

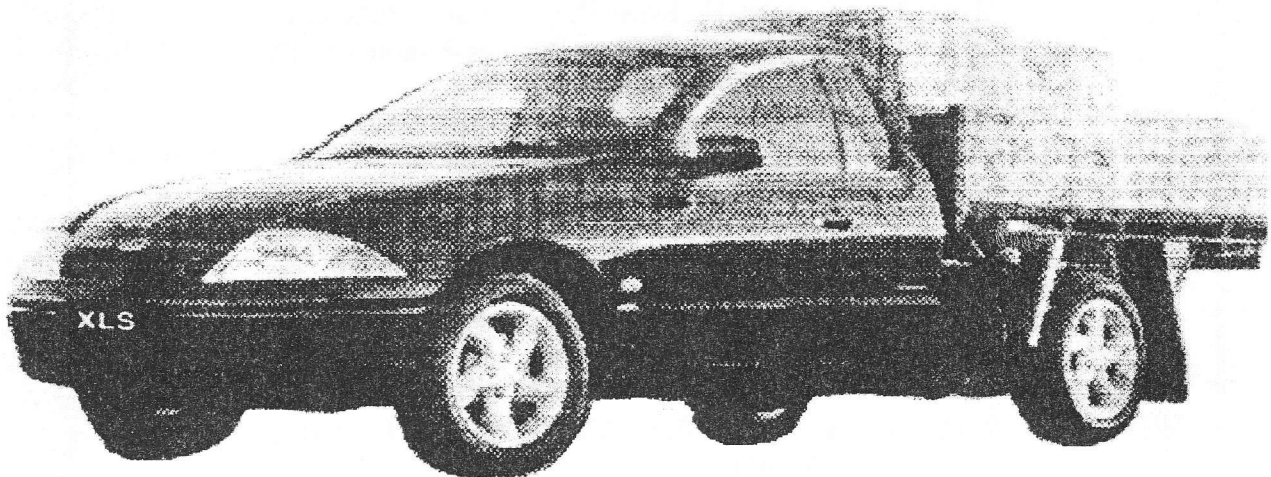
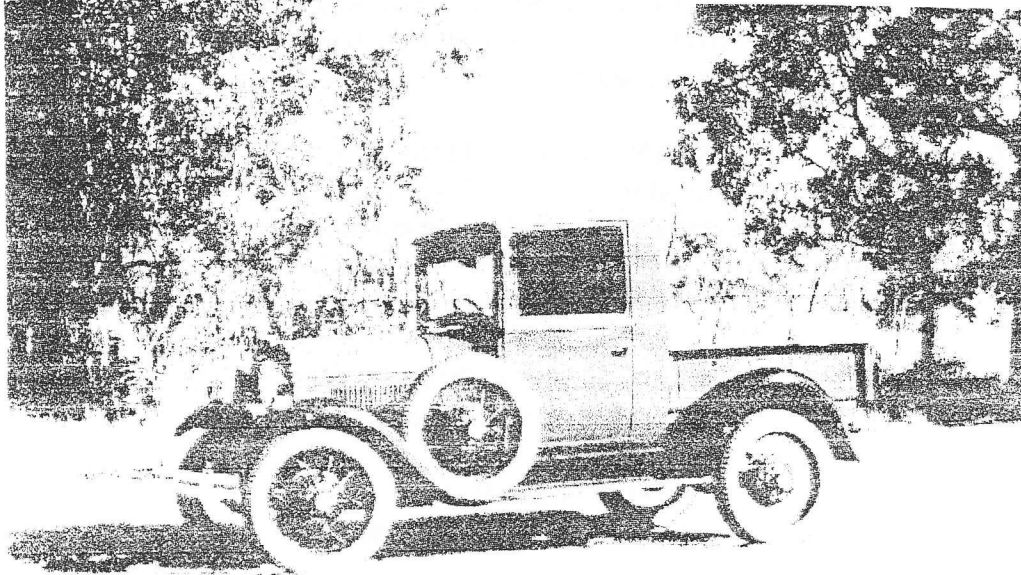


Western Model A News

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

Year XX Number I

AUGUST, 1999



1929 - 1999
Seventy years of Ford Utes

Next Run/Meeting: Sunday, 22nd August. Place: Garden City Carpark
Meet at 8.30am for 9.00am departure.

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

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



SUNDAY, 22ND AUGUST, 1999

Organised by Peter & Lorraine Sartori
Manifold Run to Harvey
Meet at Garden City Car park 8.30 for 9am departure.
Plenty of garages on the way for pit stops!!

24, 25 & 26TH AUGUST, 1999

Dowerin GWN Field Days
For more details, contact your secretary

SUNDAY, 26TH SEPTEMBER, 1999

Meet: Causeway Carpark 9:30am
Organised by John & Pat Laurie

SUNDAY, 24TH OCTOBER, 1999

Amaroo Festival to be held at Gosnells to raise funds
for the retirement complex and nursing home.
Members are being asked to put their cars on display
Please contact Pat if you wish to participate & require further details

SUNDAY, 31ST OCTOBER, 1999

Organised by John & Shirley Hall

NOVEMBER, 1999

Organised by Tim Halden

SUNDAY, 5TH DECEMBER, 1999

CHRISTMAS LUNCH: Place: RAAF Assoc, Bullcreek
Time: 12 noon Price: \$23 per person. Names & money to Dora

SUNDAY, 26TH MARCH, 2000

20th Anniversary of M.A.R.C. W.A.

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 Sleeving * Crankshaft Grinding
Recommended by MARC member*

Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

Model A Restorers Club of WA
GENERAL MEETING -SUNDAY JULY 25th, 1999
VETERAN CAR CLUB ROOMS, HALE ROAD, WATTLE GROVE

Meeting opened: 2.45 pm.

Previous minutes: As per newsletter report, with the correct date of 22nd August run. Moved P. Sartori and seconded B. Guest that they be accepted as correct. Carried.

Business arising: nil.

Financial Report:	Opening balance	12 764.53 on 27/6/99
	Receipts	44.00
	Payments	53.18
	Closing balance	12 755.35 on 25/7/99

Moved S. Read and seconded J. Berkshire that the financial report be accepted. Carried.

Correspondence in: Information on Club membership cards; memo from CCC about changes to vehicle licensing; membership application Barrie Byers; CCC change of AGM date; ANZ bank term deposit annual interest advice; CCC minutes of general meeting 21st June with statement of annual dues (\$40.00); account from Department of Transport.

Correspondence out: Change of details to Australian Classic Cars; letter of thanks to Australian Army Museum; membership application to T. Eastough.

B. Guest moved that the Correspondence in be received and the Correspondence out be endorsed. R. Mahony seconded the motion.

General business:

Christmas lunch – D. Annear reported that our Christmas lunch will be on Dec. 5th at the Royal Air Force Association in Bull Creek. Cost is \$23.00 per person for the lunch and we purchase our own drinks. Give your name and money to Dora.

Wodonga Fundraising Committee: S. Read reported that there will be a gathering of those planning to attend the 2000 rally at Wodonga to plan accommodation soon. The contingent will travel by train to Adelaide, arriving Sunday 16 April, and then join the South Australian contingent to drive to Wodonga. The train is booked for 20 cars and fares are costed. Return arrangements are undecided. Driving would require about 7 days. Do consider joining the group for this experience and contact Louise. Steve will provide the departure date. (*proposed departure Friday, 14th April*)

New Members: B. Cowlin has persuaded a workmate to restore an AA truck. Michael and Betsy White visited us before the meeting began and were given an application form.

20th Anniversary Celebrations: We will have a big picnic on March 26th 2000 to celebrate the 20th year of our club's founding. The location is still to be decided, and suggestions are sought. Names of members whose present address is unknown were read and members were asked to contact Pat Bussard if they have information.

Finances: Accounts to be paid: Australia Post cheque for August Newsletter; D. Annear to be reimbursed for Xmas lunch deposit which she paid; P. Bussard to be reimbursed from petty cash for sausages, buns, etc for Sausage Sizzle; Dept of Transport for Vehicle Examinations – approved in June minutes; Vehicle Examination Stickers and books also approved in June minutes; CCC annual dues \$40.00. Moved P. Sartori that these accounts be paid. Seconded B. Guest.

DOT changing rules: The DOT is attempting to tighten up licensing procedures and is reducing the number of centres which can give first time concessional licenses. Our club may not be on the list of approved clubs. M. Annear moved that this club applies to continue to provide the service to inspect Model A vehicles for first time concessional licenses. R. Mahony seconded the motion. Carried. We will watch for the CCC listing and make a representation if necessary. Delegates P. and E. Gilberthorpe will support our cause at CCC meetings.

Thanks: J. Laurie moved a vote of thanks to Max and Steve for a lot of hard work inspecting the vehicles during the day; to David and Pat for organising the sausage sizzle and to Bill and Val for the onions and cooking.

Badges: B. Hembrough asked when name badges would be available. New members and others who have misplaced their badges are invited to order from P. Bussard.

Apology and thanks: M. Annear apologised in advance for their absence next month and thanked members who have offered to assist when he and Dora move.

Membership cards: A sample of a commercially prepared membership card was passed around. Something to think about.

Coming Events: August 22 manifold run to Harvey, organised by Sartoris leaving from Booragoon.

1999 Dowerin GWN Field Days August 24, 25, 26. September run by Lauries.

Bits and Pieces: J. Moorehead had Frank Cocks' spotlights for sale – approx \$80.

David expressed thanks to S. Read and M. Annear for their work today, and to B. and V. Cowlin for chopping all the onions.

Meeting closed: 3.40 pm.

Model A Restorers Club of WA
ANNUAL GENERAL MEETING -SUNDAY JULY 25th, 1999
VETERAN CAR CLUB ROOMS, HALE ROAD, WATTLE GROVE

Meeting opened at 2.10 pm with David Bussard in the chair.

Attendance and Apologies: as per attendance book.

Minutes of 1998 AGM read. Moved by J. Timmings and seconded by F. Farrelly that the minutes be accepted as read. Carried.

Business arising: D. Annear asked if an election was required for the election of officers. The constitution was consulted: no election is necessary as all officers agreed to continue for a second year.

Financial Report: as per audited balance sheet. The secretary explained that we have a deficit for the year due to the \$1000 donation made in 1998. Money had been collected for the Christmas in July dinner in May and June and appeared in the annual financial statement, but was not paid out until July. Moved by P. Sartori and seconded by D. Annear that this report be accepted. Payment to A. Tuvic who audited the books will be on advice from S. Read at the August meeting. Any queries on the balance sheet to Pat.

President's report: as included in newsletter.

Vehicle Examiner's report: S. Read reported that the condition of vehicles is improving steadily. There was only one failure and a few minor problems to be rectified in the 22 vehicles examined today. The purpose of the inspections is to make our cars safer.

CCC Delegate report: The date of the CCC AGM has been changed to 23 August.

Library report: All is in order thanks to Louise, Melissa and Matthew.

Property officer's report: D. Jeffree not present. He keeps a record of tools owned by members to enable borrowing of expensive equipment required in restoration work.

Editor's report: L. Read asked that members keep the photos of their cars coming in for the club photo albums. Louise maintains the club albums of cars before and after restoration work.

Election of Officers: All officers elected last year will continue. A second delegate was required for the CCC. E. Gilberthorpe was nominated by P. Gilberthorpe, seconded F. Farrelly. Carried.

General Business: D. Annear moved a vote of thanks to L. Read for her efforts on behalf of the club over many years. All applauded.

Good Luck/ Bad Luck trophy: Three events were mentioned. The winner was B. and J. Hembrough for their good fortune following a breakdown while returning home from the May run in Warnbro.

Meeting Closed: 2.43 pm.

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PRESIDENT'S REPORT - JULY 1999

The end of my first year as president of the club is cause for reflection on what I see as the achievements for the year.

The membership of the club is growing. Every month has seen new members joining, to the point that there are now 88 family subscriptions. The number of people, and Model A-s, on our runs is also increasing to the point where 15 A-s and 50 people are not an unusual number. The January run featured an all-time record of 20 Model A-s. To those of you who have joined the club but not attended a run, come along once or twice, see what we do.

We also expect a large contingent to travel to Albury-Wodonga for the year 2000 National Meet. This will consist of a train journey to Adelaide, a run to Albury-Wodonga in company with the South Australian club and a return. To those of you who have never attended a National meet: please consider this great adventure.

The club won the Combined Car Club award for the best club display at this year's show. My thanks to everyone who participated.

My only regret as your President is that my own A has been off the road for a few months. I hope to return to full participation soon.


Finally, let me thank two ladies who have done so much for the club over the year. First my wife Pat, who as Secretary-Treasurer does most of the administration for the club. Secondly to Louise Read, who as editor of our newsletter provides the communication that holds the club together.

David Bussard

MODEL A RESTORERS' CLUB AUSTRALIA (W.A BRANCH) INC.

1998		1999
\$	- BALANCE BROUGHT FORWARD AS AT 30th JUNE 1998	\$ 1,226.77
	<u>INCOME</u>	
\$	1,530.00 SUBSCRIPTIONS	\$ 1,670.50
\$	1,316.00 DINNERS	\$ 1,365.00
\$	45.00 BADGES	\$ 247.40
\$	54.00 T SHIRTS	\$ 110.00
\$	392.35 RAFFLES	\$287.50
\$	579.48 BANK INTEREST	\$ 584.72
\$	150.00 REFUND	\$ 100.00
\$	75.00 NEWSLETTER ADVERTISING	\$ 50.00
\$	17.00 MISCELLANEOUS	\$ 6.00
\$	<u>4,158.83</u> TOTAL INCOME FOR THE YEAR	<u>\$4,421.12</u>
	<u>LESS EXPENDITURE</u>	
	DINNERS	\$ 2,872.00
\$	193.75 STATIONERY & RAFFLE TICKETS	\$ 299.95
\$	99.00 BADGES	\$ 157.65
\$	467.35 POSTAGE	\$ 523.80
\$	457.37 PHOTOCOPIER PURCHASE ,COPYING ,REPAIRS	\$ 448.00
\$	165.11 T SHIRTS	
\$	66.48 BANK FEE S	\$ 87.11
\$	35.00 C.C.C	\$ 40.00
\$	52.00 INSPECTION FEES	\$ 53.50
	INSURANCE	\$ 189.00
\$	331.00 DEPOSITS (XMAS & TUNNEL)	
\$	1,065.00 DONATIONS	
	HONORARIUM	\$ 100.00
	BUS RENTAL	\$ 194.07
	SAUSAGE SIZZLE	\$ 39.51
	REFUND	\$ 80.00
	CCC DISPLAY	\$ 140.00
\$	<u>2,932.06</u> TOTAL EXPENDITURE FOR THE YEAR	<u>\$ 5,224.59</u>
<u>\$</u>	<u>1,226.77</u> SURPLUS(DEFICIENCY) OF INCOME OVER EXPENDITURE	<u>\$ (803.47)</u>
	FOR THE YEAR	
<u>\$</u>	<u>13,622.16</u> BALANCE OF BANK ACCOUNTS PLUS PETTY CASH ON	<u>\$ 12,798.52</u>
	HAND	

I have examined the Books of Account and supporting records of the MODEL A RESTORERS' CLUB AUSTRALIA(WESTERN AUSTRALIA BRANCH) INC for the twelve months ended 30th June 1999. In my opinion the attached Statement of Income and Expenditure reflects a true and fair view of the state of affairs of the Club for the year ended on that date.



 Andres Tuvik
 Accountant
 20 July, 1999

Make your own rear drum puller

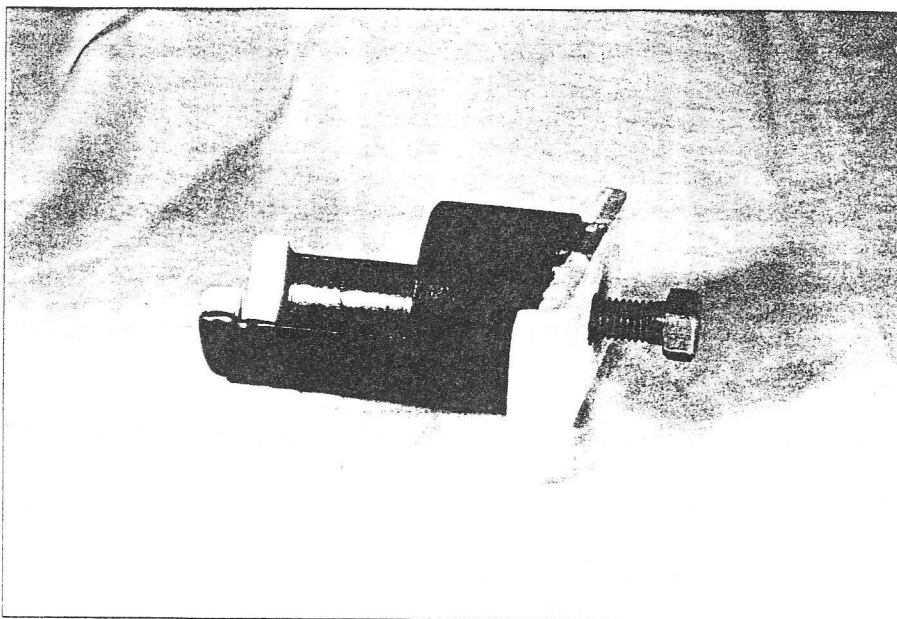
by Ron Harper, Enduring A's, Albany, Oregon

It seems that no one has a rear drum puller when they really need it and the guy who has one is always fishing when you want to borrow it. A simple solution is to make one for yourself - then you'll always have it when you need it.

Use a piece of 2 inch inside diameter pipe about 4 inches long. Cut it lengthwise in half 2-1/2 inches deep, then cut off this section. From this removed section, cut off a 1/2 inch piece to form the shoulder that will do the actual pulling.

Re-form this 1/2 inch piece so it will lie neatly inside the notch you have formed. Weld it in place not disturbing the inside of the shoulder.

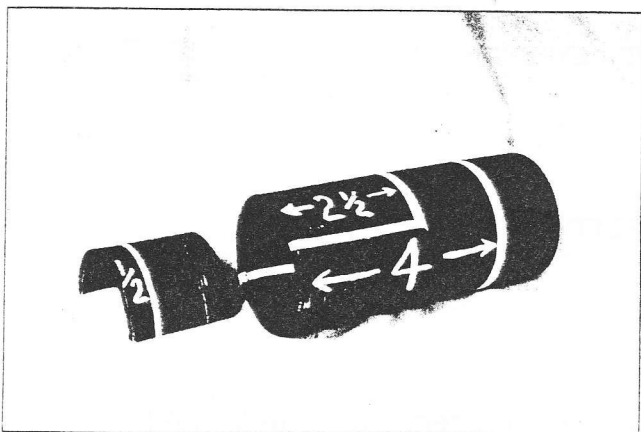
A 1/2 inch nut is then welded inside a flat piece of stock. I used an old bumper clamp backing plate (A 17756-A) which I then welded to the large end of the pipe. Some care is required to center the nut in the pipe.



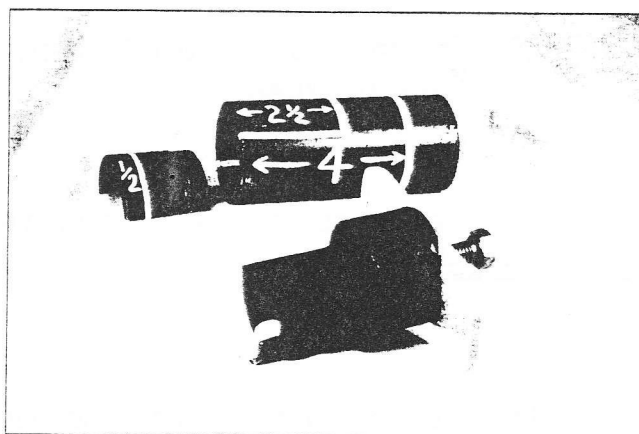
The rear drum puller.

A bolt about 3 inches long is used to put pressure on the end of the axle.

Have you tried to buy one of these? Most guys can probably make one of these pullers from scrap they have lying around their shop.



Raw material needed: a 4 inch long, 2 inch diameter piece of pipe. Note: the 2-1/2 inch section which is cut out of the 4 inch pipe is the source of the 1/2 inch piece used to form the shoulder which will do the actual pulling.



The before and the after. Ron used an old bumper clamp backing plate and welded a nut to the center of it. He then welded the backing plate to the end of the puller. Be careful to center the nut in the pipe.

“There's A Pick-up In The Container”

3

By Steve Read

Prior to fitting the roof covering, the front page from the local Sunday newspaper was sealed in plastic and placed in the roof – one more “time capsule” for archaeological research to discover in the year 2100 (or so?). I wonder where the vehicle will be by then?

Little “finishing” bits were still missing, including the two inner door latch assemblies. As luck would have it, a street-rodder turned up one day with an ice cream bucket full of bits and pieces. I could not believe my eyes, there (lurking among the other assorted automotive gems) was a pair of door latches, in bits to be sure, but all there. This particular part is the same as that on the 1926 Model T Ford.

Time then for the fenders: the left hand rear was assembled from three separate fenders, the right hand rear only needed two others to complete the picture. The front ones were OK with relatively minor cosmetic surgery.

A pair of very good commercial headlights in as new condition in shiny black were obtained from fellow club member Darren Jeffree – what a find! Darren’s father, Alan, provided a fully restored rear number plate and light assembly. The radiator surround came from another club member who had purchased it incorrectly many years previously and it just needed painting.

Out of the seventy or so wheels behind my shed I located four good wheels and another reasonable one for a spare. White-wall tyres (although incorrect for Concourse judging) came from my restored Tudor which had won in its class during the 1994 Australian National Meet in South Australia, after having been driven 2,000 miles across Australia.

We were getting near the end now. The choice of colour was predetermined by the copious amounts of Gunmetal Blue left over after restoring the Tudor. Not exactly an “original” colour, but it looks authentic and resulted in a big cost saving.

The front bumper came out of the “scrap heap”, was pounded straight on the anvil and chromed. Five hub caps were cleaned, chromed and fitted. The only parts left unplated on purpose were the petrol and radiator caps: they were originals that many hands had screwed and unscrewed over the years until the nickel had been worn away, and they deserved to stay that way. A discarded radiator was located which was causing overheating, primarily because the top baffle plate was left out after reconditioning. A new baffle was fitted, the core cleaned out and it was “as good as new.”

The water pump, starter motor and generator, which had been collected over the years, were all reconditioned and fitted in the appropriate places. A Tillitson carburettor, which had never been used, was fitted but it did not want to work ... subsequent inspection discovered that the fuel inlet had never been drilled out (proof positive that it had never been used) but a ¼-in drill bit quickly fixed that minor problem.

A minimum of “new” parts had been utilised in this restoration, only things like: bushes, bearings, hoses, fan belt, tubes and new glass throughout did not come from what could be loosely termed “scrap”. Actually I admit to a touch of “street-rodding” (well, just a very little bit) as I fitted tinted side and back window glass. There was an ulterior motive for this as the Pick-up was being completed in readiness for a drive right across Australia for the 70th Anniversary of the Model A Ford in Australia Rally in Canberra.

Final paint was applied and everything assembled for the last time. The first run was 60-miles to York and then back home; and the only problem we encountered was fuel vaporising in the extreme heat.

So, there she was, completed and sitting proudly in the garage: a rare right-hand drive Closed Cab Pick-up that had not existed previously. I estimate that the parts of some fifty separate vehicles contributed to my Pick-up, at a total cost of around \$4,000 – the bargain of the century?

Although I did a lot of the work in my shed myself, I did not do it all alone. The panels and body work were crafted by a person I consider to be probably the best in his field in Australia: Martin Heywood, who is a sheer genius with sheet metal and rust. I would also like to acknowledge the help of several fellow Model A Ford club members who helped and those who contributed parts at little or no cost to me: - Mark Eckerich, Alan and Darren Jeffree, Phil Wemm plus, of course, Martin Heywood - without their help the job would never have been finished. Although belonging to a different "religion", several street-rodders were also very helpful, as were many MAFCA members in America who patiently answered my restoration questions. Thank you all.

The stamping on the floor pan indicates that it was originally from a twin cities vehicle and I'm sure that the original owner would never have imagined where it would finish up after so many years of use and abuse.

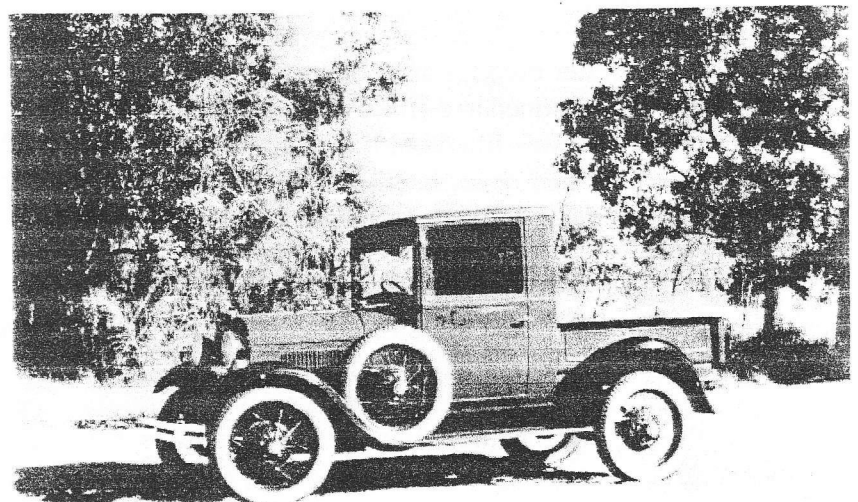
So, we were ready for the bi-ennial Australian National Model A Ford Rally during Easter, 1998. The Pick-up was trucked 2,000 miles to Melbourne but the transport did more damage than I would have thought possible. The vehicle left with a fuel tank of fuel and a fully-charged battery. It arrived with no fuel, a flat battery and extensive damage to the floor of the tray. It must have been loaded on an angle with the front down and the key left on during the three day voyage over some rough roads. The key on and fuel running out

I flew to collect the vehicle in Melbourne, drive it to Canberra and then some 3,000 miles back home again. But that's another story



The ute at the 1998 National Meet in Canberra.

Fully restored.....
1929 Closed Cab Pick-up



Notebook

BIRTHDAYS for AUGUST: Birthstone: Peridot; Flower: Gladiolus

Michael Bell, Coral Blewett, Pat Bussard, Alec Christie, Colin Davidson, Gwen Guest, Tim Halden, Ken Harris, Ross Letch, Chris Marti, Vivian Morton & Helen Moorehead. Many happy returns of the day.

NEW MEMBERS: Welcome back this month to:

Tom Eastough, [REDACTED] Nollamara 6061. Ph: [REDACTED] Tom has four restored vehicles. Hope to see you on an outing soon.

CHANGE OF ADDRESS: Angelo & Judy Calleja have moved to [REDACTED]

Oyster Harbour, Albany. 6330 Ph. [REDACTED] Mobile [REDACTED]

NAME BADGES: New members who would like a name badge please contact Pat.

We are endeavouring to collate a larger number before we order to defray the cost to members, so now is the time to get on the list as it may be sometime before our next order.

THANKS: At the AGM Dora thanked me for the production of the newsletter. It would be remiss of me to take all the credit therefore I would like to convey my thanks to Melissa who puts in equal time on the monthly mag and also to those members who provide articles. *Louise*

LIFE IN THE 1500s

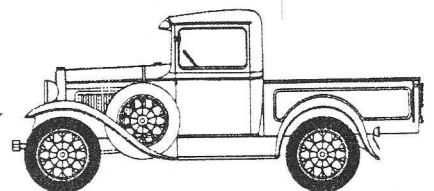
Here's a little trivia courtesy of Bob Hembrough

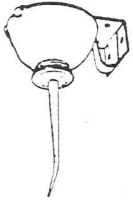
Lead cups were used to drink ale or whiskey. The combination would sometimes knock them out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence, the custom of holding a 'wake.'

Those with money had plates made of pewter. Food with a high acid content caused some of the lead to leach onto the food. This happened most often with tomatoes so they stopped eating tomatoes..... for 400 years.

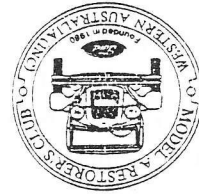
Most people didn't have pewter plates, but had trenchers - a piece of wood with the middle scooped out like a bowl. Trenchers were never washed and a lot of times worms got into the wood. After eating off wormy trenchers, they would get 'trench mouth.'

England is old and small and they started running out of places to bury people. So, they would dig up coffins and would take their bones to a house and re-use the grave. In re-opening these coffins, one out of 25 coffins were found to have scratch marks on the inside and they realized they had been burying people alive. So they thought they would tie a string on their wrist and lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night to listen for the bell. Hence on the 'graveyard shift' they would know that someone was 'saved by the bell' or was a 'dead ringer.'



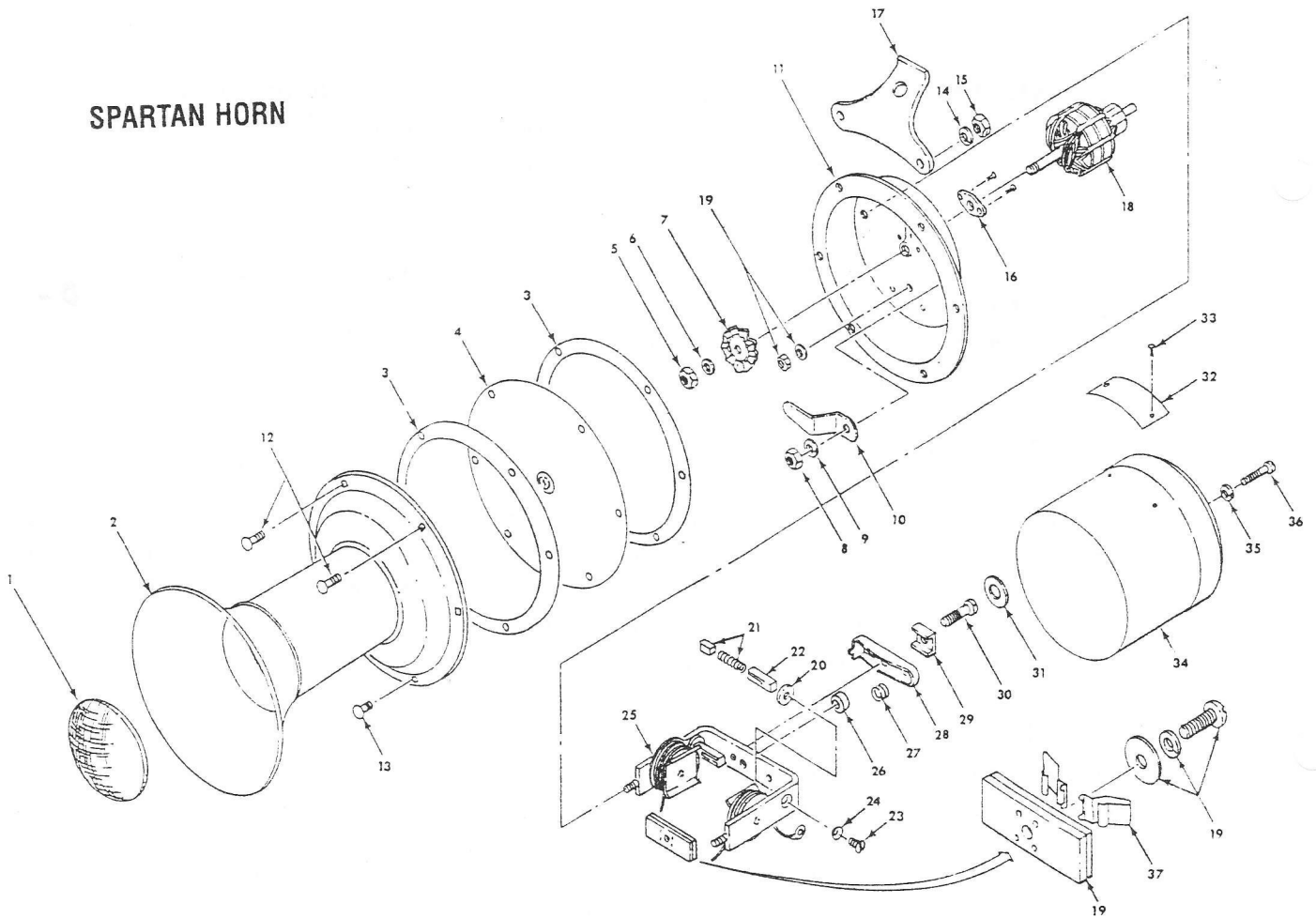


If undelivered, please return to:
 [Redacted]
 Thornlie
 Western Australia, 6108



Western Model A News

SPARTAN HORN



Index #	Part #	Description	# Req.	Index #	Part #	Description	# Req.
1	13814	Screen, Horn Projector	1	19	13836	Block Assembly, Terminal Insulating	1 set
2	13807	Projector Horn Assembly	1	20		Washer, Fiber	2
3	13812	Gasket, Horn Diaphragm	2	21	13817	Brush & Spring Assembly, Horn Motor	2
4	13811	Diaphragm, Horn Assembly	1	22		Holder, Brush & Spring	2
5	13827-A	Nut, Horn Assembly	1	23		Screw, Brush & Spring Holder	2
6		Lockwasher	1	24		Washer, Conical Fiber	2
7	13826	Washer, Horn Diaphragm	1	25		Field Assembly, Horn Motor	1
8		Nut, Motor Assembly	2	26		Felt, Oiler	1
9		Lockwasher, Motor Assembly	2	27		Spring, Horn Adjusting Screw	1
10		Retainer, Spring	1	28	13825	Horn Adjusting Screw Bridge	1
11	13815	Motor Assembly	1	29	13824	Spacer, Horn Adjust Screw	1
12	13806	Bolt - Long	2	30	13825	Screw, Special Adjusting	1
13	13806	Bolt - Short	4	31		Washer, Felt	1
14	13806	Nut	6	32	13803	Nameplate, Spartan Horn	1
15	13806	Lockwasher	2	33		Rivet, Split - Nameplate	2
16		Pad, Felt	1	34	13809-C	Cover, Horn - Spartan	1
17	13805	Bracket, Horn	1	35		Lockwasher, Horn Cover	1
18	13616	Armature, Horn Motor	1	36	13809-X	Screw, Machine - Horn Cover	1
				37	13819	Connector, Horn Terminal	1 pr.

* Schematic for reference only, not all parts available.

* = RECONDITIONED ORIGINAL PARTS