



# Western

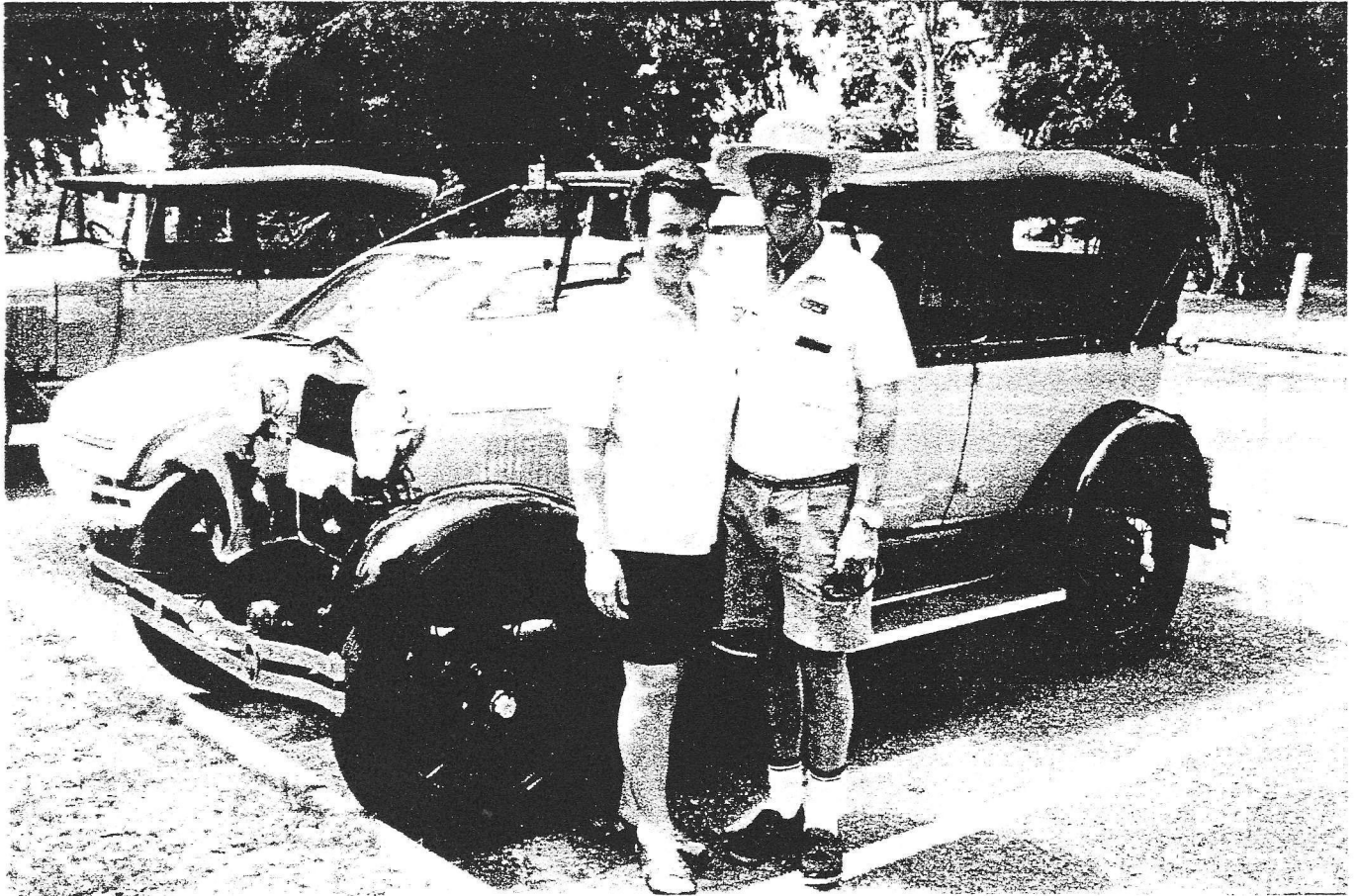
## Model A News

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

Year XXI

Number XI

June, 2001



Edith and Alan Jeffree with their 1928 Phaeton  
They are the subject of the Members Profile in this issue

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This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc  
MAFCA - 250 S. Cyprus St, La Habra, California. 90631-5586, USA - Foreign Membership US\$34.00 per year.

OFFICERS: *President:* PETER SARTORI [REDACTED] *Secretary/Treasurer:* TONI MAHONY [REDACTED]  
*Vice-President:* RAY MAHONY [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Temp Editor:* DAVID BUSSARD [REDACTED]

**COPY DEADLINE:** By the first day of the month to [REDACTED] BALDIVIS, WA 6171

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF THE MARC OF WA



**KIRUP REVISITED**  
**SATURDAY, 16TH JUNE, 2001**

Easter 2001 Kirup run VIDEO, followed by supper. All members welcome, contact Bob Newton on [REDACTED] by Thursday June 14. Starts 7:00. Casserole supper, BYOG

**SUNDAY, 24TH JUNE, 2001**

Meet 9:00 am for 9:30 departure  
Outside Belmont Council Office  
Progress Way, (off Wright Street) Belmont  
Steve Read organising



**SUNDAY, 22ND JULY, 2001**

**AGM & VEHICLE EXAMINATION**  
VCC Headquarters, Hale Rd, Forrestfield  
Examinations from 10 am; AGM starts 2 pm.



**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.



**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

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Minutes of Model A Restorer's Meeting

National Park, 19<sup>th</sup> May, 2001

- Meeting opened: 1137 hrs
- Visitors: Derek & Jackie Higginson, from NZ  
Scott, Katherine & Bradley Bogears (Elaine & Peter's grandchildren)  
Simone Keisler (Merv & Kath Ward's granddaughter)
- Previous Minutes: Accepted by Dora Annear, 2nd, Jim Williams
- Financial Report: Income since March Meeting \$731.78  
Payments since March Meeting 145.51  
Balance at 01/05/01 BankWest 1658.51  
ANZ Term 11480.66  
Unpresented Cheques 185.00  
Cash in Hand 387.85  
TOTAL \$13712.02  
Accepted by Edith Jeffree, 2<sup>nd</sup>, Frank Farrelly
- Correspondence: Accepted by Alan Jeffree, 2<sup>nd</sup>, Bob Newton
- General business: David Bussard – 2004 Rally, Letter received from America indicating commitment of 30 vehicles expected to attend. The US touring group has offered to act as agent for any US Model A travelers wishing to attend. Information re. 3<sup>rd</sup> Party Insurance, Registration requirements etc to be forwarded.  
David Bussard –Membership renewals. David suggested that the eighteen members that have not renewed their membership be contacted to see why. Depending on reason given the club may be able to take action to retain more members. Peter Sartori offered to contact those who had not renewed membership.
- Events: Swap meet 10<sup>th</sup> June.. Bob Newton advised that basically nothing had been received for the sale at this time. Items should be dropped off at either Bob's or Alan's by next weekend. Volunteers required to sell on the day. Contact Bob or Alan.  
October run to be organised by Peter Gilberthorpe. Date set for 28<sup>th</sup>.  
Old Goldfields Run. John Laurie. 9 Couples booked for the run. John and Max Annear have arranged to do a pre-event check of the route.  
Bob Newton- Kirup run, .Bob has edited a video of the Kirup antics. Casserole night to be held at Bob's on a night to be determined to view the video and have a laugh (at Kath in particular). All interested members welcome. Bob will advise of date. Item to be placed in news letter.
- Bits & Pieces Club parts that have been stored at Bill Cowlin's are now at Bussard's.  
Suggestion made that it may be time to re-assess the list of parts and re price.

Peter Gilberthorpe showed an example of rally sheet holder available from Motor Cycle Club, which may assist drivers not having a navigator. Cost Approx \$20.

Next Run: to be organised by Steve Read. 24<sup>th</sup> June.

Meeting closed 1215 hrs.

## 21st Anniversary Run

20th May 2001

By Bob Newton

The day started out dull and overcast with a few night clouds hanging around; however this did not deter the 11 Model As and 4 moderns from setting out to rerun the original picnic of the club that was held on the 2nd may 1981.

With our starter Max Annear (who was there 20 years ago) setting us off in the usual spacing, we turned over the causeway and headed via Guildford to the Middle Swan reserve for morning tea.

After refreshments, a vote was taken, because of threatening rain to either: (a) proceed on as per the original run or (b) to opt out for a mystery location that promised a warm log fire. To a (man) person we all decided to heck with the threatening rain, we would follow in the footsteps (*tiretracks, ed.*) of those who went before us and continue on the original run.

This led us via a scenic drive through Stratton to the hills through the John Forrest National Park to a location at the rear of the national park called Hovea and an entry into the park at no cost. To this point, our run had followed the same route as the original members, on the first ever rally, with three minor exceptions. These being the Stratton suburbs development, the Roe Highway extensions and the park entry fee, 20 years ago \$ 1.00, today's entry is \$9.00.

To avoid the threat of rain it was decided to hold our meeting before lunch, then after lunch a few couples took the pleasant walk to Hovea Falls. Light rain began to fall at the conclusion of the day.

Members present on the original rally were:

Alex and Linda Kirkwood

Ray and Toni Mahony

The Spencers, Davies and Cookes

Bill Bennie Max and Allan Annear

Frank Cocks and family

### **Note on Annual Vehicle Examinations**

Our annual examination day is to be held on July 22; for details see the events list. All concessionally licensed vehicles and all fully licensed vehicles that participate on club runs must be examined annually. If you are not having your concessionally licensed vehicle examined on July 22, 2001 you must have it inspected **BEFORE** that date. To do this contact Steve Read or one of the other vehicle examiners. If this is not done you will receive a note from Transport informing you that your concessional license has been cancelled and an invoice for the full annual license fee.

## CLUB MEMBER PROFILES – Alan and Edith Jeffree

*This has been a long time coming. It is amazing how work interferes with enjoyable activities, but I guess we all know about that. I hope you find the story of Edith and Alan Jeffree interesting, as I did. As in the past, italics indicate my comments.*

*Pat Bussard*

**Names:** Alan and Edith Jeffree

**Date of Joining or First meeting attended:** 1984/5. *(Alan is not game to be more specific because I have told him that I could not find his original application form! I looked through the early receipt books and found the first in his name dated 1/8/84.)*

**How did you become involved? How did you learn about the Model A Restorers Club of Western Australia (Inc.)?** Alan was a member of the *Veteran Car Club of WA Inc.* since the early 1970s and heard of the "A" Club through members there. They joined once the family moved to the city for the first time in 1984. *(It was at the suggestion of Alan that other country members joined, after meeting the Jeffrees on trips to Albany and around the southwest.)*

**Positions held in club:** President three years, 1995 – 1997. Magazine Editor for several years perhaps 1988 – 90.

**National and International Meets attended:** Perth National Meet 1992. Planning to attend the 17<sup>th</sup> National Meet at Toowoomba 2002.

**Memorable club events:** Edith and Alan enjoy the country runs – Manjimup (camping at Fonty's Pool), Kirup Easter excursions and the wildflower runs.

**Funniest memory:** On a VCC rally to Geraldton in 1976, having to drain the diff each morning and putting the surplus oil back into the gear box.

**Family and personal history:** Alan's great-great-grandmother on his father's side was born in a house in St George's Terrace and died in 1967 at the age of 100 ½ years. His mother's family, named Nichol, came to WA from Scotland in 1916. They lived in Fremantle for ten years and then moved to a group settlement at Yandamah out of Manjimup. Alan's father, Albert Norman Jeffree, married Jeannie Whitelaw Nichol in 1938 in Manjimup. Albert was a GMH motor mechanic working mainly on Holden vehicles and Alan was "his shadow". Alan was born in Manjimup where he went to school until going to Perth to attend teachers college.

Edith's grandparents were early settlers in the Newdegate area. His parents sent her grandfather Harry Newman to Western Australia from England during the First World War. He had two shillings when he got off the boat. Her grandmother Edith was from a farm at Quairading. Harry's brother had a big farm in the Newdegate area and the family still farms in the area. Edith's parents were share farmers with this uncle until 1955 when they moved to their own land at West Popanyning. Edith was born at Kondinin but spent her early years at Newdegate and attended South Newdegate School. When the family moved in 1955, she began attending Pingelly District High School. She left school after Year 10 and worked on the farm for a time, then as a cashier in the local co-op before moving to the telephone exchange.

*Alan takes over now.*

Edith's father purchased our Model A in the late 50s at a clearing sale at Kent, near Kulin. It had a KT number plate and it had belonged to a mobile mechanic. It had the ute treatment and was purchased as a farm hack to feed out hay, etc. Edith and her brother learnt to drive in it and were allocated 4 gallons of fuel each week, fed from a 4 gallon tin tied to the windscreen as the tank leaked.

I was posted to the Pingelly District High School as a graduate in February 1961 and Edith and I became friends. Around 1963, I decided to get the "A" going properly. The local Ford dealer,

Laurie Watson rebored the standard motor and I painted the engine and engine bay with silver frost. A typical farmers' make-shift – the two needle roller bearings in the cluster gear had been replaced with a piece of water pipe shimmied up with pieces of tin.

Edith and I were married in 1965 and were transferred to Beverly District High School in February 1967. The "A" Model went with us and a farmer in Brookton gave me the rear Phaeton pieces I needed to complete the body as original. Not having any knowledge of "A" Models and not knowing of any complete vehicles to look at, I rebuilt the present car with limited tools and facilities, in a rented home with not even a garage.

The restoration was completed once we transferred to Mandurah (1970) and in all it took me five years. Stan McEntee of Mandurah painted it the Torana Racing Green that Bill Bennie openly disliked.

Cost of original restoration: Paint \$120, chrome (Stay Bright in Newcastle Street) \$100, top and curtains \$100 (Howard Porten, Fremantle), mechanicals \$100, radiator \$100, miscellaneous \$100. In all it cost us around \$600. The upholstery and seats were made by me, tyres were out of farmers' sheds, and panels were prepared by an uncle. Our completed Phaeton was licensed in 1970.

Our "A" Model gave good service for the next 20 years, which Edith and I spent as follows:

- 1970-1974 Mandurah Primary School based, and took part in many *V.C.C. of WA* rallies (won Mandurah Rally in about 1973)
- 1975-76 Wyalkatchem District High School – car left at Mandurah - little use.
- 1977-80 Kirup Primary School – joined *South West Car Club* (Bunbury) and Edith and I were active members. I was Secretary Treasurer two or three years.
- 1981-83 Eneabba Primary School – car stored at Kirup - little use.
- 1984 Our first city posting. First city experience for the whole family.
- 1991 I took 12 months Long Service Leave and completely rebuilt the Phaeton. The car is now as our members know it.

Alan retired in 1998.

*Back to me. I spent time at the Kirup Easter weekend seeking more information about Edith. I waited until she had settled in for the evening, after all the organization and work involved in feeding the troops. (PB)*

Edith stopped working when they married as was expected in those days. She joined in various activities in the towns where Alan taught and was Principal, and enjoyed playing golf once the children were in high school. While they lived in Kirup, she picked apples and worked on the potato harvester. She particularly enjoyed the school camps with Alan and the school groups. The best was taking the children from Mandurah to Perth to get the train to Albany. The children got dressed at every stop thinking they were there. In this and other camp trips, they provided students and parents from country settings with experiences that were not typical, such as visits to the movies, the zoo and museums. In Perth, Edith worked for the Silver Chain service for ten years. She retired in 1998, Alan retired in 1997.

Edith continues to be active helping with the two lovely grand daughters who live in Kirup now, She is well known in the club, baking cakes for Christmas and catering for the lucky people who can go to Kirup and stay in the shearing shed over Easter on alternate years.

**Family members:** Both son Darren and daughter Leanne attend runs and participate in club activities. The whole clan approach to the *Model A Restorers Club* was evident on the Kirup Easter weekend. Darren and Germaine organized the entertainment with brain teasers, rally sheets, a gymkana which kept men and ladies active and dirty, and a positive approach to everything. Leanne showed off her newly renovated home and the clever window treatments, and Chris drove the tractor towing the uninitiated to the top of the hill for a long view, and then back down. Darren and

Germaine join in the family business providing wedding vehicles. Chris is waiting for the shed situation to allow him to continue restoring his own Model A.

**About your car: Model:** 1928 Phaeton AR, engine no. 4510.

**Colour:** Torana Racing Green (1970-90). Beige currently.

**Music interests:** Our music tastes are quite general. Edith is especially keen on Country whereas I really enjoy music of the 50s and 60s. We usually attend one or two concerts each year and especially enjoyed Johnny Farnham. However, we both really loved *Saturday Night Fever* which we saw while in London in 1998. (Alan provided his collection of 78s as part of the entertainment at Kirup this Easter, played on the wind up record player, which Ray Mahony found during the trip to Wodonga in 2000.)

**Membership of other clubs:** Alan belongs to the *Veteran Car Club of WA (Inc)*. He owns two Holdens, both inherited from his uncle; a 1955 FJ and a 1963 EJ.

**Other interests:** Edith's interests have been many – cake icing, paper Toll, collecting Armani figurines and gardening, but the current ones are sewing and embroidery.

**Current Restorations in Progress:** We have two vehicles under restoration, a 1928 Model A Briggs bodied Fordor which is mechanically complete along with the panels and I am now redoing all of the woodwork. Completion is expected early next year.

Our second restoration in progress is a 1933 V/8 Ford roadster. The project is about one third done and is expected to be completed early 2003.

Alan: In conclusion, we would like to acknowledge and thank the members of our *Model A Restorers Club (Inc)* and associated club movement people who have become a part of our lives and have given Edith and I so much pleasure and enjoyment over the last thirty years.

## KIRUP REVISITED

Every second year (usually) the Jeffree family hosts an extended Easter weekend for members of our club at the family property outside Kirup. Accommodation is provided in the shearing shed, which also acts as the kitchen, dining room, bedroom, changing room and saloon. There is an adjoining shower, with the toilet across the yard adjacent to the open-air sink.

There are always activities planned. This year we were part of the Easter Parade at Greenbushes, visited the family tomato operation, took part in a Model A gymkana and generally toured the countryside. Included was a stop at Gnomesville, where we deposited the Model A gnome. Some members have attended several of these outings, this year was the first for others.

This year Bob Newton taped many of the activities. The tape has now been edited, with the objective to cause maximum embarrassment to all concerned foremost in mind. A casserole supper and tape viewing is to take place Saturday, June 16 at Bob's place starting at 7:00 pm. All members are welcome to attend, even if you were not at Kirup. Please call Bob on [REDACTED] by Thursday, June 14 if you plan to be there. You will be expected to bring something for supper for all to share, plus your own drinks. This promises to be a highly entertaining night that should prompt some of you to attend the next Easter at Kirup.

## TOOLS FOR CENTERING BRAKE SHOES ON AXLES

By David Bussard

Restoring Model A brakes requires many steps, this article concerns centering brake shoes on both axles. This is required so that the brake shoes make full contact the brake drum when the service brake is applied. One thing commonly done when restoring Model A brakes is to have the brake shoes ground to fit the drums. This operation will only be useful if the shoes are centered on the axle.

The heads of the roller pins riding on the roller tracks controls the positions of the brake shoes relative to the front and rear axles. The unrestored roller tracks are always worn and must be removed from the backing plates and built up with weld; roller pins should be replaced. The top faces of the roller tracks must then be filed or machined so they are flat and straight. The top face of each front wheel brake roller track should be 1 5/16 inch from the bottom of the riveted studs; the top face of each rear wheel brake roller track should be 1 inch from the bottom of the riveted stud.

Do not file or machine the roller tracks to leave this gap without using the following technique to check the centering. Leave the gap slightly smaller in each case. Do not attempt to bend the roller tracks to center the shoes; the tracks are extremely stiff, and even if they could be bent this would result in a tilted rather than a flat track. Install the roller tracks to the backing plates with snug fitting hex head bolts and nuts with the bolt heads on the external side of the backing plate. The bolts should be about one inch long so the short brake shoe springs can be hooked to their ends. Now install the rest of the braking components on the wheel. You now have to make two Brake Centering Measuring tools, one for the front and one for the rear.

Both tools are made of thin wall PVC tubing; one end must be cut off square. The front wheel tool should have an inside diameter of 33 mm (1 5/16 inch) and be about 5 cm (2 inch) long. The rear wheel tool should have an inside diameter of 56 mm (2 3/16 inch) and be about 8 cm (3 1/4) long. These pipes will slip loosely over the front spindle and rear bearing race. To create a snug fit first drill three 1/8 inch holes about 1/4 inch from one end of each tool, equally spaced around the pipe diameter. Now drill another three holes another 1/4 inch from the first set, also equally spaced but offset half the distance between two holes. Into each hole, insert and crimp a 1/8 inch diameter by 1/4 inch long aluminum pop rivet. The rivet heads are on the outside. Now when you try to fit this over the spindle or race you will find they do not fit. To flatten the crimped ends of the rivets put a solid round iron bar in your vise, position the tool over the bar with each crimped end resting on the bar and hit the head of each rivet once. Now try the fit again; keep adjusting with the hammer until each tool can just be pressed onto the spindle or race. Each tool should rotate freely with no slack.

Get two worn-out hacksaw blades. Drill two 1/8 inch holes 3/4 inch apart near one end; one of the original holes can be used. Position the blade so the two holes are near the opposite end of the PVC tube to the end with the rivets, with the blade parallel to the length of the tube and extending back past the ends with the rivets. Drill 1/8 inch holes in each tube through the two blade holes then rivet in place. There is no need to flatten these rivets.

Now get a flat ruler or scale and make two photocopies of the edge with the finest graduations. These graduations should be 1 mm or 1/32 inch, it does not matter which. Now glue or use clear tape to attach the ruler strips to the top of the hacksaw blades. The graduations should be along the smooth edge of the blade.

Bend the blade up in a slight arc. The tool is now finished. Total cost is possibly as much as \$1.00.

Operate the brake lever to ensure the drums are in their rest position. Slide the riveted end of the tool onto the axle or race, position the measuring edge of the blade so it rests on the rim of the brake shoe near the adjusting shaft pin and note the reading at the outer edge of the brake lining. Now rotate the tool so the blade is at the other end of the shoe and note the reading here. If both readings are the same, the shoe is centered. Check front and rear shoe separately. For the front wheels, if the upper edge is further away from the center than the lower edge you must remove material from the brake roller track. This is best done with the roller track removed from the backing plate. The amount to remove (theoretically) is half the difference between the two readings, remove slightly less than this, reassemble, then test again. If you remove too much the roller must be welded again. The best final result is obtained if the distance to the top of the front shoes and the back of the rear shoes is *slightly* greater than the distance to the bottom of the front shoes and the front of the back shoes. This is because the adjusting wedge is turned to bring the adjacent brake shoes ends into contact with the drum. The operating wedge then moves the other end against the drum. This difference in distance should be no more than 0.010-0.015 inch.

As with other brake part refurbishments it is necessary to remove all slack from the system. In this case it is essential that the roller pins fit closely into the holes in the brake shoes, especially the bottom holes. Shoes can be reversed by swapping the adjusting levers and track rollers if the bottom holes are excessively worn. Also check the rear wheel bearing race on the axle. If it is flat on the bottom the brake shoes can never be centered of the axle.



# Notebook

LOUISE is away for two months so David Bussard is filling in as editor for the months of June and July. Please send all trip reports, information on upcoming events, news and anything else you want published to: [REDACTED] BALDIVIS WA 6171. You can email items to: [REDACTED] Louise has also indicated some months ago that after seven years she would like to end her term as editor of our newsletter. We are still waiting for a volunteer for this position. Without a newsletter the club would be in a very sorry state.

## **BIRTHDAYS for June: Birthstone: Pearl; Flower: Rose**

Wendy Blacklock, Ann Brandis, Maurie Creedy, Coral Grundy, John Hall, Darren Jeffree, John Laurie, Joyce Munro, Dianne Paisley, John Roy, June Smith, Colin Strahan, Leanne Wringe. Many happy returns!

**REGARDING THE BIRTHDAY LIST:** May and October are the most popular months for birthdays with 16 recorded in each month. These are followed by September with 15 and February (possibly surprisingly) with 14. November has the fewest members with only five born in that month. Of the couples listed only three had both parties born in the same month: Ray and Toni Mahony, Phil and Sylvia Wemm and Geoff and Lindy Ingram. The latter couple were both born in November, the month with the fewest Members.

**PERTH NATIONAL MEET:** I have been advised by Lee Chase, of the MAFCA Touring Group based in the USA, that to date the owners of approximately 30 Model A's are intending to participate, with their vehicles, in our National Rally in April 2004. I have been having discussions on the possibility of them attending since December 2000. The Touring Group has also offered to act as a USA contact to arrange sea container transport and airline bookings for any other MAFCA or MARC members who may decide to attend. The 30 so far committed have been recruited by word of mouth only, future advertisements in the *Restorer* could increase this number. The group will ship their cars in containers to Perth, attend the Rally, then spend three weeks driving to Sydney; from where they will return. This is a tremendous opportunity for our club to establish contacts throughout North America, and to encourage others there to attend future National Meetings in Australia.

**BILL & VAL COWLIN** have moved to [REDACTED], WAIKIKI WA 6169; Phone: [REDACTED] Please modify your Members Directory.

**KEN & CORAL HALL** [REDACTED] BROOKTON WA 6306 Ph [REDACTED] have joined the club.

## **BITS AND PIECES**



Bob Newton requires a generator and a water pump body. He has for sale a USA made, heavy duty Model A radiator, tested by Fearless Frank, for \$250. Phone: [REDACTED]

Peter Sartoi has a buyer for a 28-29 Phaeton, complete car or body only.

David Chambers requires front fenders for a 1928 Phaeton, phone: [REDACTED]

Some new members may not know that the club owned a quantity of parts that were stored at Bill Cowlins. These are now stored at David Bussards and are available to all members. They are mainly mechanical parts like brake components, radius rods, axles, torque tubes, brake drums and hubs, engine fittings, multi-disc bellhousings and pedal sets. There are no body parts. Call me if you need any of this stuff.

## **Memorial**

Members of the club were saddened to hear of the death in Adelaide of Robert Williams, son of Jim and Nina Williams, of Como. Our condolences are extended to Jim and Nina and their family.

We have been advised by Kevin Churchill of the recent death of Kevin Wright, a long time member of the Victorian Model A Club.

## In the Beginning



The inaugural meeting to establish the Model A Restorers Club (Western Australia Branch) was held at 2:30 pm on June 22, 1980 at the home of Bill & Dorothy Bennie in Noranda. Those present were:

B & D Bennie	M & L Cooke	N & L Lopez
K Pepper	I Paisley	R Mahony
G Davies	D Philp	B Spencer
M Annear	V Sinagra	A Kirkwood
E Richards		

Bill Bennie was elected unopposed as first President and M Cooke was elected Secretary/Treasurer. Fees for the WA club were set at \$5; the Australian club fees were \$12.

The August 24, 1980 meeting saw Eric Richards elected as Vice President. At the same meeting a donation of \$250 was received from the Model A Restorers Club (Australia) Inc., of Canberra.

On September 28, 1980 the meeting decided The Western Model A would be the name of the club newsletter.

The first club barbecue was held at Max and Dora Annear's home on November 30 1980.

By 1/1/1981 the first published members roster showed 44 members; those still members are the: Annears, Harris's, Harts, Kirkwoods, Mahonys, Peppers, Perrys and Smiths.

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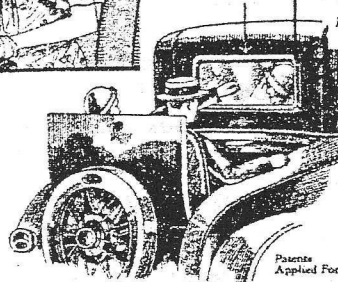
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