

Western 'A' Model News.



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

OCTOBER 1988

Next Meeting: Sunday 30th. Assemble at La Plaza Bentley by 8.45 am.
Start at 9am sharp.

Proceed along Albany Highway to Armadale. Then via the South West Highway to North Dandalup. At North Dandalup turn left towards Dwellingup (at sign) approximately one mile along bitumen road curves to right, veer left up gravel road (Whittakers Road) to lookout morning tea stop.

Then on to South Dandalup Dam. Drive over upper dam wall, through parking area and return to Dwellingup road, 5 miles to go. Cross over Railway line. Take first road left past Hotel to Railway Station.

Picnic facilities, kiosk and Barbeques available. Some members may prefer to join us along the way or at our destination.

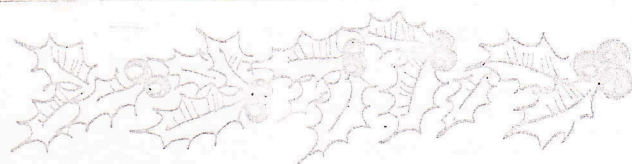
The train leaves at 2 pm for a one and a half hour round trip. Seating has been arranged for around 30 people and Reg & Coral have volunteered to baby sit our cars. The cost is \$5 per adult and \$3 per child.

Coming Events: November - S. Read to organise
Dec. 17th - Sandringham Hotel

Subs: City Members \$12
Country Members \$10
Due August/September

CHRISTMAS FUNCTION

Members are reminded to ring our Secretary - Gail Andrews on 399 4965 or mail in your \$29 per head, during the next couple of weeks so numbers can be finalised.

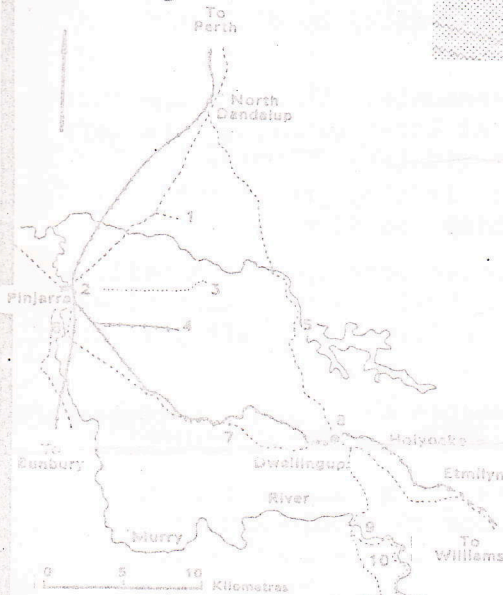




HOTHAM VALLEY TOURIST RAILWAY

THE ETMILYN FOREST TRAMWAY

1. Fairbridge Village
2. Hotham Valley Railway Locomotive Depot
3. Alcoa Lookout
4. Alcoa Refinery
5. South Dandalup Dam
6. Old Blythewood
7. Athlone Angora Stud
8. Eunnings Timber Mill
9. Baden Powell Water Spout
10. Nanga Brook



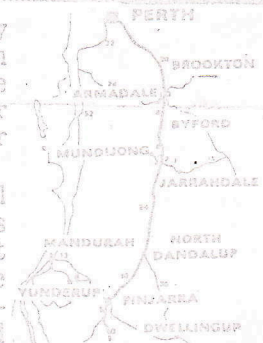
Operating from Dwellingup Railway Station just 1 1/2 hours drive from Perth, the Tramway emulates the old logging railways of yesteryear and lasts just one and a quarter hours.

Enjoy a commentary as you travel deep into one of the finest stands of beautiful virgin Jarrah Forest known in Western Australia. Ride in either charming old logging wagons equipped with tram seats and decorative canvas awnings, or beautifully restored carpeted saloon coaches with club-style seating and wide vision windows.

DIESEL LOCOMOTIVE

Operating every Wednesday, Thursday, Friday and Sunday at 2pm, the fares are only \$4 adult and \$2 child. Reservations are not necessary.

In the steam operating season an 1897 vintage steam engine will operate on Saturday at 11am and 2pm (\$5 adult and \$3 child).



For all correspondence, organisational information, newsletter articles etc, please contact the appropriate person. Listed below are the 'A' Model officials for 1988/89.

PRESIDENT

Steve Read

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6103

SECRETARY/TREASURER

Gail Andrews

6112

RALLY MARSHALL/VEHICLE EXAMINER

Max Annear

Highway
A. 6020

ASSISTANT VEHICLE EXAMINER

Reg Blevett

EDITOR

rest
6062

ACROSS AUSTRALIA IN A MODEL A TRUCK (PART 2)

We spent another three days casually wending our way down the coast towards Bega. We were stopped by a couple in a caravan club convoy, they came from Mildura and owned a Vintage early Rugby and again we spent about three quarters of an hour by the road side chatting. At Bega while parked in the main street a chap ran into the rear of us at 30-35 mph, thank goodness we were in a truck, a car, would have been immobilised, his car was probably written off. We lost a day here, we had to take everything out of the back to enable us to get all the pieces of glass out, as well as fit a temporary tail and stop lamp, remove the front bumper etc. After we cleaned up we covered just 38 miles that day to the next town, to see that everything was alright mechanically.

From Eden, (Two Fold Bay) a lovely spot, we crossed the border into Victoria, still quite a few trucks on the road carting woodchips and logs, also many hills which as always we negotiated at a steady 12-15 mph (climbing) in second gear.

Once we entered the rural areas of South Eastern Victoria the roads straightened out and the country flattened out, actually it was a little boring after what the whole easter coast had been. At Lakes Entrance met a young chap who also has an A truck, but with a Holden motor etc, he took photos and of course we talked etc. This chap was one of the better type of "Roddors", he has kept the genuine A parts to return it to original one day if required.

The next day saw us push on directly to Penguin Parade on Phillip Island; we arrived about 15 minutes late but the Penguins had not come in anyhow, so we missed nothing there. From here we went to a caravan park for our overnight stay.

By now it was Saturday morning when we headed for Dandenong before turning west towards Parksdale, we set up tents in a caravan park and then contacted Rod Cripps the Overland (Veteran) expert. We spent an enjoyable evening there looking at his vehicle (1912) and parts and also perused a gigantic parts book come model application book. This is a very handy piece of reference material, I suppose in excess of 200 pages. I think from memory for all Overlands from about 1906 to 1920.

Sunday saw us on the road again, we just managed to pack up the tents before the rain started to come down, we headed South for Sorrento to catch the ferry to Queenscliffe and travel up to our friends at Geelong for the evening. The next afternoon we headed west into heavy rain and wind, towards South Australia around the coast on Highway 1 as far as Portland, we then kept to the coastal road right through to Mount Gambier.

At Mount Gambier I parked the truck at the Tourist Information Centre, before I could get out of the truck a chap who was in the Castrol World Rally ran over from his house opposite and made himself known. He was Ken Greig the driver of a Dodge Sedan in the Rally. We also had the address of a car enthusiast who was camped near us at Canberra, he did not have an eligible car for the Rally but came up to see the gathering etc. To cut a long story short we contacted him and spent an enjoyable evening along with his wife and some friends who were making a stage back drop for a debutante Ball. Of course we had a look at his cars all unique small cars etc. Meschersmit, NSU Prinz, 1 closed 1 open Gogomobile, Lloyd Hartnett and an East German Wartburg, this one a three cylinder 2 stroke, front wheel drive reasonably modern car (1965-1970) but interesting just the same.

