

Western Model A News

VOLUME 42, ISSUE 9

OCTOBER 2021



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

[\(president@modelafordclub.com.au\)](mailto:president@modelafordclub.com.au)

I must say, our AGM started out a little interesting this year. Due to an error by the group using the venue before us locking us out, we nearly had to move the meeting to another location. Fortunately, someone was able to be contacted and able to race over and let us in.



As is tradition, Frank with the help of Colin, put on a sausage sizzle prior to the meeting that gave us all a chance to have a chat while enjoying their cooking. It was great to see such a good attendance.

I would like to express my appreciation to the committee, not only for the work they've done over the last 12 months, but also for volunteering to stay on for the next 12 months. A special thankyou to Kathleen for 10 years of service as our club secretary.

Please check-out our events notice that Ray has put together that covers our runs and events for the rest of the year (including our Christmas Lunch). Can I ask you to put your hand up and let Ray know you are willing and able to put a run or two in the next year?

See you soon.

Stay safe, stay well.

Dean



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Chaos trying to get into the AGM

Front Cover: The Denmark Machinery Restoration Group's Model A at the Denmark Car Show (car used to be at the Denmark Agricultural School).

SECRETARY COMMENTS

Kathleen Kuenzel (secretary@modelafordclub.com.au)

Accompanying this newsletter you will find the Membership Renewal Form for 2022. Each member is required to **complete the form in full** this year then in subsequent years only names, signatures and replacement details wherever changes have been made will be required. Remember, the due date for your fees is New Year's Day, 2022.

In the Events section you will find **the run to be held on Sunday 24 October**. We will meet at McCallum Park in Victoria Park off Canning Highway. Turn into Taylor Street from the Highway and we'll meet along Garland Street away from the river. Arrive there around 9.30am for morning tea and a chat before we depart at 10.30 and follow a route to Wangara and our designated stop and lunch venue.

We often have members who, if they live in the vicinity of our destination, prefer to meet there rather than take part in the preceding get together and tour. Anyone with that action in mind is asked to ring either Fred (0419 390 101) or Kathleen (0417 943 136) to be given the address of the venue as it is not for general publication. Please wait outside on arrival.

For more information on the run check the Events section of the Minutes of the Meeting held on 22 August 2021. At the moment I have the names of 21 members who will be taking part. If you wish to attend, and have not already tendered your name please let me know so that I can give correct numbers to the owners. Remember, there is no entrance fee but lunch will be provided at a cost of \$15.00 per person.

Kathleen Kuenzel



October Birthdays

Barry Howard	Kerry McPharlin	Nathan Roberts
Paul Kelly	Darlene Mallett	Anne Steer
Lorenz Kurys-Romer	Wayne Millman	Ian Steer
Micheal Le Roy	Steve Read	Greg Wade

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

APPOINTED:

Editor / Web site:	Ian Steer	9457 4968
Printer:	Daniel Pinnington	0400 132 445
Vehicle Registrar:	Kathleen Kuenzel	9385 3887
Events Coordinator:	Ray Mahony	9271 7630
Regalia Officer:	Marilynn Horgan	9447 8237
Librarian:	Dianne Paisley	9456 1184
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:** info@modelafordclub.com.au

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

(editor@modelafordclub.com.au)

The **club library catalogue** is finally on the club website. It can be found under a new menu item called Resources (along with some other items previously under the About menu):

<https://modelafordclub.com.au/club-library/>

Please have a read of the item on page 10 about the **new C4C registration scheme**, then give it some thought and come to the next meeting ready to talk about your view.

Potentially interesting items out there on the web

Have a read of this interesting story about a burnt Model A:

<https://modelafordclub.com.au/martin-harding-burnt-roadster-9-19-2021/>

FOR SALE

Model A 1930 Ute



My 1930 A Model ute is for sale (reluctant health sale).

New motor, brake rods, Carburettor overhauled, near new fuel gauge and filter and line, has indicators, wingdings and a lot of general repairs. Is on full licence.

I have spent a quite few dollars on it and have the receipts, a good amount of spares, a small stash of new parts and some books.

Alan Lewis , 0474 065 494
25 Dragonfly Boulevard, Lakelands, 6180
zlewis3@bigpond.com



Model A Tow Truck

1928 Closed cab Model A pickup with vehicle tow crane installed (can be unbolted & removed). Extra cab space and seat belts. Recent restoration in excellent condition (previous deal fell over). For further details, refer to the May newsletter:

<http://modelafordclub.com.au/wp-content/uploads/newsletters/MARC-of-WA-Vol42-Issue-05-May-2021.pdf>

Contact - Hans Hurij, MARC of WA, mob: 0472 700 635. email: tricka3@bigpond.com



International Model A Day at our AGM

EVENTS COORDINATOR

Ray Mahony

(events@modelafordclub.com.au)

We have had a fairly good year of events so let's start thinking about next year?

October

Event: All Ford Day
Date: Sunday 3rd October
Details: (Refer next page in Club-Sanctioned Events)

Event: Gingin Sesquicentenary (150th) Celebration
Date: Saturday 9th October
Time: 8.00am for 8.15-sharp departure
Details: Meet at the Midland Gate car park (opposite Nathan Roberts UltraLube / Yesteryear Garage and with Muzz Buzz in car park) for the 65km drive to Gingin. We must leave on time as we have to be in place by no later than 9.30am.

Organiser: Tania Piercy & Peter Sartori (0419 220 198 or peter.sartori@optusnet.com.au)

Event: Goldfields Run (with VCC Collie)
Date: Monday 18th October to Tuesday 26th October
Details: See page 7
Organiser: Wayne Millman

Event: Monthly run and meeting
Date: Sunday 24th October
Time: 9:30am at McCallum Park, South Perth
Details: Refer to the Secretary's Comments on Page 3
Organiser: Kathleen & Fred Kuenzel

Event: Hubley racing
Date: Saturday 30th October
Time: 9:30am
Location: Jeffree residence, 95 Boulton St, Dianella (park on the lawn)
Details: Please RSVP - see item on page 9
Organiser: Jeffree family

November

Event: Monthly run and meeting
Date: Sunday 28th November
Time: 9:30 to (approx.) 3pm
Location: 4990 Riley Rd, Stoneville
Details: Gymkhana
Organiser: Andrae Moore

Cont. over

EVENTS COORDINATOR (CONT)

Ray Mahony

December

Event: Christmas Lunch
Date: Sunday 5th December
Time: 12 noon for pre-lunch drinks
Location: Mosman Park Bowling Club
Details: See notice on page 8
Organiser: Brett Pollock & his able assistants

January

Event: Monthly meeting
Date: tba
Time: 9:30am to 2pm
Location: Azelia Ley Museum – Manning Park – Azelia Rd. Hamilton Hill
Details: Members are encouraged to visit the museum, especially the Wagon Houses that display all sorts of vintage machinery.
Organisers: Anne & Ian Steer

March

Event: Brookton Old Time Motor Show
Date: Saturday 26th March 2022
Details: Website: <http://www.otms.org.au/> Please let Peter Sartori know you are planning to attend and whether you have registered yet or not.
Organiser: Peter Sartori

27th Model A National Meet - 2022

Date: 11th-17th September, 2022
Location: Goulburn, New South Wales
Details: https://modelafordclubofnsw.com.au/?page_id=10227
Accommodation options: <http://modelafordclub.com.au/goulburn-accommodation/>
Camping options: <http://modelafordclub.com.au/goulburn-camping/>
Organiser: Model A Ford Club of New South Wales

****Early Bird Update**** - <https://bit.ly/NationalMeetUpdate>

EVENTS COORDINATOR (CONT)

Ray Mahony

Club-Sanctioned Events

Monthly

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

October

Event: All Ford Day
Date: Sunday 3rd October
Location: Steel Blue Oval, Bassendean

September 2022

Event: "Red Dust Revival" (Lake Perkolilli)
Date: 19th to 25th September
Details: Latest newsletter:
<http://modelafordclub.com.au/wp-content/uploads/2021/05/Red-Dust-Revival-2022-Newsletter-1.pdf>
Location: Lake Perkolilli

OCTOBER GOLDFIELDS RUN

Wayne Millman

Leave Perth or Collie on Monday October 18th, then:

Merredin (1 night), Southern Cross, Coolgardie, Kalgoorlie (2 nights), Menzies, Kookynie, Niagara Dam, Leonora (1 night), Sandstone (1 night), Mt Magnet (1 night), Paynes Find, Dalwallinu (1 night), New Norcia, Toodyay, York (1 night), Brookton, then either: Williams to Collie, or straight to Perth, to finish on Tuesday October 26th.

The route is all sealed. Accommodation could be chalets, motel, hotels or guest houses - depends what is available, or caravan, camper - whatever you prefer.

Contact Wayne Millman (0408 477 472) if you are interested in more information.

CHRISTMAS LUNCH



2021 CHRISTMAS LUNCH

Date: Sunday, 5th December - Pre-lunch drinks at 12.00, lunch at 12.30

Venue: Mosman Park Bowling Club, 39 Bay View Terrace, Mosman Park

Cost: \$45 per head for members
\$60 per head for non-members

Please notify your intention of coming by email or phone to Treasurer, Anne Steer as soon as possible, but definitely by 15th November: isteer@iinet.net.au, treasurer@modelafordclub.com.au or 0407 867 703.

Please also notify your intention of driving your Model A on this day, so that space near the front entrance can be reserved for the Model A's.

Payment also by 15th November:

EFT - details are the same as for paying your membership, ie:

BSB: 306052

Account Number: 0284817

Reference: "SURNAME Xmas"

Cheques - can be posted to Anne at 7 Gransmoor Way, Willetton, 6155

CHRISTMAS LUNCH MENU – MOSMAN PARK BOWLING CLUB

5TH DECEMBER

Roast pork

Roast beef

Gravy and condiments

Vegetable medley (roast potatoes, kumara, pumpkin and parsnips)

Sugar peas and carrots in lime butter

Chicken and avocado salad

Crunchy noodle salad

Broccoli, bacon and cranberry salad

Tomato, red onion and basil with balsamic glaze

Dinner rolls and butter

Christmas pudding with creamy brandy sauce

Tea, coffee, Frank's fruit cake and chocolate

DRINKS

Complimentary welcome drink – sparkling wine, white wine, beer,
lemon squash

With meal: Lemon squash and iced water

Cash bar for all alcoholic drinks with meal



Let's all enjoy a Model A Club Christmas lunch together as a celebration of our club. See you all on 5th Dec.

Brett, Paul, Anne and Marilyn

HUBLEY RACING 2021

Alan Jeffree

Saturday October 30th

Jeffree residence (95 Boulton St, Dianella) park on the lawn.

Arrive 9.30am for morning tea (all provided).

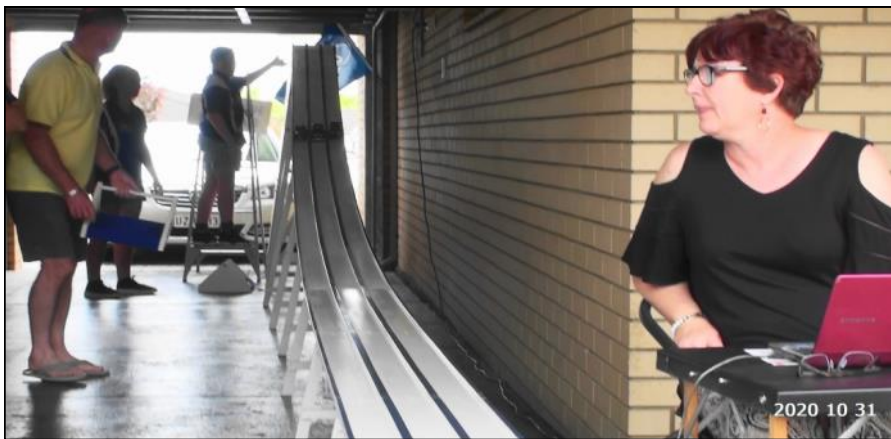
Bring a chair, your meat and drinks for a BBQ lunch.

Tea/coffee, salads and sweets provided.

Newer members especially welcomed.

Hubley model not essential - come along anyway to enjoy some fellowship.

To assist us in preparation with both morning tea and BBQ lunch, we would like to hear from those attending so we can have morning tea, salads and sweets organised to match our numbers.



Edith and I will be away from Oct 18th to 26th so having numbers before we leave would be good.

RSVP to 9275 4106 or 0407 317 333



NEW / REVISED C4C PROPOSAL

Ian Steer

C4C = Concessions for Classics - a new, reduced price car registration scheme here in WA for cars that do not meet the "originality requirements" of the long-running Code 404 Concessional License scheme.

Following my presentation at the last meeting (with the AGM), I have spoken to a number of members and it is clear that what was suggested was going too far for most people (eg V8's and anything resembling a hot rod). What follows below is a much more conservative approach.

Please read it and send me your comments, or be ready to discuss the proposal at our next club meeting (I'd prefer your comments in advance of the meeting).

Note that I have no vested interest in the outcome at all (my vehicle fits nicely into Code 404 and I have no interest in a C4C vehicle). So do *not* worry about offending me if you disagree with what I have written. I am just trying to put something together that I think the majority of members will agree with - whatever that outcome is.

There are two general avenues for obtaining C4C registration through MARC WA:

1. A person who has been a member of MARC WA for at least 5 years can get *any* vehicle registered for C4C through MARC WA, or
2. A person who does not meet the above criteria can have an original Model A with some modifications registered for C4C with MARC WA.

These general requirements are detailed below:

Avenue 1

Any vehicle will be accepted for C4C registration with MARC WA if the vehicle owner has been a MARC member for the previous 5 years. The committee can grant exceptions for this minimum membership period. (This avenue has nothing to do with being a Model A club, but is a privilege for longer-term members to save money on their registration for their "other" vehicles. This is exactly the same as the current situation where longer-term members can register their old Holden, VW etc on Code 404.)

Avenue 2

If the vehicle owner does not meet the membership requirements of the above, a vehicle will be accepted for C4C registration by MARC WA if it meets all the following criteria:

- a. the vehicle has an original Model A chassis and body
- b. has a Model A, B (or reproduction of) engine block
- c. original Model A differential housing and rear axle
- d. has Model A or 1930s Ford wire wheels
- e. exhaust discharging at the rear of the vehicle
- f. the bonnet is intended to be fitted while driving and on display

Model A vehicles intended for C4C registration with MARC WA may have:

1. hydraulic drum brakes
2. telescopic shock absorbers
3. any gearbox and drive train (including automatic transmissions)
4. alternative carburetor
5. "period" high performance cylinder head
6. other modifications as may be accepted by the committee

Cont. over

NEW / REVISED C4C PROPOSAL (CONT)

Ian Steer

When an application is made to the club for a vehicle to be registered on C4C through the club, the vehicle shall normally be inspected by a vehicle inspector nominated by the committee. If the inspector is in *any* doubt that the vehicle does not meet the intent of the above, they shall refer the matter to the committee for a final decision. The committee may refer to other members of the club for opinions.

If a vehicle is rejected by the committee as not meeting the above requirement, the member concerned may appeal. The appeal will be voted by all members present at a properly constituted General Meeting. Fourteen days notice must be given prior to the meeting to enable relevant material to be circulated to the membership.

If a vehicle is accepted for C4C registration by the club, the owner must notify the club if further modifications are done to the vehicle that a reasonable person might consider to have possibly put the compliance with the above in jeopardy. If the club finds the further modifications do go against the criteria, the club may remove the vehicle from its register and notify the Department of Transport accordingly.

(I presume the club will want to permit speedsters (on the perhaps rare case someone wants one registered), but I am unsure how to adapt the above criteria to permit them. The problem is defining the acceptable body shape as they don't have an "original Model A body". Thoughts ?)

REGALIA AVAILABLE

Marilynn Horgan

Maybe your gear has met with a nasty accident with grease or a machine part or it's just showing signs of wear? We have plenty of stock in hand with a full range of sizes in polo shirts and jackets for all your club outings.

Check out the prices and give me a call on 0403 434 004 to place an order. Regalia can be posted or if you live in the metro area, I am happy to arrange a suitable drop off for you.

Polo Shirt	\$32.50
Cap	\$13.00
Eureka Zip Jacket	\$55.00
Metal lapel/cap badge	\$14.00
Cloth club badge	\$5.00
Metal car badge	\$28.00
Cloth badge (Lady Drives Model A)	\$8.00

HOW THE MODEL A MADE 40HP (CONT)

Secrets of Speed magazine, April 1996

continued from September newsletter

It was in May that they had stopped the production of the Model T, and they were really up against it.

I went down to the dynamometer. The scales were developed so that they would read directly in horsepower at the given RPM so Henry Ford could tell immediately what horsepower was being developed. For a full hour he stood and watched that pointer. He was then finally convinced that the engine was developing 40 horsepower.

SIMPLIFY

I can remember that they had too many bolts holding the carburettor together. Henry Ford said to me, "Cut those bolts down." I had the Zenith company get out a design in which two bolts held the carburettor together. I felt quite proud that they reduced it from about 14 little screws to two bolts.

I showed him the design rather proudly. With his characteristic trait that he always wanted to simplify things, he said, "Two is too many. Make just one bolt!" So the Model A carburettor came out with just a single bolt down through it.

CRANKSHAFT

One thing that I tried to do that I was not successful in was to change the size of the bearings. The Model A always had a main bearing thump (hard on the babbitt thrust surface). I made a very simple calculation which I gave to Sorensen indicating that it would be better if the bearings were 1-2/4" diameter. Sorensen showed the calculations to Henry Ford. Later, Edsel Ford told me, "father does not agree with you. He feels that the bearings should be small so the crankshaft will be limber enough to follow the bearings in the crankcase."

CARB TESTING

I had decided to run the tests to find out who was going to get the carburettor business because we had four people in there by that time all competing for the business (Holley, Zenith, Stromberg and Kingston).

I decided that I would not trust anyone to run these tests. There was too much in it. It was a stinking hot day. I went out with Bob Longwish driving the car and a mechanic along to change the carburettor. We then ran, in one day's time, a complete set of tests on all four carburettors. There were tests for acceleration, tests for top speed, and tests for economy.

THE ACCIDENT

On returning to Dearborn, coming in this test car that had very poor brakes, out on Ecorse Road, we noticed there was a Ford Model T touring car with the top down, waiting to make a left turn across the road. He waited for us until we were about an eighth of a mile away from him. We were doing about 50 miles an hour. Bob Longwish was driving the car, and I was sitting in the companion seat. I had a little gas tank right up in front with me that we were using to run the economy test with.

Just as we were getting ready to pass this fellow, he turned directly in front of us. The cars hit; we head on, and he at an angle. That was a terrific crash. When I finally woke up we were in the ditch. The engine had been driven back under my feet because we had 750 pounds of lead in the back seat in addition to the three men running the tests for the thing.

I had gone through the windshield. My arm was bleeding. It was all cut open in the forearm. I came to before the other fellows did. The door of the car was open, and I crawled out of that car. I was a terrible looking mess.

The first car, instead of stopping for me, put on

HOW THE MODEL A MADE 40HP (CONT)

Secrets of Speed magazine, April 1996

the gas. After seeing what I looked like, he didn't wait. Finally, a woman who was coming in from Ann Arbor stopped and took me down to the Melvindale Police Station. They ran me into the Ecorse Hospital. At the plant, they didn't know what happened to Hicks. They were going to operate on me the next morning, but about 8 o'clock at night, Henry Ford had me taken out of there and taken over to the Ford Hospital. Well, I was in the hospital and away from work for a month.

SAFETY GLASS

One thing that came out of the crash was that my head went through the windshield and broke the glass. The two Fords, looking at the wreck of the car, decided right then that we must have laminated glass in the windshield. So my crash and going through the windshield probably saved the lives of a good many people. They put in safety glass in the Model A because of this crash.

After his surgeries and back on his feet, Hicks never went back to the Model A project but was

moved back to the airplane division. The Depression decimated the aircraft industry. His salary was cut in half then he and many excellent engineers were let go. Chrysler snapped him up.

Today, there are Model A Ford race engines that produce over 200 HP. Wouldn't Harold enjoy that?

To learn a lot more about Harold Hicks, go online here: <https://cdm15889.contentdm.oclc.org/digital/collection/p15889coll2/id/6468>



MODEL A COMINGS & GOINGS

Fred & Kathleen Kuenzel have sold their roadster to a member of the family. Hopefully we will get to see the pretty little roadster again within MARC WA.

Peter Sartori has sold his Fordor (complete with new Burtz engine) to fellow club member **Daniel Pinnington**. Great news in that we finally get to see Daniel in his own Model A, and we keep seeing this lovely car on MARC runs. Meanwhile, we look forward to seeing Peter's "new" XL Falcon soon.



COFFEE RUN

Ron Andrews

I was listening to the radio and heard an interview about the Bassendean Pensioner Guard Cottage, and it sounded interesting.

Jean Misko was organising a midweek coffee catch up, so I spoke to her to see what she thought about starting the run at the cottage. Jean agreed, so I contacted the Bassendean Historical Society to enquire if we could arrange to have the building opened up. A few emails later, we had Graham McEwan from the Society agree to open up and give a talk on the morning.

Graham gave a short talk on the history of the cottage, his association with it, and the Pensioner Guards - which was very informative. We then inspected the building, which provided an insight to life in the colony. Graham was on-hand to answer our many questions.

It is hard to imagine a large family living in such a small home - particularly in winter. They were certainly very hardy and resourceful people.



Pensioner Guard Cottage

From there we went to Whistlers Chocolates for morning tea and a chat. We had in excess of thirty people attend which was an excellent turnout.

What more could you ask for, a history lesson, Model A's, fantastic weather, coffee, cake and good company.

Thanks to Jean and everyone who could come along on the day.



Whistlers

WA MODEL A HISTORY (CONT)

Alan Jeffree

Max and Dora's 1930 Deluxe Roadster

(continued from September)

They located the roadster out the back of the farm shed, and parked alongside. They sat and looked at the remains - "it's not worth taking home!" said Max. The two of them sat there for some time. "Well we are here and have a trailer, we may as well take it home", Max continued. The remains had no wheels so they found a couple of sturdy planks and used a block and tackle to pull it onto the trailer.

There was no Model A Club at this time and there was so much missing! Younger son Alan was an apprentice mechanic and attending Balga Technical College. Current club member, Ray Mahony, was a lecturer there at the time. Alan had noticed Ray repairing Model A parts and asked if he had any spares. Ray didn't have any, but put him onto Kelvin Pepper, who was also a lecturer there. Max was introduced to Kelvin, and Kelvin was able to help out.

The restoration of Max and Dora's roadster took many years, being completed in 1987. Peter Lyons (an old school friend) helped Max with the bodywork. Max did the painting and mechanicals, with son Graham doing the pin-striping. His upholstery was done by Crawford's in East Perth.



It had deteriorated over the nearly 20 years

The first engine was disappointing and gave problems. The timing gear had to be replaced twice and there were other minor engine problems. It broke down on a Club run to Secret Harbour, and Alan Smith had to use his Tudor to tow Max to another member's (Bill Cowlin) home nearby. Max had to trail it home later that day. Also, on a trip across the Nullarbor from the Wangaratta Nationals in 1988, it lost one cylinder and Max drove home on three! Once home, Steve Read rebuilt a motor which is still in the car today.

Max and Dora drove the Nullarbor twice to National meets – Wangaratta (mentioned above) and Wodonga. They were members of our Model A Club from its beginning in 1980 and were awarded Life Membership in the year 2000 – nominated by yours truly.

Max passed away in 2008 and the vehicle was stored with Dora at their home until 2012 when it was purchased by Guy and Kendra Shepherd from Karratha. Their ownership story will continue at a later date. The Roadster is again in loving hands, as I have spoken to Guy recently.

Members will be aware that Dora passed away recently. Myself and several other club members attended her service.

Cont. over

WA MODEL A HISTORY (CONT)

Alan Jeffree



Dora in the roadster

Max had always been a racer both on bikes (scrambling and side cars) or rallying! Older Model A Club members would know Max and John Laurie were serious competitors for years in their rallying. Dora was always there in support, and she held office at both clubs for years. Max inherited the bug from his father who was also a mechanic and was involved with Lake Perkollilli in 1928. He modified a Crossley which averaged 85 mph over 3 laps! Max and Dora were involved in the WA Car Club from 1948 until mid 1960s. Dora was secretary for most of those years.

A short story passed to me many years ago! In one of the rallies, Max was driving a Ford Mainline ute with an extra 25 gallons of fuel tank fitted. On this particular day, John was heading towards Manjimup from the south and was doing 90 mph in his Fiat 2300 when Max passed him. His quick time caused a problem - Max arrived before the officials were in place. That section had to be cancelled for all competitors as times couldn't be verified.



MEMBER'S CAR STORIES

Read the story behind Steve Read's 1929 Closed Cab Pickup (since owned by Anthony & Debbie Gilberthorpe, but then sold to someone in Darwin):

<https://modelafordclub.com.au/wp-content/uploads/memberscars/Steve-Read.pdf>

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Fuel Pumps 6v & 12v Wiper Motors 6v & 12v Wiper Blades

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Spark Plugs 19" and 21" Model A Tyres Tubes Rust bands
and All Things Vintage



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