



Western Model A News

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

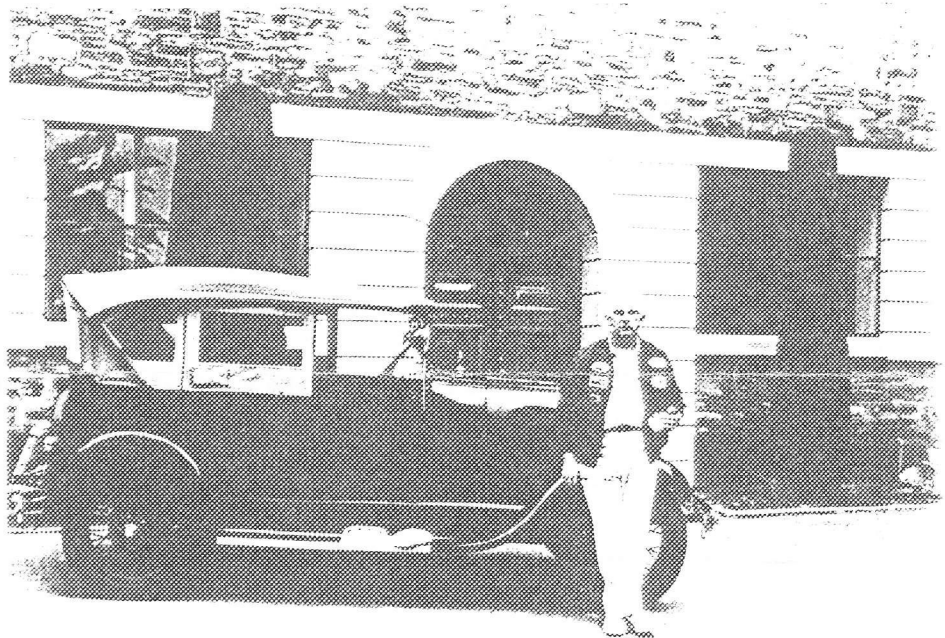
Year XIX Number XI

JUNE, 1999



Founding Members
Bill & Dorothy Bennie

Bill with their
1928 AR Phaeton



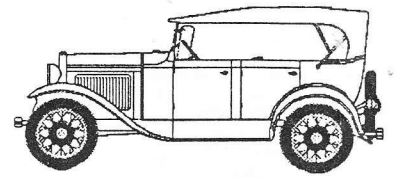
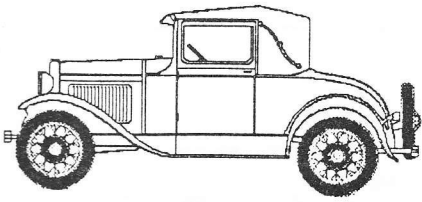
Next Run/Meeting: Sunday, 27th June. Meet: Causeway Carpark.
Time: 9.30am for 10.30am departure. Morning tea at carpark.

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, 27TH JUNE, 1999

John & Helen Moorehead organising.
Meet: Causeway Carpark at 9:30 for morning tea
with a departure time of around 10:30.
Please make sure you bring a few dollars with you.

FRIDAY, 9TH JULY, 1999

CCC QUIZ NIGHT

Place: Cascades, Guildford Rd, Maylands
Cost: \$8 per person for tickets in advance, or \$10 at the door.
For details ring Mike Mullany on [REDACTED] (evenings)

SUNDAY, 25TH JULY, 1999

AGM & Vehicle Examinations

Place: VCC Clubrooms, Hale Rd, Forrestfield
Time: 10:00am - 3:00pm

SUNDAY, 22ND AUGUST, 1999

Organised by Peter & Lorraine Sartori

SEPTEMBER, 1999

Organised by John & Pat Laurie

SUNDAY, 31ST OCTOBER, 1999

Organised by John & Shirley Hall

NOVEMBER, 1999

Organised by John & Fran Timmings

SUNDAY, 5TH DECEMBER, 1999

Christmas Outing organisers needed. Please volunteer now!

THURSDAY 20TH - MONDAY 24TH APRIL, 2000

16TH NATIONAL MEET - WODONGA, VIC

Registration form and accommodation available from
Steve Read, 39 Sovereign Dr, Thornlie. Ph: [REDACTED]



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** Cylinder Head Service * Reboring and Sleeving * Crankshaft Grinding
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MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)
GENERAL MEETING 23 May 1999 -Warnbro Beach

Meeting opened by David Bussard at 1.12 p.m.

Attendance & apologies: as per attendance register.

New members: Horie Pridmore, nominated by B. Guest, seconded by G. Guest. Chris Butler, nominated by L. Read, seconded by M. Read. Both accepted by the meeting.

Previous minutes: As per newsletter report. Moved as correct by P. Gilberthorpe. Seconded B. Guest.

Business arising: Trophies for Best Club Display at Marlows' Classic Car Show March 14, 1999 received but to be returned for corrected engraving; for Best Club Display at Swan Brewery Variety Club Car Show May 2, 1999. Both to be retained at Read's home. A carton of beer presented at the Swan Brewery Show in the care of J. Forbes.

Financial Report:	Opening balance	12 979.51 on 18/4/99
	Receipts	174.20
	Payments	436.15
	Closing balance	12 717.56 on 23/5/99

J. Hall moved that the financial report be accepted. Seconded J. Moorehead.

Correspondence in: 2 email responses to David's query re lack of recent MAFCA information on Internet: Mary Tribbett, Chapter Coordinator and Lyle Meek, President; letters from Town & Country with details of change to ANZ term deposit; Shannons re premium for 5 million liability cover; CCC minutes of General Meeting 19 April, Calendar of events, list of winners at Marlow's CCC Show in March; information and order forms for Model A floor mats from South Australia; brochure from Stateside promotional products; Annual CCC Quiz night Friday 9 July, tickets \$8 in advance or \$10 at door; copy of Frank Fogliani's entry form and Concours D'Elegance rules; Policy from Shannons; T&C statement of account 14/5/99; letter from Keith Upton re Swan Brewery Variety Club Bash event; Restorer magazines for Mar/Apr and May/Jun

Correspondence out: Payment to Shannons, letter to Frank Fogliani re his win at Marlows' CCC Show in Concours D'Elegance

General business: David read the letter of thanks from Keith Upton on behalf of the Swan Brewery Variety Club Fund Raising Day on May 2. This will be an annual event.

Annual CCC Quiz night: at Cascades, Guildford Road, Maylands, Friday, July 9, tickets \$8 in advance or \$10 at door, available from Mike Mullany, 9381 7372 evenings.

Wodonga Fundraising Committee: P. Sartori reported that a meeting of the committee would be held soon.

Members Directory: To be posted to those metropolitan members that don't have one.

20th Anniversary celebrations: no details, but leaning towards a January picnic.

Public Liability Insurance: Policy received for \$5 000 000 cover.

Finances: Australia Post cheque for June newsletter and for photocopier service. Moved M. Read and seconded J. Williams that these be processed.

Lapel badges: Details to be discussed at next meeting.

Unleaded petrol additive: The CCC will have a speaker at its next meeting to explain an additive suitable for older vehicles when leaded petrol is no longer available (Jan 1, 2000). Delegates may attend: 8.00 June 21 at the Jaguar Car Club Rooms, Unit 109, West Point Centre, 396 Scarborough Beach Road.

Cabinets at Whiteman Park Museum: David sought clarification of an item in the CCC minutes. L. Read got information about purchase of a cabinet to display permanently trophies and other memorabilia of the club at the Motor Museum. Cabinets must be of a specific type and made by specific cabinet makers. One would cost \$800. She sought information from the Lotteries Commission about financial assistance, and we are on the list for submissions in early 2000.

Ministry of Sport and Recreation Booklets: P. Gilberthorpe tabled a set of 11 booklets from the Volunteer Involvement Program to assist clubs. The titles of the booklets are listed elsewhere in this newsletter. They will be available from the library.

T-shirts: P. Sartori provided prices for replacement T-shirts. We will wait until stocks run low.

Thanks: David will send a letter of thanks to Bob and Beth Ridley for our morning tea stop this morning. The display of cars and parrots were very interesting, and the morning tea was most appreciated. A car badge is to be given to the Ridleys for their collection in appreciation of their efforts.

Car sales story: We heard the saga of the sale of J. Timmings' Tudor to a person in Portland, Vic.

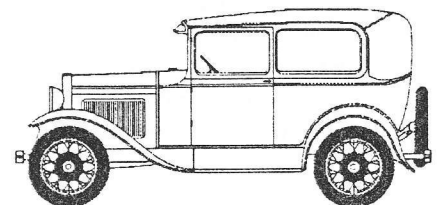
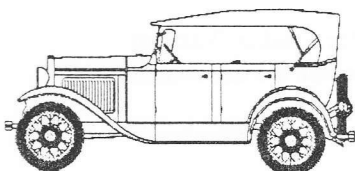
Coming Events: June 27 by Mooreheads. Leaving from Causeway car park at 10.30, finishing at Army Museum in Fremantle, offstreet parking provided. AGM and Vehicle examinations at VCC clubrooms and pit on July 25.

Bits and Pieces: Robert Bragg of [redacted] Whiteside, Brisbane 4503, ph [redacted] wants to purchase a Model A Ford 29-31 Fordor Sedan.

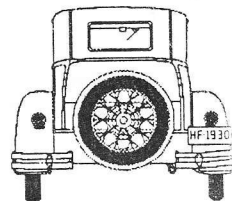
Thanks from J. Laurie to the Bussards for today's run.

Raffle raised \$28.00. The bottle holder made by B. Guest was won by F. Timmings.

Meeting closed: 2.00 p.m.



VARIETY DAY AT THE SWAN BREWERY - SUNDAY MAY 2, 1999



What a great attendance of Club members for the Club Variety Bash Day at the Swan Brewery. 12 A Models plus David & Pat Bussard's lovely V8 Coupe.

Barbara and I were the first into the venue and were allocated a good spot right in front of the entrance gate. By 10am we had a great display of gleaming A Models lined up and, as we were the first to line up, we were the only ones out of line - strange!!

There were quite a few car clubs represented with Holdens, Austin 7s and a good range of American Classics as well as Speedway race cars, modern sports cars and, of course, Variety Club Bash cars - complete with sirens, many of which went off at odd times.

There was a Spectator Chosen "Best in Each Division" of Vintage, Classic etc. (How anyone could prefer any car over an A Model amazes me) and also a trophy for the best display which, of course, was won by the Model A Club.

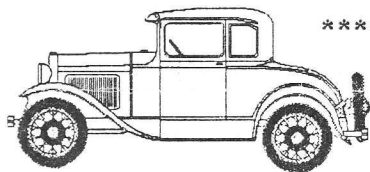
Welcome visitors were Colin & Margaret Strahan, country members who drove down from Koorda for the day. Colin was last seen with his feet poking out from under Steve Read's A Model Pick-up and asking a million questions.

The proceedings were all over by 4pm; the weather stayed perfect for the day and it was enjoyed by all who attended.

John Forbes

Attendees on the day :-

- | | |
|--|--|
| Max & Dora Annear - '30 Roadster | Alan Jeffree - '28 Phaeton |
| Greg & Jill Axford - '29 Roadster | Ray Mahony - '29 Phaeton |
| Jack & Mavis Berkshire - '29 Phaeton | Steve & Louise Read - '29 Closed Cab Pick-up |
| Reg & Coral Blewett - '30 Phaeton | |
| Ian & Astrid Dalby & family - '29 Roadster | Peter Sartori - '28 Phaeton |
| John & Barbara Forbes - '29 Roadster | Swan Brewery - '30 Truck |
| Barrie Guest - '28 Tudor | David & Pat Bussard - V8 Coupe |
| Bob Hembrough - '28 Phaeton | Peter & Elaine Gilberthorpe - Austin |



Run Report for 23 May 1999

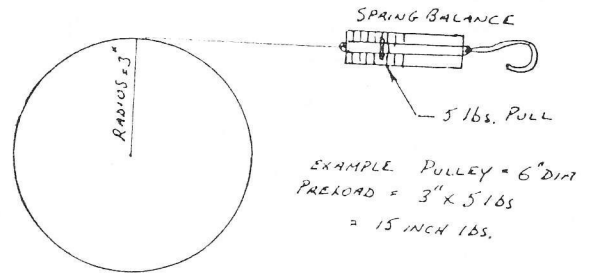
Club members met at Garden City at nine. Hartley Edwards arrived to tell us he was not coming on the run so we were not to worry about him this month. Phil & Sylvia Wemm were there, but they weren't coming either. In the absence of Max Annear, and his whistle, the organiser and club President attempted to get everyone away at one minute intervals. This was spectacularly unsuccessful; every one, bar the first two vehicles just headed off. There were eight A's, one middle aged hot-rodder in a '40 coupe and three moderns in the parade. The procession headed down some back-block roads to the tea stop at the establishment of Bob and Beth Ridley, just off the end of the freeway. Barrie and Gwen Guest join the group here. We examined Bob's collection of about 30 vehicles, most of them Holdens, but including a few Chevrolets, Mopars, a '51 Ford V8 and a Model T truck. After that we were presented with an outstanding selection of tea, coffee, cakes, crumpets, meat pies, sausage rolls and a few things I didn't sample (very few). This was very much appreciated, a few members ventured that we should make all our runs to this location; the last was here was seven years ago. Later we viewed Beth's collection of parrots. There were approximately two dozen large cages, each with two or more examples of different species. A most interesting display and very well maintained. Our thanks to the owners.

From there we proceeded through Leda and Rockingham to the lunch stop on Safety Bay Road in Warnbro. There was little wind and all enjoyed their lunch in the sun; pelicans and dolphins provided the entertainment.

David Bussard

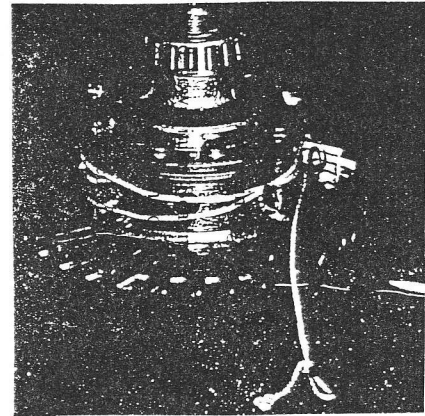
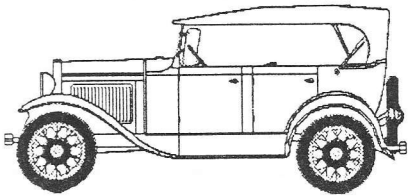
Rear Axle Preload & Gear Tooth Marking by John Fishlock - taken from "Model A Torque", 1998.

Preloading of bearings in a rear axle is important. It ensures the drive pinion and crown wheel retain the correct relationship with each other (correct tooth contact). Under working loads, the shape of the gear teeth will try to force the gears away from each other. This will thrust the bearing the pinion harder into its cup and this will increase the backlash between the crown wheel and pinion. Pinion preload is checked by measuring the torque required to rotate the pinion drive shaft. A spring scale is used with some cord wrapped around a pulley fitted to your drive shaft. (Crown wheel is not fitted for this check.)



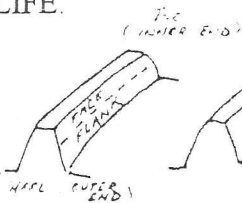
- Note:
- ◆ Use a steady, slow pull
 - ◆ Read the spring scale when pulley is rolling.

Crown wheel carrier preload must also be measured and adjusted if incorrect. Shims can be used under the carrier bearing cups to **INCREASE** the preload; or thicker gaskets between the Banjo and axle housings on each side to **DECREASE** the carrier bearing preload. To measure the preload, wrap 1 - 1½m of cord with a loop on one end (see Fig 1) around the central part of the carrier before placing the carrier in the Banjo with the RH axle housing already attached. Pass the cord through the pinion race hole and bolt the LH axle housing onto the Banjo. Using a spring scale to slowly rotate the carrier, the reading should be 4 - 5 lbs pull. If not correct, dismantle and adjust as mentioned above.



NOTE: It is much easier to do this check without drive axles and spider gears fitted inside the carrier.

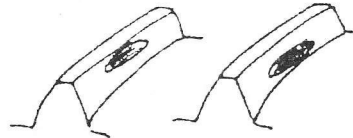
A correctly preloaded rear axle assembly, with backlash, will have good tooth contact, silent operation and **LONG LIFE**.



1. Tooth parts



2. Ideal contact



3. Too Shallow



4. Too deep

Gear Tooth Marking - Checking the Mark

Remove LH Trumpet from banjo housing and using Prussian Blue on both sides of 4 or 5 adjacent crown wheel teeth. Fit assembly back on banjo housing and bolt on the LH trumpet. Rotate the drive-shaft at least 5 turns forward and then 5 turns backward. If the pinion is too far forward the mark will appear on the FACE (fig 3). Too far rearward the mark will appear on the FLANK. The ideal tooth mark (fig 2) will be central on the tooth and at the same time be closer to the TOE (INNER END) than the HEEL. This is because when driving your vehicle on the road the assembly is now under load (cannot be achieved on the workshop floor) the crown-wheel is being forced away from the pinion and the backlash will also increase (slightly).

When your contact marks are satisfactory, the axle shafts, spider gears etc, can now be installed into the crown wheel carrier.

Properly Oiled by Ben Hadd

Reprinted from The Distributor, June 1996, Orange County Model A Ford Club, Santa Ana, CA

Spring Break!

A lot has been said about the precautions that should be taken when working around the rear spring on a Model A Ford. All the "How To" books advise you to use a good spring spreader when ever you remove the rear end from the car. One even suggests that if you remove the rear end with the spring still attached to the axle housings you should wrap a big heavy chain around the spring and the axle housings before you attempt to remove the spring. I personally feel it is prudent to leave the rear spring in the car when pulling the rear end. This way it won't have the opportunity to go through the roof of your garage if the spring spreader slips off. In the March-April MARC publication of the Model A News there was a letter to the editor describing a near fatal accident involving a rear spring. In the case described the rear end had been removed from the car with the spring still attached to the axle housings. A spring spreader was attached and the spring was being spread when the centre bolt that holds the leaves together broke.

The letter is quoted below!

I had the rear end out from under a 1929 Model A Pick-Up truck that we were restoring the chassis on. I had the spring spreader in position to spread the spring to remove the shackles. Everything looked good, the bolt was still in place in the centre of the leaves. I started cranking on the spreader. As I was leaning over to apply pressure to the handle, the centre broke and the top five leaves took off right past my face. I felt the wind. We have a ten foot high ceiling in the building and they hit it! What a sense of relief that they had not hit me; then I realised that they now had to come back down. I was not hit by any of them. Boy, was I lucky! I looked at the bolt protruding from the remaining spring. Most of the head had been broken from the bolt for a long time. The small portion that held it failed when the spring flexed with the spreader. I will not do any work in the future on springs, whether front or rear, without first putting a stout "C" clamp on it to hold the leaves together. I advise anyone else doing this job to use the same caution. It can't happen to you? It happened to me!

~ Rick Sturim, Wyoming, MI, USA.

RESTORATION TIP

If you have a glass sediment bowl on your Model A and would like a better filter inside the bowl, here are the manufacturers and part numbers of three which will fit:
Baldwin PF-857, Motorcraft B7A-9365-B, GMC-854-347.

TECHNICAL HINT by Terry Oberer, Missouri Valley Region

As many of you are aware, most sizes on the Model A are nice even inch sizes such as 1" diameter piston pin, $\frac{5}{8}$ " diameter waterpump shaft, $\frac{7}{8}$ " diameter pedal shaft. But if you measure the various ball bearing inner and outer sizes, none of them are even inch sizes. This is because ball bearings were invented in Europe and were standardised there many years ago using the metric system. Consequently common ball bearings do have even sizes but in the metric system. The flywheel pilot ball bearing has a 40mm outside diameter and 17mm shaft diameter for the basic #203 ball bearing. In the USA, though, we use many $\frac{5}{8}$ " shafts and recently this new hybrid sized ball bearing has become popular. This allows the use of a standardised USA size shaft with a stock metric size bearing. As luck would have it, the $\frac{5}{8}$ " is .0443 inch smaller than the original shaft diameter which will allow for a lathe cut to true up the shaft with minimal material removal.

CLUB MEMBER PROFILES

Bill Bennie is proud to be the father of the *Model A Restorers Club of WA (Inc)*. He felt there was a need for a family club that included wives, girlfriends and children at meetings and on runs. He was aware of the family focus in the American clubs and wished it to be the same here. He established a club which met in peoples' homes or in parks or places without entry costs, which allows us to have a very low annual subscription fee. He is also pleased with the success of the 1992 National Meet in Perth (of which he was Rally Director) which provided a substantial bank account to ensure the club is financially secure.

Variety is the spice of life. This certainly came to mind as I heard of Bill and Dorothy's employment and accommodation history.

Pat Bussard

Names: Bill and Dorothy Bennie

Date of Joining or First meeting attended: The very first in 1980. (*Bill filled in the very first application for membership form, on 24/5/80.*)

How did you become involved with the *Model A Restorers Club of Western Australia (Inc)*? Bill decided that the Model A Ford owners needed their own club so he started the club by enlisting members with Model As from the *Veteran Car Club of WA*. He says there was a bit of resistance at first but they got started with some financial help from the Canberra branch of the *Model A Restorers Club*.

Positions held in club: Bill was the Inaugural President for first 3 years of the life of the club. He designed and wrote the club magazine for the first few years and was Rally Director for the 1992 National Meet in Perth.

National Meets attended: Kiama 1984, Barossa 1986, Brisbane 1990, Wangaratta 1988, and Perth 1992 where Bill was Rally Director (*and Dorothy did the floral arrangements and table centres*).

International Meets: San Diego, California, USA 1990 and Toledo, Ohio, USA 1987.

Memorable events: Bill, Dorothy and their two youngest children drove to Cairns from Perth and back to Adelaide in 12 weeks (17 000 km) in 1988. They had several breakdowns (mainly electrical) and terrific assistance from people everywhere to help them on their way. They returned to Perth on the train as the car had a cracked block.

Highlights of MARC WA runs: Going to Alan and June Smith's farm at Wongan Hills when they had hail inside the car. It was freezing cold. Alan took the kids for runs in his Model T truck. The first weekend trip for the club was to Hyden, and it was a good run. They remember having afternoon tea at Seraglio Park for Mavis and Bill Spencer's wedding anniversary.

Funniest memory: Bill remembers a CB radio discussion with truckies on the Cairns trip. They showed surprise at seeing the Bennies out in the middle of Australia in an old car - their comments can't be repeated here!

Family and personal history: Bill is of Scottish origin. His father served in France in the First World War. Dorothy's great great grandparents came to the Swan River Colony in 1829 on the *Caroline*. Her great great grandfather built the first boat and coffin in the colony, and Governor Stirling's first house at Woodbridge on the Helena River. Her great great grandparents established Clayton Farm in the Helena Valley in 1862 and their sons moved to Goomalling. Her father's father came over from England as a contractor for the construction of the Kalgoorlie water pipe line. Dorothy is truly from a pioneer family, and she is related to Alan Smith.

Bill worked in a variety of positions after leaving school. He was in the drapery department of the *Foy and Gibson* department store and became supervisor of the fashion floor. He was transferred to Collie as Assistant Manager. When he and Dorothy returned to the metro area, he was Sales Manager for *Ad Astra Dry Cleaners* before moving to *Goode, Durrant and Murray*, a wholesaler. He moved into real estate in 1963, owned the Wembley Delicatessen for a short time and then returned to real estate until 1980. In 1980 he joined *SECWA*, which later became *Western Power*, as a Field Officer on the Dampier to Perth

gas pipeline, liaising with landowners. He remained with *Western Power* in their real estate section until he retired in February 1998.

Dorothy was in the Treasury Department while Bert Hawke was Premier, but left to marry Bill. After her youngest child was in preschool, she gained her Bachelor of Education and has been teaching ever since. After years with the government service, she is now with a private school and much happier. She hopes to retire at the end of 1999.

Bill was always eager to attend national and international meets. Because of work commitments, Dorothy was often unable to attend with him, although she had long service leave with Bill in 1988 to travel to Cairns and Wangaratta. She and the two youngest children flew to Canberra for the Kiama meet.

Bill and Dorothy have lived in 14 homes over the years (*so they are very good at selecting curtains and paving bricks!*) They have recently established a lovely home in Landsdale across from a lush park by Snake Swamp. Here Bill has a shed fitted out for his new hobby of woodturning, and Dorothy has her beloved rose garden.

Family members: Bill and Dorothy have four children: David, Clayton, Julie and Peter. The two younger children attended runs including the Kiama National but ceased when they became older teenagers. Sadly, none has Bill's interest in restorations. They have six grandchildren.

What music do you listen to? Classical music, ABC National FM, Mozart, Chopin, musical comedy, any Andrew Lloyd Webber, Haydn, oratorios and opera.

The most memorable concerts you have attended. *Phantom of the Opera* in Adelaide in 1997. *Cats* in Melbourne 1988 and in Perth about 1989.

Other interests: Bill is now retired but has a new home to establish and a new woodwork shop. He is also interested in genealogy, computers and the internet. He assists at Dorothy's school, where some of their grandchildren attend. Dorothy is interested in music, her roses, education and computers. She sings with the Wesley Church choir as she has off and on for many years, and she particularly enjoys singing *The Messiah*.

Sport: Dorothy is an avid cricket fan. She likes to know the results in the football fixtures and the Melbourne Cup. Dorothy and Bill hope to see the start and finish of the Sydney-to-Hobart race one day, and to attend the Bathurst 1000. Bill proudly relates that he drove his Model A around the Bathurst track in somewhat more time than the record.

About your car: Model: 1928 AR Phaeton. **Colour:** Dark red or burgundy with a grey pepper and salt hood. This was Bill's second A Model and was unrestored when purchased in 1983. It was advertised in the *Sunday Times* and was spread over 3 locations. It took six trailer loads to bring it home. The frame had been sawn into two pieces but the body was almost totally rust free. The car was complete except for the horn. A full restoration took 6-8 months and he drove it from Port Pirie, South Australia to Kiama, NSW for the National Meet after trucking it over the Nullarbor. The car was licensed in 1984 and is still licensed in 1999. It had five previous owners. The first owner, James Turnock of Northam, had it for 32 years. They later discovered that he was Dorothy's third cousin.

Bill's first vintage car was a 1927 Chev which he purchased in 1972. He began restoration but sold this when he realised that Model A Fords were more to his liking. In 1973 or 1974 he purchased a dark green 1928 AR Phaeton which had spent some time at Yunderup. It had a very low engine number (CA 2076) which caused much discussion with other owners. Bill sold this Model A when the one he has now was advertised, because he did not have room for two. It is now in England.

Other restorations: WWII 1944 Ford Jeep which was three quarters finished before being sold in April 1998.

Current projects: As mentioned above, Dorothy works in her garden and Bill is enjoying retirement. He has changed his focus from restorations to woodturning and working on his new home.

Membership of other clubs: Bill was a member of the *Veteran Car Club of WA* from 1973 to 1983, editor of their magazine *Early Auto* for 3 years. He has been a member of *MAFCA* and *MARC USA* Clubs for 10 years.

Suggestions for newer members: Join the Model A Club with your family and take part in everything - you will enjoy it.

Notebook

BIRTHDAYS for JUNE: Birthstone: Pearl; Flower: Rose

Bill Bennie, Wendy Blacklock, Ann Brandis, Maurice Creedy, Zorica Demiris, John Hall, Darren Jeffree, John Laurie, June Miles, Joyce Munro, Dianne Paisley, John Roy, June Smith, Colin Strahan and Leanne Wringe. Enjoy your special day !!
Belated **MAY** birthday wishes to Horie Pridmore.

NEW MEMBERS: Welcome to:

Horie Pridmore, [REDACTED] Maylands. Ph: [REDACTED] Horie owns a very nice restored '30 Fordor.

Chris & Judith Butler, [REDACTED] Thornlie. Ph: [REDACTED] These folk have a restored '29 Roadster.

Peter & Daisy Jordan, [REDACTED] Bicton. Ph: [REDACTED] Peter is spending his time on an unrestored '29 Roadster.

Please add these people to your member register.

THE LADIES INJURED LIST for last month included Toni Mahony, Gwen Guest, Elaine Gilberthorpe and Dora Annear. Best wishes for speedy recoveries to you all.

A NEW BOOK FOR THE LIBRARY - We have recently acquired a copy of 'Passports to Adventure' by Dianne M Davis. It is the story of the four couples who travelled around the world in their Model As in 1982. Some of our club members met these adventurers back in '82 and are mentioned in this book.

Also new to the library is a set of booklets from the Ministry of Sport & Recreation advising on how to start and run your own club. i) Starting Your Club: How to go about it ii) Clearing your First Hurdle iii) The Role of the Club Secretary iv) Club Cashbox Clues v) Club Meetings vi) Chairing a Meeting vii) Take the IN out of Ineffective viii) Share the Load and Delegate ix) Club Problems? x) Brainstorming xi) Planning.

WANTED TO BUY: Model A Ford '29 - '31 Fordor Sedan. Contact Robert Bragg, [REDACTED] Whiteside, Brisbane, QLD 4503. Ph: [REDACTED]

PHOTOS: New members to the club - a photograph of your Model A (under restoration/ before and after/ restored) to place in the club album would be greatly appreciated.
Thanks Louise.

RECENTLY REPORTED: in the Massachusetts Bar Association Lawyers Journal, the following are [allegedly] questions actually asked of witnesses by attorneys during trials and, in certain cases, the responses given by insightful witnesses.

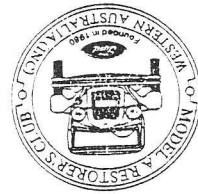
1. "Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?"
2. "The youngest son, the twenty-year old, how old is he?"
3. "Were you present when your photo was taken?"
4. "Were you alone or by yourself?"
5. "Was it you or your younger brother who was killed in the war?"
6. "Did he kill you?"
7. "How far apart were the vehicles at the time of the collision?"
8. "You were there until the time you left, is that true?"

Foundation Day



BALDIVIS WA 6171
 BUSSARD David & Pat

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



Western Model A News

The following statistics on cars in our club, taken from the Member's Register, were provided by Alan Smith

	<u>RESTORED</u>				<u>TOTAL</u>
	<u>28</u>	<u>29</u>	<u>30</u>	<u>31</u>	
Coupe	1				1
Closed Cab Pickup		1			1
Fordor			1		1
Phaeton	17	7	4		28
Roadster	3	6	5		14
Special Coupe	1				1
Truck	1		2		3
Tudor	8		1		9
Utility	4	1			5
5 Window Coupe			1	1	2
Woody Station Wagon	1	1			2
					<u>67</u>

	<u>UNRESTORED</u>				<u>TOTAL</u>
	<u>28</u>	<u>29</u>	<u>30</u>	<u>31</u>	
Coupe		1	1		2
Deluxe Roadster		2	1		1
Fordor	1				1
Phaeton	10	4	2		16
Roadster	5	2	2		9
Special Coupe	1	2			3
Sports Coupe	1				1
Town Sedan			1	1	2
Truck	1	1	1		4
Tudor	5	2	2		10
Utility	5	2	1		8
Victoria			1		1
					<u>58</u>

THE FIRST



Motoring Fatality

... occurred on 17 August, 1896, at the Crystal Palace, London, when Mrs Bridget Driscoll of Old Town, Croydon, was run over and had her skull fractured by the wheel of a car. The driver was Arthur Edsell, who was employed by the Anglo-French Motor Co to give joy rides in a Roger-Benz on the terrace of the Crystal Palace. Edsell's vision was obstructed by two other cars in front and Mrs Driscoll, in a state of panic, stood still in the path of the approaching vehicle. At the inquest it was stated that Edsell was driving at 4mph at the time of the accident. The verdict was Accidental Death. BS •