

and looked more like a waggon train than an 'A' club as we parked our vehicles in a 'square circle' to keep out the cool breeze and also to use running boards as seats. Lunch was eaten under changing skies and the meeting held in warm sunshine. The enterprising Valiant Club raffled a fruit & vege hamper and our members helped their funds along but did not win the goodies - someone from the Zephyr club won them. It seems that Toodyay is a very popular place for car club outings.

After our Chairman Max closed our brief meeting we packed up and went sightseeing to the old Police Stables, Gaol and Scenic Lookout - then it was back through town for the return journey to Perth. By 4:30ish all were home again in dark damp wintery suburbs - after a super day's outing.

SUMMARY OF MINUTES OF MEETING HELD MAY 26, 1985:

Apologies: The families Blewitt, Andrews, Richards, Bennie, Davis, Pepper, Parin, B. Jewell & S. Madgett, I. Starcken.

Minutes of the previous meeting were read and accepted. Moved L. Cooke; Seconded M. Cooke.

Next Run 30th June: L. Cooke advised of the forthcoming social afternoon with the Rocky Top Square Dancing Club. The clubs are considering a charge of app: \$1 per adult to cover all charges for the day (to be confirmed later). Ladies asked to bring a plate of goodies for afternoon tea. Meet at Stirk Park. Vintage section members of the VCC to be invited.

Gears: Bill Spencer advised that 8 members were interested in purchasing Cluster Gears. He was going to phone the Eastern States supplier to find out exactly what we get for our money and report it in the next newsletter. There needs to be an order of ten before the supplier will produce the gears.

Oil Seals: Available from club member Eric Richards. Ph: [REDACTED].

Club Car and Lapel Badge: After discussing prices of quotes from Eastern States supplier and Local it was unanimously agreed by those present to stay with local supplier Sheridan's. Ross Letch to head committee to decide on colours of badge and committee to make final decision as soon as possible. Suggestion that one car and one lapel badge be included in cost of joining the club in the future.

Club Library: This is held by Secretary Alma Letch. Frank Cocks would donate magazines as long as they remain the property of M.A.R.C. Library to be discussed further at A.G.M.

Float-a-motor Kit: Bill Spencer reported on the kit and can show how to fit it.

End of meeting.

GEARS: (Ref. also Oct '84 newsletter).

Bill Spencer obtained current prices from the Eastern States on the following Gears.

CLUSTER	\$160.00	each
2ND GEAR	\$ 55.00	each
LAY SHAFT (CLUSTER)	\$ 11.50	each.

Other gears including Input shafts can be manufactured - price on application to Eastern States.

A minimum order of ten of any one item above has to be placed before the manufacturer will make the gears. These gears are fully guaranteed and the M.A.F.C. (NSW) who are handling the sale of these items have had excellent reports on them.

To date we have orders for 8 CLUSTERS, 2 2NDS and 2 LAY SHAFTS and require another two members (minimum) to order CLUSTERS so that we may place an order prior to 30 JUNE 1985. Payment to M.A.R.C. (Western Australia).

If you are interested would you please contact either:

BILL SPENCER : [REDACTED], Nedlands 6009 TELEPHONE: [REDACTED] OR
ALMA LETCH : Secretary, M.A.R.C., [REDACTED] Greenwood, 6024

CLUB BADGES:

M.A.R.C. Western Australia now has its own Club Lapel and Car Badge. An order form is included in this newsletter with all the relevent information and we would ask you please to place your orders by return mail to expedite the ordering and delivery of the badges. Discussion on the suggestion that the Club funds subsidise a portion of the cost for the badges will be discussed at the June 30th meeting and the results published in the July newsletter. Country members could put their thoughts on the order form, sign it and return it to our Secretary. If approved, any reduction will be credited towards your Membership Dues for 1985/6.

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SCOOP OF THE MONTH:

FOUND: ONE ROADSTER BOOT LID - or - "HOW LUCKY CAN YOU BE !"

On his way back to his workshop the other week after being out on an errand, our Events Organiser Steve Read thought his eyes were deceiving him when he saw a Roadster Boot lid lying on the side of the road - couldn't believe it - it wasn't possible - a boot lid just like the one he has for his 'A' Roadster. He promptly stopped, reversed, got out to pick it up then thought - HULLO - just a minute - this not only looks like my boot lid - IT IS MY BOOT LID !!!
What a shock.

Story has it that Steve had taken the lid to the workshop that morning to paint. This had been done during the day and he placed it carefully on a customer's Landrover roof rack to dry. While Steve was out on his errand, the customer collected the vehicle and drove off - not noticing the newly painted lid on the rack. Of course, further down the road the lid had fallen off.

What is it they say Steve -- "Some mothers do 'ave em !"

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VEHICLE EXAMINATIONS:

Anyone who has not had their Model A examined for the coming year please contact our Vehicle Examiner, RAY MAHONY on [redacted] to have this done. All members must bring the current Examination Report with them to the Annual General Meeting so that Ray can sight and record the particulars in the Vehicle Register. Don't forget them please.

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BAROSSA TRIP:

A further meeting was held at Bill and Mavis Spencer's home during May regarding the proposed trip. L. Cooke is to enquire about accommodation costs etc and do the necessary bookings once confirmation has been given by those proposing to make the journey. The return train bookings will also be made as soon as possible.

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COMING EVENTS:

- JUNE 30 - Social Afternoon (Ref. Page 1).
- JULY 21 - Annual General Meeting, Forrestfield.
- SEPT 30 (Long weekend) - Proposed run to Wave Rock near Hyden

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THANK YOU:

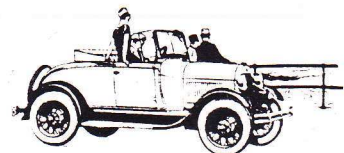
A thank you goes to all those members who took the time to submit drawings and suggestions for our Club Badge and also to Ross Letch who has spent considerable time on the Art Work and obtaining quotes.

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WANTED:

By Ken Harris, [redacted], Katanning [redacted]
one hand operated windscreen wiper to suit his Model A.

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CAN YOUR "A" TAKE IT?

by John Hopkinson, Dearborn, Michigan

First, let me say that your Model "A" is rugged, strong, durable, and almost indestructible, but you already know that. However, there may come a time when you are touring to a meet, that one of the 5000 parts that go to making up a Model "A" will fail. Obviously you are not going to carry all 5000 extra parts with you as we have to have faith that the vast majority of these parts will hold together — and they do.

Virginia and I have attended 13 National Meets since restoring our 1929 Roadster in 1966. The first was in Hot Springs, Arkansas, which incidently, we traveled alone and it was the farthest from home. We put on 2300 miles there and back. On that tour, I tried to take as many parts as I could carry, short of towing a parts car behind. Some of the parts naturally were superfluous, like 3 generators, 4 water pumps, and 2 starters. However, on looking back, the water pumps sure came in handy, as I used 3 of them. Since that first tour, I am now one of twelve from the Motor Cities Region that tour together yearly.

So, those of you contemplating a tour to a local meet, an overnighiter, or a National Meet of some distance, let me share some of the ideas with you to make your trip more enjoyable and trouble free.

At the onset, I have organized all of our tours, planned the routes, drew the map, reserved motels, and checked into tourist attractions along the way. However, a better idea is to choose a new group leader each year. Fresh ideas are always welcome, and it relieves some of the pressures of planning something different to make the trip interesting. The new leader knows he can always count on any previous leader's help. Start early in the planning stage. During the inactive months of a Michigan winter, we schedule dinner parties, about one a month. After dinner, we meet at one of the group's homes to discuss such things as what events we are going to attend as a group at the National, what routes to take, how many days going and coming, what places of interest to take in along the way. For instance, we have visited horse farms, glass works, the Dells in Wisconsin; we've taken ferries across Lake Michigan and Delaware Bay, and crossed the 16-mile bridge over Chesapeake Bay. We've climbed mountains in Virginia, and the Smokies in Tennessee. The distance traveled per day can vary, depending on the type of country traveled. We try to schedule ours for 250 miles. This gives us enough time to take care of repairs and do a little junking on the way.

Of course, all of these thousands of miles haven't been trouble free, but, whenever a breakdown occurs, there are 12 mechanics with hundreds of years experience to solve

any problem that may come up. I think the most challenging job we've encountered to date has been a clutch disc replacement in London, Canada, which brings me to the crux of this story. We had neglected to bring a spare clutch disc, but we did have club Rosters of MARC and MAFCA. The closest member happened to be a MAFCA member (I hope he will forgive me, I've forgotten his name, but we will never forget his generosity). We towed the disabled car to his home and while we used his garage and equipment to fix the problem, his wife served coffee and doughnuts till 1:00 a.m. when we finished. We would have been through earlier, but Floyd Montroy (God rest his soul) decided we should align the fingers on the pressure plate and that took an extra hour. Most breakdowns, however, are minor such as changing points, adjusting water pump packing, or replacing a coil.

At one of the dinner meets, as we like to call them, a copy of a list of parts is distributed to every driver. As each part is called out, such as **clutch disc**, one or more drivers volunteers to bring that particular part. One of our group, Jack La Rosa, could supply all the spare parts, but we try to spread the responsibility evenly. There are some parts everyone must carry, such as points, rotors, condensers, etc. However, these parts are small and constitute no problem as to space. The parts that are heavy and cumbersome are generators, starters, pistons, clutch discs, water pumps, fans and pulley, front and rear wheel bearing, and the heavier tools, like a short handle heavy hammer, rear wheel puller, small crow-bar, and water.

These items are spread out among the group. Those with Sedans have no problem carrying parts, tools, and luggage, but it's pretty hard finding enough room in a Roadster.

Of course we weren't expecting the top of a radiator to blow off on a Sunday morning on the Indianapolis Speedway, but it did, and we towed Norm and Marilyn Stinson for 90 miles to the next motel and waited until Monday a.m. to run it into town for repairs. The fun comes from the camaraderie of fine Model "A" friends who pitch in and help one another, the gathering in a member's room after dinner and talking and laughing the days adventures, chiding one for a Boo-Boo (a joggle pin in the overflow pipe??) or a little sympathy in the morning for someone who celebrated too much the previous evening.

Those of you who have never driven your Model "A" on one of these trips, or are afraid to try, or you new members who are still in the restoring stage, are missing an era that takes you back to the way Dad traveled. So, form a group, travel the back roads, and enjoy an adventure with Model "A" friends.

Club Badges.

Three local and one eastern states company were asked to quote on manufacturing our club badge and the Perth company 'Sheridans' price has been approved by the club.

The design and artwork has been provided free by club members which has reduced the badge price, and if approved at the next club meeting, part of the die manufacturing cost may be met from club funds, resulting in a reduction of the price shown.

A traditional metal badge with enamel finish in the design shown will be available in two sizes,

- 1. LAPEL BADGE. 30mm. diameter. @ \$5-55 ea.
- 2. CAR BADGE 60mm. diameter. @ \$10-82 ea.

Badge colours will be,
 GOLD background.
 BLACK border and car bodywork.
 CHROME linework, lettering,
 bumper and radiator shell.



All members requiring badges must return the attached order form to reach the secretary by the 27-6-85. as the badges can only be ordered in quantities of 50 or more it would be some years before more will become available.

So please send in your order form now, dont forget a lapel badge for the wife also and next month's news letter will advise when to send your cheque.

MODEL A RESTORERS CLUB.

Badge Order Form

Return to secretary, Mrs. A. Letch. 9 Kilrenny cres. Greenwood 6024. phone 4478247

I require () Lapel Badge @ \$ 5-55 ea.= \$.....

I require () car badge @ \$10-82 ea.= \$.....

Members name.....

Address.....



Signed.....