the *Veteran Car Club of WA* for many years. He was approached by Bill Bennie at a VCC meeting and asked if he would be interested in forming a Model A club. Bill found out which VCC members had Model A's and contacted them.

Positions held in the club: Max was President after Bill Bennie 1982-1984, and one of the Vehicle Examiners for many years. He was invited to take on the role of Official Starter about 1990 after he suggested greater organisation and spacing of vehicles at the start of runs. Dora has not held formal positions, but she assists with organisation and collection of monies for club dinners and social events.

National Meets attended: Wangaratta, Victoria (1988) and Perth, WA (1992).

International Meets: MAFCA meets in the United States in San Diego, California (1990) and Tacoma, Washington (1994).

Memorable events or runs or Highlights: A very early run to the Billy Goat Farm, with Mavis and Bill Spencer among the four or five couples. Dora remembers Toni Mahony at the early meetings before Andrae was born, and all hoped for a girl. The (*first*) run to Alan Smith's farm at Wongan Hills was freezing. There were lovely long country runs and weekend runs when there was great fun at night. They took all the food, usually for a barbecue the first night and casseroles for the second, which was hard to manage because of the space restrictions in the cars. The club used to go on the September long weekend usually organised by Jim and Nina Williams. On a run to Ningham they first saw the wreath flower. Mike and Laurel Cooke organised a run to Merredin. It was cold there, minus 2. The wildflower runs were organised for Monday to Friday to enable participants to travel farther and to see more wildflowers. Max remembers the first picnic run on Saturday, 2nd May 1981, organised by Alex Kirkwood, who ran it again at later date.

Funniest memory: On the first long weekend run to Hyden it was very hot, dry and dusty. Dora sat in the dickie seat and their son Alan sat with Max in the front. When they came down a hill, Dora's face was covered in red dust. Max laughs to tell that "it looked like powder falling off". Judy Calleja kindly offered shampoo to remedy the situation.

Family and personal history: Max's father was William Annear, known as Dick, who was the mechanic for the Chrysler *Silver Wings* vehicle during the historic Lake Perkolilli speed events. Dick worked at Attwood Motors, which sold Chryslers and Maxwells - thus his name, Maxwell. Max can remember his dad used to bring *Silver Wings* home to work on it so he did not have any interruptions. Max went to the *Silver Wings - Lake Perkolilli* celebrations in 1997, and drove the replica of *Silver Wings* on the circuit. In 1941 the Air Cadet Corps was formed and Max enlisted on the first night, spending the next two years in part time training, waiting to enlist in the RAAF. However, on "call-up" at the age of 18, when he presented himself in full RAAF uniform, he was denied the opportunity to join the Australian Armed Forces in the later years of World War II and manpowered because he was apprenticed to an Automotive Engineer, servicing essential vehicles and manufacturing small parts for Bren gun carriers and aircraft carburettors.

Max then worked for a Ford dealership as a mechanic, leading hand and finally as Service Manager. In 1953 he started his own repair workshop and service station, the North Beach Garage and Service Station.

He also developed an automatic transmission business, *West Coast Automatics*, on this site. He established a second automatic transmission repair shop and spare parts centre in Claremont, but later amalgamated the two back at North Beach. He was approached by Coventrys and joined their group at Morley for 14 years, *Coventrys West Coast Automatics*. In 1988, Coventrys had a rationalisation, and Max bought back the Automatics division, carrying on the business as *West Coast Automatics* at the Morley address until he retired in June 1991.

Max had a school named after him, *The Max Annear Automotive Skills Training Centre*, now called the *Motor Industry Training Centre of WA*.

After raising three children and helping Max in their business, Dora went back into the (*paid*) workforce in 1972 as a Medical Secretary for 21 years, retiring in February 1993. She also took up ballroom dancing and acquired a cabinet full of trophies. She danced in Miami, Florida, USA and Christchurch, New Zealand in the 70s. She danced at the Perth Entertainment Centre in 1980 in the Ballroom Dancing World Championships.

Max was very active in car rallying and motorcycle racing in the 60s and 70s. With Colin Mottram in the sidecar, Max was Western Australian Scramble Sidecar Champion in 1962 and Australian Champion in 1963. Dora became as keen as Max about car rallying and helped with the administration of the rallies. She also competed in the ladies section of the *Pathfinder Trials* during the 60s and 70s.

Family members: Max and Dora's three children were adults when the club was formed. Alan went on some of the long weekend runs. He is an Automatic Transmission specialist and lives in Perth. Older son Graham lives in Detroit, Michigan, USA and works in automotives, as chief design draughtsman for Borg Warner Gear Co. Daughter Rhonda is a teacher in a primary school. Her wedding in 1982 provided the first opportunity for club members to use their cars for a wedding.

What music do you listen to? Max is very keen on jazz. "Satchmo" Louis Armstrong. Dixieland and Trad Jazz. Glenn Miller. Artie Shaw. Dora likes all music.

The most memorable concert you have attended: Satchmo when he came to Perth. Both enjoyed travelling on *The Natchez*, a jazz ferry, up the Mississippi River in 1990.

Other interests: Max and Dora love the football and are avid Eagles fans. Dora keeps fit at exercise classes.

About your car: :Model: 1930 Roadster. **Colour:** cream and tan.

The farmer who owned the car was a client of Max's. Max and Dora's son Graham used to drive the roadster around the paddocks at the farm at Ballidu when he was a kid. Years later, Max asked the farmer if he still had it and he replied, "The remains are there and you can have it if you want it". Max trailered it down in 1974, and worked on it for 13 years. It was licensed in 1987. Some body parts had to be made, and these were done by an old school friend. The upholstery was done in East Perth, but everything else was done by Max. He has had to replace 2 timing gears, and do minor engine work and brake repairs. It broke down once on a run to Secret Harbour on Baldivis Road. Alan Smith was behind in his 4 wheel drive vehicle, and he towed the roadster to Bill Cowlin's place. They hooked the 4 wheel drive to Bill's car trailer and brought it home.

The roadster is comfortable to ride in, and they would go anywhere in it.

Other restorations: Max restored an Ariel 1939 motorcycle in the early 80s, at the same time as he was working on his roadster. It was licensed in 1982. He has also rebuilt engines for several people.

Current projects: Max is currently building another motorcycle, a 1955 500cc Matchless. He loves his Model A, but believes his heart is really in motorcycles.

Membership of other clubs: Max has been a member of the *Vintage Motorcycle Club* for 23 years. He was in the *Veteran Car Club of WA* for many years. He belongs to the *Model A Restorers Club of America (MARC America)*, and to the *Model A Ford Club of America (MAFCA)*.

About the Model A Restorer's Club of WA (Inc): The membership of our club is growing older. We must think about the future and induce younger members to become involved.

The number of Model A vehicles is finite. As cars available for restoration are becoming very scarce, those who have the makings of Model A vehicles who are not presently working on them might consider making them available for restoration by others.

Notebook

BIRTHDAYS for FEBRUARY: Birthstone: Amethyst; Flower: Violet

Jack Berkshire, Lindsay Blacklock, Sylvia Bristow-Stagg, Lorraine Chamberlain, Mike Cooke, Val Cowlin, Alan Duns, Peter Gilberthorpe, Linda Kirkwood, Pat Laurie, Ian Paisley, Alan Smith & John Timmings. Many happy returns!

CHANGE OF ADDRESS: Chris & Leanne Wringe have moved to [REDACTED] Dianella, WA 6059. Ph: [REDACTED] Please change your register.

SUBS: I am pleased to have received so many subscriptions and vehicle update forms. Please note that if you wish your details to be accurate in the new Members' Directory, to be available at the run on 21st March, send or give to me by 28th February. Thanks..... *Pat Bussard*. This is also a reminder that if you haven't paid your subscription, it is now due.

BITS & PIECES: Wanted - Model A horn bellmouth - Rex Wilson, [REDACTED]

- '29 5 Window Coupe panels - Neil Munro, [REDACTED]

- Front splash apron & dash light - Tim Halden, [REDACTED]

- 4 x 19" tyres, used condition - John Laurie, [REDACTED]

For Sale/Swap: '28 Phaeton, restored, p.o.a., Club Licence. Will swap for a tandem caravan, from 1990 on, in good condition. Ph Bill Bennie, [REDACTED]. Also has parts from Snyders for sale.

WODONGA: The bring and buy, Sunday 31st, raised \$490.00. For those who missed out, another one will be organised in the near future, north of the river.

If you are going to Wodonga **PLEASE** get your entry form in to MAFC Vic. If you don't have a form, collect one NOW from your group leader. Also accommodation prices are available; if you wish to be bulk-booked, please let us know NOW!!

For those who haven't been contacted and would like to attend the rally, phone Steve on [REDACTED] or alternatively John H, John T, Darren or Peter S.

MAFCA advises via their chapter newsletter that 'the page 40 article on Shock Absorbers in our "How to Restore Your Model A, Volume 2" was compiled over 25 years ago and contains some information that we now know may lead to a new restorer ruining his re-buildable shocks. Many experienced restorers know of this problem but since we have new members buying our books, we will send out an insert describing the problem in our current supply of books and future reprints'.

STAMPEDE CITY A's: are encouraging their membership to send any research items that support the idea that Edsel Ford should get the primary credit for the Model A, and that Henry may have been initially opposed to it. Anyone out there want to send them their input? This is their Winter research project.



BALDIVIS WA 6171
BUSSARD David & Pat

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