



Western Model A News

VOLUME 41, ISSUE 06

JUNE 2020





NOTE FROM THE PRESIDENT

Dean Roberts

With so many things going on in the world at the moment, I'm not really sure what to write about this month. I think I will start off with saying that we are lucky to be living in Australia. We are by no means perfect, and we can do a lot to improve, but right now I would not want to live anywhere else. As I am sure you are aware, we are coming out of most of the restrictions that have been in place and can now start planning to get together again. To this end, the committee "got together" last Wednesday and have put some plans together for the coming months.



Impromptu midweek runs, club runs and meetings, a hubby night and even the AGM. Details are in Ian's "Event Coordinators Report".

Also, a reminder that you are able to do your own impromptu runs - just log onto our website and register the run and invite a few people along.

With everything that's been going on, it was almost forgotten that this year marks 40 years since our club was formed – so its time to celebrate – its party time. Join us at Whiteman Park on Sunday June 28th to mark the re-commencement of club runs and 40 years of the Model A Restorer's Club of WA (see the Events section for more details).

Stay Safe, Stay Well

Hope to see you soon.

Dean



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Front Cover: South West Run , April 2018

SECRETARY COMMENTS

Kathleen Kuenzel

What a good feeling it was to attend a committee meeting last week (with correct social distancing of course) and to come away with the feeling that plans are being made and it won't be too long before we start getting together again. As with many activities not everything we do will be as before but at least some semblance of normality can seep back into our lives.

It has been brought to my notice that some members have had changes made to email addresses and phone numbers during the lockdown. If this is the case with you, please let me know of your updated details so that I can keep club records current. Now I don my registrar's hat and the same applies to your car/s. I have mentioned previously (ad infinitum some might say) there is a DoT requirement that I keep a correct record of all vehicle particulars – those you are asked provide on your membership forms. If you sell or purchase cars, please pass that information along as well.

Stay safe and well.

Kathleen



June Birthdays

Rose	Best	Dianne	Paisley
John	Hall	Tania	Piercy
Marilynn	Horgan	Lorraine	Piercy
Ray	James	Ruth	Walsh
Darren	Jeffree	Leanne	Wringe
Lyn	McPharlin		

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

APPOINTED:

ELECTED:				
President:	Dean Roberts	9295 2588	Editor / Web site:	Ian Steer 9457 4968
Vice-President:	Alan Jeffree	9275 4106	Printer:	Daniel Pinnington 0400 132 445
Secretary:	Kathleen Kuenzel	9385 3887	Vehicle Registrar:	Kathleen Kuenzel 9385 3887
Treasurer:	Anne Steer	9457 4968	Events Coordinator:	Ian Paisley 9456 1184
Committee Member:	Horace Misko	9256 1895	Regalia Officer:	Marilynn Horgan 9447 8237
Committee Member:	Ian Steer	9457 4968	Librarian:	Dianne Paisley 9456 1184
Committee Member:	Marilynn Horgan	9447 8237	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

EDITOR COMMENTS

Ian Steer

Life members

Don't forget that the club has a special membership category for Life Members, and it is up to *club members* to nominate people they think are worthy of the title (the committee do not do the nominating).

The club by-laws (http://modelafordclub.com.au/wp-content/uploads/forms_documents/By-Laws-V1-Aug-2018.pdf) outline the requirements and process for the conferring Life Memberships, but the key requirements are:

1. The general attitude and overall demeanour of the nominee shows a dedication to the values of the Club.
2. Commitment to and delivery of significant services to the Club, including service on committees and representation of the Club on external committees and associations.
3. Valued leadership and good role modelling that reflects credit upon the Club.
4. Active involvement in the function of the Club including factors such as attendance at functions, willing acceptance of tasks that need to be done to keep the Club running and general contribution to the Club and its members.

Nominations need to be with the secretary by June 30th for consideration by the committee prior to a vote at the AGM. **Get your thinking caps on.**

Potentially interesting items out there on the web

Largest private Ford collection video

<http://modelafordclub.com.au/2020/05/15/largest-private-ford-collection/>

1 hour video on the history of the Ford V8 (the whole car - not just the engine):

https://www.youtube.com/watch?v=3RB3z1er9Sw&feature=emb_rel_end

Gilmore Model A Ford Museum

https://www.hemmings.com/stories/article/model-a-ford-museum?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2020-05-13

<https://www.gilmorecarmuseum.org/>

The 15 Millionth Model T Ford (including a good 23 minute video outlining the social impacts of the Model T)

<https://www.hemmings.com/stories/2020/05/17/the-15-millionth-car-that-changed-the-world-how-the-last-ford-model-t-marked-the-passing-of-an-era?>

EVENTS COORDINATOR

Ian Paisley

Our committee has planned a number of Events to get our club back to normal as soon as possible.

Given the imminent restart of club events, it is a timely reminder that it is the members' contribution to organising events that makes our club so good. Please let me know if you have any ideas for a club run, or would like to run a club event.

Event: Coffee runs (probably mid-week)

Date: Every 2-3 weeks in June & July

Locations: to be advised

Details: Runs every 2/3 weeks for June and July are planned. Since they will most likely be planned for an outdoor meeting place, they will be planned based on the weather forecast. Also, to try and find quiet venues, they will be probably mid-week. Details, dates, times and places will be advised to members as soon as they are known via email, the club web site, Facebook and phone (for those in the metro area without email).

Organisers: various

Event: Club run, meeting & 40th anniversary celebration

Date: Sunday 28th June

Time: 11am

Location: Whiteman Park, Area M, (next to the Motor Museum). If coming from Lord Street (east) side of the park, TL towards the Village, Tractor Museum, etc., cross over the Railway Line and pull into the first car park on your right or follow directions on the day. If coming from the west side (Beechboro Road), TL at the last car park entrance before the railway line, or follow directions in that area. If the weather is miserable, we will be inside in the RAC Hub.

Details: Meeting first, then a sausage sizzle lunch provided by the club (with salads). BYO chairs & drinks. The club plan to have a 40th anniversary sticker to hand out to members on the day. Subsidised \$5 entry to the museum afterwards. **Please RSVP** to Dean for catering purposes at dean@visionsafe.com.au or phone 0408 913 355 by Friday 26th

Organisers: Dean Roberts & Toni Mahony

August

Event: Mt Augustus run

Date: mid-August (exact date not yet settled)

Details: Plans being developed, contact Wayne Millman or Alan Jeffree if you're interested

Organisers: Wayne Millman & Alan Jeffree

October

Event: Annual General Meeting

Date: Sunday 11th October

Location: VCC club rooms, 265 Hale Rd, Forrestfield

Details: To be advised in later newsletters.

Event: Hubley racing

Date: To be advised

Location: Jeffree's house

Details: To be advised in later newsletters.

Organiser: Alan Jeffree

EVENTS COORDINATOR (CONT)

Ian Paisley

March 2021

Event: National Meet
Date: March 21-28 2021
Location: Ballarat, Victoria
Details: <https://www.modelafordclub.org/>
Organiser: Model A Ford Club of Victoria

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

October 2021

National Veteran Vehicle Rally, Busselton
<https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally>

GLASS SPARK PLUGS



Glass Spark Plugs were once used for tuning cars. The glass insulator allowed the mechanic to see into the cylinder while the engine was running and view the colour of the combustion. If the burning air/fuel mixture was a yellow-orange colour you knew the mixture was too rich and you turned in the low or high speed needle valves on the carburettor.

When the colour seen through the **Glass Spark Plug** was pale blue the mechanic knew that the air/fuel ratio was around the desired 14.6:1.

Editor's note: Very remiss of me to not note where I got this article from so I can pay appropriate credit. If anyone can remind me, I will correct it for the version that goes on the website.

MODEL A'S FOREVER (CONT. FROM MAY)

Alan Duns

After the Model T and Model A truck, we decided to sell them and try and get a Model A car of some sort. Long-time Model A club member Mike Cook told me about a Model A Tourer for sale in his street. It was not advertised as the chap did not want a lot of tyre kickers. On inspection it was completely dismantled, however on a close inspection it was very complete, including new wood kit for the base of the body, new re-cored radiator, original horn, side curtains and brackets and two motors. It was the 29 Tourer that we have today, that was back in 1988.

We restored the 1929 Tourer just in time for the 1992 National Rally in Perth. It had done 38 miles at the time of the rally.

The chap that had the tourer did not have much history of the car. It had Lynas Motors badge on the dash and when repairing the windscreen frame, it was stuffed with newspaper and bogged over. The paper was from 1965. There was very little rust in the car but white ants had eaten a lot of the timber. Mechanically everything was absolutely worn out. I think it must have been a city car.



Alan's Second Model A drove 400 miles in 9 $\frac{1}{2}$ hours.

Model A's at Koppio 1962. Blue Ute (Alan's first Model A)



3 Brothers with 3 Model A's. L-R Richard Duns, Alan Duns, Robert Duns.

Cont. over

MODEL A'S FOREVER (CONT.)

Alan Duns

Fast forward again...

Since 1992, the Model A has done 14,000 miles. The first motor was a B model. 12 years ago it cracked, and I got Ray Abbott to do a complete job on the Model A motor that I got with the car. It is very smooth and quiet and performs well. In 2006, Gail and I took the Model A to the National Rally in Adelaide. Brother Robert had his Tudor there, and younger brother Richard had his Tourer there. It was 3 brothers and 3 Model A's. After that we did the Bay to Birdwood. Since then we have done 5 national rallies since 1992.

Both daughters learnt to drive the Model A, and now #2 grandson Jordan loves driving it and reckons it is going to be his, but he has to get it past his mum first!

Two years ago, I went to the Brookton Motor Show in my Inter Truck replica, trucks dad used to have in the early 60's. A chap came along and saw Duns on the door and asked if I was the chap that he sold a Model A Ford to in the 80's. I said yes. Turns out he had to sell it because his neighbours complained about the noise, hammering and grinding etc. He did not know much about the history of the car. He bought it from a chap who was in the same boat as him, with neighbours complaining about the noise. He thanked me for the photo I sent him when the car was finished. I don't remember sending him a photo.

I've been playing around with Model A Fords on and off for 57 years. I have found it best to keep your Model A as standard and original as possible. I've come across people having trouble with the Model A and 95% are having trouble with so called modern improvements. At present I have the sump off the Model A and it's getting a new crankshaft seal.

**DON'T FORGET MODEL A'S
FOREVER!**

Maybe even longer.

Yours Truly,
Alan Duns



Restored Model A 1992 – Perth National Rally



1992 National Rally Perth, L-R Alan Duns, Ross Letch, Debi (Duns), Ron Andrews

HOW *NOT* TO FIX AN AXLE KEYWAY

Alan Jeffree

Recently I purchased a Model A complete diff assembly. Now that my ute is complete I had time to pull it apart and store the bits worth keeping in a shed rather than leave it all out in the weather.

A previous owner of this diff must have found the keyway unusable due to it being chopped out after being loose for probably many years!

If you haven't taken a Model A diff apart, you have to remove the key which just sits snuggly in a groove in the tapered section held here. As you can see, I couldn't remove the key so I had to cut this axle piece off to remove the large trumpet end of the diff housing away from the crown wheel.

Imagine the oxy heat that would have been necessary to bronze this key into place. The inner seal would have been destroyed by the heat.

The keyway in the axle was very chewed up so this axle was not usable anyway.



MEMBER'S CAR STORIES

Read the story behind Brian & Ruth Walsh's 1928 Phaeton from the club website. There are 2 histories to read - one by Brian & Ruth, and one from the previous owners Bob & Jeannette Hembrough:

<http://modelafordclub.com.au/wp-content/uploads/memberscars/Brian-Walsh-2.pdf>

<http://modelafordclub.com.au/wp-content/uploads/memberscars/Brian-Walsh.pdf>

THE BEST LAID COVID 19 PLANS

Gerry ten Bokkel

The photo shows my Model A 'under repair' - with many jobs planned but not executed. I thought I would have several months of time to work on it due to the COVID restrictions. However, I have been told I must complete work around the house before I'm allowed out to play in the garage. The work outside is somewhat extensive, removing the front lawn and paving that area, building a 8m x 5m steel pergola / green house, relevelling the backyard for better drainage and re-paving it with some artificial grass installation. All the while undergoing chemo and attending numerous medical appointments.



RUN SUGGESTIONS

Horace Misko

Lockdown cabin fever? Cobwebs on your Model A? The Wireless Hill Park in Ardross is an historic site within the City of Melville and dates back to 1912. Have a look at their web page for a description, history and directions to get there. It is a well maintained facility that houses historic buildings, city views, museum, barbecues, walking trails and plenty of parking. Why not organise an impromptu run, invite a few MARCWA members, take a thermos and a picnic lunch and catch up when the weather is nice? Might be busy on the weekends, probably better during the week.



Wireless Hill Park is just a suggestion to get you started, please share photographs via the Club's Facebook page or newsletter any other localities that would interest MARCWA members for similar excursions.

Even if you don't feel confident enough to organise a run yourself, if you spot a good location, let Ian Paisley or a committee member know.

MARC WA'S PARTS STORE

Ray Mahoney

Some members, especially the newer ones, may not realise that the club has a stock of Model A used parts that are stored at the Baldivis home of Dave and Pat Bussard.

Just how the stock and location came about is a bit vague, however from information received, I am lead to believe that some ten years or so ago, when the late member Bill Cowlin completed the restoration of his roadster, he offered the left-over parts to the club. As Dave Bussard had storage space available, he kindly offered to store the parts. Since then, members have added their excess parts to the collection, and a number of members have obtained parts for their restorations or to help with repairs.

While the stock is not extensive, a full list is published in this issue of *Western Model A News*. Members can access parts by contacting Dave on 9524 1086 to arrange a suitable time to visit the shed and inspect the part they are looking for. The cost of parts is by negotiation, and while the club is not looking to make a fortune it does expect a fair payment taking into consideration the condition and availability of the same part elsewhere.

List compiled by Ray Mahony, David Bussard, Horace Misko and Alan Jeffree earlier this year.

Shelving Bay ONE

11	solid rear engine mounts	8	front spindles (stub axles)	1	clutch pedal—oval
4	oil pumps & 1 oil filler tube	3	front guard brackets pressed	1	brake pedal—round
1	front engine mount	6	front guard brackets forged	4	flywheel housings
2	uni joint housings (early)	2	battery carriers	1	pr front bumper brackets
1	rear gearbox housing to uni joint	1	diff spider housing	2	pieces of rear bumper
4	axle tubes	2	front spring perches	2	front u bolt plates
Assorted torque tube, trans housing parts & brakes		1	container of wheel nuts	1	crank handle guide
6 starters—not complete		7	one piece brake cross shafts	2	left hand steering arms
		12	two piece brake shafts	3	right hand steering arms
		7	clutch pedals—round		

In the corner of the shed

5	steering track rods	5	rear radius rods	2	spark/throttle control rods
4	torque tubes	1	28/29 h/light bar		
2	front axles, one with 1 stub	1	light switch rod		

Outside of shed - West side

- Front axle assembly mostly complete but no perches, spring or A frame
- single plate flywheels
- Rear diff assembly but no spring

Space next to Bay THREE

1	good uni joint	2	B/C starter housing pieces	3	single plate flywheels
2	front brake drums –poor	4	original shockies with arms		
1	bottom housing 2 tooth steering box	2	7 tooth steering columns + bits		

MARC WA'S PARTS STORE (CONT)

Shelving Bay TWO

- | | |
|--|---|
| 1 steering wheel—6 splines (rough) | 1 left and right windscreen supports 28/29 cowl |
| 4 gearbox castings & 1 complete single plate gear box | 1 pair special coupe door trim set above door |
| 1 bell housing RHD multi clutch housing with pedals | 1 Tudor windscreen frame inside panel |
| 1 multidisc clutch assembly—useable | 1 28/9 cowl to fuel tank cross bar |
| 1 transmission tower and gear shift | 1 seat retainer Phaeton |
| 1 input shaft- single plate for gearbox | 3 zenith carby tops |
| 2 front hubs & steel brake drums-1 complete 1 no studs | 1 distributor casting only |
| 2 plain hubs without drums | 3 window regulators |
| 1 bonnet 28/29 | 1 accelerator pedal & bracket |
| 1 chassis rear spring section only | 1 number plate & light frame |
| 1 Tudor windscreen frame | Assorted window regulators and handles |
| 1 set Tudor steel trim for roof vinyl | 1 radius rod front Model A |
| | 2 dashboard rails 28/29 |
| | 1pr bonnet catch rails |

Shelving Bay THREE

- | | |
|--|---|
| 1 uni joint | 1 bag of front wheel internal bits |
| 2 front brake drums (POOR) | 1 bag of multi plate bits |
| 1 bottom housing of two tooth steering box | 1 bag of clutch bits |
| 2 "B/C" engine starter housing pieces | 3 bags of rear brake parts |
| 2 7 tooth steering box columns & bits | 1 plastic tub of miscellaneous bits |
| 2 single plate flywheels | 4 intake manifolds, one modified for twin carbies |
| 1 multi plate flywheel—poor | 3 half circle tin covers for bottom of clutch housing |
| 6 diff housings halves | 9 four blade fans with pulleys |
| 2 multi plate clutch housings | 4 timing gear covers + 2 small end covers |
| 6 wheels—3 late and 3 AR (all poor) | 1 power house gen—poor condition |
| 1 crankshaft wrapped in cloth | |
| 8 backing plates front some complete | |
| 1 small bag of gear box bits | |

Shelving Bay FOUR

- | | |
|---------------------------------|--|
| 9 brake cross shafts | Rear emergency brake carriers |
| 6 rear axles | 1 windscreen pillar 28/29 phaeton/roadster |
| 1 AR brake drums | 1 dash instrument cover plate |
| 3 engine front gear cast covers | 1 wind wing brackets |
| 8 Model A heads | 6 rear axle hubs |
| 1 Model B heads | 1 Phaeton door latch |
| 4 valve covers, early | 2 rear engine mounts backing plates |
| 6 early oil return pipes | 1 distributor advance retard plate |
| 3 drag links | 2 camshafts |
| differential gears | 4 battery carriers |
| Assorted brake parts and pedals | Assorted hood bows –28/29 |

TIP OF THE MONTH

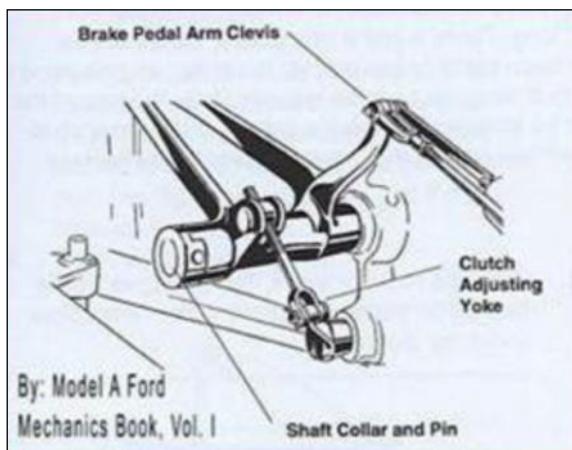
Jim Cannon, ex MAFCA Technical Director

Clutch Pedal "Free Play"

You don't want to drive your car without any free movement or play in the clutch pedal before it starts to disengage the clutch. The clutch pedal must have at least 1" free movement or play at all times. As the clutch facings wear, this play gradually becomes less, and, if not adjusted back out, will result in clutch slippage and a burned-out clutch.

The free play is adjusted by removing the clevis pin on the clutch actuating arm, below the clutch pedal. Screw the clevis rod out to increase pedal movement, to compensate for wear. Replace clevis pin and cotter pin.

Make checking the clutch pedal clearance and adjustment (when needed) a part of your routine maintenance checklist, and have a Model A Day!



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NEW ADVERTISER

Ian Steer

This month sees a new advertiser in our newsletter. Since his business will be of interest to many members, I asked him for some background.

"Let me introduce myself....my name is Dave Slater, and I live and work in Wodonga, Victoria. Originally from Florida in the USA, I have been working on early Fords for most of my life.

For several years I have been importing new old stock and reproduction parts to assist with restoration of early Fords.

I source as many parts as possible that are manufactured in the USA, and deal with over 20 different suppliers in both the USA and Canada. I ship bulk via container, and special rates apply for Air Freight deliveries if there is an urgent need.

Ordering is simple – merely email me at the address below, with your list of requirements, or telephone me to discuss your needs. Please include a contact number when ordering."

Early Ford Parts, email: dave.slater@casmen.com, ph: 0412 59 3535

FOR SALE

1929 Phaeton - \$9500 ono

- Reasonably complete
- Original mechanicals
- Only rust is in one back door (rest is rust free)
- All panels very repairable

Contact: Andrew Gower, email: gowerind@hotmail.com, phone: 0408 448 180,



5 tyres in good condition, including a black vinyl cover with red piping - free to a good home.

Contact: Guy Harrison, email: guy.harrison@iinet.net.au phone: 0404 344 534

new bronze timing gear \$100

Used distributor cap (Good spare)

Gear box reverse idler gear and shaft (New)

\$90.00

Set of 4 hand brake shoe return springs (New)

A-2624 \$2.00

Set of 2 Distributor bushes (New) A-12132 \$2.00

2 Sets of 2 Oil pump bushes (New) A-6612 \$6.00 per set

Radiator Crank hole cover with rivet (New) \$2.00

Used oil pressure gauge complete with tubing & 1/8 BSP fitting \$20.00

2 Radius ball cap sets complete with bolts (Uses rubber ball) \$10.00 per set

Complete set of used gear box gears Including cluster \$180.00

Peter Sartori, ph 0419 220 198

FOR SALE

1931 Phaeton \$21,000

Fully licensed, lives in a shed, restored about 10 years ago and in very good condition, runs well, 2 spare wheels with new tyres

Alwin Bradford
Hopetoun
9838 3838



1928 Phaeton

Alan Porter is selling his Model A.
Everyone knows it as Benny's car, as he refurbished it.
Only car that club has full history.
It has new tyres all round incl spare, new battery and cooling system done up recently.
A RHD Canadian import sold in Northam to an accountant.

ph: 0458 806 807



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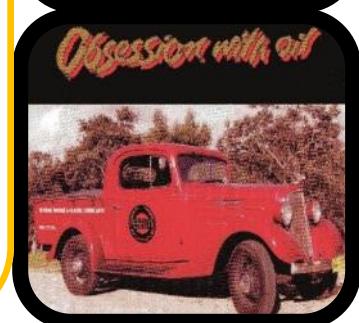
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