

Western 'A' Model News.



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

NOVEMBER 1988

Come on down for a
GREAT FUN DAY

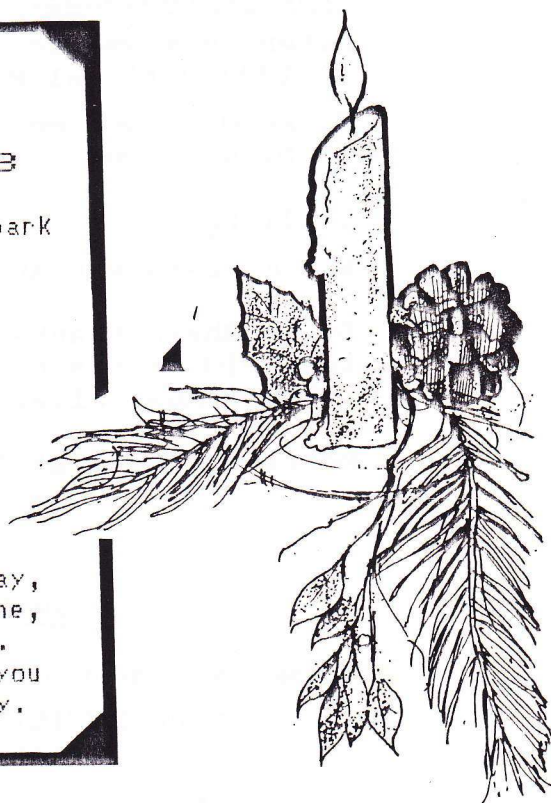
SUNDAY, NOVEMBER 27, 1988

Meet in Garden City Shopping Center, Booragoon car park
by 10am for 10.15 departure.

A 'Car Trial' has been concocted for the drive
with questions to keep the passengers awake.

The run will terminate around 11.30 am at:
ROTARY PARK, THE ESPLANADE, ROCKINGHAM
facilities: safe beach for children, toilets,
free electric barbecues and lots of lawn.

Activities are presently being arranged for the day,
and hopefully some prizes as incentives for everyone,
so be prepared for some fun. Bring friends along.
If you haven't been to a Club run for a while, or you
live down Rockingham way, here is your opportunity.
Bring Beach Brolly.



CHRISTMAS DINNER - Firstly our apologies for stating the incorrect date. Our
dinner at the Sandringham is definitely the 10th December,
7pm. Currently we have 42 members going but we would like
another 8 to make up our party booking of 50.

We may head for the Casino after the evening so arrange
appropriate baby sitters etc.

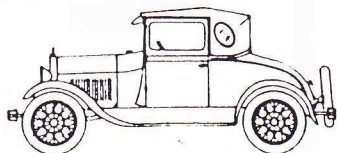
Cost for the dinner \$29 per head.

WANTED

1928/29 PHAETON PARTS.

RADIATOR SHELL
BONNET
REAR DOORS
REAR TUB

Max Jenkin



MEETING HELD AT DWELLINGUP ON 30-10-'88

APOLOGIES:

B & M Spencer, J & F Luca, M & D Annear, A & J Smith.

MINUTES FROM PREVIOUS MEETING:

Moved and accepted as read by L.Cooke, seconded by H.Sharp.

CORRESPONDENCE:

Letter received from the Combined Car Club regarding membership by M.A.R.C. Steve Read to attend and report.

GENERAL BUSINESS:

D.Bennie moved to establish a new bank account for funding of 1992 National Meet.

S. Read showed members T-Shirts with club logo stencilled on by K.Brown.

VISITORS:

New members Ron and Mark Pleysier were welcomed by members.

Bevan Sharp thanked all members who attended the afternoon tea held at his home for visiting American Model A enthusiast touring Australia.

Meeting Closed at 1.30

AMENDMENTS TO ROSTER

Members are asked to make the following changes to the 1989 Roster.

CLUB OFFICIALS - Vehicle examiners are now
Reg Blewett & Max Annear

DELETE - Jordan - John & Jan

CHANGE OF ADDRESS - Luca John & Fil
[REDACTED] (Currently)
KINGSLEY WA 6026

ph. [REDACTED]

VERY RELUCTANTLY OFFERED

F O R S A L E

1930 Model A Ford Roadster
Very good restoration project - nearly complete

- \$3,600 -

Contact: Bevan Sharp - [REDACTED], East Fremantle, 6158
Telephone [REDACTED]



DWELLINGUP RUN

Twelve A's and 3 moderns left from La Plaza, Bentley in beautiful sunshine, after some members had a quick look at the Trash and Treasure mart. Three more A's joined us along the way. Unfortunately one vehicle had to drop out due to battery trouble. Luckily the owners were able to have a ride with other members.

Looking back at the line of FordA's, driving along the South West Highway, gleaming in the sunlight was a great sight.

The steep climb up the gravel road to the lookout on the Darling Scarp was a breeze for our cars. After a break for morning tea and a chat, we set off again through scenic countryside via the South Dandalup Dam to Dwellingup. Here we joined up with two more moderns and their occupants and some of our speedier drivers already settled in.

After lunch and our meeting, we raffled two train tickets which had been very kindly donated by the Hotham Valley Tourist Railway, Ivy McLean and Ian Lawson each won a ticket. Members took the opportunity to ride behind the 100 year old steam locomotive on its last journey for the season. This service is manned by volunteers who travel long distances to run it and the kiosk, etc.

The vehicles were looked over lovingly by the Vintage Motorcyclists, the Vauxhall Club and the coal miners from Collie on their annual outing.

On the way back home the weather turned very stormy and blustery, so hope everyone managed to arrive back home without any mishaps.



BUCKLAND
HOUSE



ROAD TO HUNGARIN



MUKINBUDIN RUBBISH DUMP



ACROSS AUSTRALIA

Final Chapter

Next day and a few miles down the road we were back in our own state again. While at Eucla we decided to have a look at the ruins of the old telegraph station, from the sandhills surrounding it you could see the old jetty, so it was off to have a look at it too. Again as happened many times on the trip other people at these places get talking to you and time soon slips by.

On the road again just about one hour and a car went past in the opposite direction the occupants waving frantically, they turned around and caught us up only to find they were old friends from way back, another half hour talking and then off again. Nearer Madura the road is being rebuilt, very wide and smooth, but for about 10 miles we had to travel on a two wheel track that was a little rough and with no where to pull over to let the large trucks and cars behind to pass. Remember I did not have a ready spare, although I could mend or change a tube if I had to.

A quick refuel and snack at Madura before climbing the old pass to show the family the blow holes in the sides, that especially in the hot summer, emit beautiful cool refrigerated like air. Of course, there was another reason for me going this way, between the top of the old and new pass is an air field, alongside one section of it is the remains of a few Model A's and a straight 8 Studebaker, all very tired but I thought as one was a truck there may be something of use. We found them, had a quick look and took the usual photographs, there was nothing to salvage much to Kath's delight, as by now everytime someone or something was wanted out the back, doors brackets etc had to be shifted. The front passenger could not get out the left side of the cab as I had panel tied along the running board also.

Back on the main road heading for Caiguna we noticed that the sun set at 4.30 pm (W.S.T.) no wonder why Eucla and Border Village have their own time zone. Remember also, that it was the 21st June, the shortest day of the year.

That night we slept in the truck, next day we continued on to Balladonia and arrived in Norseman before dark, did some shopping and took an overnight van so that we could cook our own meal.

Down at the tourist centre we were advised of a free bus tour of the town and some of the mines. On this tour you could go places where the public were not allowed to go. Just north of Norseman they are opening up old mines into huge open cuts, sinking incline shafts for vehicles to drive down etc, one hole we saw was 300 feet down, men and vehicles and large pieces of mining gear looked minute. Again photos were taken. Other mines were pointed out and histories related by a tour guide as we drove around. Now I realise why when in Ballarat and Bendigo etc, even though they are old mining areas, I have yet to see any pit head gear, one of these ones at Norseman was brought over from Bendigo in 1939 and it is quite huge.

We left Norseman after lunch, and headed for Kalgoorlie via Kambalda, what a change to the countryside, many places that were accessible when we were there in '80-81 are fenced off, the ground cover is ripped away, fences put up etc, what a dust bowl in the summer when the Esperance Doctor comes in. Lets hope it is all replaced when they are finished.

ACROSS AUSTRALIA cont...

Late afternoon saw us in Kalgoorlie, we drove around and had a look at a lot of it. While Kath rang a friend from a public phone a chap pulled up in a Commonwealth car and wanted to have a look and a quick talk. I learnt that he is part way through restoring a 1934 Bedford Truck and as his truck was not the one that I knew of in Boulder I told him of one that was there in 1981 and gave him directions of where to find it.

Another enjoyable comfortable evening in the on-site vans, rather than putting up tents on the partly crowded lawns. Before leaving Kalgoorlie next morning we had a further look around and a walk up and down the main street for a few blocks, a refamiliarisation you might say.

Midday again before we leave Kalgoorlie, you can see that we were in no hurry to get home, the weather had been fine all this time, the countryside was beautiful and green and while we had the chance we made the most of it.

Into Coolgardie, no real changes here, so on to Yellowdine for the night. This stop was recommended by the Creedy's, its where they broke down in their modern car and had to spend a few days on one of their trips to the west. The accommodation is quite good, but the toilets and showers had to be shared by all concerned. I believe by now though that should be taken care of.

It was now Saturday morning and we left for a casual drive to Northam, not wanting to arrive late at night back home. At Northam it was quite cold (as usual) and it now started to rain, but we didn't care we had had in most cases fine weather.

Next morning we called into friends in Mundaring before arriving in Perth just after lunch. After spending a few hours with my parents we arrived home and started to unpack etc.

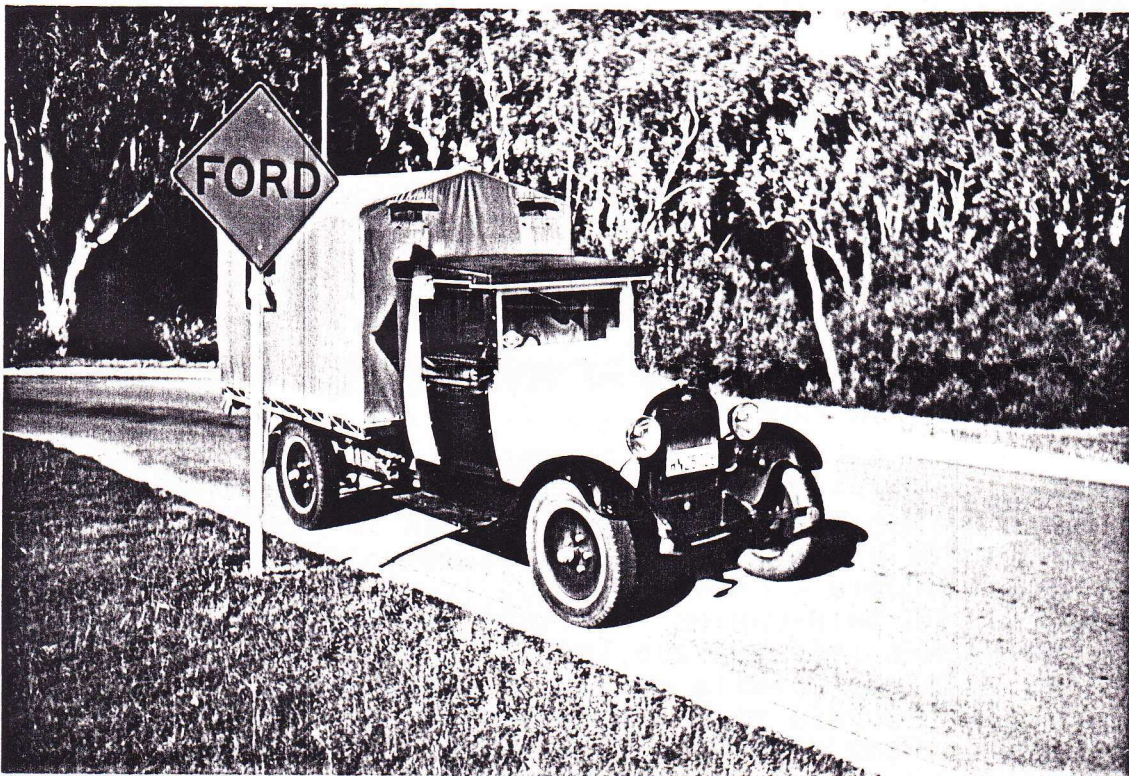
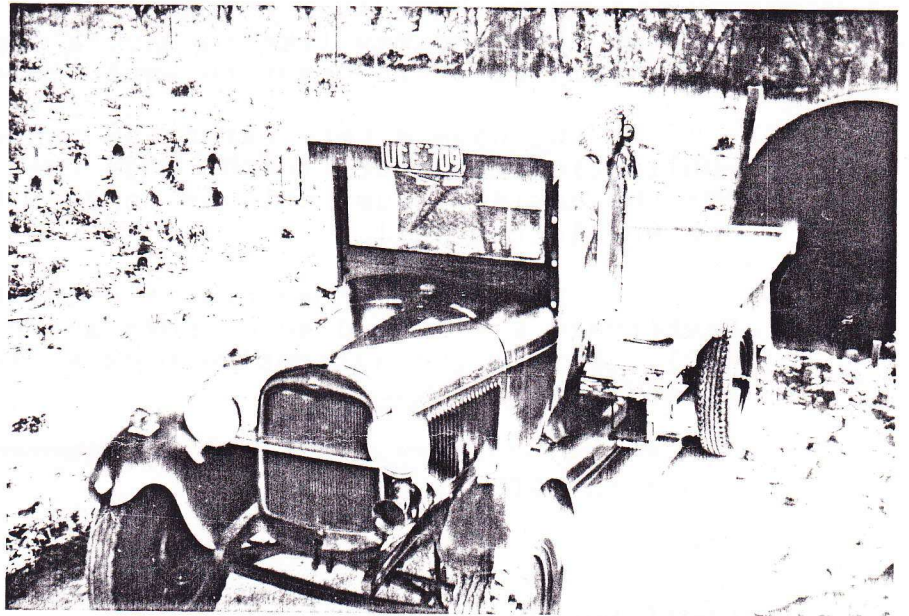
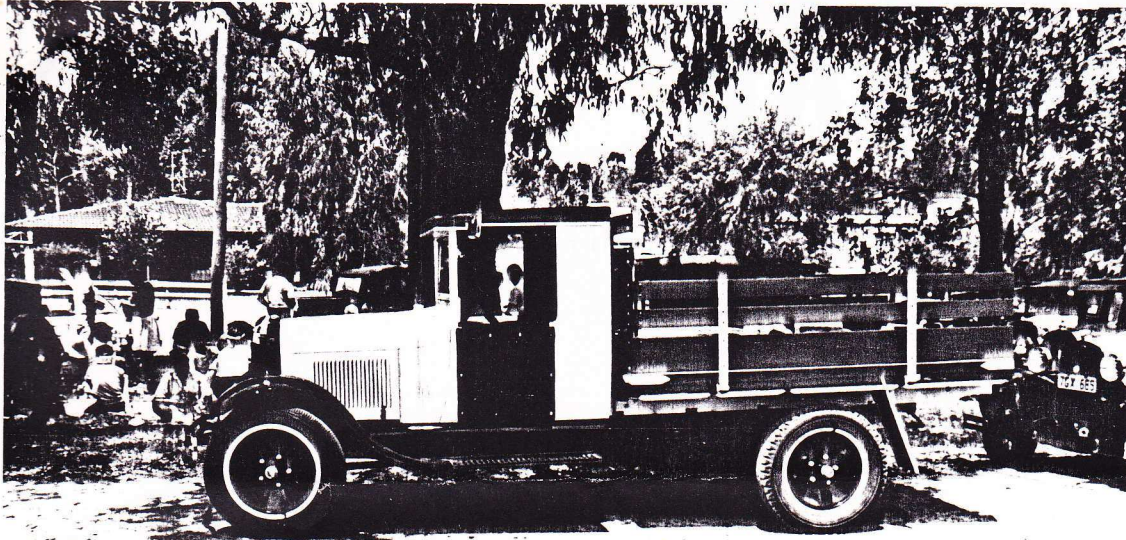
Well there it was for those who like some figures we travelled 11,255 miles (18,109 km) we used 758.85 gallons fuel (3449.82 litres). Our average consumption for the whole trip being 14.83 mpg. The cost of fuel only was \$1,988.28, hows that, the BiCentenary Year and the year of the truck. We did use a bit of oil 7.26 gallons for a cost of \$116.00 did not burn it - it leaked and blew out. Petrol ranged in price from 41.9 cents per litre on the Gold Coast to 80.4 cents per litre at Balladonia and Cocklebidy. Accommodation is also dearest in W.A.

All of the proceeding occurred in almost 17 weeks, and it was worth being part of the two rallies and looking around a little of this great country of ours.

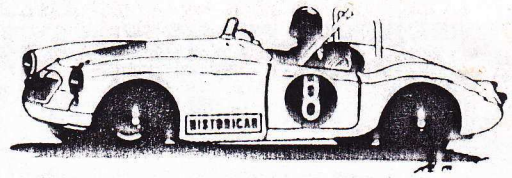
Finally I must thank Mike Cooke and another auto enthusiast Vince Maher, if it wasn't for these guys and Mikes pushing and encouragement and especially his help (through 2 nights without any sleep) I would not have made the Bi Centennial Rally and possibly not the Model A run. When these guys need help I will be ready to return the favour.

Kelvin Pepper

KELVIN'S TRUCK BEFORE & AFTER



HISTORICAR



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81 Windsor Road, Northmead, or Box 2322 North Parramatta N.S.W. 2151

TEL: (02) 630 6833 FAX: (02) 683 3254

20th October 1988

The magazine Editor

Dear Ed.

As we have just released a new catalogue I thought that you may like to have a copy of the book list that would be of interest to your members.

We have a very extensive range of other motoring publications and our free 60 page catalogue is available for the asking. Just call us on 02-630-6833 and we will pop one in the mail.

We accept phone orders using Bankcard, Mastercard & Visa and send books and video anywhere by mail. We are the automotive book & video mail order specialists.

Yours faithfully,

Geoff Bott
Manager

A handwritten signature in dark ink, appearing to read 'Geoff Bott', written over the typed name.

ORD PRE-WAR 180888

F8/50	MODEL A FORD RESTORATION HANDBOOK: Step-by-step restor.....	9.00
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F8/58	INSTRUCTION BOOK FOR 112 INCH WHEELBASE FORD V8 (1934).....	9.50
F8/59	RESTORERS MODEL A SHOP MANUAL.....	39.95
F8/60	FORD 1928-31 BODY PARTS LIST A/AA.....	19.95
F8/61	'32 FORD, THE DEUCE: History of first V8 & model B.....	45.50
F8/65	FORD MODEL T SUPER PROFILE.....	17.95

ORD POST-WAR 170888

F8/100	CUSTOM FORDS: Modified Fords of all types in pics & words	36.50
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F8/112	GUIDE TO PURCHASE & DIY RESTORATION ESCORT CORTINA MK1 & 2	29.50