



# Western Model A News

VOLUME 43, ISSUE 2

MARCH 2022



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





## NOTE FROM THE PRESIDENT

**Dean Roberts**

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

I was hoping that if I didn't reply to Ian's reminder about "It's time for your contribution for the newsletter" he might just put the newsletter out without anything from me.

I guess as President, that's just not going to work.

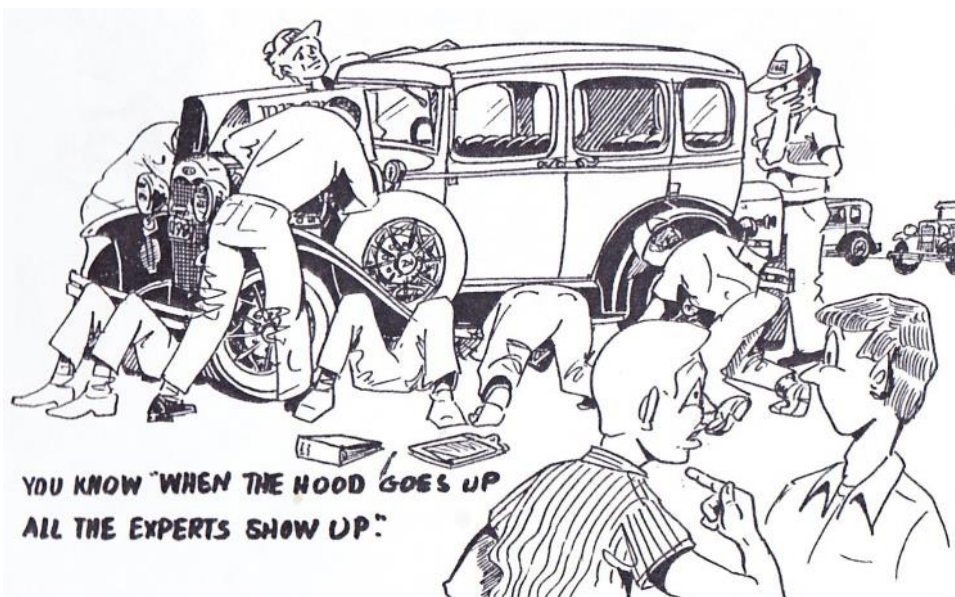
I can say we had a good turnout on Sunday at Point Reserve, Bassendean. Many thanks to Anthony and Debbie for arranging.

Toni is covering the secretary's duties while Kathleen is both preparing, and recovering from her ankle operation. We wish Kathleen all the best for the op and a speedy recovery.

I do seem to say every month that we desperately need volunteers to put their hand up and let Ray know that you are willing to arrange a run or two. March and April are covered, thanks to Daniel.

Please stay safe and take the appropriate precautions over the coming months.

Dean



### Inside This Issue

<b>Note from the President</b>	2
<b>Secretary comments</b>	3
<b>Editor Comments</b>	4
<b>Events Coordinator</b>	5
<b>Fremantle Coffee</b>	7
<b>Feb Breakfast Meeting</b>	8
<b>Perkolilli Speedster</b>	9
<b>Technical Tip</b>	10
<b>Genevieve 500 Race</b>	11
<b>MARCWA at the movies</b>	12
<b>Fordalette ?</b>	13
<b>For Sale</b>	15
<b>Wanted</b>	16
<b>Sponsors</b>	17

**Front Cover:** Cars at Point Reserve, Bassendean for the breakfast meeting

# SECRETARY COMMENTS

Kathleen Kuenzel ([secretary@modelafordclub.com.au](mailto:secretary@modelafordclub.com.au))

Not another word will you hear from me about membership renewals. We are into March, and although emails have been sent and phone messages left, six people who were unfinancial members until 28 February have now ceased to be members. In compliance with our Rules of Association and By-Laws, they will not be receiving any further communication from the club. It is my hope, that in the not-too-distant future they will send in their fees and forms and be reinstated. Our club now has 157 members.

I offer my very grateful thanks to Toni Mahony who has offered to take over the club secretary's duties for possibly the next 3 months while I experience yet another foot operation and start the lengthy recovery period.

Kathleen



## March Birthdays

Elizabeth Calhoun	Rob Mawson	Gerard TenBokkel
Frank Farrelly	Daniel Pinnington	Pamela TenBokkel
Evan Gobby	Lorraine Steele	Matthew White
Shirley Hall	Lachlan Steele	Steph Will
Tom Hart	Cerena Stratford	
Alex Kirkwood	Sue Swindell	

**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 **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	0403 434 004
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](http://www.modelafordclub.com.au) **MARC Email:** [info@modelafordclub.com.au](mailto: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](mailto:editor@modelafordclub.com.au)

The Department of Transport has issued new guidelines for the information to be recorded when an **impromptu run** is logged. I have developed a new web-based form that I have been testing, that I hope to have "live" in the next few weeks. You will access it through our club website when it is ready.

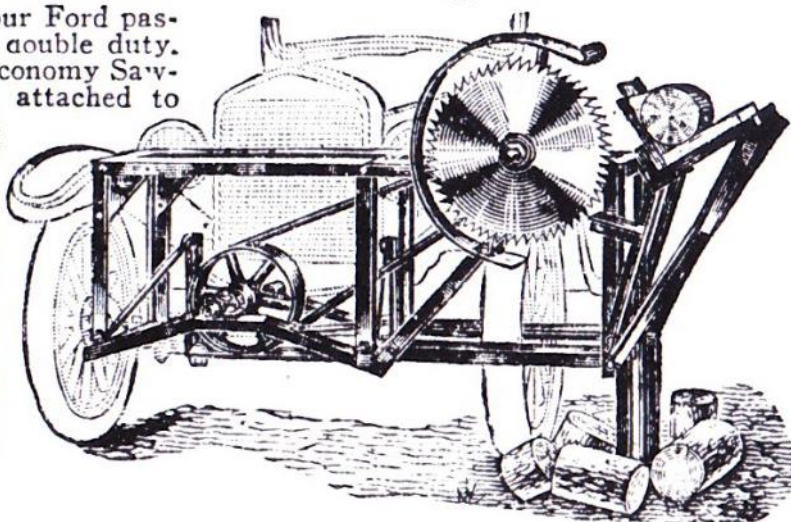
Do you like reading about what other club members have been up to in their Model A? If so, they would probably like to read about what *you* have been up to in *your* Model A - so **consider writing a few words for the newsletter**.

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## Economy Auto-Powered Sawing Machine

Now you can make your Ford passenger car or truck do double duty. The heavy steel frame Economy Sawing machine is quickly attached to any Ford car and can be removed in a few minutes time.

Engages directly with the crankshaft of the engine and, at an engine speed equal to 16 miles an hour on the road, develops about 8 horsepower. Equipped with a swinging saw table and a 24-inch crosscut saw that easily handles poles, limbs, posts, ties or slabs up to 10 inches, greatest diameter.



Runs at moderate speed, no weight on the crankshaft, no strain on the car, no loss of power. Engine can be cranked with hand crank if necessary, either with or without the saw frame attached. Fan belt pulley is removed and replaced with another pulley of same size containing the attaching coupling. This requires less than an hour the first time, after which saw frame can be removed or replaced in a few minutes.

Car travels over any ordinary surface with saw frame attached so you can saw where most convenient. In operation, the folding steel supports, resting on the ground, take nearly all weight off car. Braces attached to frame prevent any weight or strain on crankshaft.

This is the handiest sawing machine ever built and will do the work of half a dozen men, sawing by hand. Can be attached to Ford passenger cars or trucks of all models, or to Chevrolet passenger cars and one-half ton or one-ton trucks of 1925 model or later. When ordering, the year and model of your car should be given. Not adapted for other makes or models of cars.

Complete with 24-inch saw and necessary attachments. Shipping weight, 200 pounds. Shipped from factory in SOUTHEASTERN MICHIGAN.

23K555.....\$74.00

# EVENTS COORDINATOR

Ray Mahony

([events@modelafordclub.com.au](mailto:events@modelafordclub.com.au))

**You will note that there are some big gaps in our event programme.  
Come on people - we need members to organise events.**

## March

**Event:** MARC WA BBQ & Movie Night **\*CANCELLED DUE TO COVID RESTRICTIONS\*\***  
**Date:** Saturday 19<sup>th</sup> March

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**Event:** MARC WA Air Park Run (last-minute replacement for Movie Night)  
**Date:** Sunday 20<sup>th</sup> March  
**Time:** 8am for 8:30 departure  
**Location:** Stirling Square, Guildford  
**Details:** We will be heading to White Gum Air Park which is 15km east of York – they have a couple of Boeing 737 planes sitting in a field and the owner opens them up for a tour at 11:00 on Sundays. If you wish to participate in the tour it costs \$10 per person. There is a nice picnic area, and he also has a tavern onsite. Please be aware there is a bit of dusty road entering the property but nothing a good wash can't fix!

**Organiser:** Daniel Pinnington

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**Event:** Brookton Old Time Motor Show  
**Date:** **\*\*CANCELLED\*\***

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**Event:** MARC WA Brookton Picnic Run  
**Date:** Sunday 27<sup>th</sup> March  
**Details:** Meet at BP Karragullen at 8am, drive to Brookton, find a shady tree and have a picnic - and return to Perth  
**\*\*Please let either Daniel or Peter know you're coming so they don't leave without you!**

**Organiser:** Daniel Pinnington & Peter Sartori

## April

**Event:** Curtin FM 100.1 Car Show  
**Date:** Sunday 3<sup>rd</sup> April  
**Time:** Vehicles to be on site between 6.30 & 9.30 am  
**Location:** Trinity College Playing Fields, 6 Elderfield Road, Waterford WA

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**Event:** MARC WA Club run & meeting  
**Date:** TBA  
**Time:** TBA  
**Location:** TBA  
**Organiser:** Daniel Pinnington

Cont. over

# EVENTS COORDINATOR (CONT)

Ray Mahony

## May

**Event:** Perth Classic Car Show

**Date:** Sunday 1<sup>st</sup> May

**Time:** Further details to be advised.

**\*\*Please let Ian Steer know if you are planning to attend\*\***

(Currently: Steer, Paisley, Ten Bokkel, N.Roberts, D.Roberts, Pinnington, Moore, Misko, Major (x2?), Mahony (x2?))

**Location:** Ascot Racecourse

**Organiser:** Ian Steer

## August

**Event:** MARC WA Gymkhana

**Date:** Sunday 7<sup>th</sup> August

**Time:** Further details to be advised.

**Location:** Stoneville (probably)

**Organiser:** Andrae & Gary Moore

## September

**Event:** 27<sup>th</sup> Model A National Meet

**Date:** 11<sup>th</sup>-17<sup>th</sup> September, 2022

**Location:** Goulburn, New South Wales

**Details:** [Model A Ford Club of NSW National Meet web page](#)  
[National Meet Official Booking Form](#)

**Organiser:** Model A Ford Club of New South Wales

NEW  
LINK

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**Event:** "Red Dust Revival" (Lake Perkolilli)

**Date:** 19<sup>th</sup> to 25<sup>th</sup> September

**Details:** Latest newsletter: <https://bit.ly/perkolilli2>

**Location:** Lake Perkolilli

NEW  
LINK

## Monthly

**Event:** LBW (Leeming, Bullcreek, Willetton) Coffee Run

**Date:** 1<sup>st</sup> Tuesday of every month (except January)

**Time:** 10am

**Location:** RAAFA Club, Air Force Memorial Estate, 2 Bull Creek Drive, Bull Creek

**Organiser:** Steve Seddon (VCC)



# FREMANTLE COFFEE MORNING

Fred & Kathleen Kuenzel

On a beautiful clear Tuesday morning, eleven club members met at Canvas Café (which is situated within the Fremantle Arts Centre) for coffee and a catch-up. It's a delightful setting in a walled garden amongst trees, vines and, as you can see, Chinese lanterns.

We were disappointed that management of the Centre had changed since the first arrangements were made for the parking of Model A's within the venue and after a two year delay due to Covid, that option was rescinded. Anyway, those who attended were happy to arrive in modern cars.

Cakes to go with tea, coffee or other drinks are always available but the all-day brunch menu is most enticing. The waffles are to die for, and I think six of us indulged ourselves with them (though we mostly substituted the double cream for ice-cream). Yum!

We moved around with ease and conversation with most attendees was open to all.





# FEB BREAKFAST MEETING

Anne Steer

For many years the February Meeting has been held at Sandy Beach, Bassendean, organised by Anthony and Debbie Gilberthorpe. It has traditionally been a breakfast meeting in a lovely, quiet, shady park beside the Swan River. The City of Bassendean have always been very co-operative in allowing us to park the old cars on the grassed area of the park.

Alas, when Anthony contacted the City of Bassendean in order to organise it for February 2022, he was told that Sandy Beach was unavailable this year. A new toilet block was being built and it was off-limits.

The City of Bassendean were then even more co-operative in suggesting two other parks which could serve our purpose. Anthony duly 'checked-out' the suggested parks and selected Point Reserve as the preferred park.

Point Reserve offered everything that Sandy Beach offered: green grass, barbecues, toilet block, shade, beautiful view of the Swan and Helena Rivers, easy parking for the Model A's, and even a resident flock of geese. As a bonus, unknown to anyone until we experienced it first hand, Point

Reserve is also the home to 5 million biggish black ants, who welcomed us very enthusiastically!

A number of members brought a variety of delicious-smelling foods to barbecue for breakfast. A number of other members brought breakfast from home and others chose to arrive, a little later, having had breakfast and a sleep-in at home.

With breakfast and catch-ups

complete, Dean called us all to order, and with Toni filling-in for an absent Kathleen, the meeting began. And guess what, the PA worked for the whole duration!

The attendance for the meeting was one of the biggest seen since probably this time last year. As Treasurer, I can always gauge how well a meeting has been attended by the proceeds from the raffle - and we did very well in both January and February!

Ray was trying to find volunteers to organise other 2022 runs and there was almost no response.

My thought was that just maybe we try to find a few more spots where we can just 'gather' at a certain time, with everyone independently getting to that destination.

There is then no pressure on someone setting a route, getting instructions typed etc. etc. Food for thought??





# PERKOLILLI SPEEDSTER PROJECT

Horace Misko & Ray Major

It all started with a phone call from Ray Major. He and his mate Graeme Lockhart were in Gidgegannup viewing a hoard of Model A parts from the deceased estate of John Lawrie (ex MARC WA member), lots and lots of parts, nearly enough to build a car.....

We had discussed building a Speedster for Lake Perkolilli before, except Ray has nowhere to build it - and had nowhere to store all these parts. I offered my place for the project.



Ray bought the parts and they rocked-up with 2 utes and a car trailer-load of 3 types of Model A parts - "good junk", "not so good junk" and "nearly rubbish". It was hoped that between all these bits and my own pile, we could scrounge enough to build a Model A Speedster.

The basic plan was to sandblast the chassis over Xmas, Ray would replace the engine in his Model A with another rebuilt one, and use his original engine in the Speedster. Meanwhile, we cobbled together a gearbox built with the best parts of 5

gearboxes, and a well corroded front axle was reborn using the firestick. The diff was an issue until Alan Duns in Manjimup donated a heap of parts! Indeed throughout this build, the generosity of club members has been greatly appreciated with lots of crucial bits. Ray haunted all the swapmeets, Facebook pages, and new parts suppliers to source parts as well.

Not only will this Speedster enjoy period racing in Perkolilli, we have been careful to keep it standard Model A, so when it's racing days are over, it could feasibly be turned into a C-cab, woody wagon or panel van. A nice pair of front mudguards and running boards are stashed away for that reincarnation!

There is still a lot of work to be done - just waiting for this hot weather to pass. The bodywork has to be neat and painted nicely as they were "between the wars" to pass scrutineering for the event. (I don't think RUSTORED would qualify).



Cont. over

# PERKOLILLI PROJECT (CONT)

Horace Misko & Ray Major

See you all at Lake Perkolilli September 19-25th. Don't forget as a spectator to wear white shoes, a white shirt and stand close to the action!



Ray after 3 laps at the last Perkolilli

## TECHNICAL TIP

Ian Steer

### Can't see much in your wing mirrors ?

Convex mirrors can be purchased in the exact size needed for your existing external round mirrors. eBay vendor [replacement\\_mirrors\\_australia](#) sells them in sizes with 1mm diameter increments. The mirror edges are sealed against moisture ingress. Mine cost Au\$60 for a pair with 100mm diameter.

I couldn't work-out how to get my existing flat mirror glass out, so just used high quality double-sided tape to stick the new convex mirrors directly to the old mirror glass.

My mirrors can now be adjusted so there is no blind spot.





# GENEVIEVE 500 RACE

Western Model A News, December 1992

Did you follow any of the sparring in The West Australian about the Genevieve 500 between Dennis Lingane, the Swan Brewery's Model A truck and STEVE READ ?

It started with Dennis' article claiming that his Dennis fire engine would have been able to make a good showing against the Model A if it didn't have a "modern gearbox, enabling it to cruise at a comfortable 64kph instead of 32kph with a correct gearbox."

The next week's article stated:- "I had a taste of what racing driver Jim Richards went through at Bathurst recently when he fell foul of Ford fans". Making critical comments last week on the Swan Brewery Model A Ford truck bought Steve Read out of the workshop faster than a Mansell gear change. Mr Read is chief vehicle examiner of the Model A Restorers Club. He says that the Swan Brewery's truck has a genuine Model A gearbox but admits the original dual speed box has been replaced with a 1962 Ford gearbox. He says it doesn't give the truck any speed advantage in the coming Genevieve 500 Race. The speed is around 50kph empty with a tail wind. However, he says that "a Dennis vehicle of any kind (we are driving a vintage Dennis fire engine) would need a supercharger downhill with a tail wind on a tow rope to compete against even a very tired Model A Ford."

The next week saw Dennis claiming a "walk-over" in the "grudge match" between the two vehicles when the Dennis almost lapped the Model A in a four-lap trial race.

After the event, the final article stated: "How the Swan Brewery truck got a higher handicap than us when we nearly lapped it at Wanneroo is hard to understand."

The Dennis came in fourth and the Model A was sixteenth. The Model A's handicap was:- an average speed of 58kph and a maximum of 71kph! Ask KELVIN about those speeds in a Model A truck!

Anyway the Swan Brewery considered the event was very successful for them with big crowds all along the route.

The truck ran fairly well during the Race. The front bumper fell off going up Greenmount, but they got it back!

Wasn't the weather incredible? SNOW, in November, in Western Australia!! You can't help bad luck...



The Swan Brewery AA Truck now at Whiteman Park Motor Museum

# MARC OF WA IN THE MOVIES

## John Moorehead

In 2006 a group theatrical graduates in conjunction with a Perth production facility decided to make a 50 to 70-minute film-noir drama titled "Hollywood Sign Girls".

The producer, Jess Woodland, approached the Model A Restorers Club of WA to assist with vehicles manufactured prior to 1931 and sought the assistance of the members to drive and act as extras in the movie. Reg and Coral Blewett with their 1930 Model Phaeton and John Moorehead with a 1928 Model A Phaeton offered to assist. It was pointed out to the producer that these vehicles were right hand drive and not left hand that would have been in use in the USA. This may result in comments by purists, however the producer was confident that this could be overcome with photography techniques.

The story (inspired by true events) is set in Hollywood in 1932, and based upon the dramatic life of failed stage and screen actress Peg Entwistle, and friend Liz Goodall. The young hopefuls survive in the boarding houses and clubs whilst auditioning for movie parts. The story includes all the trials and tribulations, including assaults, double murder and a mild sex scene. In a gesture of failure, the main character Peg Entwistle, commits suicide by jumping from the letter "H" of the then property development sign "Hollywoodland" (the sign name in 1932).

The film was made in Perth using locations such as Azelea Lea Homestead, Fremantle Town Hall, Old Royal George Hotel, Fremantle with local Councils, communities and businesses who supported the project.

In the final 50-minute movie there are several pictures of Reg and Coral as part of the crowd, and of course driving their Model A. There is a very good photograph of my Model A with the leading character. Several scenes included the Model A's, but at the end of the day with the movie reduced to 50 minutes, some ended up on the cutting room floor. The feature movie was released in November 2007 at the Luna Theatre in Leederville. Suitable credits listed the Model A Restorers Club of WA and the members concerned. The photograph below is of Reg with one of the cast and was used as a part of a press release.

Not exactly an Academy Award production, however the work and enthusiasm of some 20 cast and crew is to be commended. I finally managed to get three DVDs of the movie and one is the Club library.



Editor's note: Hopefully this can be shown at a re-scheduled MARC Movie Night.



# WHAT WAS A FORDALETTE ?

Spoken Wheels, May 2021, Santa Anita A's

Have you ever heard of a seven seat Model A with a 117 11/16" wheelbase? This model was news to me but since I am new to the Model A body, I assumed it was just another common story that I hadn't heard. The more I checked with local experts, the more convinced I became that not many people had ever seen or heard of the Fordalette model. The following details are what I learned and includes the available pictures. If any one has more information, I would appreciate hearing from them.

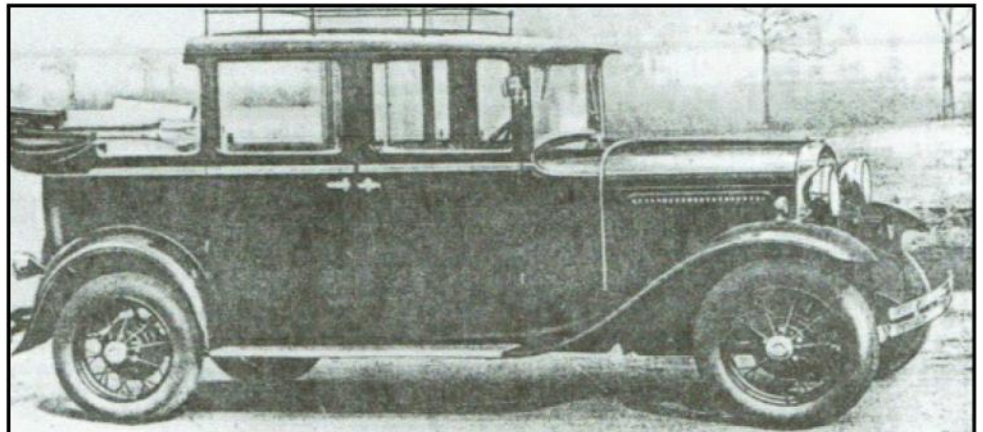
The Fordalette was produced at Manchester England from October to December 1931 and was described in the June 1931 issue of "Ford Times", pages 397 and 398. It was created for people conducting public hiring services. In reality it was an early version of the stretch limousine. Sales were very small with only five made.

The front of the car was normal for an English car equipped with right hand drive. The passenger compartment was special since it included two "jump seats" called "cricket seats" which folded up into the back of the driver's seat. The body was a six window style with all windows fully functional. It contained a dividing window between the driver and passengers like any proper English limousine. The most striking feature of the body was the convertible top on the rear of the car, called the head - which was much like a cabriolet on a four door sedan.

The price was £335 which was equivalent to US\$1,508 so this was a very expensive Model A and probably helps explain why so few were made. The Fordalette was equipped with the "large" 200 cubic inch engine rather than the "normal" 124.6 cubic inch English engine. The car also came equipped with two rearview mirrors and a luggage rack on the top. The weight of the car was not given but I would suspect it was the heaviest Model "A" as well as the longest.

Because the Fordalette was built especially for those people who catered for public hire, it was in every way a deluxe vehicle.

The body finish was Royal Blue pyroxylin cellulose and the upholstery was in blue leather to match. The rear seat, which accommodated three passengers in comfort, was fitted with arm rests. The two auxiliary seats folded completely out of the way when not in use. The folding back collapsed easily and quickly making the Fordalette an airy, open car for fine weather.



The collapsible portion of the head was trimmed in black enameled hide. Sliding windows behind the driver's seat allowed conversation between the driver and passengers. A roof light was fitted and all six windows had winders that were nickel plated as was the ashtray which was within convenient reach of all passengers. A rear view mirror was provided for the passengers in addition to the one fitted for the driver. A small parcel net was fitted. Luggage rails were fitted to the top of the body. Stainless steel was largely used in the external bright work.

The Fordalette was built onto the well known Ford Model A chassis which was extended to give a wheel base of 117 11/16 inches. This ensured ample room for all passengers.

Cont. over

# WHAT WAS A FORDALETTE ? (CONT)

Spoken Wheels, May 2021, Santa Anita A's

Important dimensions:

Length of body from instrument board to back of rear seat -105 1/2 inches, height from floor to top of roof - 74 inches.

Width of rear seat - 48½ inches.

Width of front seat - 44 inches.

Width of collapsible seats - each - 13 inches.

Overall length for garage purposes -13 feet 11 inches.

Width of car 5 feet 7 inches.

Equipment: safety glass windscreen, 4 hydraulic double acting shock absorbers, 4-wheel brakes, front and rear bumpers, 5 detachable wheels and tires, cellulose and stainless steel finish, combination stop and tail light, thief-proof ignition lock, speedometer, petrol gauge, automatic windscreen wiper, grease gun lubrication, 2 driving mirrors, ashtray, parcel net.

Specifications:

Engine: four cylinder. Bore: 3.875 inches. Stroke: 4.25 inches.

Treasury rating: 24.03 hp, Brake horsepower: 40 at 2,200 RPM.

Detachable cylinder head. Cylinders cast en-bloc and together with the top half of the crankcase.

Valves: special silicon chromium steel. Special mushroom ended stein.

Crankshaft: three main hearings babbit lined. Thrust taken on rear bearing. Diameter of main bearings 1 5/8". Diameter of crankpins: 1 1/2". Material: special Ford carbon manganese steel.

Pistons: aluminum alloy.

Rings: three rings are fitted above the gudgeon pin on each piston.

Gudgeon Pins: fully floating in piston and rod. Hollow 1" diameter.

Lubrication: type: pump, splash and gravity feed. Gravity feed to main bearings and camshaft bearings. Gear oil pump.

Connecting rods, gudgeon pins and cylinder walls splash lubricated. Bayonet-type dip stick fitted.

Cooling system: pump assisted thermo-siphon. Font centrifugal impeller pump. Fan of Ford make and design. "V" fan belt 5/8" wide.

Fuel system: carburetor- Ford. Gravity feed from tank under scuttle. Tank capacity 9 gallons. Ford filter under bonnet.

Engine suspension: sprung front end support to eliminate vibration. Exhaust system: special Ford silencer.

Ignition system: make: Ford. Current source: battery.

Manual spark control, giving 20° advance, Firing order: 1,2,4, 3. 7/8 " diameter spark plug.



# FOR SALE

The **3 Model A's** advertised in the February newsletter are still for sale - and with the May deadline for lease expiry on the factory unit approaching, they are getting keener to sell. (See the February newsletter for details:

<https://modelafordclub.com.au/wp-content/uploads/newsletters/MARC-of-WA-Vol43-Issue-01-February-2022.pdf>

- 
1. **Radiator Stone Guard** - \$200.00
  2. 6/12 volt **coil** - \$40.00

Fred Kuenzel  
Phone: 0419 390 101

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## **1928/9 Sports Coupe** body on sub frame and chassis

Body professionally repaired, blasted and 2 coats of 2 pack primer. Doors re-skinned.

New rumble seat lid, aluminium windscreen frame, running boards, valances, bonnet catch rails, radiator splash apron, and sun visor. Re-built bonnet catches, mint rear window frame, mudguard stays and headlight bar. Excellent steel rear mudguards unrestored. Doesn't include radiator surround. For more detailed photos or information – [darren@jeffree.com.au](mailto:darren@jeffree.com.au) 0428 421 653



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## WANTED

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A pair of **top clamping brackets to suit a roadster**. They come in left and right hand and I need both as these have been butchered over the years.

I'm interested in singles if that is all that you have.

I'm also chasing a **roadster front bow** or any parts of that.

Ron Andrews

0499 347 312 Or [roneandrews@icloud.com](mailto:roneandrews@icloud.com)



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## MARC MARCH ACTIVITIES IN YEARS GONE

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**10 Years Ago:** Report on the departures of all the people travelling over to the Ipswich National Meet

**20 Years Ago:** Report on February's breakfast BBQ in Como.

**30 Years Ago:** Final calls for members to sign-up for the WA National Meet at Noalimba

**40 Years Ago:** (no March newsletter)

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Ed: I wonder whether Yesteryear are stocking these ?





We are very pleased to announce Henry's  
is now under new ownership.

Henry's Model T, A & Rod Parts has been serving  
early Ford enthusiasts for over 40 years supplying  
parts and accessories for your restoration  
and hot rod projects.

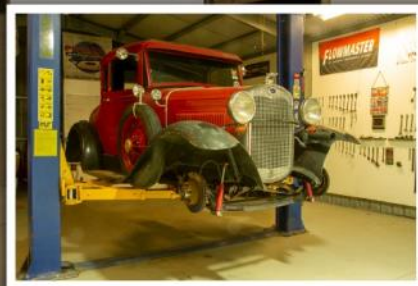
We are also offering servicing, tuning, upholstery,  
electrical, general maintenance, light fabrication  
and exhausts for your Model T & A.

Our aim is to provide you with the best possible  
customer experience and supply an extensive range  
of quality parts at competitive prices.

**Orders are shipped daily.**

You can contact the team at Henry's-  
Shaun, Joe, Neil or Angie on 03 5368 1088  
or email us at [sales@henryspares.com.au](mailto:sales@henryspares.com.au)  
or drop in to see us at our new location in  
Bacchus Marsh, Victoria.

[www.henryspares.com.au](http://www.henryspares.com.au)





# EARLY FORD PARTS



Specialising in New Old Stock and  
Reproduction 1909 - 1948 Early Ford Parts.

Dave Slater

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- 🚚 We post Australia-wide
- 🏠 5 Chauncey Court, Wodonga VIC 3690



**Yesteryear**  
Garage & Parts

OILS, TYRES & PARTS FOR YOUR CLASSIC AND  
VINTAGE AUTOMOBILES

## VETERAN, VINTAGE & CLASSIC CARS LUBRICANTS & ELECTRICAL

Lubricants • Halogen Bulbs 6V & 12V • Tungsten Bulbs 6V & 12V  
Indicator Stalks • Flasher Cans 6V & 12V • Indicator Lights  
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Cables (Cotton, Metal Covered, PVC) • Spark Plugs New & N.O.S  
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