

Western Model A News

VOLUME 43, ISSUE 7

AUGUST 2022



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

(president@modelafordclub.com.au)

With less than two weeks to go to the AGM, we still have one "Can't Miss" club event on this coming weekend. This is of course The Annual Model A Gymkhana (*Editor's note: Gymkhana has been postponed to Oct 9th*). Unfortunately I missed last year's event but certainly am not going to miss this year's. It will be a fun day for all.



Looking on Facebook last week, I saw that Horace has been busy working with Ray Major on a speedster to take to Perkolilli in September. Well done guys, it looks and sounds great.

We also have a number of members preparing to head off in September to the National Meet being held Goulburn NSW. I wish you all safe travels - wish I was going with you.

I would like to take this opportunity to thank the committee and volunteers for all the good work they have put in over the last 12 months: Kathleen, Anne, Allan, Horace, Marilyn, Ian & Dianne, Ian, David, Ray & Toni, and Daniel. Also a big thanks to everyone who has put on or assisted in putting on our club events.

Stay Safe,

Dean



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Lunch at the Chidlow Tavern (see run report on page 7)

SECRETARY COMMENTS

Kathleen Kuenzel (secretary@modelafordclub.com.au)

The new Members' Directories are ready for distribution and that process will commence at the upcoming Annual General Meeting. All members present will be given their copy and the remainder will be posted. Obviously, the more members there are in attendance at the AGM the more the secretary's task of addressing, stamping and posting will be lessened, but she doesn't let that bother her!

Each member will be entitled to one directory but if there is a household in which two members reside and only one directory is required please advise me and unneeded directories can be stored in case we have an influx of new members before the next printing takes place.

Many members tell me they do not know their club membership number. Try this little exercise: - Find your name in your new (or old) directory, run your eyes along the line on which it is printed and you will locate your club number. Another suggestion is that from now when details of new members are printed in the newsletter start on page 27 in your directory and enter the information. Likewise, put a line through the names of members who resign and your membership list will remain up to date.

Kathleen Kuenzel

Reminder: Afternoon Tea at the AGM

Don't forget to bring a plate of food to share.



August Birthdays

Michael Bell	Peter Eardley	Gavin Hickey
Coral Blewett	Peter Forbes	Ross Letch
Pat Bussard	Elisia Fowler	Doug Maslin
John Cook	Jason Fowler	Helen Moorehead
Colin Davidson	Coral Hall	Brett Pollock

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:	Allan 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)

Regalia now on the website: The club website (<https://modelafordclub.com.au/>) now has a new menu item for regalia, with photos and prices. If you are interested in any items, contact Marilyn (see page 3 for contact details).

Many thanks to Gerry and Paul for their wonderful write-ups of their respective experiences in the Kennedy Ranges, and to Toni and Ray for the great contributions as well.

Potentially interesting items out there on the web

A great Paul Shin introduction to the Model A: <https://www.youtube.com/watch?v=z0imK2TaNUk>

PERKOLILLI SPEEDSTER UPDATE

Ray Major and Horace Misko

Horace has been slaving away and we just reached another milestone, the official road test. The car went well, the lack of weight makes performance rather spritely, but the handling on gravel roads rather skittish. The very rusty brake drums have been bedded in, the driver's rear drum has a smoking habit we need to work on quitting, and the gearstick occasionally prefers neutral over third. Other than that, all systems are go. Pretty amazing really considering it's a collection of discarded and unloved old parts from many sources cobbled together. I must say the finished bodyline has vastly exceeded my expectations. It was originally going to be a boat-tail, but Horace came up with the idea of cutting the selected Lanchester bonnet in half to form the tapered rear, and it has turned out amazingly well.



Next step is a bit of a final panel tidy up, then a topcoat of paint to meet the event organiser's elevated presentation standards for 2022.

To all those in the Club who donated components, a heartfelt thanks for the contributions without which we could not have gotten this far.

Scrutineering is scheduled for this month (August), and then of course September is the big event. It's been a journey, and the finish line is in clear view.

WANTED

Front leaf spring to suit a 1928/29 Model A Sport Coupe.

I am also hoping to locate a pair of good, useable chassis rails or complete chassis to suit the same model.

Duncan Rae (VCCC WA member 2484) ph. (08) 9524 2019 or 0450 336 629

EVENTS COORDINATOR

Ray Mahony

(events@modelafordclub.com.au)

We are still looking for a run in 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

August

Gymkhana postponed to October 9th due to too much rain

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: Austin Club / VCCC Collie weekend
Date: Fri 2nd to Sun 4th September
Location: Collie
Details: Saturday: Boyup Brook Classic Cars, Visitor Centre and Pioneer Museum, Harvey Dickson's Country Music Centre, Sunday: Car display in Collie, town mural walk, VCCC lunch, Wellington Dam run, Lake Kepawari, Collie Museum and Visitor Centre
Download entry form here:
<http://modelafordclub.com.au/wp-content/uploads/2022/08/Entry-form-for-Austin-Weekend.docx>

Organiser: Austin Club / VCCC Collie (contact Wayne Millman for more details)

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

Event: Bindoon Historic Vehicle day (see flyer in July newsletter)
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

Cont. over

New!

EVENTS COORDINATOR (CONT)

Ray Mahony

October

Event: MARC WA Gymkhana
Date: Sunday 9th October
Time: 9:30 to (approx.) 3pm
Location: 4990 Riley Rd, Stoneville
Organiser: Andrae and Gary Moore

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 (VCCC)

Custom Cars & Coffee

(For more information, see social media pages)

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

CHIDLOW TAVERN JULY CLUB RUN

Fred & Kathleen Kuenzel

Out of the Rain and into the Warmth at the Chidlow Tavern

Well, the weather didn't let us down. It drizzled, it poured with rain that could hardly be seen through and it drizzled again. But, hey, it was July in the middle of winter, and the reason for Fred and me discarding the idea of repeating our previous rather memorable, sodden runs and meetings in the outdoors, and opting for a warm indoor venue where hot meals were provided.

We met at McCallum Park by the river in Victoria Park, chatted, had morning tea and sheltered from the light rain under the roof overhang at the sides of the toilet block. I promise that's not nearly as bad as it sounds!



Sheltering under the toilet block eaves in South Perth



The intrepid Model A's at the start

Eastern Highway, Roe Highway and tackling Toodyay Road in pouring rain was quite an achievement. All Hail to them!

When we arrived at the Chidlow Tavern, we were met by several members who lived to the east or north of Perth. For them the drive to and from the start point would have been an unnecessarily lengthy trek. On the wall outside the tavern was blackboard welcoming the 'Model A Restorers Car Club' – a very nice gesture.



Chidlow Tavern welcome

Inside there were two tables set up for the 28 of us and we were appreciative of a warming fire in the corner and a strip heater on the wall. Once we were seated the menus were presented and perused, the chatter recommenced, orders were taken, meals were delivered in quick-smart time and the very welcome, tasty food was consumed. Of course, some drinks were ordered and appreciated as well.

We enjoyed our day and assumed from the demeanour of those around us that others felt the same. We can only hope so. Thank you for joining us.

Maybe, in the same way that we have chosen to forgo long drives in January and February and instead, meet under shady trees early in the day, we should aim for indoor venues with (or without) hot meals in winter ?

Some stalwarts arrived in their Model A's, others in their modern vehicles.

Our new members, Steve Forslun and Andrea Jepson, arrived in their recently bought utility. They had intended to go on a trial run the previous day but ran out of time so not only arriving in good shape after a few starting hiccups, but driving down Great



Steve and Andrea with Daniel and Erica at lunch

GLAD CONQUERS KENNEDY RANGES

Paul Kelly

Following the excellent article by Gerry in the last edition, it is important to follow up with the success story of a solitary Model A conquering the Kennedy Ranges.

For Brett and me, the trip started after a camp-out at a secret location on Wooleen Station in the company of Colin Riley (Brett's brother in law) - where there was much discussion about gold! We then headed to Murchison Settlement to rendezvous with what we thought was a few Model A's and John Collins in his Unimog. We arrived to find only Gerry in his blue A packed to the gunnels, and JC in what was to become the quintessential Unimog.



Glad and her teardrop

Not to be put off, Brett and I in Glad plus Gerry (Model A), Colin in his AWD and JC set off to Gascoyne Junction. Stopped for lunch at Belang Pool - a beautiful river setting (apart from the flies). The trip was without a hitch, and we thought it was a good omen little did we know what lay ahead.



Glad the film star

Refuelled in Gascoyne Junction and excitedly headed-out to camp by the river crossing and to meet up with the film crew..... or at least we thought. We then learnt from the Shire that there was a mix-up and they would arrive the next day. Not to worry, a relaxed night camped out in swags and plenty of whiskey and chocolate ... Pollock nearly cleaned the lot up on the first night!!

Up early and raring to go ...to hell with the film crew - we are here to conquer the Kennedy Ranges. Inspections of the crossing had been done the night before and confidence was up in the Pollock camp - but Gerry was showing all the signs of a concerned

Model A owner. Only hitch was trusty Glad appeared to be as reluctant as Gerry, and decided to throw a wobbly with her starter motor. After 3 removals and reinstallations with a new Bendix she wasn't going to budge. No problems - who needs a starter motor?....lets hit the river crossing and chance our armwell we didn't even see the water before we were bogged in the sand ... Unimog to the rescue. Under tow and some of our own power, we burbled and bounced our way across the boulder strewn crossing - having improvised a snorkel out of radiator hose to stop water entering the carburettor!!! Old Glad was superb and never missed a beat.... she was a little embarrassed having the snatch strap wrapped around the bumper though.

Brett and I were so excited, we took off and forgot we had agreed to camp the night at Khyber Pass (not far from the river crossing) to wait for the film crew. We returned to Khyber Pass and set up camp. At dusk, headed back to the river for a wash..... whilst having a public nude bath in the river we saw the film crew arrive on the other side with their sparkly new 4WDs and towing a caravan!!! We hastily dressed, and more drama as the all-whistle-and-bells Landcruiser and brand new (not for long!) caravan had to get 'Unimogged' across the river. Ian (from Hema maps) accompanied the film crew and succeeded in crossing unaided.



Kyber Pass camp

Cont. over

GLAD CONQUERS KENNEDY'S (CONT)

Paul Kelly

A great nights camp, as we got to know our new travelling companions and a great bunch they turned out to be... although a little embarrassed at having to be towed. Ian was mapping the track for the first time ever for Hema - which indicates the uniqueness and challenge of our adventure.

Brett and I were up early with the usual Pollock atrocious rendition of 'O what a Beautiful Morning' our new friends cringed.... Brett of course was parading around the camera crew trying to be in every shot he didn't realise they were just testing their equipment!!



Chaffcutter Spring camp

So off we set with drones buzzing around us, "still" cameras set up at incredibly deep wash outs, Go Pro cameras adorning Glad as if she was a film star..... bonnet, dash, rear guard. Progress was incredibly slow but very enjoyable as it was unbelievably rough terrain.... "wise decision Gerry to not cross the river" I kept saying to myself. Alas Gerry's attempt around the reverse path was to be doomed as well, but an incredible attempt by him alone, and with no phone or ability to contact anyone. We stopped at Mooka Spring, a beautiful spot but we couldn't get the vehicles in as DBCA had cordoned it off from vehicular traffic. Close by was the Mookerite Rock mine which was still active and some partook in a bit of rock gathering while repairs were made to the caravan.

Camp for the second night on the ranges was at Chaffcutters Spring ... up by a stream which was not running but a beautiful setting where, for short moments, we even got phone coverage if you walked to the top of the hill. It was a wet camp in more ways that one ... but fined up as we sat around the campfire with studio lights ablaze and were interviewed by Chris Morton (the Editor of Western 4WD Magazine).

Having braved a rough day and thinking the worst was behind us - the next was to be unbelievable.... Glad was an absolute champion going through washouts which would have had the tear drop caravan coming through the roof of the old Phaeton. As if that wasn't enough, the steep rock climbing and gradient was unbelievable and a massive challenge for the Landcruiser with caravan. In fact our frustration grew, as notwithstanding the rain and colder weather, the fuel was vaporising and Glad was cutting out due to the heat under the bonnet. We had to keep the old girl revving and ride the clutch as we were stuck behind the Landcruiser and caravan. Glad was annoyed and was supremely confident and wanted to get going!!! The engine cutting out on a massive rocky hill climb was no fun for the restart crew as captain Pollock barked orders! All the while, we had drones with cameras buzzing past and Go Pros on the bonnet and inside Glad ... a major distraction for the lead actor at the wheel who kept wanting to know if it was focussed on him or me!!!! Eventually, with great relief, we reached the top of the ranges and stopped on the sandy plateau for a well-deserved lunch. Up until this time, I was wondering why I was coming out in bites all over me - thinking it was from the swag that hadn't been used for 6 months... only to realise they were sand flies ...the invisible type all around the



Leaving Chaffcutter Spring

Cont. over

GLAD CONQUERS KENNEDY'S (CONT)

Paul Kelly

neck and midriff. I was pleasantly surprised to learn others were suffering the same fate incredibly itching ...lasted for the next 2 weeks!!



View from The Neck

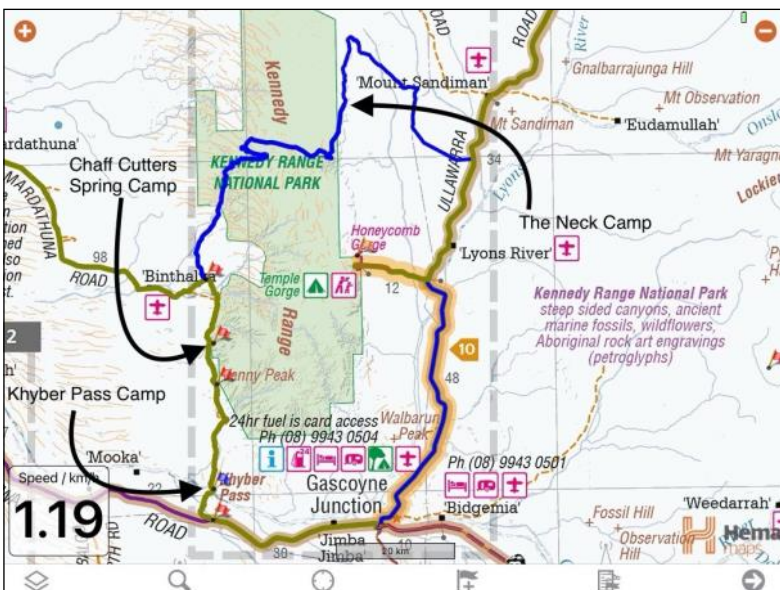
Camp that night was again with the threat of inclement weather and so up with the tarp over Glad with a couple of intrepid outback geriatrics in their swags. Not to be deterred, we set up the fire and another glorious meal cooked with veges and meat wrapped in aluminium foil and placed in hot coals - and of course the last of the whiskey and Colin's secret stash of Tim Tams.

The location at the Neck so absolutely beautiful, and right on the edge on the ranges looking out over the plain. The rock formation and colours were glorious. Up early again the following morning for the lengthy trip down the ranges and on the eastern side via Mount Sandiman, through Sandiman Station, across the Lyon River and on to Gascoyne Junction where we had started.. Alas another set back with the rain over the last couple of days, the Shire had closed the road back to Gascoyne Junction. Not to be

deterred.... given what we had just accomplished there was no stopping us. A diplomatic call on the new crystal set telephone radio thing (that I was sick to death of the squealing and squawking from) now installed in Glad so Brett (when broken down) can call from anywhere in the world for help (God help us it's bad enough just with mobile coverage!). We were able to get special dispensation to drive carefully and not destroy their road. We dutifully abided by their request and arrived, having driven through the Lyon River to Gascoyne Junction for hot showers and a meal at the pub reminiscing



Lyon River crossing



over our amazing feat. Glad was a legend in achieving what was a remarkable challenge conquering the Kennedy Ranges ... a formidable 4WD track, and to complete the circuit from West to East was nothing short of outstanding. We eagerly await the articles in Western 4WD Magazine and the marketing videos. Thanks to Brett, John Collins (without whom we would never have even got over the river!), Colin for his creative solutions to

problems ... even solutions to problems that hadn't been thought of yet!, the guys from Western 4WD, Ian from Hema Maps and lastly the Upper Gascoyne Shire for their support and encouragement.

2 GENERATIONS MAHONY MODEL A'S

Toni Mahony

Ray was a service rep. for the Ford Motor Company in North Fremantle from about 1969 onwards. His job entailed visiting the Ford dealerships around the south and mid-west of the state. He had a hankering for a vintage car, so he would ask the local dealer whenever he visited, if there were any in the district. He wasn't particularly looking for a Model A, but that is what he found, which pleased him as he used to admire a Model A which came into the service station where he started his apprenticeship. He was also keeping an eye out for a Cutler roll-top desk.

In 1971, he struck gold at the Ford dealership in Mt. Magnet, (managed by Don Hall) where he found two Model A's and a roll-top desk! He bought the two A's for \$250 and the desk wasn't for sale at that time.

The cars were trucked and trailered to Toni's family farm at Wubin that year. We had a 1929 phaeton, running and about 90% complete. It was minus seats, the hood, light switch, horn and had a radiator in sad condition which boiled while on a short drive to a neighbouring farm 3 miles away. Also purchased was a 1928 cutdown 'ute'; part of the front mudguard was missing. The engine turned when it was towed, but it was pretty much a wreck. However, it did come in handy some years later when Ray used what appeared to be a near brand new crown wheel and pinion in the phaeton. It was later sold to Steve Read.



Bringing them home from Mt. Magnet



Our now 50 year old son, learning the ropes early (c.1973)

Ray was tied-up with work, creating another generation of little humans and buying a home, and his 'spare time and spare cash' was taken up with restoration of the phaeton. This commenced in our garage in Bedford in 1972, with most of the mechanicals being done in Bedford before we moved to Kalgoorlie in January, 1976. During our three years there, the timber-work was remade and body panels repaired. Most of the work, including spray painting, was done in the driveway on a still day!!

All trim work except for the hood, was done by Toni, with all other work except for the hood, chrome work and machining of the engine, was completed by Ray. The hood went on about a week before the start of the 1979 Sesqui-Centenary Rally put on by the VCCWA. Toni learned to drive it on its only other run up to Gingin a couple of weeks before, in the rain.

Cont. over

MAHONY MODEL A'S (CONT)

Toni Mahony



First run to Gingin, 1979

Toni and two girlfriends took the brand new 'Elizabeth' on this rally as Ray had to work. We came in 6th overall, which we were very chuffed about. We were told later we had been leading the rally up until the last day when the old girl had water hose/boiling problems.

In 1980, the Model A Restorer's Club of WA was set up, and we joined as foundation members. Over the years, many interesting journeys were completed all over the country, with many wonderful friendships made. Because of children, sporting

commitments, etc, we didn't get to our first National Meet until the 1992 Meet in Perth. The next one was in 2000 in Albury-Wodonga and we've been to every one since. 'Elizabeth' has crossed the Nullarbor six times under her own steam, towing a trailer, and has been trailered across 8 times. We are off again in 2022 to attend our 12th National Rally.

In 2012, while at the Qld Nationals, we purchased a 1928 buckboard in 'roughish' condition, but it ran well. We decided to do only minimal work on it (replace the wiring and the 1952? tyres) so we now have a stable of two Fords and a veteran Dodge. The buckboard will be journeying to Goulburn in September.

However, at this National Meet, we will be joined by our daughter and son-in-law, Andrae and Gary Moore, who will be driving their own Model A. They participated in the 2014 Nationals in Busselton with their daughters, and this will be their fourth National Meet and the first out of WA.



The Buckboard



Elizabeth today

Our three sons and Andrae have been on many rallies with us ever since they were babies, so are well used to the rallying life and all have a fondness for old cars. Speaking with Andrae, her memories include her first drive of 'Elizabeth' at a combined meeting with the Austin club, up at Chittering in a paddock. Ray had to apply the handbrake before she hit a tree or ended up in a ditch. She was about 11 at the time.

For sheer fun with all the rest of the Club's kids, the trips to Kirup rank high. She always took some friends or rellies with her and camping out in the shed paddock, sliding down the hills, and sending down tyres and themselves

down there too were just so much fun. Several trips to Wagin with the twins from over the road and

Cont. over

MAHONY MODEL A'S (CONT)

Toni Mahony

riding in dickie seats all have left an impression. The February breakfast runs quite often landed on her birthday, so she reckoned that was pretty cool.

Andrae came into an inheritance from her beloved Uncle Michael back in 2017. Her first item on the spending spree list was to purchase a Model A Ford. Her hunt took us all to view various cars for sale, before settling in 2019 on Frank Farrelly's 1928 Tudor, a car well known to us all. She named this car "Michelle" after Uncle Michael. Gary has done some 'tweaking', and now it is running well. This will be her first National Meet in her own car - so quite exciting. Hopefully, with many more to come!!

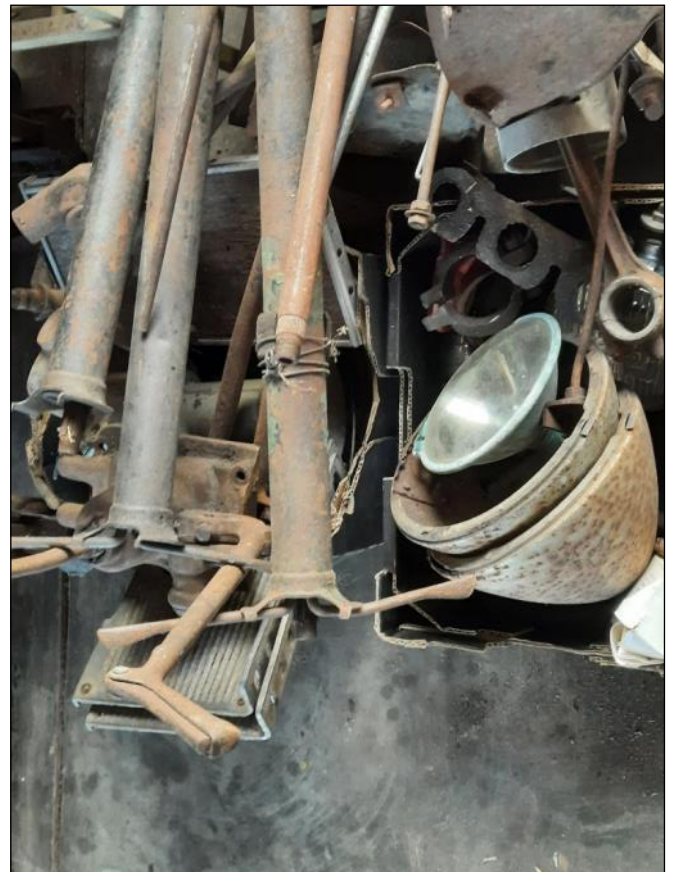


Andrae's Tudor ("Michelle")

FOR SALE

These vintage car parts and mainly Ford A parts must go! **\$150 for the lot.**

Please ring Kay 0422 026 534. Parts are in Safety Bay.



LOOKING LIKE A MODEL A ERA MAN

Sharon Johnson (via MAFCA)

How to Look Like a Model A Era Man with Very Little Effort

By Sharon Johnson

Your wife is all decked out in her era fashion outfit and she's looking at you like, "get with the program". What does she want? You've got on black pants and a white shirt and even put on a tie and she still isn't satisfied. Well here's where I can help....

All you need to do to make this outfit look like the Model A era is to add a few accessories. Here are a few examples that will make her think you are a fashionista of Model A era fashions.

If you are wearing trousers and a long sleeved shirt, roll up the sleeves on your shirt; add a bowtie and a straw boater.

They are usually easy to find at a costume shop. You are now dressed for a summer outing.



If you are wearing black pants and a shirt, put a vest on and wear a cap.



LOOKING A MODEL A ERA MAN (CONT)

Sharon Johnson (via MAFCA)

If you are wearing a suit, a fedora (shown on the left) or a homburg (shown on the right) would be a nice touch.



Shown below is a picture showing the different styles of ties available during the Model A era.



Hope these tips help you and will encourage you to start dressing like the Model A era.

TECHNICAL TIP

Stuart Jordan, North Island Model A Ford Club

The following is a very interesting and informative expose about **bolts and bolt threads**:

<https://youtu.be/fhrBYBiSFKQ>

And the following very interesting comments on the video appeared in the North Island Model A Ford Club newsletter of Jan/Feb 2022:

“An interesting part is where he explains, using a stretchy rubber bolt, that a fastener is a very stiff spring. For Model A head studs, this has an interesting application. Original studs were about grade 5 (Ford made their own bolts long before SAE grades were invented).

One constantly hears that grade 8 are better. However, the tiny elastic stretch that 55 lb-ft torque puts into the stud is greater for grade 5 than grade 8, which is stiffer, harder, more brittle and tougher. So when settlement of a new head gasket takes place, some of the spring stretch in the stud is lost. The grade 5 stud, with more residual stretch left in it, will keep the gasket joint tighter than the grade 8 before (and if!) they are re-tightened.

Expansion and contraction with heat is met with the same factors. The grade 5 has more stretch tension and leeway than the grade 8, if the fit loosens as things heat up. Whether or not things loosen or tighten with heat, depends on the relative expansion rates of the threaded and unthreaded clamped parts and is very relevant where aluminium and iron parts are mated.

Lastly, a BEST graphite head gasket squashes less than a copper composite one. For copper composites, grade 5 with more elastic stretch is safer than grade 8. For graphite, grade 8 is ok, but there is much more chance of pulling the softer cast iron threads out of the block, with grade 8 than grade 5.

There are other factors in favour of grade 5 than grade 8 on original blocks too. “

MARC AUG ACTIVITIES IN YEARS GONE BY

10 Years Ago: Colin Davidson's report on a run to Serpentine Dam with the Vintage and Veteran Motorcycle Club. Christmas lunch venue to be changed from the Rosehill Country Club to the VCC club rooms with a spit roast.

20 Years Ago: The next installment of the Mahony's story of their trip to and from the Toowoomba National Meet.

30 Years Ago: The club's name was officially changed at the AGM from “The Model A Restorers' Club (Western Australia Branch) Inc” to “Model A Restorers Club of Western Australia (Inc)”. Bevan Sharp's report on the MAFCA Convention in Dallas, Texas

40 Years Ago: AGM was held at the VCC rooms in Applecross. Bank balance \$184.85

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