

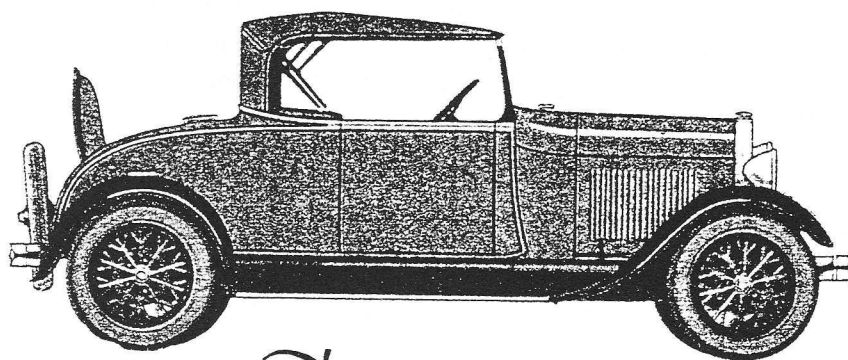


Western Model A News

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

Year XXII Number X

MAY, 2002



The NEW ROADSTER

Opened to the sun or closed to the rain, weather changes make little difference to this model. In good weather fold down the top, or take it off completely. In wet weather, snap on the snugly fitting storm curtains. Smart, steel-spoked wheels and the glint of heavily nicked trimming set off the choice colour combinations. The rear deck contains more than the usual luggage space. Rumble seat optional at slight extra cost.

The Ford

23 YEARS OF PUBLIC PREFERENCE

Next Run/Meeting: Sunday, 19 May, 2002
Meet Causeway Carpark at 9.00am for 9.30 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:* PETER SARTORI XXXXXXXXXX *Secretary/Treasurer:* TONI MAHONY XXXXXXXXXX
Vice-President: RAY MAHONY XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

COPY DEADLINE: By the first day of the month to XXXXXXXXXX Thornlie, W.A., 6108

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

SUNDAY, 19TH MAY, 2002

Bob & Val Newton organising

Meet Causeway Carpark 9.00am for 9.30 departure
Morning tea stop is Mills Park Gosnells,
cnr Brixton & Bickley Sts approx 10.30
(for those south of the river)

SUNDAY, 23RD JUNE, 2002

Alan & June Smith organising

Meet Neil Hawkins Park, off Boas Ave, Joondalup 10.00am
Morning tea here and depart about 11.00am
Destination about 14 miles (22 kms) north of Joondalup

SUNDAY, 28TH JULY, 2002

AGM & ANNUAL VEHICLE INSPECTION

All committee positions are up for election
Inspections start at 10.00am Meeting at 2.00pm
Please bring a plate of afternoon tea to share and a mug
for your tea or coffee



21 - 27 JULY, 2002

MAFCA 2002 NATIONAL CONVENTION

Riverside, California
You still have time to go!
Contact Mickey Fruchter
Michigan Avenue, Pasadena, CA 91104

SUNDAY, 25TH AUGUST, 2002

John Moorehead & Steve Read organising

SEPTEMBER, 2002

Barrie & Gwen Guest organising

OCTOBER, 2002

Jack & Mavis Berkshire organising

SUNDAY, 3 NOVEMBER, 2002

SHANNONS "BAY TO WHITEMAN" RUN 2002

NOVEMBER, 2002

Peter & Elaine Gilberthorpe organising

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

9272 4566

34 years Experience

Minutes of General Meeting
held at Dawesville
Sunday 21st April, 2002

Meeting opened at 1.00pm with rain threatening.

Apologies and attending members – as per the book

Minutes from last meeting: Moved Pat Bussard, seconded Dora Annear that they be accepted as read.

Business Arising from minutes: *Run to Brookton in March* – John Laurie reported that the run to Brookton went very well and they all had a great time. He wanted to commend member Ken Hall and family for their hospitality to members.

Financial Report: Income since 24/2/02 has been \$365.00, mainly subscriptions. Expenditure has been for postage for two newsletters, \$90.80 and photocopier service of \$210.00.

Balances as at 1/4/02	Bank West	\$1294.99
	ANZ Term	\$9670.39
As at 21/4/02	Cash Held	\$910.15
	Unpresented Chqs	<u>\$280.00</u>
		<u>\$12155.53</u>

Correspondence: *In* – CCC - Minutes of General Meeting 18/02/02, Special General Meeting where the name of the 'Combined Car Clubs Association of Western Australia (Inc.)' was changed to 'Council of Motoring Clubs of WA (Inc.)', invitation for all clubs to attend a meeting regarding public liability insurance, concessional club licensing and other issues on 17/4/02 and obituary write up for Maurice Brockwell. Copy of letter from Transport regarding Concessional Licences and weddings (see later info). **Australian Motoring Expos** – Ultimate Holden & Ford Show, Perth May 25-26, 2002. Application forms from Sec. Entry Fee \$60.00. **Shannons Insurance** account. **Model A Club Qld** – receipt for trophy donation for National Meet. **Pinjarra Festival** – 1-3 June, 2002 at Edenvale Heritage Complex requesting vehicles. **Michael & Gwen Livingstone, NSW (email)** – copy of email sent to MAFCA USA, regarding the Toowoomba Meet, short report, award winners etc. **Kukerin Vintage Tracmach Fair** – 28-29 Sept, 2002 celebrating their 80th year and Tracmach's 21st year. **City of Armadale** – Minnawarra Festival – 6-7/4/02. **Commercial Advertisers** – Perth Convention Bureau. Roger Dilnot – paint a picture of your car; 21st Business Equipment, De Vere Hotel Sydney; Leader Hot Rods – Leader trailers, agent for Avgas Autos Canberra, stocking Model A grille shells, splash aprons, badges etc.; Bridgetown Valley Lodge – accommodation; Tuff Coat Linings; Cromwells Auctions-auto auction Sydney 8/5/02. Letters from June Smith and Ross Chamberlain, thanking us for cards sent on their respective illnesses. *Out* – Cards to June Smith and Ross Chamberlain.

Shannon's Account – Moved Pat Laurie, seconded Bob Hembrough that account be paid.

General Business: Peter Sartori gave a short report on meeting held at VCC clubrooms in April regarding public liability insurance with car clubs. Possible proposal for a blanket policy for all car clubs in Australia for big meets. Also, apparently the Incorporations Act has changed in some way. John Moorehead is to obtain a new copy from Ministry of Fair Trading. *Concessional Licensing* – we have the most relaxed licensing system in Australia, it is most important that we respect what we have.

Concessionally Licensed Vehicle used for wedding: Peter Gilberthorpe (via Secretary) has advised that he will be using his vehicle for a family wedding on 4th May, 2002.

Peter also confirms that the Model A Restorers Club has the right to run the Council of Motoring Clubs of WA's Quiz Night in 2003. This is to be used as a Fund Raiser for our 2004 Meet.

Ray Mahony – a Hubley model car was given to the WA club in 2002 to be completed and to be used to promote Hubley racing and represent the WA club at the National Meet in Toowoomba. The car has not been completed and was not at Queensland, which caused some embarrassment to those attending. The Queensland club were not happy as it had cost them \$50 or so each for these vehicles and they had made this gesture in the spirit of the Model A movement. Proposed by Ray, seconded by Peter Sartori that a letter of apology and cheque for \$50 be forwarded to the Queensland Club. Also that the Hubley be completed as soon as possible. Carried.

Toowoomba Rally Report – A great rally overall and all those attending enjoyed themselves. The events of Reg and Coral Blewett's encounter with a semitrailer and resulting wonderful Model A matesmanship displayed by the Queensland rally organisers and members was described. Otherwise, the only problem was with the catering on the first couple of days (which was then sorted) and heavy rain on the first night which flooded a part of the main pavilion. Interesting day out at the Pioneer Village. A lot of fun at the gymkhana for participants and spectators (see the videos!), bringing home the second prize for the State event, participants being the Jeffree men, Blewetts and Mahonys. Darren Jeffree did well all round in the gymkhana and also won the Youngest BOY driver award for the Meet, much to the amusement of all of us. Blewetts took out the Hard Luck trophy for their accident and Mahonys won the Longest Distance Driven.

Before the Meet a BBQ gathering was held at Mahony's place to distribute the fundraising loot and pack the promotional packs for Toowoomba. Rob and Christie McLaughlin from the US had flown in that day and were staying with the Timmings, who also brought them along. They presented our club with a small tool kit of Model A tools. It was decided to raffle these for our National Meet at a later date along with the oil won by the gymkhana team.

John Laurie proposed that our members volunteer their services to assist Reg if and when he decides what he wants to do with the wrecked ute. Seconded by Peter and carried. Also that an official letter of appreciation be sent to the Qld Rally Committee for their efforts for Reg and Coral.

John and Shirley Hall's car, which was ferrying the Blewetts home as well, was doing a sterling job until way out from Norseman, it decided it had done enough. Gudgeon, con rod and pistons damaged severely. They all slept in the car and it took a while to stop someone to get help. While that was being organised, who should rock along but Barry and Sylvia Bristow-Stagg, who hooked them on behind the 4 wheel drive and caravan and got them to Norseman, after which they were collected by family members. There sure are some memories of this Meet!

Bob Hembrough – There was a very sad turnout of members for the CCC event at Whiteman Park with only 3 vehicles participating on the 17th March. Notwithstanding those who made the effort, it is disappointing and ridiculing for those attending for the Club to put on such a poor display, especially when some of them could have chosen to be with other clubs on the day. A much greater effort to be made next year or don't attend at all.

The VCC Clubrooms in Hale Road, Forrestfield have been booked for the annual vehicle examinations and the AGM on the 21st July, 2002. Anyone who cannot make the examination day to contact Steve Read regarding an vehicle examination prior to then. Also those attending the examination requested to stay on for the AGM. All positions are vacant, so give some thought to 'doing your bit' for the Club, especially as a lot of the current committee are already involved in the 2004 National Meet organisation. It isn't a hard job.

Next meeting 19th May, 2002 – see newsletter for details.

Meeting closed 1.55pm without us getting wet.

Conditions for concessionally licensed vehicles being used for family weddings.

- Use of vehicles for this purpose is confined to members of an owner's family or close members of the family.
- The wedding must be declared a club activity and recorded as such in the minutes of a meeting of the club committee.
- Under no circumstances are fees to be charged or any other consideration extended or received in respect of the use of the vehicle for this purpose.
- There is no objection to several members of a club using their vehicles to form a wedding entourage.

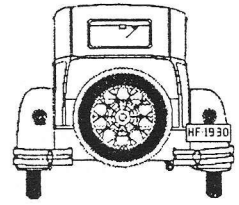
THE FIRST



Car Radio

... commercially produced was by Philco Transitone, introduced by the Philadelphia Storage Battery Co in 1927. By 1933, there were claimed to be 100,000 cars fitted with radio in the USA.

In Britain, the Philco Transitone was offered for sale at 33 guineas in the autumn of 1932. The *Autocar* reported in November that 'several high grade coach builders are now fitting them in bodies for Rolls-Royces. BS •



Destination: Dawesville
21st April, 2002

The first more-or-less-normal run of the new year took place on April 21st. Nine A-s and several moderns assembled on a beautiful morning at Wireless Hill park in Ardross.

Reg Blewett was the star of the pre-run show with his pictures and story of the recent close encounter he and Coral had while on the way to Toowoomba. It was a difficult way to earn the Hard Luck trophy. The tale of the trip back to Perth was equally interesting.

The Mahonys arrived late and completely unwashed (the car, not Toni and Ray), having just arrived back in Perth on Wednesday.

After such a long time between runs, no one seemed to be in a hurry to get on the road, there being too much gossip to exchange. Finally we got underway and travelled through the southern suburbs through Kwinana to the home of David and Pat Bussard. The weather was glorious and the recent rains have prompted the greening of the countryside. It seems there are always new ways of heading to Mandurah. Alan Smith left first and finished last, which has yet to be explained.

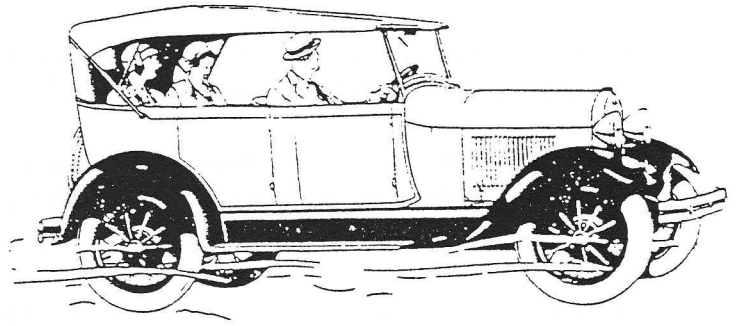
Morning tea in the sunshine followed, along with more catching up, information about the Toowoomba meeting and talks about our meet, which is now less than two years away.

Everyone eventually got out of the driveway and headed toward Dawesville. Some people knew where we were going and went there; others chose to follow the route notes. Unfortunately if you followed the instructions you ended up in Falcon. This was due to the fact that the route planner's brain was having an unrostered day off when this part of the instructions was prepared. After a bit of unplanned touring we all ended up in the right place. Lindsay Blacklock ended up doing a few laps between the Estuary and Dawesville bridges.

Lunch followed under the trees followed by the General Meeting, which is reported elsewhere. A few clouds after lunch but no rain and we all headed home.

The most noteworthy event of the tour was the first appearance of Tenielle Jeffree, with parents Darren and Germaine, on her first Model A run.

David Bussard



PERTH to

TOOWOOMBA

to PERTH

Part 2

Here is the continuation of Ray & Toni Mahony's epistle ...

Thursday, 21st March. In the morning we washed clothes, shopped and then visited the Silverton Tramways (railway) museum in Broken Hill. Well worth a visit. We had lunch at the new lookout restaurant perched high on top of the tailings dump. Great view of the town from there. In the afternoon we visited the cemetery to see my brother's grave. He died in Broken Hill in 1949. Did a little more shopping and relaxed for the rest of the day.

Friday, 22nd March. As my mother was born in Silverton and it is famous for being "Hollywood" of Australia we had to visit. There is not much left of the town but what is there is well worth seeing. The hotel is especially interesting. About 25km beyond Silverton is the Umberumberka Reservoir. This was made just after the turn of the century to supply water to Silverton and Broken Hill. There is an interesting museum showing the original steam driven pumps. The whole place is an oasis in the desert with lush green lawns and a grove of fruit trees, to which we helped ourselves to a couple of oranges and lemons.

On returning to Broken Hill we visited the site where Turks attacked a picnic train during the First World War. Not much to see, just an old train wagon and a sign to tell the story. Then we visited a Mint/Art Gallery and the Broken Hill Art Gallery to see the "Silver Tree". We returned to the caravan park to Lindsay O'Connell from Adelaide had pulled in. While talking to him the Jeffrees and Newtons arrived.

At some ungodly hour of the morning the park was awakened by the continuous barking and howling of two dogs at the cabin next to ours. The noise stopped only when I went out side and shouted "Shut your bloody dog up".

Cabins at the Broken Hill Caravan Park cost \$38.50 per night, fuel was 91.9 cents per litre.

Saturday, 23rd March. From here on the roads were decidedly poor. As we left Broken Hill we stopped to take some photos of buildings in the main street and talked to Lindsay O'Connell's nephew when we fuelled up. Finally got under way at 9.15 am. From the number of eagles we saw this morning it is obvious that there is a good population. At one sighting we saw seven birds in one spot and got some good video footage and, I hope, some good still shots. The Jeffrees and Newtons caught up to us in

the late morning so we travelled together. That is until my car started to miss and cough a bit and dropped behind. Fuel was bought at Emmdale for 105 cents per litre.

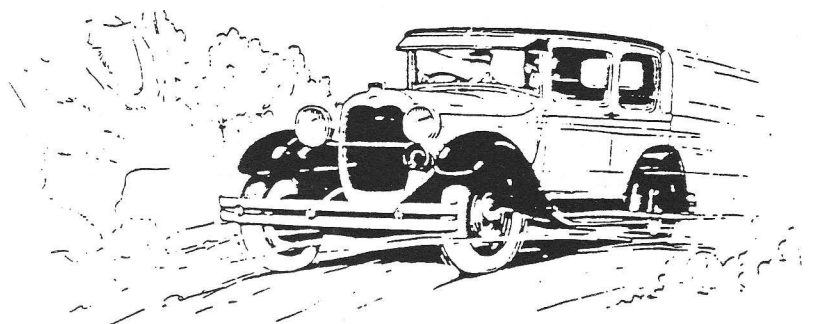
The Jeffrees and Newtons had already booked into the caravan park in Cobar by the time we arrived, but we ended up next door. We fitted a new tube to one of Bob's wheels before going to the local pub for dinner. Caravan part cabins cost \$55.

Sunday, 24th March. At 8.40am we left for Gilgandra via Nyngan and Warren. Fuel at Nyngan was 96.9 cents per litre. Lunch was at Warren where we also worked on Bob's car trying to remove a wayward starter bendix bolt. We eventually decided to leave it in the flywheel housing. We arrived in Gilgandra at 4.20pm and booked into adjoining cabins at the caravan park. Cabin was \$42 for the night. Toni continued to work on her Hubley (she was not happy with the paintwork) and we barbecued for tea.

Monday, 25th March. Leaving Gilgandra at 8.40am, we headed for Coonabarabran. We wanted to go to Siding Springs observatory, so the Jeffrees & Newtons did their own thing that day. However, the Warrumbungle Ranges bettered Elizabeth. Towing a trailer is not a good move in some of the hills and mountains we encountered. We only got halfway to the observatory turnoff on a hot, still day when Elizabeth boiled her head off. We had a major coughing and spluttering session, so we returned to flatter ground, had lunch in Coonabarabran and then headed for Tamworth. 46km out of Tamworth we decided to visit Keepit Lake, but just a few hundred metres off the main road one almighty clatter came from somewhere under or in the car; it sounded like something serious had let go. We stopped quickly and checked out the noise. We found nothing and decided not to risk it, we went on to Tamworth. We made contact with the others in Tamworth and booked into the same caravan park (\$55 for the cabin). We all took a walk around the town sussing out the clubs and pubs for tea, finally selecting the Tamworth Services Club. We dined in fine style for \$16.50 each and some had a little fun on the pokies before heading back to the cabin for a coffee. Petrol at Coonabarabran was 99.9 cents per litre.

Tuesday, 26th March. Leaving the others to do what they wanted, we checked out the Tamworth lookout in the morning, then visited the secondhand/antique shops. We scored a few more 78 records for the collection. We left Tamworth around lunch time, heading up the New England Hwy. Not far out of Tamworth we struck the Moonbi hills. These are VERY STEEP and we found ourselves grinding our way VERY SLOWLY up Moonbi Hill No. 1 in first gear. Again, another hot day, no breeze and a major boiling problem, coughing, spluttering and backfiring. So we stopped about halfway up to cool off and who should pull up in front of us but John and Fran Timmings in their modern vehicle. After having a little chat and assuring them that we were OK, they left us to it and went on. We continued on, again coughing, spluttering and boiling our way to the top of the hill. We then decided as Moonbi Hill No. 2 was still to come, that it was not a wise move to continue, so we returned to Tamworth. I decided to have the radiator flushed out, just to be on the safe side, although there didn't appear to be much come out of it.

The next part of this story will be printed in June's newsletter ...



Notebook

BIRTHDAYS for MAY: Birthstone: Emerald; Flower: Lily of the Valley

Greg Axford, Mavis Barendse, Barbara Blewett, Barrie Byers, Astrid Dalby, Hartley Edwards, Rosalie Eva, Elaine Gilberthorpe, Alan Jeffree, Evette McCashney, George McIntosh, Ron Pleysier, Louise Read, Marion Spitz, Rex Wilson & Pauline Wood. Have a great day!

PARTS FOR SALE

The following Model A parts are being offered to members by Ross Chamberlain
Contact Ross on [REDACTED] if you are interested

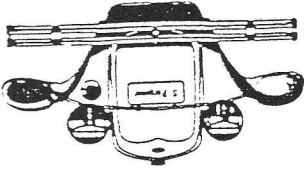
Excellent pair of 1930 steel front fenders 1lh 1rh	\$400.00ea
Fender crossbrace	50.00
1 pair of stainless steel 1930 headlights with reflectors & trim	300.00pr
2 powerhouse generators	100.00ea
2 stainless steel radiator surrounds 1930	250.00ea
Rear axles 1930	100.00ea
Rear axle tube 1930	100.00ea
4 pistons, conrods & shells 1930	50.00ea
Speedos	50.00 ea
Black steering wheel 1930	100.00ea
Steering box shaft and wheel 1930	200.00ea
A motor complete inc head, block, pistons	250.00ea
T motor (as above)	250.00ea
4 perfect doors for complete car tourer 1930	250.00ea
1930 A manifold (exhaust)	50.00ea
T manifold	30.00ea

A LITTLE HISTORY ON BEARINGS.....

Early alloys produced in the first part of the nineteenth century were fine for light duty service, but they were not strong enough to support heavily loaded shafts and were a great source of trouble for the new railroads. There was a desperate need for improvement and that came in 1839 when a United States patent was issued to a man by the name of Isaac Babbitt. Babbitt's patent covered the use of soft metal linings in harder shells. His idea was an instant success and Babbitt, being suspicious, kept such a close guard on his secret that the original formula has never been known with certainty. Sourced from Babbitt Bearings - V R Gingery.

NON-DELIVERY OF RESTORER MAGAZINES

If your magazine hasn't been turning up in the mail, after a reasonable time, contact MAFCA Headquarters at: info@mafca.com, and CC (this stands for Carbon Copy) to Rick Black, Director of Publications/PR at: [REDACTED] He will sort it out.



If undelivered, please return to:
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**WESTERN
MODEL A NEWS**

The following is extracted from Model A Ford for the Restorer by Victor W Pagé, 1961

Why Clutch is Necessary

In order to secure a better understanding of the general requirements of clutching devices, it will be well to consider the conditions which make their use imperative when an automobile is propelled by a gasoline engine. If either a steam engine or an electric motor are installed as prime movers, it is not necessary to include any clutching device or gear set between them and the driving wheels, and these members may be driven directly from the power plant, if desired. With either of the forms mentioned the power is obtained from a separate source, which may be disconnected from the motor by the simple movement of a throttle valve in case of steam, or a switch lever with an electric motor. Steam or electric motors are also capable of delivering power in excess of their rating, and are more flexible than internal combustion power plants, but are seldom used at the present time for passenger automobiles and have received but limited application to trucks.

If an electric motor drives a vehicle, the electrical energy is obtained from a group of storage batteries. When these are fully charged, varying amount of electric current may be drawn from them and allowed to flow through the windings of the field or armature of the motor and different ratios of power or speed obtained. The vehicle is easily started by completing the circuit between the motor and the source of current and stopped by interrupting the supply of electrical energy. As the flow of electricity can be reversed easily by a suitable switch, the car may be driven backward or forward at will, and as the motor speed may be easily varied by changing the value of the current strength there is no need of speed changing or reversing gears.

When a gasoline engine is fitted, conditions are radically different than with either a steam or electric power plant. The power developed depends upon the number of explosions per unit time and the energy augments directly as the number of explosions and revolutions of the crank shaft increase up to a certain point. It is not possible to start a gasoline engine under full load because the power is obtained by the combustion of fuel directly in the cylinder, and as there is no external source of power to draw from, it is obvious that the energy derived depends upon the rapidity with which the explosions follow each other. It has been demonstrated that a certain cycle of operation is necessary to secure gasoline-engine action, and it is imperative that the engine revolves freely until it attains sufficient speed to supply the torque or power needed to overcome the resistance that tends to prevent motion of the car before it can be employed in driving the vehicle.

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