

Western A Model News.



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

NOVEMBER, 1987

- NOVEMBER MEETING: A surprise destination organised by John and Fil Luca.
- DAY: Sunday 22nd November
- DEPARTURE: From No. 4 Car Park (usual Park) Riverside Drive. Assemble at 10am for departure soon after. Route sheets will be issued.
- PHOTOGRAPHS: At some stage of the run the Wanneroo Photographic Society will join us to do a series of shots with our cars. If you have period costumes to wear, these would be appreciated.
- Coin operated B.B.Q. available.

NEW MEMBERS

Welcome to the following: Jill & Jack Barrie ([REDACTED] of Balingup). Jack has a 50% restored 1929 Ute. He requires headlights, wheel caps, windscreen, tyres, accelerator rest, and R.H. door.

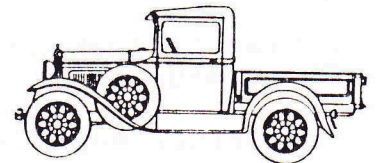
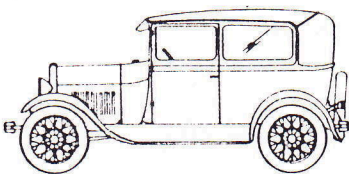
David Chambers of Kondinin met some of our members at Wyalkatchem and decided to join. David has a phaeton but as yet, serious restoration has not begun.

SUBS

If a red cross appears beside this entry your subs are now OVERDUE. Don't forget to enclose the vehicle registration sheet with money. (See final page of your September issue).

WANTED

Have 1930 Model A
Tub and rear doors
Reasonable Condition - Swap
For same of 1928-29
Contact Bill Cowlin [REDACTED]



MINUTES OF MEETING HELD AT CANNING DAM ON 24th OCTOBER 1987

APOLOGIES:

J & A Smith, J & P Luca, B & H Sharp, M & D Annear, R. Blewett
D. Bennie, J. Richards.

MINUTES FROM PREVIOUS MEETING:

Moved and accepted as read by A.Letch, seconded by B.Bennie.

BUSINESS ARISING FROM MINUTES:

B.Bennie thanked S.Read for his help on the generator cut out problem.

GENERAL BUSINESS:

CLUB ALBUM:

A.Jeffree suggested a separate club album for photo's of restored licensed cars. The photo's would be a before and after with a short history of the car. All members were in favor.

CLUB BADGES:

B.Sharp had 75 cloth badges featuring the club logo made up. These are available for sale at \$1.25 each from the club secretary.

WYALKATCHEM WEEKEND:

A.Jeffree gave an excellent account of the Wyalkatchem Tractor/Machinery Show. A good time was had by all who attended.

PHOTOGRAPHIC CLUB:

The Wanneroo photographic club is interested in taking some photo's of the Model A's. It was suggested that we combine the next run with the photo session.

VISITORS:

A welcome was extended to Kevin and Ann Deina who were visiting from South Australia. Kevin has an unrestored Model A.

BITS AND PIECES:

M.Cooke has brake and clutch pedal shafts available for sale.
Phone [REDACTED]

B. Spencer is looking to purchase salt and pepper hood material and asked if members know where this material can be obtained.

WANTED:

S.Read is looking for 3 x 1929 wheels in good condition.
Phone [REDACTED]

No further Business the meeting was declared closed at 1.10.

WYALKATCHEM - FUNNY NAME - GREAT PLACE!

Eight AM Saturday 17th October saw three model A's and one modern assembled at Midland for the trip to Wyalkatchem via Toodyay, Goomalling and Dowerin.

Over the top of Red Hill and we all stopped to give verbal and moral support to a fellow vintage enthusiast, and his 1928 Erskine coupe. It seems his vacuum tank was not too good. Old Henry certainly knew what he was about using gravity feed didn't he!! Anyway with a cluster of Model A's around the Erskine it must have "felt better" and so continued the rest of the trip to "Wyalie" without further problems.

Morning tea at the roadside east of Toodyay then onto Wyalkatchem for lunch at 12.30 pm.

Later with tents erected and rooms sorted out at the Wyalkatchem Hilton it was time to take part in the Grand Parade along with about 20-30 vintage tractors.

There was lots to see - sheep shearing, stationary engines, military display, side shows, ploughing, hay baling and Arts & Crafts.

We all enjoyed a smorgasbord on Saturday night and for some reason our mob were last out of the dining room and last out of the bar.

The tenters spent a windy night, and breakfast was an experience. Ever tried to spread honey on toast in a strong wind - it streams horizontally off the knife and you have to move the toast around to catch it.

Sunday found us all inspecting Arts and Crafts and the local Museums in the town and buying a few souvenirs.

After another Grand Parade on Sunday everyone gradually made their own way back to Perth in fairly warm conditions.

It will be on again in 2 years and if the Letch's, Jeffree's, Bennie's, Blewett's and Andrew's have anything to do with it we will all be back again with as many more club members that we can muster.

BILL BENNIE

OFFICE BEARERS 1987/88

President	- Steve Read [REDACTED]
Vice President	- Ron Andrews
Secretary	- Gail Andrews [REDACTED] ARMADALE W.A. 6112
Editor	- Alan Jeffree [REDACTED] DIANELLA W.A. 6062

Could all Eastern States Club Officials please note the Secretary's address, as many of your newsletters are going to the Secretary of several A.G.M.s ago.

Interesting articles which appeared in the Central Districts weekly newspaper, the "Gazette". There is no doubt about it, these weekend country runs are popular with our members & the locals make a real feature out of our presence & willingness to travel.

Henry Ford never imagined his cars cruising through the bush

You really have to be an enthusiast to brave a three hour drive from Perth to Wongan in the rain and hail, in a 1928 car that lets in the elements.

To some people that is just not their idea of fun.

But to members of the 'A Model Restorers Club' what is a little bit of rain and hail compared to the excitement of driving one of these beautiful machines.

Eight 'A' Models and two MST's (modern sardine tins which the members call anything that is over 15 years old) made the trip to Wongan last Saturday, for a weekend of sight seeing and country life at Alan Smith's farm near Piawanning.

The club, which has members all over the country, planned the weekend as one of their regular once monthly outings, when they get together to give the cars a run and to talk about their machines that take on average about three years and \$3,000 to \$4,000 to restore.

If you think that a three hour trip to Wongan in one of these vintage cars is way below your pace. Spare a thought for the dedicated members who will be facing the heat, dust and road trains of the Nullabor when they drive some of these cars to Victoria next year for the National Conference.

By the time they make it across, I wonder how many will stick to MST's in the future and wish they had never heard of that Yank, Henry.

Shane Warr

It's a vintage run to Wongan Hills

How long does it take to travel from Perth to Wongan Hills?

Two hours? Under two hours?

It all depends on what your method of transport is, and if you come in an 'A Model Ford' then according to Wongan Hills farmer, Alan Smith, you had better allow about three hours.

Members of the 'A Model' Restorers Club will be doing just that on Saturday September 26, when about ten of these vehicles will leave Upper Swan in Perth at 10am and arrive in New Norcia at noon. They will then hope to arrive at Alan Smith's property near Lake Hinds by 1pm.

Members of the club will stay at Alan's property on Saturday night, but anyone who wants to have a look at these 1928 - 32 year model Fords that Alan says have been immaculately restored, will be able to do so in Wongan Hills on the following Sunday, when the club comes into town to look through the museum and meet people.

They will then go back out to Alan's farm to stay overnight before heading back to Perth on Monday.

It takes years to restore one of these old cars back to its original condition, and Alan says that the best examples of

these cars are usually restored by inexperienced enthusiasts:

"The idea of restoring one of these cars is to bring it back to what it was like when it was new," he said.

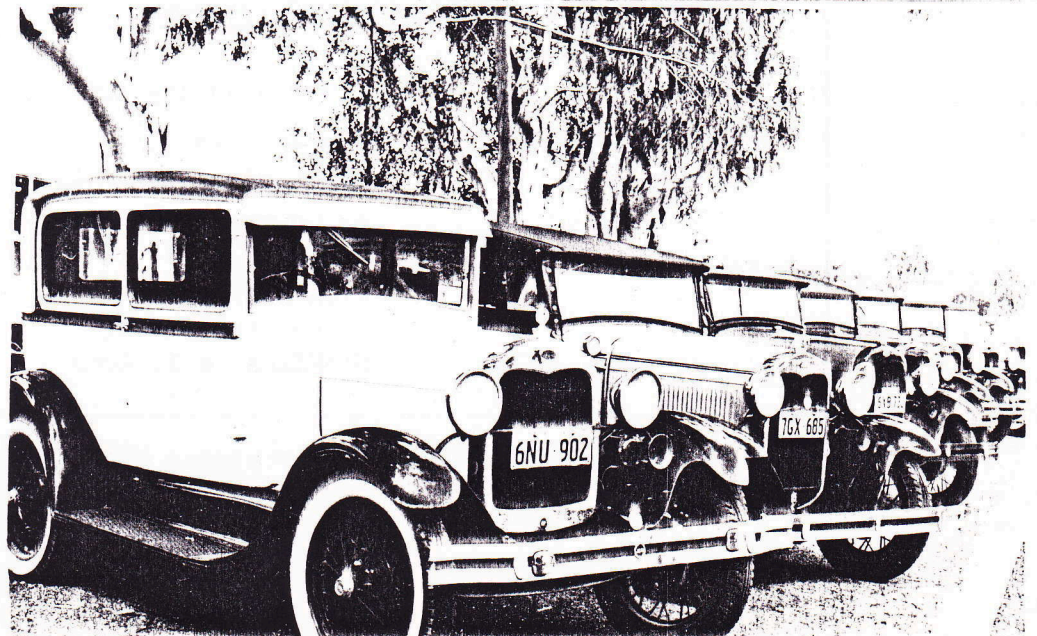
"Mechanics always want to make improvements to the car, whereas someone who knows little about mechanics, restores it back to the original condition."

Depending on the number of interested buyers and the number of available cars, once they are restored they can fetch a price of up to \$10,000.

"Original parts are hard to get, and often a restorer will search Australia wide for the original equipment. But new parts aren't difficult to get because in America and Taiwan there is a thriving industry in making vintage car parts," Alan said.

Apart from his 'A Model', which he keeps in Perth, Alan has also restored a 'T Model', and a 1938 model John Deere tractor which belonged to his father.

For many members of the 5 year old club, which is the only one of its kind that has country members, it will be their first visit to Wongan Hills. Alan says that the members will be only too happy to show people their vehicles, and he hopes that many people will come into town on Sunday, September 27 to greet them.



"OUR BLUEY"

BACKGROUND

My fascination for vintage cars started when I was a six year old staying on a farm. The vehicles they had were a "T" and an "A" and they always intrigued me.

In the early 50's, in my search for a car, I considered a Ford "A" and an Austin 7. The deciding factor was the price and I ended up with the Austin 7 at £50.

Over the ensuing years my desire for a vintage "A" led to my purchasing a fully restored 1928 Tudor. Whilst this vehicle was very rewarding, the urge to restore my own was very strong.

An advertisement in the Sunday Times in January 1985 led me to a farm at Ongerup 112 miles north east of Albany, and after considerable haggling I ended up with a 1930 Phaeton in many pieces on a car trailer heading for Perth.

THE VEHICLE

The original purchaser at this stage has not been traced but the previous owner a Mr. Steve Faulkner used the car for about 21 years as an on farm vehicle. Prior to that the vehicle was driven in Albany for many years.

RESTORATION

Steve Faulkner's intention prior to sale to me, was to convert the car to a "Street Rod". Fortunately that move was abandoned after he completely dismantled the car.

Restoration started from the ground up, although the vehicle was generally in fair condition.

Painting was done by Dave Cowlin Panel & Paint.

hood by Crawfords.

Re-upholstering by my patient wife Coral.

There were many people who gave me a helping hand with advice and parts during the 21 months it has taken to get the car on the road. Particularly the club members who are always willing to provide help and information.

Since Christmas we have clocked up over 2,500 trouble free miles with runs to Busselton, Wongan Hills, Wyalkatchem, Narrogin, York and numerous trips to Rockingham.

Both my wife and myself enjoy the company and activities of the club and look forward to our monthly runs.

Reg Blewett

RUN TO CANNING DAM

The October run was held on Saturday 24th.

A very good turn out of cars assembled at La Plaza Bentley, (approximately 10 Model As and 5 Modern cars), at 10.00.

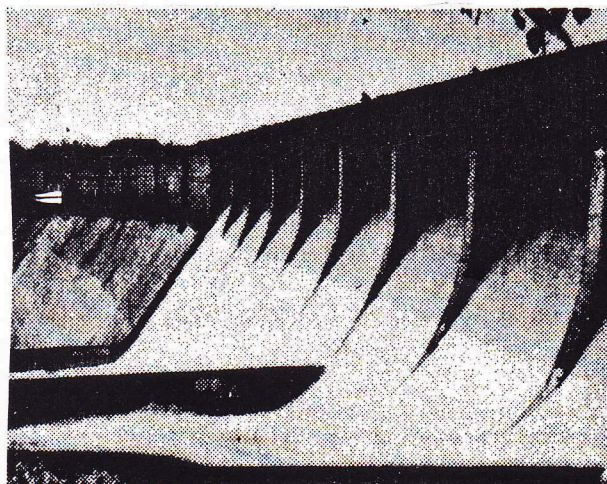
We then meandered up Albany Highway and down a picturesque drive to Canning Dam. Everyone settled down to a pic-nic lunch. (We had a bar-be-que).

After lunch the general meeting was held, and then at 1.30 Mr Keith McCulloch, the Head Ranger, took us for a tour of the Dam, which lasted about 1½ hours. This included driving across the top wall of the Dam, looking at the Gate House in the middle, then down to the bottom where we were escorted inside the Dam wall, then over the chlorination and flouridation plants and finally, to the computer room.

Keith gave us a thorough insight into all aspects and working of the Dam.

At the conclusion, we wound our way back through Araluén, then back on to the Brookton Highway and home.

FOOTNOTE; We were at the Pub waiting, where the heck were you ROSS?



Anonymous.

TWO WEEKS TO GO and all Hell breaks loose!

by Bevan Sharp

Well, I'm learning about the idiosyncrasies and vagaries of owning a Model 'A' Ford - I apologise to those I have annoyed with my constant questions and requests; the main problem is that I am obviously trying to gain the knowledge in three months that many other members have learnt over the past 30 years!

And now Geoff McEwan and I are the proud owners of a 1930 Roadster that requires considerable restoration, as well as the Tudor - we have obviously also caught the 'A'-bug, with maybe another one coming.

Problems started when I drained the engine oil prior to filling with Penrite oil for the trip and discovered many great lumps of 'something' - a phone call to Steve Read and off for a pathology report - verdict: teeth off the timing gear. Oh my God - take off the side plate and turn over with the crank to verify that the timing gear is all present and correct - it is. Evidentially the teeth chewed off after the engine was restored - but, what else is wrong?

Anyway, with only two weeks to go before the Tudor had to be sealed up in her container for shipment to London for **The London to Sydney Vintage Car Endurance Trial** Murphy's Law once again prevailed.

Starter had jammed a few times so I took it out to check - a couple of half teeth on the flywheel - too late now we shall just have to live with that.

THEN broke a Bendix spring - replaced that (one spare less). THEN, a few days later, turned the key on and the innards fell out onto the floor. Removed the dash: back of the 'electro lock' broken where distributor lead attaches. Put back together, still didn't start evidentially due to several causes: pigtail wire shorting, lower plate connection bad, as was connection from 'electro lock' - now replaced with a straight 'off/on' key and 'wireless' lower plate.

As previously mentioned, our oil gauge showed a constant '0-p.s.i' which became a cause for concern in some circles, while others advised that '0' was the norm! Reg Blewett very kindly offered to have a look for me so I duly dropped the sump and Reg checked out some of the bearings - all OK. BUT as many of you will have heard, the oil pump had a second hole in the housing below the usual hole so that of the oil being pumped up to the galley half was never reaching its objective. To make things further confusing we have a second oil pump which came with the car also with the second hole! PLUS the baffle plate in the sump had four holes drilled in each depression so that the level of oil in the baffle never reached its optimum. Anyone know why?

Reg and I (mostly the former) replaced the oil pump with another housing (sans extra hole) and replaced the sump. All this resulted in Reg losing sleep worrying about the vagaries and implications of holes in pumps and baffles until he again offered his much appreciated and invaluable advice and assistance to drop the sump again, check out the motor, replace the baffle plate (sans holes) and a better oil pump without any gap around the housing - consequently we now show about 10lbs of oil pressure!!!! Thanks Reg!!!!

I won't go into the other problems which have occurred over the past few days concerned with organising a Model 'A' ready for shipment and driving around the World - I will just get depressed!

(Incorporated)

(Other clubs - Please Copy)

UPDATE:- Entries for the National Meeting have now passed the 110 mark, and any entrant (or intending entrant) who has not secured or confirmed their accommodation should do so immediately.

A look at the latest accommodation situation will show that very little is still available.

ACCOMMODATION UPDATE:-

7. ADVANCE MOTEL - (057)21-4516 Units available
11. PINSENT LIC.HOTEL/MOTEL - (057)21-2183 Self contained motel type accommodation units available.
13. BILLABONG MOTEL (Guesthouse) - (057)21-2353 units available.
EVERTON GARDENS CARAVAN VILLAGE - (057)27-0365 has cottages and on-site vans available. 21 Kms east of Wangaratta.

ADDITIONAL NEW ACCOMMODATION:-

HERMITAGE MOTOR INN - (057)21-7444 This motel in Mackay St., has just opened and is taking bookings for Easter '88. We did not make any arrangements with them to hold accommodation for entrants, so book quickly.

MEAL FORMS will be mailed to all entrants later this year, and must be returned by February 14th.

ENTRIES for the National Meeting will be accepted up to January 31st.

LATE ENTRIES may be accepted after this date, but all provision for meals and accommodation will be the entrants own responsibility.

NATIONAL MEET JUDGING (reminder) As mentioned previously, the time of the Concours Judging at the 1988 National Meet has been changed from the Friday to the Saturday in order to give late-arrivals the opportunity to enter their vehicles in the judging, and time to prepare their cars. There will be a mandatory run immediately after the judging, which we hope to complete before 11.a.m. It has come to our notice, in the past that many quality vehicles attend the National Meets, but do not take part in the Concours. We invite you to enter concours, you may be surprised at how well your car competes against others. You may enter the full concours or just one or two sections. The sections are as follows:

- SECTION 3. Engine Compartment
6. Undercarriage
 11. Interior Trim & Floor Covers
 13. Paint & Body Finish

SECTION PRIZES Full Concours entrants will automatically be eligible for the four Top Of Section prizes, but any car may enter one or two sections without entering the full Concours.

OIL PUMP RETENTION

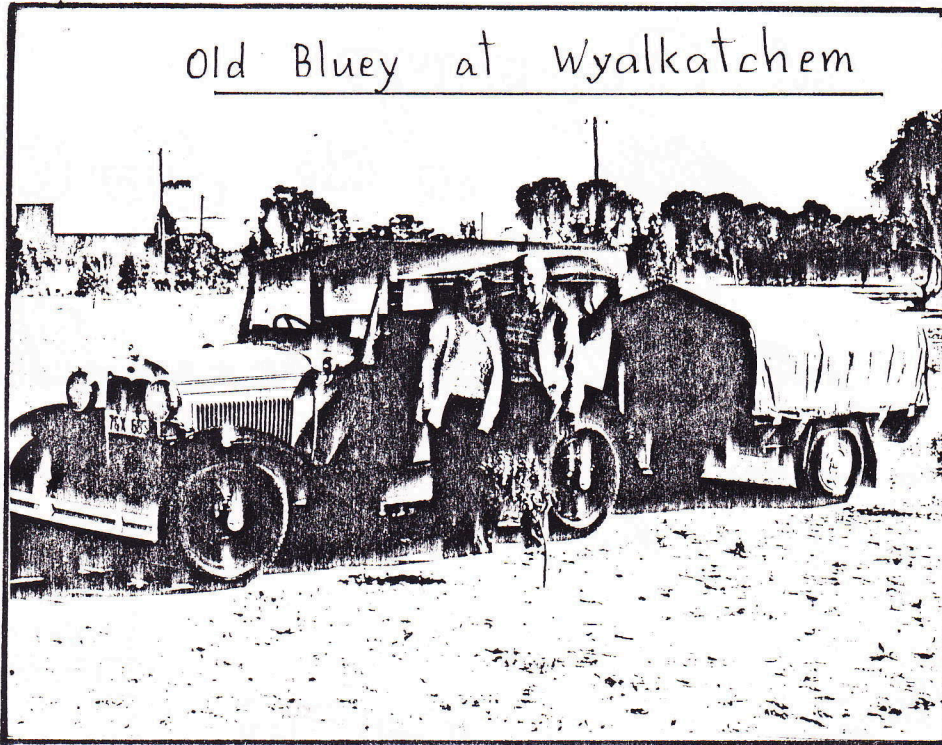
To clarify a point from the October Newsletter which may have confused. The only mention in the Ford parts book of holding the oil pump in is the bottom spring. The small screw into the block which may confuse the issue, is described as - 'Cylinder oil pipe plug - $\frac{1}{8}$ x $\frac{5}{16}$ " headless, slotted pipe plug - brass A24455'

CHANGE OF ADDRESS

Could members please adjust their members register.

Joe & Sue Sheahan

WEMBLEY DOWNS W.A. 6019



CHRISTMAS FUNCTION

It is not too late to join the Model A Christmas get together at Miss Maude's Mirrabooka on Friday 11th December (commencing 7pm).

.....

I enclose my cheque for \$

for people to attend the

Christmas function at Miss Maude's, Mirrabooka, on

Friday, 11th December at 7.00 p.m.

Signed

SOUTH WEST VETERAN CAR CLUB INC.

MARCH 1988

LONG WEEKEND

5th - 6th - 7th



GRASSED
CAMPING
AREA

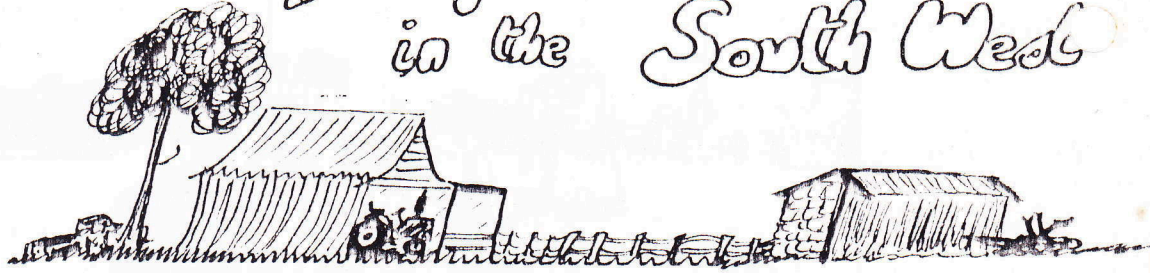
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at Boyanup

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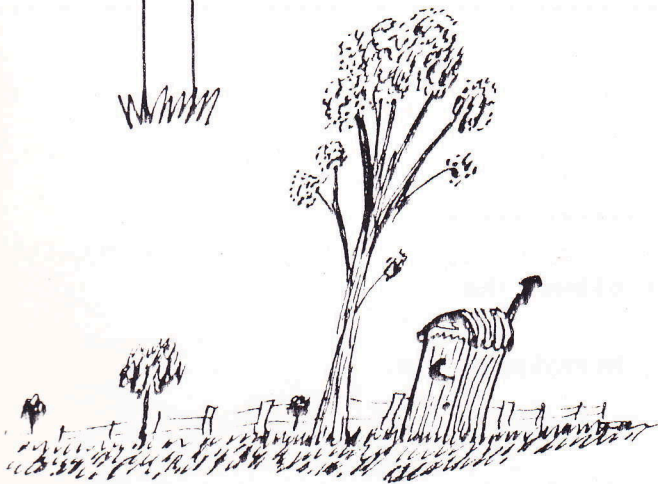
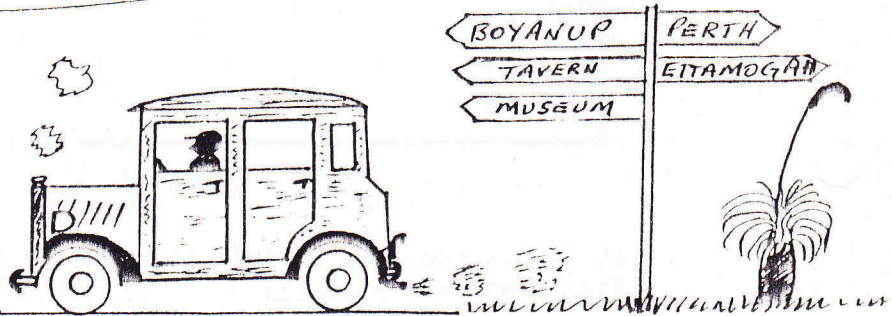
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