



# Western Model A News

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

Year XXII Number VIII

MARCH, 2002

## HAPPY EASTER



Next Run/Meeting: Sunday 17 March, 2002 Classic Car Show  
Saturday, 23 March, 2002 Brookton Old Time Motor Show

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.

**MARLOWS CLASSIC CAR SHOW**  
SUNDAY 17 MARCH, 2002  
Celebrate St Patrick's Day at Whiteman Park

**SATURDAY, 23RD MARCH, 2002**  
**BROOKTON OLD TIME MOTOR SHOW**  
Those club members not attending  
Toowoomba are invited to join in  
the fun of the Brookton Show  
Meet at the junction of Brookton H'way & Canning Rd,  
Karragullen. Gull Service Centre  
Departure time will be 8.15am  
John Laurie organising

**EASTER 2002, MARCH 29 - APRIL 2**  
**17TH NATIONAL MODEL A MEET**  
**TOOWOOMBA, QLD**  
Registration form & information available from  
Rally Secretary, MAFC of Qld,  
[REDACTED] Carina Qld 4152

**SUNDAY, 21ST APRIL, 2002**  
David & Pat Bussard organising

**MAY, 2002**  
Bob & Val Newton organising

**JUNE, 2002**  
Alan & June Smith organising

**AUGUST, 2002**  
John Moorehead & Steve Read organising

**SEPTEMBER, 2002**  
Barrie & Gwen Guest organising

**SUNDAY, 3 NOVEMBER, 2002**  
SHANNONS "BAY TO WHITEMAN" RUN 2002



## **RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

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

Established 1973

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34 years Experience

**MODEL A RESTORER'S CLUB OF W.A.**  
**Minutes of Meeting held at**  
**McDougall Park, Ley St., Como**  
**On Sunday, 24<sup>th</sup> Feb., 2002**

**Meeting opened** at 8.45am by the President after those present had enjoyed breakfast.

**Attendance** and Apologies as per the attendance book.

**Minutes of the last meeting.** Proposed by John Moorehead and seconded Dora Annear that the minutes be accepted as printed in the February issue of the magazine. Carried. There was not any business arising from the minutes.

<b>Financial Report:</b>	Receipts for January, 2002.	\$1100.00
	Payments “	\$ 52.50
	Balances as at 1/2/02	
	ANZ Term Deposit	\$9670.39
	BankWest	\$ 621.54
	Cash Held as at 24/02/02	\$ 860.15
	Unpresented Cheques	<u>\$1085.00</u>
	<b>TOTAL</b>	<u><b>\$12237.08</b></u>

Proposed by Barbara Forbes, seconded Barrie Guest that financial report be accepted. Carried.

**Correspondence:** IN - Minutes of delegates meeting held at Bendigo Swapmeet in November. Call for agenda items for the delegates meeting at Toowoomba. Environment Australia with literature on the National Fuel Quality Standards. Classic Car Restoration, advertising training courses in vehicle restoration by Bob Reader. Electric Life – brochures on electric window motors.  
**OUT** – Nil

**General Business:**

Dora – June Smith and Ross Chamberlain are both not well. Cards to be sent to both.

Toowoomba BBQ for all participants will be at Mahony's place on Saturday 9<sup>th</sup> March, 2002. Distribution of fundraising efforts will be made there. BYO everything.

Frank Farrelly has a WA flag.

Brookton run in March – contact Max Annear or John Laurie if attending on 23<sup>rd</sup> March.

**Bits and Pieces:**

Jim Williams has 6v globes to sell – 17 for \$10.00 – sold to Peter Sartori who then distributed to a few other members.

Next Meeting to be held at Brookton, if enough members are present. Most of the executive will be in Toowoomba.

Meeting closed at 9.00am

## BREAKFAST BARBECUE MCDOUGALL PARK, COMO 24<sup>th</sup> FEBRUARY, 2002

I hadn't planned on being late, but sometimes these things just happen. So, by the time I arrived at McDougall Park all the car spaces were filled in Ley Street, mainly with Model A-s but with a good sprinkling of moderns. Looked like a great turn-up for our early morning meeting. However after a closer inspection of the group gathered around the nearest barbecues, I continued further on to find our small group in the back part of the park. I thought the tables with cloths and jazzy striped shade-makers were a bit up-market for our lot. The small gathering had eaten breakfast and were up to the chatting-before-the-meeting stage. Alex and Linda Kirkwood were present, great to see these folk after such a long break away from attending outings. Hope to see them again soon. Even Chris Butler managed to stay awake long enough to join us after a night out driving a taxi.

There must have been something in the early morning air that February morn as I was told two very interesting tales that I am about to relate.

One young lady from the southern parts of Perth confided in me about the trouble she had encountered in the misplacement of a contact lens. One morning she had attempted to place the correct lens in her right eye. This done she then tried to find its matching partner, however it was missing, and anyone who wears contacts will appreciate the difficulty in looking with only one eye. Also contacts are very fragile and one wrong move can destroy it forever. Her hubby had left for work and the only other person within cooee was the gardener. So calling for assistance she beckoned the gardener into the bathroom to help, forewarning them that she was wearing only her birthday suit and the missing lens may be on her person. A thorough search of the bathroom and its occupant resulted in the errant contact lens being located in the rubbish bin. So a happy ending to that tale ensured. By the way I'm sure you would all like to know the gardener was a woman. Perhaps the moral to the story is dress before looking.

The second tale was from the northern suburbs, so keeping the balance of the river and the gender. Apparently this gent was driving in the direction of Perth one morning on the freeway. Glancing in his rear vision mirror as he prepared to change lanes his attention was immediately drawn to the car approaching rapidly from behind him. I am told the car was speeding and this was what he noticed most until he pulled up at a set of traffic lights and glanced over to see the driver of the other car disrobing and replacing nightwear with underwear. Next light change the female occupant proceeded to attire herself in outer garments and then the finishing touches, make-up, hair, cigarette. Obviously someone was running late. I believe the performance held the interest of other motorists and no doubt this practiced method of dressing was nothing new to the lady. Did I hear someone ask what time of the morning this happened and where exactly? Moral of the story, dress before driving.

Well back to the meeting, which by anyone's standard was short and sweet. We were all done by nine o'clock and Barrie then dispensed his baking goodies.

Best wishes and safe travelling to those going to Toowoomba. Have a great National Meet and bring back lots of stories and photos.

*Louise*

*The following article was supplied by Darren Jeffree from information provided by the Australian Communications Authority to assist those driving to Toowoomba*

## CITIZEN BAND RADIO

The Citizen Band Radio Service (CBRS) is a two-way, short distance, voice communications service that can be used by any person in Australia. CB radios provide a cheap and reliable means of communications.

The service operates in two distinct frequency bands - the High Frequency (HF) band (26.965 - 27.405 MHz) and the Ultra High Frequency (UHF) band (476.425 - 477.400 MHz).

### **DO I NEED A LICENCE?**

No. The operation of Citizen Band radios is authorised under the Citizen Band Radio Stations Class Licence. Class licenses do not have to be applied for, and no licence fees are payable.

It should be noted, however, that the CBRS Class Licence does not authorise the operation of 27 MHz marine equipment.

### **WHAT CHANNEL DO I USE TO CONTACT OTHER 4WD TRAVELLERS?**

There are specific calling channels in the two CB bands. Channel 11 (AM - 27.085 MHz) and channel 16 (SSB - 27.155 MHz) are the calling channels in the HF band and channel 11 (476.675 MHz) in the UHF band.

Once you have established contact with another 4WD traveller, switch to another channel to continue talking. This frees up the call channels for other users. If travelling in a convoy of vehicles, it makes good operating sense to settle on a usual 'working' channel prior to setting out.

### **WHAT SHOULD I DO IN AN EMERGENCY?**

If while travelling, an emergency arises and you require assistance, there are specific emergency channels in the two CB bands that you can use. They are channel 9 (27.065 MHz) in the HF band and channel 5/35 (476.525/477.275 MHz) in the UHF band.

These channels are designated as emergency channels and non-urgent traffic must be confined to other channels.

There are organisations that voluntarily monitor the emergency channels. These organisations may assist you in contacting the appropriate service in an emergency.

### **CONDITIONS OF OPERATION**

Although CB operators do not have to individually licence their equipment, the CBRS Class licence does impose a number of operating conditions:

#### **Compliance with Mandatory Standards**

It is a requirement that devices operating under the Citizen Band Radio Stations class licence must comply with the relevant mandatory standards specified in section five of the CBRS Class Licence.

#### **Operating Frequencies**

CB radios must only be operated on the channels that are detailed in the class licence. Operation on a channel that is not specified in the class licence is a breach of the licence conditions

#### **Transmitter Power Levels**

CB radio equipment must not exceed the maximum output power that is specified in the class licence. Attaching any external device such as linear amplifiers to CB radio equipment for the purpose of increasing the

power output of the transmitter is not permitted. This type of operation is a breach of the licence conditions.

### **Other Conditions**

As well as specific conditions spelt out in the class licence, operation of a CB radio is also subject to the provisions of the Radiocommunications Act 1992 (the Act).

### **Breaches of Licence Conditions**

It is important that CB radio users comply with each condition in the class licence.

If any condition of the licence is breached (eg operating on a frequency not mentioned in the class licence or using an emergency channel for non-emergency purposes), the operator is no longer authorised to operate under the class licence. In this instance, the operator would be liable for prosecution.

### **WHAT IF I CAUSE INTERFERENCE?**

Interference to television and radio receivers and other electronic equipment may occur when a CB radio transmitter is operated nearby. Such interference is unlikely while mobile but may occur in campsites, caravan parks or home base situations. Users should be prepared to co-operate with the affected television viewer or radio listener and take reasonable steps towards resolving the problem.

### **SELECTIVE CALLING (Selcall)**

Selective calling - a technique used to enable the reception of calls from particular CB radios without having to listen to other users - is permitted under the class licence. Selective calling uses the transmission of audio tones that are recognisable to receivers fitted with a compatible decoder. Selective calling can be used on either HF or UHF CB radios, using Continuous Tone Coded Squelch System (CTCSS) techniques. The use of CTCSS is not authorised under the class licence.

### **CBRS REPEATERS**

A repeater is a station established at a fixed location that receives radio signals from one CB station and automatically retransmits to another station using the corresponding output channel.

UHF CBRS repeaters can be found in all States and enable the range of vehicle to vehicle communications to be significantly increased.

CB repeaters are not covered by the CBRS Class licence. The repeater stations are usually located at hilltop radiocommunication sites and as such, require specific assignments and issues of an individual apparatus licence.

### **Repeater Channels**

Channels 1 to 8 are designated as repeater output channels, with channels 31 to 38 the corresponding designated repeater input channels.

#### *For example*

A repeater that transmits on channel 1 will always receive on channel 31. When operated in duplex/repeater mode the CB radio automatically selects the corresponding transmit/receive frequencies.

These designated repeater channels may be used for single frequency communications provided they are not used in the locality of repeaters.

Channels 5 and 35 are dedicated for emergency communications **ONLY**.

### **FURTHER INFORMATION**

If you require any further information on the Citizen Band Radio Service contact your nearest ACA office or access our website at [www.aca.gov.au](http://www.aca.gov.au)

# TAKE A TIP

These from "Modern Motor" of 1954

## MAKESHIFT BOWL

If the glass filter bowl of your carburettor breaks, and you cannot get an immediate replacement, make a temporary repair from an egg cup, small glass (such as a medicine glass) or small glass jar. But, even if the repair is makeshift, try to fit a new gasket if you can; even if you have to improvise one.

## RETRIEVING MAGNET

A handy tool in your kit is a small magnet fitted to the end of a rod or bar. Small metal parts or nuts often fall into hard-to-reach places. One way to retrieve them is to dip a screwdriver in heavy grease, then press the grease into the part and draw it out; this method often fails, but the magnet never does.

*Magnetise a screwdriver by wrapping an insulated wire (with bared ends) around the shaft. Touch each end to the terminals of a battery - now you can hold small screws with the tip of the screwdriver - or retrieve small metal parts.*

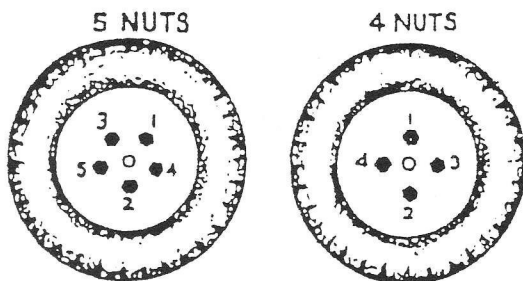
Bevan.

## BATTERY WATER

If you've run out of distilled water. Scrape the ice frosting off the freezing unit of the refrigerator into a clean glass. Wait until it melts, then pour into the battery. Condensed out of air moisture, this water is quite pure enough for batteries

## TIGHTENING ORDER

When changing the wheels on your car, remember that tightening nuts or studs means more than just turning them until they won't turn any more. Avoid distortion of the wheel, nuts or studs by tightened alternately, as shown in the accompanying diagram.



ORDER OF TIGHTENING

Don't neglect tightening order of wheel-nuts.

## NUT ON A SCREWDRIVER

To gain more leverage, slip a small nut over the screwdriver blade and weld it in place. By using a spanner in conjunction with the screwdriver you'll obtain all the leverage you want.



## PREVENT RUST

The bottom edges of doors are most vulnerable. Check the drain holes in the bottom of doors regularly. Periodically remove the inside door trims, clean out and give a coat of paint - taking care not to block the drainage holes with paint.

## SMALL SCREWS

Tiny screws are notoriously hard to handle - and still harder to find once you've dropped them onto a greasy garage floor or gravelled driveway. A handy way to overcome this difficulty is to first force them through a piece of stiff paper or cardboard. In this way they can be held securely until the thread takes hold, then the paper or board can be pulled away.

## CLEANING SIDE SCREENS

If you have celluloid side-screens fitted to your car, you probably find them difficult to clean. Use a mixture of equal parts kerosene, water and methylated spirits; shake it well to make a form of emulsion, then rub it on the screen with tissue paper. After a few minutes polish with a soft cloth. •

## SUBSTITUTE PARTS FOR YOUR MODEL A FORD

**FAN BELT** - from a 1937-1948 Chevrolet, 1936-1946 Willys or a Gates 700 will fit.

**ELECTRICAL INSULATOR** - A few sprays from a can of electrical insulator will give added protection to electrical connections to prevent water or moisture damage.

**DETECT CRACKS** - in an automotive part using a modern spray can solution. This procedure is accomplished in three steps with three different solutions. Several of these products are available, a popular one is "Spot Check" developed by Magnaflex Corp.

**BEARINGS**- Ford bearings which fit Model A:-  
Old No New No.

A 7025 C3AZ 7025 C-Transmission main drive gear ball bearing

A 7065 51A 7065 -Transmission main shaft ball bearing.

A7118 B 7118 A-Transmission main shaft pilot bearing

A7118 B 7118 A -Counter shaft gear bearing (short)

A7580 COTZ 7580 A-Clutch release bearing

Above bearing numbers effective Jan., 1972, "O.S.I. Vol. 4"

**RATCHET**-A V-8 crankshaft ratchet can be used

**GASKETS** - Victor gaskets are available from auto parts stores for Model A transmissions. Check their catalogue.

**GRINDING COMPOUND** - Valve grinding compound can be used in many places to smooth surfaces. Do not use with bronze bushes because the compound will bed in and cause wear. •

*The following article was submitted by Barbara Forbes. Hopefully it will never be needed but it may help someone, somewhere, sometime.*

## THE VICTOR CHANG CARDIAC RESEARCH INSTITUTE

### A Life Saving Technique

Let's say it's 6.15 pm and you're driving home (alone of course), after an unusually hard day on the job. You're really tired, upset and frustrated.

Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up to your jaw. You are only about five kilometres from the hospital nearest your home; unfortunately you don't know it you'll be able to make it that far.

What can you do? You've been trained in CPR but the guy that taught the course neglected to tell you how to perform it on yourself.

#### How to Survive a Heart Attack When Alone

Without help, the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness.

However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough,

and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital.

Tell as many people as possible about this, it could save their lives!

Courtesy Health Cares, Rochester General Hospital via Chapter 240's newsletter AND THE BEAT GOES ON.



### *Heart Attack Symptoms/Warning Signs*

#### **Classic Warning signs:**

Uncomfortable pressure, fullness, squeezing or pain in the centre of the chest lasting more than a few minutes

Pain spreading to the shoulders, neck, arms or sometimes the teeth.

Chest discomfort with lightheadedness, fainting, sweating, nausea or shortness of breath

#### **Less common warning signs**

Atypical chest pain, stomach or abdominal pain  
Nausea or dizziness

Shortness of breath and difficulty breathing

Unexplained anxiety, weakness or fatigue

Palpitations, cold sweat, paleness

Not all these signs occur in every attack. Sometimes they go away and return. **If some occur, seek medical advice immediately.**



# 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, Doreen Stathy, Matthew White & May Wilson. Many happy returns of the day!

## **CHANGE OF ADDRESS:** Please alter in your register -

Frank Farrelly, [REDACTED] Trigg 6029 Ph: [REDACTED]  
Alec Christie, [REDACTED] Spencers Brook 6401 Ph: [REDACTED]

## **FOR SALE:**

Chassis has front bumper brackets, front guard brackets & step brackets, a bit rusty but looks straight For sale or swap WHY Ph: **Merv Ward** [REDACTED]

1928 Roadster \$15,000 o.n.o. or swap for Coupe with cash adjustment

**Gary Eva** Ph: [REDACTED]

1928 Phaeton p.o.a. Ph: **Lionel Barendse** Ph: [REDACTED]

**LETTER RECEIVED:** The following letter was received in response to a card sent to club member Ross Chamberlain -

Members of the Ford A Club of WA. Many thanks for your get well card as it was greatly appreciated. It's a bugger when your doctor tells you that you are beyond treatment and he thinks you have a specified time left to play with your cars and get your affairs into order. But I intend to try and prove them wrong and will continue to do all the things I have always done. Best wishes to the "A" team. Ross Chamberlain.

**FLAG:** Does anyone have or know where our Model A Restorers Flag is hiding?

It is really IMPORTANT that we have the flag to take to Toowoomba.

If you know of its whereabouts PLEASE let Darren know NOW so he can transport it with him to the National Meet. Darren's phone number is [REDACTED]

## **MERV WARD'S JOKE CONTRIBUTION:**

Two groups of computer experts were asked what gender should be given to computers- one group of males and one group of females. Here's the results:

The group of women reported computers should be referred to in the masculine gender because:

1. In order to get their attention, you have to turn them on
2. They have a lot of data, but they are still clueless
3. They are supposed to help you solve problems, but half the time they are the problem
4. As soon as you commit to one, you realise that if you had waited a little longer, you could have had a better model.

Next month we will find out what the men thought!



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

SARTORI Peter & Lorraine  
[redacted]  
MURDOCH WA 6150



# WESTERN Model A News

## THE FIRST



### Motor Car Supercharger

... was the Great Chadwick Six, which was fitted with 3 compressors driven by leather belts at six-times engine speed by Lee S. Chadwick and his assistant J.T. Nichols at Pottstown, Pa., in the winter of 1907-8. The super-charged Chadwick was first used in competition by works driver Wilie Haupt in the Giant's Despair Hill Climb at Wilkes-Barre, Pa., on 30 May, 1908. Haupt beat the previous record of 1min 59 sec for a petrol-engined car by a clear 21 sec. At the end of the season, Chadwick revealed the secret behind his many successes in hill climbs and sprints. He announced that he was prepared to offer the 'blower', as it was called, as an optional extra to his Runabout and Tourabout models for \$375, guaranteeing that they would attain a speed of 100mph. About half a dozen Chadwicks were adapted in this way.

The first production model car designed with a super-charged engine as standard fitment was the Mercedes 10/45/65 of 1922. The figure 45 indicated the engine power unsuper-charged (advisable at speeds under 35mph) and the 65 its horsepower super-charged.

The first super-charged racing car to win a Grand Prix event was a Fiat in the Grand Prix of Europe in Italy held at Monza on 9 September, 1923. From this date onwards nearly all cars used in major competition events employed forced induction. BS •

IF THERE IS A CROSS IN THIS BOX, YOUR ANNUAL  
SUBSCRIPTION IS OVERDUE  
FAILURE TO SEND YOUR MONEY TO THE SECRETARY BY  
THE END OF MARCH WILL RESULT IN THIS BEING YOUR  
FINAL NEWSLETTER.  
PLEASE DON'T LET THIS HAPPEN.  
SUBSCRIPTIONS: CITY \$25; COUNTRY & INTERSTATE \$20  
PLEASE FORWARD IT TO:  
TONI MAHONY, [redacted] BEDFORD, WA 6052  
ALONG WITH YOUR RENEWAL FORM. THANK YOU.

