

Western Model A News

VOLUME 43, ISSUE 6

JULY 2022



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

president@modelafordclub.com.au

A big thank you to Daniel for hosting another meeting and putting together a run for us on Sunday, 26 June. I couldn't be there for the run but I'm sure everybody had a great time and a good meal together.



Thank you to Fred, much to Kathleen's surprise, for putting his hand up to do the July run on Sunday the 17th.

It was good to see Kathleen back in her secretary role, helping me keep on the straight and narrow with the meeting.

I did have to duck out early, so thank you to Allan Jeffree for taking my place for the balance of the meeting.

I would also like to thank Toni for covering Kathleen's position while she was unavailable.

Please keep in mind that our AGM is coming up on 14 August. Although we already have a nomination for all positions, that should not deter anyone else from nominating if they would like to get involved.

Looking forward to catching up with a few more members at the next run in July.

In the meantime, stay safe and enjoy the company of family and friends.

Regards

Dean



Inside This Issue

Note from the President	2
Secretary comments	3
Editor Comments	4
Early Bird Prize	4
WA 2026 National Meet	4
Events Coordinator	5
Spencers Brook Run	8
Bindoon Historic Vehicle	9
Kennedy Range Trip	10
Technical Tip	16
Sponsors	17



The calisthenics required for Model A maintenance!

Front Cover: Brett Pollock & Paul Kelly (resplendent in their new chambray club shirts) with "Glad" on the recent expedition to the Kennedy Ranges in the Murchison.

SECRETARY COMMENTS

Kathleen Kuenzel (secretary@modelafordclub.com.au)

Nominations for Executive and Committee members have arrived in my inbox, thereby notifying me of members who are prepared to fill the required positions. Very pleasing.

At the recent meeting on 26 June, Ray said no one had offered to organize runs for July and September. As usual there was silence until Fred Kuenzel offered to take on the July run. His wife was stunned because the four previous runs we had planned in either June or July, had been very wet affairs and we had decided 'never again'. Heads were scratched and the search for a suitable venue began. On the return trip from the Spencer's Brook Tavern, we recalled passing the Chidlow Tavern at the time of planning an outing at a nearby location. We called in, had a look, and booked it for a lunch venue. Please read the item on the Events page for 17 July and join us there, after a morning tea meet and a drive to Chidlow.

We welcome two new members:

Steve Forslun: Mob. – 0421 064 711, Email – steve0259@icloud.com, and
 Andrea Jepson: Mob. – 0409 915 588, Email – andeejepson@icloud.com



July Birthdays

Craig Davidson	Horace Misko
Kaye Gobby	Kelvin Pepper
Hans Hurij	Lorraine Sartori
Glenda Hurij	Jocelyn Treasure
Kathleen Kuenzel	Sue Watson
Peter Lynch	

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	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 **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 difference between a good newsletter and a ho-hum newsletter is “local content”. It is great to see people holding their hand up to write items for the newsletter (even if the editor’s hand has been seen gripping their elbow occasionally). If you genuinely don’t have anything to write about - then nag someone you know who does have a story. ☺

HENRY’S EARLY-BIRD PRIZE!



This year, MARC WA will be offering an “early bird” prize for membership renewals. Every member who gets their membership fees AND correctly completed membership renewal form in by December 1st will go into a draw to win a **\$100 voucher** donated by **Henry’s Model T, A & Rod Parts**. The draw will be conducted at the Christmas Lunch on December 4th.

2026 WA NATIONAL MEET COMMITTEE

In line with the practice for previous WA national meets, the MARC committee is intending to appoint a sub-committee to organize the 2026 WA National Model A Ford Meet. The committee will be responsible for all aspects of planning and running the 2026 National Meet, including:

- Choosing the location, and venue/s at that location
- Handling all revenue and expenditures
- Planning and running all the events during the meeting
- Designing and procuring event merchandise (as desired)

It is anticipated that the committee would comprise 8-10 members. The committee can of course call on other members for assistance as required.

Anyone interested in being part of this sub-committee should register their interest with the MARC secretary (Kathleen Kuenzel) at secretary@modelafordclub.com.au

WANTED

A “shitty” **Model A wheel** (no tyre) for an “event” at the gymkhana. Rust is no problem (spokes need to be sanded to bare metal). Rim - any condition.

Ian Steer, ph 0403 811 911

EVENTS COORDINATOR

Ray Mahony

(events@modelafordclub.com.au)

We are still looking for runs in October and November.

If you can think of somewhere pleasant or interesting please organise an event and ask for assistance if you feel you need it.

Contact Ray Mahony

July

Event: MARC WA Run and lunch at the Chidlow Tavern (no meeting)

Date: Sunday 17th July

Time: 9.30am for morning tea and a chat before departure at 10.30

Location: Chidlow Tavern for lunch

Details: 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.

Organisers: Fred and Kathleen Kuenzel - **Please indicate your intention to join in** by Thursday 14 July.

Contact Fred – 0419 390 101 or Kathleen 0417 943 136 or email kuenzel@mailgk.com

August

Event: MARC WA Gymkhana

Date: Sunday 7th August

Time: 9:30 to (approx.) 3pm

Location: 4990 Riley Rd, Stoneville

Organiser: Andrae & Gary Moore

Event: MARC WA Annual General Meeting

Date: Sunday 14th August

Time: Gates open at 11, sausage sizzle from noon, General Meeting at 1pm (with AGM to follow).

Location: VCCC Club rooms, 265 Hale Road, Forrestfield

Details: Please bring a plate of food to share for afternoon tea.

Organiser: Kathleen Kuenzel

September

Event: MARC WA monthly run

Date: 11th September

Location: TBA

Organiser: Daniel Pinnington

Event: 27th Model A National Meet

Dates: 11th-17th September

Location: Goulburn, New South Wales

Organiser: Model A Ford Club of New South Wales

Cont. over

EVENTS COORDINATOR (CONT)

Ray Mahony

September (cont)

Event: Bindoon Historic Vehicle day (see flyer on page 9)
Date: Sunday 18th September
Time: 9am to 3pm
Location: Bindoon Oval, Great Northern Highway, Bindoon
Organiser: If anyone is planning to go, let Ray know. If multiple people are planning to take their cars, one of them can coordinate so all the Model A's are together.

Event: "Red Dust Revival" (Lake Perkolilli)
Date: 19th to 25th September
Details: Latest newsletter: <https://bit.ly/perkolilli2>
Location: Lake Perkolilli

October

Event: Cook's Tour
Dates: Thursday 27th October (from your home) to Tuesday 1 November (back to your home)
Locations: Kukerin (2 nights), Bremer Bay (2 nights), Katanning (1 night)
Comment: If you're interested in going, please contact Kaye very soon as accommodation needs to be booked before it sells-out.
Organiser: Kaye Cook (ph 0428 993 445)

December

Event: MARC WA Christmas Lunch
Date: Sunday 4th December
Time: Further details to be advised.
Location: Mosman Park Bowling Club
Organiser: Brett Pollock and his able deputies

Monthly

Event: LBW (Leeming, Bullcreek, Willetton) Coffee Run
Date: 1st 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)

Custom Cars & Coffee

(For more information, see social media pages)

Date: Sunday 10th July
Location: Midvale SpeedDome

Date: Sunday 24th July
Location: Perth Motorplex

EVENTS COORDINATOR (CONT)

Ray Mahony

Custom Cars & Coffee (cont)

Date: Sunday 21st August

Location: Midvale SpeedDome

Date: Sunday 18th September

Location: Perth Motorplex

Date: Sunday 2nd October

Location: Midvale SpeedDome

Date: Sunday 27th November

Location: Perth Motorplex

THE VCC IS DEAD!

Long live the VCCC !

The Veteran Car Club of WA (the "VCC") has changed its name to the Veteran & Classic Car Club of WA (throwing another "C" into the acronym) and hence is now the "VCCC".

CODE 404 REMINDERS

Department of Transport

For any MARC member with a car on Code 404 Concessional License, please be reminded to:

- Provide any new licence vehicle details to the Club Registrar, particularly where the licence plate has been changed (eg. to an optional personalised or district plate).
- Advise the Club Registrar if you have disposed of a concessionally licensed vehicle.
- Advise the Club Registrar if your concessionally licensed vehicle is registered in your partner's name instead of your name.
- Advise the Club Registrar of your proper name as recorded on the concessionally licensed vehicle's registration papers.
- Ensure that you remain a current financial member of MARC WA. There is no 'grace period' allowed by the Department of Transport; if you do not pay your club membership subscription by the due date, your concessional license will be deemed invalid until the difference in fees between the concessional licence and a full licence is paid.
- A concessionally licensed vehicle may be driven for road testing or maintenance-related trips within a 30-kilometre radius from the place where the vehicle is garaged or repaired. **The purpose of the travel must be to road test the vehicle for repair, restoration or maintenance purposes and not for any other purpose.** Where a longer journey outside the 30km radius is expected, the owner should record an Impromptu Run.

SPENCERS BROOK TAVERN RUN

Anne Steer

The June Run was done quite differently from our norm. Daniel Pinnington had once again put his hand up as Chief Organiser. We met at Daniel's house in High Wycombe at 8.45.am. At 9.15, our meeting began with a dead-line finish of 10am

With the meeting out of the way, the 5 Model A's, Jeffree's V8 and quite a few moderns all went for a lovely scenic drive. Up Kalamunda Hill, down to Mundaring, east to York before finally arriving at the historic Spencer's Brook Tavern for lunch. Waiting for us very patiently were Sylvia and Barry Bristow-Stagg, as well as Kelvin Pepper. Being 'locals', they hadn't taken part in the main run from the city.

What a fantastic roast dinner for \$17! Some members opted for other items on the menu, but we all sat outside in the balmiest winter sunshine, ate, drank, chatted and enjoyed a most glorious day. Many thanks once again go to Daniel for organising a brilliant day.



Pit-stop at The Lakes



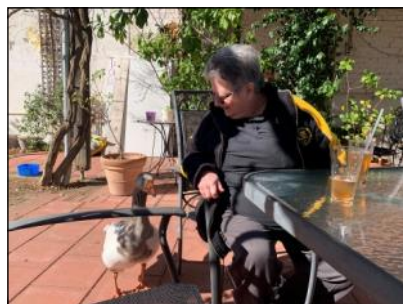
Ray, Hayley and Nathan enjoying the sun



Our best attempt at lining up outside the old pub



Theresa, Erica and Daniel



The resident goose chose Sylvia as a new best-friend

BINDOON HISTORIC VEHICLE DAY



SUN 18TH SEPT 2022

9am to 3pm

Bindoon Oval

6182 Great Northern Hwy



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bindoonhistorical@gmail.com

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MY KENNEDY RANGE TRIP

Gerard ten Bokkel

I was intrigued by a proposal by Brett Pollock for a 'trip' circumnavigating the 270 km loop trail of the Kennedy Ranges (approximately 150 km east of Carnarvon and about 900 km north of Perth) over four days with an additional 6 days travelling there and back. The trip was open only to Ford Model A's with 4WD's banned. As I had a few months to prepare, I attempted to build a camper trailer (that I had planned for some time) to mount a quick erecting tent on top of, and plenty of space within the trailer for equipment, spare parts, food, water and fuel. As it turned out, I was unable to complete and license the trailer in time - necessitating carrying only those things I believed I really needed in my Model A.

This included petrol, water, my 45L Engel fridge, gas bottle, cooking equipment, gas stove, chair, table, swag, tent, bush toilet and enough food for several days, along with several miscellaneous items such as tools and spare parts. To fit all this in I had to remove both the passenger and rear seats.



Trailer almost finished but not enough to get licensed



The car loaded – at least I could sort of see out the windows

I was somewhat over-loaded and unable to get to most things because whatever I wanted seemed to be underneath other stuff requiring me to unload half the car.

The intended itinerary started with everyone from the south west areas meeting at the Bindoon Bakery at 9:30 and travelling to stay overnight at Mingenew. However as the departure date drew closer, a number of people withdrew. As only John Collins (in the Unimog) and I would be meeting at Bindoon, we decided to make our own way to Mingenew and meet there. Ray Major first went to Dongara to visit his parents but also had withdrawn. His 'C' cab ute had a few issues with being heavily loaded - including the rear wheels rubbing the

inside top of the guards whenever he went over a dip in the road - and this was on bitumen! He showed up unexpected early the next morning at the Mingenew Caravan Park to see us off, having unloaded most of his gear in Dongara. Ray generously ended-up travelling with us as far Mullewa, where we re-fuelled and had a break before he returned to the coast, while John and I continued to Murchison Settlement for the second night.

Brett Pollock (the trip organizer), with Paul Kelly as passenger, had travelled earlier to Wooleen Station in his 1930 Model A Phaeton towing his custom (home made) tear-drop caravan, and met up with John and I at Murchison Settlement. Brett and Paul



My Tudor, Ray's C cab and John's Unimog at the Mingenew Caravan Park

Cont. over

MY KENNEDY RANGE TRIP (CONT)

Gerard ten Bokkel

usually camp in swags and use the caravan for storage and the kitchen in the rear tailgate.

After initial greetings, John and I were told Brett's starter motor didn't work, and every time we stopped thereafter we had to push start it. Luckily the Model A's usually start very easily. We were also due to meet up at with what I was told was the film crew. This turned-out to be 3 guys from the Western 4WD magazine in two 4WDs towing small campers (one of which was on loan for evaluation). There was also a guy (Ian) from Hema Maps in his 4WD, and finally Colin (who I believe was Brett's brother-in-law) in his Isuzu AWD wagon.



Brett and Paul arrive at Murchison Settlement Roadhouse and Caravan Park

After waiting until 10:30 with Brett and Paul, with only Colin

showing up, Brett declared the others missing in action and that the Model A's should head-off to Gascoyne Junction and the others were to catch up later.



Taking a lunch break between Murchison and Gascoyne Junction

After arriving at Gascoyne Junction and refuelling, I decided to stay in the caravan park (flushing toilets and showers) while the others went to camp-out down at 'the creek' (which I was later to find out that was actually the Murchison River). I had driven my 1929 Model A about 1,270 km up to this point. The next morning I drove to the campsite near the 'creek'.

On arrival, I found Paul working on Brett's starter motor. Eventually the starter was removed and re-installed several times, and the old Bendix assembly replaced with a new modern type that I had as part of my spares - still

without success. An examination of the ring gear found it to have moved forward about 8mm. Colin, with my tent peg 4 lb gypie mallet and a ball pein hammer as an intermediary, easily tapped (too easily) the ring gear back in to position with speculation that the 12 volt system was too harsh on the 6 volt starter motor. After a few more removals and strip downs, it was decided the fault may be in the frayed brush leads reducing voltage to the starter and we had to get going even though the film crew still had not arrived.

While the others were working on the starter motor, I walked down to the river through 750 meters of very loose boggy river sand. I found two river crossing sites and walked the sand crossing first. It was about 80 to 100 meters wide and I found rocks under the water ranging from grape fruit size, to as large as a basketball. The water level was halfway up my thigh at



The campsite near the creek

Cont. over

MY KENNEDY RANGE TRIP (CONT)

Gerard ten Bokkel

the deepest, and near the shore it was very soft - my feet sinking up to my ankles and struggling to keep a grip on my crocs footwear.

The second crossing is the rocky crossing, with a deep scoured channel just below knee deep, and the deep part around 2 meters wide. However, the entire river was running fast through the channel and there were numerous submerged rocks to negotiate. Due to the slippery rocky bottom, and the depth and rush of water, no-one was willing to attempt walking this crossing.



The rocky crossing – very rocky – hard to see the submerged rocks and holes



Bogged again, this time mainly the other side



One of several times getting stuck crossing the river sand wet areas

By the time I returned to the camp site, they had given-up trying to get the starter motor working and packed up camp. Colin, in his AWD wagon towing the teardrop caravan, attempted the crossing but the 750 meters of loose river sand and the wet areas within it bogged him several times. Usually we could dig and push him out, but closer to the river it got wetter, and he got so stuck he needed to be towed out by the Unimog a few times. It was decided that



Brett being towed through the crossing

Colin required to be towed the rest of the way through the crossing.



Colin being towed through the rocky crossing

Brett's Model A was next, but he didn't even get through 100 meters of river sand before getting bogged. Therefore he was also towed the whole distance and through the river crossing.

Cont. over

MY KENNEDY RANGE TRIP (CONT)

Gerard ten Bokkel

Note that when Brett is being towed, the rear bumper bar and brake lights are submerged - with the exhaust bubbling under water. These items are much higher on a Model A than on most cars. I refused to take my car through, as I was concerned about damaging my car and the possibility of the front axle being pulled out from under the car. I returned to Gascoyne Junction instead.

At the Shire Offices, I met up with the 3 guys from the missing film crew from the Western 4WD Magazine. They had two tricked-up 4WD's towing two very small camper trailers. I was told later that one of the camper trailers (under evaluation for the magazine) started to fall apart on the track. Also there was Ian from Hema Maps, and Ainsley from the shire council and her husband, in their 4WD's. They all left to meet up with the others, while I returned to the caravan park for the night. I was later told that the Western 4WD magazine 4WD's also had to be towed by the Unimog most of the way over the river sand and crossing, but the two 4WD's not towing trailers had made it through. Ainsley and husband returned to Gascoyne Junction the next morning due to other commitments.

In the morning, I left and went the other way (counter clockwise) to meet up with the others. One of my objectives on the western side was the Khyber Pass. I thought it would be great to tell people I've been up the Khyber in my Model A (remembering the film "Carry On Up The Khyber").

On my way I had to negotiate the Lyons River Crossing which has a concrete deck often submerged below the river level.

I found the turn off on to a minor gravel road, which after several kilometres turned into a track and this progressively deteriorated the further I travelled. I had to go bush to get around boggy sections - worrying about staking my thin tyres.



The Lyon River crossing



The road was quite bad in places, this boggy part was 150m long



Going bush!

I arrived at the ruins of Sandilands shearing shed. The stone building housed the wool store, sorting and packing of the wool bales, while the steel framed section was where the shearing was done.

Cont. over

MY KENNEDY RANGE TRIP (CONT)

Gerard ten Bokkel

The track got less defined and continued to get quite rough the further I went. I carried on a few more kilometres, but the track got less defined, quite rough in places, and the Kennedy Range was still a



The Sandilands sheering shed



Vague track with Kennedy Ranges in the distance

very long way off. I decided it was too much to do alone, and my car was getting bashed around too

much. I thought the others would take about three days to get to where I was, so I turned around and returned to Gascoyne Junction. I had to go back through all those bad tracks and roads. I had driven 211 km for the day, probably half on rutted gravel and half on the rough tracks. As the others were still days away, I decided to return home on my own the next day.

Due to the rough tracks and roads, one of the casualties was the radiator stone guard. It broke the two top mounting brackets, and the third bottom mount rubbed a hole in the radiator vertical tubes -

losing the engine coolant. I was stranded about 167 km from Gascoyne Junction, and 130 km from Murchison Settlement at about 10:15am. There was no phone coverage this far out, and I waited till 12:00 for the first car to come along. This was the mail lady (Kylie), who delivers (and picks up) mail from the pastoral stations in the area. She had a satellite phone but sat phones do not ring 1300 numbers so we could not ring the RAC direct - we had to communicate through intermediaries. We were told the RAC tow truck driver for the area refused to come out, so Kylie knew another tow truck driver and we rang him. He had to contact the RAC and get authorization for his quote to take me the 856 km all the way home. Kylie was with me for 2 hours making and taking numerous sat phone calls, making sure everything was sorted out before she left. So *extraordinarily* kind. I do not recall any other traffic from when I broke down at 10:15am, until I was picked up at 6:30pm.



Broken down on the Mullewa – Carnarvon Road

Trevor, the Midwest Towing Service tow truck driver from Geraldton, arrived about 6:30pm - just as it got dark. Trevor took me to his home in Geraldton, and as it was near midnight, I could not get accommodation. So Trevor put me up in his caravan for the night, and his wife made a new bed, provided tea, coffee and biscuits. Trevor said to go in the house in the morning as his wife will cook me breakfast of eggs, bacon and toast. I was feeling very unwell so did not take up this very generous

Cont. over

MY KENNEDY RANGE TRIP (CONT)

Gerard ten Bokkel



The Model A finally on the flatbed truck

offer.

Trevor and I left Geraldton before 7am after swapping trucks, and now putting my Model A on a trailer so he could move a tractor and some other equipment. After doing a couple of pick-ups and drop-offs, he delivered me outside my home about 4pm. We had 'towed' my Model A about 856 km. I offered Trevor some cash for going above and beyond, which he refused, saying RAC was paying. I wrote a letter of commendation to the RAC for him, and bagged the RAC contractor who refused to come out to assist. I later found out from the RAC, that the tow had cost the RAC \$2,794.00 and I had not paid a cent – other

than the premiums of course. The policy I have is the Ultimate Plus that lists my wife's Lancer and has my name on it. This means my wife's car is covered, and also any car I am driving in - whether owned by me or not. Although the policy states only 300km country towing, there is also \$7,000 pa 'recovery' if it is determined that the repair cannot be performed in the nearest town.

After telling my story to a few people, they felt sorry me for not completing the trip and being towed home. However I had a great time, an interesting story, and met some really terrific, caring people. I have already thanked Brett for making this memorable tour available and I apologized to him for not completing (not even starting) the circumnavigation of the Kennedy Range. My experience really puts meaning into 'It's the journey not the destination'. It was a great adventure - thanks Brett.



Delivered safe and sound at home

DAVE SUE CHURN

Geoff Moor, President CMC

I am saddened to advise member clubs that Sue Churn, former CMC President and current Vice President, passed away on Thursday evening.

Sue was a stalwart in the classic motoring fraternity whose enthusiasm, drive and passion will be missed across the spectrum. Our deepest sympathy to Dave and to all who had the pleasure of knowing her.

FREE!

Multi-disc clutch plates and bell housing to suit early 1928 AR models.

- Clutch plates from either Ray Mahony (ph 0438 290 446), or Horace Misko (ph 0417 958 311)
- Bell housing from Ray Mahony (ph 0438 290 446)

TECHNICAL TIP

The Restorer, Vol 66, Issue 5, Jan/Feb 2022

Tight Nuts and Cotter Pins

Would you like to be able to turn a nut tightly and still have the cotter pin fit? Here is how.

Select a bolt the same size and thread and put a nut on it. Place the castle nut, the one you are trying to make fit tightly, on the bolt with the castle side on first. Leave a few thousandths of an inch beyond the end of the bolt and tighten the other nut against the castle nut.

Place a flat file on a flat surface and file the bottom of the castle nut. Take off only a few thousandths, then try it. For a bolt with 20 threads per inch, moving the hole by half of a slot is about 4 thousandths of an inch (.004 inches).

Determine how much to remove by knowing the number of threads per inch and observing how much off the cotter pin hole is from fitting. For a 7/16-20, like for the fan shaft of the water pump, one turn of the nut is .050 inches.

If you are off by one-half of a castle slot and there are six slots, then you are off by 30 degrees, which is equal to 1/12 of a turn, which equals 50/12 or about 4 thousandths (.004 inches). For any bolt for moving the hole by half of a slot, just divide 1 by the (threads-per-inch x 12).

Idea by George Sage, Redmond, Washington Illustration by Stephen Holt, Urbana, Illinois.

Ed's comment: I had never thought of doing this (mind-you, I probably never will do it 😊)



MARC JULY ACTIVITIES IN YEARS GONE BY

10 Years Ago: Kathleen Kuenzel's report on a run to Pickering Brook on the day of a huge storm.

20 Years Ago: Part 4 of the Mahony's story about their travels to the Toowoomba National Meet.

30 Years Ago: Report of a trip to the Perth National Meet by a couple from Colorado, and another lady from California.

40 Years Ago: Annual subscriptions proposed to be increased to \$7 per family (at least in part due to postage costs rising to 27c).



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.

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