



Western Model A News

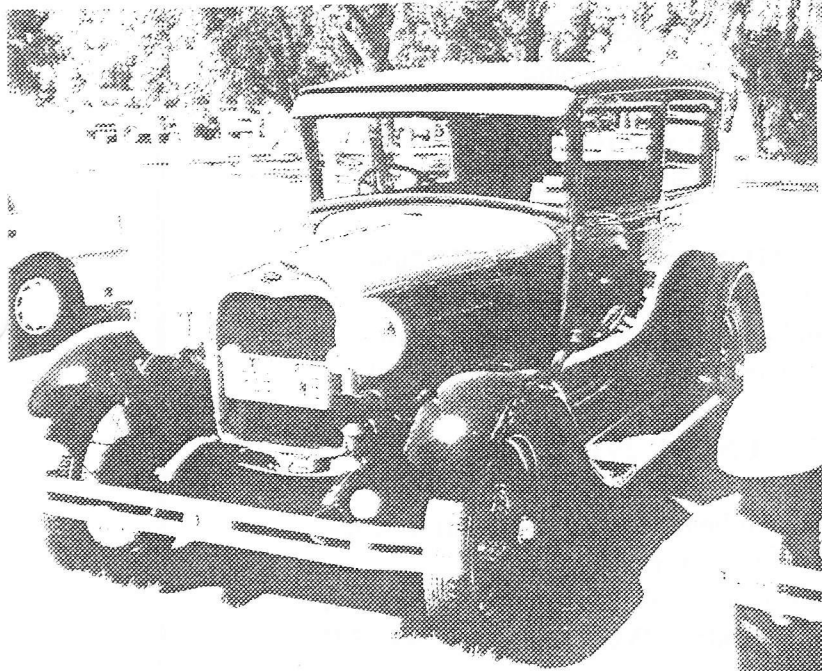
Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XIX Number VIII

MARCH, 1999

This month's Members Profile:

Alan & June Smith



& their 1928 Tudor.

Next Run/Meeting: Sunday, 14th March - Marlow's Classic Car Show. See calendar for details.
Sunday, 21st March. Meet: Garden City Car park, Marmion St end, at 9.30 am.

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

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

SUNDAY, 14TH MARCH, 1999

NOTE CHANGE OF DATE

MARLOWS' CLASSIC CAR SHOW

in conjunction with the CCC Assn of WA

Whiteman Park - cars to enter and exit via Dulwich Street, off Marshall Road,
and are not to leave before 4pm.

All participating cars (Bussard, Gilberthorpe, Hall, Pepper,
Read, Sartori, Smith, Williams)

to be assembled by 7:30am to finalise display.

David Bussard to co-ordinate "Town & Country" Theme

SUNDAY, 21ST MARCH, 1999

Barrie & Gwen Guest organising.

9:30am start from Garden City car park, Marmion Street end.

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.

As of 28th Feb, twenty five people have booked;

if you would like to go, please contact Edith.

Cost is \$25 per person for a great weekend.

SUNDAY, 18TH APRIL 1999

Ray & Toni Mahony organising.

SUNDAY, ? MAY, 1999

David & Pat Bussard organising.

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]



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

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34 years Experience

MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)
GENERAL MEETING 28 February, 1999
Held at Neil McDougall Park, Ley St, COMO

Meeting opened by David Bussard at 8.04 a.m.

Attendance & apologies: as per attendance register.

Welcome visitors: Bevan Sharp, Joanne Davidson and Jason Smith

Welcome to members: Neil and Joyce Munro attending their first meeting. John and Barbara Forbes' first run with us since their car was repainted.

Previous minutes: As per newsletter report. Moved as correct by F. Farrelly. Seconded B. Guest.

Business arising: nil

Financial Report:	Opening balance	12302.93 on 24/1/99
	Receipts	787.50
	Payments	273.60
	Closing balance	12816.80 on 28/2/99

J. Williams moved that the financial report be accepted. Seconded T. Mahony.

Correspondence in: MAFCA Dec. highlights, Vintage Sports Association re round Northam run 28/3, CCC minutes and calendar, letter from R. Chamberlain, e-mail C. Scott, Baitz Confectionery fundraising, MAFCA Jan highlights and Chapter coordinator newsletter, 2 e-mail messages from M. Tribbett, information on Marlows' Classic Car Show with passes and raffle details, membership application Bob Hembrough, information about Freycenet Inn Margaret River, *A World*, letter from A. Christie of Cadoux, CCC minutes and calendar, Shannons 2001 form, seminars on better club management, entry form for WA Concours D'Elegance, CCC change to location at car show.

Correspondence out: Cards to R. Chamberlain and J. Berkshire, letter re visit to Garden Island, e-mail to MAFCA, DOT form to R. Letch.

B. Guest moved that the Correspondence in be received and the Correspondence out be endorsed.

A. Jeffree seconded the motion.

General business: Marlows' Classic Car Show: Display to be set up by S. Read and others on Saturday March 13. G. McDonald volunteered to stay overnight to guard the display. Passes available from David for participants. Louise requires some articles of clothing and other props for the display. **MAFCA:** E-mail is proving much better than snail mail. Thanks to Read's for the use of their facilities. **Wodonga Fundraising Committee:** Bank balance \$632.00. Members to deliver things for a future swap meet S. Read's or J. Timmings' homes. Made over \$500 at Belmont Forum meet. B. Sharp and S. Read are organising a one day raffle for Mar. 14. S. Read to seek permission from Whiteman Park. S. Read also organising a fund raising barbecue evening to be held at Guest's home with a band. Details to be confirmed, but after April newsletter sent. Give your name to Louise if you have recently decided to go to Wodonga. She will provide application form and details of accommodation. **Members Directory:** Deadline for updating is today. **Name badges** will be ordered. **20th Anniversary Celebrations:** ideas sought.

Finances: Australia Post cheque for Mar. newsletter. L. Read to be reimbursed for expenditure for Marlows' display. Moved F. Farrelly and seconded A. Jeffree that these be processed.

Library: We will talk with B. Bennie re purchase of missing *Restorer* and *Model A News*.

Coming Events: March 14 Marlows' Classic Car Show at Whiteman Park.

March Run: To meet at 9.30 a.m. at Garden City car park, Marmion Street end. B. & G. Guest organising. **Kirup Easter Run:** Places still available. Contact Jeffrees if you are interested. Alan provided details for those on the list.

Bits and Pieces: N. Ferreira is after 1930 Running gear and wheels, 1932 Ford parts and 18" wire wheels. S. Read advised of a service to get vintage size tyres retreaded, available by Prestige Tyre Centre, 121 Silverwater Road, Silverwater. Ph 02 9748 0518. Cost is \$95 each for 5.25 x 21" tyres and \$84 for 4.50 x 21". The tread pattern used is a Bandag tread.

Meeting closed: 8.40 a.m.

**Did you know there were TWO 'silencers' on your Model A ?
 Yes, one gives your vehicle that distinctive song, the other is:
YOUR STEERING WHEEL SILENCER**

No, we are being serious here ... read on

IF YOUR MODEL A EXPERIENCES A RATTLING SOUND FROM THE TOP OF YOUR STEERING COLUMN... READ ON FOR THE CURE. If you are restoring a Model A Ford or have occasion to work on your steering column, this will also be of interest to you.

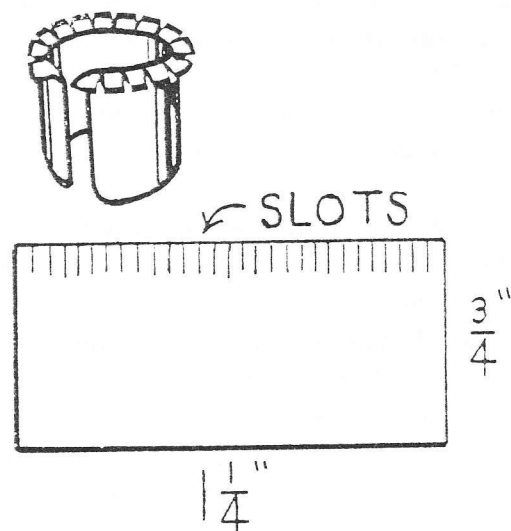
Before inserting the light switch tube into the steering column during the reassembly procedure, there should be a small brass sleeve or silencer to fit on the light switch tube just below the light switch handle to fit into the upper end of the steering shaft, serving as an anti-rattler. Somehow this silencer seems to disappear or is overlooked. The steering shaft is bored out a few thousandths larger than the light switch tube, allowing the light switch tube to turn freely inside the steering shaft. If the silencer is not in place an annoying buzz is heard from the light switch lever. If you find that holding the light switch handle stops the buzz, the silencer is worn or missing.

A silencer is easily made from a piece of brass shim stock approximately 1-1/4" by 3/4". Cut a series of notches with a pair of scissors 1/16" deep at 1/16" intervals along the 1-1/4" edge of the shim stock. Roll the piece of shim stock around a 23/64" drill bit or the light switch tube to start the cylindrical shape. Insert the piece into the end of the steering shaft or into a 25/64" hole with the light

switch tube or the 23/64" drill bit to hold the shape. A screwdriver can be used to flatten the notched end to form a flared end, preventing the new silencer from dropping down inside the hollow steering shaft.

The upper end of the steering shaft and the nut must be clean and free of rust to offer a low resistance electrical path for the horn button circuit. The four tabs of the light switch handle can be straightened carefully to remove the light switch handle for polishing and the horn button ring for plating. The plastic horn button may be buffed for a smooth finish, the spring stretched for more tension and the inner metal cap cleaned for a better electrical contact for the horn motor circuit.

Bevan :-}}



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Early Breakfast - Sunday, 28th February

Traditionally the hottest month of the year, 1999 was no exception. The temperature eventually reached 38°, but everyone had disappeared by 9:30 back to their air-conditioned homes by the time we reached that heat.

A few early starters arrived at seven, followed by a few more and eventually the rest straggled in at eight o'clock. David got the meeting underway soon afterwards and competed with the crows (something that also seems to happen in this particular park.) It was delightful to see Neil & Joyce Munro, club members from Geraldton, attending their first meeting and getting to know some of the city members and put faces to names. Hope you enjoyed your visit.

Lionel & Mavis Barendse, who we haven't seen for a while, joined us and also John & Barbara Forbes with their newly painted Roadster.

Part Two cont.... SPARK PLUGS

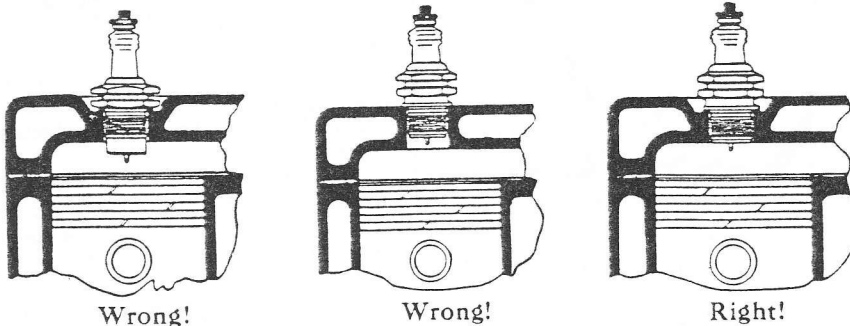
Affect Plug Temperature

AMONG the factors tending to cause the temperature of the plug to vary are:

- Engine revolutions per minute.
- Load on engine.
- Cooling water temperature.
- Engine temperature.
- Kind of fuel.
- Spark advance.
- Air-fuel ratio.
- Air humidity.
- Temperature of air around plug.
- Draft around exposed part of plug.

Considering the great difference of temperature between a winter day and a summer day, the importance of "heat range" becomes evident.

The influence of the gasoline upon spark plug temperatures is shown in an interesting manner by the follow-



Plugs Must Be Correctly Placed in Combustion Chamber

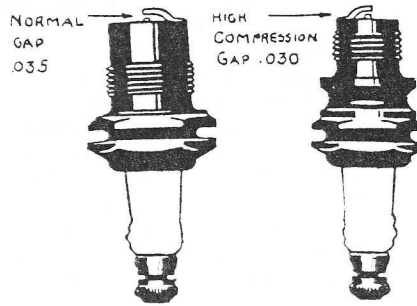
ing tests. With one standard brand of gasoline, tip of core was 1365 degrees F. Two cheap fuels sent the spark plug temperature up to 1385 and 1390 degrees F., while a standard grade of gasoline, containing Ethyl, dropped to 1340 degrees F.

The trouble may be aggravated, when using the cheaper brands of fuel, by detonation, which may bring about a sufficient increase in temperature to bring about pre-ignition. Consequently, an engine may sometimes be thrown into pre-ignition by simply using a cheap brand of gas. And then there is the possibility of eliminating this trouble (with that particular fuel) by using a colder type of spark plug! And perhaps getting into fouling difficulties.

When the tip temperature of the insulator reaches 1560 to 1580 degrees F., pre-ignition may cause loss of power and spitting, together with an immediate rise in temperature of 250 degrees F. This may cause split insulators and burned electrode wires.

Sizes of Spark Plugs

BECAUSE in the 7/8-inch size spark plugs (as standard in Model A Fords) the most prevalent trouble (very little in Fords) is fouling,



Higher Compression Needs Smaller Gap

plugs of this size are usually designed rather on the "hot" side, particularly as to core tip. When Model A Fords are driven for long distances at 60 mile-an-hour speeds, a plug having the next colder heat range is sometimes desirable. When conditions demand a cooler or a hotter plug, the change should usually be only *one* step away, and never more than two, from the type recommended for average driv-

ing conditions.

Many other-than-Ford cars are now using 18-millimeter size plugs, because these car manufacturers believe this smaller size of plug is better adapted for use in high-compression engines because of less distance from tip to shell, the smaller plugs can be made colder than larger plugs.

If the diameter of the threaded part of the plug is changed, the amount of heat absorbed by the plug is changed in direct proportion to area exposed to heat. For instance, heat exposed surface of a 7/8-inch plug is 1 1/2 times as great as that of an 18-mm. plug. Since area of seat (through which heat must flow) is nearly the same in both cases—difference being 10 per cent at the most—the 7/8-inch plug will get much hotter.

Very little heat flows through the threaded part of the plug. This explains why a Metric plug, when used in a 7/8-inch spark plug hole, does not give the same results as using a Metric plug in a hole tapped directly in the cylinder head. The extra resistance to flow of heat through threads of adapter bushings offsets the gain due to reduced heat-exposed area.

What They're Made of

MANY materials have been used in the manufacture of spark plug insulators, but at the present time the so-called "porcelain" plugs predominate in the automotive field. A great development in the production of porcelain plugs came with the introduction of Sillimanite as a spark plug insulator toward the close of the war period. This material (which is no longer classed as porcelain) has great mechanical strength and electrical resistance, and ability to withstand severe heat shocks. Its development made possible changes in design which are among the reasons for the reliability of modern spark plugs.

The discovery of Sillimanite is like the tale of the alchemists of old, and their search for the philosopher's stone. Scientists found that the more intense heat they could apply to certain ceramic mixtures, the better spark plug insulators they could produce. Their tests convinced them that at some time Nature had applied the terrific heat of internal fires to the same mixtures they were using—heat thousands of degrees in excess of what man could generate. So they studied volcanic formations. At last, after years of patient search, they found Sillimanite in the Inyo Mountains of California. Now this comparatively rare mineral is distinguished by the double rib around the visible part of the core.

Sillimanite is a natural non-metallic crystalline mineral, formed countless ages ago from alumina and silica, by the combined effects of heat and pressure so high it is difficult to imagine their magnitude. The lumps of ore are crushed and ground to a very fine powder, mixed with a small amount of bonding material and formed under pressure into cylindrical blanks. They are ground to shape by grinding wheels. The glaze is then applied and they are fired at temperatures between 2700 and 3000 degrees Fahrenheit.

The electrodes of spark plugs used in Ford cars are of special alloy, having a nickel base, together with manganese, silicon and zirconium. This gives the electrodes specific catalytic properties which tend to prevent formation of carbon or other residue on the points. This alloy also has a low coefficient of expansion due to heat, so that it maintains a tight seal with the insulator.

Spark Plug Gap

THE general rule in regard to spark plug gaps is, "A wide gap for smooth running at slow speeds and good idling—a narrow gap to eliminate misfiring at high speeds."

The compression is also an important factor in setting the width of the

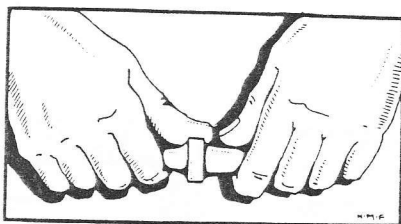
Cleaning Spark Plugs

AFTER disassembling spark plug, inside of shell may be scraped with a knife blade, care being taken not to bend the side electrode. The points should also be cleaned.

In cleaning the insulator or core, special care must be taken not to remove the hard, glazed surface that keeps the core from becoming oil soaked. Remember how, when you went to school, the teacher said, in talking of the care of the teeth, "Don't scratch the enamel." Consider the core or insulator of a spark plug as a tooth, and care for it accordingly.

When cleaning spark plug cores, it is not necessary to restore the pristine whiteness of the core. The slightly brownish appearance of a plug that has been firing properly is all right. Wipe cores with a cloth dipped in gasoline, or if necessary scrape with fine steel wool.

After cleaning cores, examine them for cracks and defects. If the core has hairline cracks, try to break it



Testing Cores for Cracks

with your fingers. If you can break it, you will probably find the core was already deeply cracked, and should be discarded.

The incrustations or "barnacles" on spark plug insulators may be caused by something in the fuel. This condition seems to be more prevalent after using gasolines containing anti-knock compounds. These barnacles cause no trouble, unless the mechanic attempts to scrape them off with a knife, in which case (because these barnacles have amalgamated with the glaze on the insulators) scraping will remove the glaze and ruin the insulator.

If the deposit is "fluffy" and light gray in color, then it may cause trouble by absorbing carbon rapidly.

In cleaning cores, the mechanic should use the same common sense he would use in cleaning a fine porcelain or china dish. Don't use sandpaper or emery cloth, as they remove the glaze and leave a rough, porous surface that tends to absorb carbon. For the same reason, the cleaning of plugs by sand-blasting is ruinous.

To clean carbon from porcelains of one-piece type of spark plugs (which cannot be taken apart): Fill lower part of plug with alcohol, or any liquid metal polish. Allow to

stand a few seconds. Take a piece of wire covered with one thickness of cloth and rub carbon from porcelain so as not to affect the glaze. Wipe clean and dry thoroughly before replacing in the engine.

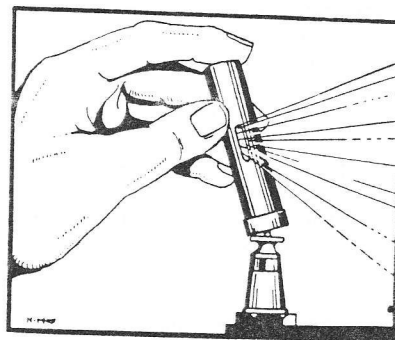
Do not put a plug which was badly fouled, and has been cleaned, back in the same cylinder from which it was removed. Transfer one of the other plugs to that cylinder, and put the cleaned plug in a cylinder which does not foul the spark plug.

Testing Spark Plugs

ORDINARILY, if an engine runs well at all speeds, the spark plugs may be assumed to be in reasonably good condition. If the engine runs perfectly when idling, but misfires when the throttle is opened and the engine is pulling hard, it may be that a defect in the core allows the current to sneak through the insulator instead of jumping the gap against the increased resistance of the higher compression due to wide-open throttle.

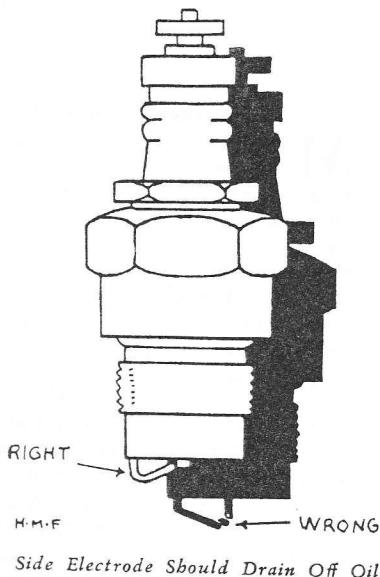
When engine is misfiring, the usual way of locating the cylinder in which the "miss" occurs is to rest the blade of a screwdriver on the cylinder head; then hold the shank of the blade against the spark plug terminal, thus cutting out the various cylinders successively until the miss has been located.

The fact that a spark jumps between the points when the spark plug is laid on the cylinder head is not impressive evidence that the spark occurs when the plug is in the cylinder. The resistance of the open air is much less than that of the compression in the cylinder.



Neon Gas Spark Plug Tester

Many dealers use a spark plug tester consisting of an air-tight box into the side of which the spark plugs are screwed and then subjected to 60 to 100 pounds of air pressure. An opening, closed with heavy glass, allows the action of the spark to be observed while under air pressure. Such testers not only show if the gap is all right, but are a good help in making sales.



Side Electrode Should Drain Off Oil

gap. We all know that it may be as difficult for a spark to jump 1/16 inch under compression as 1/2 inch in the open air. Raising the compression increases the resistance of the charge through which the spark must jump, thus often making a shorter spark plug gap desirable.

For instance, if we replace the usual Model A cylinder head, having 4.2 compression ratio, with a head having 5.2 compression ratio, then we should narrow the spark plug gaps to take care of the higher compression. In this case, a reduction of about .005 inch is suggested, or say from .035 to .030 inch.

When setting spark plug gaps, bend the side wire or electrode, rather than the center electrode. Even if bending the center electrode does not result in cracking the insulator, it is more apt to straighten out under the effect of heat and alter the gap.

The side wire should be bent upward at an angle, so that any oil that collects on this wire will drain off away from the gap, where the oil would cause misfiring.

Since oil is a non-conductor of electricity, the question arises, "Why does oil between points cause the plug to misfire?" While oil is a non-conductor when new and clean, crankcase oil contains particles of metal and carbon which make it easy for the high-tension current to sneak through.

If insulators of plugs become a brownish color, this coat usually has an iron-oxide base. When this coat darkens in color, as it becomes thicker, it is advisable to change plugs, as this condition may cause missing at wide-open throttle.

~ WANTED ~

Rear spring for a Phaeton - John Laurie

CLUB MEMBER PROFILES

In the early stages of my project to feature club members from the early years of the *Model A Restorer's Club of WA (Inc)* in our newsletter, I carried a list of the original applicants and those who attended the first meeting. June and Alan Smith's names were there and members perusing the list claimed I must have made a mistake, as June and Alan had first appeared at a meeting in 1986. However, Alan applied for membership in July 1980, as a country member from Wongan Hills. Fortunately Louise Read's practice of welcoming new members in the newsletter means that everyone becomes familiar with the names of members as they join (everyone who reads the newsletter that is!).

Owners of Ford Model A's need to be competent in many fields, and Alan and June certainly demonstrate that they are multi-skilled. In addition to being successful farmers, active in their local community at Wongan Hills and then in the museum scene in Perth, and restoring a range of farm equipment and Fords, Alan made the bricks for their Wongan Hills home. June and Alan attend club runs regularly and organise one almost every year. Here is their story.

Pat Bussard

Names: June and Alan Smith

Date of Joining or First meeting attended: First meeting attended was the 1986 Annual General Meeting. Alan and June joined in 1980. (*Membership application form dated 11/7/80.*)

How did you become involved in the Model A Restorers Club of Western Australia (Inc)?

Alan and June belonged to the *Veteran Car Club of WA.* and were invited to join by Bill Bennie.

National Meets attended: The National Meet in Western Australia 1992. June helped with registration. There was a big party at Smith's place after the meet before those from the east left to catch the train for home.

Memorable club events: The National Meet in WA was one of the highlights, being well organised. Alan and June enjoy the country runs especially, but say that most of our monthly runs are good. June remembers the first meeting they attended, the AGM in 1986, held at the Leederville Town hall, because Alma Letch and Coral Blewett were so kind and made her feel so welcome. Alan remembers meeting Jim Williams, whose brother he knew in Wongan Hills. June and Alan always enjoyed the wildflower runs, organised by Alan and Jim Williams. They remember sitting among the wildflowers eating lunch, Jack Berkshire playing his harmonica. He couldn't eat because he was playing! On another wildflower run, there were lots of car troubles, and one night Nina Williams, Sylvia Bristow-Stagg and June shared champagne with Barry Bristow-Stagg to celebrate his birthday after a very eventful day. The sleeping accommodation in the shearers' quarters allowed them to say goodnight all along the room. Jim and Jack had a few choice comments to make of course.

Funniest memory: Once going along in the old Phaeton, the roof bow on the canvas roof "went", and June had the roof on her head.

Family and personal history: Alan's great-grandparents came to W.A. from Kent, England in 1829. His great-grandfather finished up farming at Clayton/Bellevue on the Helena River where he bred horses for the Indian Army. Alan's father was in France during the First World War (1916 - 1918) with the artillery. He bought the farm at Wongan Hills in 1924 and retired in 1966. Alan farmed all his life at Wongan Hills. He went to Lake Hind School for primary school and then to Narrogin Agricultural School for a few months until it was taken over by the army. He soon joined his father on the farm. Alan and one of his brothers divided the original farm and Alan farmed his part until 1986. His two sons continued when Alan and June retired to Perth.

June's father was a soldier in the First World War. Her parents came out from Staffordshire, England on a bride ship in 1919, and the family settled in Perth. A few years after starting work, June went to Wongan Hills as a bookkeeper/drapery in the country general store. She was active in the P&C and the local Historical Society. She worked hard to get the Wongan Hills and Districts Museum going. Both were active in sporting events while on the farm, tennis especially. Alan also played football and June played hockey. In 1963 they built a boat and did a lot of water-skiing on Lake Neenan after a very wet winter.

Since living in Perth, both Alan and June have worked in a voluntary capacity at the North Beach Museum and the Tractor Museum at Whiteman Park. June also assisted with registration of photos at Battye Library until recently.

Alan remembers a Model T truck on the farm, as well as an Overland utility, a Chrysler utility and the horse and buggy which carried the children to school. When asked where he thought his interest in restoration work originated, Alan said that, many years after it was no more, he remembered driving the Model T truck to cart water for sheep, and thought he would like another one. He, June, her brother Gordon and his wife used to travel around the country to the old gold mines to look for parts. They found lots, and Alan did his first restoration, the red Model T truck which is now in the Whiteman Park Museum. When it was completed, Alan thought he would be finished with restoration work, but then heard about a Model A being available from Bindi Bindi and it was too good a chance to miss.

Family members: Alan and June have two sons. Norman is on the farm with wife Kim. (*They joined us on the weekend run in September 1996 when about eight couples had a casserole tea and Ron Andrews fixed the shower.*) Their other son, Peter, lives with his family in Geraldton. He used to have a Bren gun carrier which is now in the Army Museum, and he remains interested in restorations.

What music do you listen to? Light Classical (both) and June also listens to rock 'n roll.

The most memorable concert you have attended: Alan enjoyed *South Pacific* most and June particularly remembers *Evita*.

Other interests: Both Alan and June are interested in museums, touring the outback and W.A. history. Alan watches cricket and football.

About your car: 1928 Tudor. **Colour:** Hermitage red and black

The car was a blue Phaeton when purchased from a Mr. R. Hamilton of Bindi Bindi who had bought it from a dealer in Moora. They paid \$75.00 for the 1928 and the remains of another car which was not a Model A and has since become part of Steve Read's collection. The Phaeton required a full rebuild and it took about two years to complete. The restoration was done by Alan and his sons on the farm. Panels and paint were provided by panel beaters and the upholstery by an upholsterer. The car was licensed soon after restoration, about 1975. Because of the open body type which let in the rain, they changed the body from a Phaeton to a Tudor and the colour from blue to red, about 1990, and now have a full license. Alan says that red cars go faster. Club members gave advice and Max Annear helped to reassemble the engine.

Other restorations: 1923 Model T Ford truck. (*Check out one of the club photograph albums which features a run to Smith's farm at Wongan Hills with members young and old enjoying rides in the red Model T truck.*)

1939 John Deere Model D Tractor which was on the farm. Alan repainted it and it is still there.

1937 Caterpillar Model 22 Tractor which Alan rescued from a neighbour's rubbish tip and has loaned to Whiteman Park Tractor museum.

1930 one horse power Lister engine, also on loan to Whiteman Park.

Alan also restored a Stripper and Harvester which he has donate to Whiteman park.

There is a collection of motorbikes on the farm at Wongan Hills which is owned by June's nephew Tom who intends to start a museum at Bullsbrook on Chittering Road.

Current projects: Museum duty at two museums. Alan is nearly finished restoring a Twin City Model U. Tractor. June keeps busy registering artifacts at the Tractor Museum and is a committee member for the North Beach Museum.

Membership of other clubs: Tracmac, Tractor Museum at Whiteman Park, North Beach Museum, Museum Association, Historical Society

Comment on the Model A Restorers' Club of WA (Inc): "People do help people in our club," says June. Alan describes us as a very friendly club, which was very evident at the recent Christmas luncheon.

Notebook

BIRTHDAYS for MARCH: Birthstone: Aquamarine; Flower: Jonquil

Maxine Creedy, Frank Farrelly, Shirley Hall, Tom Hart, Bob Hembrough, Alex Kirkwood, Ruth Lucas, Neil Munro, Daniel Pinnington, Lesley Polley, Doreen Stathy and May Wilson. Hope you enjoy your day.

CHANGE OF ADDRESS: Graham McDonald has moved to 43 Norman Road, Roleystone. Phone [REDACTED]

NEW MEMBERS: Welcome back to Frank Sinclair who has now moved to Perth. His address is [REDACTED] Bassendean. Phone: [REDACTED]
Bob and Jeannette Hembrough who have bought a fully restored Phaeton and live at [REDACTED] Darlington. Phone: [REDACTED] Welcome to these new folk; hope to see you on an outing soon!!

SUBS: If there is a cross in the box on the back of your newsletter, it means you have not paid your subs for 1999. If you wish to continue your membership, please send the appropriate remittance to the secretary, Pat Bussard, [REDACTED] Baldivis, 6171. If, however, you do not wish to belong to this fantastic, family-orientated group, please advise in writing. This means **YOU!**

CLASSIC CAR SHOW: Would all those folk that offered to lend me clothes and accessories for the show please be kind enough to have them delivered to me by the 10th March so I can make sure that everything is ready for the display. Many thanks... *Louise.*

BITS & PIECES: Wanted: 1932 Ford parts and 18" wire wheels. - Nick Ferreira, ph [REDACTED]

ALSO: Ian Cocks requires: the loan or lend of a pattern or old wood pieces to copy for the wooden rails on a AR '28 Phaeton; rear shock absorber arm, front & rear sill plates & extensions plates, front seat base & cushions, rear seat base & cushions, oval rebuildable speedo, RH rear door, set of hood bows, set of restorable rear bumpers. Ph: Home: [REDACTED] Work: [REDACTED]

WODONGA: I have made a tentative booking of 12 double rooms at Sanctuary Park Motel at Wodonga for the following people: Davidson x 2, Read x 2, Mahony, Guest, Ward, Eva, Jeffree D., Farrelly, Timmings, Hall. This is only tentative and can be changed; at the moment I am awaiting prices and confirmation as these people haven't taken any bookings for the year 2000. I'll keep you posted*Louise.*

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.

RECIPE BOOKS: I have a small supply from the 1992 National Meet for \$2 each. Available at the meetings. Also t-shirts, badges, etcetera.



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



Western Model & News

IS YOUR EGO IN BLOOM ?

SOME TIME WHEN YOU'RE FEELING IMPORTANT
SOME TIME WHEN YOUR EGO'S IN BLOOM
SOME TIME WHEN YOU TAKE IT FOR GRANTED
YOU'RE THE BEST QUALIFIED IN THE ROOM

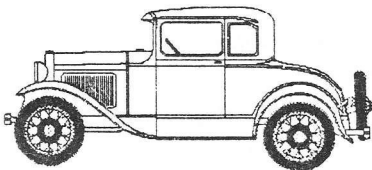
GET A BUCKET AND FILL IT WITH WATER
PUT YOUR HAND IN UP TO YOUR WRIST
PULL IT OUT AND THE HOLE THAT'S REMAINING
IS A MEASURE OF HOW MUCH YOU'LL BE MISSED

SOME TIME WHEN YOU FEEL THAT YOUR GOING
WOULD LEAVE AN UNFILLABLE HOLE
JUST FOLLOW THIS SIMPLE INSTRUCTION
AND SEE HOW IT HUMBLER YOUR SOUL

YOU MAY SPLASH ALL YOU LIKE WHEN YOU ENTER
YOU CAN STIR UP THE WATER GALORE
BUT STOP AND YOU'LL FIND IN A MINUTE
THAT IT LOOKS JUST THE SAME AS BEFORE

THE MORAL TO THIS QUAIN EXAMPLE
IS DO JUST THE BEST THAT YOU CAN
BE KIND TO YOURSELF BUT REMEMBER
THERE IS NO INDISPENSABLE MAN

Anon.



**IF THERE IS A CROSS IN THIS BOX, YOUR ANNUAL
SUBSCRIPTION IS OVERDUE
FAILURE TO SEND YOUR MONEY TO THE SECRETARY BY
THE END OF MARCH WILL RESULT IN THIS BEING YOUR
FINAL NEWSLETTER.
PLEASE DON'T LET THIS HAPPEN.
SUBSCRIPTIONS: CITY \$20; COUNTRY & INTERSTATE \$15
PLEASE FORWARD IT TO:
PAT BUSSARD, [REDACTED] BALDIVIS, WA, 6171
ALONG WITH YOUR RENEWAL FORM. THANK YOU.**

