



# Western Model A News

The Official Newsletter of  
THE MODEL A RESTORERS' CLUB (WESTERN AUSTRALIA BRANCH) INC.

OCTOBER, 1989

## EDITORIAL

### ***NINGHAM STATION***

Thanks to JIM and NINA WILLIAMS for organising a memorable October run. Thirteen Model A's travelled about 500 miles each and saw lots of colourful wild flowers. No doubt the drive up Mount Singleton via a rough gravel track and steep hills made the A's reminisce about roads in the 'good old days'. Full report in this issue.

### ***TENTH ANNIVERSARY***

Next year will be the 10th Anniversary of the founding of our Club. The fact that some of the original members are still with us is a testament in itself. Suggestions are requested for a way to celebrate this momentous occasion.

### ***NATIONAL MEET***

It is not too late to participate in the 11th National Meet in Brisbane next year. Your Secretary has Entry Forms. The more W.A. cars in Brisbane, the more in Perth in 1992?

### ***MEMBERSHIP DRIVE***

If you know any Model A owners who do not belong to our Club let the Secretary know their name and we shall send them a complimentary copy of this Newsletter.

### **IF THERE IS A RED CROSS IN ONE OF THESE BOXES:**

Please forward  
Annual subscription  
of \$15 (country \$10).

**CHRISTMAS DINNER**

Please forward  
Update form in  
September issue.

Not booked yet.  
Do you wish to book?

Complimentary copy.  
Come and join us.  
Application enclosed.

Booking made.  
Please pay.

**NEXT RALLY:**  
Tour of ALCOA on Sunday, October 22.

**SPECIAL EVENT:**  
Brewery Tour on Monday, October 30

OFFICE BEARERS: President: JOHN LUCA [REDACTED] Secretary-Treasurer: HELEN SHARP [REDACTED]  
Vice President: LOUISE READ [REDACTED] Editor: BEVAN SHARP [REDACTED]

COPY DEADLINE: by the 7th. of each month to : [REDACTED] Palmyra, W.A., 6157

VIEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.) INC.

**Sunday, OCTOBER 22, 1989 -**  
ALCOA TOUR - Meet at Pioneer Village at 9.30 am.  
There will be a morning tea stop and an early lunch,  
The bus will leave Jarrahdale at 1pm.

Bill Cowlin will watch the cars - phone Bill or Helen for info/numbers.

**Monday, OCTOBER 30, 1989**  
SWAN BREWERY TOUR - Baile Road, Canning Vale.  
MEET: in the Brewery Car Park at 6.20pm  
COST: \$3.00 per person for the tour, drinks and food.

Please pay Jim Williams before entering Brewery as cash must not change hands on the premises.

This is another great opportunity to involve friends and relations (without just putting our own hands in our pockets). We still need more participants - Contact Jim or Nina Williams on [REDACTED] for details or bookings.

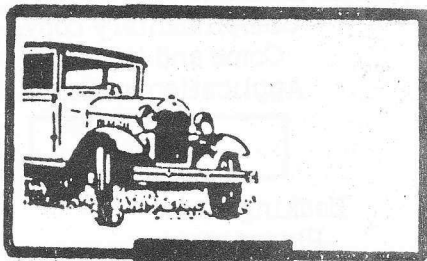
**Sunday, NOVEMBER 12, 1989**  
ALL FORD DAY

We should have a good display with 15 cars plus our '1930's garage'. A few volunteers still needed to help Bill Bennie load (and unload) his heavy petrol pump and also some to help convey and erect the 'wall' of the display early in the morning. Please contact Bevan Sharp on [REDACTED] with offers for assistance and any suggestions - thank you.

**Sunday, NOVEMBER 26, 1989**  
Mike & Laurel Cooke are arranging a 'run'.

**Friday, DECEMBER 8, 1989**  
BOOK NOW for the CHRISTMAS DINNER  
AT: The Oyster Beds, Riverside Drive, East Fremantle  
7.30pm. for \$26.00 per person (plus any drinks)  
Plenty of room for extra friends at this annual event.  
BOOKINGS and enquiries: Helen Sharp on [REDACTED]

**Sunday, JANUARY 21, 1990**  
The traditional 'Picnic in the Park' at Manners Hill Park,  
Keane and Lilla Streets, Peppermint Grove.  
Meet at 10.30am and B.Y.O. lunch (champagne & quiche?).



## THROUGH THE REAR-VIEW MIRROR

A NOSTALGIC LOOK BACK  
From 'Western A Model A News'

**April, 1983**

March Restoration Run - "Once again it was a great turnout for our meeting with eight Model A's (1 Ute, 2 Tudors, 2 Roadsters & 3 Phaetons); one Thunderbird and four moderns. First call was to Steve Read's workshop where we checked out his Tudor Sedan - painted but not buffed and ready for upholstery. Wheels are being prepared and all going well Steve hopes to have it complete for the April meeting - or if not quite - for the May meeting."

**May, 1984**

"John and Filomena Luca's Tudor is currently in at Crawfords having its interior decorated and should possibly be on the road for our next meeting".

"Whilst on the subject of Tudors, Steve Read says it wouldn't take a lot of effort to get his finished and on the go."

**October, 1984**

"Steve and Louise Read were out in their recently completed Tudor for its first Club Event."

# MINUTES

.... of Meeting held at Ningham Station on October 1, 1989  
with 36 members (including 8 children) in 13 Model A Fords and one 'modern'.

In the absence of President JOHN LUCA and Vice-President LOUISE READ (and with the President's permission) the chair was taken by BEVAN SHARP who welcomed new members GORDON and JANINE GODWIN.

**Apologies:** John and Fil LUCA, Steve and Louise READ, Colin and Maxine DAVIDSON, Bill and Mavis SPENCER, Tony and Rita PARIN.

The Minutes of previous meeting were read and accepted. Moved: BILL BENNIE, Seconded: NINA WILLIAMS.

MAX ANNEAR pointed out that apologies in the previous Minutes should have been for 'M' not 'D' ANNEAR.

**Business Arising:** MAX ANNEAR to inspect all Club vehicles for inspection sticker.

JIM WILLIAMS reported on progress for the Brewery visit on October 30, 1989. Progressing well. Can take a few more bookings.

BEVAN SHARP reported on the All Ford Day to be held on November 12, 1989. All going to schedule.

JIM WILLIAMS and RON ANDREWS gave an update on the Auto Jumble stall for October 15, 1989. ALAN and DARREN JEFFREE and BILL BENNIE to assist.

The tour of ALCOA on October 22, 1989 was discussed. Organised by BILL COWLIN, members to phone him or HELEN SHARP to advise if they intend to participate.

Rally Director BILL BENNIE gave update on 1992 National Meet committee meeting. ROSS LETCH has designed letterhead and logo. Approaches had been made for a Patron and sponsorship. A report to be made at Bendigo.

**Correspondence. OUT:** All Model A clubs, VCC and CCC advised of change of office bearers. Accountant D. Palmer invited to Christmas Dinner as our guest (accepted). Bond Brewing invited to display their Model A truck on the All Ford Day. Falcon and Chrysler Clubs invited to our Brewery Tour. Protest letter sent to State Government re Museum car sale.

**IN:** Resignation received from JOE SHEAHAN due to business and personal commitments. East Coast Antiques re advertisement in Newsletter and customs' duty.

Combined Car Club delegate BILL BENNIE gave a report on their meeting: Submission to be made to Customs for clarification and details of duty on imported parts.

HELEN SHARP gave the Treasurer's Report. Balances:- 1992 Fund: \$2,481.98, Club Fund: \$959.83. Total: \$3,441.81 as at September 29, 1989.

## General Business:

Draw for monthly Rally organisers to be held at next meeting.

As June, 1990 is to be the tenth anniversary of our Club, thought to be given to a celebration such as a special Rally or a Dinner.

As an Auditor was not appointed at the A.G.M., Mr David Palmer was again appointed.

All members to give thought to the By-Laws as discussed at the A.G.M. and mentioned at previous meetings, suggestions to be sent to the Secretary. Such as: 'all vehicles on Club Runs must be inspected by the Club's Examiner or another approved Club.'

RON ANDREWS gave details of a 'Foker Run' organised by a Hot Rod Club for next February - our members invited.

ALAN SMITH suggested combining a Club Run with a wedding for a friend. The members declined on the grounds that the Club should not participate in this way but that individual members may assist.

There being no further business the meeting closed at 3.10pm.



## *The Ningham Ramble*

A covey of Model A Fords assembled at Upper Swan early on Saturday morning, September 30 - as instructed. The families of: LETCH, ANDREWS, ANNEAR, SHARP, JEFFREE, BENNIE, McLEAN, SMITH, GODWIN, CALLEJA, LYNCH, WILLIAMS, COOKE and PEPPER totalling 36 people with 8 siblings were in 1 'modern' and 13 Model A Fords (1 Truck, 1 Tudor, 3 Roadsters and 8 Phaetons).

After a brief briefing by Wagon Master MAX ANNEAR the troop departed to catch-up the earlier departees: the PEPPERS in their rocket truck and JEFFREES who were running in a re-built engine.

First stop was New Norcia for morning tea where the SHARPS elected to rip the top of their gear box to add to the atmosphere. The comment: "You will be OK, you never breakdown in a Model A" was countered by some reposte connected to the expelling of excreta by a male bovine-like creature.

Lunch was a relaxing affair on a lawn in the centre of Dalwallinu. At Ningham Station the group divided into those staying at the Shearers' Quarters and those of a more gentile persuasion who were partaking of 'silver service' at the Homestead. The Shearers' Quarters were basic but adequate.

The Homestead contingent joined the majority that night for a barbecue followed by lots of chat before most people retired for the night leaving a small core of stalwarts who made a large dent in ALAN JEFFREE's flagon of port (he got a 'thank you' note) as they cured the ills of the world until told to "turn off the generator and go to bed" by Auntie LAUREL COOKE.

One evening mystery involved ROSS LETCH trying to extract something from the crotch of his jeans. He said it was an 'insect' - never heard it called that before! FAYE LYNCH while probably used to a 'rat' in her bedroom was disinclined to also welcome a wandering mouse. Some could have done without the mosquitos on night one.

After breakfast the 'Shearers' contingent' drove to the Homestead to check out the situation. After looking over the impressive gardens and home with a map of this 500,000-acre property it was time for some exploring.

After removing a wheel with a punctured tyre, and pumping up the spare on the BENNIE Phaeton it was off to the top of Mount Singleton. This journey involved traversing washed-out creek beds, negotiating boulders and steep hills, all on loose, dusty gravel roads. All made it to the top except the SHARP Tudor which lost power and could not make the steepest grade - the motor over-heated and a fuel vapour-lock was suspected.

This journey prompted comments from: "We did not restore our cars to subject them to this type of punishment" to: "That pushed the grease in everywhere and gave my car a good work-out" and: "Now everything on my new engine should be bedded-in." You make up your own mind.

Sunday night was 'casserole and cheesecake' followed by a barrage of jokes lead by the irrepressible JIM WILLIAMS and early to bed. Monday morning departure was at 8am for a drive back through increasing rain until lunch at Wongan Hills and back to 'civilisation'.

The display of wildflowers along the roadside was memorable (including the unique 'wreath flower'); unfortunately we were just too late for a magnificent display of everlasting on the Station itself. It was sobering to see the wide extent of salt degradation throughout the wheat belt caused by totally clearing the land many years ago (on Government initiative).

Each vehicle covered a total of some 500 miles (805 km) over the long weekend.

Problems: The gearbox trouble on SHARP's Tudor seemed to emanate from a 'jammed starter'. The car was put into gear and rocked vigorously which caused a selector to pop out of position. Then the top would not lift off the gearbox as the shafts were engaged in the bell housing. Loosening the small screw on the side allowed the shafts to be pushed back, the top removed and the selector re-positioned under the guidance of RON ANDREWS and ROSS LETCH.

ALAN JEFFREE removed his starter motor at 6am on Sunday as it was just spinning and not engaging with the flywheel. The problem was the bolt on the bendix spring not holding the spring. ROSS LETCH had a short in the switch on the top of his starter motor which was cured by the addition of a gasket between the cap and the motor and some re-aligning. The Tudor's lack of hill-climbing power and subsequent lack of performance was caused by the fibre block on the points wearing down until a gap was virtually zero. JOHN McLEAN's coil gave considerable trouble as it died some four times before getting him home.

All-in-all a great time was had by everyone - thanks to JIM and NINA WILLIAMS.

*THE QUAIL*

# To The Arctic Circle by Model A Ford

(extracted from MAFCA's "The Restorer" Magazine  
Part Two (Part One in September issue))

*Some more information from the trip made by 14 Model A's to Alaska and the Arctic Circle in 1988.*

The author of the articles, John A. Hargrave of Independence, Missouri, made the following comments: " A common misconception heard from time to time was that the distributor condenser's purpose is to reduce sparking at the points. This is not its purpose at all. The condenser and the primary winding of the ignition coil together make up an oscillatory circuit which produces and alternating (AC) current in the coil's primary winding and the condenser the instant the points open. This AC current produces an alternating high voltage across the coil's secondary winding which fires the spark plugs. This AC voltage is in the form of a dampened train of oscillations which lasts just long enough the fire the plugs. Each time the points close a DC current surge occurs through the primary coil that restarts the action."

## TYRES and TUBES

The 14 cars had 4 flats. One from a sharp rock, one from a puncture and the others from tube abrasion. Of 10 tube problems, 3 were caused by weak spots or defective seams and 7 from leakage of the rubber stem where the brass tip and rubber stem are joined. They found a wide variation in mileage from different brands of tyres. Firestone appeared to offer the longest tread life. They also found that 'toe-in' in excess of 1/16th" increased front tread wear.

## FUEL

Eleven cars burned only leaded, 2 burned unleaded only and one used leaded and religiously added a lead additive. They took before and after compression tests and could not detect any obvious difference in engine condition as the result of fuel used.

## VALVES

Several cars had hardened valve seats and



stainless valves. Three cars had valve problems. One stainless steel valve had to be replaced due to loss of power and compression. Adjustable lifters were used. Due to inadequate tappet clearance the valve was not seating properly and was moderately burned. Two steel exhaust valves on the vehicle using the lead additive were slightly burned - tappet clearance was OK but the valves sat very deep in the block and

replacement seats will have to be machined. In another case, all the modern bronze guides were replaced due to occasional seizing - they were of the opinion that dissolved sloshing compound was the culprit.

## ENGINE OIL

Four cars were using as much as a quart every 700-800 miles. In each case the engines had a drilled crankshaft, pressurised lubrication and a rear main seal. A few conventional engines had some oil leaking, though not severe.

## PARTS REPLACED

The 14 cars over 126,812 miles used: 1 tyre, 12 tubes (10 with manufacturer's defects), 2 condensers (probably due to manifold heat), 8 sets of points (6 with soft blocks), 2 broken pot metal fan hubs, 1 cracked water pump casing, 1 1929 water pump (worn front bearing), 3 worn water pump shafts (fan belt too tight), several water pump 'O' rings and seals, 2 fan belts (1 due to a rough pulley), 1 after-market radiator (loose fins), 2 broken speedo cables, 5 6v generators (4 on the same car - cause unknown), 2 generator cutouts, 4 alternator regulators (2 external 6v and one each internal and external 12v - probably low quality), 2 Bendix bolts (6v starter on 12v system), 1 Zenith 2 carburettor (engine swallowed the main jet which was later found in an intake port), 1 burned exhaust valve and 8 guides, 1 head gasket, 2 manifold gaskets, 1 starter solinoid and assorted gaskets used during repairs.

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# Have you . . . lately?





# FIT TROUBLE-FREE MODERN POINTS AND CONDENSORS

Some Victorians have been successfully running converted distributor top plates since 1986.

Advantages include:

- a) Trouble-free compared to original-type points.
- b) New points fitted without removing cam and re-timing.
- c) Point gap easily adjusted and always stays in alignment.
- d) Condensor mounted on top plate away from manifold heat.

To save you importing these plates, Frank Smith of MAFC (Vic), Editor of 'Ford Torque', has made up a jig to drill and tap holes in the original (or a repo) Model A top plate to take Bosch GF82V points and Bosch GA61 condensers. These points and condensers suit a lot of Falcons and Cortinas and are readily available from Repco and other automotive stores.

Frank has very kindly offered to adapt distributor top plates for our Club members. Ensure that your top plate is in good order and the large centre hole is not worn badly. The condition of the point pivot post and bakelite insulator plate is not important as the rivets are drilled out and this part discarded. Your top plate will be modified and the screws and washers to suit supplied free. A dummy, empty condensor can be screwed into the original condensor hole to make the distributor look authentic.

Post your top plate in jiffy bag (or similar) to: Frank Smith, [redacted], South Oakleigh, Victoria, 3167. His phone number is: [redacted] Include \$1.00 for return postage plus a return address label if the bag is re-usable or plus .55c for another bag. If you would like the new points and condensor supplied and fitted please add an extra \$13.00 (being the trade price from Repco).

*ODE TO THE FORD CAR*  
*The Ford is my car,*  
*I shall not want another!*  
*It maketh me lie down in wet places,*  
*It annointeth my head with oil.*  
*It's tank runneth over.*  
*Yea! Though she runs down the valleys,*  
*She is towed up the hills.*  
*Surely the damn thing will not follow me all*  
*the days of my life or I shall dwell*  
*in the 'House of the Insane' forever!*  
 Amen                      *Mary Retell (Reg's Mum)*

## "Watch The Fords Go By"

The Quail Tale



# The colourful early history of the Redlands

1770 — James Cook named Point Lookout, the northern most tip of what is now known as North Stradbroke Island.

1799 — Matthew Flinders mapped part of Moreton Bay, describing Peel Island and landing on Coochiemudlo Island.

1823 — Pamphlett, Finnegan and Parsons shipwrecked on Moreton Island, travelled via dugout canoe to North Stradbroke, Peel Islands and Ormiston, finding the Brisbane River and finally being rescued in the same year by Oxley. Oxley explored the islands at the southern end of Moreton Bay and found Stradbroke to be an island.

1827 — Stradbroke Island and Dunwich named by Captain Rous. Governor Darling ordered construction of convict barracks at Dunwich.

1839 — The penal settlement in Moreton Bay was closed and



*YOU can find out more about the history of the Redland Shire at the Redland Museum, located in Cleveland Showgrounds in Long Street.*

the area opened to free settlers.

1842 — Governor Sir George Gipps decided against Cleveland as the chief port for the Moreton Bay Region in favour of Brisbane, following a sticky encounter with our mud flats.

1847 — The "Sovereign" was wrecked in the South Pas-

sage with the loss of 44 lives and became one of the last ships to use this route in favour of the northern entrance, around Cape Moreton.

1848 — Permission granted for a village reserve at Cleveland Point.

1849 — "Digge's Folly" constructed at Cleveland Point —

now the Grand View Hotel.

1850 — 13th December, Cleveland was proclaimed a township. Dr George Mitchell and Dr David Ballou and 27 immigrants died, victims of typhus fever, at Dunwich Quarantine Station.

1864 — Cleveland light-house erected. Captain Louis Hope's sugar mill produced the first commercial sugar in the colony.

1867 — First settlers arrived on the Russell Group of Islands and operated the first salt works in the area.

1872 — St Paul's Church of England was constructed at Cleveland Point.

1885 — Cleveland Divisional Board was constituted, this being the forerunner of the Shire Council.

Museums — Redland Museum: Cleveland Showground. Phone: 286 1007/286 1475.

We will be visiting the Redlands Museum during the course of the rally. Extensions have been necessary to house their impressive display of memorabilia. Recent restorations carried out in time for the Bi-Centennial celebrations were a steam engine, railmotor, Cobb & Co coach, derrick crane, horse drawn bakers cart and fruit wagon. The Museum houses a wealth of history from the period costumes to cars and musical instruments.

The entries are rolling in for the National Meet so please book your accommodation NOW or risk having to book somewhere further away from the Meet venue.

\*REDLAND BAY MOTOR INN 1 room left (People who have booked here please forward your deposit to the Motel in October).

152 BROADWATER TCE REDLAND BAY Q4165 Ph (07)206 8188

HOLIDAY HIDE-AWAY RESORT MOTEL 11 rooms left

158 GREENCAMP RD WAKERLEY Q4154 Ph (07) 245 6555

WELLINGTON POINT HOTEL-MOTEL 2 rooms left

CNR MAIN RD & WATERLOO ST WELLINGTON POINT Q4160 Ph (07) 207 2511

CLEVELAND VISITOR VILLAS 2 vills left (2/2 bedroomed units. Twp couples could share a unit).

214-216 BLOOMFIELD ST CLEVELAND Q4163 Ph (07) 206 6322

ALEXANDRA HILLS HOTEL-MOTEL 2 rooms left

CNR FINUCANE & DAWSON RDS ALEXANDRA HILLS Q4161 Ph (07) 324 4444

All accommodation is only a few minutes drive from the rally venue. We do not have a traffic problem here in the Redlands area so your Easter visit to Queensland should allow you to relax and enjoy yourselves.

All entries to MRS MARGARET GIBSON, [REDACTED] MALENY Q4552 Ph 018 72 5604

If undelivered, please return to:  
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Western Australia, 6157



Western  
Model A News

# The Restorer

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## ... Notebook ...

**RESIGNATION:** from Mr Joe Sheahan of Wembley Downs due to family commitments and working in Karratha he has stopped restoration on his Model A.

**CONGRATULATIONS** to Bruce Jewell and Sallie Madgett on their Nuptials in London. We look forward to greeting Mr and Mrs Jewell at future meetings.

**WANTED:** Country member Alan Duns of Manjumup is seeking two 21-inch wheels for his 1929 Phaeton. Phone him after hours on [REDACTED]

*Cut off and stick to your rear window:*

I'd rather be driving my  
**Model A Ford**