

Western Model A News

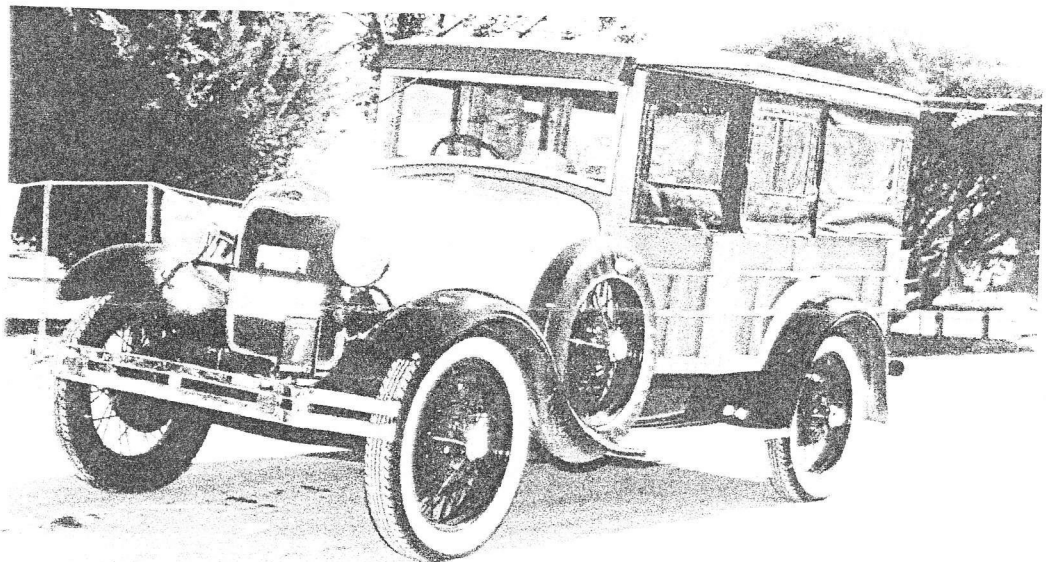
Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XX Number VIII

MARCH, 2000



JIM & NINA WILLIAMS
& THEIR
1929 WOODIE



Next Run/Meeting: Sunday, 19th March
Meet: Causeway Carpark Time: 9.00am for 9.30am 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

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

SUNDAY, 12TH MARCH, 2000

VAA Vintage Car & Bike Swap Meet Bassendean Oval
Sellers - Gates open 6.00am Entry \$6 Buyers - Gates open 7.00am Entry \$2

SUNDAY, 19th MARCH, 2000

Organised by Malcolm & Pauline Wood
Meet at Causeway Carpark Time: 9.00am for 9.30 departure

SATURDAY, 25TH MARCH, 2000
BROOKTON OLD TIME MOTOR SHOW

Secretary has details

SUNDAY, 2ND APRIL, 2000

Classic English Ford Parade 9.30am meet for 10.00am departure from
Houghton Ford, East Vic Park or Backshall Ford in Fremantle
BYO picnic at St James Mitchell Pk for lunch at 12 noon

SUNDAY, 9TH APRIL, 2000

CCC CLASSIC CAR SHOW

Please note new date!

If you would like to participate please contact Peter Gilberthorpe

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]

MAY, 2000

organised by John Moorehead & Steve Read

JUNE, 2000

organised by Peter Sartori

SUNDAY, 23RD JULY, 2000

AGM & Vehicle Examination Day



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

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34 years Experience

Model A Restorers Club of WA – February meeting, February 20th, 2000
McDougall Park, Ley Street, Como.

Meeting opened at 8.40.

Attendance and Apologies: as per attendance book.

Welcome visitors: Rita Cowan, Travis and Nicolle Ewing

News of John Laurie: M. Annear reported that John is making good progress. He is returning to hospital for surgery next week.

Previous minutes: as per newsletter report. Moved S. Read that the minutes be accepted. Seconded by F. Farrelly. Carried.

Business arising: nil.

Financial Report: receipts and payments

Opening balance 12569.60 on 29/01/00

Receipts 486.90

Payments 309.05

Closing balance 12747.45 on 20/2/00

Moved B. Forbes and seconded J. Williams that the financial report be accepted.

Correspondence in: email from Friends of the Club Robert and Christy McLaughlin, Bellevue WA USA; more information from Classic English Ford Club of WA re Ford Birthday Parade 2 April; details of Collectors and Dealers Sales in QLD 25 March. Request from CCC re entry form for Marlows' Classic Car Show and fliers. Book 6 of "How to Restore Your Model A".

Corres out: DOT for Merv Ward; application for membership form to the person who purchased H. Pridmore's Model A.

D. Annear moved that the Correspondence in be received and the Correspondence out be endorsed. B. Guest seconded the motion.

General business:

Wodonga Fundraising Committee: T-shirts for the National Meet are available in larger sizes.

Membership: \$1265 in subs. 49 metro, 19 country. 22 still outstanding. (2 paid today)

Vehicle Examination and Premises certification: The Veteran Car Club pit and hall have been booked for July 23rd for our 2000 AGM and Vehicle Inspections. Please bring your license papers.

CCC Report P. Gilberthorpe reported there is a meeting soon to finalise matters for the Marlows' Classic Car Show. Vehicles from 1900 and 1917 are still being sought.

Library: Book 6 has arrived.

75th Anniversary of Fords in Australia: To be celebrated October 29th in Rockingham. Ford Australia is sponsoring a magazine particular to W.A. about Ford Clubs which will feature a write up and picture about each club. David will organise this. It will be for sale to the public for \$5.00, probably less for club members. Each club is invited to have a display – to be discussed in the future. There is an entry fee of \$20 per car which will be repaid to participating clubs for use as they wish. Some funds may be given to the Variety Club Bash group.

Rockingham Nursing Home: We have been invited to visit the residents of the Rockingham Nursing Home in our vehicles, preferably on a weekday. Names were taken of those who would be able to participate. David will organise and contact those who expressed interest. If you wish to be included, ring David.

Runs for 2000: May: Moorehead and Read. June: Sartori. July: AGM. August: Berkshire. September: Axford. October: Butler. November: Guest.

B. Bennie suggested a run around the river. I. Cocks has suggested a garage run. December Christmas Lunch:

D. Annear offered to organise and will book the Airforce Assn. again by popular demand.

Grandchildren: A. Jeffree announced that he and Edith have a new granddaughter, Emma Joyce, born to members Leanne and Chris Wringe on 13/2. Congratulations to all.

Rock 'n Roll: P. Sartori encouraged all to purchase tickets to this club fundraising event.

Freeway Opening: Vehicles are wanted to transport dignitaries through the new tunnel on Easter Saturday, April 22nd. Contact John Hall if you are interested.

2004 National Rally: S. Read reported that our club has agreed to host this rally at Easter 2004. A steering committee was formed: D. Bussard, R. Mahony, P. Sartori, B. Guest. & M. Ward. B. Bennie suggested that it be held at Noalimba as in 1992.

Raffle: A jigsaw of a 1931 Model A was donated by B. Bennie for the raffle which was won by J. Axford. Proceeds to the Wodonga fundraising account.

Bits and Pieces: P. Gilberthorpe reports that Neil Munro is in need of a boot lid. PH [REDACTED]. P. Morton needs 2 guards and running boards. B. Bennie's vehicle is for sale for \$17 000 or near.

Meeting closed 9.28 am.

BREAKFAST BBQ - 20TH FEBRUARY, 2000

The day started cool, but by the time we arrived around eight o'clock the sun was quite warm. There was a good roll up of people and Model A-s and the smell of breakfast cooking filled the air.

A few more people arrived before the meeting started which was brief and enlightening as per usual.

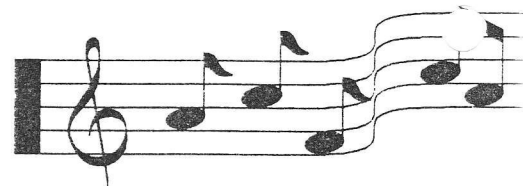
Great to see Lionel & Mavis Barendse, that's two meetings in a row now. Hope the trend continues. Same goes for John & Barbara Forbes and Bill & Dorothy Bennie.

Final arrangements and ticket sales for the Rock & Roll Nite were made and ongoing preparations for our Wodonga travellers.

A steering committee was appointed for the 2004 Meet to get things underway.

There was a bit more chat and everyone left around ten o'clock.

ROCK & ROLL NITE 26th February, 2000



With the perfect weather, the best venue and the "Red Hot Party Band" how could the night not be a success? And it was - an amazing number of people turned up to enjoy the ambience and fun of a party, singing and dancing to popular music of the sixties and seventies. The 'hot' band members took us back in time to appreciate the likes of Buddy Holly, Neil Diamond, Creedence Clearwater Revival and Elvis Presley, meanwhile having a great time themselves.

Barrie & Gwen Guest went to great lengths to make sure the people staying overnight were looked after and tents, campervans and four wheel drives gathered together like a small city of its own.

When the band took a short break, a few spot prizes were distributed and this continued during the evening, until all give-aways were delivered.

Peter Sartori & Germaine Jeffrey wandered amongst the crowd selling raffle tickets to all and sundry, the prize being a set of candle sticks donated by John Timmings and a beautiful doorstop mouse hand-crafted by Glenda Hurij.

Around nine thirty David Bussard made a fine welcome speech, thanked Barrie & Gwen for all their work and invited everyone to partake in the sumptuous supper provided by 'Barrie's Bakery'. The spread was wonderful - pies, sausage rolls, scones, sandwiches, cup cakes, lamingtons and sponge cake, plus tea and coffee. You couldn't ask for anything more.

The music continued until just after midnight, everyone had a terrific time, and I believe Barrie was asked when the next one was being held?

Once again many thanks to all members who helped organise and participated in the evening, Barrie & Gwen for their grounds and hospitality, the 'Red Hot Party Band' for their outstanding music and Kath Ward, who unbeknownst to every, was handcuffed to the washing up sink in the bakery, until the dishes were finished.

If you didn't go, you'll never know what you missed. If you would like to attend a similar evening, I suggest you buy a ticket or two off Ray Mahony for their musical evening to be held on the 18th March.

Louise

YET ANOTHER SHOCKING EXPERIENCE

by Vern Pearson, Gold Hill, Oregon
member, Henry's Lady Chapter, Grants Pass, Oregon

WHEN I LOST MY MIND I had already finished the major components - engine, transmission, rear end, front axle assembly, etc. My frame was sandblasted and primed. My fenders were beginning to actually look like fenders. I decided to take a break and spend a couple of evenings on those interesting little shocks . . . *Right!*

I spent weeks (more weeks than I care to remember) in hard, physical, frustrating work just getting them apart. If you are fortunate enough to have fairly decent shocks, consider yourself truly blessed. If yours are as rusty as mine were, I'm tempted to advise you to use them to hold down the tarp on that other "priceless hulk" out behind the garage. However, I have a thing about discarding anything that I might possibly use someday, so here is the backyard remedy that worked for me.

Earlier articles in *The Restorer* by Mr. Sprotte and Mr. McCleery dealt very thoroughly with disassembly and cleaning so I won't dwell. Without their guidance, and a few choice phrases that always seemed to help my Dad, I would never have made it.

Once you have yours apart, you should find all the parts shown in the accompanying illustration, taken from the previous articles. The area that this article addresses is the fit of the wingshaft in the nut-bushing. It should be tight. Excessive rust and/or wear here will allow the shaft to wobble (even a little is too much), causing the wings to drag in the shock body. Also, this could allow pressure loss, and a guaranteed leak—something that no Model A needs.

Knowing my limitations as a machinist, and knowing that this next step had to be absolute dead-center, I took my four best nut-bushings (I started with nine shocks) to a professional and had them center-bored to the outside diameter of pedal-shaft bushings. We all know what those are, right? I used my bench vise to press these in, up to the bottom of the seal cup, then the excess length was cut and filed flush with the flat bottom of the nut-bushing, and through the new bushing so the fluid would circulate around the shaft as originally designed. The new bushings should be staked so they won't turn with the shaft.

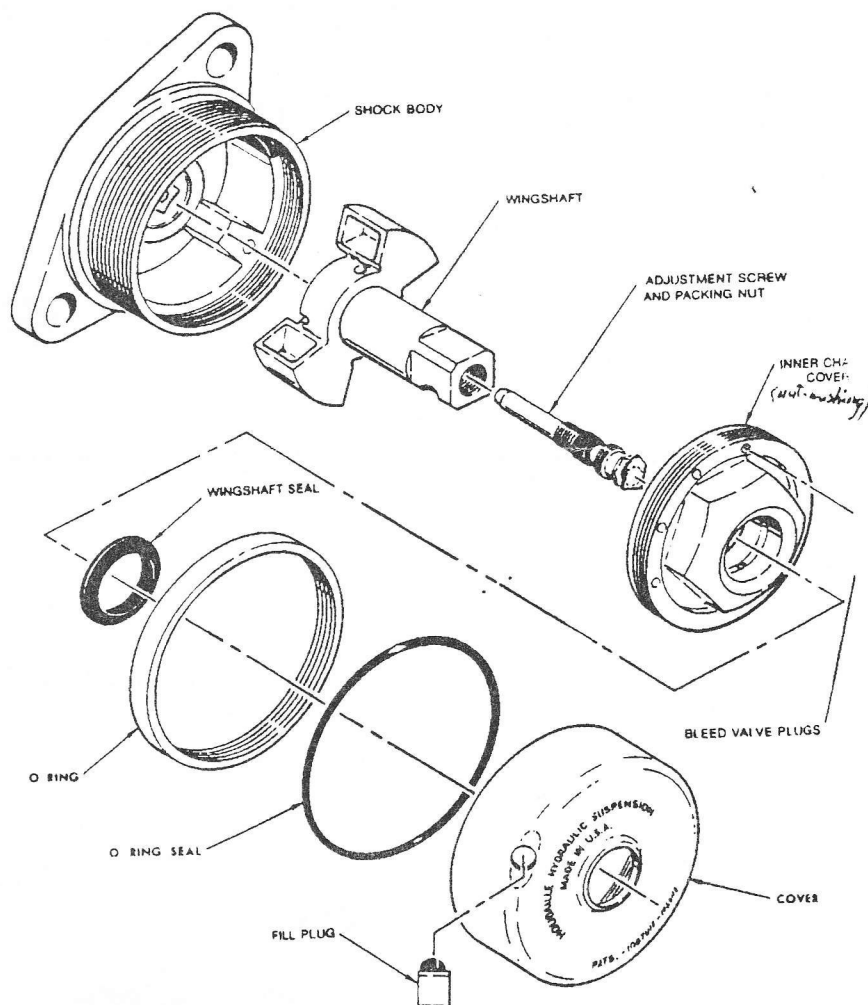
With my little shop lathe I managed to whittle the shafts down until they fit snugly in the new bushings. I know, "snugly" isn't a

precise measurement, but I'm lucky if I do that well. Reducing the diameter of the wingshaft does take a little off the corners of the square end but doesn't present any problems. We might need a slightly fatter O-ring in the top of the nut-bushing to compensate for the reduced diameter. Time will tell.

Not exactly "state-of-the-art" but it works. I now have four functioning shocks, turning smoothly on replaceable bushings, and not leaking . . . yet.

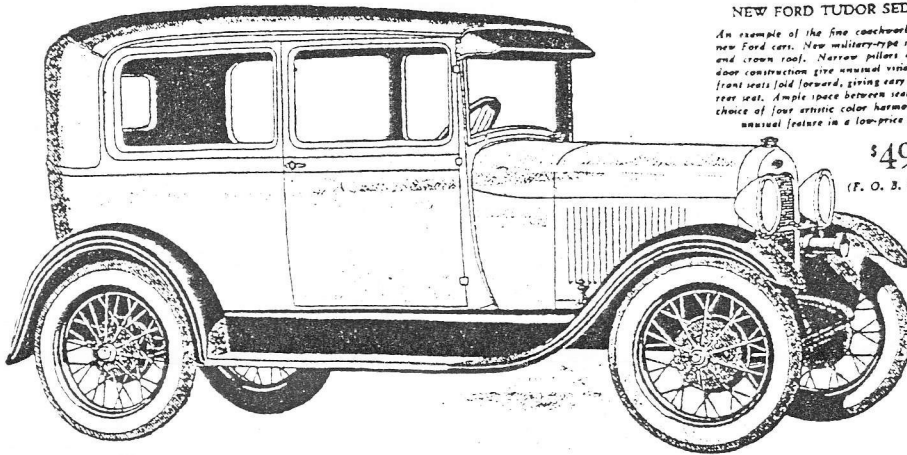
Rebuilding rusty Model A shocks is a lot of work, possibly unnecessary work, since new or rebuilt units are readily available. However, \$400 could go a long way toward paint or tires or upholstery.

Knowing that four more pieces of history have been saved from the blast furnace makes all the frustration worthwhile. Knowing the satisfaction of saying, "I did them myself," is even better.



Exploded view of Houdaille shock absorber—by Art Edwardson

HERE IS THE NEW FORD



NEW FORD TUDOR SEDAN

An example of the fine coachwork of the new Ford cars. New multi-type sun visor and crown roof. Narrow pillars and new door construction give unusual vision. Both front seats fold forward, giving easy access to rear seat. Ample space between seats. Your choice of four artistic color harmonies—an unusual feature in a low-price car.

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(F. O. B. Detroit)

First Pictures of the New Ford Car

Get complete details

TOMORROW at Ford salesrooms

For several years we have been working on the new Ford car. For weeks and months you have been hearing rumours about it. For the past few days you have been reading some of the details of it in the newspapers.

Whatever you do tomorrow, take at least fifteen minutes to get the full story of this new automobile.

You will realise then that it is an entirely new and different Ford car, designed and created to meet modern conditions a car that brings you more beauty, speed, quiet, comfort, safety, economy and stamina than you ever thought possible in a low-price car.

Automobile history will be made tomorrow, for the new Ford is not only new in appearance and performance...it is new in mechanical design. Many features of it are exclusive Ford developments. Some are wholly new in automobile practice. Its low price is a reflection of manufacturing improvements and economies that are as epoch making as the car itself.

A hundred years of experience in building millions of automobiles are behind the new Ford car and have counted in its making. Resources unmatched in the motor car industry are its heritage and its birthright.

The Ford policy of owning the source of raw materials, of making virtually every part, of doing business at a small profit per car, has cut many dollars off the price you would ordinarily have to pay for a car like this.

So we say to you - learn about this new Ford car tomorrow.

Compare it with any other car in the light-car field for beauty of line - for comfort - for speed - for quick acceleration - for flexibility in traffic...for steadiness at all speeds...for power on the hills...for economy and low cost of up-keep...for its sturdy ability to stand up under countless thousands of miles of service.

Then you will know why tomorrow will be remembered as one of the greatest days in the entire history of the automobile industry...Then you will know why the new Ford car will be *your* car.



XK FALCON
1960 - The first Falcon

XR FALCON
1966 - 1st GT
"Mustang Bred"



XA FALCON
1972 - Totally new design. First with flush finish

XD FALCON
1979 - The new angular look



EA FALCON
1987 - Four speed automatic. Tibbe locking system

AU FALCON
1998 - Aerodynamic shape. Designed in a wind tunnel



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CLUB MEMBER PROFILES

I did enjoy "A BRIEF HISTORY OF THE MODEL A RESTORERS CLUB OF WA" by Louise Read in our February newsletter. She and Steve joined in 1982, and certainly are among those "who joined very early in the club's life strongly supported the club and still do so". Louise is preparing information for their CLUB MEMBER PROFILE at present.

Another couple who have strongly supported the club and continue to do so are Jim and Nina Williams. While they have not held official positions, they attend regularly and participate enthusiastically in all activities. Both performed in the evening entertainment at the 1992 National Meet in Perth. Newer members especially are encouraged to borrow the video of this event from the club library (Librarian Steve Read).

While Nina and Jim wish to sell their Model A, they will continue to be active club members. I do hope you enjoy reading about them.

Pat Bussard

Names: Jim and Nina Williams

Date of Joining or First meeting attended: March 1985 when Max Annear was president. (Jim signed an Application for Membership form 19/4/85.)

How did you become involved? How did you learn about the Model A Restorers Club of Western Australia (Inc)? Jim was the proud owner of a 1927 Chev that he had restored, but he always wanted an "A" Model. He contacted the late Bill Spencer at a VCC meeting and told him his ideas. Bill nominated Jim for the "A" Club. He has enjoyed the club and its members since (hopes it has been reciprocated!).

Positions held in club: None.

National and International Meets attended: Wangaratta 1988 (Phaeton). Brisbane 1990 (Phaeton). Perth 1992 (Woodie). South Australia 1994 (Woodie).

Memorable club events: Annual Wildflower Runs. Manifold cook to Harvey in May 1993 and Steve Read's lack of faith – he ended up cooking on a gas stove!

Funniest memory: "Not funny, but worth recording: On the 1994 Wildflower run when Barry Bristow-Stagg did a timing gear at midday. He rang his mate who flew a plane to Mullewa and took him back to Northam, where Barry picked up a trailer. He drove back to Mullewa, loaded the "A" Model on the trailer, drove to the Service Station for fuel and promptly knocked over the petrol bowser. There was no damage to the "A" Model. Then he drove to Wooleen Station where they were camped for the night, arriving after midnight. Then what? It is Barry's birthday! After driving and flying all day and half the night, Barry wanted someone to share his champagne with him and his wife Sylvia. Nina obliged. The men and women were segregated and I still don't know when she returned to bed!

"The next morning Tony Parin had a flat tyre. On removing the tyre we found a spanner inside the tyre. Tony had been driving his car on this tyre since he bought it months before. I think it was a faulty tube."

Family and personal history: Nina and Jim were both born in W.A. (Whenever we go on a run in the right direction, Jim points out the house in Upper Swan where he was born!) Nina worked as a shorthand/typist in a government office. Jim left school at 14 and had lots of jobs including farming until he joined the Army in 1942. He transferred to the Navy in 1943 as stoker. On 7th August 1943 he joined H.M.S. ATREUS and was attached to the Royal Navy. He went overseas (another story) and returned in late October on leave. He met Nina and they were married in May 1944. After Jim's discharge, Nina raised their three boys mostly, but "the roof on occasions when I changed jobs", says Jim. He worked at Keystone Garage, Winterbottoms Motors and Comet motors, all as storeman, but they were expected to do other jobs. He then took a job with the Department of Supply as a driver, which included driving government officials, Prime Ministers, Governor-Generals, Parliamentarians, and all and sundry. (Jim recalls peering in the rear view mirror the day he drove Sabrina around.) They sold their home in 1953 and moved to Albany where Jim worked as a professional fisherman but this did not work out financially. They then both worked in the meat works, Nina in the office and Jim lumping beef. After the boys finished school there

was very little opportunity for a trade so they moved back to Perth. As Jim says, "I never had the chance for an apprenticeship and I was determined they would. And it worked out very well – they became a cabinet maker (Robert), a panel beater (Trevor) and an auto electrician (Brian)". Finally Jim and Nina were poultry farmers at Gosnells for ten years. They sold the farm in 1974 and Jim then took casual jobs to allow lots of travelling. They went to England, America and elsewhere for 3 months, and drove around Australia twice.

Jim's father had a Model T and then a 1929 Model A. Jim always enjoyed working with vehicles. He joined the Veteran Car Club and started restoring cars about 1980.

Family members: Robert lives in South Australia, Trevor and Brian in WA. None of the sons is interested in old cars, though Jim restored a 1928 Matchless motorcycle for Brian in recent years. (*Jim and Nina have brought some of their grandchildren and their partners along on runs in recent years.*) Jim's brother David lives in Wongan Hills, and is known to those who went on the weekend runs to Smith's farm there.

Sporting interests: They are couch potatoes, watching cricket and football on TV. (*They are quickly away from club gatherings when their beloved Eagles are playing, and Nina is always very well informed about the latest score during cricket matches.*)

Other interests: Travelling.

About your cars: First Model: Phaeton.

Colour: Green.

Jim purchased the chassis, motor and other bits from a place in Belmont, and got the body panels from Bill Spencer. He worked on the Phaeton while driving his 1927 Chev on Model A club runs and had it ready for the National Meet in Wangaratta in 1988. Nina and Jim moved to their present home in Collier Park after the 1992 National Meet in Perth, and there was not enough room for all their vehicles. They sold the Phaeton to Jack Berkshire in 1993.

Second Model: Woodie.

Colour: timber, Arabian sand

"While at Wangaratta at Easter 1988 I saw a Woodie Wagon and took photos. Ideas were forming. I contacted Ross Letch and he drew up the plans to scale from a matchbox model Woodie. I still have the plans and they are accurate to 1/64th inch. The timber is American White oak and the plywood is New Zealand Kauri, both expensive. I made patterns of the cowl and doors first from old timber glued together. Three cowls were made and discarded before I got it right. I got the chassis from Steve Read. Panel beating was done by my son Trevor; upholstery by a professional. It was first on the road in 1991." The Woodie at Wangaratta was owned by a fellow from New South Wales. Maury Creedy borrowed Ross Letch's plans for his Woodie, and Jim shared the plans with others at the Perth National Meet.

The Woodie is for sale at present, but Jim and Nina will remain members of our club.

Other restorations: "My first motor cycles I owned in 1941 needed restoring, as you did not get much for 10 pounds (\$20) and that's all I could afford."

1980-1982: 1927 Chev.

1984-1986: 1929 Ford A Phaeton.

1988-1991: 1929 Ford A Woodie.

mid 1990s: 1928 Matchless Motorcycle.

Membership of other clubs: Veteran Car Club of WA. (*Nina and Jim are active members of the Vintage Section, with Nina looking after the supper at monthly meetings except when they are in Adelaide visiting their son. Jim sits in a particular spot so he can put his hand up when told to do so by Don Philp and others.*)

Current projects: Enjoying retirement. (*Jim goes fishing. Nina enjoys doing crosswords.*)

For newer members: This is a great family club. Members are very helpful with parts and information. Nina and Jim enjoy the monthly outings.

Notebook

BIRTHDAYS for March: Birthstone: Aquamarine; Flower: Jonquil

Maxine Creedy, Frank Farrelly, Shirley Hall, Tom Hart, Bob Hembrough, Daisy Jordan, Alex Kirkwood, Ruth Lucas, Neil Munro, Daniel Pinnington, Lesley Polley, Doreen Stathy & May Wilson. Happy birthday to you all!

NEW MEMBERS: Welcome to Ashley & Coral Grundy, [REDACTED] Goodyay.6566
Ph: [REDACTED] These folk have an unrestored '28 AA Truck. See the list of required parts, etc further down the page. Please add to your register.

CONGRATULATIONS: to John & Shirley Hall who have just become grandparents for the first time. Their son John & his wife Anne-Marie are proud parents of a daughter Catherine, born late February.

ALSO GRANDPARENTS AGAIN: Alan & Edith Jeffree whose daughter Leanne & hubby Chris are proud parents of another baby girl. Congratulations!

WODONGA: PLEASE MAKE SURE YOU READ THIS.. as arrangements have been changed. We will now be going to York, via Northam for our 'shake down' run for those going to Wodonga.

We will be leaving at 10.00am on Saturday morning the **11th March** from Midland Gate Shopping Centre and are booked into the Imperial Hotel Saturday night. Return Sunday. Latest details for Wodonga will be discussed.

FOR SALE:

1932 Ford Truck - free to new home

Chev 4 motor & gearbox p.o.a.

Phone Merv Ward who has contact number for anyone interested on [REDACTED]

1928 Phaeton, burgundy and black. \$17,000 ono Bill Bennie Ph: [REDACTED]

WANTED:

Moss Green Colour patch, wood spokes for 20" wheels, steering wheel, right hand front shockie. Phone: Ashley Grundy on [REDACTED]

Bootlid required for '29 5 Window coupe. Phone Neil Munro on [REDACTED]

Two guards & running boards for '28 Special coupe. Phone Phil Morton [REDACTED]

RESTORATION: Merv and Kath Ward have just finished their ute. It is now licenced and on the road, ready for our shake-down run. Look forward to seeing it.
Two finished, one to go....cars that is.

ROCK 'N' ROLL GOSS: Was that Steve Read we saw line-dancing with Gwen Guest? Was that Kath Ward's little voice calling "they won't let me out to check my tickets!" in the kitchen? Which young girl upset a large contingent of the male members of the club by turning up late, giving abuse AND winning prizes?

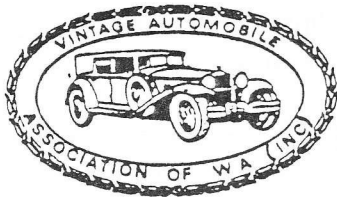


BALDIVIS WA 6171
BUSSARD David & Pat

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



Western Model A News



VAA ANNUAL VINTAGE CAR & BIKE SWAP MEET

SUNDAY 12th MARCH 2000



AT

BASSENDEN OVAL

Guildford Road

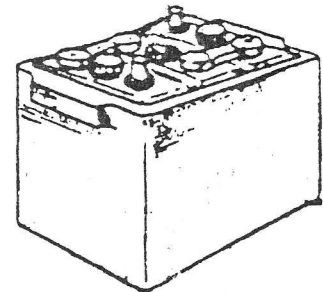
Fossick Through Our Spare Parts
Browse The Interesting Trade Displays
Enjoy The Delights Of The Car & Bike Display

SELLERS - Gates open 6.00AM Entry \$6.00
BUYERS - Gates open 7.00AM Entry \$2.00

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Steve Read

Secretary/Treasurer: Pat Bussard, Baldvis WA 6171
Telephone: