



# Western Model A News

OCTOBER 2017

VOLUME 38, ISSUE 10



**Model A Restorers Club of Western Australia, Inc.**



## FROM THE PRESIDENT

Ray Mahony

It is with regret and sorrow that I mention the passing of two club members this month. The funeral service for Pat Laurie was held in Gidgegannup on Tuesday 19th September. Pat and John Laurie have been members for many years, but due to Pat's failing health they have not been able to participate in club activities for some time now. Alan Jeffree, Sylvia and Barry Bristow-Stagg, Toni and I attended the service as friends and club representatives.

Bob "the Builder" Piercy passed away on Saturday 23rd. A large number of family and friends, including some thirty eight Model A Club members, gathered to farewell Bob in the Piercy's lovely garden today, 29th September. Our thoughts and sympathy go out to both families for Pat and Bob will be truly missed.

Your management committee has had its first meeting, during which several items of interest were discussed. A subcommittee has been established to modify our constitution, as necessary, to bring it into line with the new requirements of the Department of Commerce. This committee will hold its first meeting this month and will report to the general membership on a regular basis.

A subcommittee, headed by Ian Paisley, has also been set up to manage the 90th birthday celebrations during next year. If anyone has ideas for the celebration they should contact Ian.

Other ideas being discussed to improve our club are things like getting more articles for the magazine, increasing the club profile by promotional materials and community activities. Ian Paisley has produced a very professional flyer which has been sent to the All Ford Day committee for inclusion in the "goodies bag" being distributed at the AFD on 29th October.

*Cont'd over*



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**Front Cover.** Bob Piercy's tourer on display at his service.



# FROM THE PRESIDENT—CONT'D

Ray Mahony

We are looking at getting a banner to hang on the gazebo when used. Committee members will have with them flyers and club application forms when on our monthly runs.

These are just some of the ideas the committee has. I will keep you informed as we progress.

Sixteen club members entered the VCC National Rally in Geraldton from the 10th to the 16th September. Admittedly most, if not all, are also VCC members and although not all had a Model A with them it was a great representative of Model A's. See Alan's write up elsewhere in the newsletter.

On Wednesday evening 20th September Toni and I joined some 160 people for the opening of the Whiteman Park Motor Museum extension. The extension has doubled the size of the museum and now includes facilities much as a large reference library, an educational centre where schools groups can visit and a workshop. The extension was opened by Daniel Ricciardo.



Ray Mahony



**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](mailto:maofwainc@gmail.com) or **157 The Strand Bedford WA 6052**

**VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF MARC of WA Inc.**

## MARCWA (INC.) CLUB CONTACTS

### ELECTED:

President:	Ray Mahony	9271 7630
Vice-President:	Dean Roberts	9295 2588
Secretary:	Kathleen Kuenzel	9385 3887
Treasurer:	Anne Steer	9457 4968
Committee Member:	Ron Andrews	9277 8270
Committee Member:	Ian Paisley	9456 1184

### 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 AIS
First Time Examiner:	Steve Read	0412 924 299
Delegate: CMC	John Moorehead	9332 6104

**Website:** [www.modelafordclub.com.au](http://www.modelafordclub.com.au) **MARC Email:** [maofwainc@gmail.com](mailto:maofwainc@gmail.com)



The Model A Restorer's Club of Western Australia has recently suffered the loss of two members  
Pat Laurie and Bob Piercy.



Pat and John Laurie



Bob Piercy

# SECRETARY COMMENTS

Kathleen Kuenzel

You will note that your Membership Renewal Forms for 2018 are included in this Newsletter.

Please discard all previous copies of renewal forms. Do not use them. This form asks for additional information that is required by the Council of Motoring Clubs. If you lose this form ask me for another or check the Club's website .

This new form may be printed out or can be filled in online.

Increased payment methods are indicated at the bottom of the form. You now have the option of paying by Electronic Funds Transfer. YOU MUST use as a reference your Club Number and your Surname. The completed form will be posted to the secretary. Even though your money might be paid your membership will not be recorded until the completed form is received.

The same condition applies to those members paying with cash. Your membership will not be recorded until the completed form is received.

Cheques and money orders are to be sent with the completed renewal form to the secretary.

Please do not record NO CHANGES or SAME AS BEFORE. Those words do not constitute a completed form. Keep a copy of your form for next year.

Please take note of the date by which the payment and form are to be received.



My thanks are extended to the grapevine for informing me that three members have sold their Model A's

## October Birthdays

Dora	Annear	Darlene	Mallett
Michael	Beattie	Wayne	Millman
Irene	Bell	Ron	Poultney
Beverley	Biggs	Phillip	Raccuia
Guy	Harrison	Steve	Read
Barry	Howard	Anne	Steer
Paul	Kelly	Ian	Steer
Frank	Lawton	Frances	Timmings
Micheal	Le Roy	Greg	Wade
Kerry	McPharlin		



# FOR YOUR INFORMATION

The following forms are included with this newsletter:

- ***Membership Renewal Form 2018***
- ***Application for MARCWA Membership 2018***
- ***Minutes of General Mtg 24-9-2017.***

Membership fees are payable by cheque/money order or electronic funds transfer. Please follow the directions of the form.



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# EVENTS COORDINATOR

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Ian Paisley

## **OCTOBER.**

EVENT: All Ford Day.  
DATE: Sunday 29th October.  
TIME: 8am to 4pm.  
LOCATION: Steel Blue Oval, Bassendean.  
ORGANISER: Ian Paisley.

12 members have entered this event. 3 or 4 more entries can be accepted. Please call me ASAP if you would like to participate in AFD. Note, there will not be a October club meeting at this event.

## **NOVEMBER.**

Note, 2 Club events planned for November. Both events offer an opportunity to display our Model A's. MARC members are encouraged to attend both Events.

(1) EVENT: Mosman Park Mens Shed CRAFT MARKET and CLUB MEETING.  
(Combined October/November meeting).  
DATE: Sunday 5th November.  
TIME: 9.30 am to 1. 30 pm.  
LOCATION: Tom Perrott oval, McCabe Street Mosman Park.  
ORGANISER: Brett Pollock. 0427637973

Directions: Getting to the Craft Market. From the corner of Stirling Highway and McCabe Streets Mosman Park travel East along McCabe Street. Pass through 3 roundabouts then turn right into Fairbairn Street and follow signs and or directions.

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(2) EVENT: Chittering Car Day. (See attached poster)  
DATE: Sunday 19th November.  
TIME: 7.30 am for 8am start.  
LOCATION: Start Stirling Square Guildford, for run to Chittering.  
ORGANISER: Ben Fowler. 0419 847 008

**DECEMBER.** Christmas Party, Sunday 3<sup>rd</sup>. (See additional information in this newsletter)  
VCC Club Rooms.  
Organiser: Edith Jeffree.

**Other events.** VCC Vintage Auto Jumble. Sunday 22nd October. Canine Assoc. Warton & Ranford Southern River.



# CMC COMMUNICATIONS

John Moorehead



Affiliated with the  
AUSTRALIAN HERITAGE  
MOTORING FOUNDATION



26th September 2017

## **To All Member Clubs – breach of Code 404 licencing conditions**

It is with some concern that the Council of Motoring Clubs of Western Australia (Inc) received advice from the Department of Transport that some clubs are signing off the form CMC 1 - Certification of Financial Membership, stating that a vehicle is not modified when this is not the case.

The Department's Manager of Vehicle Operations named two Clubs "that approved a modified vehicle to be licensed with a 404 concession code". The letter from the Department went to the extent of specifically stating the Code's requirement, viz:

- *The vehicle owner/s is a financial member of Department of Transport (DoT) approved historic motoring club or association, formed for the purpose of restoring and/or collecting vehicles of all makes and models,*
- *The vehicle has been assessed by a qualified and authorised officer of a DoT approved historic motoring club or association; and*
- *The vehicle has not been modified and meets original factory specifications*

These clubs have been contacted and rectification of the matter undertaken.

It is extremely worrying that Clubs, for whatever reason, are not applying stringent controls over the processes of arranging concessional licencing for their members. It is obvious from the contact we have received from the Department that it is aware of who is licencing what and how. The incidents raised could be considered by some to be minor but that is irrelevant as they were in contravention of the requirements of Code 404.

The licencing arrangement we have here is one of the most flexible in Australia. A lot of work has been done since the 1960s to establish this arrangement and, as a movement, we cannot afford to have it taken away or restricted.

It is imperative that clubs stress to their members the need to follow the conditions to the letter and make sure that each step of the procedures is followed. In particular, vehicles need to be carefully inspected before an authorised officer signs certifying that the vehicle is not modified.

Your cooperation is requested in bringing this to the attention of your members and ensuring that the requirements for licencing a vehicle in accordance with Concession Code 404 are strictly followed by all concerned.

Yours in motoring

Geoff Moor  
President

PO Box 742, Subiaco, Western Australia, 6904



# SEPTEMBER CLUB RUN

Daniel Pinnington

Considering the inclement weather conditions, to my surprise, there was rather a large gathering of members at the Old Guildford Gaol for the monthly run on Sunday 24th September.

Most people brought their moderns however there was a handful of Model A's that braved the conditions. Erika and I were lucky enough to score a ride with Alan Jeffree in his Fordor sedan!

The run had originally been setup as a treasure hunt style activity through the Swan Valley, however the expected weather conditions were not ideal and another run was organised. We departed Guildford towards Mundaring and then stopped at Mundaring Weir for morning tea. We then meandered out way along Mundaring Weir Road towards Kalamunda and then down the hill to my house in High Wycombe for the lunch meeting. Fortunately the run itself was dry and downpours only really started during the meeting which was undercover. Stephanie Will joined us half way through lunch and attended the meeting.

Overall the members made the most of the day and all seemed to have a nice time





# AVON VALLEY CLASSIC RALLY

Ian & Anne Steer

The rally started in York at 9AM for registration and morning tea, which meant an early start from Perth. They had a good turn-out this year with over 40 entries, ranging in age from a 1910 IHC high-wheeler to about half-a-dozen members of the MX-5 Club – and 5 members of the Chamberlain 9G Tractor Club. Ours was the only Model A.

There were 3 different courses; tractors, pre-1950 and post-1950. I don't know how far the tractors went, but our route was a bit over 50km and the post-1950s did 100km. The "moderns" and tractors seemed to leave our route only a km after leaving York townsite, so we never saw them again (in fact, the only other entry we saw was the 1910 IHC – and was the only car we overtook *all day!*).



Cars at the start



The Chamberlain 9G tractors (some of whom had been to Cape York on the Telegraph Track!)

Cont'd over

## AVON RALLY CLASSIC RALLY (CONT)

It was slow-going though the delightful York countryside because Anne said she couldn't write the answers legibly while we were moving (must have been the road conditions because the Model A ride compares to a Silver Ghost I'm sure!) – so we had to stop every time an answer had to be written down. After one such stop, the car had one of its “turns” and coughed and spluttered for a few minutes. This settled down after I enriched the mixture temporarily – but whether that was coincidence or not, who knows??

We saw some *massive* hay storage sheds where hay is collected prior to export (apparently mostly for race horses in Japan). There was also the largest shearing shed we've ever seen, but we were later told that it is also used for fattening lambs. The view of Mt Brown (that overlooks York) from a different angle was very imposing.

The finish of the rally was at the hockey club buildings where you could enter the challenge of changing a wheel on the York VCC's club trailer. As one of the first few contestants, I registered the fastest time for the day. However, I think the times were proportional to age and several younger competitors later quickly stripped me of that title.

Lunch was a 3-course meal, and we randomly picked a table and ended-up sitting beside 2 MARC members - Bert and Angie Hayes of Northam. Bert was in his Chevy El Camino ute rather than his 1928 Roadster (must be a pleasurable tough decision picking which of the cars in his collection he takes for a run each time).

When the prizes were handed-out, we ended-up with 1<sup>st</sup> prize in the vintage class (we think there was a second car in our class :-). It was a very enjoyable day, and the weather was suitably cool (but fine) so the car's “heater” didn't impose itself too much.



The 1910 IHC (and rugged-up co-driver), our A, and myself



# VCC (WA) NATIONAL RALLY

## Geraldton

### VCC of WA's National Meet held in Geraldton Sunday 17th to Saturday 23rd September 2017

The VCC National Rallies have traditionally been a driving Rally where you stay in a different town each day however this time Geraldton was our base for the week. The following Model A Club members participated, Alex and Linda Kirkwood, Mike Beattie and Tammey Chappel, Wes Hartley and Beverley Biggs, Pat and David Bussard, Ray and Toni Mahony (2 Model As), Anne and Wayne Millman, Kaye and John Cook, Marilyn and Bob Horgan, Glenda and Hans Hurij, Kaye and Peter Eardley, Peter Lynch, Anne and Barry Byers, Kaye and Evan Gobby accompanied by Val Newton, Coral and Reg Blewett, Alma and Ross Letch, Tom Eastough, Edith and Alan Jeffree.

One day was a display day in town but other days we were out and about. In all Edith and I drove 1200 miles including the drive up and back. The Rally was really enjoyable and was run very similar to our Busselton Meet but you found your own accommodation. There was a bus hired for the week which picked you up in the evening if needed. Those in Veteran vehicles did most of the day runs but Mullewa, was a bit far hence a bus was used! The wreath flowers were a very special feature of the final Friday and the final evening was really great, including the auction of lots of rally items.



# MODEL A'S IN WA

Alan Jeffree

## MODEL A's in WA

*1928 AR Phaeton ownership from 1928 to today, update.*

*Most members will be aware I am working on a project with the aim of compiling the stories of all Model A's in WA. I keep a file and there is a duplicate in our library. To date 37 vehicles have been done. Just this week I have been given information which completes the story of the Bill Bennie Phaeton. The first vehicle to have the complete story!! I happened to be talking to Ron Perry re this vehicle and he was able to fill in the missing years.*

*In 1928 it was a demo vehicle at the Ford Dealers in Northam. Mr Will Turnock, an auditor from Northam purchased it in 1929 (the Model A wasn't released in WA until May 1928). He used it until 1964, the year he died.*

*Another Northam gent, Lindsay Ashworth bought it at auction for 75 pounds.*

*Ron Perry bought it from Lindsay in 1965 for 80 pounds. It was grey from original but Ron had it painted Maroon. Ron was given three comprehensive journals with the vehicle. Mr Turnock had recorded every trip, mile, destination (even a half mile visit to the cemetery), all expenses and dates. During Ron's ownership Mr Turnock's granddaughter asked if Ron would visit Northam and drive her to her wedding. He did so and decided that these documents were part of her family so presented them to her on the day!*

*Bernie Tillbrook bought the Phaeton from Ron in 1969 for \$1000. Ron mentioned that Bernie had an accident in it which damaged quite a bit in the front.*

*Sometime between 1969 and 1980 Bernie sold the Phaeton to Mike O'Brien.*

*Bill and Dorothy Bennie Bought the Phaeton from Mike in 1980 for \$2000 and this is where Bill's story started. Bill sold the Phaeton to a farmer in Mt Barker in 1997/98.*

*Marie and Janelle Tepass bought the Model A in 2011 but sold it to current member Alan Porter 2012. Alan works in Karratha so we haven't seen it for some time.*



*Details and Cover Page updated March 2017, AJ*

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# TIP OF THE MONTH

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John Moorehead

## SERVICE DETAILS - MODEL A HYDRAULIC SHOCK ABSORBERS

Do not forget to check and service the original Model A shock absorbers. Ford recommended the fluid and needle valve setting be checked every 5000 miles.

The Model A 'Houdaille' double acting shock absorbers operate on the principle of hydraulic resistance. Shock absorber fluid is forced from one chamber to another by the movement of the lever arm. The needle valve setting is important to control the rate of flow between chambers. Originally the fluid used was 90% glycerine and 10% alcohol to provide the required viscosity. A suitable fluid is available from Veteran, Vintage, Classic Lubricants (Penrite) and Model A Parts suppliers.

The shock absorber fluid should be replaced and filled to approximately ¼ inch below the filler plug. Average setting of the needle valve is between is achieved by opening the valve (anti clock wise) approximately one quarter and three eights of a turn off the closed position. This is only an initial setting and by screwing the needle out further will provide a softer ride.

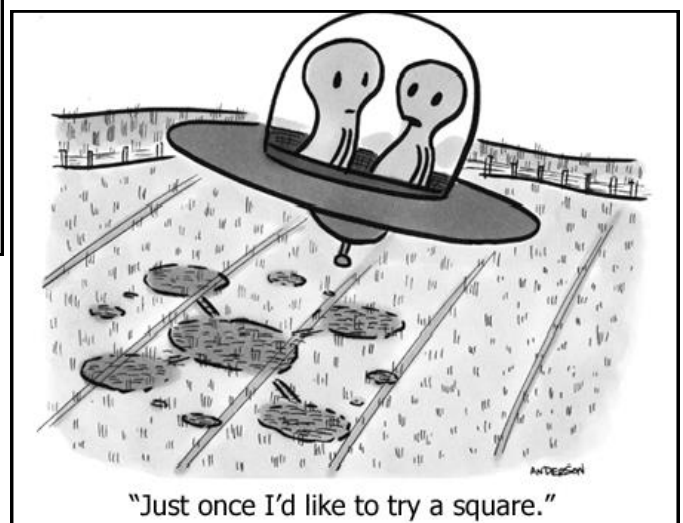
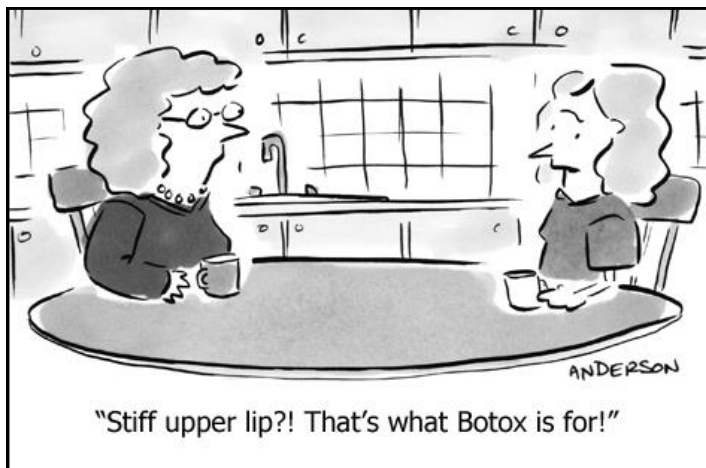
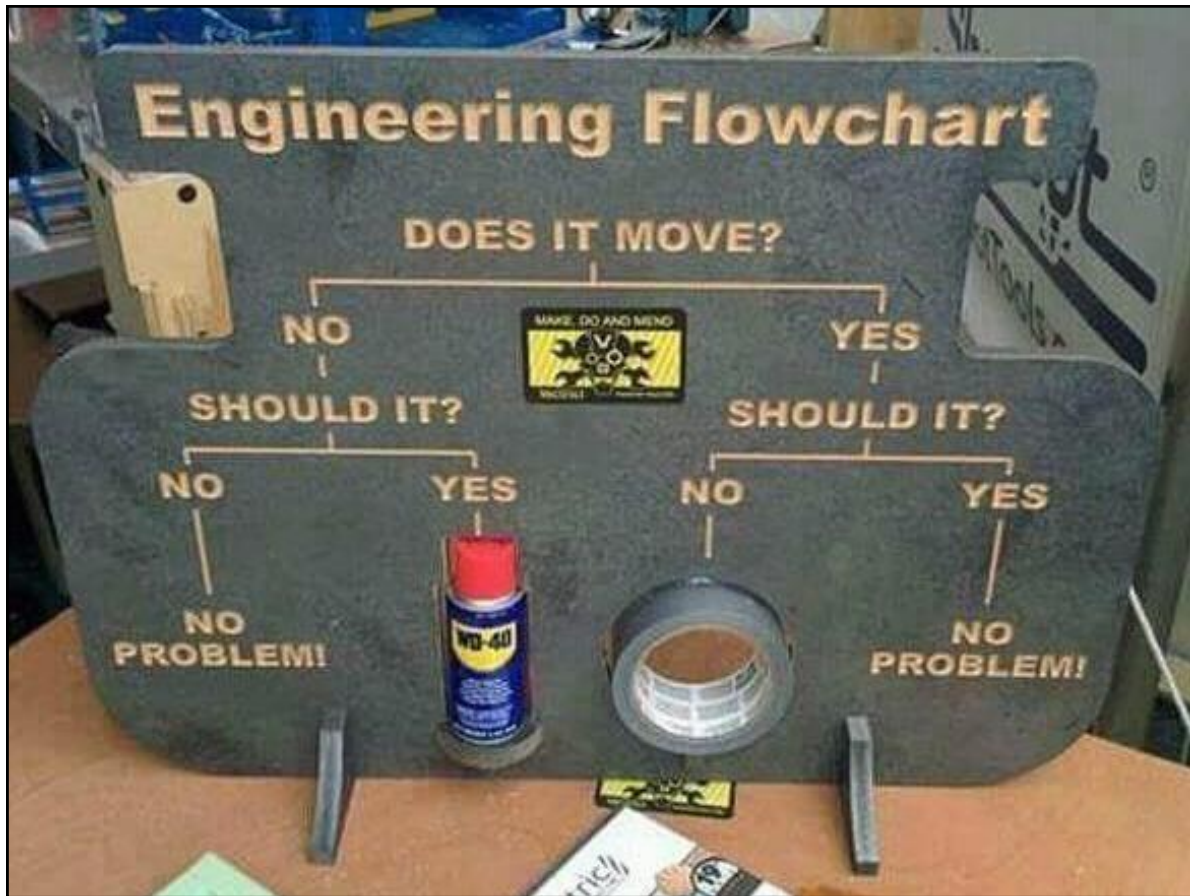
It is important to clean the components of the tubular shock links used between the lever arm and the chassis. The internal parts should be greased regularly.

In later years Ford used an alternative shock link commonly called a "dog bone" which incorporate rubber balls for movement. This design is often used in lieu of the original tubular unit. A light coating of graphite powder can be applied to the rubber components for lubrication.

John Moorehead    Member Number 68  
Model A Restorers Club of Western Australia (Inc.)  
2<sup>nd</sup> October 2017



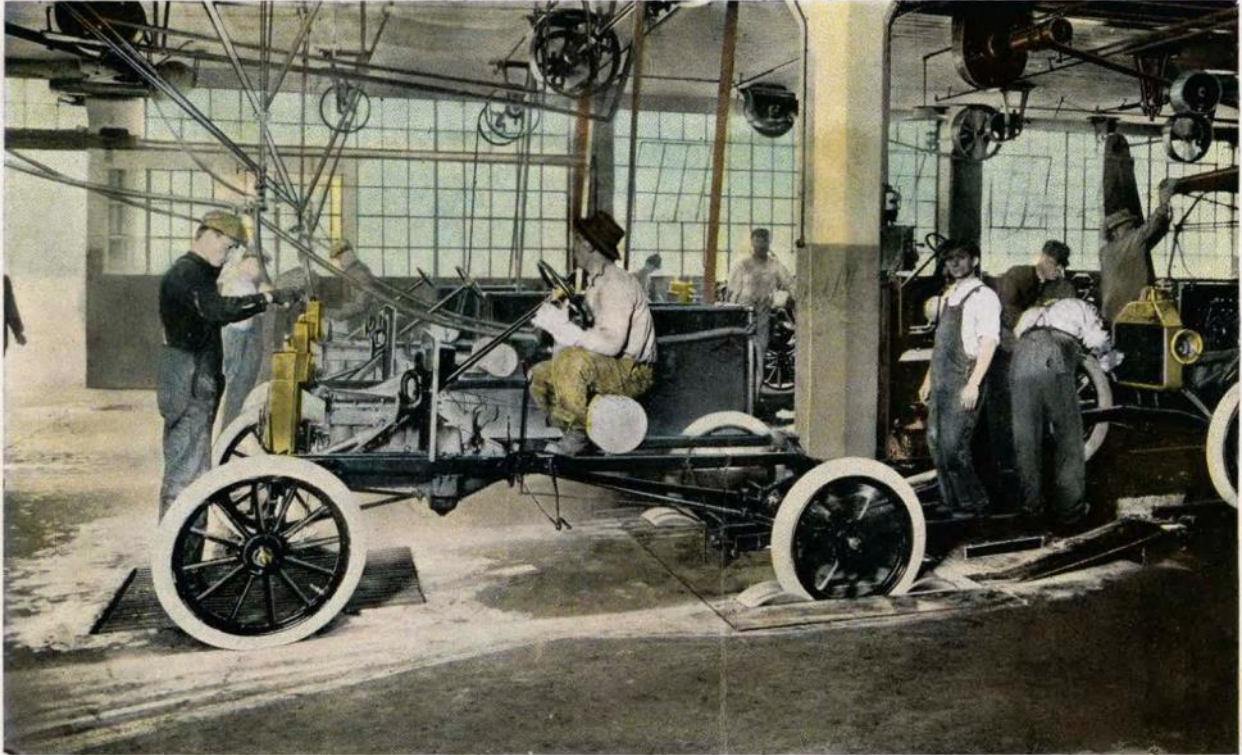
# A LAUGH OR TWO



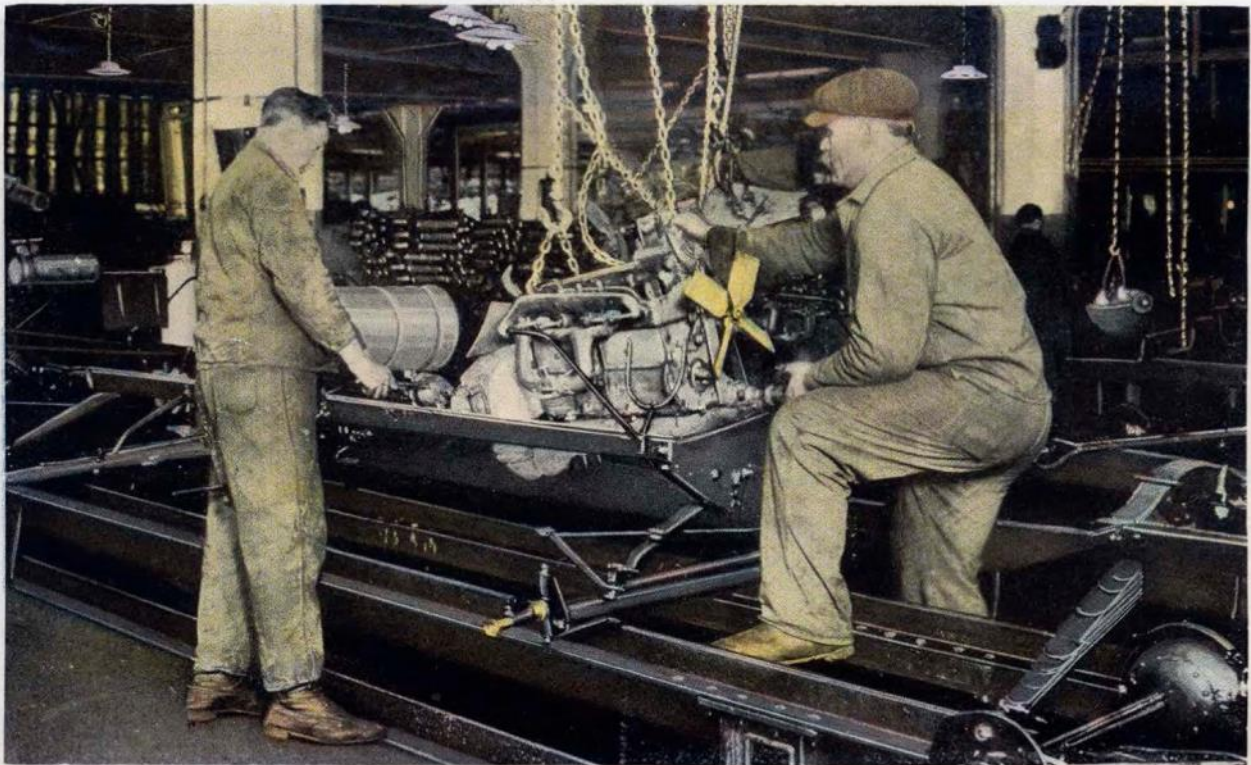


# FORD PLANT POSTCARDS

The next instalments in the series of old postcards from the old Ford plant.



AT THE END OF THE ASSEMBLY LINE. CARS RUN FROM HERE ON THEIR OWN POWER.



SETTING THE MOTOR, DURING THE FINAL ASSEMBLY.



# REQUEST FOR INFORMATION

An ex member of our club is seeking the following information, and any leads gratefully appreciated:

I sold my 1928 Model A Phaeton many years ago.(late seventies/early eighties) It was painted Arabian Sand with black guards. It had what I think was a Calormeter Brand motormeter, with pivotal pointer.

Engine Number was CA17527. It had whitewall tyres back then. I would love to know where it is now, and that it is still going strong. Please call Albert Neuss on 0417.176225 or Ian Irwin on 0413. 582687 or email [eleanor.11@bigpond.com](mailto:eleanor.11@bigpond.com)

Photo of car taken in 1978.

Many thanks,  
Jean McDonald,  
Secretary MARC(Aust)



## PERTH ROYAL SHOW

Sylvia Bristow-Stagg

### PERTH ROYAL FLOWER SHOW

23<sup>rd</sup> - 30<sup>th</sup>  
September  
2017



1929 Ford  
Model A  
Phaeton



**Spring is in the Air**



**This little beauty sat serenely in the Ellie Eaton Pavilion for over a week surrounded by bouquets of flowers and was constantly admired.**

Our 1929 Model A Ford Phaeton was housed in the Ellie Eaton Pavilion for the length of the Perth royal Show. She was trailed down a couple of days prior, and picked up on the Sunday after the Show closed. It was interesting to see the re-action of people, the respect of the volunteer staff setting up the pavilion, and insisting - did we have signs re 'Admire but do not touch' etc.

When at the Toodyay Show the next weekend it was also interesting how many people came and asked - *Was this the car that was at the Royal Show?*

Our Son, who assisted with the project actually visited the Show with his Son & Grandsons and took some photos.



# MODEL A - 1930 INVOICE

John Parker via Alan Jefree

STATEMENT

TELEPHONE FM1056

77-79 ADELAIDE STREET,

FREMANTLE, Jan 29. 1930

M<sup>r</sup> E. A. Perry

17 Pennell Road Claremont

**Dr. to McCulloch & Neil Ltd.**

**AUTHORISED FORD DEALERS**

**FOR METROPOLITAN AREA**

1930		To Account Rendered	
Jan 29		Lord Sports Roadster No. C.A. 87828 Tanagra & Cream	£ 225 . .
		Insurance	9.40
		Total	<u>£ 234 40</u>

Customers' Cars Stored and Driven at Owners' Risk Only

# **CHITTERING CAR DAY**

**VETERAN CAR CLUB OF WA (INC)  
CHITTERING BRANCH**

**SUNDAY 19 NOVEMBER, 2017  
9am to 4pm**



**LOWER CHITTERING OVAL  
23 CHITTERING VALLEY RD  
FOLLOW SIGNS OFF GT NORTHERN H/WAY  
AT BULLSBROOK & MUCHEA LIGHTS**

**STALLS, CHILDREN'S ACTIVITIES, MUSIC, FOOD,  
COFFEE 'N' ICE CREAM**

**ENTRY - GOLD COIN DONATION**

**ENQUIRIES - PHIL MARTIN 9576 0818**

**ALL VETERAN, VINTAGE and POST-VINTAGE  
VEHICLES WELCOME**



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*and All Things Vintage*

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