

Western Model A News



January 2016



Western Model A News

Colin's Corner.

Christmas has come and gone and we are away into the New Year of 2016 already. I hope that everybody managed to enjoy themselves without overdoing it.

In my case the highlight of Christmas is the joy of watching the grandchildren open their presents. Most satisfying. The downside is the clean up afterwards with shredded Christmas wrapping paper everywhere and the fact that my clothes all shrunk a little while I was enjoying some fine food and wine over the Festive Season!

An indication of how fast we move in today's world is the fact that on New Years Eve I noticed hot cross Easter buns already for sale in one of the shops. There is not much of a pause between events nowadays.

A quote by Henry Ford on the subject of wealth: - "For my part, I don't expect to leave much of a fortune when I get through. I believe if a man really wants to do a little good he can accomplish a lot more with his money while he is alive than by willing it so that other people will cut it up for him after he is gone".

Let's all have a great year. I look forward to enjoying your company the next time you're able to come on a run.



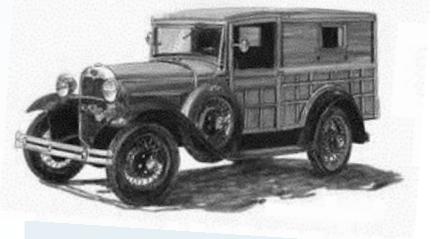
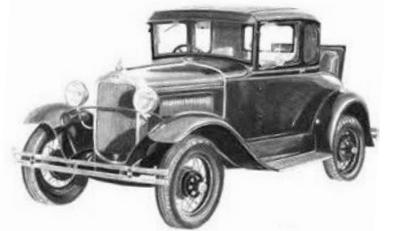
Colin Davidson - President

Editor's Desk. Not often I put my head above the parapet, as you can see the Club magazine has taken a slightly different look and it will continue to evolve. If you have any suggestions, comments or items for the newsletter contact me on the Club email. Thankyou to all contributors who do the real work in continually offering material, I could not put together the Club newsletter without your input, it is greatly appreciated. Each month I will take editorial privilege (*because I can*) in selecting to feature a member's Model A on the front cover in whatever condition it may be. Looking forward to sharing another year with you all - if you can find me.



Fred Manwaring. (Editor)

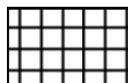
Club email: maofwainc@gmail.com



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MARC your calendar:



Club Event



Non Club Event

January 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

- Date:** Jan 10th. **Club Meeting.**
Location: Azelia Ley Museums, Azelia Road Manning Park, Hamilton Hill. **Time:** From approximately 9:30 am. **Contact:** David Bussard (8) 95241086
- Date:** Jan 26th. Australia Day.
Time – 6.00pm onwards. **Place** – Mahony’s place – 157 The Strand, Bedford, WA 6052. **BYO** - Meat and drinks – we’ll supply the rest. **RSVP** – For catering please. Toni and Ray 92717630, 0438290448 / 0438290446, toni.mahony@bigpond.com

February 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						

Events Listing

- Date:** Feb 21st. **Club Meeting.**
Location: Bassendean, by the river **Time:** Breakfast then meeting. Further details to come.
- Date:** Feb 27th. **Hublely** at the Jeffree’s. Details to come.



Event: Custom Cars and Coffee – Static Display. **Date:** Sunday 13th. March 2016. Starting at 8.30 am to 11.00am. **Location:** Midvale Speed Dome Car Park. Eddie Barron Drive, Midland. **Details:** This is a static display involving all types of vehicles from vintage to classic and custom vehicles. The organiser is endeavouring to expand the range of vehicles to include vintage cars and motorcycles. The event is listed as an approved MARC Club event however there is no formal meeting and attendance is optional on an individual basis. **Entry fee** of \$10.00 per vehicle. For further information visit website www.customcarsandcoffee.com.au or contact Jason on 0400 265 522.

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:

President:	Colin Davidson	9495 4445
Vice-President:	Dean Roberts	9295 2588
Secretary:	Kathleen Kuenzel	9385 3887
Treasurer:	Bob Piercy	9405 3766
Committee Member:	Ron Andrews	9277 8270
Committee Member:	Ian Paisley	9456 1184
Delegate: CMC	John Moorehead	9332 6104

APPOINTED:

Editor / Web site:	Fred Manwaring	9475 0078
Printer:	Daniel Pinnington	0400 132 445
Vehicle Registrar / Property:	Ray Mahony	9271 7630
Events Coordinator:	Ian Paisley	9456 1184
Regalia Officer:	Marilynn Horgan	9477 8237
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	David Bussard	9524 1086

Website: www.modelafordclub.com.au

Christmas Lunch 2015

Another successful Christmas Lunch.

- 76 attending
- Frank Farrelly does it again!



Frank's Christmas cake - gone!

Once again last year's Christmas Dinner was held at the VCC Clubrooms in Hale Road in Wattle Grove but with a larger than usual roll up. The venue is ideal in more ways than one. It is relatively central to all sections of the metro area leaving few members needing to travel long distances; the parking and facilities are good; and last but not least air conditioning has now been installed for the comfort of all.

Among the total of 76 people who sat down after drinks and hors d'oeuvres to a well-provided dinner were several of our country members who travelled to the City especially to join with us in celebrations. To those members I extend my thanks and appreciation that you could join with us for the day. It was good to see you all.

A big THANK YOU to Edith Jeffree and those who assisted

Credit for the success of the day must go to those who worked behind the scene and put considerable time and effort over a long period



into making it all come together and happen so flawlessly. Of course I am talking about Edith Jeffree who was ably assisted by Alan in the lead



up to the day then the Piercy and Roberts families and other early arrivals who helped with the setting up of the venue.

Not to be forgotten is Frank Farrelly whose Christmas cake was once again enjoyed by all.



Well done everybody. I look forward to meeting and joining with you again at this



year's Christmas Dinner. In the meantime try to keep those New Year resolutions that you have made alive. Surely one of them is to get out and drive your Model A to a few more runs and meetings than you normally do.

Until then Drive Safely! Colin



The Notice Board

Special notices and advisories regarding members and club administration.

The Notice Board

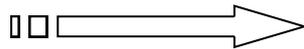


2012 due to ill health. Our condolences were forwarded to Peter and Rose.

John Forbes passed away on 5 December 2015. John & Barbara Forbes had been active members of our Club since 1997, attending most events including the 2004 National Meet in Perth. Barbara died in 2009 and John resigned from the Club in

Club Charity Donation

Attached is a copy of the official receipt for the \$2000.00 donation made by the club to The Lord Mayor's Distress Relief Fund Esperance Fires Appeal.



Welcome to New Members

FLANAGAN Brian & Catherine
6 Katinka Retreat, Dudley Park 6210
Ph Home: 08 9583 5094
Mobile: 0417 993 513
Email: bf1@inet.net.au
Vehicle: 1930 Fordor (unrestored).

Please make Brian and Catherine welcome.



Update Membership Details

LYNCH Peter & Faye
Mobile: 0447 611 915 only – no landline

MALLET Darlene and Jeremy
Email: treenature96@outlook.com



To: Model A Restorers Club of WA
1 Oxford Court
MOUNT CLAREMONT WA 6010

Thank you for your donation of \$2,000

made as a **GIFT** to

The Lord Mayor's Distress Relief Fund
ESPERANCE FIRES APPEAL

OFFICIAL RECEIPT



Council House
27 St Georges Tce
GPO Box C120, Perth WA 6839
Tel (08) 9461 3228 Fax (08) 9461 3073

ABN – 63 612 113 922

Membership Renewals

From the Secretary

The 1st of January 2016 was the due date for membership renewals for 2016. As of that date, 64 from our total of 100 member families had renewed their membership leaving one third of our members yet to send their forms and remittance to the secretary. Remember that personal reminders will not be distributed this year and if not renewed, memberships will cease on 31 March

List here your Model A items For Sale or Wanted.

For Sale and Wanted

For Sale: Listed for a third party. A perfect right hand gas tank for sale. It is out of a Briggs body so it has always been protected by the second outer skin. \$700.00. If interested ring Ron Andrews 041188982. Ron will pass the number on to the seller.

roneandrews@icloud.com

For Sale Items - Fuel Tank and a Farm scrap yard clearance (28th January)

For Sale: **Report on several old cars for sale.** Club Member, Jenni Broun, who lives between Car-namah and Eneabba is having a farm clearing sale on the 28th January. She has contacted our club to donate a few Model A books which have been given to



Dianne our librarian but also offered an early opportunity to club members. Those members who have an email address would have received a special note from me with numerous photos of the vehicles. Jenni's phone number is in our Club



Directory if you would like to make an offer for a vehicle. Leave a message if you call because Jenni is now running the farm herself and mostly out working. I am pleased to report Jenni is keeping their



Model A Phaeton. Son, Darren and I drove up two and a half weeks ago to accept the book donations and take numerous photos. Most vehicles are old Hold-ens, ranging from FJ

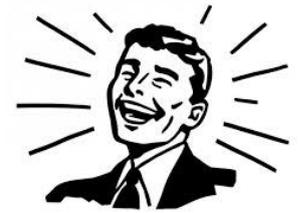


to the last Kingswoods. I am including a few photos here for those who don't have email. There is a pile of about one and a half box trailer loads of Model A mechanical parts. One mostly complete engine, one bare block, ten or so heads, dozens of brake backing plates, one radiator, lots of small shaft starters, etc, etc, numerous other parts probably beyond use because of rust.

On the 30th Dec I returned with a VCC group of three car trailers to pick up two 1929 Oaklands and a 1928 Dodge ute which had the rear tub nearby to build it back to a Phaeton. Scribe AJ

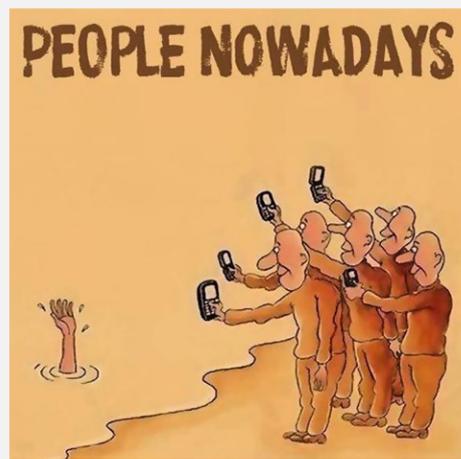


The Funny Bone



The Funny Bone

Has proven very popular with members, with some contributions a little "edgy" so please understand where I am selective. Yes keep them coming, comical items text, photos or cartoons welcome.



Even birds need shade sometimes.

Blast From the Past

Blast from the Past

Anything from past events, photos, items of interest, even content from previous MARC Newsletters. See what we were doing in years gone by.

Here is a photo taken at Northam. Not strictly Model A, but still interesting. Any takers in identifying the vehicles? What does this street scene look like now? (Challenge to long time Northam members Sylvia and Barry)



MARC History

Anything from past events, photos, items of interest, even content from previous MARC Newsletters. See what we were doing in years gone by.

MARC History

We have just had our Christmas Lunch 2015, here is what we did for Christmas 1995. Thanks to John Timmings and Daniel Pinnington in providing their collection of the Model A Restorer's Club newsletters.



1995 CHRISTMAS DINNER

When members arrived at 48 Michael Street, Yokine, it was a welcoming sight to see the huge marquee all lit up; decorated with streamers, balloons and coloured lights. The tables looked real festive with the red and green Santa placemats, candles etc.

As at all our functions, members milled about, chatting, catching up on news, telling stories, swapping bits for the A's, finding out what bargains they missed out on at the Bendigo Swap Meet and generally enjoying themselves.

It didn't take a second call when the gong (Alan's voice) sounded. We all headed for the wonderful mouthwatering aroma - collected our roast meat, baked spuds and selected salads, rolls and butter and heartily ate our delicious dinner - not too much talking during that time.

Lucky numbers were drawn for great prizes throughout the evening - one member complaining that she should be "entitled" to a prize that night - having been an inaugural member since way back when and never winning a prize at all! Sadly her luck didn't change - ho hum!

Edith had once again made the beautifully iced and scrumptious tasting traditional Christmas cakes - one being won by Jack & Mavis Berkshire and the other by John & Shirley Hall. The Bennies won the magical gingerbread house.

Desserts were delicious - cheesecake, apple pie etc. and followed by coffee and mints, made a lovely end to our eating for the evening.

Next the whistle sounded for more fun and games. Out came the headbands for "Who am I" - and what a lot of merriment that caused.

Next we all headed outside to form two straight lines for an "up and down the front game". One member had to "pass" a large nut attached to 20ft of string down the inside of their clothing - the next had to force it up their clothing and out the top until the whole line was "stringed" together. But the string was that rough brown hairy type - what a giggle - know of one person who still has the scars of "string burn" etched on her tummy! The guys had to be particularly careful too!!

By now the time was getting closer to the next morning and members ambled off home. The usual crew stayed and helped the Jeffree/Wringe gang clean up and pack things away. Just as well the Cooke's had a large back seat in the Falcon - it was full of Christmas balloons just in time for son, Jordan's, 12th birthday.

It was great to see the Wringe country members were able to make it and we all thank them and the Jeffree clan for their usual "top stuff" in organising the Christmas Dinner. A most enjoyable time was had by all!

Elsie



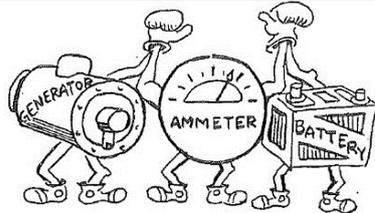
"...the Mustang seems destined to be a sort of Model A of sports cars..." TIME Magazine, March, 1964

Hints and Tips

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

Hints and Tips

This item is a reprint from the pages of MARC Newsletter, January 1995.



"The ammeter serves as a 'referee' of current flow between the generator and the battery."

READING THE AMMETER MODEL A ELECTRICAL SYSTEM

From a series of articles by Paul Moller in "The Restorer" - by Bevan Sharp

The ammeter is a very useful instrument that tells us much about the condition of the electrical system in our Model A Ford. This is especially true when we understand how current flows in the vehicle's circuits.

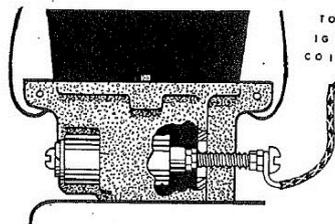
If no reading is seen on the ammeter scale while the engine is being cranked, then ignition current is not flowing because the low voltage circuit is open. A switch

may reach 18amps, and the excess is dissipated as heat. Anytime the generator is not connected to the battery circuit, the output terminal must be grounded to protect the generator if you are not sure as to the cause of the trouble. A good battery will run the vehicle all day without charging current from the generator.

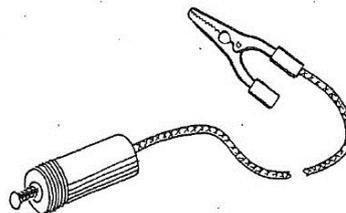
If cut-out contacts fail to close when they should - when engine is running and generator "charging" - the charge is seen on the ammeter. A jumper wire can be clipped across the cut-out terminals to all the generator to charge the battery. When the engine is not running, remove the jumper wire, as it is the same as stuck cut-out contacts.

A broken wire or connection inside the generator, worn brushes that fail to seat to the commutator bars of the armature, or open field coil windings will result in a no charge reading on the ammeter.

If no discharge reading is found on the ammeter when a switch is turned on, an open circuit is indicated. If a lighting circuit (such as parking lights) is turned on and no discharge is seen, an open circuit exists. This may be due to burned out bulbs, as they create an open circuit. If



A long bolt with stop nuts and a jumper wire to the distributor terminals of the ignition coil will bypass a defective ignition switch or cable in an emergency.



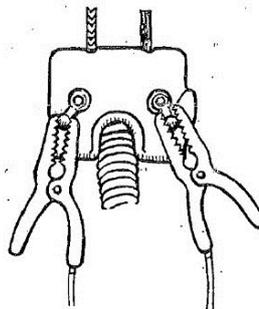
Another emergency jumper for the ignition uses the end of an old cable and jumper wire with alligator clip.

at is not turned on is the same as an open circuit. See at the ignition switch is turned on. The ignition reaker points inside the distributor may not be closing to complete the circuit, or the ignition switch or its cable may be defective. A broken pig-tail wire inside the distributor is another possible cause of an open circuit.

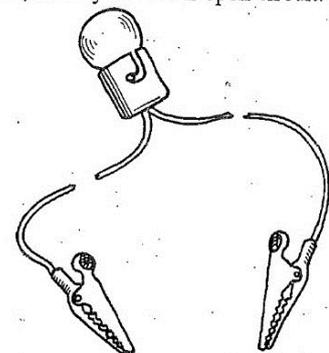
When you finish driving, stop the engine and take a final look at the ammeter before leaving the driver's seat. If any switch is not turned off, a discharge reading is seen on the ammeter. Check the ignition switch.

When the breaker points are closed, with the switch turned on, current flows steadily into the ignition coil, rather than the pulses of current that are normal when the engine is running. After some time, the steady flow of current will overheat or burn out the ignition coil, and overheat the breaker points. **The ammeter warns you of a problem before it becomes serious.**

If the ammeter registers a heavy discharge when the engine is stopped, the likely cause is that the generator cut out contacts has stuck closed. Disconnect the wire from the battery terminal of the cut-out to stop the flow of current into the generator. (Sometimes a sharp rap with a wrench will slodge the stuck contacts). Current from the battery will burn out the generator! If the vehicle is to be driven before cut-out can be repaired or replaced, ground the generator output terminal (the opposite cut-out terminal) to prevent generator from destroying itself when engine running. With a defective cut-out, the generator output



A jumper wire connected across the terminal wing nuts can test for loose connections or bypass a defective ammeter.



This simple home-made test light can be used to test voltage or to time the ignition breaker points.

no lights burn, but the horn will operate, or the engine runs, the fault may be in the wiring harness, the light switch, or all of the bulbs are burned out. This can happen if any of the battery cable ends are loose. Loose connections at the battery posts, at the starter switch terminal, or the ground strap to the chassis allow the generator voltage to increase to a very high level, and the bulbs are burned out when the light circuits are turned on with the engine running. ^{85*}

The Kal to Kal Run

A convoy of Five Model As and four moderns left For Kalgoorlie on the 23rd September and arrived home on the 13th October. The group consisted of the following – Peter and Kaye Eardley (1929 Phaeton and camper trailer), Brett Pollock accompanied by Paul Kelly (1930 Phaeton), Bob Piercy accompanied by yours truly (1929 Phaeton and camper), Neil and Loretta Faneco (friends of Bret's in "Merv" the 1928 ute) and Des Addison in his 1930 Ute. The moderns were Ross Letch in a VS Commodore ute, Ian Paisley accompanied by Gary, (Prado with camper), Bob Horgan accompanied by friend Cam in new Nissan ute (with camper), Steve and Lorna Wigmore in Mitsubishi ute (with tent).

For members to share some of our experiences I am publishing five days at a time over four Newsletter issues. There is a more comprehensive daily report entered on our web pages and I have placed a daily report on the Australian Model A Ford, Facebook pages. I have given Dianne, our librarian, a copy of the complete set of over 600 photos on a DVD as well as a Data copy in case someone wants to print off any of them! AJ

Kal to Kal - In Review

A summary of the Model A adventure driving from Kalgoorlie to Alice Springs via the Great Central Road and home via the Nullarbor.



Brett Pollock's "Glad" (right)

DAY ONE. All Model As running okay. Travelled 430 kms to camp at Karalee Rocks which is 40 kms east of



Southern Cross. Toilet and running water. This was developed in the steam train era and is similar to Wave Rock but more spectacular in design.



DAY TWO. Karalee to Laverton, all bitumen, 470 kms. "Merv", the ute had a flat tyre about 40 Kms from breakfast. We met up with Kaye and Peter Eardley from Esperance in Coolgardie then Des Addison from



Leschenault, in Kalgoorlie to complete our group. Spent the night in the caravan park. Our first problem a grinding noise in "Glad's" water pump. Repro body problem!



The Kal to Kal Run - cont'd

DAY THREE. Laverton to Tjukayirla, all dirt, travelled 303 kms. "Merv" the ute was backfiring most of the day. This became an on going event. You name it, we changed it, but even now it is still not right and still a mystery!! Glad started making the grinding noises again so we removed the fan belt and carried on, Camped the night in the Tjukayirla Caravan Park. Watched the Eagles beat Freo on their big screen!



DAY FOUR. Tjukayirla to Warburton 400 Kms all reasonable dirt. Camped 60 kms east of Warburton. Not mentioning "Merv's" problems for now! Ian Paisley shredded a tyre on his trailer. Peter Eardley had a makeshift shower that most used and enjoyed.



DAY FIVE. Warburton to Docker River travelling 299 kms. We crossed the NT border and posed for a photo. "Glad" threw half of it's original two blade fan which luckily missed the radiator but did dent the left bonnet side. Using Ross Letch's angle grinder we cut off the remaining side and carried on without a fan. Luckily every day had been coolish. In fact the weather had been perfect and continued all of the trip! Our group had a self guided tour of the Giles Weather Station in the afternoon. The last 20 kms of dirt into Docker River was diabolical. Most of the NT dirt roads are diabolical. Our five Model As had after market shockies but by the time we reached the bitumen I think only one on each



and still working! Final photo is me being towed after becoming bogged in the sand on a slight rise!
AJ reporting



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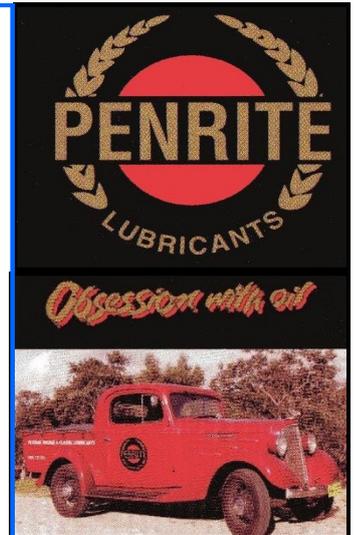
and All Things Vintage

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