

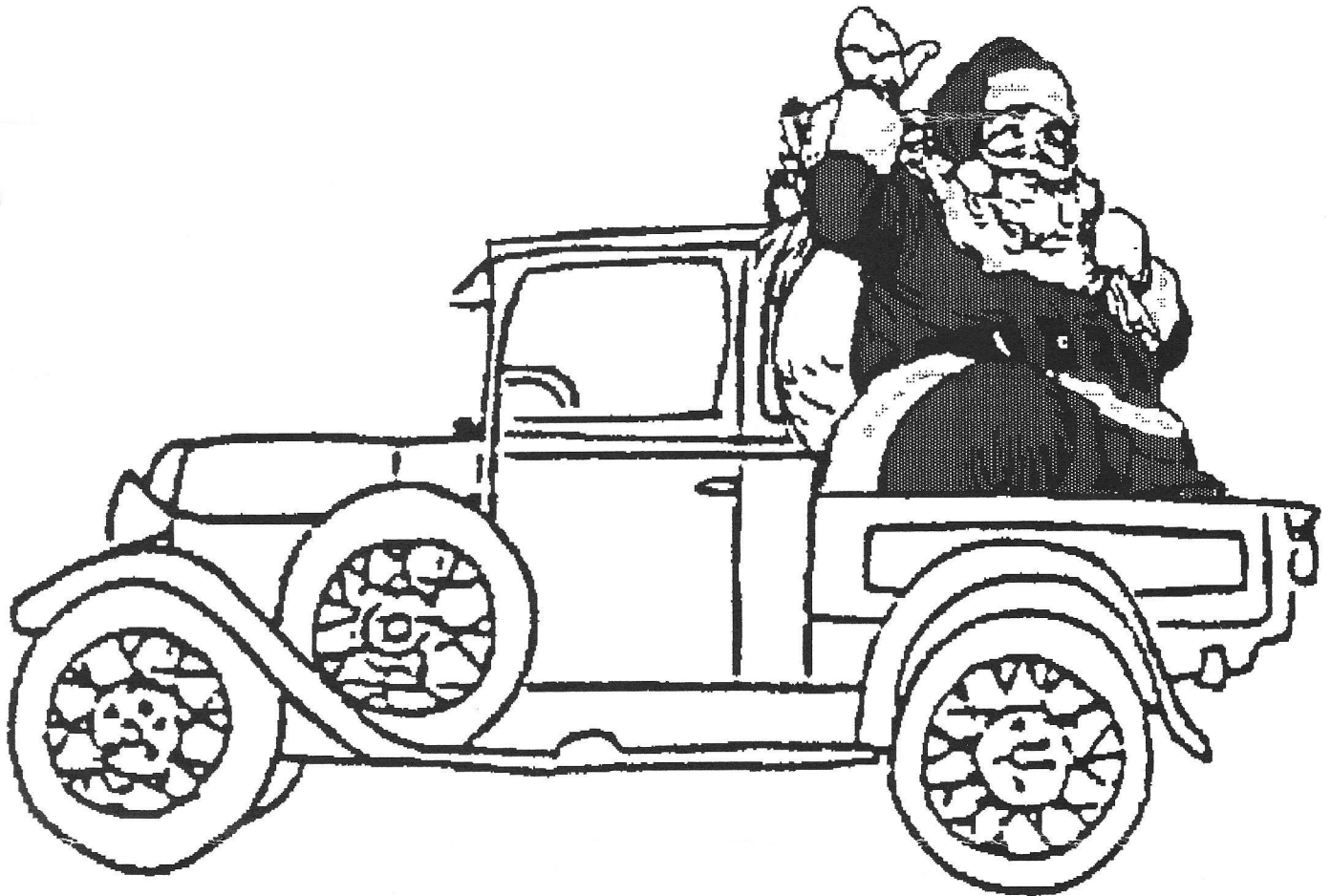


Western
Model A
News



Year XXIV No V
 DECEMBER, 2003

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



*Best Wishes for the Festive Season to all
 Members, Family & Friends and associated Clubs
 of the Model A Restorers Club WA*

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 [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, 25TH JANUARY, 2004

ANNUAL PICNIC IN THE PARK

Manners Hill Park

Cnr Lilla & Keane St, Peppermint Grove

Join us for the first meeting of the year at

10.00am for morning tea and stay for lunch and the meeting

'MARC'
YOUR
CALENDAR



SUNDAY, 15TH FEBRUARY, 2004

BREAKFAST BBQ

Early morning meeting, beat the heat

bring your eggs & bacon for breakfast at 7.00am

McDougall Park, Ley St. Como

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

7TH NATIONAL MODEL A RALLY 2005

HAWKES BAY, NEW ZEALAND

Early Bird Registration

Fee \$10 payable to

Hawke's Bay Model A Club

[REDACTED] Waipukurau, CHB

New Zealand

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**MINUTES OF THE MEETING OF THE MODEL A RESTORERS CLUB OF WA INC.
DWELLINGUP 23RD NOVEMBER 2003**

Meeting opened: 12.55pm. Ray Mahony in chair

Everybody welcomed, no visitors

Attendance: As per attendance book

Apologies: As per attendance book

Minutes of previous meeting: Accepted as read. Proposed: Max Annear

Seconded Barrie Guest

Correspondence: Letter from All Ford Day enclosing refund of \$700. Members refunded \$20 entry fee. Newsletters from Canberra, Victoria and Queensland Clubs. Shannons promoting Meguiars Motorex in Adelaide & Sydney. Shannons re new regulations about advertising. Council of Motoring Clubs entry form for Classic Car Show 21st March 2004. Perth Convention Bureau promoting Scholarship program. Shannons re V8 Supercars Melbourne – Adelaide 14-18 March 2004. Telstra Rally Australia re invitation to participate 11-14 November 2004. MAFCA list of events. Army museum of WA. Bevan Sharp re financial projections. Minutes of Council of Motoring Clubs meeting 20th October 2003. Community care re Public Risk Insurance. Marloo Newsletter. SOS Secretarial Service.

Moved: Peter Gilberthorpe. Seconded Colin Davidson.

Treasurers Report:

Balance 21 st September brought forward		757.12
Christmas function	742.50	
Sale of badges	15.00	
Donation	20.00	
Subscriptions	25.00	<u>802.50</u>
		<u>1559.62</u>

Less Expenditure		
Newsletter postage	52.85	
Bank fees	13.40	
Christmas Dinner	650.00	
Inspection Fee	57.70	
Photo album sleeves	21.98	795.93

Balance 23/11/03 763.69

Balances as at 23rd November 2003

Bank West	\$763.69
ANZ Term Deposit	\$7503.41
Petty Cash on hand	.82

Proposed: Barrie Guest. Seconded: Peter Gilberthorpe

Christmas Dinner: All under way. Any extras to be notified by 30th November for catering purposes. Advance Dora Annear \$150 for decorations etc.

Moved: Edith Jeffree. Seconded: Pat Bussard.

2004 Update: Display at Greyhounds Saturday 13th December for Range Ford. 110 entries plus Americans = 143 attendees. John Timmings coercing people for Skits. Needs a backstage area. Not taking no for an answer. Ray Mahony did not attend delegates meeting at Bendigo. Qld & Vic ok with skit. SA on way.

General Business:

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

Barrie Guest has buns for sale. Peter Gilberthorpe had posters of thanks from Language and Difficulties children. Merv Ward thanked all for coming on run. Vote of thanks to Merv & Kath for a great run.

Meeting closed 1.20pm.

NOVEMBER RUN TO DWELLINGUP

On Sunday the 23rd of November, fourteen cars met at the Gateway Shopping Centre for our November run, with some of our northern suburb members reporting that they had been on the road for an hour already! So, let me remind them of the old saying 'What goes around, comes around'.

It was good to see Alan & June Smith come down for the start. Unfortunately Alan had to get back to Whiteman Park for his duties in the Tractor Museum and couldn't join us on the run.

Max had the first car on its way by 9.30. Barrie & Gwen Guest joined us at Mundijong and we all made our way down to Serpentine via the back roads. Morning tea was held in the car park behind the Recreation Centre. We originally intended to have morning tea at the Serpentine Falls picnic area, but CALM would not waive the entry fee so there was a change of plans.

The Newton & Jeffree families were late arrivals at morning tea. In admiring someone's house and garden they missed a turn and had to back track.

Colin Davidson, Lindsay Blacklock and Evan & Kaye Gobby joined us at Serpentine, and Ray & Toni Mahony at Dwellingup, making a total of 21 cars on the day.

After the break we travelled via the South West Highway to North Dandelup, turning left into Dell Park Road towards Dwellingup. Our intention was to visit the South Dandelup dam, but it was closed for maintenance so we reached Dwellingup a little early!

Lunch was in the park next to the Hotham Valley Railway Depot and the local museum. The annual wood chopping competition is held in this park in February of each year and the remains of last year's event were still evident.

The club meeting was held after lunch. Ray Mahony took the chair in the absence of Peter Sartori, who was at the Rugby World Cup match. After the meeting some of the ladies enjoyed a walk around town looking at the craft shops, while a few members visited the museum. All would agree we had a good day, but by 3 o'clock most of the cars had left for home.

Thanks very much for your attendance.

Merv & Kath Ward



CHRISTMAS LUNCH **7th December, 2003**

Once again under the capable hands of Dora Annear we enjoyed our Christmas Lunch Celebrations at the Perth & Tattersalls Bowling Club.

After a few drinks and a chat to all, we were invited to be seated. Ray Mahony, standing in for Peter Sartori's temporary absence, welcomed us and made special mention of those from the country who were with us, Barry & Sylvia Bristow-Stagg, Ken & Coral Hall and David Chambers & his lady friend. Also welcomed were recently joined club members, Stephen & Lorna Wigmore, Evan & Kaye Gobby and our newest members Graeme & Noela Duncombe.

A buffet lunch was provided and people had plenty of time to chat and catch up with members who haven't been seen for some time.

We all received a little present from 'Santa', dutifully handed out by Peter and Dora, and had a chance to sample delicious Christmas cake, beautifully decorated and generously donated by Edith Jeffree once again.

Sylvia Bristow-Stagg had decorated the red serviettes with Santa faces and they were so delightful I know there were some of us who sought out some plain napkins so we would not spoil these.

It was great to see Bill Cowlin out and about after his recent health problems.

Fortunately for Peter & Lorraine Sartori their house alarm was triggered by a natural force and not someone breaking into their home. All good news!

People chatted and lingered over coffee and cake until about four o'clock before heading off after another successful Christmas outing.

Many thanks Dora.

Louise

18th National Meet of the
Model A Ford Clubs of Australia
April 8th to 13th



Hosted by the
Model A Restorers Club of Western Australia

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

December, 2003

NEWS

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

Your committee organising this National Meet on behalf of all club members is now on the home strait, tidying up all those loose ends, finalising ordering and attending to the fine-tuning.

Thanks to the efforts of many members, the basic fund-raising endeavours are now complete. Particular thanks to Ray and Toni Mahony (assisted by others) for the Quiz Night, to Bob Newton for organising the Sausage Sizzles all around the Perth metropolitan area, to Germaine Jeffree for coordinating the chocolate sales and to Peter Sartori for the movie night. Thanks also to the enthusiastic efforts of all those who sold raffle tickets at the All Ford Day (particularly the record-breaking labours of Steve Read and Lorna Wigmore) and not forgetting the hours put in by Ray and Toni Mahony in numbering, perforating and stapling all those raffle books! It has been the resolve of the committee from the beginning to plough all the funds raised into benefiting the Meet participants so they are not continually putting their hand in their pockets to pay any "extras" for the duration of the Meet. Thanks to all these efforts, the goal is close to being achieved.

Don't forget to refer anyone thinking of buying a good used car or a new Ford to Steve Waller at Range Ford for a good deal – and a finder's fee to the Meet funds.

In the present economic climate, enticing sponsorship has not been easy this time, but dogged persistence has convinced several companies to agree to varying levels of assistance. The committee feels that the official rally bag and contents will be well received.

David Bussard is putting together the official Meet program booklet and would welcome input from any members regarding potential content to ensure that every contingency is covered. Please contact David if you have any thoughts.

Chief Judge, Steve Read, will be in touch with judging volunteers soon to arrange some Judging Workshops to bring everyone up to speed.

Alan Jeffree has been guiding his team of planners to finalise the series of daily runs to showcase Beautiful Perth to our visitors.

Don't forget to offer your services for the various tasks essential to the smooth running of this national event. The more we can spread the load, the less work will fall to the usual core of willing members.

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

The Twenty Millionth Ford

It was a different world when Henry Ford drove the twenty millionth Ford off the assembly line in 1931.

Then came the mystery as the vehicle disappeared!

*From two articles in the May/June, 2001 issue of **The Restorer** by magazine Editor Jim Spawn.*

It was on April 14th 1931, that Henry Ford, with son Edsel at his side, drove the twenty millionth Ford motor vehicle off the assembly line. The words TWENTY MILLIONTH and the Ford logo were emblazoned on both sides and also on the roof. Aviation was burgeoning, including input from Ford, and Henry did not want to miss a publicity opportunity, hence the wording on the roof of the vehicle. This car was to become the most photographed Model A Ford in history.

Henry drove the 1931 Slant Windshield Town Sedan to his Fairlane Estate and parked it next to his first car, the Quadracycle, for more photos.

The company was no stranger to publicity or “photo opportunities”; Ford had invoked promotion with the ten millionth Ford (a 1924 Model T) and the fifteen millionth (a 1927 Model T). The new vehicle was about to embark on a nationwide publicity tour.

This famous vehicle took part in a rolling motor show across America with as many as twenty other 1931 Ford models of various body styles. The many photographs of the event show us a time when people stopped what they were doing to watch a 21 car parade. Schools let kids out, states provided police escorts with a brass band and some presented the vehicle with 20,000,000 license plates from their state. The car was inducted into the Sioux Indian tribe and received the chequered flag at Indianapolis Speedway. This Model A was driven by various mayors, governors, and dignitaries, including: Eleanor Roosevelt, Douglas Fairbanks, Admiral Richard E. Byrd, etc. It was the first non-government vehicle to descend to the bottom of Hoover Dam.

The car returned to Detroit in December, 1931 and was placed in the newly-opened Henry Ford Museum. It was photographed in 1935 parked between the fifteenth million Ford and the one millionth V8 Ford – a 1934 Fordor.

THEN IT SEEMED TO DISAPPEAR!

One rumour claimed that the vehicle had been “destroyed in a WWII fire after it was placed in a storage warehouse.” As to its real fate – no one seemed to know.

In 1999 Bob Kreipke, corporate historian of the Ford Motor Company, was in Upper Michigan doing some research for the 100th Anniversary of the Ford Motor Company due in 2003. He was giving a talk one night and a local told him he knew where the 20 millionth Ford was located. Kreipke mentioned this rumour to Chairman of the Board, William Clay Ford Jr and they checked it out in September, 1999.

So a new story unfolded. Carl Liimatainen from the tiny town of Chassel in Michigan with a total population of 730 souls had stored the car in his mother’s garage in 1960. Carl explained that, according to their family legend, his father had bought the vehicle in 1940 for \$550 from the Ford Museum because the museum was short of display space. His father passed away in 1956 and Carl inherited the vehicle.

Carl would not sell the vehicle so Ford agreed to lease it from him for 10 years, restore it, use for display and promotion, and then hand it back to him.

The restorer was initially dubious about the car’s authenticity. The engine was stamped A20,000,000 but was clearly a replacement but when he lifted off the body there it was – A20,000,000, correctly stamped. Check it out on <http://www.ecarlinx.com/>. ♦



1928 to 1931

TIME FRAME

What else was happening?

"The World's Greatest Aviator"

He was a small man with a craggy face, rapid wit and speech, whose party trick was to drink beer standing on his head. His trademark was a famously broad grin around the jutting cigarettes he chain-smoked.

Charles Kingsford Smith

His life was lived frenetically and often outrageously. From the horrors of the First World War, during which some of his toes were shot off in aerial combat, he emerged with contempt for authority and a determination to live life hedonistically and recklessly.

He created for himself a world compulsively ruled by flying, alcohol and women. Yet he was universally loved and worshipped. He remained totally unaffected by fame - quite disarmingly humble and accessible, constantly drawing into his orbit men and women dazzled by his warmth, his enthusiasms and his unique charisma.

But behind the permanent grin he wore and the stream of his repartee, behind his image of flying genius and indestructibility, there lay a frailer human being - increasingly affected by the stresses of his often terrifying flights and the awesome pressures of great fame

Charles Edward Kingsford Smith was born in Brisbane in 1897, the youngest of 7 children. Charles, or 'Chilla' as he was nicknamed was a small, energetic boy who loved adventure and would do anything for a dare.

He also loved working with his hands. At the age of 13 he began studying mechanics and electrical engineering at Sydney Technical College. He was a good but not brilliant student and got bored easily. He much preferred to be riding his motor bike.

World War One burst over Europe and Charles enlisted on his 18th birthday. He couldn't wait to see action. After fighting at Gallipoli, and a stint as a motor-bike despatch rider, in 1916 he was chosen to join Britain's Flying Corps which urgently needed pilots. Aeroplanes were new inventions. The planes Smithy learned to fly were made of fabric, wire and timber.

It was something he loved from the very first moment. He wrote home to his parents *"I have discovered one thing about flying and that is that my future, for whatever it may be worth, is bound up with it."*

They say of some aviators, they were born to fly, well Smithy was born to be obsessed by flying. In one of many flying missions during the war his plane was riddled with bullets, he was shot in the foot and later had three toes amputated. His war days were over. He was presented with the Military Cross by King George and at only 20 years of age was a war hero.

He travelled to America and worked in Hollywood as a stunt pilot. It was a dangerous occupation and, when another stuntman was killed, he quit. On returning to Australia in 1921, he was broke.

Luckily the aviation industry in Australia was booming. Smithy joined the West Australian Airways flying mail in the outback.

But what Smithy really wanted, was to be the first to fly across the Pacific Ocean. With borrowed and donated money he went to America, bought a plane and named it 'Southern Cross'. On 31 May 1928, Smithy with co-pilot Charles Ulm, navigator Harry Lyon and radio operator James Warner set off from San Francisco. *continued*>

The crossing was a three-legged marathon in a plane with an open cockpit. They navigated across a featureless ocean with eternal optimism.

When they reached Brisbane, eighty-three flying hours later, they had completed the first air crossing of the Pacific. Three hundred thousand people welcomed them when they flew to Sydney.

Smithy didn't stop there. Aviators around the world were competing to be the first, the fastest, the best. Smithy continued to break and re-break records.

In 1930, at the age of thirty-two, he flew 16,000 kilometres single-handed and won the England to Australia air race.

Two weeks later he married Mary Powell and they were to have a son, Charles.

In 1933, after once again breaking the record for solo flight from England to Australia, he was acclaimed as the world's greatest airman. Smithy held more long distance flying records than anyone else on earth. But the adulation couldn't last forever.

Later, when Smithy pulled out of a race because his plane wasn't ready, he was sent white feathers in the post: the sign of a coward. Smithy was devastated. The press criticised him and his health suffered. It was the most difficult period in his life.

At thirty-eight Smithy was a veteran but wanted to prove he still had what it took.

So, on 6th November 1935, Smithy and Tommy Pethybridge took off from England on what was to be Smithy's last record breaking attempt. A day later Smithy's plane disappeared near Burma.

It has never been found.

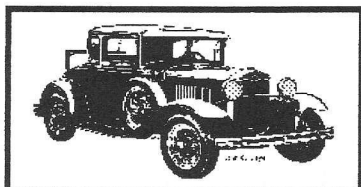
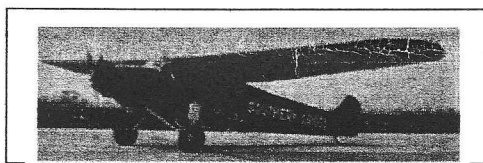
They took off from Allahabad in India to fly non-stop through the night to Singapore. They were seen to pass over Calcutta, Akyab and Rangoon - which they overflew at 1.30am. Sometime around 2.50 that morning, another Australian pilot, Jimmy Melrose who was heading south from Rangoon in a much slower plane a Percival Gull, was excited to see the Altair overtake him over the Andaman Sea. On arrival in Singapore later that day Melrose was surprised to learn that the Lady Southern Cross had not arrived.

Despite a huge search of the entire Rangoon-Singapore route by squadrons of RAF aircraft no trace of the Altair was found for 18 months. In May 1937, its starboard undercarriage leg was picked up by Burmese fishermen on the rocky shore of Aye Island off the south coast of Burma about 140 miles south-east of Rangoon.

The theory grew that Smithy had flown into the 460-foot top of the jungle-covered island and the aircraft had plunged into the sea, the wheel breaking off and floating ashore.

Charles Kingsford Smith pioneered more long distance routes than any pilot in history. He was one of the really genuine achievers, an honest and pioneering achiever. If people think of him as a hero, then they have a good role model.

He lived and died for flying.



On November 30, 1927 the press previewed the new Model A Ford in Dearborn. The following day there was a private showing for 7,000 of New York's elite. On December 2 the Model A was on public display.

THE MODEL A FORD WAS BORN

Ten thousand people stormed Detroit's Convention Hal at the 10am opening. By nightfall, 114,849 people had filed past the new car. A total of 1,250,000 people filed past in five days. Within 36 hours, more than ten million people (8.5% of the population) saw the car; in less than a week it was 25 million people. One Ford dealer said of the new Model A: "if stroked gently it would purr." ♦



NOTEBOOK

BIRTHDAYS for DECEMBER: Birthstone: Turquoise; Flower: Narcissus

Des Addison, David Blewett, Judy Calleja, Neil Cameron, Noela Duncombe, Gayle Easterbrook, Ashley Grundy, David Lucas, John Moorehead, Kath Pepper, Merv Ward & Nina Williams. Have a great day!

CONGRATULATIONS to Colin Davidson & Alan Jeffree who were both judged as having the best Model As in the 1928/1929 and 1930/1931 section at the All Ford Day.

MISSING - Colin Strahan's copy of the book 'The Rise & Rise of Kerry Packer', last seen at the All Ford Day. If you have or know where the book is please contact Colin. Also someone has Colin's folding chair, distinctive by the wire holding it together.

IT WAS GREAT TO SEE Tom Eastough on the November Run in his newly restored Model A. Maybe we will see you out and about a bit more often now

THE NIGHT AT THE GREYHOUNDS

Thanks to Colin Davidson, Ray Mahony, Merv and Kath Ward, Bob and Val Newton and Alan and Edith Jeffree for sacrificing a Saturday night to display their Model A Fords - along with some new Fords (a Fairlane, a Falcon and an Explorer) at the Greyhounds on Saturday, December 13th. All wondered at the attraction of watching dogs uselessly chasing a bit of electrically-powered bunch of fluff. Still, a pleasant evening, enhanced by Edith booking a nearby Italian restaurant for some respite and social intercourse. The display attracted some interest from the trainers, dog owners and punters ... with some promotion for Range Ford, Ford and the National Meet. *Bevan*

CONCERNED ABOUT NIGHT DRIVING BECAUSE OF POOR REAR LIGHTING?

A.R.S.E. Protector will brightly illuminate the back of your vehicle with a highly visible reflective triangle alerting vehicles approaching from behind.

Cost is \$37 (p&h \$8)

For further details contact Nola Gibson, Historic Car Covers, Narre Warren, Victoria

SUBSCRIPTIONS:

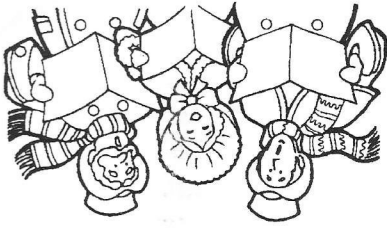
Included in this newsletter is your 2004 subscription form. Please remember to include this form with your money, whether you post a cheque or bring the cash to the January meeting. In order to keep our club directory up to date we need to know your current details. All money to John Hall, our club secretary, cheques or money orders to be made payable to MARC WA.

NATIONAL MEET 2004

With Christmas here and the New Year only days away we are on the downhill slide to our Meet at Easter. If you have not entered this bi-ennial event it is almost too late. Please check with our Rally Secretary to see if she will accept your entry, maybe we could squeeze in just one more! Phone Toni Mahony on [REDACTED]

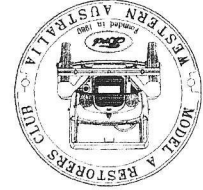
HERE'S A FEW GAMES FOR OLDIES OVER THE HOLIDAYS-

1. Sag, You're it
2. Pin the Toupee on the bald guy
3. 20 Questions shouted into your good ear
4. Spin the Bottle of Mylanta
5. Musical Recliners



Western Australia, 6108
Thornlie
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BUSSARD David & Pat



Western Model A News

The ARMOR ALL brand has come along way from its origins of being known as 'the' Protectant brand. Today the ARMOR ALL brand encompasses a complete range of car care products, including:

A wider range of Protectants: New Car Protectant – the easy way to keep new car rubber, plastic and vinyl surfaces looking like new; the famous Original Protectant and Leather Protectant.

To compliment the Protectant range and complete the ARMOR ALL car care range are; Multi-Purpose Cleaner, Glass Cleaner, Windscreen Wash, Wheel Cleaner, Extreme Tyre Shine, Tyre Foam, Car Wash, Heavy Duty Car Wash, Wash & Wax and New Car Gel Wash.



Keeps your car looking like new!
Sponsors of the 18th National Model A Ford Meet



IN HENRY'S OWN WORDS

From "My Life and Work" by Henry Ford, 1923

"My 'gasoline buggy' was the first and for a long time the only automobile in Detroit. It was considered to be something of a nuisance, for it made a racket and it scared horses. Also it blocked traffic. For if I stopped my machine anywhere in town a crowd was around it before I could start up again. If I left it alone even for a minute some inquisitive person always tried to run it. Finally, I had to carry a chain and chain it to a lamp post whenever I left it anywhere. And then there was trouble with the police. I do not know quite why, my impression is that there were no speed-limit laws in those days. Anyway, I had to get a special permit from the mayor and thus for a time enjoyed the distinction of being the only licensed chauffeur in America. I ran that machine about one thousand miles through 1895 and 1896 and then sold it to Charles Ainsley of Detroit for two hundred dollars. That was my first sale. I had built the car not to sell but to experiment with. I wanted to start another car. Ainsley wanted to buy. I could use the money and we had no trouble in agreeing upon a price."

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