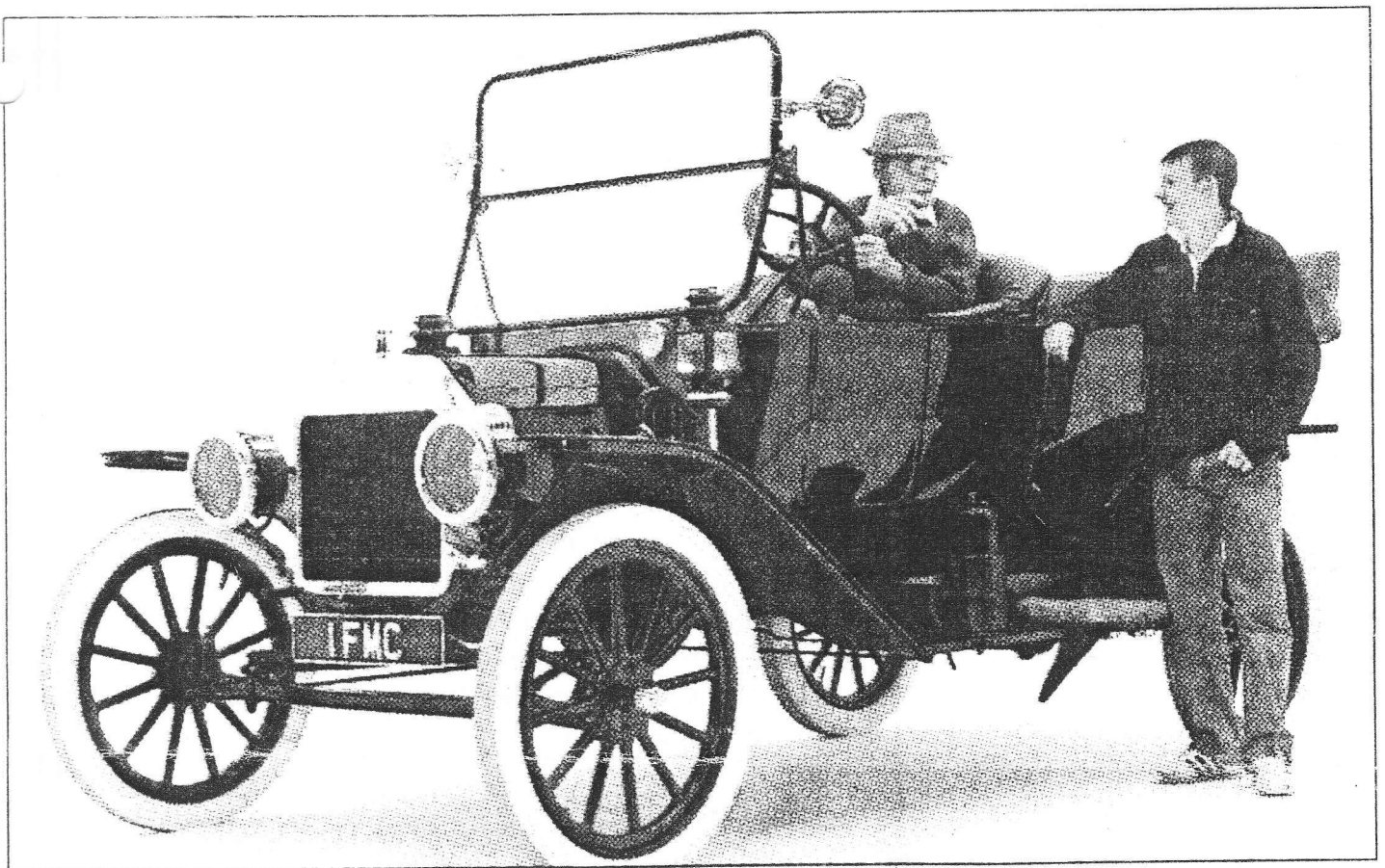


Western
Model A
News

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



Year XXIV No II
SEPTEMBER, 2003



Next Run/Meeting – SUNDAY, 21st September, 2003
TIME: 9.00am PLACE: Coventrys, Morley

This is the WESTERN MODEL A-s Chapter of the Model A Ford Club of American, Inc
250 S. Cypress Street, La Habra, California, 90631-5586, USA. Foreign Membership US\$34 per year

OFFICE BEARERS: *President* PETER SARTORI [REDACTED] *Vice President* RAY MAHONY [REDACTED]
Secretary/Treasurer JOHN HALL [REDACTED] *Vehicle Examiner* STEVE READ [REDACTED] *Editor* LOUISE READ [REDACTED]

Copy deadline – by the first of every month to: [REDACTED] Thornlie, 6108

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF MARC of WA, Inc

SUNDAY, 14TH SEPTEMBER, 2003

FABULOUS FORDS IN THE LOOP

A display of all the classic models from Ford to celebrate
100 Years of the Ford Motor Company

Station Street, Yarloop

10.30am - 3.30pm

Displays, prizes & entertainment

SUNDAY, 21ST SEPTEMBER, 2003

Hi Model Aers

The September run will be an all day outing and you
will need a full tank of petrol and lunch.

Meet at Coventrys Car Park, Walter Road,

Morley at 9.00am for a 9.30am start.

Afternoon tea will be provided at the destination where
we will also hold the meeting. 'Be there!'

Max & Dora Annear organising

MONDAY, 6TH OCTOBER, 2003

WILDFLOWER RUN

John Laurie organising,

SUNDAY, 26TH OCTOBER, 2003

ALL FORD DAY

Bassendean Oval

Steve Read to co-ordinate display Ph: [REDACTED]

Your entry form is included in this issue of the newsletter

SUNDAY, 7TH DECEMBER, 2003

CHRISTMAS LUNCH

Place: Perth & Tattersalls Bowling Club, Plain St, Perth

Cost: \$27.50 p/p. Buy own drinks.

Get your money to Dora Annear now! Ph: [REDACTED]

Only **THREE** club runs before Christmas

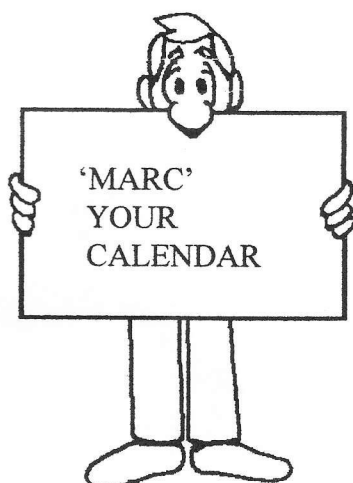
18th MODEL A FORD NATIONAL MEET

8th - 13th April 2004

Perth, Western Australia

Entry form available from Toni Mahony or website

<http://drive.to/marcwa>



RAY ABBOTT ENGINE RECONDITIONING

*Specialising in Veteran and Vintage engines

*Cylinder Head Service *Reboring and Sleeving *Crankshaft Grinding

Recommended by MARC member

Established 1973

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MODEL A RESTORER'S CLUB OF W.A. (INC.)
MINUTES OF THE MEETING HELD AT FARRELL GROVE
SUNDAY 31ST AUGUST 2003

Meeting Opened: 12.45 PM

President Peter Sartori was in the Chair

Members present: John & Shirley Hall, David & Pat Bussard, Peter & Elaine Gilberthorpe, Bob & Val Newton, Kath & Merv Ward, Hans & Glenda Hurij, Fran & John Timmings, Edith & Alan Jeffree, Alma & Ross Letch, Jeanette & Bob Hembrough, Jim & Nina Williams, John & Patricia Laurie, Alan & June Smith, Gwen & Barrie Guest, Steve & Louise Read, Peter Sartori, Kelvin & Kath Pepper, Dora & Max Annear, Toni & Ray Mahony, Stephen & Lorna Wigmore, Bevan Sharp

Apologies: Darren & Germaine Jeffree, Reg & Coral Blewett, John & Helen Moorehead, Lorraine Sartori,

Visitors: Annique Keisler, Erica (Rita) Parin Liam Moore (Mahony grandchild)

Minutes from previous meeting: Amendment, Louise Read spoke about photocopier not Steve. Accepted as printed. **Moved:** Bob Newton **Seconded:** Hans Hurij

No business arising.

Treasurers Report:

Balance brought forward June		\$736.10
Plus Income June/July		
Postage Newsletter	50.90	
Bank Maintenance fee	12.00	
State Debit Tax	3.60	
Pit & Hall Hire AGM	55.00	
Sausage Sizzle AGM	71.57	193.07
		543.03

Account Balances as at 31st August 10298.41

Photocopier	<u>2795.00</u>	7503.41
Bank West		543.03
Petty Cash		<u>10.37</u>
		8056.81

Moved: E Gilberthorpe

Seconded: P Bussard

Correspondence In: Letter from Gwen Livingstone re costs of attending Rallys; Marloo Newsletter; Yarloop Progress Ass re Fabulous Fords in the Loop Sunday 14th September; Baldivis P & C re Baldivis Country Fair November 1st; Kukerin Tracmach 27th & 28th September; Completed Audit from A Tuvik.

Correspondence Out: Letter to Hon F C Hough JP and Stephen Smith MP thanking them for donation of Australian & WA Flags. **Moved:** A Jeffree **Seconded:** B Guest

2004 Rally: 5 members have completed St Johns First Aid course. Bevan Sharp has sponsorship of \$2000 from Range Ford in instalments. They will give commissions on sales of new & used cars referred to them. Joint venture between Range Ford and MARCWA at Cannington Greyhounds to be arranged. Roster of helpers being built up. Bob Newton needs 6- 20 litre urns. Steve Read spoke of Red Ribbon rules etc. Urged members to enter. Hans Hurij queried \$6000 raised by Barrie & Gwen Guest. Should be acknowledged. Will ask John Moorhead about it.

Steve Read presented Guests with Plaque in recognition of their efforts for the Club.

General Business: Dora Annear reported Mavis Berkshire is in hospital. Resolved Club send her a Card from members (done). Xmas lunch will be \$27.50 per head and buy own drinks. Tattersalls Bowling Club is the venue. Only 3 meetings before lunch so send in monies to Dora.

Steve Read specially welcomed past member Erica (Rita) Parin.

Discussion on ways to keep members at the AGM after vehicle inspections. Kelvin Pepper & John Laurie spoke about compulsion to attend events to justify concessional licence.

Peter Sartori spoke on compensating Andres Tuvik for performing our Audit. Decided to present him with a Gift Voucher at Campbells to the value of \$300. **Moved:** R Mahony **Seconded:** Bevan Sharp

Steve Read spoke about coming all Ford Day and urged a good showing.

Meeting closed: 1.41 PM

'Model A Restorers Club' August Run - 2003

The Model A Restorers Club August run started at the Causeway car park where 4 Roadsters, 4 Phaetons, 3 Tudors, 2 Utilities, 1 Coupe, 1 truck and 5 moderns set off for 'Tomato Lake Reserve' in Kewdale for the first part of the days outing. All cars arrived at Tomato Lake for morning tea where we had the opportunity to observe the abundant population of wild ducks and other water fowl at this very nicely maintained nature reserve.

After about an hour we continued on our way heading east along Welshpool Road and then up the hill through Lesmurdie to Kalamunda.

From Kalamunda we travelled about 10 miles along Mundaring Weir Road through the state Forrest to the 'Farrell Grove' picnic area along side the Bibbulmun Track.

The midday meal was the first priority which was followed by the meeting. Not too many members were game to try out the borehole toilets, preferring to hold on until later.

However with such perfect spring weather combined with pleasant and peaceful bush surroundings those who attended seemed to enjoy the run.

Ross Letch




Some of the Model A Fords at Farrell Grove

MODEL A RESTORERS' CLUB OF WESTERN AUSTRALIA BRANCH INC.

STATEMENT OF INCOME & EXPENDITURE
FOR THE TWELVE MONTHS ENDED
30TH JUNE 2003

2002		2003
\$	- BALANCE BROUGHT FORWARD AS AT 30th JUNE 2003	\$ (959.28)
	<u>INCOME</u>	
\$	2,037.50 SUBSCRIPTIONS	\$ 2,050.75
\$	1,390.00 DINNERS	\$ 1,400.00
	BADGES	\$ 45.25
	T SHIRTS	\$ 74.00
\$	135.00 RAFFLES	\$ 196.10
\$	347.89 BANK INTEREST	\$ 1.79
\$	30.00 PART SALES	
\$	52.70 SAUSAGE SIZZLE LEFTOVERS	\$ 64.20
	REFUND RECREATION CAMP	\$ 300.00
	VINTAGE PLATES	\$ 120.00
\$	100.00 NEWSLETTER ADVERTISING	
\$	50.00 DONATIONS	
\$	<u>4,143.09</u> TOTAL INCOME FOR THE YEAR	<u>\$4,252.09</u>
	<u>LESS EXPENDITURE</u>	
\$	1,450.00 DINNERS	\$ 1,360.80
\$	109.45 STATIONERY & RAFFLE TICKETS	\$ 139.60
	BADGES	\$ 120.48
\$	539.19 POSTAGE	\$ 624.03
\$	210.00 PHOTOCOPIER PURCHASE ,COPYING ,REPAIRS	\$ 500.80
\$	69.60 BANK FEE'S	\$ 54.70
\$	50.00 C.C.C	\$ 50.00
\$	56.30 INSPECTION FEES	
\$	249.48 INSURANCE	\$ 470.80
\$	44.00 GIFTS	\$ 29.98
\$	100.00 DONATION	\$ 1,000.00
\$	99.35 SAUSAGE SIZZLE	\$ 137.90
\$	70.00 XMAS DINNER REFUND	
\$	55.00 AGM VENUE	\$ 30.00
	ADVERTISING	\$ 424.65
	VINTAGE PLATES	\$ 198.00
	ROAD DIRECTORIES	\$ 510.00
	PHOTO DEVELOPING	\$ 57.87
	ENGRAVING	\$ 55.00
\$	2,000.00 CASH TRANSFER 2004 MEET	
\$	<u>5,102.37</u> TOTAL EXPENDITURE FOR THE YEAR	<u>\$ 5,764.61</u>
<u>\$</u>	<u>(959.28)</u> SURPLUS(DEFICIENCY) OF INCOME OVER EXPENDITURE	<u>\$ (1,512.52)</u>
	FOR THE YEAR	
	BALANCE OF BANK ACCOUNTS PLUS PETTY CASH ON	
<u>\$</u>	<u>12,113.02</u> HAND	<u>\$ 10,592.80</u>

I have examined the Books of Account and supporting records of the MODEL A RESTORERS' CLUB OF WESTERN AUSTRALIA BRANCH INC for the twelve months ended 30th June 2003. In my opinion the attached Statement of Income and Expenditure reflects a true and fair view of the state of affairs of the Club for the year ended on that date.


 Andres TUVIK
 Auditor
 24th August 2003



Model A Ford Clubs of Australia 18th Model A Ford National Meet

September, 2003

NEWS

Perth, Western Australia - Thursday 8th to Tuesday 13th April 2004

ONLY SEVEN MONTHS TO GO!

Range Ford of Maddington has offered sponsorship and use of their new state-of-the-art workshop for repairs and for Red Ribbon Judging on the Good Friday. Members are asked to reciprocate and support Range Ford wherever possible - they will contribute a "finders' fee" to the club for each new or second-hand car purchased by a referred member.

Bob Newton's Sausage Sizzles are going well – there will be a short break and then they will continue again in November.

Germaine Jeffree still has a few chocolates for members to sell for "a few dollars more".

Next major event will be the All Ford Day on October 26th. As many cars as possible are required to display to celebrate 100 years of the Ford Motor Company and to show our sponsors and others that this club is keen and active. WE NEED YOUR MODEL A!

David Bussard has been beavering away solving the multitude of paperwork problems and details for the visiting American contingent – now around 33 vehicles.

Thanks to Ray Mahony, five members now have First Aid qualifications.

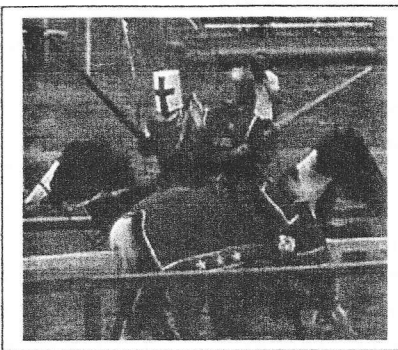
Judging forms an integral part of any National Meet. Chief Judge, Steve Read, will be looking for volunteer judges and will hold some judging classes before the Meet. This is an ideal opportunity to learn even more about your Model A.

As Rally Director, Ray Mahony says: "This is a CLUB event" and your support is anticipated. Toni Mahony will keep an overall schedule of tasks, times and names. In the meantime, please contact the relevant organiser/s to offer your services. Bob Newton will need about eight people a day to assist at Rally HQ. Alan Jeffree needs several people to assist with the daily runs. Germaine Jeffree is organising the Presentation Dinner. Val Newton will need a lot of assistance for the Welcome Nibble and Natter night. Contact Steve Read for judging opportunities. Louise Read is organising and handing out the Rally Bags. **Not only will you have a lot of fun – you will meet some wonderful Model A people from around the world.**

Remember, details, forms, etc from our official web site: <http://drive.to/marcwa>.

- 2004 National Meet Committee -

Rally Director - RAY MAHONY. *Secretary* - TONI MAHONY
Treasurer - JOHN MOOREHEAD. *Concourse Judging* - STEVE READ
Overseas Participants - DAVID BUSSARD. *Daily Tours* - ALAN JEFFREE
Meals – SHIRLEY HALL. *Presentation Dinner* - GERMAINE JEFFREE.
PETER SARTORI – PAT BUSSARD - MERV WARD - BEVAN SHARP



Why do we drive on the left ... or the right side of the road?

An attempt to answer the question ...

OK – first a little bit of - confusing - history ...

There are two pieces of evidence which suggest that the ancient Romans drove on the left. In late 1998, the remains of a Roman quarry were discovered near Swindon, England. It is one of the largest and best-preserved Roman quarries known. Ruts in the road leading to this quarry are much deeper on one side of the road than on the other. If it can be assumed that the side of the road with deeper ruts was the side used by loaded carts leaving the quarry, while the side with shallow ruts indicates empty carts arriving, then we can conclude that, at this particular location at least, the Romans drove on the left.

The other evidence comes from a Roman coin, a denarius from between 50 BC and 50 AD, shows two horsemen riding past each other, right shoulder to right shoulder (i.e. each keeping to the left side of the road).

Walking: keep left. Right-handed swordsmen preferred to keep to the left in order to have their right arm nearer to, and their scabbard farther from, an opponent; and to reduce the chance of the scabbard (worn on the left) hitting other people. It was also easier to shake hands with your sword arm as a sign of friendship, or non-aggression.

Riding a horse: keep left. A right-handed person finds it easier to mount a horse from the left side of the horse, and it would be difficult to do otherwise if wearing a sword (on the left). It is safer to mount and dismount towards the side of the road, rather than in the middle of traffic, so if one mounts on the left, then the horse should be ridden on the left side of the road. Horsemen armed with swords prefer to keep left of each other in order that their sword arm is nearer their opponent. This also makes it easier to offer one's right hand in friendship.

Jousting: keep right. Jousting knights

normally held their lances in their right hand. It is sometimes assumed that they therefore rode on the left. In fact, they ride on the right, pass their opponent left shoulder to left shoulder, hold the lance in the right hand, and aim by pointing it to the left, across the horse's neck.

Leading a horse or a cart: keep right. It appears to be a universal practice that people lead horses with the right hand while walking on the left side of the horse. To best control the horse and to avoid collisions between wide carts, it is best for the person leading the horse or cart to walk between the vehicle and oncoming traffic, thus keeping the cart or horse to the right. This also facilitates conversations between people meeting, and it is more comfortable for the person walking to be in the centre of the road than to be at its edge.

Wagon teams: keep left. A right-handed driver controls the team with a whip held in the right hand, and so must sit on the far right-hand side of the vehicle, or the whip will hit the vehicle and anyone else seated on the wagon. From the right-hand side of the vehicle, the driver finds it easiest to maintain separation with oncoming traffic by keeping to the left. It is also easier to quickly turn the team to the left than to the right if the whip is in the right hand, so it is better to keep left so that a quick left turn can be made off the road in case of a potential collision.

Some claim that Pope Boniface VIII issued an Edit for pilgrims to travel on the left; but he ordered pilgrims on the Bridge of St. Angelo en route to and from St. Peter's Basilica in the jubilee year of 1300 to keep to the *right*.

By 1773 an increase in horse traffic forced the UK Government to introduce the General Highways Act of 1773 which contained a keep left recommendation. This became law as part of the Highways Bill in 1835. *continued*>

Across the Channel, before the French Revolution in 1790, the French Aristocracy drove their carriages at speed on the left hand side of the road, forcing the peasantry over to the right side for their own safety. Come the Revolution, instincts of self preservation resulted in the remains of the Aristocracy joining the peasants on the right hand side of the road. The first official record of this was a keep right rule introduced in Paris in 1794.

With France driving on the right, Napoleon required that the countries he conquered conform to French practice. Many other conquerors did the same.

Britain's imperial expansion spread the keep left rule; while countries colonized by France drove on the right.

In the early years of English colonisation of North America, English driving customs were followed and the colonies drove on the left. The colonies gradually changed to right-hand driving after independence from England. An English author in 1806 says: "In some parts of the United States, it is a custom among the people to drive on the right side of the road," implying that in other parts, people still drove on the left. We know that the colonies farther north along the coast drove on the left well into the 20th century. The first law requiring drivers to keep right was passed in Pennsylvania in 1792, and similar laws were passed in New York in 1804 and New Jersey in 1813.

However, colonists were not exclusively English (for example, the Dutch settlers of New Amsterdam, which later became New York, would have been accustomed to driving on the right).

In the 1850s, gunboat diplomacy forced the Japanese to open their ports to the British and Queen Victoria's man in the Japanese court, persuaded them to adopt the keep left rule.

Very early motorcars followed the principle of a horse driven carriage and the chauffeur was seated in the middle. Once the owners of the vehicles realised what fun they were to drive they wanted their wife/companion to sit with them so the decision had to be made, which side!

Interestingly, there is a Ford brochure that shows a 1907 Ford with the caption, "last of the right drive Fords", and there is a Ford catalogue from 1908 in the Henry Ford Museum in Dearborn, Michigan, which explains the benefits of placing the controls on the left side of the car:

Sweden drove on the right prior to 1736, when it switched to the left (reason unknown). However, its neighbours Norway, Denmark and Finland have always kept to the right.

There are a lot of small roads, without border guards, leading into Sweden so they had to remember in which country they were. A referendum on the question of introducing right-hand driving was held in 1955, with the vote being 82.9% against and only 15.5% in favour of the conversion. However, in 1963 the Swedish parliament passed a law on the conversion to right-hand driving. The change took place early Sunday morning at 5:00 on the 3rd of September 1967.

There some contradictions:- in London, Savoy Court is a small private road giving access to the entrance to Savoy Theatre. The drive-right rule on this small road was instituted after 1929, so that vehicles queuing to drop people at the theatre would not block access to the Hotel.

In the USA, there is a rather dramatic segment of Interstate 5 where one drives on the left. It is on the Five Mile Grade coming into the Los Angeles area from the north. Because there are four lanes going in each direction, the separation is several miles long, and the two roadways are on opposite sides of a canyon, the effect is quite impressive.

Myanmar (Burma) was a British colony until 1948, and they drove on the left until 1970, when it changed sides. It is said that the ruler of the country, Ne Win, consulted a soothsayer or interpreted a dream to mean that all traffic should keep to the right.

A survey of all countries in the world indicates that a good third of them drive on the left – on a per capita basis, around 1.9 billion (34%) people drive on the left, while around 3.8 billion (66%) drive on the right – when they have cars at all, that is! Almost three-quarters of the world's highways are found in countries where traffic drives on the right.

What about a spiral staircase, for instance? Narrow stairs are easier to climb than to descend, because people usually put the front part of their foot on a stair and don't use their heels. Therefore, it is easier and safer to climb on the inside of the curve, and descend on the outside where the stairs are wider, meaning that one should keep to the right. Traditionally, they curve right or clockwise as you climb them, because it was easiest for a knight with a sword to defend a tower if they curved in that direction. So the owner of a spiral stair will prefer to defend while facing counter-clockwise, and to have unwanted guests approach in a clockwise direction. All of this assumes a right-handed swordsman. Apparently there is a Scottish castle built by a family with a tendency towards left-handedness, where the staircase curves the other way. ♦



NOTEBOOK

BIRTHDAYS for SEPTEMBER: Birthstone: Sapphire; Flower: Aster

Barry Bristow-Stagg, Gail Duns, Barry Fowler, Georgina Hart, Germaine Jeffree, Beth Martin, Jill Axford, Peter Sartori, Margaret Strahan, Don Sutherland, John Teale, Malcolm Wood, Chris Wringe & Valerie Yates.
Enjoy your special day

A BELATED 'HAPPY FATHER'S DAY'

to all those Dads out there. Hope you had the best day.

COPPER/ASBESTOS HEAD GASKETS:

Max Annear would like to advise everyone that according to the Sep/Oct edition of Restored Cars, these gaskets will no longer be available as of the end of 2003.

ALL FORD DAY:

If you did not attend the August club meeting you will not be aware of the list of members who are being asked to participate in this major event. An entrants form will be included in this month's newsletter for those on the list. If you don't receive the form but would like to enter your car, please let me know. As you are aware the \$20 entry fee will be re-imbursed by the All Ford Day committee through the club. All moneys are being collected by myself and a club cheque will be sent to the organisers. So for your participation you will get a rally bag, a t-shirt and your \$20 back, excellent value. If you can not be there on the day, please contact me so we can arrange for your vehicle to be there, we are looking forward to a great turn out of Model As. Forms & money to be to me prior to 30 September.

Remember it is **100 YEARS OF FORD**

Steve Read

STILL WANTED:

Two tooth steering wheel with the keyway, rather than a spline
Phone John Laurie on [REDACTED]

NATIONAL MEET:

Have you sent your entry form in? Now is the time to do it! Don't miss out on all that fun and seeing all those Model As, not to mention the great friends you make.

FRONT COVER:

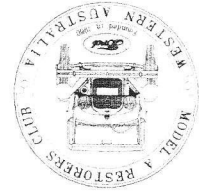
The photo and article was taken from the Metro Newspaper (A free London based newspaper) dated 16th June, 2003. 'The Ford company which ushered in the era of mass production with cars most people could afford celebrated its 100th birthday yesterday. Six brand new versions of the original Model T Ford have been built for the anniversary at the firm's plant in Aveley, Essex.

Centenarian Sid Curtis, a former worker at the Ford Plant in Dagenham, Essex, proudly sat behind the wheel of one of the replica Model T Fords yesterday. He is seen chatting with seventeen year old apprentice Carl Mitch.'

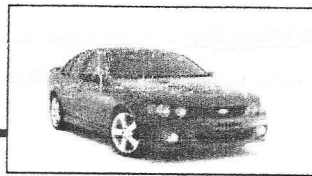


If undelivered, please return to:
Thornlie [redacted]
Western Australia, 6108

BALDIVIS WA 6171
[redacted]
BUSSARD David & Pat



Western
Model A News

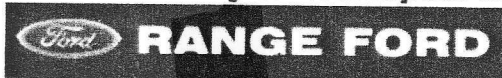


Thanks to Steve Waller of Range Ford for his multiple support of our National Meet next year.

If any club members (or anyone you know) are considering buying a new or second-hand vehicle, consider RANGE FORD.

Contact Dealer Principal STEVE WALLER direct on 9459 5333 and he will make sure you get the right car from the range of new Fords and over 700 used cars, and at a good price.

**For Range Ford parts and service in Maddington phone 9459 5333.
Or phone 9258 2000 for an appointment for your vehicle at the new, state-of-the-art service facility on Welshpool Road.**



1888 Albany Highway, Maddington 6109

www.rangeford.com.au

FALCON – A SIGNIFICANT MILESTONE

The Ford Falcon has been a familiar sight on Australia's roads since September 14th 1960. That first Falcon – the XK – has been followed by over three million more sedans, wagons, utes and vans bearing the Falcon badge. Originally based on the US Falcon, the XK was soon 'Australianised' to suit the more rugged conditions experienced in this country. When Ford ceased production of the Falcon in the USA in 1970, Ford Australia continued to develop this popular car.

Ford Australia completely re-designed the Falcon with the XA in 1971 and has continued the evolution of the marque ever since. Just how highly the Australian Falcon is regarded in the Ford world is evidenced by the fact that, in this centenary year of the company, it has been named as one of Ford's 25 'Heart and Soul' vehicles. The Falcon was chosen by automotive journalists from around the world as one of more than 1000 distinct Ford models that "evoked passion, inspired excitement and created enthusiasm – cars with heart and soul". A quick scan of the Falcon justifies its inclusion among cars such as the Model T, Thunderbird and Mustang, for the significant contribution it's made to Australian motoring with a long list of innovations in design and mechanical features over the years. As far back as the 1960s Falcon introduced Australians to seat belts, dash padding and safety steering wheels. Since then Falcons have been at the forefront of Australian vehicle manufacturing, initiating the introduction of disc brakes, V8 engines, plastic fuel tanks, the use of lightweight plastics for grilles and bumper bars, cross-flow alloy cylinder heads, electronic fuel injection, computer-controlled engine management and immobilisation systems, ABS braking and Smartlock security locking.

The Falcon was awarded the Australian Design Award for Excellence in Design in 1988. The current model, the BA, was honoured in 2002 with the Wheels Car of the Year trophy, and two titles in Australia's Best Car Awards. ♦

Secretary/Treasurer: John Hall, [redacted] Salter Point, WA 6152

Phone: [redacted]