

Western Model A News

VOLUME 43, ISSUE 9

OCTOBER 2022



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

(president@modelafordclub.com.au)

September is been a busy month for some of our members. We had a smaller than usual contingent go to the National Meet in Goulburn, New South Wales, and from what I hear they represented us well. Congratulations to the New South Wales club for putting on a great event. Wish I was there.



We had another group go to the Red Dust Revival, again a great event. Ray Major did a great job keeping us up to date, and for those members who follow our Facebook page, you would've been able to follow both of these events. If you're not following our Facebook page, it's probably time you joined.

Thanks to Daniel for organising our September run that finished-up at Alfred's Kitchen in Guildford.

We have the Gymkhana coming up in October, Ray Major's Rockingham to Pinjarra run in November, and the Christmas function in December.

A reminder that your membership renewal will be due soon. Those getting their renewal forms in early, along with the dues paid, will go into a draw to win a gift voucher from Henry's Model A parts. This will be drawn at our Christmas function in December.

Stay safe, I hope to see you soon.

Dean



A weary-looking Brett Pollock at Lake Perkolilli - having just driven back from Goulburn (was he up to his usual 6am renditions of "Oh What a Beautiful Morning"?)

Front Cover: Sign post at the Red Dust Revival at Lake Perkolilli



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SECRETARY COMMENTS

Kathleen Kuenzel (secretary@modelafordclub.com.au)

Thanks go to those of you who responded to emails from Jean Misko, your Vehicle Registrar, and me regarding the correct presentation of your Christian name/s required by the Department of Transport for their audit.

After receiving some responses, I did wonder if our requests should have been more explicit in stating that whatever name you have on the registration papers for your 4 Wheel Drive, your Mazda, your BMW and so on, is the name they require at this time for your vehicle on Codes 404 or 350 (C4C) – not as that written on your Renewal Form, or in the Members' Directory, or on the CMC1 form used when you changed from a full to a concession licence. Ours is not to reason why!

Lovely hearing from you, Tom Hart. So glad you were pleased to receive your new directory.

Kathleen Kuenzel



October Birthdays

Michael Beattie	Wayne Millman
Beverley Biggs	Phillip Raccuia
Guy Harrison	Steve Read
Barry Howard	Nathan Roberts
Paul Kelly	Anne Steer
Micheal Le Roy	Ian Steer
Kerry McPharlin	Greg Wade
Darlene Mallett	

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:	Andrae Moore	0427 773 621

APPOINTED:

Editor / Web site:	Ian Steer	9457 4968
Printer:	Daniel Pinnington	0400 132 445
Vehicle Registrar:	Jean Misko	0408 917 042
Events Coordinator:	Horace Misko	0417 958 311
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
Delegate: CMC	Dean Roberts	9295 2588

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)

New Internet Domain name is Ours

We have secured the ownership of the *modelafordclub.au* domain name (note that the “.com” is missing from our normal website address). This has been done purely to stop the dodgy brothers getting hold of it and advertising porn there to confuse (and entertain?) our members.

Nothing changes (except if you do type it in, you will just get redirected to our normal website at modelafordclub.com.au).

New Regular (?) Newsletter Item

Later in this newsletter, I am trialling what I hope to be a new regular newsletter item. My vision is that it is just a quick bullet-point list of what restoration or maintenance activities members are doing to their Model A's. Hopefully, this will mean people are more connected to what others are doing in the club - and might even result in suggestions, or offers of assistance.

However, this will rely on members volunteering information to me - otherwise you're going to get sick of hearing what I'm up to on my car very quickly! One good thing is that members don't need to be worried about their ability to construct sentences, know where to start a new paragraph, etc. because all I want are bullet points - short and sweet.

Send it to me as soon as you read the item in each newsletter - don't think to yourself "I'll send it just before the next newsletter" - because you know you'll forget!

Potentially interesting items out there on the web

- 1930 Ford Model A goes from New York to LA in 50 hours, 20 minutes bit.ly/3Edr8WS
- Model A Ford Archive (YouTube) Channel <https://bit.ly/3fDRuaB>

2023 MEMBERSHIP EARLY BIRD PRIZE

Due to the generosity of Henry's Model T & A Parts, we are able to offer a \$100 gift voucher from Henry's as an "early bird" prize for 2023 membership renewals. All members who, before the end of November, get:

- their correct 2023 membership fees into the bank, or in the hands of the treasurer or secretary, and
 - have a correctly completed membership renewal form in the hands or Inbox of the secretary
- will go into the draw to win the gift voucher (to be drawn at the Christmas lunch).



EVENTS COORDINATOR

Horace Misko

(events@modelafordclub.com.au)

Spring is a great time and I'm looking forward to the Gymkhana organised by Andrae and Gary Moore on the 9th of October. It was a great event last year! The Cook's Tour towards the end of the month has created a lot of interest.

Thanks to those members for organising these exciting events. Events are often added to the website, between newsletters, that members may like to attend - <https://modelafordclub.com.au/>

Note: There will be no Hubley racing this year due to Edith Jeffree's knee replacements (one done successfully and the other due 19th October).

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: Bunbury Geographe Motor Museum Swap Meet
Date: Sunday 23rd October
Time: 8am to 1pm
Location: 21 Wellington St, Bunbury
Details: Not just automotive, email: manager@bgmm.com.au

Event: Cook's Tour
Dates: Thursday 27th October (from your home) to Tuesday 1st 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 now as accommodation needs to be booked before it sells-out.
Organiser: Kaye Cook (ph 0428 993 445)

November

Event: MARC WA Monthly Run (no meeting)
Date: Sunday 13th November
Time: 10am for morning tea, 10:30am departure
Location: Starting at Wells Park, Kwinana Beach
Details: Destination is Pinjarra via backroads. Arrive Pinjarra around 11.45am and break for picnic lunch, park-up off Henry St, Edenvale. After lunch some members may choose to convoy up the hill to Dwellingup to visit a local winery and return via Del Park Rd. Others may head home if they wish.
Organiser: Ray Major (0435 616 820)

December

Event: MARC WA Christmas Lunch
Date: Sunday 4th December
Time: See page 11
Location: Mosman Park Bowling Club
Organiser: Brett Pollock and his able deputies

Cont. over

EVENTS COORDINATOR (CONT)

Horace Misko

January

Event: MARC WA Monthly Meeting
Date: Sunday 15th January
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

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 27th November
Location: Perth Motorplex

READERS' PROBLEMS COLUMN

West Australian, Thursday 13 July 1933

Ford Registration - 'Motorist' (Jolimont) and 'Motorist' (Collie) want to know the correct registration fees for model 'T' and model 'A' Ford cars.

The registration fee for an early model 'T' Ford was £5, but after 1926 the fee was raised to £6. In several country centres without proper weighing facilities the old rate has always obtained, but in Perth the registration fee has been £6 since 1926. For a model 'A' Ford the correct registration fee is £7.

Assembly of Ford Cars. N.R.W. (Waroona). — What is the fastest time in which the Ford Motor Works have assembled a car?

When the Prince of Wales visited the factory a car was assembled in approximately 15 minutes. In the peak period the factory assembled 13,000 cars in a day.



Lake Perkolilli racing

ALFRED'S KITCHEN CLUB RUN

Daniel Pinnington

As per normal, I thought I would try something a little different for the club – an afternoon run followed by an early dinner. I figured the worst thing that would happen is nobody would show up! We did have some other events on at a similar time, including the Nationals in Goulburn, and people preparing for the Perkolilli Red Dust Revival, which may have reduced numbers. We had 5 Model A's and Horace's Holden. New members Steve Forslun and Andrea Jepson sent their apologies as their newly acquired tow truck failed to proceed and had to be taken home on a flatbed.

We met at the Wireless Hill carpark at around 2:30 with a plan to travel up the coast to Cottesloe, and then inland to Guildford to Alfred's Kitchen to sample one of their famous hamburgers and pea soup. The Bussard's came to say hello at the start but were unable to attend the run. It was also great to see Cara Jeffree come along driving Woody, and Darren in his Phaeton.

The weather was spectacular for an afternoon drive and I think other motoring enthusiasts had the same idea - judging by the number of old cars on the road. We set off along the river towards Fremantle, then up the coast to Cottesloe where we gathered in the large carpark overlooking the ocean. Darren and Cara (without navigators) were a little bit behind the rest of the pack, and despite Ian's best efforts, drove straight past our first stop. Nevertheless we all knew the final destination, so they took it upon themselves to create their own route through the city and met us in Guildford.

At Alfred's we were met by Nathan Roberts in his Phaeton, as well as Dean. We all tucked into some good food and had cheerful banter before heading home at around 7:00.



Cars in the Cottesloe car park

PERKOLILLI 2022 - DONE & DUSTED

Ray Major

Well, after all the hard work assembling the Speedster Project 28A, it finally passed QA. and Horace the Production Manager released it for the big event. A pre-dawn start on Sunday 18/9 saw me hit the road in a convoy of 3 (Ford A, Ford T and Graham Paige Tourer) which grew into 4 (+1 Ford T) at Kellerberrin. We hit Kalgoorlie around 2pm, and headed straight for the track to unload the cars and erect the shade shelters.

On arrival, I finally met the famous social media star Johnno Everette, who we have been tracking on his epic journey from Sydney to Lake Perkolilli - via Melbourne - in his Model A Speedster over the month prior. I decided to create a Go Fund



Nice and clean on arrival

Me campaign to buy him a set of tyres for the return journey, which achieved its goal. Nathan Roberts (Yesteryear Garage & Parts) agreed to offer a discount on the tyres (thanks again Nathan) - Johnno was very appreciative.

Monday 19/9 we were advised the track would open for practice, and after filling out the appropriate Racing License paperwork, I was the second car to hit the iconic track. After a few tentative laps to see the lie of the land and assess the handling, I hit it hard and was very pleased with the pace of 28A. The engine pulled strongly right to the end of the throttle stop, and the tyre slide on the dusty track was predictable once tyre



One of the many dust storms

pressures were dropped to 22psi. Being a natural claypan there were a few bumpy sections, and more than a few bushes to navigate, but overall a rewarding experience.

My GPS revealed a top speed of 109 kph - pretty good for a stock Model A engine with a Stromberg off a Grey motor. That same motor in my Ute only achieved 90kph, so the positive effect of less weight and less wind resistance was well proven. These first few days before all the competitors arrived were golden. Unlimited access to the track to test and tune, we were allowed to pass slower cars, and no more than 5



Ray and 28A in full flight

Cont. over

PERKOLILLI - DONE & DUSTED (CONT)

Ray Major



Dusted

cars on the track at once maximum. You could lay down a few fast laps in comparatively clean air, pretty much whenever you liked.

The days seemed to pass so very quickly. 28A was generally very reliable, so I ended up often helping others repair their cars as various malfunctions occurred. The combination of high revs, old cars, dust and extreme vibration took its toll. Johnno (Cook) noticed my rear shackle nuts (non genuine) had rattled loose, my bonnet catch screws rattled off, and then a death wobble developed at high speed. That took a fair bit of fiddling. In the end a combination of tightening components and fitting fresh rubber settled it down.

The camaraderie around the track was quite remarkable. Everyone helped each other at will, sharing spares, tools and knowledge generously. The vibe was relaxed and friendly, just a bunch of like-minded petrolheads enjoying the event. It was remarkable due to the lack of abrasive fools in attendance. It was a great atmosphere.

As the days passed the rules got tighter and tighter, the number of competitors grew, the ability to get out became sporadic, and the dust on the track got thicker. Once the “no passing” rule came in post-qualifying, there was a definite trend of the organizers to place the slowest car in the pack at the front, hobbling the rest of us into forming a slow moving dust cloud for the benefit of the photographers who could take a snap of a straight line of cars crawling across the finish line.

The Speedster developed a rather mechanical noise – but only when the timing was advanced. A bit of troubleshooting identified #4 as the offending pot. After much soul searching, it was decided to drop the sump and check the big ends in case the bearings were needing adjustment. Rod Vogel was kind enough to let me use the hoist in his big rig, so the work commenced.

Checked all rods, it seemed difficult to find any culprit, all clearances were good and I struggled to remove even one shim from each. It was noted the #4 gudgeon pin was discoloured blue and a bit of thrust scuffing in the wrong place implied possibly a slight bend in the rod. In any event, no way to correct, so bolt it back up and back on the track. Several days thrashing after that revealed no change, so the problem remains a Model A mystery.



On the hoist

Cont. over

PERKOLILLI - DONE & DUSTED (CONT)

Ray Major



The Model A Miller

amazing privilege. The gearing was tall, the gearbox a close ratio 3 speed from something, and Lion head gave it pace and power. The handling was outstanding, and very predictable on the loose surface, with the light alloy bodywork. With a lot of work, this car would make an amazing race car.

I ran across many of our club members at the track, you know who you are. Approx a quarter of the field were Model A Ford derivatives, so we were certainly well represented at this event. The Fords were generally reliable (as always), but the exotica were as always the fastest. There was a trio of Dodge 6 Specials which really cranked on the track, but also a lot of Model T's chugging away that suffered badly from the high revs inflicted. Many were afflicted by the dreaded "death rattle" of the big ends giving way.

On the last day, there were some comical awards handed out using second hand hairdressing trophies, and the competitors relaxed and enjoyed a final toast to a great event. Rumour has the event returning 3 years hence, being run by Variety - scribble it into your calendar and hope.



Loaded ready for home

On the Saturday, the Graeme Cox Model A-based "Miller" race car (which was being driven by Nigel Quick of Desert Collectors TV fame) had issues that Darryl Freind and I decided to try and rectify. Long story short, I installed my spare distributor and was advised the car now ran "the best it ever has". In return it was agreed I could take this historic Model A out for one event, and let Nigel experience my 28A.

What a brilliant machine it was to drive. While in a sad state of overall mechanical disrepair, it was an



Ray ready for another run

In summary, the weather for the event was perfect. Nice temperatures, no rain, no mud, few flies. The organization was excellent (especially considering all were volunteers), and the facilities provided by Variety (toilets, showers, food and bar) were nothing short of outstanding. The opportunity to build, then race, pre-war classics was so rare. A great tick off the bucket list for sure.

CHRISTMAS LUNCH



2022 CHRISTMAS LUNCH

Date: Sunday, 4th December - Pre-lunch complimentary drink at 12.00, lunch at 12.30

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

Cost: \$50 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.

Payment also by 15th November:

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

BSB: 306052

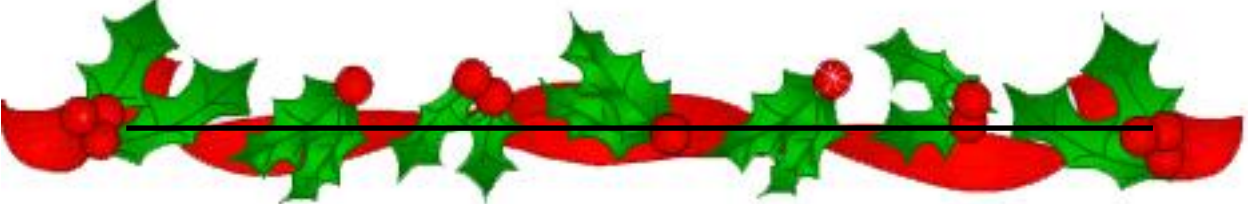
Account Number: 0284817

Reference: "LAST NAME Xmas"

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

The Christmas lunch menu is yet to be confirmed.

Full details next newsletter.



John Cook's short-lived Model A speedster



Bob Horgan & Peter Eardley with "Splinter"

MEMBER RESTO/MAINT. ACTIVITIES

Ian Steer's 1928 Sport Coupe

- After a few overheating incidents at the end of last summer, had the radiator cleaned-out (40% blocked)
- Thought I'd give the car a treat and get new radiator hoses. The bright blue ones from Hose Mania looked good very briefly until I put grubby marks on them, so replaced them with standard black ones from Henrys
- Discovered everyone is out of stock of original style points (and I'd rather not switch to modern style)
- Gave up on cheap LED headlights as they can't be focused because the LEDs are spread over a large area. Now waiting to try my Logolites focused LED globes (these globes rated very highly in the very comprehensive headlight tests in the May/June edition of The Restorer)
- Continuing to battle with fuel tap and fuel line leaks (in the desired orientation, the tap has 3/4 turn to go before it starts to get tight and is proving difficult to seal)
- Continue to make very slow progress on finishing my landau irons

Tell me what you're up to on your car

FOR SALE

Convert your 1928/29 ute back into a phaeton - \$4,000 for all parts shown.

Alan Jeffree, ph 0407 317 333



Original wood for patterns



Centre door pillars



Hood bows restored & new wood in corners. I can supply measurement for centre wood.
Unrestored doors are also available.

PETROL CONSUMPTION TEST

West Australian, Thursday 17 January, 1935

The West Australian Car Club's annual petrol consumption test and picnic run to Rockingham which was held last Sunday was very successful. Owing to one competitor travelling exceedingly slowly, however, the official car was delayed to such an extent that some of the competitors were forced to wait in the hot sun, for nearly two hours. Nevertheless, this only made the swimming and games in the water more enjoyable.

As in last year's event, the winner was driving a comparatively large car, although an Austin seven's milage per gallon was approximately 92. Owing to the formulae used, which is worked on a ton-milage basis, this particular competitor only filled 11th place, however. The performance of Mr. Jack Potter (**Ford model 'A' tourer**), who gained first place and covered 62.8 miles per gallon and 96.084 ton-milages, was remarkable.

Each competitor was given two pints of petrol on which he or she travelled to Rockingham, or as far as possible. Results:

Entrant	Car	MPG	Ton-Miles
N. Potter	Model A Ford tourer	62.8	96.084
N. H. Baird	Standard 10 sedan	61.2	85.068
W. Denny	Chrysler Plymouth roadster	60.6	84.84
K Campbell	Jowett roadster	75.6	75.413
F. G. James	Austin 10 sedan	70.2	73.71
A. W. Lyons	Morris Minor sedan	87	71.775
C. Burnell	Hillman Minx tourer	62.4	70.824
R. A. Berryman	Brooklands Riley	63.6	68.052
J. Squires	Chevrolet National tourer	46.4	61.712
J. B. Fardon	Wolsley Hornet sports tourer	68.4	59.913
W. Weston	Austin Seven sports	91.6	57.708
R. Weston	Austin Seven sports	78.2	54.74
Miss M. E. Williams	Ford V8 sports roadster	88.6	52.11
J. Denny	Austin Seven tourer	71.6	47.256
J. H. Bulloch	Maxwell tourer	33	47.19
Miss Ochiltree	Chrysler roadster	25.6	38.656
Mrs. Simmons	Chevrolet six sedan	21.6	36.72



Kim Seinor in "Splinter" at Lake Perkolilli



Darryl Freind in Cecelia at Lake Perkolilli

TECHNICAL TIP

Jim Canon, MAFCA

Check Your Rear Axle Nuts

Every time I have a rear wheel off of a Model A, I use the opportunity to check the tightness of the rear axle nut for that wheel. They are supposed to be quite tight, and yet I find many with at least one axle nut that is loose. This is not good. If the hub is able to move on the axle, it will cause excess wear to the end of the axle and can damage it to the point where the axle will need to be replaced.

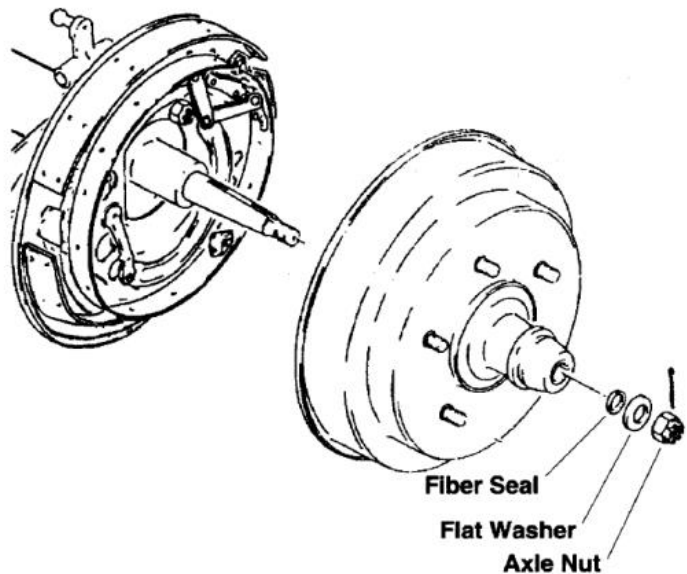
To check it, first remove the cotter key (split pin). With the transmission in 1st or Reverse gear, and the opposite rear tire on the ground, you can apply a wrench to the axle nut and confirm it is tight.

Ford did not publish torque values for nuts and bolts; he counted on the experience and "feel" of expert mechanics to know how tight to make things. Les Andrews has a value of 125 ft-lbs. in his book for this nut, and I feel that is a good target to shoot for. Watch the position of the cotter pin hole relative to the slots in the axle nut. If the pin will not line up on the nut, keep tightening the nut until the cotter pin goes in. Bend the ears over. I use a new cotter pin every time.

This simple maintenance step will help you avoid bigger problems down the road.

Until next time, Have a Model A Day!

Jim



MARC OCT ACTIVITIES IN YEARS GONE BY

10 Years Ago: Report on the damage to Merv Ward's phaeton after the sump plug was loosened at the Waroona car show. Fred Manwaring's report on attending the Royal Aero Club's Battle of Britain celebration. Toni Mahony's report on the club run to Wooleen Station.

20 Years Ago: Steve & Lorna Wigmore joined. Louise Read's report on a run to the Guest's house then Tumbulgum farm.

30 Years Ago: Report on a 2 night club excursion to Hyden by nine Model 's. Conclusion of Bevan Sharp's report of his touring in the USA.

40 Years Ago: Report on a run with the vintage section of the VCC to a display at Carousel, then on to Whitby Falls. MARC membership stood at 63 members.



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