

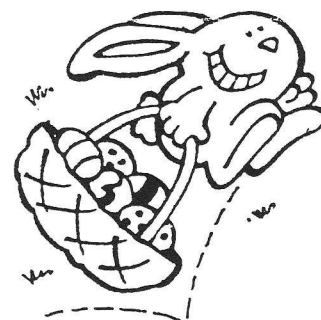
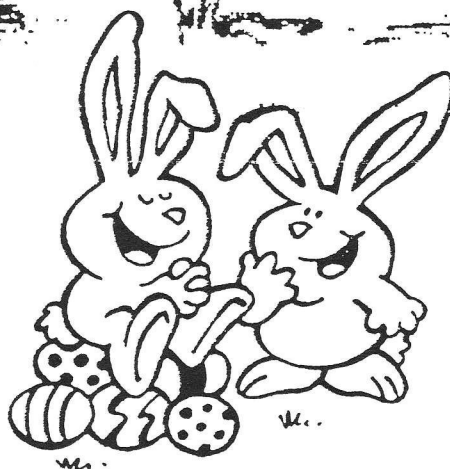
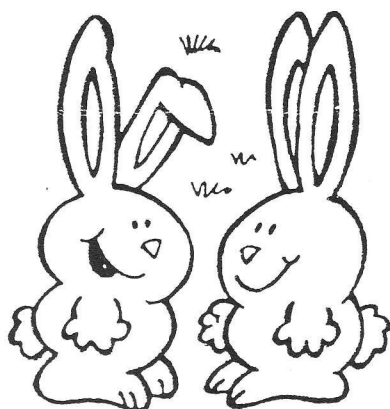
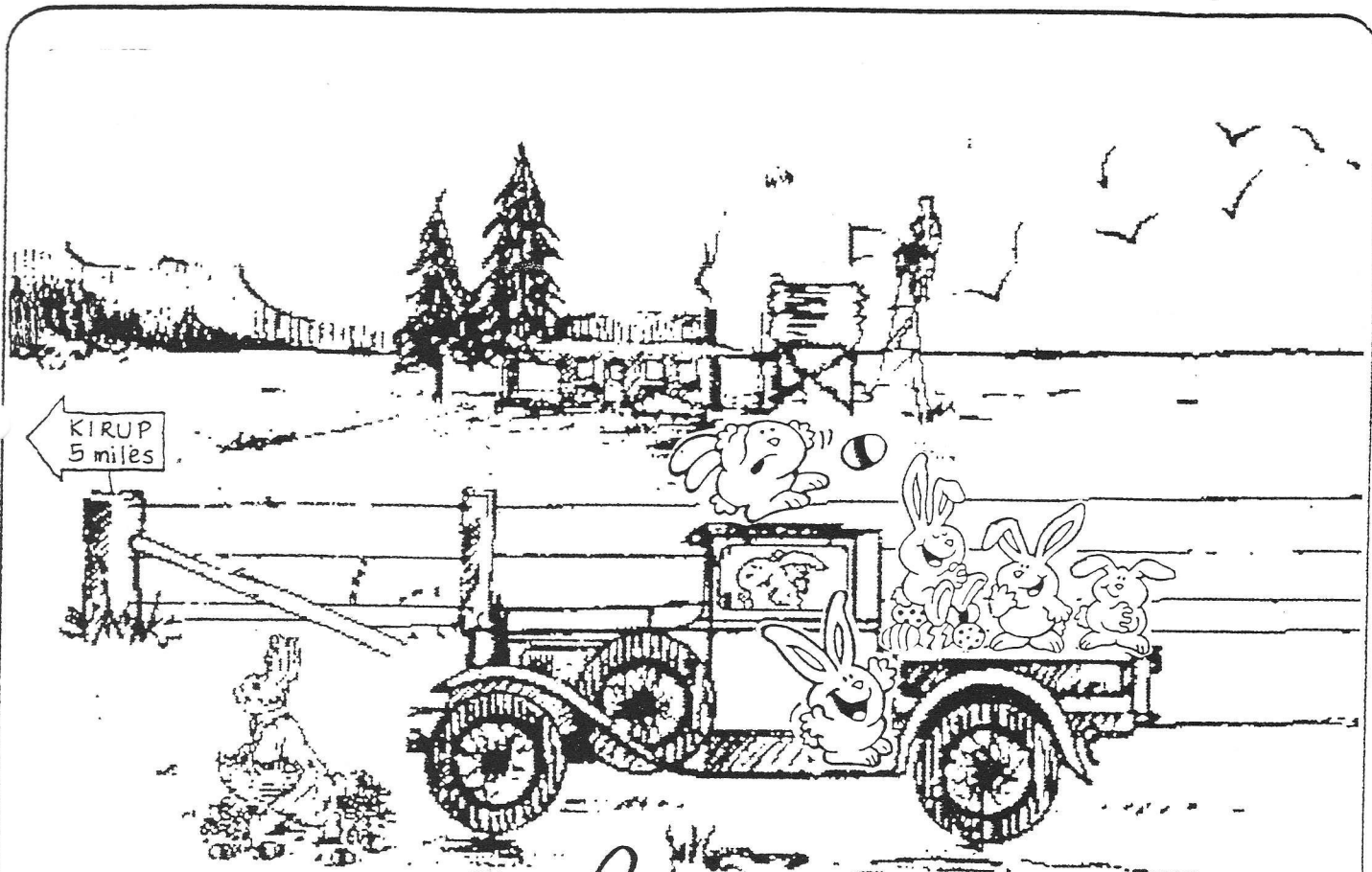


# Western Model A News

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

Year XXI Number IX

APRIL, 2001



Next Run/Meeting: Easter, Fri 13<sup>th</sup> - Mon 16<sup>th</sup> April

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:* PETER SARTORI [REDACTED] *Secretary/Treasurer:* TONI MAHONY [REDACTED]  
*Vice-President:* RAY MAHONY [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.

**EASTER, APRIL 13-16, 2001**

**KIRUP HERE WE COME**

Edith & Alan Jeffree have organised an  
Easter weekend to remember

You can look forward to a great time  
and don't forget to bring your sense of humour!

**SUNDAY, 20TH MAY, 2001**

Meet 9.00am for 9.30 departure at Causeway Carpark  
Bob & Val Newton organising

**JUNE, 2001**

Organised by Steve Read

**SUNDAY, 22ND JULY, 2001**

AGM & VEHICLE EXAMINATION  
VCC Headquarters, Hale Rd, Forrestfield

**WEDNESDAY, 25TH JULY, 2001**

CCC QUIZ NIGHT

**AUGUST, 2001**

Organised by Don Sutherland

**SUNDAY, 2ND SEPTEMBER, 2001**

FATHERS' DAY ANNUAL RUN

Organised by Chris Butler

**MONDAY, 15TH OCTOBER - 20TH OCTOBER, 2001**

WILDFLOWER RUN

John Laurie organising. Please see minutes

**SUNDAY, 4TH, NOVEMBER, 2001**

MOTOR MUSEUM RUN

**EASTER 2002**

**17TH NATIONAL MODEL A MEET  
TOOWOOMBA, QLD**

Registration form & information available from  
Rally Secretary, MAFC of Qld,  
[REDACTED] Carina Qld 4152



# RAY ABBOTT ENGINE RECONDITIONING

*\* Specialising in Veteran and Vintage engines*

*\* Cylinder Head Service \* Reboring and Sleeving \* Crankshaft Grinding  
Recommended by MARC member*

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34 years Experience

**MODEL A RESTORER'S CLUB OF WA INC.**  
**HENLEY BROOK MEETING**  
**11<sup>TH</sup> March, 2001**

**Meeting opened 12.55pm**

Ray Mahony took the chair in the absence of Peter Sartori and welcomed 24 members and visitors Terry and Diana Pettit,(Glenda Hurij's cousin from Idaho) and the Ward's granddaughter, Simone Keisler.

**Apologies** – as noted in the Attendance Book

**Minutes of Meeting:** Moved Dora Annear, seconded Hans Hurij that the minutes be accepted as produced in club magazine. Carried.

**Business Arising from Minutes:** Correction – that Bob Newton is organising the May run, not David as previously reported. Also reported it would not be to John Forrest National Park, facilities now poor and costs \$9.00 for entry.

**Financial Report:** Toni reported the following –

February Receipts	\$ 100.00
Payments made	\$ 55.00
Balance ANZ Term Deposit	\$11,087.88
Balance BankWest A/c 1 March 2001	\$ 1,625.13
Cash in Hand	\$ 312.85
<b>TOTAL</b>	<u><b>\$13,095.86</b></u>

**Correspondence – In.** Bank Statement and Subscriptions received from members  
**Out.** Payment to VCC for Club room hire. Members were reminded that those who participated in All Ford Day were entitled to a refund of their entry fee if they wished, otherwise the refund would remain in Club funds.

Moved Frank Farrelly, seconded Barrie Guest the Financial and Correspondence report be accepted. Carried.

**General Business:**

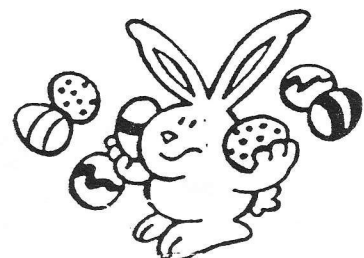
*David Bussard* – *Classic Car Show, Whiteman Park 18 March, 2001.* Collect entrance tickets from David. Need to be at Whiteman Park by 8.30am at the latest. Take the tent from previous meeting. *John Laurie* is organising accommodation for the Wildflower Run later in the year – he only has one space left, please see him after the meeting.

*2002 Toowoomba National Meet* – a short meeting will be held at the conclusion to discuss fundraising and other issues. *John Timmings* asked if there was any update on the National register of Model A members. Have not heard anything since last year. Secretary to follow up.

**Bits and Pieces:-** Merv wants a radiator cap..

Ray made a presentation to Ray and Gloria Coyle and thanked them for their welcoming hospitality. The members had a very pleasant time inspecting the shed and Ray's extensive collection, while some of the ladies headed for the house and Gloria's doll collection.

Meeting closed 1.15pm.



## MARCH MUSTERING

11<sup>th</sup> March, 2001

Leaders Merv & Kath Ward and granddaughter Simone

Nine Model As and one modern car met at the Causeway Carpark although with some difficulty as there was a triathlon in progress which meant Riverside Drive was closed off. Cars coming from Perth had to go over the Causeway into Vic Park and turn around and get into the carpark from the east, with the Wards directing them into the parking area as the access road was barricaded off. With Max as starter, the cars moved off just after 9.30am going back over the Causeway on to Great Eastern Highway and then turning left on Roe Highway and right on to Toodyay Road. We went over the crossing and turned left to follow the railway line until we stopped for morning tea at the Swan Valley Sportsground. I was told there was a picnic area available but we settled for the carpark, some members using the club house steps for seats. After a short break we again followed back roads eventually reaching Great Northern Highway. Here we turned right and on reaching the river, crossed over and turned left into West Swan Road going back towards Midland, eventually arriving at our destination to be greeted by our hosts Ray and Gloria Coyle and Gloria's sister and brother-in-law. Ray has a great collection of vintage and classic cars, motor bikes, a truck and even a fire engine. Plus heaps of hubcaps, emblems, headlights, lamps and any car or truck part made of brass or bronze which would have come into his scrap metal yard. It is good that he had the vision to save it from the melting pot.

A small number of hubcaps and emblems have been mounted on boards for display at car shows. At present Gloria is restoring emblems by mixing colours and firing china inserts back into them to match the original which is quite an achievement.

Among the collection of cars is an Oldsmobile which is one of the oldest cars in Australia. It is beautifully restored with a lot of parts hand made and without plans or anything to copy. The finished car is a credit to Ray and his helpers.

His Dion, another great car which a lot of club members would have seen at vintage shows, has a single cylinder motor which runs at full throttle and you alter speed by advancing or retarding the spark.

There is a 1913 T Ford which came from the Holmes à Court collection so you can imagine its quality. Another T, I think it is called a turtle back or doctor's car, is one of Ray's favourites to drive at 25mph. There was also a Ford T racer.

Another car Ray restored is a Hupmobile which belonged to the Watsons of Watsonia Smallgoods in Spearwood and was used for shooting game down on the salt lakes for use in their smallgoods. Ray's brother-in-law keeps the car in top order and drives it in rallies. A great collection, more cars than I can mention here as Louise wants this to go in the next newsletter.

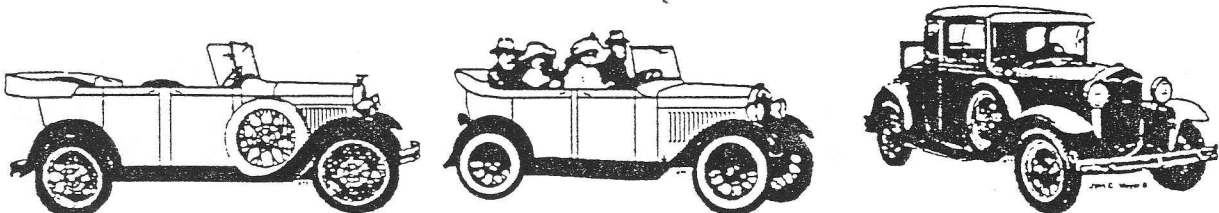
There was lawn and shade where we had lunch and our meeting.

Ray chaired the meeting in Peter's absence. Quite a long meeting with fund raising and travel arrangements for Rally the main items. John Laurie arrived during the meeting with some eggs for members but Barrie Guest did a swap for buns he was selling for club funds.

Our vice-president thanked Ray and Gloria for their hospitality and presented them with a small gift in appreciation.

Meeting was then closed with some members staying on to see more. The Mahonys had some old times to catch up on and left about 5.00pm. All in all a good day.

*Merv Ward*





**EASTER 2002 TOOWOOMBA MEET**  
**FRIDAY, MARCH 29 – MONDAY, APRIL 1, 2002**

At the completion of our breakfast meeting on 25<sup>th</sup> February 2001, those present and interested had a gathering to discuss the Toowoomba Meet in 2002. Some 18 families showed interest on travelling to Toowoomba. Any other people who plan on attending are to contact Toni Mahony please.

**Fundraising:**

It was decided that our fundraising venture in preparation for the Wodonga Meet should be repeated with suggestions of a series of sausage sizzles at a shopping centre (Bob Newton investigating) and a couple of car park sales to be included. Recognition was made of Barrie Guest's ongoing baking and jam making sessions which already have raised considerable funds for the cause. Any other suggestions are to be encouraged, with an emphasis on everyone doing their bit to help out in some fashion.

**Travel Arrangements:**

David Bussard is investigating the prices and availability of putting cars and people on the train, either all the way or part way.

Peter Sartori is checking on air fares for those who may want to train their cars, but fly over.

There are some who are planning to drive there and back and will make their own arrangements.

**Information:**

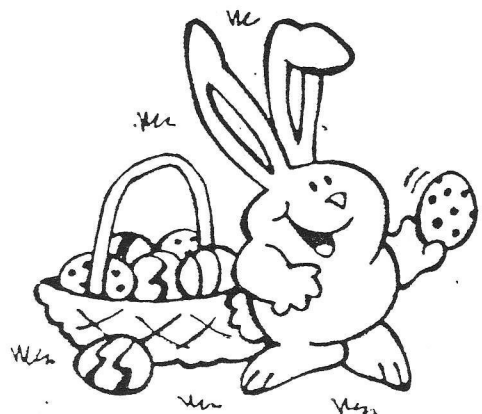
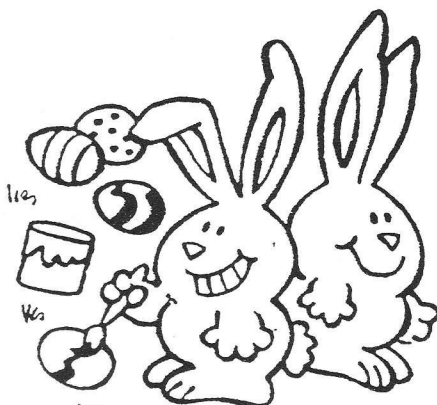
Toni will be sending out an information pack to all those in attendance, or who have expressed an interest on what we have received from the organisers so far.

Applications should be sent direct to the organisers, but a copy of your registration form to Toni will assist us on knowing who is definitely going. What you are planning in regard to accommodation in Toowoomba would also be helpful.

Note on the Rally Update the availability of caravans on site at the Rally headquarters. This would have to be sharing bathroom facilities, but may work out a cheap alternative.

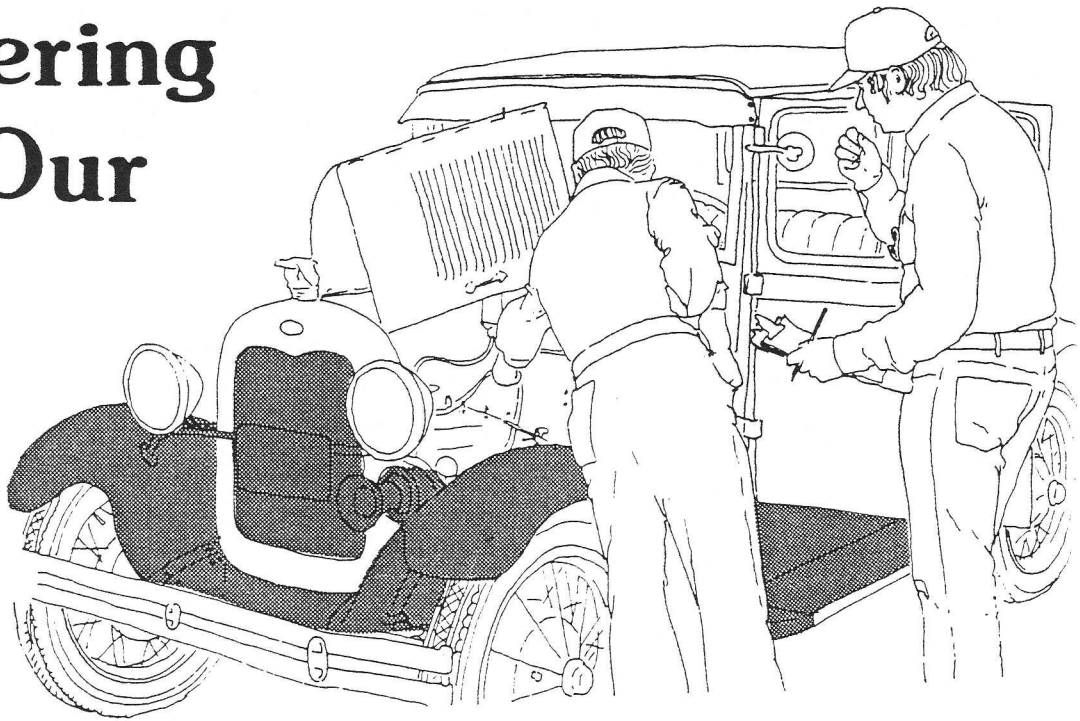
**Ongoing Meetings** - We plan on having a short meeting at the end of each monthly meeting for the next few months to discuss issues and fundraising and a short report will be made in the magazine on what occurred for the benefit of all WA members.

Please feel free to contact Toni if you have suggestions or ideas, or David and Peter on travel matters as above.



# Tinkering With Our Toys

by Arnold "Bud" Dodge  
—Yakima, Washington



*Very often a simple hint or procedure can save considerable disappointment and frustration. Many of us working on the mechanics of our Model A's have become experts "after-the-fact." The following is a personal on-the-job compilation of brief and to-the-point suggestions. These might be helpful in an endeavor to become a "before-the-fact" expert.*

*With 50 years of writings in this area by numerous authorities, it is not without some trepidation that there can be recall of some "old hat" and debatable ideas. An honest attempt has been made to avoid a major invasion in this area.*

## ENGINE

- Many poorly idling engines simply need a new intake-exhaust gasket set. Some current composition replacements split after a short period of use. Metal clad gaskets are best. Check compression and timing and don't be afraid to turn the idle jet down to its seat. Some "A" engines idle best at or near this setting.
- Wasps and similar insects love to crawl into dark hiding places especially crankcases of Model A Fords. The entry point is the oil filler tube during storage periods. The oil screen on the oil pump can grab these pests and they are not drained out with the oil. Solder a copper screen on bottom of filler cap or cover filler opening with a single layer of cheese cloth or similar.
- When removing engine head, first flush out any antifreeze with a couple of water changes before loosening head bolts. This will save cleanup of a disagreeable mess on parts, engine block and floor.
- When replacing front crankcase oil seal soak it overnight in STP (or equal parts STP and motor oil). This will help to avoid an excessive smokey burn-in and future oil leak.
- A 15/32 drill will effectively clear rust and residue from the bolt holes in cylinder head. This avoids messing up gasket surfaces with sluff and allows easier installation.
- Ford put out a "high compression" head as a standard parts item. Part # A-6050-B with a compression ratio of around 5.5, about the same as the Model B. Fit all Model A's.
- A .125" overbore increases the displacement of a Model A about 13 cubic inches or about 6.5% over standard. This increases compression ratio about 5% with standard head.
- Some Model A owners obtain a bit more power from their engines by installing a Model B camshaft. This requires the Model B pushrods which are a fraction longer or adjustable. This seems to cause no side effects and will permit some improved "top-end" performance.
- The cylinder head makes an excellent guide for drilling the primary hole for Heli-Coil insert installation to repair stripped block threads.
- The removal of .065" from the surface of an original Model A cylinder head was a simple way to pick up a few "horses" for the high school crowd of the 30s. As long as at least .035" remained of the original recess in the cylinder head no identifiable problems came up since the head gasket added another .065" of clearance. Some rebuilds per piston tops to rise a bit above the block and should be considered in any "shaving off."
- Headbolts and nuts with threads chased and oiled will provide an adequate gasket seal when finally torqued to 50-55 foot pounds on a warm engine. Strong arm tightening can cause gasket leakage by warping block. Any headbolts that are stretched (May Wested) must be replaced.
- Castellated nuts do not always line up with the cotter pin hole in the bolt. Switch about the nuts if working on rod bearings or try another. A gentle facing on the flat side of a grinding wheel often works. Do not loosen or go grossly over the torque range to align.
- When inspecting a set of rebabbited rods, never swap or reverse the various caps. The babbitt on some remakes is not centered nor are they sufficiently standardized from rod to rod to permit this.
- When installing crankshaft do not swap or reverse #1 and #2 main bearing caps.

- Engines overbored in the range of .100—.125" may not accept some replacement head gaskets. Where the pistons have square shoulders, the upstroke position will place the piston in direct contact with the gasket resulting in an elusive, but positive, knock. Since pistons with beveled edges avoid this problem, cut a 45 degree bevel on top edges to a width of about .135". This knock has confused some of the best.
- Before installing cylinder head check each cylinder for small parts. This can avoid some unusual experiences.
- Some replacement front engine pulleys are off-center both at the packing seal surface and belt groove. A permanent oil leak and fanbelt whip results. A truing cut on a lathe up to .010—.015 (diameter reduction—new pulley) and a reasonable cut on pulley groove may salvage the pulley. It is best to identify the problem prior to original installation by chucking the unit in metal lathe to measure the run-out.
- New rear motor mount rubber cushions can cause a frustrating tight squeeze when installing an engine. Two 6" C clamps will usually draw the motor into place. Locate the clamps between the flywheel housing lug and frame motor mounts.
- Watch threads on replacement exhaust pipe clamp bolts. Some threads run out before clamp halves are in tightened position.
- Some adjustable pushrods (tappets) can be adjusted only in the up (toe of cam) position. Some extra trial and error is required but results are satisfactory.
- General Rule: Your engine will always keep its poise with a little valve noise or, "It's better to hear 'em than repair 'em." Never less than .010" on intake and .015" on exhaust. Err on the higher side; never adjust closer than specs to remove noise.

#### NOISES

- A strange idle knock can come from a crankshaft pulley that is slightly short. The ratchet nut can not be drawn up enough to tighten the pulley on the crankshaft. A thin washer under the ratchet nut (or a new pulley) will repair this and stop the oil leak at the same time. A loose pulley can usually be easily found by rocking the fan blade.
- To remove a fan blade from the water pump shaft, remove blade retaining nut, screw on a headbolt nut about half its depth, follow this with a headbolt stud, tighten, rap bolt sharply with a hammer while holding fan blade. The fan blade will loosen and pump shaft will not be damaged.
- Intermittent noises in flywheel region can originate from starter Bendix drive working its way into the flywheel ring gear while car is being driven. a small spring loaded retaining lug located at the edge of the Bendix gear is usually at fault. If stuck, light oil will free it up, if broken or worn out it will no longer hold the idle gear in "home" position.
- Constant or intermittent valve noise after installation of adjustable pushrods is not uncommon. The lifter surfaces are not always square with the valve base and the oil cushion is lost. While this is annoying there is no harm if valve adjustment is within specs. With wear-in the noise often quiets down.
- An unexplained intermittent noise in front of engine can be caused by omission of the tension plunger on the end of the camshaft. The side cap of the timing gear cover can be carefully removed to check.

- Many disconcerting sounds can originate from front motor mounting and side splash pans. Pushing in the clutch can aggravate these sounds especially when motor is warm. With a bit of patience these nuisance noises can be eliminated.
- One source of hard-to-locate engine noise can be the fan. Even slightly loose fan front roller bearings can set up a nasty resonance or clatter at certain engine speeds due to a small degree of blade imbalance, a whipping fan belt or an out-of-round pulley. The sound resembles loose wrist pins or piston slap and usually occurs in the higher speed ranges and can be detected by temporary removal of fan belt. While the noise, once identified, is of minor consequence, it may mean that the fan will self destruct in time. Replacement parts may be the only answer. In any case, frequently inspect fan blades for cracks and loose rivets if of that type.
- Some fiber replacement camshaft timing gears are off-center. This can create some unusual idle knock frequencies. A faulty gear can be readily noted during engine assembly by observation while turning engine over. Replacement with a quality gear is best. A rat tail file can be used to adjust and center the gear mounting holes. It is essential to draw up the large mounting nut very securely.

#### WATER PUMP

- New or rebuilt water pumps take a while to settle down and stop leaking. The leverage afforded by a large screwdriver on the gland nut can break off tightening lugs especially if you run out of threads. Back off and add a packing ring or two. Tighten slowly over several hours of operation. This can be done very effectively while motor is idling if due respect is given fan blade and tightening is not overdone. Leaking will stop.

#### WATER OUTLET

- Save your nerves and the flanges on the upper water outlet. File head (usually not needed) and outlet mating surfaces square. Use a thin layer of non-setting Permatex. No gasket. You can now tighten all headbolts without wincing. Replacement outlet gaskets often squeeze out on the ends and can eventually cause a break in outlet casting as head is drawn up.

#### OVERHEATING

- Many Model A's have been accused of overheating just because a leaky radiator cap gasket permitted windshield spotting from expanding coolant from a normal operating engine.
- Air bubbles showing at the radiator filler neck may not be a leaky head gasket, but air pulled in through the water pump grease fitting or past pump packing. Always use a capped type grease fitting at pump base fitted with a gasket under screw cap. Properly packed and maintained pumps should not leak air.

#### COOLING SYSTEM

- A leaky gasket on the water inlet on side of engine is just in the right place to trickle coolant on the dipstick and into crankcase. This can cause an unfounded worry.
- No use trying to fill your radiator to the top as it will just bubble out the overflow tube to seek an operating level. Don't be over confident, though, add a bit of coolant now and then to assure a safe level. A rubber tube extension on your overflow tube outlet will help keep water marks off of the firewall.

- The slight fluid oozing of a head gasket is not uncommon even on trued blocks and heads. Replacement copper head gaskets have a minimum of crimping and can allow capillary action to pull fluid out the sides. One-quarter to a half a can of radiator sealant usually will stop this unsightly condition if the problem persists. *Do not* exceed normal head-bolt torque (50-55 foot pounds). It may make the condition worse.

#### DRIVE LINE

- When you jack up one rear wheel for dry run testing in gear, remember that the raised wheel is turning twice as fast as indicated on speedometer. At 60 mph you are placing undue and unnecessary stress on drive parts. Jack up both wheels and keep speed moderate.
- The large speedometer gear located on the driveshaft, if installed in reverse position, will preclude any attempt to slide on the universal joint while installing motor-transmission assembly.

#### SPEEDOMETER

- If you hold a constant speed between mile posts, measure the elapsed time in seconds and divide into 3600. This will show your actual miles per hour for speedometer calibration. This can be very accurate if done several times especially with a stop watch.

#### CLUTCH

- Never install a clutch plate that does not feature a spring loaded hub. The clutch chatter can irritate the most calm personality. If caught without a clutch plate alignment tool it is possible to install transmission while pressure plate bolts are loose. Once transmission is in place gradually tighten pressure plate bolts through inspection hole in bell housing.

#### FLYWHEEL

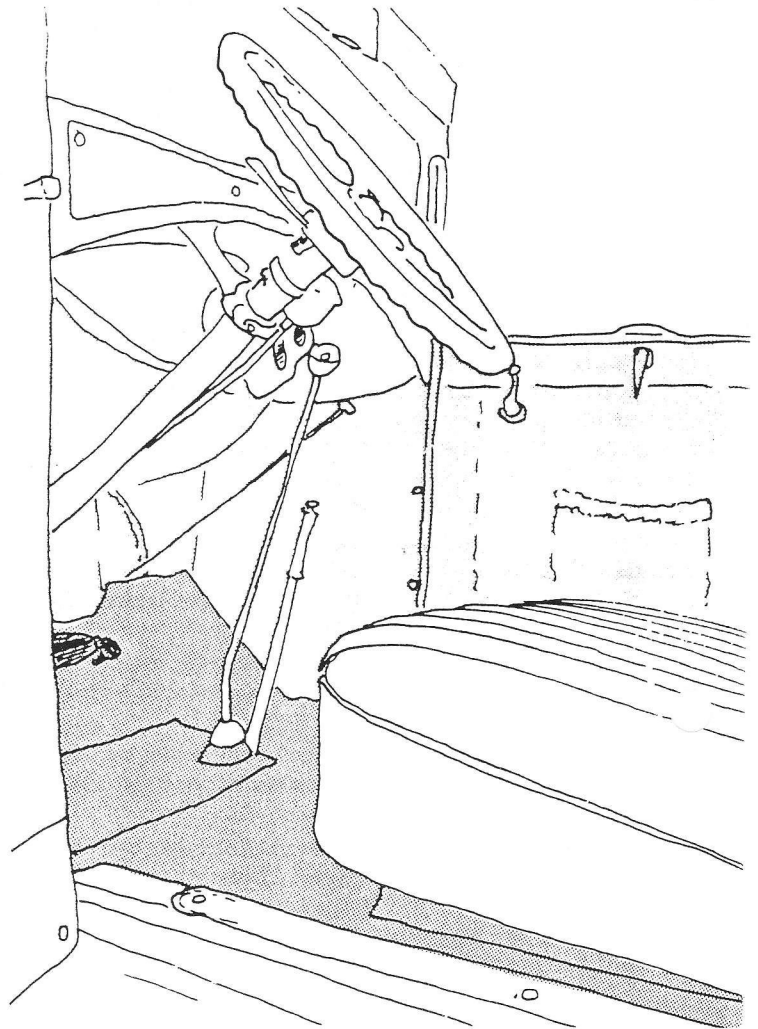
- The heavy flywheel will slide on and off easily if a headbolt stud is used as a guide by screwing it into crankshaft flange.
- Before having excess weight cut from standard flywheel, check with someone who has had it done. There may be some instant acceleration advantage but slow speed power pulses may show up as well as poor idling. Could be worth a check out.

#### STEERING

- When replacing steering sector or worm, both units should be replaced if good adjustment is to be afforded.
- The steering column must line up with dashboard or tank bracket to avoid hard steering. If necessary, enlarge frame mounting holes slightly and add shims between gear box and frame to clean up side to side misalignment, if any. With a Model A you need all of the steering ease you can arrange.
- About 10% STP added to steering gear oil is said to improve steering ease.

#### DIFFERENTIAL

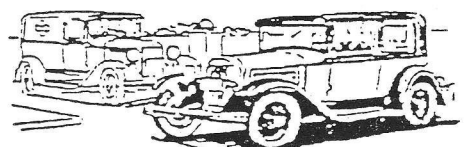
- When inspecting the gears of a differential that has been in use, look very carefully at gear tooth bases for hairline fatigue cracks. These are not uncommon and can cause grief if car is driven hard. If in doubt, have it Magnafluxed.
- On new or rebuilt rear ends the use of 140 gear oil is O.K. If new seals have not been installed, watch for leaks. Do not mix 600 and 140 gear oils.



- A 1 1/2 ton hydraulic jack inserted in a disassembled rear end banjo can effectively push out the double cone bearing race. Place banjo in upright position with bearing surface down, use old bearings (or other spacer) for an alignment adapter and base of jack as pusher. Top of jack should be cushioned with a wood block. A steady easy action on the jack handle will do the trick.
- The cotter pin which retains the nut holding pinion on drive shaft can bind against the ring gear carrier. Dress the cotter pin on sides of nut rather than the usual over the end position. This binding, where it occurs, makes adjustments very difficult.
- Difficult to locate rear end noises can be due to a "warped" ring gear carrier. Broken gear teeth riding through a ring gear and pinion can "hairline" fracture the banjo as well as distort the carrier. Sprung ring gear carriers can be readily identified if mounted in a lathe on bearing surface and spun. Ring gear can be mounted on carrier for the most revealing test. Replacement of faulty unit is best course of action.

#### BRAKES

- When installing rear brake backing plates, note carefully that they are not reversed from left to right. The error can be agonizingly realized when the backing plate brake rod clevis levers do not directly align with brake rod eyes.





# Notebook

## **BIRTHDAYS for April: Birthstone: Diamond; Flower: Sweet Pea**

Marg Addison, Mavis Berkshire, Ken Brown, David Bussard, Jane Cocks, Laurel Cooke, Bill Cowlin, John Forbes, Harold McCashney, Ray Mahony, Toni Mahony & Rodney Spitz. Many happy returns!

**CHANGE OF ADDRESS:** Tim Halden, [REDACTED] Nollamara. Ph: [REDACTED]

**RESIGNATIONS:** Ron & Jenny Perry have tended their resignation.

## **WANTED:**

Radiator Cap Ph: Merv Ward on [REDACTED]

## **TOOWOOMBA NATIONAL MEET:**

A gathering of those who are interested or intending to go to the rally in 2002 will be held on Sunday 22nd April at the residence of John & Fran Timmings. Lunch consisting of sausage and bun will be provided by your host, please bring own salad, drink, etc. Lunch will be from 12.00 noon until 1.30 followed by a very casual meeting and discussion. The Timmings phone number is [REDACTED]

Also whilst on the subject of the Meet I would like to remind those who have not registered to do so by the 30th May to be placed in the draw for complimentary dinner for two on Presentation night.

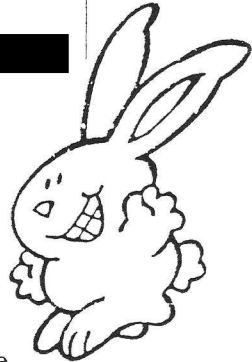
**GARY & ROSALIE EVA** have recently returned from a five week holiday in the Eastern states in their Model A. We look forward to reading a report on their trip in the newsletter real soon!

**TALKING OF REPORTS** I am looking forward to receiving an article on the first mid-week run that was jointly organised by Barrie Byers & Alan Smith. If it was a success perhaps it might become a regular occurrence for those who have to work weekends and don't get to trial their Model As on our usual club outings. I'll keep you all posted!

**A LETTER IN THE POST:** from our overseas 'Friends of the Club' Robert & Christy McLaughlin has been received and is in the hands of your secretary to be read at the next meeting.

**CLUB LIBRARY:** Included in this month's newsletter is an article headed 'Tinkering with our Toys' by Bud Dodge. This article is taken from 'How to Restore Your Model A' Volume 3. Volumes 1 through to 6 are available from the library, plus a whole load of other interesting and useful material. For our newer members the information is invaluable and is available to all club members. A copy of all the library's collection is sent as part of a package to new members. Take the time to peruse the list and I'm sure you will find something of interest.

**PHOTOGRAPHS:** for the Club album. Unfortunately I have not attended the last few outings so I would be obliged to anyone who has taken photos of any runs to send me a copy for posterity. I would like to get this up to date again before I go away. Thanks *Louise*







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

SARTORI Peter & Lorraine  
[redacted]  
MURDOCH WA 6150



# Western Model A News

## CLASSIC CAR SHOW REPORT 18<sup>th</sup> March, 2001

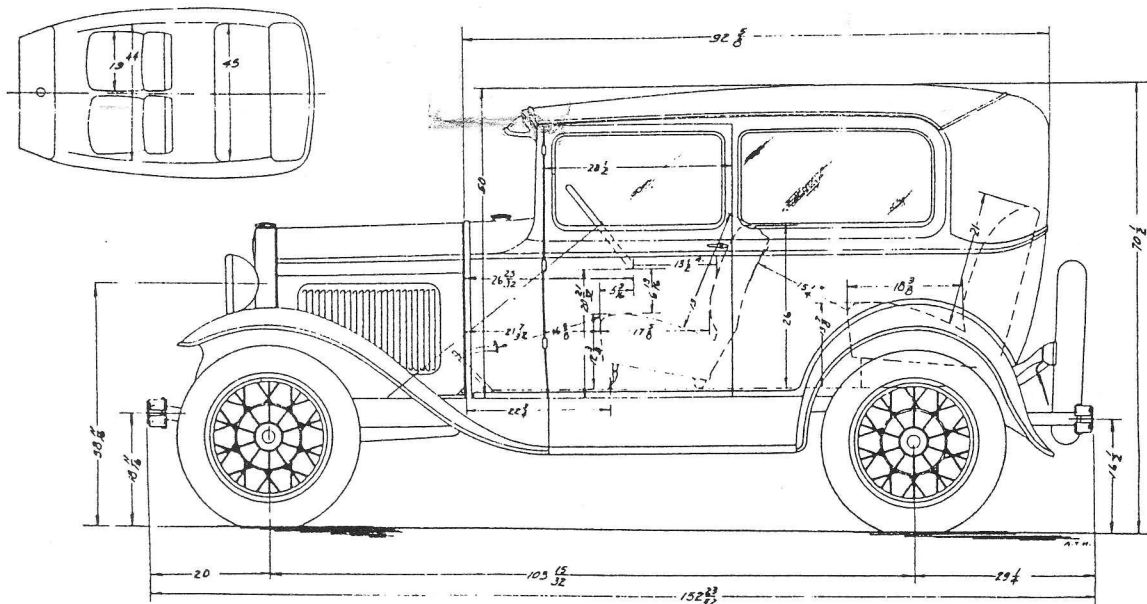
David Bussard

The annual Classic Car Show was held at Whiteman Park on March 18. Our Model A Restorers Club was represented by 10 vehicles, from the Mahony, Smith, Gilberthorpe, Ward, Cocks, Hembrough, Bussard, Sutherland, Hall and Annear families. Our display was centrally located in the shade near the Administration Building, thanks to the efforts of Peter and Elaine Gilberthorpe who for several years have been the club's representatives on the Combined Car Club Council.

We didn't win any awards but the display was very popular and we handed out several applications for membership, which is one of the reasons we continue to patronize this event. Of particular note was the interest shown in Ian and Jane Cocks' unrestored speedster, dating from the 1930s. The racing fraternity, not usually noted for their regard for Model A's, found this a most attractive exhibit. It will be running at the Round the Houses event in Northam On April 1.

Other notable displays were the collections of Aussie Utes, about 65 of the 115 WA cars going to Canberra for the 2001 Rally and the WA made Rhodes Ridley truck. This latter vehicle is now completely restored and running, and has to be seen to be believed.

My thanks to those club members who supported this event.



The Tudor Sedan

1930

Secretary/Treasurer: Toni Mahony [redacted] Bedford, WA 6052

Phone: [redacted]