



Western Model A News

MARCH 2016

VOLUME 37, ISSUE 3





Western Model A News

Colin's Corner

Well here we are and into March already, a quarter of the year almost gone!

I was most impressed by the great roll up we had at last month's Breakfast Meeting on the Sandy Bay Reserve at Bassendean, a great line up of 23 Model A's. The weather was kind and not too hot for a change.

After a hearty breakfast, the meeting got under way with several items discussed and dealt with before we all drifted off in different directions: some just chatting, those travelling to Darwin having a discussion regarding which way they intended going and when, others examining the very original Pick Up belonging to our new member Steph Will and the remainder just making their way home before it got too hot.

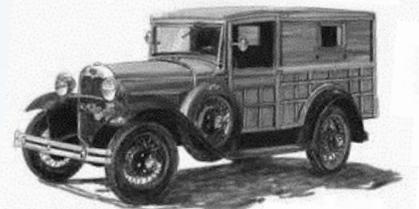
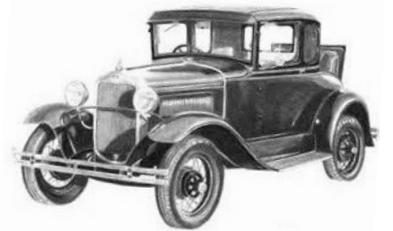
The February Breakfast Meeting is perhaps one of the best attended meetings of the year and I think there would be some merit in having a breakfast outing through the winter. It wouldn't be a meeting, just a breakfast, a social get together at a venue where we can sit down to a prepared breakfast and not do anything other than eat and have a chat afterwards over a coffee.

We have ten cars going to the Brookton Motor show on the 19th of March with another two possibles. The Model A will be very well represented at this year's event.

The Busselton Aerofest is coming up and several club members intend travelling down to participate in the ten day run around the South West which has been organized by Peter Satori and Alan Jeffree. The March meeting will be held during that event.

I strongly urge all members to consider devoting a little bit of their time to having their cars examined on the 10th of April even if they are not driving to Darwin for the Rally. Until then, safe driving and I look forward to seeing you when we next meet.

Colin Davidson. (President)



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Front Cover.

1929 Utility (Pickup) on show at the February meet.

Owner: Stephanie Will (New member)

Editor's Desk

I recently emailed members about my thoughts to create a series of pages on the Club web site containing a history of the Model A. Positive comments were received with offers of assistance in provision of material or possible sources. I believe it is best to concentrate my efforts on Australian history of the Model A. I will see how I go in collecting material, see how I go. *Fred Manwaring. (Editor)*
 Club email: maofwainc@gmail.com



Secretary's Comments

Membership Renewals

We are now into March, the last month in the very generous time line you are given to send in your Membership Renewal Forms and pay your annual club fees. There are still 14 people who have forgotten to do so or who have just overlooked the matter. If any of these members have decided not to renew I ask that they please email or mail me a letter of resignation as is required in the MARCWA Constitution. This would enable me to remove their details from club records (members' details, vehicle details) and pass the information along to the Newsletter Editor and the Printer as well as to The Council of Motoring Clubs and the Department of Transport, if necessary. Your consideration would be appreciated.

Kathleen Kuenzel. (Secretary)

Club Registrar Comments

Annual Vehicle Examinations

Well it is that time of the year again. YES, I KNOW IT'S NOT COMPULSORY - BUT, we urge you to seriously consider presenting your car for a check over. We would hate to have you break down or worse have an accident caused by something that could have been detected by our examiners. You might be surprised how many things, small and serious, that examiners find that the owner has not noticed. The club offers this service to keep you and your car safely on the road. For you it is another club event and opportunity to use your car. Make the most of it. It is especially important to have your car inspected if you are going to drive to Darwin. The examinations will be held on **Sunday the April 10th at the VCC club rooms from 8am to 12 noon.** (if needed). See you there.

Ray Mahony. (Club Registrar)

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
AIS First Time Examiner:	Steve Read	0412 924 299

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

From the Delegate for CMC of WA - Insurance



COMPULSORY THIRD PARTY INSURANCE SCHEME

At the last MARC General Meeting the no-fault CTP scheme was discussed. The latest information is provided here.

The current Compulsory Third Party (CTP) Insurance in place in Western Australia provides cover for drivers/owners of registered motor vehicles for personal injuries they may cause other people as a result of a vehicle accident. The CTP scheme is an "at fault" scheme where you must assert fault against a driver of a WA registered vehicle in order to make a successful claim.

The WA Government issued a green paper late 2014 proposing the introduction of a no-fault scheme to provide care and support for people who suffer catastrophic injury. Catastrophic injuries mean spinal cord injuries, traumatic brain injuries, multiple amputations, severe burns or permanent traumatic blindness.

The Insurance Commission of Western Australia investigated various financial models to fund the scheme and the final result was a premium of \$99 for vehicles registered under insurance class 1A or class 04 (Family or private use). For vehicles registered under the Concession 404 system, Insurance class 7 (a), the premium would be \$30.

Various organisations such as the Council of Motoring Clubs, Veteran and Vintage Car Club and others made submissions which included a reduction in the \$30 premium for vehicles on Concession 404.

The latest information from the Insurance Commission as at the 18th.February is that the Commission has considered feedback on insurance premium rates. Legislation will be debated in Parliament shortly and the introduction date for the scheme is still planned for the 1st July 2016 and the premium rates remain unchanged at \$99 and \$30 for vehicles on Concession 404.

*John Moorehead, Delegate for Council of Motoring Clubs of WA (Inc)
29th February 2016*

From the Web

Ford Model A - The Mustang of pre-war.



Something to warm the hearts of every Model A owner, a recommendation from Hemmings Classic Car describing amongst others how the Ford Model A is one of 32 cars it recommends as "**Best Cars to Restore**"

Ford Model A -- 1928-'31

This is the Mustang of the pre-war era. Literally every part is available, including new body panels and all trim pieces. There's also a growing aftermarket of speed parts such as performance cylinder heads and five-speed gearboxes. A huge production run means lots of cars to choose from--and cheap. Support from two large international clubs means that experts ready to provide help are everywhere. Best of all, the cars' simplistic nature means that they are very easy to rebuild. Roadsters and coupes seem to bring the most money, but even a Fordor sedan has a market. Still, don't expect to make any money restoring one, because the Model A market is, and will most probably always be, a buyer's market due to their popularity and availability.

<http://www.hemmings.com/magazine/hcc/2010/06/32-Best-Cars-to-Restore/3396351.html>

The Notice Board

Special notices and advisories regarding members and club administration.

Birthdays for March:

Elizabeth	Calhoun
Frank	Farrelly
Evan	Gobby
Shirley	Hall
Tom	Hart
Beverley	James
Alex	Kirkwood
Rob	Mawson
Nam	Perret
Daniel	Pinnington
Sue	Swindell
Matthew	White
Steph	Will
May	Wilson



Welcome to New Members

Please make Shane and Ian welcome.

Name: Shane Brown

Address: 64 Gay Street, Huntingdale 6110.

Mobile: 044 9055 625

Email: shanebrown479@gmail.com

Model A: Restored 1929 Roadster. Originally owned by his grandfather.



Shane Brown - 1929 Roadster



Peter Lynch is ready for Darwin

Name: Ian Steer

Address: 7 Granmoor Way, Willetton 6155.

Mobile: 0403 811 911

Email: iansteer@inet.net.au

Model A: Restored 1928 Sport Coupe.

Resignations



- Richard Whitehead and Maxine Robins
- Neville and Lynda Armstrong





Club Event



Non Club Event

March 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 –This month.

South West 11 day Run & Busselton Aero-fest

Date: 5th to 15th of March. Organisers: Alan Jeffree 0407 317 333 and Peter Sartori 0419 220 198

Custom Cars and Coffee.

Date: 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, attendance optional, no meet. **Entry** fee of \$10.00 per vehicle. Information Jason on 0400 265 522

www.customcarsandcoffee.com.au

Brookton Old Time Motor Show.

Date: Saturday 19th March. **Organiser:** Colin Davidson. 9495 4445
Details: to come

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 - Next 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.April2016
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 co-ordinator 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 3.00 pm (Previously 3.30 pm)

March

- 19 Brookton Old Time Motor Show. www.otms.org.au
- 20 VMCCWA Swap Meet & Bike Display. Cannington Showgrounds. Chris :9255 3393
- 25-29 MG National Rally. More info - 0452 561 398
- 25-29 47th National 'Bug In'. Swan Valley. www.vwclubwa.com

April

- 1 & 2 Northam Motorsport Festival. events@northam.wa.gov.au (Brendon Rutter)
- 3 Car & Bike Run for Northam Flying 50. Graeme Whitehead 0412 919 370
- 17 Classic Car Show - Whiteman Park - www.councilofmotoringclubs.asn.au

May

- 1 VAA swap meet. Kings Meadow Polo Grounds, Guildford. Robert Hyde 04180 917 133
- 15 SW Mega Motoring Extravaganza Bunbury. SWVCC. swvccinc@gmail.com for more info
- 15 British Car Day, Gingin
- 15 National Motoring Heritage Day



***Sandy Beach Park—
Bassendean.***

- Breakfast Meet
- 23 Model A roll-up

M

Meeting - February Run Report

Breakfast Meeting on the Sandy Bay Reserve at Bassendean, with 23 Model A's attending.



After a hearty breakfast, the meeting got under way with several items discussed and dealt with before we all drifted off in different directions: some just chatting, those travelling to Darwin having a discussion regarding which way they intended going and when, others examining the very original Pick Up belonging to our new member Steph Will. See Steph's ute on the front cover.



The Model A rollup at Sandy Beach Reserve.

To Sydney and Back in an 'A' Model December 1952

This 'A' model was a sedan made into a utility and it was a very good job. I bought it at a second hand shop which looked more like a pawnbroker's place in Perth for £150. It ran very nicely and I used it to carry my tools around the wheatbelt area of Dowerin and found it very good in the outer areas where farmers were developing farms and two wheel tracks were common.

Well a friend of mine, whom I met in the airforce, and I got this idea of going to Sydney and back so I decided to do some preparations. I put new king pins in, put new rings, valves and springs and she ticked over nicely.

A month later, a week before Christmas, we set off from Perth and it was very hot. It boiled and boiled and I wondered how we were going to get across like this. The load consisted of a case of beer as Sydney was having a drought, 3 jerry cans of petrol and 13 gallons of water as well as luggage. Well, we struggled along to Southern Cross which is 250 miles and parked in the main street. I decided the timing was out and went through the drill again and cracked it perfect. So, off we went and in those days the dirt road started out of Southern Cross. Nice corrugations but we kept up good time to Coolgardie - from there we headed for Norseman 120 miles away. It was hard corrugations from side to side with dense scrub and plenty of kangaroos at Widgiemooltha where it was very undulating. I just missed the back end of the last donkey crossing the road - no flash headlights in those days - and rolled into Norseman at about 10pm. It took us from 6am to do 452 miles.

Well, we just left it outside the hotel and went to bed and it was still there in the morning. We filled everything up and heard a few doubtful remarks from the locals about the eagles will get us etc and headed off. The stage from Norseman to Madura was 330 miles and no fuel or water stops. One had to carry everything and the only help was from someone on the road. This road is fairly hilly for the first 100 miles with sharp dips at the bottom which meant one had to slow down almost and start again. After about 100 miles I began to wonder at the madness of this but kept going - one starts to hear strange noises and the imagination runs wild. I heard a scraping noise like stones hitting the scrub at the back and found a spare tyre had come undone off the back and was on the last rope about 10ft behind grading the dirt.

My friend had little experience with 'A's and he made hard work steering and took every rock and hole. We got our first puncture so from there on I drove on all the rough roads. With these cars on those roads one tends to let the car have its head like a horse. I guess letting the steering follow the least line of resistance and miss everything, otherwise it's really hard work.

Well, I hit this spoon drain in the dark and I think the radius rod cut the silence off and from then on it was an open exhaust under the driver's seat and for some unknown reason I went to Sydney and back like that - I couldn't do that now. On this trip the track goes through station country and it's a case of opening and shutting gates and some of the notices were a bit rude like at Frazer Range Station - "Shut This Bloody Gate" and in small letters "And Don't Pinch This Sign". It made the trip interesting.

We made Madura about midnight - the old Madura Pass had bitumen on it and it was beaut to have no pot holes. The old Madura homestead was well back from the present site. Things were tough - there were worn out cars on the heap. In the morning, the rocks on the ground got you out early and the 'A' was still on the air but very dusty - started up as usual. Petrol was 7/6 pence a gallon - terrible after 3 shillings in the city.

Well, we were really in the frontier now as they insisted on me telling them my estimated arrival time in Eucla - took my number and said they'd ring through and come looking for me if I didn't make it. An old chap with an early model Vauxhall had a leaking radiator - asked me for a couple of eggs - had me puzzled. He separated the yoke and mixed the white in my billy can, poured it in and when it gets to the hole and warms up, it poaches itself. He passed me up the road and I never saw him again. Meanwhile, my radiator dripped all the time.

Continued next month.

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.

Hospital regulations require a wheel chair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital. After a chat about rules being rules, he reluctantly let me wheel him to the elevator.

On the way down I asked him if his wife was meeting him. 'I don't know,' he said. 'She's still upstairs in the bathroom changing out of her hospital gown.'

A senior citizen said to his eighty-year old buddy:

'So I hear you're getting married?'

'Yep!'

'Do I know her?'

'Nope!'

'This woman, is she good looking?'

'Not really.'

'Is she a good cook?'

'Naw, she can't cook too well.'

'Does she have lots of money?'

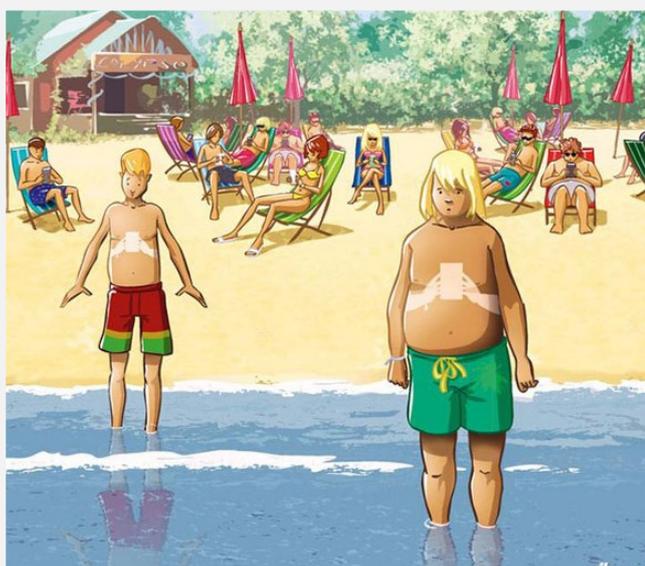
'Nope! Poor as a church mouse.'

'Well, then, is she good in bed?'

'I don't know.'

'Why in the world do you want to marry her then?'

'Because she can still drive!'



"Did you know plants make sunlight into oxygen using Photoshop?"

Barrie and Anne on their NZ Adventure

Barrie Byers with his wife Anne, give us the run down on their recent trip to New Zealand.

2016 Vero International Festival of Historic Motoring Dunedin New Zealand.

January 15th to 23rd, or how to stay wet and cold for a week in summer, (almost kidding). My wife Anne and I travelled to NZ in late December to visit with my family and to take part in the above rally. There were about 18 members of the VCC of WA and their wives who also attended and they made up the largest overseas group of participants. All of them had arranged to borrow a local car.

I was lucky enough to be loaned my brother in law's very nice and quite rare five seat 1940 Ford Coupe Convertible, (the only one in NZ), right hand drive, originally brought in from Argentina in the sixties. I know it's not an 'A' but a lot cheaper than shipping something from here. Hydraulic brakes and synchro too.



The weather was all over the place, four seasons in one day

etc, but we managed to have the top down, more than up, but wearing a coat.

Somewhere between 550 and 620 cars turned up, depending on who was telling the story, aged from 1907 to much later, 1980 or so. New Zealand has the most vintage cars per head of population in the world, which is fair enough as most of them were every day drives 10/15 years ago.



The week started with a Wings and Wheels public open day at the local aero club where all the



cars were on display along with light planes, helicopters, joy rides, kids entertainment and food, like a whitebait patty sandwich, only those who have traveled in NZ would know and be salivating at the thought of. 12,000 people came to look, not bad for a city of about 100,000.

Cont'd over.

The people's choice award went to an unrestored 1928 Model A Phaeton with a dead rabbit and a dead possum tied to the back carrier, number plate, NO8YER, held together by...

During the week there were 3 runs to different destinations with about 200 cars on each run on different days, each run had a short, medium or long route, the long route covering approximately 150/200km there and back. Old car drivers encountered on their travels, fog, rain, gravel, sheep, very steep hills, farm gates and overseas tourists driving camper vans on the wrong side of the road. (True story, because of persistent bad driving, the traffic police confiscated a visiting couple's hire car, put them in the police car with their luggage, took them to the nearest town and put them on a bus to Christchurch to catch a plane home).



One day was for one make runs, Model Ts and As together, about 35 Model As. We in our Ford were in the 'mixed bag Fords', Zephyrs, Prefects, Capris and American V8s. Each run finished in a small country town where the locals put on lunch, one was, brown bag lunch with sandwiches and home made cookies, the last one for us was a sit down roast lamb and veg in a shearing shed, amazing.

The city provided free parking for all participating vehicles. The second last night was for a 'thank you' parade around the town and the route was published in that mornings paper. It was amazing, crowds of people lined the streets, some sitting in deck chairs with a glass of wine, perched on walls and balconies, all the kids wanting you to sound the horn, a 1940 Ford horn will never sound as good as a Model As, even a group of starched white nuns with their OAPs lined up and waving. Truly memorable. RSI from waving back.

The final night was a sit down dinner on the grass pitch in their covered rugby stadium, (similar to Etihad), for 2000 participants and organisers, the first time it had been done there. Corky Coker of Cokers tyres in the USA who was the guest of honour for the rally said a few words. A fitting finale to a great week. The rally ran like clockwork, with plenty of car days and a couple of look after your wife and take her to the craft shop days.



This historic motoring festival is held every five years. New Zealand has to be one of the best driving countries in the world, little traffic, no coppers, great roads and a spectacular vista around every corner. It's an OMG kind of place, get to the top of a hill and its, 'OMG'! Go around a corner and its, 'OMG'! And their two dollar coin is bigger than their one dollar coin, now that's progress.

Thank you for reading.
Barrie Byers

Hints and Tips

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



Reprints from the pages of a MARC Newsletter 1995.

A handy item to keep under your Model A Seat BYPASS WIRE

by Andrew Millar- in South Australia's *Model A Torque*

This is a simple device that will help you diagnose trouble in your electrical system and, in some cases, offer a temporary solution to get you home.

It is simply a length of wire, about 500mm long with alligator clips attached to each end.

- * Connected across the terminals of the Junction Box can bypass a faulty ammeter.
 - * Use a longer bolt in the distributor terminal of the condenser. Connect this to the red coil wire using bypass wire and you can illuminate a defective ignition switch or faulty armoured cable.
 - * If the cut-out contacts fail to close, you can bypass the cut-out to charge the battery.
 - * It can be used to ground the generator output terminal if the cut-out is stuck closed.
 - * Plus it can be used to test resistance (or voltage loss) in the horn and lighting circuits by by-passing switches and connectors.
 - * For that matter it could be used to test contacts and wires hidden in body work or in conduits.
- Five minutes to make - could save you hours! BS •



From the Web.

From an article dated Jan 8th, 2016. Hemmings Classic Car



Robert Carini, 1922 – 2016, Founder of the Model A Restorers Club (USA)

<http://blog.hemmings.com/index.php/2016/01/08/robert-carini-1922-2016/>

Robert Carini may not have achieved the level of fame realized by his son Wayne, star of Velocity television's *Chasing Classic Cars*, but he was no less respected in the collector car community. A perfectionist with a passion for the Ford Model A (and, oddly enough, Honda motorcycles), Robert's four and two-wheel restorations captured countless accolades over the years, and his dedication to the hobby earned him a Lifetime Achievement award from the AACA. Robert Carini died earlier this week, age 93.



Raised on the family farm in Glastonbury, Connecticut, Robert was a true Jack-of-all-trades. His immersion into the world of the Model A began at age 12, when he rebuilt a trio of Fords previously abandoned on the family's property. He served in the Second World War, where his mechanical ability landed him the role of driver for an Army general.



Robert and Wayne Carini, circa 1960. Photo courtesy Wayne Carini

Robert began a career restoring Model As in 1948 and his tireless work ethic later saw him laboring on the night shift at Pratt & Whitney while running his auto restoration business during daylight hours. In 1952, dismayed that only classic and brass-era cars were allowed at car shows, Robert founded the Model A Restorers Club with fellow enthusiast Bill Hall, an organization that's since grown to include chapters across the United States and in countries as far away as New Zealand.

His restoration skills later led him to a role as restorer and curator for the Captain Paul House Model A Museum, and in recent years Robert served alongside son Wayne and daughter Lindsay Cushing as Grand Marshals of the Klingberg Vintage Motorcar Festival.

No further details on a memorial service have been released.

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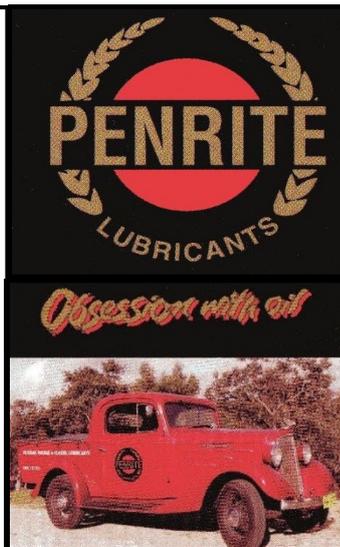
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