

Western Model A News

VOLUME 42, ISSUE 1

JANUARY 2021



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

Hoping you all had a great Christmas catching up with family and friends.

Jenni and I did things a little differently this year. We delayed our Christmas by one day, giving our children, partners and grandchildren time to catch up with the rest of their extended families on Christmas Day. We then had them all up on Boxing Day for Christmas Lunch, plenty of time to spend with each of them with no one having to rush off. A great success which means we will be doing it again next year.



On Sunday the 27th December, Kathleen sent out an email about the last CMC meeting and 404 Concessional Licencing (details of which are also included in this newsletter). I respectfully request that you read it carefully and action it as requested.

Looking forward to catching up with everyone at one of our monthly runs, or one of the coffee and cake get-togethers.

Jenni and I would like to wish you all a Happy New Year. Hoping 2021 brings you Hope and Joy.

Dean



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SECRETARY COMMENTS

Kathleen Kuenzel

If you haven't already written to Minister for Transport, Hon. Rita Safioti MLA and hopefully to some other Members of the Legislative Assembly and Members of the Legislative Council I ask you to please consider doing so. Once the final decisions have been made on possible alterations to our Concessional Licence Code 404 our present ease of logging in to use our Model A's and the restrictions that now exist with the holding of a concessional licence could be considerably more onerous.

The Council of Motoring Clubs, representing all affiliated motoring clubs, has held discussions with the Department of Transport and is yet to experience successful outcomes. As was said in my email to members on 27 December, they have reached a point at which they feel that a massive drop of communication from car club members might be the only way to ensure that the decision makers understand how important Code 404, as it now stands, is to owners of veteran and vintage cars on concessional licences.

I wish you all a happy and healthy New Year. May 2021 be kind to each of us.

Kathleen Kuenzel

December Birthdays (missed)

Des	Addison
Teresa	Blackman
Bob	Horgan
Jeanie	Misko
John	Moorehead
Kathleen	Pepper
Erica	Quadros
Kim	Seinor

January Birthdays

Kaye	Cook	Darrell	Stratford
Edith	Jeffree	Neville	Swindell
Fred	Kuenzel	Brian	Walsh
Fred	Manwaring	John	Watson
Marie	Redman	Lorna	Wigmore



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 **7 Gransmoor Way, Willetton WA 6155**

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

MARCWA (INC.) CLUB CONTACTS

ELECTED:

President:	Dean Roberts	9295 2588
Vice-President:	Alan Jeffree	9275 4106
Secretary:	Kathleen Kuenzel	9385 3887
Treasurer:	Anne Steer	9457 4968
Committee Member:	Horace Misko	9256 1895
Committee Member:	Ian Steer	9457 4968
Committee Member:	Marilynn Horgan	9447 8237

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Regalia Officer:	Marilynn Horgan	9447 8237
Librarian:	Dean Roberts	9295 2588
Spare Parts Officer:	David Bussard	9524 1086
Property Officer:	Ray Mahony	9271 7630
Delegate: CMC	Toni Mahony	9271 7630

Website: www.modelafordclub.com.au **MARC Email:** maofwainc@gmail.com

MARC WA Life Members: Bill & Mavis Spencer (1987), Max & Dora Annear (2000), Ray & Toni Mahony (2004), Barrie & Gwen Guest (2006), Reg & Coral Blewett (2020), Alan & Edith Jeffree (2020), Steve Read (2020)

EDITOR COMMENTS

Ian Steer

As per Kathleen's email and as mentioned elsewhere in this newsletter, the Department of Transport is planning changes to the Code 404 that our concessional vehicles are licensed under. The CMC have decided that bombarding our politicians and prospective politicians with letters of complaint is the best (only?) way we're going to dissuade them from these changes. More details of the proposed changes can be found in the letter sent to the Minister by the CMC and the suggested letter of complaint (see below).

- A Microsoft Word copy of the suggested complaint letter can be downloaded [here](#).
- A paper copy of the suggested complaint letter is included as the last page of this newsletter.
- A copy of the letter the CMC wrote to the Minister for Transport can be downloaded [here](#).
- A list of the details of the members of the Legislative Council can be found [here](#).
- A list of the details of the members of the Legislative Assembly can be found [here](#).

Write (or email) to your members of parliament now! (before mid-January)

It has been suggested to me that politicians develop standard replies to standard letters of complaint. If you vary your letter a bit, and ask a few more questions, this puts them to a lot more trouble in replying 😊



EVENTS COORDINATOR

Ray Mahony

This year's calendar is looking very bleak at this stage. Please think about organising one of the monthly events and remember if you are not sure how to go about it there are members willing to advise and help.

January

Event: Monthly meeting
Date: Sunday 17th January
Location: Azelia Ley Museum – Manning Park – Azelia Rd, Hamilton Hill
Time: 9.30 am to 2.00 pm
Organiser: Dave Bussard

Members are encouraged to visit the museum, especially the Wagon Houses that display all sorts of vintage machinery.

February

Event: Breakfast meeting
Date: Sunday 28th February
Location: Sandy Beach Reserve, Bassendean
Time: 7.00 am
Organiser: Anthony Gilberthorpe

March

Event: Monthly run & meeting
Date:
Organiser: ****Organiser wanted****

Event: NZ National Model A Ford Rally
Date: March 28 - April 4 2021
Location: Gisborne, NZ
Details: gisbornemodelaforrally@gmail.com

April

Event: Monthly run & meeting
Date:
Organiser: ****Organiser wanted****

Event: CMC Classic Car Show
Date: 18th April - 10.00 am to 3.00 pm
Location: Ascot race Course
Details: <https://www.facebook.com/events/628317134503320>
Organiser: Council of Motoring Clubs

Cont. over

EVENTS COORDINATOR (CONT)

Ray Mahony

April/May

Event: MARC Winter Getaway
Dates: April 30 to May 11
Details: See item on page 7

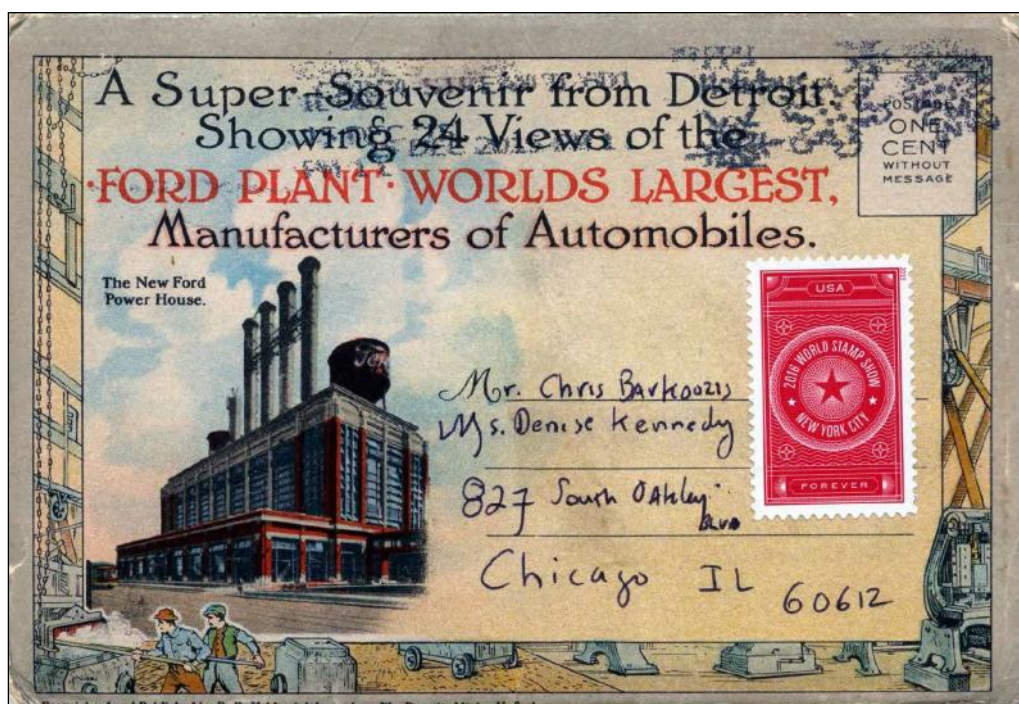
September 2022

Event: 27th Model A National Meet
Date: 11-17th September
Location: Goulburn, New South Wales
Details: [National Meet 2022 Information Page](#)
Organiser: Model A Ford Club of New South Wales

Club-Sanctioned Events

Event: Northam Vintage Swap Meet
When: Sunday 21st February
Time: 7am to 12 noon
Location: Jubilee Oval Showgrounds, Peel Terrace, Northam
Organiser: Avon Valley Vintage Vehicle Association, contact Sylvia Bristow-Stagg 0417 976 699

Event: LBW (Leeming, Bullcreek, Willetton) Coffee Run
When: 1st Tuesday of every month (except January)
Time: 10am
Location: Ruby's Bakehouse, 1 Dundee St, Leeming
Organiser: Steve Seddon (VCC)



MARC WINTER GETAWAY

Edith Jeffree & Toni Mahony

COVID has prevented many of our Model A members from attending the National Meet, and restricted our movements in 2020.

To compensate, Toni and Edith have compiled (and are still researching), a scenic tour of mostly the South West, venturing inland slightly from Albany.

Some of the details so far:

Commencing from Armadale

2 nights in Bunbury

2 nights in Busselton

2 nights in Manjimup

1 night in Denmark

2 nights in Albany

1 night in Collie

1 night in Narrogin then home via Pingelly, Brookton Hwy

Much is being planned with sights to see and anything of interest along the way - some roads you may never have been on, but all sealed.

Details of accommodation will be made available in each town, from camping to motels - all to be booked by yourselves. Details are still being worked on, but will be made available when completed (possibly by the January Club Meeting).

Edith would like to know members who are available and interested in the Getaway!



Dardanup Heritage Park 2014



CMC DELEGATE'S REPORT

Toni Mahony

404 Concession issue - everyone's assistance is required, please, for your own sake!

A meeting of the CMC was held in December, with the main topic for discussion being about the 404 Concession. More talks have been held recently with the Dept of Transport (DoT), with very little satisfaction for the car clubs.

The CMC has decided with the lack of response from the DoT, that action needs to be taken by all the 100+ representative clubs to lobby the department and the Minister for Transport, but more importantly, by all the members of those clubs – that's you! This action has been quietly advised by a government lobbyist as the best way to get things to happen!

Those members with email have already heard from Kathleen about what is required of you. Basically, this is to lobby all the politicians in your electorate along with any prospective polities who are lining up for a chance at the forthcoming elections. Kathleen's information gives you an example of what is required, but we will need you all to send it to your own politicians, along with your name and address. Emphasize that we were originally promised no changes for 404 concession holders, which has been reneged upon. This needs to be done, now.

This is really very important, otherwise the department is going to cause us all a lot of grief, a lot more work for our Secretary, and considerable reduction in the activities we can enjoy with our vehicles.

It is over to you!

Classic Car Show - This event will be held on 18th April, 2021 at Ascot. Your events co-ordinator will require numbers at the January meeting, so have a think about it and put your hand up if you can. The theme is 'Made in Australia' this year.

Brockwell Run - The annual Brockwell run has been removed from the car club's calendar, due to a lack of interest. A lasting memorial to Maurice Brockwell is now in the form of the Brockwell Hall at the Motor Museum, with appropriate signage soon to be in place.

Motor Museum - The long awaited Blair Allsop private collection will start to arrive at the Motor Museum in mid January, coming in from Queensland. This is a huge collection of model cars, which will end up on the back wall of the Ricciardo Hall, some 5000 or so. This will increase our model car collection to the biggest in the Southern Hemisphere and maybe further afield. It also includes some thousands of books. A lot of work is happening to enable the housing of these collections.

Volunteering at the museum is always encouraged; contact the Manager, Patric, on 0455 322 282 if you are interested.

Toni Mahony (CMC delegate).

PHOTOS FROM MARC YESTERYEAR



Display day at Queanbeyan Showgrounds.

Queanbeyan 1998



Ray Mahony, Germaine Jeffree, Peter Sartori, Gwen Guest, Sylvia Bristow-Stagg, Pat Bussard. Seated: Toni Mahony & Barrie Guest

Christmas 1999



Toowoomba 2002

VALE LEN EVANS

Alan Jeffree

A few of our members would have met Len Evans of Busselton. Len was a car enthusiast and father to Model A club member Beverley Biggs (also from Busselton). Beverley and son-in-law, Wes Hartley live next door.

I have spoken to Len on a couple of occasions and he proudly showed me his pride and joy, a 1955 Vauxhall Velox sedan (BSN-46) which he owned from new. Len had been a long time member of the Busselton VCC.

It is with sadness that I report Len died on Friday 11th December, aged 93 years and 7 months. Len was born in Busselton on 11th May 1927 and never left the community.



There is a special connection with the 1955 Vauxhall and Beverley. Len bought the sedan new the year that daughter Beverley was born! It is still totally original and still looks like new. It has been left to Beverley.

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Peter Sartori PH 0419220198

MEMBER'S CAR STORIES

Read the story behind John Watson's 1928 Phaeton :

<http://modelafordclub.com.au/wp-content/uploads/memberscars/John-Watson.pdf>

SIMPLE 12V BATTERY CHARGING

Horace Misko

There are Model A's in the club that have changed their electrical systems to 12 volt. Keeping the battery fully charged is important for cars that are only driven occasionally. I have been using a solar panel connected with a solar charge regulator to keep the battery fully charged on my Model A for the last couple of years. I have now added three more stand-alone systems for our other cars. This system will not work on 6 volt cars.

Solar panels designed for 12 volt battery charging, and other components, are available on eBay. Costs are around \$60 for a 100-watt solar panel and \$18 for a solar charge regulator. Anderson-style plugs are \$15 for a pack of 10, and 4mm (22 amp) twin core cable is about \$2 per metre.

Used house solar panels are not suitable as they are rated as 36.5 volts and will destroy the solar charge regulator. Older 12 volt solar charge panels may need a blocking diode (less than \$2 from Jaycar) to prevent discharge at night. All my panels are 'hand me downs' from friends who have upgraded their caravan systems. All new panels have blocking diodes.

Solar panels work best in direct sunlight. For Perth - facing North tilted at 47 degrees (the rule of thumb is latitude plus 15 degrees to allow for optimum winter charging). Reality is as long as the panel is in direct sunlight they work well. Mine are inside the shed under the clear sheet in the roof and they work well at about 10 degrees tilt facing north.

Using 22-amp twin cable minimises voltage drop on a long cable run and Anderson-style plugs, one permanently installed on the car connected directly to the battery, and the other on the charging lead from the solar charge regulator. The regulator has an LED display of the voltage of the battery being charged and stops charging when the battery reaches 14.4 volts. At night when there is no solar input the normal voltage of the battery is displayed, usually 12.6 - 12.8 volts.

Perhaps we could convince a business that specializes in 'Garage and Parts from Yesteryear' to stock the basic components and embark on some research and development on a solar powered 6 volt charging system for Model A's?



Editor's note: For those with 6V batteries, the CTEK XC 0.8 works well (although it is coal-fired!)

MODEL A COMINGS & GOINGS

Don't forget to send any gossip about Model A's in WA changing hands, finishing restorations etc to the editor.

TECHNICAL TIP

Jim Cannon (MAFCA)

Installing the Starter "Bendix Drive"

The small Bendix Drive gear that's bolted to the starter motor puts up with a lot of use (and abuse when you forget to retard the spark before starting). Eventually you will be working on yours and I have a tip for you about installing it back on the starter shaft. The Bendix is bolted to the shaft with 2 special bolts and lock washers, as shown in the photo below. One bolt has a specially-shaped end that goes down into a hole in the starter shaft. This is critical, to lock the Bendix to the shaft; do not substitute a plain bolt for this.

The other bolt is "special" only because it is only 11/16" long. This allows the bolt to lock the spring in place, without having the bolt actually touch the starter shaft. Don't be tempted to use a



3/4" long bolt instead of the correct shorter one. See the comparison photo of a 3/4" bolt and the correct bolt.



When this longer bolt is used, it presses against the starter shaft when tight and it messes-up the Bendix operation. Don't forget to install the half-moon-shaped Woodruff key in the shaft before slipping the drive on the shaft. You may also use 2 spring clips (optional). Be sure to lock the bolts down tight by bending the ear of the special lock washer up against the bolt head. If you don't, these bolts will work loose and fly out of the starter drive. I carry a spare Bendix spring (they are known to break) and a set of these special bolts and lock-washers with me in my parts kit on tours. If I don't need them, someone traveling with us might. This will help quickly get them back on the road too.

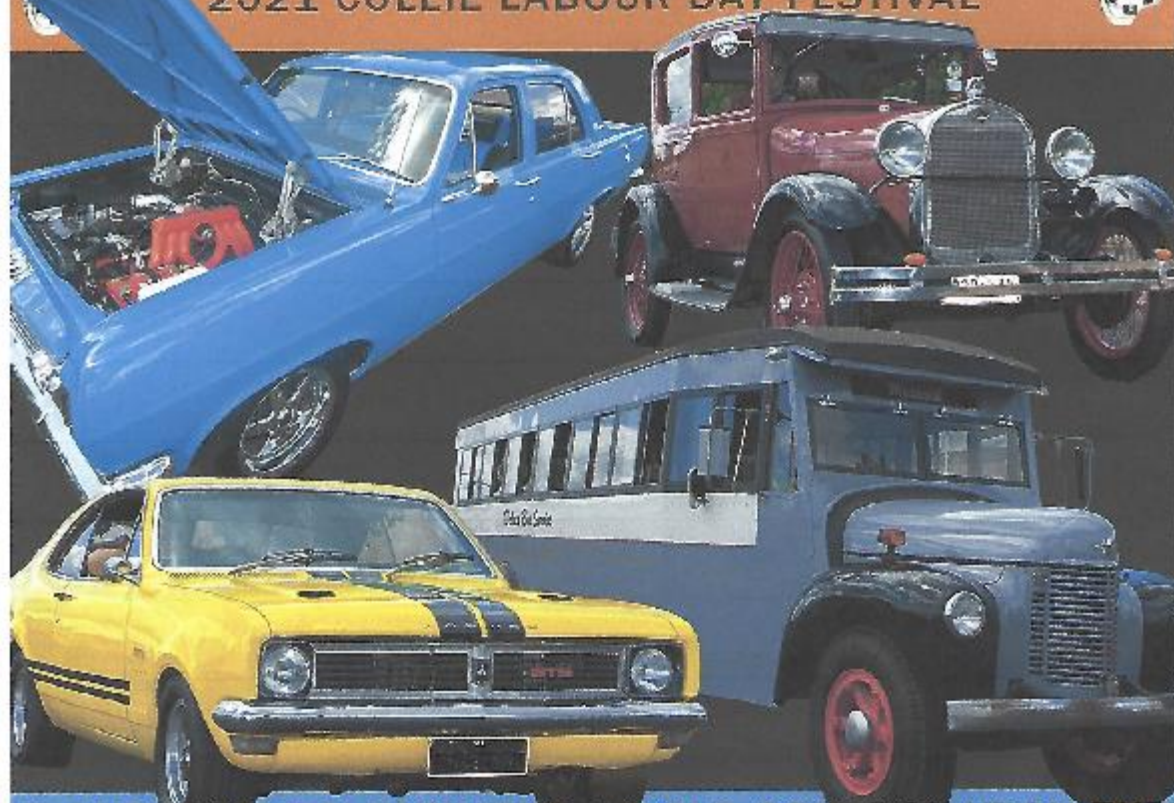
Have a Model A Day!

Jim

VETERAN CAR CLUB OF WA (INC)
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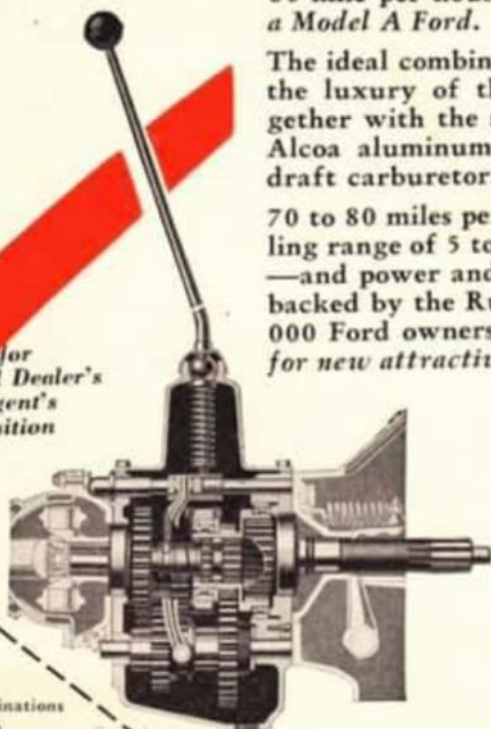
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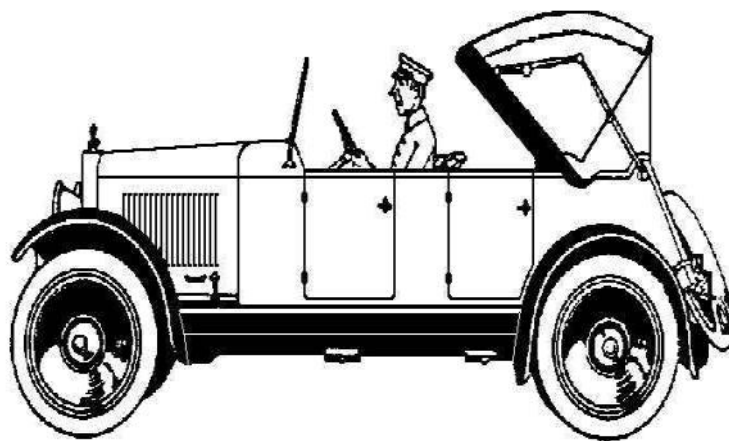
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Early in 2020 the Premier and Minister for Transport announced a new concession for registration of modified classic cars would be introduced, with details to be advised.

The Council of Motoring Clubs (CMC) represents the interests of over 100 clubs and over ten thousand individual members. CMC representatives met with the Minister's office staff and Department of Transport staff to offer support for the new category and at that meeting were given an absolute assurance that the new category would not adversely affect the Code 404 Concession (for unmodified older vehicles), which has operated successfully since 1964.

Since that time, the Minister's office and DoT have announced a raft of changes which significantly diminish what Code 404 offers to club members – in the name of conformity with the new code C4C (for modified cars) and bureaucratic oversight requirements.

The main areas of change are: Significant reduction to the freedom for private use of a vehicle to 30 days in a year. This for example, means where someone might have freely taken their vehicle on a test run (within a restricted 30km radius limit) to check oil, tyre pressures and refuel in preparation for a club event, they would now have to use one of their 30 private annual use days, and register electronically in advance with their club to do so.

The proposed requirement for clubs to maintain logs of all Code 404 vehicle use will increase the workload considerably which will create difficulties for club administration. A band-aid solution offered has been the option of a vehicle owner maintaining logbooks. However when the DoT requests details of use from a club, there will be a tremendous amount of work required to produce this from a combination of electronic logs and individual member logbooks.

The third major area of concern is use of vehicles in multi-club events becoming severely restricted.

The 30 days of private use and 60 days of club events is derived directly from people lobbying for the modified vehicle category requesting 90 days of use. This has no bearing in any way on Code 404 and should not be applied.

The car club movement is absolutely not supportive of these changes, with many feeling the considerable additional workload for clubs and the additional restrictions to use of vehicles is unreasonable. Especially in light of the commitment that there would be no detrimental changes...

The CMC members resolved unanimously at a General Meeting to request of the Minister and Department that the suggested changes be revoked. Representatives for the CMC Clubs have since met with the Minister's and DoT's representatives and written to express the dismay that clubs and individuals feel about these proposals, and only slight changes are being considered.

Individuals and clubs are very upset by this. We implore you to lobby the Minister for Transport to apply pressure to the DoT to reverse these measures and return Code 404 to the existing system which has operated successfully for all parties without any problems.