

Western  
**Model A**  
**News**



Year XXIV No IV  
NOVEMBER, 2003

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



**A FINE LINEUP FOR  
100 YEARS OF FORD**



**Next Run/Meeting – SUNDAY, 23rd November, 2003**  
**TIME: 9.00am PLACE: Gateways Shopping Centre**

This is the WESTERN MODEL A-s Chapter of the Model A Ford Club of American, Inc  
250 S. Cypress Street, La Habra, California, 90631-5515, USA. Foreign Membership US\$34 per year

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

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

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

**SATURDAY/SUNDAY, 15TH & 16TH NOVEMBER, 2003**  
**BENDIGO SWAP MEET**

**SUNDAY, 23RD NOVEMBER, 2003**

Merv & Kath Ward organising  
Meet at Gateways Shopping Centre, 816 Beeliar Drive, Success  
Time: 9.00am for a 9.30 departure  
A full day's outing, bring your morning tea & lunch

**SUNDAY, 7TH DECEMBER, 2003**

**CHRISTMAS LUNCH**

Place: Perth & Tattersalls Bowling Club, Plain St, Perth,  
between Adelaide Terrace & Riverside Drive  
Cost: \$27.50 p/p. Buy your own drinks  
Time: 12 noon for 12.30 sit down  
This is the last call for attendees, don't miss out!!  
Get your money to Dora Annear now! Ph: [REDACTED]



**SUNDAY, 25TH JANUARY, 2004**  
**ANNUAL PICNIC IN THE PARK**

**FEBRUARY, 2004**  
**BREAKFAST BBQ**

**SUNDAY, 22ND FEBRUARY, 2004**  
**AVON VALLEY VINTAGE VEHICLE ASSOC SWAP MEET**  
Henry Street Oval, Northam  
Gate opens: Sellers 6.00am Buyers 7.00am  
Sites \$6 ea Buyers \$2.50 per person  
Enquiries to Rex Downie [REDACTED] Toodyay Ph: [REDACTED]

**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>  
Entries are closing soon, get yours in today  
to the National Meet secretary, Rally director or  
any of the committee  
[REDACTED] Bedford WA 6052

**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**

**MINUTES OF THE MEETING OF THE MODEL A RESTORERS CLUB OF WA INC.**  
**ALL FORD DAY 26<sup>TH</sup> OCTOBER 2003**

**Meeting opened: 1.05pm. Peter Sartori in chair**

Everybody welcomed, including new members Evan & Kay Gobby

**Attendance:** As per attendance book

**Apologies:** As per attendance book

**Minutes of previous meeting:** Accepted as read. Proposed: John Moorehead. Seconded Merv Ward  
**Correspondence:** SMR research promoting Forest Rally. Pikes Peak Colorado USA Rally. Community care re Public Risk Insurance. WACA promoting Viva Vivaldi. Newsletter from Canberra Model A Club. Affix promotions who do badges and other regalia. Aus Biz List promoting web site. Enetyme Gold Plating service if you want gold plating. Marloo newsletter. Newsletter from Queensland club. City of Armadale re 2004 Minnowarra festival 3 & 4<sup>th</sup> April 2004

**Treasurers Report:**

Balance 21 <sup>st</sup> September brought forward		562.52
Income All Ford Day	560.00	
Christmas function	220.00	
Subscriptions	8.50	
Sale of badges	25.30	<u>813.80</u>
		1376.32

Less Expenditure

Newsletter postage	51.90	
Bank fees	7.30	
All Ford Day	560.00	<u>619.20</u>
		757.12

**Balance 26/10/2003**

Balances as at 26<sup>th</sup> October 2003

Bank West	\$757.12
ANZ Term Deposit	\$7503.41
Petty Cash on hand	\$1.32

**Proposed:** Dora Annear. Seconded: Barry Bristow-Stagg

**2004 Update:** Ray Mahony reported all going well. Fundraising good. About \$20,000 in hand. 2 Sausage sizzles to go. 130 entries so far. 33 from our WA Club. Channel 31 TV promotion with interview of Ray to be broadcast on "Cruizin." Next newsletter will be sent this week.

**General Business:** Public Liability cover discussed at length. Cover in some doubt. Wait until Bendigo to see what other clubs doing. Ray Mahony to pursue at Bendigo.

Bevan Sharp discussed his interpretation of the future of the Club. We need a plan to attract new members.

John Hall advised the Peugeot Club had just initiated a model for the future and ability to attract new members. Will obtain a copy.

Bevan asked about stocks of badges etc. for sale at National Meet.

Dora Annear reminded everyone there is only 1 more meeting before the Christmas Lunch. If you are coming please advise her as she needs numbers 3 weeks before the event for catering purposes. 26 coming so far.

Greyhounds on Saturday night 13/12/2003 to promote Range Ford and Model A National Meet.

Peter Gilberthorpe reported on Council of Motoring Clubs advice that Avgas will be out of production by 2005. All asbestos products will be banned and all forms of tobacco advertising on cars will be outlawed.

The Classic Car Show will be charging \$2 for programs. Extra volunteers will be needed to sell these.

All personal number plates are henceforth to be leased rather than bought outright. Will not affect plates already owned.

Next run will depart from the Gateway Shopping Centre on 23/11/03.

Reg Blewett knows of 28 & 29 bumpers and irons for sale at \$420.

**Meeting Closed 1.40pm.**

### MODEL A SPRING RUN – 6 OCTOBER TO 11 OCTOBER 2003

Nine families assembled at the Gullshop, Karagullen on Brookton Highway on Monday 6<sup>th</sup> October to leave at 9.30am.

John & Pat Laurie	- Model A
Max & Dora Annear	- Model A
Bob & Val Newton	- Model A
Merv & Kath Ward	- Model A
John & Shirley Hall	- Model A
Hans & Glenda Hurij	- Model A
Reg & Coral Blewett	- XP Falcon
Alan & Edith Jeffree	- EJ Holden
Jim & Nina Williams	- Modern

The group motored to Brookton and called in to Ken and Coral Hall's farm just south of town. John & Pat with Reg the tail-end Charlie, were delayed for some time, caused by a flat tyre and having to change a wheel. Our members had lunch on the homestead verandah. While at Ken's, Max cleaned out his carby, John Laurie repaired a tube as well as patching his troublesome leakless water pump.

Ken showed members his collection of cars, tractors and old stationary motors. His car stable of restored cars – Essex Roadster, Chev 4 Tourer, early T Model Tourer, 1927 Buick Tourer and 1931 Model A five-window coupe, all very impressive. Ken and Coral joined us and we all headed south.

Afternoon tea was in front of the old Cuballing Hotel, just south of Pingelly. Heading for Narrogin we made a detour to Geoff Hunter's handle turning factory. Here we had a guided tour and saw top quality mallet handles being manufactured. Local mallet trees are felled, sawn and turned. They make all sorts of wooden handles – axe, shovel, rake, pick, hammer, hoe, etc, etc. Fifty percent is sold in WA, the rest sent east. Four or five locals are employed full time. The factory is on Geoff's farm and was started by his parents in 1967.

Once in Narrogin we rested up in the motel (Hans had to change a wheel). Kerry and Lyn McPharlin, members from Narrogin and Maurie Turner from Corrigin (108km away) joined us for the in-motel evening meal. Before eating, the group was entertained by the Narrogin Scottish performers. We had their organiser sing to us and then accompanied by bagpipes we had several Scottish dances performed.

Most of Tuesday was spent looking around Narrogin, accompanied by Lyn and Kerry. The ladies started by visiting a classy stained glass and leadlight business, the guys to an aboriginal furniture making business. Five local aboriginals are trained by an enthusiastic tradesman of English descent. They fell, saw, dry and kiln the jarrah and sheoak to make the top class finished pieces.

After the above excursions we all drove out to the Narrogin Agriculture High School. Here we were shown the many facets of their farm and the courses that these lucky young students are given. A fabulous, cheap lunch and we all headed for Collie.

Twice along the way John Hall's car developed a severe miss accompanied by quite a tapping noise. Both times after stopping and many heads under the bonnet the miss and noise disappeared, never to return.

We stayed at the Collie Motel for two nights, which gave us all of Wednesday to look around Collie. John hired a coaster bus for the day and drove us around and around. We visited two mines before we eventually found the Griffin Open Cut Mine, where we had a video then tour of the open cut.

Then it was out to the Worsley Bauxite processing plant and a guided tour. The raw material is brought in from Boddington on an endless belt, which travels 52kms. From here we returned to Collie for lunch. During the afternoon John drove us out to a small but mostly automated jarrah timber mill, which still operates, carrying on a Saunders 50 year tradition.

Thursday morning saw us heading for Donnybrook. Our first stop being the picturesque Harris River Dam. After morning tea it was off to Wellington Weir. Unfortunately Coral Blewett had a fall in the car park, which lead to several stitches once we arrived in Donnybrook. From the weir we drove through a pristine forest, on dirt road, to Gnomesville. From Gnomesville to Donnybrook saw the end of a beautiful south west day's drive.

While in Donnybrook we did the tour drive thing and visited Leanne & Chris Wringe, the Balingup Cheese factory and the local shops.

A special feature of our stay here was the celebration of Jim's birthday where we had party hats and party poppers. Jim was presented with a prepared card, which turned out to be a (pretend) free voucher for a well known Perth Madam. There is talk that Lilly's sister, Kath knocked on Jim's motel door later in the evening.

Saturday morning saw us all going in different directions heading for home.

The members who participated would like to sincerely thank John and Pat for the excellent week and we appreciate the obvious preparation that was put into the event.

ALAN JEFFREE





**JEFF MAC DONALD**  
GROUP MANAGER  
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Phone: 9458 9960 - Fax: 9350 5773  
[www.westsidecaraudio.com.au](http://www.westsidecaraudio.com.au)

**ALL FORD DAY  
BASSENDEAN OVAL  
26<sup>TH</sup> OCTOBER, 2003**

An early start to the day was in order for most people. The weather man suggested a few late showers, but the day started fine and ended with a cool breeze - just perfect for getting the cars out and on display.

The earliest birds collected the rally bags and found our display area. Not nearly enough space for all our shining machines - as we found out by the time everyone had arrived, but with a bit of manoeuvring and tricky parking all was set for the day. Ray Mahony had brought his two open-sided shade makers, and one was set up, with lots of advice and plenty of perseverance by the owner, to the 'helpers'. Ray found that if you repeat the instructions enough times, eventually it gets through to the grey matter, or should that be blue, green or red?

We set up a table to display our raffle tickets and prizes. First prize was a car sound system with speakers, donated by Westside Car Audio, second prize was a limited edition Ford Commemorative Centennial Anniversary Book. Both prizes generated plenty of interest from the entrants who were the first ticket buyers before the gates were open to the public.

Two other tents were set up at the back of the display for club members to sit, eat and chat. I'm sure that is where some of them spent the whole day.

David Bussard's goodie bag went a w o l, but he eventually discovered it amongst those of the Mustang Club. Perhaps the organisers thought he sounded like a Mustang owner!

A few people took to the oval with raffle books in hand to get some funds for the National Meet. Steve and Lorna had a competition going to see who sold the most books. Steve eventually won, but not before Lorna had given him a record breaking six books to beat. Well done to both of you, if it wasn't for your combined efforts the sale of tickets would have been meagre. Many thanks also to Kath Pepper, Peter Gilberthorpe and John Moorehead who sold at least two books each. It wasn't easy for the ticket sellers as there were other raffles on the day, one free, the prize being a television. The day netted over \$1100 for the Meet funds.

Chris arrived a little later than the rest, his trusty steed had 'failed to proceed' and he warmed his hands by the fire under the bonnet. He had pride of place, at the front of the display, the only available spot.

We had a remarkable turnout of cars, thirty four in all, thirty three club members and one ex-member. Even the admirers remarked on the number of vehicles. Alan Jeffree had his newly restored Fordor, looking exceptional, on its very first outing.

Special thanks go to country members Colin Strahan and Barry & Sylvia Bristow-Stagg who put many of our metro members to shame by bringing their cars to be

included in the display, commitment to the club for sure. Also a mention in despatches of Alan & Edith Jeffree, Darren & Germaine Jeffree, Bob Newton & Steve Read who brought along two cars from each family, plus drivers, of the second Newton car - Bevan Sharp and Ron Andrews, a non-member who drove the Read Tudor. We won't mention the fact that he managed to get the gears stuck and repairs had to be instigated before the evening departure.

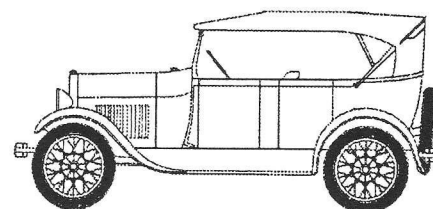
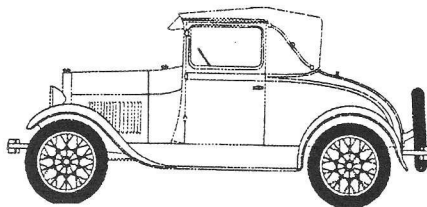
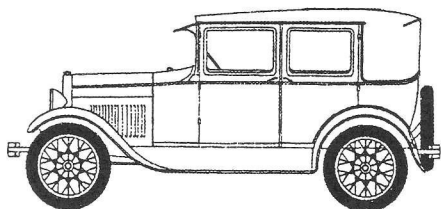
Our Rally Director Ray was invited to say a few words about the upcoming event of the National Meet and this will be seen on Channel 31's programme 'Cruizin' the third week in November.

Max & Dora Annear were seconded to the judging panel, and once again showed their support for the club.

The monthly meeting was held at one o'clock under the shade of the tents, never seen so many people attend the meetings, though some people left their cars for the day in the safety of the organisers.

We signed up one new member on the day, with the potential of another three in the pipeline. It was wonderful to see so many cars together, thanks once again to all who attended to make the 2003 All Ford Day a success.

*Louise*



Ford Display at Greyhounds WA  
to support our National Meet Sponsor



To promote a primary sponsor for the 18<sup>th</sup> Australian National Model A Ford Meet, we have arranged a joint display of various Model A Fords and new Ford vehicles at a **meeting of Greyhounds WA at Cannington on Saturday, December 13, 2003.**

To date, the following five members have kindly offered their vehicles:  
Ray Mahony, Alan Jeffree, Bob Newton, Merv Ward and Peter Sartori.

**We would like a display of about TEN Model A Fords.**

**If you can participate, please call Bevan on [REDACTED] as soon as possible.**

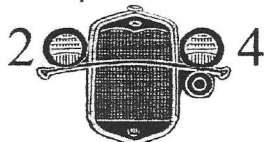
Vehicles will need to be in place at the Greyhounds before 6pm and can leave after the last race at around 10.30pm (arrangements can be made to leave earlier between races if required).

Please telephone Bevan if you would like a table booked at the restaurant for dinner.

There will be two free passes to the Greyhounds for each Model A Ford on display.

**PLEASE RECIPROCATATE OUR SUPPORT TO RANGE FORD**

18<sup>th</sup> National Meet of the  
Model A Ford Clubs of Australia  
April 8<sup>th</sup> to 13<sup>th</sup>



Hosted by the  
Model A Restorers Club of Western Australia

## Model A Ford Clubs of Australia 18<sup>th</sup> Model A Ford National Meet

November, 2003

# NEWS

Perth, Western Australia - Thursday 8<sup>th</sup> to Tuesday 13<sup>th</sup> April 2004

## ? IS YOUR ENTRY IN ?

### Time is running out!

Don't forget the HUBLEY event during the National Meet – tune up that car ready for the hot competition using Darren Jeffree's high-tech, state-of-the-art track and equipment. All the excitement of Rally Australia and the Formula One circuit crammed into ONE event!

John Timmings is seeking ideas and acts for the "skit night" – contact John if you have any suggestions and/or advice. Time is running out for rehearsals so that it's "all right on the night". Hans Huriy has kindly volunteered to be our Master of Ceremonies during the Meet.

Each person responsible for the various activities during the National Meet will be making a list of their requirements and numbers of volunteers they need to effectively carry out each important aspect of the event to ensure that it all runs smoothly. As Lord Horatio Nelson said just the other day: "The Club expects every man and woman to do their duty"! Not only will you have a great time, you'll meet lots of wonderful Model A enthusiasts. If you haven't already volunteered your services, you will be contacted soon – so please consider if you have a preference in your particular field of expertise.

"The Yanks Are Coming". At this stage we have thirty-three entries from America coming to Perth for this event, with their Model A Fords. Toni has also received entries from New Zealand. We have an expression of interest from South Africa and members of other Model A Ford clubs around the world have also been invited.

Alan Jeffree is coordinating a series of interesting daily runs for all participants. The "Mandatory Run" will be to Whiteman Park on the Sunday,

You can keep up to date with the regular Meet Newsletters produced by Pat Bussard. Number Six will be out soon with more details, including information on the theme for the Presentation Dinner, which is: "Black and White and/or movies". You are encouraged to wear an outfit in black and white and/or mirror a representation of a film star from the 1920s or 30s .... Betty Boop perhaps, or maybe Rin Tin Tin? Get busy ... only five months to go!

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

#### - 2004 National Meet Committee -

*Rally Director* - RAY MAHONY. *Secretary* - TONI MAHONY  
*Treasurer* - JOHN MOOREHEAD. *Concours 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

*An Amazing Article considering that it was published on September 20, 1930*

## Junking Old Cars to Stabilise the Motor Market

The scrapping of old cars by hundreds of thousands a year to stabilise the motor industry is a program that many observers are watching with keen and optimistic interest.

No fewer than 750,000 automobiles will be junked annually under this scheme, thus substantially reducing the number of defective and dangerous cars on our highways, with the probable result that automobile insurance rates will be slashed.

One important phase of this demolition program provides for improving the position of the automobile dealer by strengthening the entire distribution organisation.

“A distinct benefit to the automobile insurance world” – that is what the scheme should mean, in the view of *The Spectator* an insurance publication which discusses the matter thus:

‘Plans which are believed to bid fair to stabilise the automobile industry within a few years and which casualty executives predict will considerably decrease automobile insurance loss ratios have been inaugurated by the leading companies in the automobile world’.

Originated by the Chrysler Company, the plans call for the return to the factory for rebuilding or junking of used cars which have been traded in for new models.

In operation, the scheme will mean the junking of approximately 750,000 cars annually, thereby cutting down the number of cars on the road and reducing the loss ratios as far as insurance companies are concerned.

General Motors and the Ford Motor Corporation are using the plan, it is reported. The former allows its dealers a credit from \$4 to \$8 for every new car they purchase while the Ford Company’s credits are somewhat lower. When the dealer’s credit reaches \$40, the company takes back a used car, paying the dealer the allowance price and junking the car.

This means that for every five or ten new cars sold, one old car will be eliminated from the market.

For the past two years casualty executives have been hoping for just such a plan and the effectual operation of this new scheme, which will eliminate the hazards to be found in the operation of used cars will prove a distinct benefit to the automobile insurance world, it is believed.

Dealers in the main are today standing strictly by the used car allowances in making credits for trade-ins on new machines. Automobile

men declare that the industry this year has made great strides toward stabilisation.

Indeed, “more has been done in six months to put retailing on a sound basis than in all the thirty-two years since the first automobiles were sold.”

Quoting this recent statement by the industrial editor of *Motor, The Index*, published by the New York Trust Company, proceeds with some interesting comments on the production and the used car problems.

To bring production into line with the demand is clearly the first thing to be done. Then, we are told, as we read further in the discussion:

In addition to promptly reducing current output by thirty percent, manufacturers are actively cooperating with their distributors in providing for the future in a continuous and thorough survey of actual consumer requirements.

Attacking the problem of adjusting the supply to the demand from the opposite end, an increasing number of manufacturers are cooperating on a junking program. Next to the curtailment of production, this plan is the most far reaching of all improvements adopted.

The used car, representing in most cases the greatest portion of an individual dealer’s frozen assets, was very largely responsible for the problematical situation of the past year. Some automobile manufacturers have recommended that the “used-up” motor cars, which in their opinion not only constitute a menace to users of the highway, but also no longer furnish economical transportation to their owners, at the same time taking too large a share of the industry’s replacement market, should be scrapped in wholesale fashion. While it is important that the consummation of this program shall not result in loading the cost thereof upon the new car buyer, the idea of assuming a share of this cost, and thereby stimulating the economical replacement has appealed to certain manufacturers who have already agreed on setting up reserves totalling \$15,000,000 and to be used during 1930 in promoting the removal, by the junking process, of some 400,000 automobiles from the second hand market and the roads.

Some automobile companies require that some cars be actually demolished under supervision of a representative. This thorough method is certainly the most commendable one, and the only one which will prove to be permanently satisfactory. ♦





# NOTEBOOK

## **BIRTHDAYS for NOVEMBER: Birthstone: Topaz; Flower: Chrysanthemum**

Ann Byers, Craig Freebairn, Geoff Ingram, Lindy Ingram, Peter Jordan & Alma Letch.  
Hope you enjoy your special day!

## **NEW MEMBERS:**

Welcome to new members who found us at the All Ford Day, Graeme & Noela Duncombe, [REDACTED] Canning Vale South, 6155. Ph: [REDACTED]  
Graeme & Noela are looking for a restored or unrestored vehicle.  
We look forward to seeing you at our next meeting.  
Please add these folk on to your members register.

## **GET WELL WISHES:**

go out to Bill Cowlin and Wendy Blacklock who both have had major surgery. Also best wishes to their main carers Val, who is taking care of Bill, and Lindsay, who is looking after Wendy. Hope to see you both out and about soon.

## **AUSTRALIAN JUDGING STANDARDS:**

The revised edition of the Judging Standards has been received by the club and is held in the library for anyone who wishes to look at them. If you would like to buy your own copy they are available from Robert Turner, [REDACTED] Aspendale 3195. Cost: \$25 per copy plus p&p \$5, this includes future updates. This book is an invaluable guide for those restoring a car.

## **BARRIE THE BAKER:**

Heard on the grapevine that our own beloved cake, scone & pie maker, Barrie, won a prize at this year's Royal Show for his apple pie entry. That's two awards in one year!

## **THE SOUTH AFRICAN CONNECTION:**

Bevan was recently enquiring on the 'net' about a Model A club in South Africa and got in touch with Hans Matter. Hans was here in Perth last year and Peter Sartori chauffeured him around to see some of our cars. Hans is thinking of entering the National Meet next year.

## **GREYHOUNDS DISPLAY:**

We are having a joint display with our major National Meet sponsor Range Ford on Saturday, 13th December at Cannington Greyhounds. We would like to have at least ten vehicles so please become involved and offer your car for display and enjoy a great free night out.

## **WANTED TO SWAP:**

One plain blue folding chair left at the All Ford Day,  
for one blue striped folding chair with 'Wild Country' written on the back of it.  
The striped chair belongs to Darren & Germaine Jeffree, could the culprit who has it  
please phone them on [REDACTED] to make an exchange of 'hostages'



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

BUSSARD David & Pat  
[REDACTED]  
BALDIVIS WA 6171



**Western  
Model A News**



**Telephone  
1300 736 748**  
**for the answers to all your  
Model A Ford  
lubrication questions**  
*Sponsors of the 2004 National Model A Ford Meet*

### Origins of English Words

In twelfth century England the country's finances were 'computed' by the use of a large table: ten feet long and five wide, it had a ledge four fingers high running around its edge, giving it the appearance of a gaming table. Covering its surface was a black cloth marked into squares by white lines, looking like a chequers board - it was called the great Exchequer. Clerks would move the chequers around the board, using it like a kind of abacus.

Stacks of silver pennies were used and twenty dozen pennies weighed a pound. The Normans called an English penny an *esterlin*, which translated into Latin as *sterlingus* and the unit became known as the pound sterling.

To keep track of the tally, a hazel stick was cut with notches to mark amounts paid. To provide each party to a transaction with a record, the stick was split lengthwise from just below the handle - the two tallies being known as the foil and counterfoil. The sheriff's counterfoil was always the longer piece, including the handle, which was known as the stock.

In this manner, in the twelfth century, the terms: Exchequer, sterling, counterfoil and stock entered the language of English finance. *From "London" by Edward Rutherford* ♦

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