

WESTERN

A MODEL NEWS

THE OFFICIAL NEWSLETTER OF
THE MODEL A RESTORERS CLUB (WESTERN AUSTRALIA BRANCH) INC.

COMING EVENTS:

NOVEMBER 25TH 1984: The run to Harvey which was to be held on this date has been postponed to next year - to be held in cooler weather.....therefore,
as an alternative, it was decided to attend the Kalamunda Rotary Club Vintage Car Display at Hartfield Park, Forrestfield on Sunday, 25th November, from 8 a.m. to 4 p.m. There will be many attractions to interest the whole family and if you require further information please telephone Rotarian Pat Roberts (H) 454 5771 or (Office) [REDACTED] - or Tom Howard [REDACTED].
Proceeds from the day are in aid of Research and Treatment Facilities for Cancer and Leukemia in Children.

CHRISTMAS OUTING - FRIDAY EVENING, 14TH DECEMBER 1984

To be held at the ROSE & CROWN HOTEL, GUILDFORD.
We have booked a private room for our exclusive use.

COST: \$19.00 per person *

* 3 Course Meal

* House wines, sherry, beer and fruit cup.

Urgent - To finalise the booking we need to know numbers BEFORE 16TH NOVEMBER

PHONE: TONI MAHONY [REDACTED] as soon as you get this newsletter and tell her you are coming.

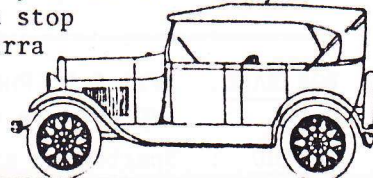
Xmas Presents: Each person is asked to bring a gift wrapped present to put in the 'Lucky Dip' box. The gift must be "something you no longer have a use for" eg: old hat, corn pads, old bank notes, etc.

Door prizes, lucky numbers etc. will be held.

COME ALONG AND MAKE THIS A REAL FUN EVENING.

"ALL A MODELS RALLY" - SUNDAY 28TH OCTOBER:

A new record was established on this combined run with eleven Model A's making the very interesting (not to say, dusty) run from Carousel, Cannington to Pinjarra via Jarradale. Steve Read is to be again congratulated for an interesting day and some questions to answer on route had us all sharp eyed and no doubt caused some animated discussion in each car.
The Street Rod Club members who had been invited to join us on the day turned up in force at the beginning but by the morning tea stop had dwindled to only two, who continued on to Pinjarra and completed the course. Not sure if it was the pace we set or perhaps they had prior knowledge of the 3KM of gravel leading into Jarradale !



On the journey down there was only one casualty (that we know of) - Bill Cowlin's car unfortunately stripped a timing gear just after the tea stop and had to be left at an orchard in Roleystone, to be picked up later.

For those who did not get Henry Ford's birth date correct and that was everyone, including the organiser, it should be JULY 30TH 1863 at Springwells, Michigan, USA.

"ALL FORD DAY" SUNDAY 4TH NOVEMBER

Despite the Club's initial decision not to attend the Inaugural 'All Ford Day' held at Subiaco Oval a subsequent letter (from the organisers) convinced us that we should be represented. Mike Cooke, John Luca, Ross Letch and Bill Bennie's cars made up a small (but attractive) display on the day and created a good deal of interest. A tape recorder playing 'era' music from the late 1920's was playing during the day and added a novel touch. One lass was convinced it was a 1928 radio station still broadcasting!! Particularly when she heard an American voice "announcing" the next bracket of tunes - it was all good fun.

When the trophies were handed out - the "Peoples Choice" for our section was collected by Bill who, when he walked up to receive it prompted some clown in the audience to shout - "Good grief - an original owner too!!" (must be his grey hair!)

When the day was over, who's car would not start -- you guessed it - B.B.'s !! Eventually to the rescue came Ross Letch's 'engine-uity'. The arm on the choke flap had broken off. Ross raided the nearest rubbish bin for a piece of milk carton and then carefully jammed this into the air intake of the carburetor, holding it open. After this the car ran home in fact better than it has been running for a couple of months. Thanks Ross.

During the day it was interesting to see the variety of tastes exhibited in customising cars. You could take your choice from stock standard factory finish (rare) to the most elaborate of good, bad and bizarre taste imaginable! Chroming everything chromable seems fairly common. Fur lined dashboards, seats, etc, also common - but fur lined engine bays with stick on mirrors on every flat surface in the engine bay, including rocker covers, air cleaners and batteries boggle the mind - as they say "it takes all sorts !"

NEW MEMBERS:

Ronald and Patricia Andrews, [REDACTED] Armadale ([REDACTED])
They have a totally disassembled 1928 Phaeton. Parts Required: head lights, any hoodbow parts, one shockabsorber link (dog bone type)

Maxwell and Evelyn Jenkin, [REDACTED] Dianella. They have a 1929 chassis but no body at this stage. Hope to purchase a Tourer body. Other parts required: rear backing plates and drums; distributor, carburetor, generator, 2 rims and numerous small items, etc.

Welcome to the above new members and we hope to see you at our forthcoming events. Any members with parts, please contact the above persons.

FOR SALE: 1928 A.R. PHAETON Engine No. CA2076 Unrestored but complete.
For details contact Bill Bennie [REDACTED] after 6 p.m.

WANTED : Sparton or similar horn or parts for 1928 Tudor. Contact Steve Read on [REDACTED].

A TRIP TO THE U.S. TO BUY A MODEL A

...by Eric Richards & Bill Spencer

Plane trips are the most boring means of transport that can be imagined, so no details are necessary about that section, except that we had a stop-over stay at Singapore and Tokyo for about 4 days, going and coming back, which did help to break the long flights.

We arrived at San Francisco Airport, had a night's stay at Belmont, a district about 20 miles out and were met next morning by an American friend of Eric's, Ed Cassinelli, who through his generosity, kindness and good humour, kept us engaged for about 5 weeks, travelling through the West Coast and adjacent States and telling us of the virtues of Model A's and very early V8's. Ed and his lovely wife June, live in Sacramento the Capital City of California. Their home is typical American, timber frame, stucco external walls, wood shingles for Roofing, all electric, very comfortable and situated among green lawns, trees and shrubs, no front fence and wide streets with ornate street lighting standards, all underground electric Mains, no overhead wires anywhere - terrific!

Eric and I stayed for the period we were at Sacramento in a Motel Room, about 1 mile from June and Ed. Very comfortable, Air Conditioned, TV etc., for \$17.00 single room, bed only taken on a weekly basis. Other accommodation varies and several times we paid \$65.00 for the same set up, but of course more luxurious.

Ed owns a 1930, five window Coupe, painted black, with dark brown upholstery and wait for it - 16" wire wheels on 16.650 White side wall tyres and under the Bonnet a down draft 97 Carburettor on a Wingfield Manifold, mounted on a C Motor and can it go! A magnificent Car to ride in. Ed is not a hot rodder, he is into his 60's. I couldn't work out what was different to my A until I realised the ride was softened by the big tyres. A truly very impressive Vehicle, he travels everywhere at about 50 mph, which is the norm for Model A's over there and he has the advantage of acceleration with the down draft Carby. We were on a Freeway going into Sacramento doing 50 with of course two lanes of Cars each side of us, passing us at 70 and he put his foot down for a short period and you could feel the surge. Unreal!

The speed limit throughout America is 55 mph. Everybody does 70 and the Police have a ball picking them up, a truly great system of Revenue. Another point of interest, Seat Belts are fitted, but it is not mandatory to wear them and nobody does. The same applies for Tokyo and Singapore.

We attended a Model A Meeting one night at Sacramento. There are two Clubs, the one we went to was called the "Capital A" and presided by a lady Chairperson and a lady Secretary. A most interesting Meeting, fundamentally the procedures were the same as ours, very friendly and about 60 people attended. The Clubs are huge compared to ours and if memory serves me right, this Club can field about 100 Cars for an outing. Their Vehicles are well presented with black paint jobs being prominent, 16" Wheels are common with the 4 running wheels off 35 V8 and spare a Kelsey. I presume this is because of the Kelsey accessory Wheel being either expensive or very scarce and I tend to think of the latter.

Use of 2-Way CB Radio was a novelty to me and used by quite a few Vehicles which we came upon at a Rally Destination at Carson City, Nevada. There were over a hundred, Model A's on a long week-end run and they used the Radios to keep in touch, having a radius of about 2 Miles. It looked cute to see the little buses scooting along the Road with their Antennas mounted on the rear bumper and the passenger chattering away with glee on the Mike.

The three of us - Eric, Ed and myself toured for a full week in Ed's Car, a Cutlass Oldsmobile V8, through the adjoining States which included Oregon, Washington, Montana, Idaho and Nevada etc., and never missed a Junk Yard in 3000 miles! The amount of Model A's stacked outside at Medicine Bow has to be seen, it beggars description. They are stacked 2 high, mostly of course Sedans and Coupes in varying stages of repair, but surprisingly rust free. This particular place does restoration completely on the premises, including Upholstery, paint and mechanicals. They had on display a 1930, 5 window Coupe, nicely presented at \$18,000.00 which seemed a bit high for me, but apparently that is the accepted figure. The Manager was most helpful and explained that the Business had been going for many years, collecting Vehicles for a hundred miles around from Farms etc., and had reached a stage where the Yard was too small and they had purchased an additional 5 acres to accommodate the present and incoming stock.

The 1930 A seems to be the most popular in the States with of course the 5 window prominent. Roadsters and Tourers are scarce and as we all know in great demand.

Highlights of the trip were our visits to the Museum of Toheys in Montana, where every Ford Model up to 1950 is on display and of course Harrahs in Reno. We were there for 2 days and then did not see everything. At the time they were in the process of getting ready for the Auction of some 300 Cars and a well restored 1933 Ford Tourer with the 4 Cylinder C Motor which caught my eye and I estimated worth about \$25,000.00 of which I didn't have, went to the Hammer at \$80,000.00, a 1928 Model A Roadster Pick Up, that's the Soft Top Utility with the Steel Tray brought \$33,000.00 and if you are still catching your breath, how about a 1936 Dusenbergs for \$800,000.00 - that's right. There were about 3000 people at the Auction with only 35 bidding and total sales of 10 1/2 Million Dollars. Wow!

After all that exotic talk of high finance, Eric and I scouted around in the much lower range elsewhere but Reno, and I purchased a 1931, 5 window Coupe, which had been dismantled for restoration and which suited me down to the ground, because it enabled me to bring back the body only plus wheels and accessories and leave the mechanicals and Chassis, with the left hand drive there.

Eric defected from the Ford Range and is now the proud owner of 2 left hand drive Packards - very nice Vehicles and quite an acquisition.

Both Eric and myself had a terrific 6 weeks away, saturated ourselves with Ford A information, went everywhere, spent a fortune, and are now Home, purring like 2 Kittens, waiting for our Vehicles to come Home in the Ship.

Reminder.....

Telephone Toni Mahony straight away with your numbers for the Christmas function (bring along a couple of friends too - all the more the merrier!)

Telephone: [REDACTED]