

# Western 'A' Model News.



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

JANUARY 1989

## WELCOME TO 1989

The Executive of our Model "A" Restorers Club would like to extend to all members every best wish for the new year. We hope you have a successful year, both in life and in your hobby.

## CHRISTMAS PARTY

Thanks to Louise and Gail for the excellent evening. The fifty odd members and friends who attended the Sandringham Hotel function thoroughly enjoyed the celebration.

Members did the delicious array of food justice and anyone who went hungry must surely be hard to please.

The friendship and get together was in the true spirit of Christmas and the novelty prizes proved a hit.

Several of the members visited the Casino after the Christmas function and let's hope some perhaps won enough to cover expenses. E.J. won enough to pay for the evening with some left over.

## BOYANUP WEEKEND

Entries for the Boyanup long weekend should have been despatched by the end of January. Alan Jeffree will coordinate the trip down again and he will contact those going closer to the date.

## JANUARY OUTING

Sunday 22nd January come on along to our

PICNIC IN THE PARK      TIME: 10.30 am

VENUE: Manners Hill Park - Keane & Lilla Streets  
PEPPERMINT GROVE

BYO cold lunches

## CHANGE OF ADDRESS

Bill & Val Cowlin

BALDIVIS W.A. 6172

Phone. [REDACTED]

MINUTES OF MEETING HELD AT ROCKINGHAM ON NOVEMBER 27th 1988

APOLOGIES:

L & M Barendse, E & J Richards, D. Bennie

MINUTES FROM PREVIOUS MEETING:

Moved and accepted as read by M. Cooke and seconded by H. Sharp.

GENERAL BUSINESS:

S. Read and B. Bennie gave a report on their trip to Bendigo, it was enjoyed by both.

B. Bennie suggested appointing N. Phillips as Eastern States co-ordinator for the 1992 National Rally. L. Cooke seconded,

B. Bennie and S. Read attended the delegates meeting in Bendigo where it was decided each State should donate 2 club badges and \$20. These will be made upon a shield and presented to the American Model A Club.

J. McLean suggested distant rally's should have leaving time set for the return trip for members who should experience difficulties.

VISITORS:

A welcome was extended to Jack and Jill Barrie on their first club meeting.

WANTED:

1930 Roadster parts wanted by B. Bennie Ph. [REDACTED]

COMING EVENTS:

Dec: 10th Christmas Dinner at Sandringham Hotel  
Jan. Peppermint Grove  
Feb: Breakfast B.B.Q.

Meeting Closed 1.30

Henry Ford was granted one wish and chose to return and drive his Model A around Western Australia.

Now READ on and LETCH's imagination loose: he packed his car with: ANDREWS for his indigestion, BENNIES to keep awake (as he was a worry-WORT) and McLEAN's toothpaste, and fitted STEALE LUCAS lights. He bought two SHARP, BROWN, PAISLEY SPENCERS from RACCUIA and DEMIRIS to keep out the cold. Driving though WILLIAMS with DAVIES, SHEAHAN and SINCLAIR he became bogged but was pulled out by SNELGAR and SMITH in a CHAMBERLAIN (or was it a CHAMBERS?) tractor pushed by BARENDESE and DAVIDSON. He asked: "Are you DUN Stupid, did JEFFREE the tow rope and PLEYSIER on the ground?" but BLEWETT when it broke and he was nearly LYNCHED and almost lost ANNEAR. Henry HEARD of a hotel run by families MAHONEY and LAWSON with a barman called RICHARDS and a JEWELL of a COOKE who, when not COWLIN in a corner ringing a BELL, used a lot of PEPPER and was renowned for PARIN' costs by re-using the coffee "GROWNS". For what AINSWORTH, he would BARRIE (now I am getting really desperate) his mistakes OLIVER the ground EASTOUGH town, no I'm not "JENKIN", by KRIKKE.

**RALLY REPORT**  
**ROCKINGHAM - November 27, 1988**

Even though we only had a low turnout, a good time was had by all those in the ten A's, with accompanying families, and a handful of moderns. We had a couple who varied the actual 'car trial' route (on purpose, they say) and one near divorce (no names-no pack drill!).

A few were caught out by the question: 'In what year was the very first Ford A released?' The answer was, of course: '1903.' Not 1927 or 1928, or even 1893!. The very first sale was to a dentist, Dr E. Pfennig, for \$850 on July 15, 1903. The very first 'A', constructed in a workshop rented at \$75 per month, was an amalgam of: engines, transmissions and chassis from the Dodge Brothers (how embarrassing) brought in by horse and cart and married to C. R. Wilson bodies (@ \$52) and upholstered seats (@ \$16) with wheels from the Prudden Company (@ \$26 per set). It was a 2 cylinder, 8 h.p. Runabout.

While I am at it: The Model T production line was closed at the end of May, 1927, when 60,000 workers lost their jobs. The next Model A (at \$495 each) was unveiled on December 2, 1927, and within a day and a half over 10 million people had seen the vehicle - in less than a week 25 million had seen 'the new Ford'. The body was developed from a Lincoln by Edsel and required the rebuilding of some 16,000 machine tools and the purchase of 4,000 new ones for the nearly 6,000 parts, most of them new.

Henry Ford was actually born on July 30, 1863 (not 1847 / or 1898) and he died on April 7, 1947. That's the end of the history lesson.

Oh yes, with major input from Kath, the Peppers won the quiz with only one wrong answer (it's STIRLING Naval Base) but, then again, no one's perfect.

After lunch we then partook of a short driving test through a series of witch's hats (forward and reverse) and guessing the width between two poles through which the 'A' would just fit. Only two ladies would attempt the drive: Gail Andrews in Steve's Roadster and Helen Sharp in the family Tudor (now the property of only one owner!) both faired very well.

In spite of a severe attack of giggling between Gail and her passenger Sharron Lawson, Gail took the overall driving award with the closest guess to fit the car between the two poles. Sharron should have got the 'Upset the President' award by running toward Steve - don't do that Sharron, it's bad for his health. Helen should have won the 'walking wounded' award by lacerating her elbow somewhere on the driver's door.

An ambulance was in attendance (must have known Steve was attempting to be the fastest to negotiate the course) but Helen finished up in Rockingham Hospital for four stitches in her elbow. As Bill Bennie had arrived in a 'modern' he also drove the same Tudor and managed to take a nick out of his elbow - funny that, Bevan and Geoff drove that car 26,000 kms without drawing blood.

We then had a 'slow race' with the last across the line being the winner - I guess the result was really a forgone conclusion: who could go slower than Kelvin Pepper's truck?

So, Kelvin won the overall first prize donated by Penrite Oils: 5 litres of HPR 30 engine oil, 5 litres of Transoil 250 for gearbox and diff. and 500ml of steering box oil. The truck will probably go faster now! Gail Andrews got the second prize of 5 litres of Penrite HPR 30 engine oil - don't drink it all at once Gail, or fry the chips in it! MANY THANKS TO PENRITE OIL COMPANY.

*Bevan*

## AN INTRIGUING TALE OF BILL & STEVES

We left Midland at 1pm on Sunday 6th November and headed up the one and only road east in Steve's 1975 Ford Escort Van. Taking turns driving Steve ended up on the graveyard shift in the early hours of Monday morning. When I woke up he was propped up uncomfortably on the front seat and the van was parked in front of the Caiguna Roadhouse. Toast and Vegemite and coffee for breakfast, fill the tank and on our way again by 7am.

As the saying goes - "don't the miles fly when you're having fun!?" The little Ford buzzed its way east as if it was on a promise - or a blind date! We talked to Truchies on the C.B. and listened to their colourful discussions of who they had left in Melbourne or Perth, the weather, their loads and other drivers. We found some to be keen gardeners and their favourite plants were bluebells as they were always asking each other if they had seen any along the road.

You can't beat the magic of early mornings on the Nullarbor Plain. When you make a nature study stop you don't need trees. We wrote our names on the roadway a couple of times. Funny enough we never saw a live kangaroo - a few emus and eagles. An assortment of dead wombats - known as "Walking Rocks" for the effect they have on your front suspension when you hit one. We didn't.

The road houses turned up with monotonous regularity about every 250 kms. The Ford was so economical running at 85 kmph we didn't always stop to fill up particularly at Cocklebidy where the price of fuel is often around 80 plus cents a litre.

At Ceduna we spent our most expensive night of the whole trip - single rooms at \$40 each. Some nights we stayed with friends or relatives some nights we slept and drove. At Swan Hill, Victoria we both had a very nice room each for \$23 which included breakfast, this was beaten later on at Murray Bridge in South Australia - spotless room each (all new beds and bedding) for \$15 each including a cooked breakfast (set menu bacon and eggs) but top value.

Everywhere we went Steves method of map reading consisted of saying things like - "its only an inch to Echuca". When we got to Echuca he would say its "only an inch and a quarter to Shepparton" and so on. We ended up a half an inch the other side of Melbourne which isn't bad when you consider we really set out for Bendigo. Which is four inches North West of Melbourne - strewth there I go now!!! I am not sure how many inches we covered but it came to more than 6500 kms altogether in the two weeks.

We went to Wentworth and saw the famous vintage car yard - it was full up fence to fence with loads of vintage cars - always worth a visit.

East of Mildura we called on Jim Jilbert and looked over his large collection of cars including an excellent selection of Mode' A's all restored.

Onwards to Swan Hill where I returned a generator borrowed from Ray Maher during the epic trip Dorothy and I had made to Cairns earlier in the year.

We climbed to the top of the "Big Orange" at Berri and also looked at the Vintage Car Museum then on through the very attractive Riverlands and eventually to Echuca spending an hour at the "Alambie" Vintage Car Museum always worthwhile viewing.

And so down the road for an inch and a quarter to Shepparton where we landed at Jack and Jean Gristo right on lunch time. We quickly polished off Jack's plate of soup as he was running late for lunch sorry Jack. Intrepid travellers are always hungry and never look gift horses in the mouth.

A quick sightsee around Shepparton. A good look at some military vehicles restored and rusted in a local garage. Then around to the maternity section of the Shepparton Base Hospital where we stood around like a couple of expectant fathers waiting to see Marree O'Sullivan an old friend of Steve and Louise. Marree came straight from the theatre having just assisted in a Caesarean delivery of Shepparton's newest citizen.

An invitation to spend the night at Marree and Paul O'Sullivan's farm was reluctantly snapped up. After a very pleasant evening, a lovely home cooked meal and a bottle of wine we hit the sack and slept like logs as you only can do in the silence that is a feature of the isolation of a farmhouse.

Next morning we were invited to another farm to watch Paul (who also shears sheep in season) and several others shear a few sheep. The atmosphere of bleating sheep, the whirr of the machines, the smell of sheep and wool must always stir the heart of any true Australian. The shearing shed was as old and dusty as you would ever see and was held together with fencing wire - we loved it. We stayed for the shearing of the rams and felt sorry for these massive 200 pound beasts that were suddenly divested of their huge fleeces and turned out into the paddock with a few bleeding nicks and a blue painted brand on their backs. But as Ned Kelly once said "Such is life...".

And so to Bendigo and two days of sun and sore feet or sheer vintage indulgence whichever way you like.

We fitted ourselves out with army haversacks for the small bits you inevitably end up with plus a water bottle each and a hat and sun cream. The Friday afternoon was hectic - hundreds of cars and trailers arriving. Stalls being set up. Literally tons of gear and equipment arriving by the hour.

The atmosphere of this the biggest Swat Meet in Australia has to be experienced at least once in a lifetime.

Its not only a chance to buy parts but the whole show is an education and an insight into hwat others collect, restore and dabble in. You meet up with numerous familiar faces from the old car movement from all over Australia and make valuable contacts for future trips to that remote Eastern part of this huge country of ours.

Steve and I attended the Model A delegates meeting which is always held out at Eaglehawk. The next national meet is discussed together with any other items of national interest.

One thing I noticed compared to my previous Bendigo visit four years ago in 1984 was the availability of Model A parts this year. In 1984 it was a joke, there was virtually nothing. This year apart from numerous small items there were complete cars, bodies, guards, radiators etc. Some of the cars were well restored to primer stage. A 1929 Phaeton complete but no chrome done or engine rebuilt was available for \$6500 and it sold. A pair of Roadster rear body panels in fair condition sold for \$1000. Horns still bring \$100-200 if you can find them!

Of course the usual reproduction Model A gear was in abundance but varied in price ie a Quail Radiator Cap was \$85 on one stall and \$120 on another.

As with all Swap Meets you will find a bargain if you look hard and are patient. We enjoyed Bendigo '88 and look forward to the chance of going back in a few years time.

Peggy and Clive Bennett were our hosts and they allowed us to use their caravan for the three nights we were in Bendigo plus Clive made the supreme sacrifice and allowed us to drive his 1929 Chevrolet Sedan to and from the Showgrounds. This meant we could drive in and park on the grounds and gave us a lockable car to put our goodies in as we bought them. Thanks again to Clive and Peggy we met some terrific people had lovely meals, hot showers etc all of which made our stay in Bendigo very memorable. There were over 30000 people at the Swan Meet and some 1700 stalls. The whole show was a huge success and is well worth the trip over but make sure your accommodation is booked 12 months in advance.

Loaded with all sorts of vintage bits including a flywheel and a Model A head we headed south to Melbourne and stayed with more of Steve's friends Ron and Maxine McDonald. Rons in the panel and paint business and has a fleet of personal cars including a 1928 Model A Phaeton, 1930 Model A Fordor sedan, Thunderbird sedan, 1934 Ford ute, an early Jaguar and he was just finishing a vintage Morris Cowley Roadster for an elderly friend while we were there.

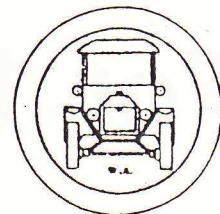
On the road again with a lunch stop at Sebastapol near Ballarat to see more relatives of Steve and Louise. Over the border into South Australia to Murray Bridge. Next day while negotiating the aftermath of the Adelaide Grand Prix (they were removing all the seating and barriers etc) I suddenly said to Steve - "We should be in that road over there to the left!" But we were facing into an incredible intersection that had about five roads leading in and out of it. The lights changed we took off hoping to turn left and get back on course. At every turn Steve made we were faced with oncoming traffic. The poor old Escort went around that intersection in all directions like a lost ferret - we even tried to mount the curb to get our bearings but there was a light pole and traffic light standard in the way. Finally I saw the back end of another car and we followed it to the comparative safety of a side street to recover our composure and clean the van up a bit before heading north for Port Augusta and the security of the good old Nullarbor Plain.

There is something comforting about the Nullarbor and the endless road ahead, perhaps its because you know that 1700 miles down the road is home. After we left Ceduna we just made it a straight run for Perth apart from a meal or so and one or two compulsory stops we just drove and slept. The Escort is surprisingly comfortable to travel in and with the 6 inch thick foam mattress it wasn't too bad for sleeping in either.

All round it was a great trip - 6500 kms in 12 days is fairly easy travelling and whats more after all that time and distance in a confined space Steve and I were still speaking to each other when we got home!! Well I was speaking to him anyway - most of the time he just listened!!

Correspondent B.B.

# SOUTH WEST VETERAN CAR CLUB INC.



P.O. BOX 482, BUNBURY, WESTERN AUSTRALIA 6230

## ANNUAL GYMKHANA

### ENTRY FORM

DATE - March 4th, 5th, 6th 1989

VENUE - D. Leach, Boundary Rd Boyanup (see map)

FURTHER INFORMATION - Phone [REDACTED]

CONTACT - Des Duplex - [REDACTED]. Max Moon - [REDACTED].

NAME - .....

ADDRESS - .....

VEHICLE - ..... YEAR - .....

ENTRY FEE - \$ 5.00

ACCOMMODATION - Full camping facilities are available at the farm.

CATERING PURPOSE ONLY - Please indicate no. of adults and no. children -

Sat. tea .....

Sun. breakfast .....

Sun. dinner .....

Sun. tea .....

Mon. breakfast .....

Cost of Meals - Sat night to Monday \$30 p/ adult \$15 p/ child under 15. For people not camping at the farm meals are available at a nominal cost \$5.00 p/adult \$2.50 p/child p/meal.

Bar facilities will be available.

Please bring your own cutlery, plates etc.

All payment to South West Veteran Car Club

P.O. Box 482

BUNBURY, 6230

Entries Close - 1st February 1989.

Signature of Entrant .....

# For 1990

# *It's California!*



*Hosted by Queen Mary Chapter*

Yes, I want to be an "Early Bird" for the 1990 Convention!!!  
Send me the NEWSLETTER and early Registration for the Hotel and  
Convention. And I want the "Early Bird" Button!!!

Here is my \$6.50 check payable to QUEEN MARY MAFCA

My Name is \_\_\_\_\_

Address \_\_\_\_\_

M.A.F.C.A. Chapter \_\_\_\_\_

I added \$1.50 for an extra Button \_\_\_\_\_

Send To: "Early Bird"  
P.O. Box 4044  
Carlsbad, CA 92008

