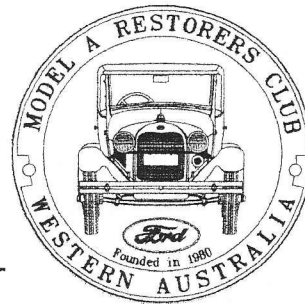
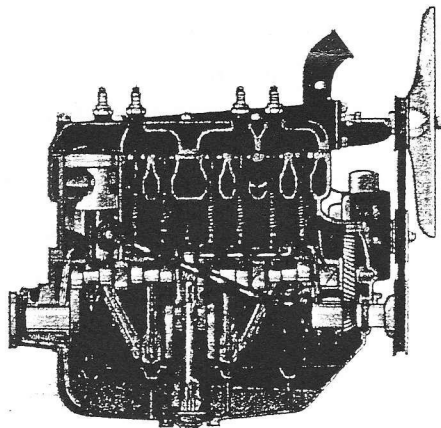


# Western Model A News



Year XXIV No XII  
JULY, 2004

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



## The NEW LUBRICATION SYSTEM

The combination of splash, pump and gravity feed gives complete and constant lubrication of the motor. It is triple insurance for perfect lubrication, regardless of road grades. All oil pumped from the crankcase to upper reservoirs for gravity feed to main bearings and to be splashed to cylinder walls, timing gears and all other bearings passes through an oil strainer so as to exclude all foreign particles.



25 YEARS OF PUBLIC PREFERENCE

**Next Run/Meeting: Sunday 25th July, 2004**

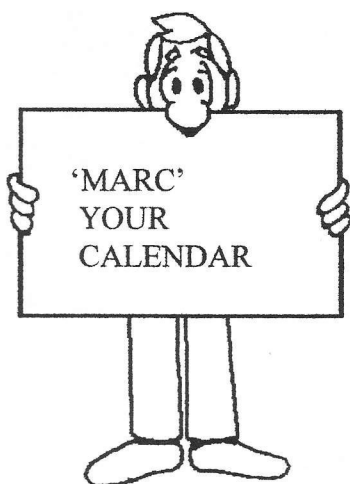
**Place: VCC Clubrooms Time: Vehicles 10.00am AGM 2.00pm**

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



**WEDNESDAY, 7th JULY, 2004**  
COUNCIL OF MOTORING CLUBS  
Contact club secretary for details

**MAFCA NATIONAL CONVENTION**  
PORTLAND OREGON  
11-16 July, 2004  
Hosted by: The Beaver Chapter &  
The Northwest Regional Group

**SUNDAY, 25th JULY, 2004**  
AGM & VEHICLE INSPECTIONS  
VCC Clubrooms, Hale Road, Forrestfield  
Vehicles from 10.00am, AGM at 2.00pm  
BBQ lunch provided by club.

Please bring a plate of goodies to share for afternoon tea.

**SUNDAY, 29th AUGUST, 2004**  
Organised by John & Helen Moorehead  
Time: 9.00am for 9.30 departure  
Place: Piney Lakes Reserve, entrance off Murdoch Dr, Winthrop

**SEPTEMBER, 2004**  
Organised by Peter & Elaine Gilberthorpe

**OCTOBER, 2004**  
Organised by David & Pat Bussard

**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

**19th NATIONAL MODEL A MEET**  
WEST BEACH, SOUTH AUSTRALIA  
25th-29th September, 2006  
website: <http://www.homestead.com/fordsa/FordA.html>

## **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.  
WILTON'S FARM SUNDAY 20<sup>TH</sup> JUNE 2004**

**Meeting opened:** 12.40pm Peter Sartori in chair

Thanks to Hosts and Alan Smith for organising.  
Dora Annear advises Max is coming along well  
Welcome back to Bob Newton

**Attendance:** As per attendance book

**Apologies:** As per attendance book

**Minutes of previous meeting:**

Accepted as read.

Proposed: Lorna Wigmore. Seconded John Moorehead

**Business arising:**

Louise Read suggested a cabinet for our trophies for Whiteman Park  
Peter Gilberthorpe to investigate.  
We will deal with our profit at the AGM

**Correspondence In:**

Email from John Moorehead detailing financial results of National Rally. Money deposited in Club general account.  
Rotary Showcase re Parade 27<sup>TH</sup> Feb 2005; Newsletter Qld Club; Perth Convention Centre; Council Motoring Clubs Minutes; Quiz night 7<sup>th</sup> July 2004.

**Correspondence Out:**

Letter to Alan Jeffree confirming membership.  
Moved: Barrie Guest Seconded: Bob Hembrough

**Treasurers Report:**

Balance at Bank West \$3749.94 Term Deposit 7503.41 Petty Cash 3.92  
Proposed: Barrie Guest Seconded: Bob Newton

**General Business:**

AGM is on 25<sup>th</sup> July 2004 and all positions are vacant. Need names. Peter Sartori, John Hall & Louise Read will be standing down.

Darren Jeffree has some Hubleys for sale.

There is a Model A truck for sale in Kojonup. Complete less headlights. \$200. In town at 43 Newstead Rd. Des Bailey [REDACTED]

Peter Gilberthorpe sought permission to use his car for a family wedding 3/7/04. Granted.

Presentation was made to Mrs Wilton for the use of their farm for our venue.

**Meeting closed:** 1.02 pm.

**FINANCIAL REPORT- NATIONAL MEET 2004 COMMITTEE**

The Club auditor has now examined all financial records. The auditors report states that the Statement of Income and Expenditure reflects a true and fair view of the state of affairs of the National Meet 2004 accounts.

As the National Meet Committee has now concluded its activities, the special purpose bank account has been closed with the balance of the account transferred to the main Club operating account. These funds and surplus Club regalia or property will be included in the Club end of financial year report.

The financial aim of the National Meet Committee was to utilise the majority of available funds in terms of goods and services for the people attending the Rally. This objective required a very close control of an operating budget. The management of the accounts was handled separately to the secretarial function and this required close liaison between these two committee members.

It soon became obvious, to achieve our expectations, considerable fund raising activities would be required together with requests for sponsorship in terms of cash and other goods/services.

Committee members handled these activities with support from members and friends. Specific fundraising efforts yielded the following net funds,

Rock and Roll Social Night	\$2020
Sales of Jams, Cakes etc	870
Sales of Garden Bulbs	840
Quiz Night	2800
Sales of Street Directories	180
Sales of Chocolate Bars	520
Sausage Sizzles	1710
Various Raffles	5130
Movie Night	220
Total	\$ 14290

Various Companies responded with the donation of goods or services and the following cash donations were received,

Range Ford – Maddington	\$2000
Clorox Aust. Armor All	2700
CMS Int. Autosol	1360
Shannons Ltd	500
Ford Australia	200
McInerney Ford	200
City of Swan	200

The magnitude of the financial commitment by our Club can be illustrated by some statistics,

Total Turnover	\$81,000
Number of Transactions	350
Number of Cheques Issued	100
Number of Credit Card Authorisations	70

A copy of the audited statement of income and expenditure for this National Meet will be available at the Annual General Meeting on the 25<sup>th</sup>. July 2004. My sincere thanks to all members who assisted me with the management of the financial activities for this event.

John Moorehead  
Treasurer, National Meet 2004 Committee  
25<sup>th</sup>.June 2004

## MODEL A RUN 20th June 2004

We met at Centrepont, Midland for a rather chilly start and, as Max Annear wasn't there, we all moved off in not an organised manner. However, we seemed to proceed in small groups and I don't think we held up too much traffic.

We all arrived at the small park in Bindoon for morning tea.

There was a large coach stopped at the park, full of women on their way to New Norcia for the day. After tea we started again north to the top of Bindoon Hill, a good test for the cars, then east towards Toodyay. A nice drive along this road as it goes through forest country and very hilly. We turned left at Toodyay Road and arrived at a small farm in the district called Bejoorning. This farm, about five acres, owned by Robyn and Noel Wilton, has an amazing collection of old machinery, large garden areas, some white doves with dove coops on posts. Noel had a 'No Parking, except Ford Model A' sign on a post. We had lunch on the verandah of the house and then the meeting. Barrie and Gwen Guest had their lovely buns and cakes for sale which were very welcome.

I hope everyone arrived home all right and enjoyed the run.

*Alan Smith*

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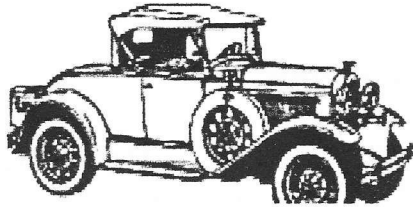
### THANK YOU

May I, on behalf of Val and myself, sincerely thank the members of the Model A Restorers Club, for the cards, letters, flowers, phone calls and hospital visits, during my recent stay in St John's Subiaco. In simple words it overwhelmed us.

To hear from so many members it makes you appreciate what a wonderful organisation we have within this club, that allows us to take time to assist others in time of need.

Your help came to us in many forms and I would like to thank you one and all for your kindness, words of encouragement, and even medical advice from those who had been through it themselves. All these things certainly helped in my recovery. **AGAIN THANK YOU MEMBERS OF THE MODEL A RESTORERS CLUB.**

**BOB AND VAL NEWTON**



## *A quick refresher history of the* **MODEL A FORD**

*From the Ahooga site*

The year was 1926, Henry Ford's "Tin Lizzie" was getting old. It had been produced since October, 1<sup>st</sup> 1908. There had been very few major changes to the car even though it did look quite different. With his son Edsel pushing to move past the Model T and design and build a "new Ford" the order was finally given on July 20<sup>th</sup>, 1926 to start work on a new Ford: the "Model A", although that name had not been picked yet!

Henry made the last of the Model Ts on May 26<sup>th</sup>, 1927, it was car No. 15,000,000. It is said Henry spent \$100,000,000 (yes, 100 Million Dollars!) on the new car design and for retooling of the Rouge plant to build the new Model A. Quite a sum in the 1920s! The car contained over 6,800 parts whereas the Model T only contained about 5,000.

Model A No.1 rolled off the production line on October 20<sup>th</sup>, 1927 but the public didn't see the car until December, 2<sup>nd</sup>, 1927. Unlike the Model T, the new Ford came in seven body styles and an amazing four colours!

The Engine was an L-head 4-cylinder, 'cast en bloc' type. It had a 3-7/8" x 4-1/4" bore and stroke with a displacement of 200.5 cubic inches. SAE horsepower of 24.03 with brake horsepower rated at 40 at 2,200 rpm. Typical gas mileage was between 20 and 30 mpg using a Zenith one barrel carburettor. Its 103.5" wheelbase rode on 4.50 x 21" tyres with a gear ratio of 3.77:1. The transmission was a 3-speed sliding gear unit with 1 speed reverse. The Model A had 4 wheel mechanical brakes and Houdaille, double action hydraulic shock absorbers with semi-elliptic front and rear transverse springs. Top Speed was around 65 mph. Standard equipment on all Models included a Starter, Five Steel Spoke Wheels, Dashlight, Mirror, Windshield Wiper, Oil Gauge, Gasoline Gauge, Rear and Stop Light, Speedometer, Tools and Pressure Grease Gun Lubrication.

The "Model A" Tool kit included with each car had the following items: Adjustable wrench, 2 open end wrenches, 2 tyre irons, jack, pliers, screwdriver, tyre pump, grease gun, combination spark plug wrench and head bolt wrench and Instruction Book which all fit into Snap Pouch.

As for price. The new Model A Tudor Sedan sold for \$495.00 with the Fordor bringing \$570.00 F.O.B. Detroit. For \$385.00 you could get a Roadster and \$395.00 would get you a beautiful Phaeton. At \$495.00, the new Ford Coupe was nice but for \$550.00 the Sport Coupe with a standard Rumble Seat was a hot seller. ♦

***If you have any problems – check with your local Ford dealer!!!!***

1928 to 1931  
**TIME  
FRAME**  
*What else was happening?*

Waiting for the end →

*In Tokepa they stole the car in which they would die - a 1934, sand-coloured Ford V-8 sedan with custom seat covers and a built-in water-style heater. It was fast, sleek and accelerated like a rocket.*

**Bonnie and  
Clyde**  
**PART THREE**



In the first light of dawn, Clyde could see how bad his brother's injury was. Part of his forehead was blown away under a mass of coagulating blood. They stole another car and hid out in a forest. An early morning hunter had happened upon the bandits' grove unseen and immediately notified the sheriff's office that, in turn, deputized every local townsfolk available. More than a hundred men answered the call, for the bounty on Bonnie and Clyde had skyrocketed overnight. Not long after sunrise, Bonnie caught sight of movement in the brush which encircled the clearing. "Clyde," she called out, "it's them *again!*"

The gang managed to get into the nearest car, the one they had at the tourist camp, but every path that wheelman Clyde tried to take from the clearing was blocked by smoking squirrel rifles. One huntsman hit his mark, Clyde caught a bullet in the arm; the car sped out of control and smashed into a tree. The gang stumbled out. Bonnie felt a bullet tear her arm muscle. Jones wobbled when one grazed his cranium. Finding that their other escape car had been shot apart - doors blown off the hinges, tires flattened, grillwork issuing a volcano of steam - they had no alternative but to run into the forest. They were unable to reach Buck and Blanche who had spilled from the other side of the car upon impact, and cowered, huddled together under a hail of bullets overhead.

Buck would die three days later in a hospital bed, his head and brain half gone. Circumstantial Blanche would be convicted and receive ten years in a women's prison.

Bonnie and Clyde remained on the loose. They wandered the rest of that day through cornfields, nursing their wounds, hiding in barns, eating orchard fruit, until Clyde was able to steal another car.

Jones made no attempt to find his company. He had had enough of fame and glory and was apprehended in Dallas. He gave give police information enabling them to plan their moves.

Bonnie and Clyde hid out in and near Dallas between August and October, 1933. But matters heated up again after they re-emerged on November 8 to hold up the payroll office of the McMurray Oil Refinery.

This crime brought tall, lanky Ted Hinton into the picture. Hinton was that young policeman who used to stop in Marco's Diner for breakfast mornings back in 1929 and admire Bonnie's good looks from afar. In fact, he had known of the Barrow family, too; he remembered Clyde and Buck as wild boys. Later in life, he wrote a book, *Ambush*, in which he categorises them as "two true lovers" fleeing to infamy - almost as if on a suicide pact".

Surveillance began on the Barrow gas station-homestead. Then, on the 21<sup>st</sup>, Hinton received a call around dinner time that the Barrows in entirety were loading what appeared to be *picnic baskets* into their jalopy. The police had learned from a farmer where the Barrows traditionally met. The lawmen hid in a field of tall grass beside the road near the destination.

Bonnie and Clyde arrived near dusk and Hinton shouted: "Barrow, surrender in the name of the law!" Bonnie and Clyde said nothing; but darted for their car. The detectives opened fire, clipping both fugitives in the knees, but not stopping them. Before he jumped in, Clyde drew a machine gun from the front seat and sprayed the rows of grass from whence the shots were coming. The lawmen hit the dirt, Clyde's bullets whining over their heads. When they looked up again, the grey sedan was crossing the open plain to disappear from sight.

Bonnie and Clyde commandeered a jailbreak at Eastham Prison Farm, on January 16, 1934, freeing their gang's old ally, Ray Hamilton. During the escape, a guard was killed. *Continued >*

### Bonnie and Clyde – Part Three

Hamilton brought along a fellow escapee Henry Methvin, a car bandit from Louisiana. Methvin, while serving as a loyal puppy on the surface, would help concoct the demise of Bonnie and Clyde. In the meantime, the Barrow Gang continued to commit more crimes. They robbed the Lancaster (Texas) Bank on February 26 and shot two Texas highway patrolmen near Grapevine on Easter Sunday, April 1.

On April 3, the law had noted in studying the case that Clyde Barrow usually worked in a "circle," that is from Texas to Oklahoma to Missouri to Arkansas to Louisiana and back again to Texas. Following leads of their current appearances, this routine seemed to be re-enacting, as Bonnie and Clyde were obviously heading into Oklahoma. The plan was to follow closely and take advantage of the first opportunity to nab them.

On May 22, final preparations were made for an ambush. The plan that resulted was devilishly simple. During the day the gang tended to make early visits to town in nearby Sailes. The Sailes Road was dense with woodland, moss hanging low over the road. The road was narrow and there were plenty of places a posse could wait concealed.

Details were worked out. Iverson, a logger by trade, owned a beat-up Model A truck that he occasionally used to haul pulp lumber to Sailes. Clyde often poked fun at the truck, so would recognize it on sight. If Clyde were to spot that truck stalled, say, on Sailes Road, would he not stop to investigate?

The spot that the agents chose for the ambush that next morning, May 23, 1934, was atop one of the many low rolling hills that the road traversed. "Moss-covered trees grew so close to the road at this point that we were hidden from view - but we could see anyone approaching for almost a half-mile on the road from either direction," wrote Ted Hinton. The Model A truck had been parked alongside a small ditch that ran along the north side of the road; the sharpshooters kneeled across the way directly from it. Iverson himself waited among the posse, biting his fingernails.

Clyde and Bonnie had gone to town at daybreak and unless this day differed from the others, would be passing this point on their way back to the Methvin cabin around 9a.m. Ted Hinton and Bob Alcorn, who knew Barrow and Parker by sight, were posted nearest the road to avoid gunning down the wrong party. At fifteen minutes past nine Bob Alcorn pointed to a beige 1934 Ford approaching from over the nearest hill. As it sped towards them, it seemed to slow down, its driver's eyes on the abandoned truck. The current license plate on the car was an Arkansas one, 15-368.

"This is him," Hinton side-mouthed, and lifted his Browning automatic to his shoulder, the silhouette of Clyde Barrow's head square in its sight. Each of the other officers was equipped with like weapons, loaded with five full rounds. They watched Clyde's form bending forward, scanning the truck, then twisting sideways to look for its owner among the trees. Body movement bespoke curiosity. Beside him sat Bonnie; wearing a dress of red, her favourite colour. Hinton heard Hamer, beside him, clear his throat.

But, Hamer chose not to call out a warning -- not to Bonnie and Clyde, who always escaped when given even the slightest advantage. There would be no advantage here. Instead in a voice audible only to those around him, void of drama, void of malice, Hamer ordered, "Shoot!

"In his book, *Ambush*, Hinton tells the rest: "...Bonnie screams, and I fire and everyone fires...My BAR spits out twenty shots in an instant, and a drumbeat of shells knives through the steel body of the car, and glass is shattering. For a fleeting instant, the car seems to melt and hang in a kind of eerie and animated suspension, trying to move forward, spitting gravel at the wheels, but unable to break through the shield of withering gunfire...My ears are ringing, there is a spinning and reeling in my head from the cannonade of bullets and the clank of steel-jacketed metal tearing steel..." And when the firing subsided..."Clyde is slumped forward, the back of his head a mat of blood...I scramble over the hood of the car and throw open the door on Bonnie's side. The impression will linger with me from this instant -- I see her falling out of the opened door, a beautiful and petite young girl...and I smell a light perfume against the burned-cordite smell of gunpowder..."



The 1934 Ford V-8 became their hearse





# NOTEBOOK

## **BIRTHDAYS for JULY: Birthstone: Ruby; Flower: Larkspur**

Reg Blewett, Chris Butler, Ian Cocks, Pauline Edwards, Henry Ford, Coral Grundy, Glenda Hurij, Hans Hurij, Bob Newton, Kelvin Pepper, Lorraine Sartori & Ron West.  
Happy birthday to you all!

## **FOR SALE:**

1928 Phaeton P.O.A Phone Peter Sartori [REDACTED]

Model A Truck, complete less headlights \$200  
Des Bailey [REDACTED] Kojonup Ph: [REDACTED]

## **JOKE TIME:**

An engineer died and appeared at the Pearly Gates. St Peter examined his dossier. "There's been some mistake - you're not supposed to be here. Off you go to the other place." So the engineer went down to Hell. After a few weeks he decided that things were a bit rough down there and he ought to do something about it. In a very short time he had decent roads, pavements, flushing toilets, good drainage, decent air conditioning and so on.

One day God was on the phone to the Devil. "Just checking up, I suppose things are in the usual mess down there?"

"Well no," replied the Devil, "As a matter of fact things are going very well down here since we got that engineer". And he outlined what had been achieved.

"You've no right to an engineer", said God. "Send him up at once d'you hear, at once."

"Not likely," said the Devil, "We're keeping him. He's on my staff."

"If you don't send him back immediately," said God, "I'll sue you."

The devil burst into laughter.

"And WHERE d'you think you're going to find a lawyer?....."

*Merv Ward*

## **PEOPLE ON THE MOVE:**

Merv & Kath Ward are believed to be on their way northward to escape the winter. They will be away for some months.

Bevan Sharp is currently in Portland, Oregon, attending the National Meet, and then he is off to England and India.

Bill & Val Cowlin are currently in the UK visiting relatives.

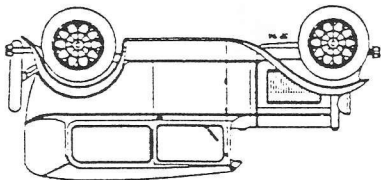
## **AGM:**

Please note that the last examination time for vehicles is **1.30pm**

All main office bearer positions will become vacant so please offer your services and do your bit for the club.

It would be appreciated if those members having their cars examined stay for the meeting, don't forget there is a free sausage sizzle lunch courtesy of your club.

Bring a plate of goodies to share for afternoon tea, after the AGM.



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

BUSSARD David & Pat  
[redacted]  
BALDIVIS WA 6171



Western  
Model A News

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**THE FIRST**



**Motor Cycle  
Race**

... was organised by the Automobile Club de France in association with the Paris-Marseilles Race for cars and held over a 152km course from Paris to Nantes and back on 20 September, 1896. There were eight competitors, three mounted on DeDion motor tricycles, three on Michelin-Dion tricycles, one on a Bollée tricycle and one on a Hildebrand-Wolfmüller motor cycle. The winner was M. Chevalier on a Michelin-Dion in 4hr 10min 37sec.

**In Britain**, the first motor cycling meet was organised by Charles Jarrott of the Motor-Car Club as part of the events held at Sheen House, Richmond on 29 November, 1897, to celebrate the first anniversary of the Emancipation Run to Brighton. There were two classes, one for tricycles and the other for motor bicycles. Jarrott, an enthusiast who bought nearly every motor vehicle he could lay his hands on, was able to compete in both, as he owned a motor tricycle and a motor bicycle. In the first race, riding a DeDion tricycle, he was beaten by F.T. Bidlake on a Clement. In the second, held over a mile distance on a hard-surface oval track, he was an easy victor on his powerful Fournier racing motor bicycle in a time of 2min 8sec. BS •

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