

Year XX Number VI



January, 2000



Western Model A News

Official Newsletter of the
Model A Restorers Club of Western Australia Inc

President's Report January 2000

The end of the year finds the Model A Restorers Club in glowing good health. During the year the number of members increased by ten families; there are now ninety family members. This is the largest increase since the club was founded, nearly twenty years ago. During the year, we also experienced the loss of three members through resignation.

The club was extremely active throughout the year with at least one club related activity organized by a club member each month. We also achieved another record in January 1999 when 20 Model A-s, plus moderns, attended the outing, the largest number ever. On average 15 As attend most of our runs and we are still being taken to new places as new members take a turn at organizing a run.

Although not a Model A Club function, fifteen of our members attended the Rally West 1999 in Bunbury during October. The nineteen Model A-s constituted the largest group of the 128 cars on this run, followed by ten Model T-s.

A major activity for the last half of the year was the planning to the April 2000 Model A convention in Wodonga, Victoria. At present 18 cars are planning to go on a twenty day trip that will combine a train trip to Adelaide, a four day drive to Wodonga, five days of the Meet then eight driving days back to Perth. To help finance this major undertaking the club has organized several activities, including four days at the local weekend market, stalls at a supermarket and a rock and roll night. It is a measure of the club's spirit that we have a large number of volunteers to assist in these functions.

The year 2000 marks the twentieth anniversary of our club. To commemorate this we are inviting everyone who was ever a member of the club to the January meet at Manners Park in Peppermint Grove. This will be a great event and I urge all members to attend. We are also organizing in May 2000 a re-creation the first ever run of our Model A club. This will follow the original route to John Forrest Park.

I have enjoyed this year as President and would like to thank all the members for their enthusiastic participation in the various events. In particular I want to thank the following: my wife Pat for her work as Secretary -Treasurer; Louise Read as Editor of the newsletter, assisted by Melissa and Matthew; the Wodonga Fundraising Committee; the Twentieth Anniversary Committee and Dora Annear, for organizing our Christmas party yet again.

Next Run/Meeting: 20th Anniversary Picnic in the Park

Date: 30th January Place: Manners Hill Park Time: 10.00am

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

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

SUNDAY, 30TH JANUARY, 2000

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

Join past & present members for the
first meeting of the new millennium
at our favourite picnic spot,
MANNERS HILL PARK, PEPPERMINT GROVE.
Also proposed general meeting.

SUNDAY, 20TH FEBRUARY, 2000

General meeting and proposed car display
at Mandurah Forum.

Cars to be on display from 9am.

Meeting venue to be advised.

Contact David Bussard if you wish to participate.

SATURDAY, 26TH FEBRUARY, 2000

ROCK & ROLL NITE

See you there with your friends & family.

Enjoy a great night out.

Tickets from Peter or John



SUNDAY, 2ND APRIL, 2000

Organised by Malcolm & Pauline Wood

SUNDAY, 9TH APRIL, 2000

CCC CLASSIC CAR SHOW

Please note new date!

Is there anyone not going to Wodonga who would like to
show their car this year? Please give it some thought.
Due to the change of date and impending departure of a lot
of active members we need your support.

SUNDAY, 16TH APRIL, 2000

SWAN BREWERY VARIETY CLUB BASH

Held in the grounds of the Swan Brewery

Support this great cause & fellow club member

by attending this 'bash' with your Model A.

THURSDAY 20TH - MONDAY 24TH APRIL, 2000

16TH NATIONAL MEET - WODONGA, VIC

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

It's not too late to join us !!

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

Recommended by MARC member

Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

The following article was submitted by John Laurie late last year, conveying his thoughts, after two of our newsletters carried photos and stories of the 'Ute'.

IS IT A UTE?

The latest Ford Falcon AU illustrated within the newspaper is strictly speaking no longer an Aussie 'ute'. The Ford Motor Co. of Australia describe it as a 'style side box tray', which it is. The advertising splurge promotes the image of both the styleside and the tray top as the "Aussie Ute". One may pose the question is this another Aussie icon about to disappear under the pressure of foreign owners? It will be interesting to see what GMH come up with in November with their new Holden ute. The current one is a beauty from all aspects. When GMH took over Holden and commenced building an Australian car they also took on board the long tradition of Holden's Aussie ute production and in 1952 launched the very popular FX Holden utility. That vehicle is still a good looking ute with many restored and still on the road.

During a recent visit to our 'pimpernel' club member Steve Read, our youngest son Ross took a shine to his '29 Pick-up which is a very good one at that. Ross referred to it as a ute and it was here that I spelled out what the Aussie utility was.

The earliest records indicate that the utility, as it became known, was built on a standard car chassis using standard car body panels from the back of the front seat forward. The cargo area was enclosed by a car style single metal panel from the door to the tailgate giving a fashionable appearance. That's what it was and still is. A popular story goes that a farmer ordered a vehicle that would carry farm supplies and at the same time be flash enough to take the family to church on Sunday! Utilities were made for a wide variety of purposes not confined to farmers. The table top light delivery with the pipe racks to the front fenders was a most popular trade vehicle. I recall some still running with electricians and plumbers as late as the 1960s.

A large number of people consider the Australian Ford Motor Company was the originator of the ute, but this is not so. Certainly they have laid claim to being the originators of the coupe utility and this is arguably quite correct. It is on record that the Holden Body Works of South Australia were manufacturing a genuine Aussie ute for the Chevrolet chassis in 1927 and as the Holden Company made bodies for a number of other makes so they made Aussie utes for several other imported chassis. Who actually made the first ute is still an open question but it was not Ford. Although I suppose many of the early autos of the 1900s, which carried only two people, with a sort of 'boot', trunk', 'large tool box', 'rumble', could be classed as utilitarian!

Coral Blewett made available to me a copy of our local Boltons Body Works catalogue featuring the '28/'29 utes they made on the Model A chassis. Boltons, then of Fremantle, were the Western Australian approved body builders for the Ford Motor Co. of Australia. Our weather is 'eternal sunshine' and most truckies removed the doors at least for the summer which is most of the year. Boltons are still in business still making a range of commercial body types.

Last year (1998) the RAC publication was involved in a spat over the article on an early Austin A40 being described as a pick-up which it was. Letters of protest came in declaring it a ute but that model was not an Aussie ute. Later the local Austin Body Builders did make a genuine Austin A40 Aussie ute but those early ones were pick-ups. I am not aware that we have a genuine Aussie ute in our club although I do know of the remains of one.

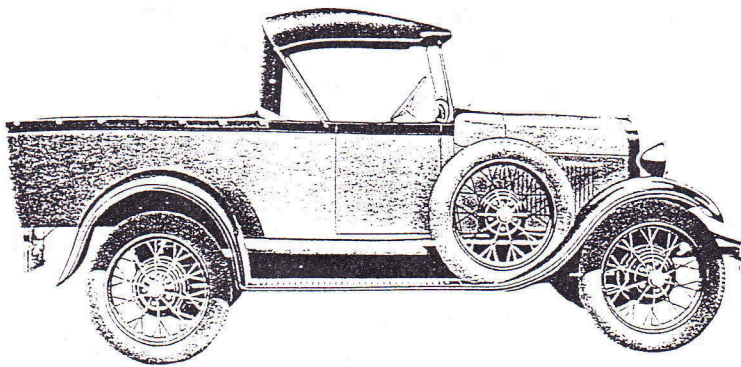
We had a lot of depression utes during the thirties. They were mainly phaetons or roadsters with the back chopped off and a timber box tray built behind the front seat. Chevs and Dodges were preferred because of the rear suspension, however a lot of Model As were operated on. There are some of those depression utes with our club members. I recall a chap, somewhat of a dandy, making his ute back out of sheoak. It has the most beautiful grain and when clear varnished it draws attention. It is still used in furniture and up market offices.

I enclose a drawing of the 112 inch WB '30 Model A vehicle owned by the local milko as a bulk transporter from the factory depot to his depot from whence the bottled milk was delivered house to house by way of horse and single axle specially built carts.

The mock-up of his rig is very accurate, the chassis from memory was a shortened AA with a wheelbase I guess at 112". Maybe it was a copy of Henry's 112' Model A chassis! The wheels were of the disk type and as I recall 20 or 21 inch. They were not 18" or 19". The disk wheels were necessary to carry the weight of his load. Disk wheels were on some AA trucks. As far as I can recall the rear end was not AA and as I recall was larger than the A rear axle assembly. Rear springing I have no recollection.

The vehicle was a Bolton factory job, a one off, made to special order, at a calculated guess late 30s, probably after the introduction of factory bottled milk which was in 1935. As a calculated guess I believe it was made about 1936 or 37. Prior to that a myriad of local dairy farms bulk delivered to the doorstep and ladled the milk from a 4 gallon can to the customer's container. No such thing as pasteurisation. As a lad I recall Fred Dyer, our milko, ladled some to a saucer we left out for our pet kangaroo. Oh! times were tough but ever so simple then. This utility, a genuine Aussie ute, was finished in Chocolate Brown with Tacoma Cream wheels.

Anyway back to the ute. There had always been a ute in our family, although of the last 23 years I have owned F100 style-sides assembled in Australia with an Australian 6 cylinder engine. Great outfit!



TYPE No. 302.—FORD SPECIAL LIGHT DELIVERY
(Full particulars elsewhere)

Type No. 302 is a particularly useful Light Delivery model specially designed for the cartage of small goods. A Tonneau cover for the rear loading space is available at small extra charge. By this means the goods can be fully protected against rain, mud and dust. The entire exterior of the body is covered with strong steel panels, which prevent any twisting or breaking of the wooden body-work through rough usage. The side stays are hidden. A drop tailboard allows easy loading.

This Special Light Delivery model is preferred by some users for the reason

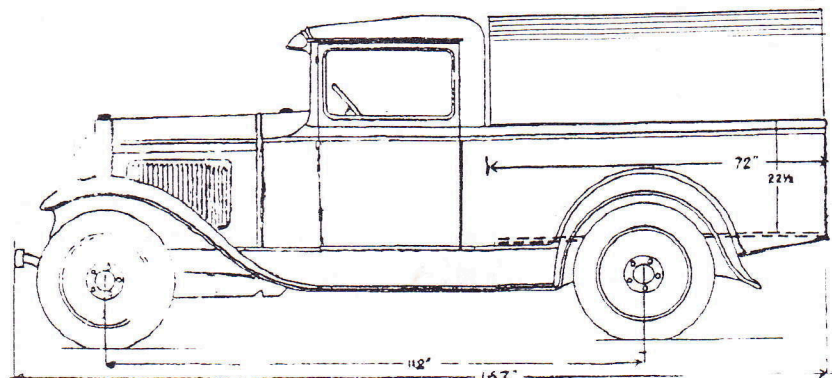
that its appearance is less obviously commercial than other Light Deliveries. With Tonneau cover in position it is suitable for personal use when desired—for touring or camping trips where bulky luggage is necessary it is ideal. Normally, however, it serves the same purposes as the Flare Side Light Delivery, with the additional advantage that the goods are completely protected when the cover is used.

LOADING SPACE—

Length, 55 in.

Width, 44 in.

HEIGHT OF SIDES, 18½ in.



CLUB MEMBER PROFILES

It was the stories told by Jack Berkshire and Jim Williams about their eventful lives which prompted me to begin my project to enlighten members of the Model A Restorers Club of WA (Inc) about their fellow members. The idea developed into sharing the stories of those who joined during 1980, the first year of the club's existence, which has been the focus thus far. However, when Jack had surgery for bowel cancer early in 1999, I decided to start preparing his story and those of other members who had not been in the club from the beginning but who have a tale or two to tell.

Jack and Mavis were in the club when David and I joined in 1993, and both of them have shared their recollections over the years. The information they provided on the form is supplemented by my memories of conversations on various club runs and is so extensive that I have been selective by necessity. I hope you enjoy reading about Jack and Mavis, who attend regularly and participate in all events.

Pat Bussard

Names: Jack and Mavis Berkshire

Date of Joining or First meeting attended: July 1993. (Jack signed the attendance book for the first time on 20th June, 1993. His membership application is not dated, but fees were paid on 14th June, 1993.)

How did you become involved? Jack had known Max Annear for many years through their common interest in motorcycles. He had always wanted a Model A and asked Max to keep his eye out for one. When Jim Williams' 1929 Phaeton became available, Jack purchased it. Jim organised Jack's first year of membership in the Model A Restorers Club of WA (Inc).

Positions held in club: Jack served on the committee from July 1993 to July 1997.

National and International Meets attended: Nil, though Jack and Mavis joined the group attending the 1994 National Meet in Adelaide for the evening banquet at the invitation of Ross Chamberlain. They were in Adelaide in preparation for their wedding on 15th April.

Memorable club events: Wildflower runs and Kirup Easter weekends on the Wringe farm.

Funniest memory: "Jimmy Williams with his arm around my shoulder, handing me the keys, and telling me how cheap he sold me his Model A Ford."

Family and personal history: Jack and Mavis are cousins. Jack was born in Goolwa and Mavis in Adelaide, though their families had contact in the early years. Jack left school at 13 and worked on a river fishing boat for a season before becoming a motor mechanic at John Sharps' garage in Goolwa. He also did other jobs such as early morning milkman and working in the town's power supply at night. At the age of 16 he joined the Militia Light Horse Regiment though he did not ride a horse, training as a despatch motorbike rider. In 1941 he enlisted in the Royal Australian Air Force and trained at Mallala where he met his first wife, Bet, who was also in the Air Force. He served in Australia and then in New Guinea as ground staff, driving petrol tankers refueling aircraft and other vehicles, such as ambulances and fire tenders. On his return to Australia, Jack worked as a cleaner for the South Australian Railways and then on the Goolwa Barrage (one of several locks built at the lower end of the Murray River to ensure the freshness of water upstream and to keep salt water out of the lower river system). Bet was from Boulder and they decided to move to Kalgoorlie. She and the boys went across on the train, but Jack drove to Kalgoorlie in a 1927 Rugby buckboard. The story of this trip (ACROSS THE 'NULLA' IN A 1927 RUGBY UTILITY IN 1947) was written by Jack for Early Auto, the newsletter of the Veteran Car Club of WA in October 1969. He spent 20 months as an underground miner on the Great Boulder Mine and then joined the Western Australian Police Force. He was posted to Mundaring (1948-49), Kalgoorlie (49-54), Boyup Brook (54-58), Perth (58-65), Bunbury (65-66), Perth in the Road Patrol (67-68), to Cyprus with the United Nations Civilian Police (68-69) and back to Perth for several metropolitan postings before he joined the Police Transport Section (77-82). He acted as Father Christmas for many years at the annual Police Christmas Tree function. He has innumerable tales to tell about his time in the police force, including the night in 1954 when he used a piece of wood lying on the ground to disarm a man who had run amuck and swung his axe at another constable at Boyup Brook. He was awarded the British Empire Medal for Bravery, the first of seven medals which he wears at ANZAC parades each year. The others are: the 1939-45 Star from the Army, the Pacific Star (Air Force), the Australian Defence Medal, the Australian Service Medal, the Police Long Service Medal, the Police Service Overseas Medal and the United Nations Cyprus medal. Jack says he used a low-key approach to situations and he relates stories showing sensitivity to the feelings of people in strife. Jack retired in 1982 and cared for Bet until she died in 1989.

Mavis lived in Adelaide except for three years when her family lived at Goolwa. It was here that she met Jack. On leaving school she worked for four years at the T & G Life Insurance Co. in King William Street, Adelaide. She married Max Barr, who had been in the 9th Division, 2/43 BATT during WWII. He died in 1982. Mavis took a short-term job with Myer in 1956 which lasted 34 years. She bought stock in the early years, but greatly enjoyed a later role as supervisor of girls' wear. At one stage she took child models from modelling and dance schools to Saturday morning television shows and was involved in annual Myer Mini Model quests. The most memorable of these was when the winner was Greg Rowe, who went on to become an actor and the star of "Storm Boy" which was filmed at Goolwa. Mavis enjoyed the social life at Myer and was honoured to be inducted into the Myer 25 year Club in 1982. She retired in 1990, took up Tai Chi and became active in the Legacy Club, visiting country members in hospital and in their homes. Her family maintained contact with Jack's mother who lived in a small country town near Adelaide, but after her passing in 1982, they lost touch with him until he visited and invited her to join the 1993 Wildflower Run with the Model A Restorers Club. They married in April 1994. Mavis asks if anyone knows of a wedding where the groom entertained the guests?

Family members: Mavis has a daughter, Lynette, from her previous marriage, and a grandson, Peter, who live in Adelaide. Jack has two sons from his previous marriage. John is an aircraft and motor mechanic who has his own motor cycle business in Perth. He also has an Austin Healy, a Triumph TR4 and motorcycles. Barry works for the Water Authority in Mandurah and restores E-type Jaguars and motorcycles. Both sons have been involved with sports cars and motorcycles for many years. Jack has four grandchildren.

What music do you listen to? Jack listens to all types of music except rap. Mavis likes all music except heavy metal and heavy opera.

Memorable concerts you have attended: Jack remembers Bob Hope with the concert party at Milne Bay, New Guinea, 1943. It was in the open air with troops sitting on the ground in the rain. Mavis enjoyed Richard Clayderman's piano recital, Hair, The Sound of Music and South Pacific while living in Adelaide. She tells of being given tickets to Hair by a member of the cast, and his return to see her after the show to say how pleased he was by her attendance. She absolutely loved the concert. Both were looking forward to Geoff Harvey's concert in November.

Sporting interests: Watching football, tennis and some cricket, motor racing.

Other interests: Jack is interested in all types of motor sport, but he also enjoys reading, especially war history. When she lived in Adelaide (before her marriage to Jack) Mavis took part in dancing and Tai Chi, and she visited members of Legacy and Probus. At present, she spends her time letter writing which is her favourite pastime, and enjoying all outings with car and bike clubs, and the police social activities.

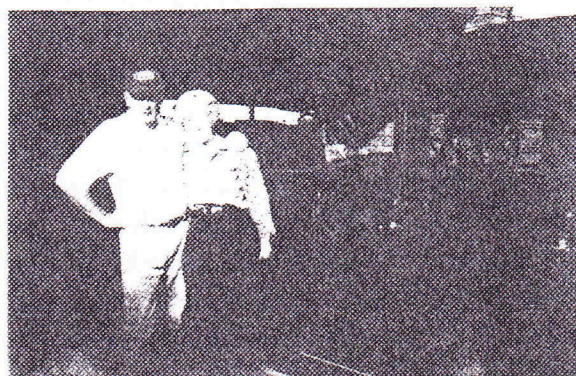
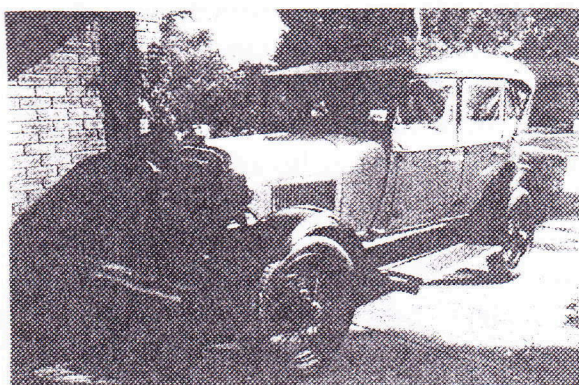
About your car: Model: 1929 Phaeton Colour: green and black. Jack bought it from Jim Williams in 1993. The first run they had together was the Wildflower Run in September 1993.

Other restorations: Jack has restored several motorcycles and a 1927 Austin 7, which he sold to buy his 1929 Model A. He had 16 motor cycles at one time but now has seven.

Membership of other clubs: Jack originally joined the Vintage Car Club at Hooper Street in 1964. (I read the Early Auto newsletter containing Jack's Nulla story from cover to cover. The editor wrote that Jack had set an example on the run to Noble Falls by wearing a safety helmet, saying that this was a good idea for all bike riders, as "the road is just as hard for riders of vintage machinery as modern ones".) He is a member of the Vintage Motor Cycle Club of which he is a past president and past patron. He was a member and past president of the Austin 7 Club of WA.

Current projects: Jack's current projects are keeping the Model A Ford and his motor cycles on the road.

Suggestions for newer members: Become involved in all section of club activities.



Fashionably Speaking

by Fern Davis
Era Fashion Editor

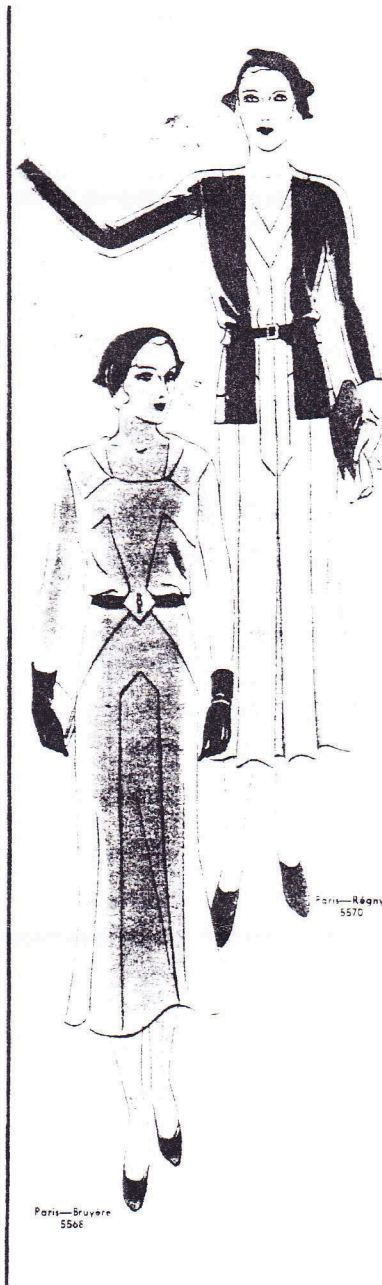
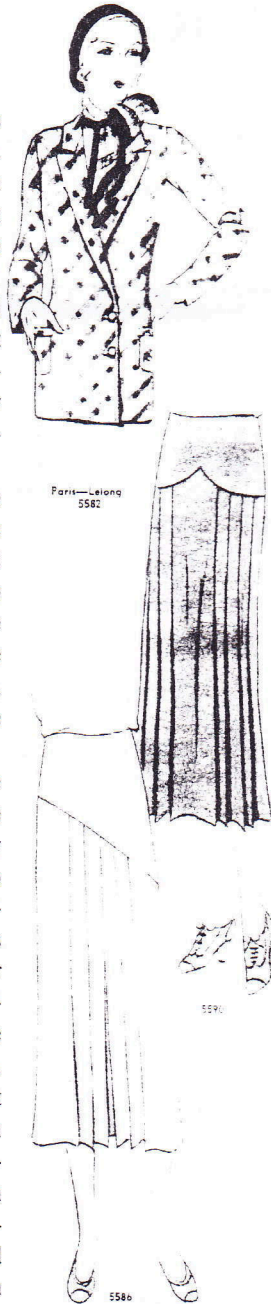
SKIRTS, JACKETS AND BLOUSES - 1931

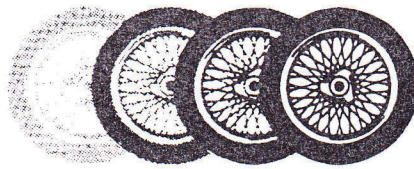
In 1931 skirts, as well as dresses, had that long, slim line. Previously, most skirts came with a strap bodice. These were worn with an overblouse that came to the hip or slightly above. Since 1931 brought the advent of the natural waistline, most skirts made that year came without the strap bodice, as many blouses were now made to tuck in, showing the natural waist.

Our illustrations show two popular skirt styles. Notice the plain hiplines, as if they were still reluctant to give up the drop waists completely. Even the blouse styles, taken from the same magazine, show only overblouses, even though two are tied at the waist, and two are with belts.

Hip line jackets as the one shown, were often worn with the skirts, although short jackets only coming to the waist, were also worn. Hip line jackets were often worn with sport dresses as well. Of course, we are familiar with the bolero dress jackets, often tied at the waist, which were the same material as the dress. These had been popular for most of the previous year (1930). In our earlier years, the jackets usually matched the dress or skirt, in one predominant color. The complete ensemble being the desired look. The jackets now came in contrasting colors, often in two or three colors. Now many colors were mixed, especially in sport wear, giving the ultra sporty look. Look closely at our illustrations and notice the new hat styles for this year (1931).

Our illustrations are from *Pictorial Review*, April 1931.





**COMBINED
CAR CLUBS
ASSOCIATION
OF WESTERN
AUSTRALIA (Inc)**

CALENDAR OF EVENTS

As at December 21 1999

Bold letters indicate Combined Car Clubs Association event

* Indicates change since last calendar

Indicates dates to be confirmed

Late change-

15 April - Riley Club Dept
for National Rally

2000

21/24 April - Alfa Romeo Nat. Rally (Margaret River)

FEBRUARY

- 6 Chrysler Show - Belmont
- 19-20* **Collie Sporting Weekend; Motorkhana Sat, Sprints Sun (CCC Sports Register)**
- 20 AVVVA Swapmeet - Jubilee Oval Showgrounds, Northam
- 21 **Combined Car Clubs Association General Meeting**

MARCH

- 11-12 The Italian Job rally (Mini Car Club)
- 12 Australian Grand Prix - Melbourne
- 18-19* Shell V8 Supercars WArround - Barbagallo Raceway
- 25/26 Vintage on Avon Hillclimb & Round the Houses - Northam (VSCC)
- 25 Brookton Old Time Motor Show

APRIL

- 1-2 All Historic race meeting - Barbagallo Raceway (WASCC & VSCC)
- 2* Ford birthday Parade (Classic English Ford Club)
- 8 Wemyss auction of veteran, vintage, classic & collectors cars - Perth
- 8* **Twilight Trial - Combined Car Clubs Sports Register (Mini & MG Car Clubs)**
- 9* **Classic Car Show - Whiteman Park NOTE DATE CHANGE**
- ± 16 Swan Brewery Variety Club Car Show (Variety Club)
- 17 **Combined Car Clubs Association General Meeting**
- 20-25 Perth Auto Expo new car show - Burswood Dome
- 21-24 Jowett National Rally - Perth, Alfa Romeo Owners Club Alfesta National Rally - Margaret River
- ‡ 29-30 Classic Challenge touring road event (AEM)

MAY

- 14 **British Car Day - Gingin (Jaguar Car Club)**
- 28* **Northam Hillclimb - Combined Car Clubs Sports Register**

JUNE

- 3-5 Albany Round the Houses & Hillclimbs - Albany (Vintage Sports Car Club)
- 19 **Combined Car Clubs Association General Meeting**

JULY

- 1* **MG Interclub Relay Challenge - Barbagallo Raceway - Sports Register**
- 22* **Supersprint - Barbagallo Raceway - Combined Car Clubs Sports Register**

AUGUST

- 6* **Winter Trial - Combined Car Clubs Sports Register (AROC)**
- 21 **Combined Car Clubs Association Annual General Meeting**

SEPTEMBER

- 8-10 Classic Rally (Automotive Events Management)

OCTOBER

- 1-3 SW Touring Car Club 1000 Rally
- 9-12 Telstra Rally Australia (Eventscorp)
- 14 75th Anniversary of 1st car around Australia start (Assoc of Citroen Enthusiasts)
- 22# **Motor Museum Run - Combined Car Clubs Association**
- 22 Historic Touring Car Racing - Barbagallo Raceway (WASCC)
- 29 75th Anniversary of Ford display - Rockingham

NOVEMBER

- 12# Celebration of the Motorcar (AEM)
- TBA# GM Day

NOTES: This page may be published in your club magazine. Details are subject to change without notice and no responsibility accepted by the Combined Car Clubs Association of WA (Inc) for incorrect information.

Updated calendars are available at Combined Car Clubs meetings, and will be mailed to member clubs.

Calendar updates should be directed to Paul Blank on [REDACTED]

Sports Register enquiries to Andrew Stevens Tel: [REDACTED]

General enquiries to the Combined Car Clubs Association Secretary on [REDACTED]

A comprehensive local motoring calendar, frequently updated available at website: www.classicrally.com.au

**Combined Car Clubs Association of WA (Inc)
PO Box 742, Subiaco, Western Australia, 6008**

Notebook

BIRTHDAYS for January: Birthstone: Garnet; Flower: Carnation

Max Annear, Russell Brandis, Ian Dalby, Gary Eva, Barbara Forbes, Barrie Guest, Edith Jeffree, James Pinnington, Matthew Read, Mavis Spencer & Rodney Wright.

Happy first birthday of the new century.

SUBS: are now due, please post them to Pat Bussard, [REDACTED] Baldivis.

CLUB T-SHIRTS & NAME BADGES have been ordered and will hopefully be ready for you to pick up at the January meeting. Costs: T shirt \$18, badge \$9.15
Please wear your shirt and name badge to our Anniversary picnic.

WODONGA: Just a reminder for those going, the next meeting is at Ray & Toni's, [REDACTED] Bedford, on **Sunday, 6th February**. The balance of your train fare will be required. Cost: Transport of car \$220, fare per person \$471 minus deposit paid.
If you are sending cheques please make them payable to Great Southern Railways.

LETTERS RECEIVED FROM: Maxine & Maurie Creedy of SA - To all the members of the Model A Club - Greetings for Christmas and best wishes for happiness for the New Year. Thanks for the invites to Rock & Roll Nite and the Picnic in the Park. Sorry we can't be with you but hope to see quite a few of you here and in Wodonga at Easter.
John Laurie - Dear Pat, Please convey my thanks to all club members especially those who phoned, sent a card and offered help. I don't imagine that I shall be mobile until February and look forward to being with you all, perhaps 20th.
P.S. The tractor is a write off so there goes the coupe funds for a replacement.

AND A NOTE FROM Beth Martin, SA. Congratulations on your 20th Anniversary.
Your Model A News is looked forward to.

MORE OF LIFE IN THE 1500s

Houses had thatched roofs. Thick straw, piled high, with no wood underneath. It was the only place for animals to get warm, so all the pets....dogs, cats and other small animals, mice, rats, bugs lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying. "It's raining cats and dogs."

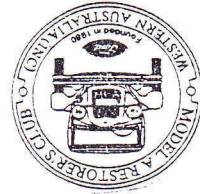
There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could really mess up your nice clean bed. So, they found if they made beds with big posts and hung a sheet over the top, it addressed the problem. Hence those beautiful big four poster beds with canopies. I wonder if this is where we get the saying? .. "Good night and don't let the bed bugs bite."

HAPPY NEW YEAR to all members, families and associated clubs.



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

BUSSARD David & Pat
[REDACTED]
BALDIVIS WA 6171



**Western
Model & News**

Government Cars.....How to recognise them

- They travel faster in ALL gears, especially reverse.
- They accelerate at a phenomenal rate.
- They enjoy a much shorter braking distance.
- They have a much tighter turning circle.
- They can take 'ramps' at twice the speed of private cars.
- Battery, oil, water and tyre pressures do not need to be checked nearly so often.
- The floor is shaped just like an ashtray.
- They do not require to be garaged at night.
- They can be driven for up to 100 kms with the oil light flashing.
- They need cleaning less often, especially inside.
- The suspension is reinforced to allow carriage of concrete slabs and other heavy building materials.
- They are adapted to allow reverse gear to be engaged whilst the car is still moving forwards.
- The tyre walls are designed to allow bumping into, and over, kerbs.
- Unusual and alarming noises from the engine can easily be eliminated by the adjustment of the radio volume control.
- No security is needed. May be left anywhere, unlocked with the keys in the ignition.

(Borrowed from Pt Augusta Vehicle Restorers Club Magazine)

IF YOU HAVE NOT PAID YOUR ANNUAL SUBSCRIPTION,
IT IS NOW OVERDUE.
PLEASE SEND IT, WITH YOUR UPDATE SHEET, TO:

PAT BUSSARD
[REDACTED]
BALDIVIS WA 6171