Western Model A

News

APRIL 2016

Model A Restorers Club of Western Australia Inc.

VOLUME 37, ISSUE 4

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April 2016
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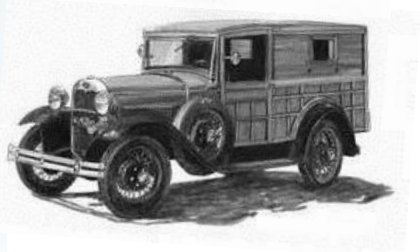
Western Model A News



Colin's Corner

It seems at last the heat of summer is about to take a break and give us some cooler weather. I can handle the 30 degree days fine but once we get into the 40's it starts to make life less enjoyable. The Model A's we drive handle the hotter weather better than people I'm sure. The recent 10 day trip around the Great Southern Area was an example of that with 11 cars clocking up close to 1000 miles and only a couple of very minor problems such as manifold gaskets blowing out and a broken fan belt. Those that went on Peter Satori's and Alan Jeffree's trip South really enjoyed the event and each others' company. I observed and learnt years ago that people can work and get along fine with each other 8 hours a day for 5 days a week but when you take those same people and put them in a situation where they are all in a close knit situation day in and day out for a few weeks it soon sorts the men out from the boys. Some people do little things that irritate others. One has to appreciate that most of us are not perfect and just accept others' shortcomings and the end result is a great get together. A great time is then had by all and the feeling when finally going home is of "That was a good trip." I came home half way through the trip with a " Leakless Water Pump" that wasn't living up to its name. It's not the fact that the water pump is a problem when it leaks. The thing I don't like is the great mess it makes throwing dirty water over everything. Once home and with a couple of days to spare before going to Brookton I got to work and made a new stainless steel water pump with sealed bearings the same as the one I made for my Phaeton in 1990 and that original is still going strong and trouble free after 25 years so I am hoping this new one does the same. Fingers crossed! As we draw closer to departure day for the Darwin Rally and with so many going to be away for that event there is no monthly run and meeting planned for May. There is, however, still enough going on such as the Whiteman Park Classic Car show and the events at Northam to prevent one from becoming bored. In the meantime take care and drive that Model A.

Colin Davidson. (President)

Front Cover.
MARC Nationals 2014 - Model A line-up at the Busselton Drive-In

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Secretary's Comments

Membership Renewals

The cut-off date for Membership Renewals has passed and, unhappily for the club, six of our members have not renewed their membership. One of these former members has his Model A on a Concession Club Licence Code 404. This classification will now be cancelled by the Department of Transport.

Former members will be welcomed back into the club whenever they wish to complete and forward an Application for Membership form together with payment of the required $30 (or $25) membership fee plus a joining fee of $15 per person.

Kathleen Kuenzel. (Secretary)

Events Coordinator

The next club run/meet will be held on the Sunday 26th of June. This date late in the Month will enable members time to return from Darwin. Details about the run will be provided in the May WMANews.

Ian Paisley. (Events Coordinator)

Editors note (events update): *The June club run is being organised by Fred and Kathleen Kuenzel. July by Colin Davidson, details in future newsletters. I have emailed members advertising various non club events both metro and country. Review and raise through Ian if any should be considered for a club run.*

Librarian Comments

The re-organisation of the library resources has stalled and probably won't happen now until after Darwin. However if anyone has any queries from the Library please call me. 94561184.

Dianne

Western Model A News is the official newsletter of the *Model A Restorers Club of Western Australia Inc.*
Copy deadline 1st of each month to: maofwainc@gmail.com **or** 27 Spencer Rd Kelmscott WA 6111
VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF MARC of WA Inc.

MARCWA (INC.) CLUB CONTACTS

ELECTED:			**APPOINTED:**		
President:	Colin Davidson	9495 4445	Editor / Web site:	Fred Manwaring	9475 0078
Vice-President:	Dean Roberts	9295 2588	Printer:	Daniel Pinnington	0400 132 445
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Treasurer:	Bob Piercy	9405 3766	Events Coordinator:	Ian Paisley	9456 1184
Committee Member:	Ron Andrews	9277 8270	Regalia Officer:	Marilynn Horgan	9477 8237
Committee Member:	Ian Paisley	9456 1184	Librarian:	Dianne Paisley	9456 1184
Delegate: CMC	John Moorehead	9332 6104	Spare Parts Officer:	David Bussard	9524 1086
AIS First Time Examiner:	Steve Read	0412 924 299			

Website: www.modelafordclub.com.au

The Notice Board

Special notices and advisories regarding members and club administration.

Welcome to New Members

Please make Ian welcome.

Name: Ian Steer
Address: 7 Gransmoor Way, Willetton.
Mobile: 0403 811 911
Email: iansteer@iinet.net.au
Model A: 1928 Sport Coupe (restored)

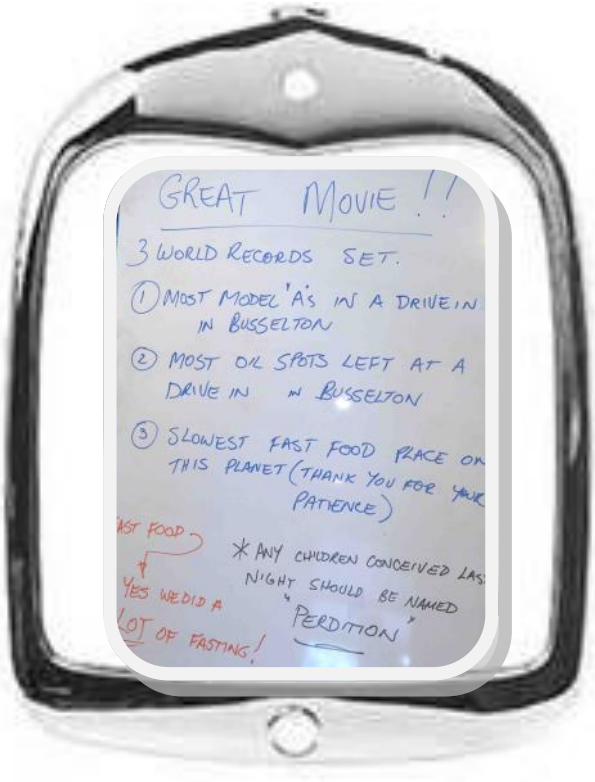
Birthdays:

Marg Addison
Ron Andrews
David Bussard
Bill Cowlin
Ellie Davidson
Gary Knight
Ray Mahony
Toni Mahony
Jean Misko
Maureen Oulaghan
Bob Piercy
Terry Redman
Phillip Wilson

Members extend thoughts and sympathy to Rob Mawson on the passing of his mother Beth.

From the front cover.

The morning after - Notice board seen at HQ front door for the MARC WA National meet 2014. The front cover photo is a view of Model A's at the Busselton Drive-In, well attended by members nationally, preparing to watch ***"Road to Perdition"***



From the Web

From the Editor: I received an email from a US, Model A supplier, he was seeking space to announce his business in our newsletter. Here it is.

I am with All Ford Parts located in Campbell Ca, who specialize exclusively in Ford cars/trucks parts manufactured between 1928 through 1950 having a large inventory of both used and after market parts from A-Z being in business for over 40 years.Enough parts to build a number of model A`s from the frame up. We have a good presence in the US after 40 years and have several hundred customers in AU and NZ that buy from us and would certainly like to be able to get our name out there after all these years.

John Lackner
johml@allfordparts.com

Their web page is: ***allfordparts.com***

MARC your calendar:

Club Event Non Club Event

April 2016

Mon	Tue	Wed	Thu	Fri	Sat	Sun
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Events Listing –This month.

Annual Vehicle Examinations
Sunday April 10th at the VCC club rooms from 8am to 12 noon. Contact Ray Mahony, Club Registrar.

Shannons Classic Car Show
Date: 17th April 2016
Some 43 Clubs and over 800 vehicles will be attending this event organised by the Council of Motoring Clubs. The MARCWA allocated position provides for 15 Model A's and we already have the numbers. Club coordinator John Moorehead telephone 9332 6104.

NOTE LATEST UPDATE

10.00am to 3.00 pm for general admission. Sunday 17th April 2016
Therefore our Model A's must be on site from 9.00 am to 3.00pm
(Previously 3.30 pm)

May 2016

Mon	Tue	Wed	Thu	Fri	Sat	Sun
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Events Listing - Next Month

No Club events for May. Darwin Nationals are the focus for members.

Refer to below for other motoring events in and around Perth for May.

From the CMC calendar

April

- 17 - Classic Car Show - Whiteman Park - www.councilofmotoringclubs.asn.au

May

- 1 - VAA swap meet. Kings Meadow Polo Grounds, Guildford.
- 15 - SW Mega Motoring Extravaganza Bunbury. SWVCC. swvccinc@gmail.com for more info
- 15 - British Car Day, Gingin
- 15 - National Motoring Heritage Day

July

- *8 - CMC Quiz Night. Canning Exhibition Centre*
- *17 - VCC Auto Jumble. Dogs West, Southern River Rd, Ranford*

Run Report - March (South West)

The Model A Restorers Club of WA - Eleven day Southwest Tour - Saturday 5th March to Tuesday 15th

Twelve Model As heading South for an extended tour, organised by member, Peter Sartori. Those going, Peter and Lorraine Sartori (1930 Murray Fordor), Bob and Lorraine Piercy (1929 Phaeton), Ian and Dianne Paisley (1930 Woodie), Kerry and Lyn McPharlin (1929 Phaeton), Bob and Marilynn Horgan (1929 Tudor), David and Pat Bussard (1928 Special Coupe), Steve and Lorna Wigmore (1929 Pickup), Rob Mawson (1929 Phaeton), Colin Davidson (1931 Slant Window Town Sedan), Fred and Kathleen Kuenzel (1929 Roadster), Ross and Alma Letch (1934 Roadster), Alan and Edith Jeffree (1929 Briggs Fordor). The group were booked into Motels and Hotels along the way. Daily write ups to follow done by a different family each day.

DAY ONE - PERTH TO DONNYBROOK 5th March (Peter and Lorraine Sartori reporting)

We all met at the agreed time of 9ish at the new BP Service Station on the Forrest Hwy. Sadly, Rob Mawson was not able to travel with us as he had lost his Mum that week and that was the day his Father was having surgery. We were away by 9.30am onto our scheduled morning tea stop at the pine tree rest point further down the Forrest Hwy. During morning tea it was decided that Dardanup was to be our lunch stop. After our long lunch we were off to Donnybrook to meet up with Kerry and Lyn McPharlin. Upon our arrival into Donnybrook we did a tour of the town, then back to our Motel for our two night stay. After an afternoon rest we drove to the Cubby House Cafe for our evening roast , thanks to Edith's prior organisation.

DAY TWO - DONNYBROOK to BUSSELTON Aerofest and return Sunday 6th (Alan and Edith Jeffree)

Alan Duns and his Grandson from Manjimup, arrived in their 1929 Phaeton bright and early joining us for the day. We left at 8am and headed for Busselton, which was around an hour's drive. Local members Wes and Beverley met us along Tuart Drive and lead us to the airport where we lined up along with several other car clubs. The day was warm but mostly cloudy. Des Addison (1930 ute), member from Leschenault, joined us for the day. The Aerofest was a grand event with a large number of planes and a variety of displays. There was always something happening to entertain. Pilots come from all over Australia for this event which is staged each second year.

Run Report - March (Brookton Motor Show)

The Old Time Brookton Motor show held on the 19th of March was very well attended with a good selection of interesting exhibits on display. Our club was there in strength with 10 Model A's and two later model Fords in Alan and Edith Jeffree's 1933 Roadster and Craig Davidsons 1934 Ford Pick up. There was a good cross section of different car makes to look at along with stationary motors, trucks, tractors and even a good display of World War 2 vehicles including a bren gun carrier and a tank that looked somewhat out of place circling around the oval with the parade of cars at 4pm Grand Parade. I would like to extend thanks to all those who drove over to Brookton and made the Club well represented on the day. The rain held off until the end of events with a few showers now and then on the way driving back to Perth. Overall a great day out.

Colin

At Brookton— New Club member Shane Brown and his wife Jess, in what was previously their grandfathers coupe.

Blast From the Past.

Reprint page 2 of 3 from the Western Model A News.
Written by Alec Christie, December 1995..

We pushed on and the bulldust holes were shocking but strange to say, with running boards a lot of it passed under. This sedan body had little rubber in the wind up window tracks so you can imagine the noise all the time - 112 miles to Eucla. Gurneys had the old telegraph station in those days before it was buried with sand at the coast. They told me the road was unusable for about 20 miles from the top of the pass and I believed them. We were grinding up the old pass when down the hill came two young fellows in an 'A' ute - no top with 16" wheels and a 44 gallon drum on the back. Lots of waving but no one could stop. At the top of the hill we saw that the road was useless - great big dust holes and limestone outcrops - so we did the next 20 miles in and out the telephone wires. Nothing like a change - made the 65 miles to Koonalda Homestead where the other Gurney family lives. We were lucky to be shown down the under ground caves. Mr Gurney took us down to the bottom about 300ft and looks like an underground railway system with rivers.

We pushed on to Nullabor Station Homestead which was deserted in those days. I was having a bit of generator trouble. I thought I'd take a short cut at dusk and got lost on the tracks and eventually saw a mill in the last light and made it to a couple of old buildings there. It was bitterly cold and we camped in a little hut. The dust had got into the brushes of the generator. The Nullabor was an eerie place in those days. This country was old sand dunes overgrown with sparse scrub so one charged up the sides and almost everytime there was a big dust hole with limestone outcrops in them. The road in between had hard corrugations and we had to keep the speed to about 45 - fairly hair raising - as you can see we would have been using all the road. Came across two new Australians in an old semi trailer - bonnet off it and a hole in the radiator and being an old hand offered them the egg treatment - "Oh, you joke," they said and we drove off.

We left rolling along and Ceduna was a welcome sight - we camped by the ocean. We still had 300 miles of dirt to Pt. Augusta but it was hard sand and much better than what we were used to from Minnipa. We didn't go direct to Kimba in those days - we seemed to go south around old farming areas then up to Kimba. We really threw our hats in the air at Pt. Augusta. One turned up to Gladstone as the road didn't go to Pt.Pirie as it does now.

Well, we arrived in Adelaide and the Nullabor seemed to drop out of the lining and up from the floor boards every time I ran over tram tracks - caused a bit of excitement when I was doing a right turn and stalled in front of a tram. I couldn't hear the tram driver for my open exhaust.
I seemed to be very lucky with tyres as I only had three punctures on the round trip.

In Melbourne I had Christmas with relatives and it was a relief to get out of the car. When I put the rings in the engine it was cleaned out like a new one. This was done on a farm and when I went to start up I didn't have any oil. The farmer had a 4 gallon can of Delvac 930 - a full detergent for tractors, so I bought it off him and kept using it. Was put of Penong when the 1000 mile came up so decided to change on the road. I had a habit of placing a bit of cloth in the oil filter to stop the dust and fumes. My mate checked the oil last along the road and said he pushed it down further - that was the day before. I took the plate off the bottom of the oil pump and there it was. On Christmas Eve in Melbourne I went down to Camberwell Junction to shop and for some reason I turned the petrol off. Well, I started up and was doing a right in the Junction and she stalled and there I was cranking and cursing. I wondered how it never stopped in the desert and treats me like this now and then I woke up. By this time there are trams coming everywhere and everyone on to me. It was in Melbourne my 4 gallon can of oil ran out and I asked a service station for some more. He looked at me in horror and said, "You will ruin your engine, mate." I told him I'd come from Perth.

We were heading for the Coastal or Pacific Highway when we were passing through Sale and needed to go to the toilet. We parked outside a hotel as the toilet was out by the street in the old days. I'd left the car running and while we were inside a drunk came in and said "And how's it running." I said "going like a beauty mate." Ten miles up the road we began to wonder what he was talking about.
We stopped at Lakes Entrance and moved on up to Onbost from where it was the worst road to Moruya - dirt and corrugations and hair pinned bends. It was New Year's Day and everyone was on the road.
Sometimes, when on the inside, the left running board was scraping on the embankment as brakes were very little use. We were very pleased to see the sealed road at Moruya.

Cont....

Blast From the Past.

Reprint page 3 of 3 from the Western Model A News.
Written by Alec Christie, December 1995..

Well, from there we made Sydney and couldn't have picked a worse time as it was late afternoon. I rang an accommodation bureau and they got me into the Crows Nest Hotel. I rang from Redfern. Well I got into the city and couldn't find the bridge and every time the traffic stopped we'd ask people on the tram stops directions. Some looked and said nothing and after a couple of laps got on the right track. This was 5pm - rolled up to the toll and gave the man sixpence. "Sorry Mate, you're a commercial - it's a shilling." Then there was a scramble to find the extra amongst the blasts from behind. We got going again and came to the Crows Nest intersection. I was staggered - there was the hotel on the other side and a big cop directing all that traffic. He must have noticed the strange number, sheeps skulls on the front and the look on my face as he stopped all traffic and came over and said, "Where do you want to go?" I said, "The pub over there seems a hundred mile away and I wish I was out in the desert." He said "Good experience for you" and held up everyone and let me through. I parked the old beast and didn't touch it for five days, beer and all in it. You couldn't do that sort of thing these days.

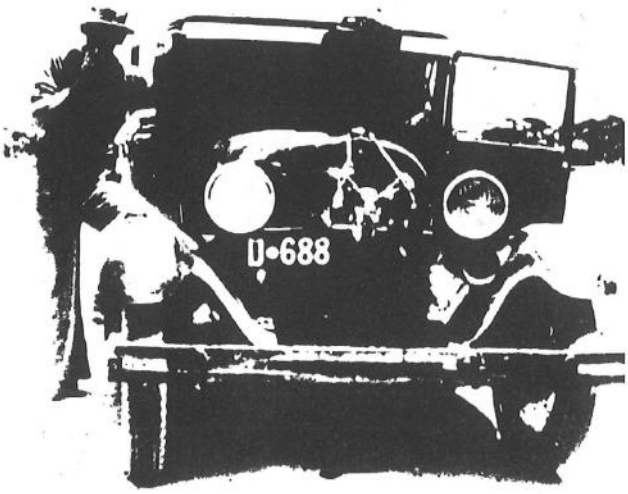
Being rested we took off to Katoomba to look at the scenery and along Parramatta Road heard a dry bearing squeaking and people wouldn't believe that it happened outside Hasting Deering - Ford Agents. I bought a front wheel bearing and replaced it on the highway. From Katoomba we went to Jenolan Caves. The road was still dirt in some parts and rough with the traffic. Thought the 'A' was dragging brakes or losing power - got out, had a look round. Found a sign on the side saying "Summit 4000ft". Maybe it was lacking oxygen.

Well, at Jenolen was the turn round point of the trip and with a lot of gear changes up and down returned to Sydney. We headed for Canberra where we stayed for a couple of days, saw some sights and drove through a river ford which I'd say is under the lake now. We moved on down to Melbourne via the Hume Highway. Think some of the holes were worse than out in the bush. From Melbourne went via Geelong along the coast to Mt. Gambier. The trip from there past the lakes to Tailem Bend was crushed rock - very rough, dusty and hard on the eyes and that hand throttle got a lot of use - just sit and hang on.

After a spell in Adelaide, headed off to Perth being a lot lighter without the case of beer - the road was about the same. Rough - out in the far west I failed to miss a piece of spring leaf with the front wheel and it came up and bashed against the window which happened to be up. I think I could have been hurt if I'd been in an open car. When we got to Ceduna the usual thing was the Postmaster got people to deliver mail bags along the way. We had mail and a pair of new shoes fro Mrs Gurney at Eucla - the shoes were almost out of the box when we arrived and didn't fit anyway. Once along that part of the country I was going flat out for miles to keep on top of the corrugations when I got flagged down by a chap in a Morris Minor and after shaking to a stop he says, "Gee Mate, you've got some rough road ahead of you." I was speechless as it took me a mile of shuddering to get my speed up to find the road improve. We eventually got to Perth very dusty after no baths etc for a week. After a hose down the 'A' looked as good as ever.

We did 6,500 miles and had three punctures and broke a few spokes in the wheels. I've just driven over in 2½ days on the new road to Adelaide and am sure we had a wonderful trip even if we didn't quite have our senses.

Alec Christie December 1995

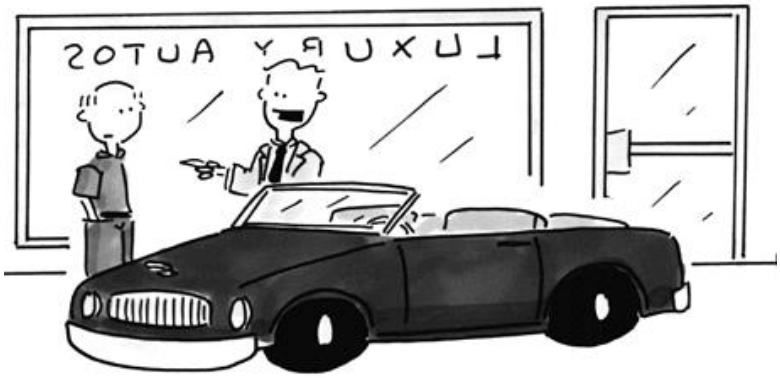


XXXXX....

The Funny Bone

The Funny Bone

Has proven very popular with members, offering contributions some of which I have had to be careful in offering to print. Yes keep them coming. Comical items text , photos or cartoons welcome.



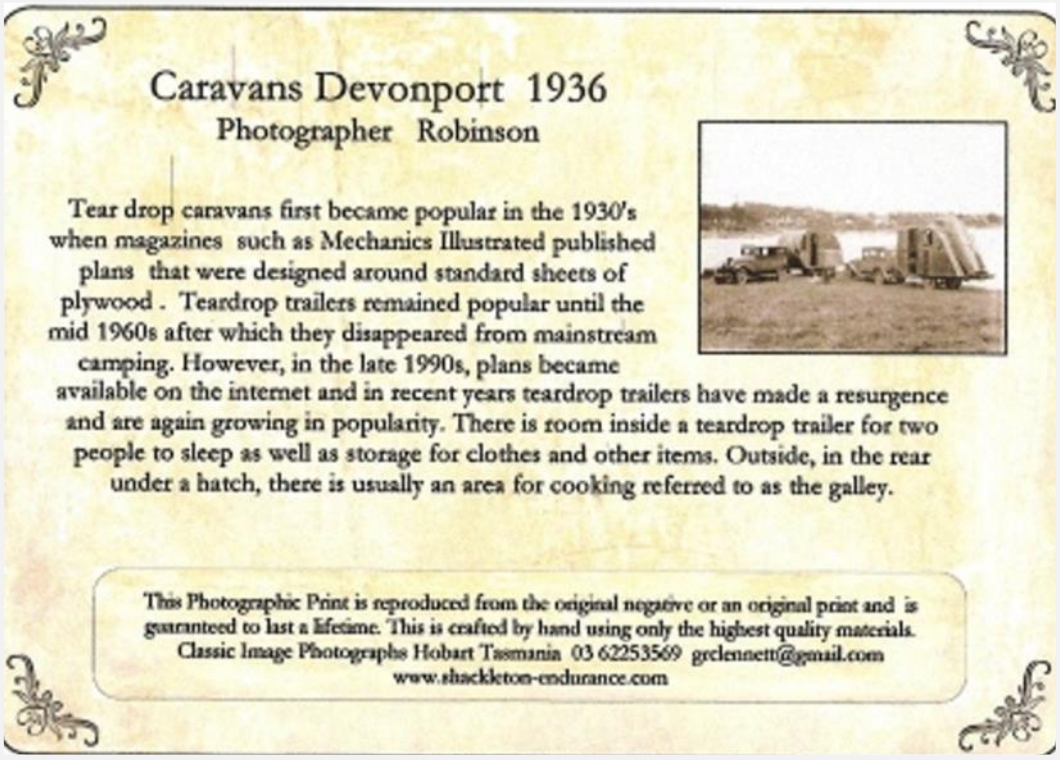
"I can see that you're the type of guy I can talk into almost anything."

- I know a guy who's addicted to brake fluid, but he says he can stop any time.
- When chemists die, they barium.
- Venison for dinner again? Oh deer!
- A cartoonist was found dead in his home. Details are sketchy.
- I used to be a banker, but then I lost interest.
- Haunted French pancakes give me the crêpes.
- England has no kidney bank, but it does have a Liverpool.
- I tried to catch some fog, but I mist.
- They told me I had type-A blood, but it was a Typo.
- I changed my iPod's name to Titanic. It's syncing now.
- Jokes about German sausage are the wurst.
- How does Moses make tea? Hebrews it.
- I stayed up all night to see where the sun went, and then it dawned on me.
- This girl said she recognized me from the vegetarian club, but I'd never met herbivore.
- I'm reading a book about anti-gravity. I just can't put it down.
- I did a theatrical performance about puns. It was a play on words.
- Why were the Indians here first? They had reservations.
- I didn't like my beard at first. Then it grew on me.
- Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?
- When you get a bladder infection, urine trouble.
- Don't worry about old age; it doesn't last.
- Broken pencils are pointless.
- What do you call a dinosaur with an extensive vocabulary? A thesaurus.
- I dropped out of communism class because of lousy Marx.
- All the toilets in New York's police stations have been stolen. The police have nothing to go on.
- I got a job at a bakery because I kneaded dough.
- Velcro - what a rip off!

Model A's and Tear Drops.

Member Story

Sent in by Sylvia and Barry Bristow-Stagg. Their son Marc has been touring Tasmania and sent to them a photo he collected whilst travelling. Two Model As with teardrop vans. Second photo is the reverse with explanatory text to note the photo was taken in 1936. Tear Drop vans have been around for a long time!



Caravans Devonport 1936

Photographer Robinson

Tear drop caravans first became popular in the 1930's when magazines such as Mechanics Illustrated published plans that were designed around standard sheets of plywood . Teardrop trailers remained popular until the mid 1960s after which they disappeared from mainstream camping. However, in the late 1990s, plans became available on the internet and in recent years teardrop trailers have made a resurgence and are again growing in popularity. There is room inside a teardrop trailer for two people to sleep as well as storage for clothes and other items. Outside, in the rear under a hatch, there is usually an area for cooking referred to as the galley.

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Hints and Tips

Articles to keep your Model A on the road, where it should be.

Hints and Tips

Must take items on long runs in your Model A

- BASIC TOOL KIT & CRANK HANDLE.
- WATER PUMP PACKING.
- SPARE WATER PUMP IF YOU HAVE ONE.
- POINTS & CONDENSER.
- SPARE DISTRIBUTOR IF YOU HAVE ONE.
- MANIFOLD GASKET (Good copper ones)
- HEAD GASKET.
- FAN BELT.
- FUSES.
- TIMING GEAR.
- STARTER BENDIX SPRING & REPLACEMENT BOLT & TAB SET.
- A SET OF FRONT WHEEL BEARINGS. (They can be used set)

If anyone needs help to rebuild a distributor or water pump I am happy to assist.

Peter Sartori

Reprint from the pages of a MARC Newsletter 1995.

DIM HEAD LIGHTS?

Good headlight illumination must have good grounding of the lamp sockets. This depends on making a ground to the chassis frame, by way of the reflectors, to the headlight housing, to the crossbar, to the mudguard braces and, finally, to the frame. Loose connections, rust, paint, etc result in a voltage drop and inefficient lighting.

Here is a suggestion to easily cure this problem:-

Solder a ground wire to the primary lamp socket of each reflector and connect the lead directly to the frame. Use a dark coloured wire and conceal it by feeding through the flexible conduits and carried between radiator and shell down to the front of the frame where it is bolted down at the splash pans. Connections must be made on bare metal. BS •

FUEL BLOCKAGES?

If your Model A staggers to the side of the road, starved of fuel, there are a few obvious points to check:- Dirt or water the carburettor, Clogged vent in fuel cap (or wrong cap from radiator), Clogged fuel filter, Clogged fuel line, Kinked fuel line, Loose fuel line fittings, Vapour lock, Main jet dirty. Is the tap fully on? Is the outlet hole in the fuel tank clear? Has the choke arm nut come adrift allowing the choke flap to close - causing flooding? Is the carburettor float setting correct? If you disconnect the fuel line from the carburettor and fuel does not run out you have immediately isolated one problem. Try blowing back down the fuel line (as illustrated) to clear the blockage. If fuel does start to run through you may have cleared the system for a while, but probably have rust in the tank.

One way to clean out your gas tank is:- Disconnect battery, remove floor boards, drain fuel tank. Remove shut off valve. Fill tank with water, then let it drain out where the shut off valve was. Repeat as many times as it takes to thoroughly clean out the tank. If you are worried about a few drops of water, leave the car in the sun for a while before reassembling the fuel lines and refilling the fuel tank BS •

For those who receive WA Early Auto then you will have seen the back cover of the February edition and Rally West Perth-Geraldton Tour 10-16 September 2017. Is this something MARC of WA might be interested in, with a view to scheduling it in as a 2017 Club event, as it has specifically targeted pre-1941 vehicles?

Wes Hartley
M: 0412 425 058
E: whh@westnet.com.au

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Cables (Cotton Covered, Metal Covered, PVC)
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Spark Plugs 19" and 21" Model A Tyres Tubes Rust bands

and All Things Vintage

Bob Beames 6 Rio Street, Bayswater WA 6053
Mob: 0419 276 411 Ph: 9272 6411 Fax: 9370 1506
Email: bobbeames@westnet.com.au www.vvclubeelect.com.au

PENRITE LUBRICANTS

Obsession with oil

Henry's

FORD MODEL T & A PARTS

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