

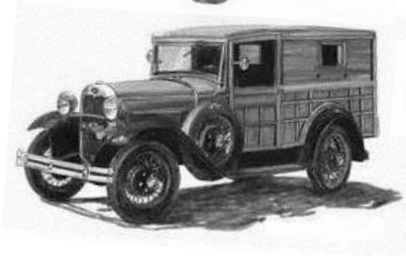
# Western Model A News

VOLUME 44, ISSUE 4

MAY 2023



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



## NOTE FROM THE PRESIDENT

### Dean Roberts

With Andrae and the rest of the 2026 National Meet committee working hard on the planning of the event, I thought I could help a little with part of the fund-raising. As some of you are aware, Yesteryear Garage and Parts have donated a Burtz Model A Block Kit. The committee has decided to build a complete working Burtz Motor, and use it as the major raffle prize for the National Meet. We will need help with the rest of the parts required for the build, along with a team to do the build.

Along with Yesteryear's donation, Peter Sartori donated the 6.5 to 1 Burtz Head and a Burtz Camshaft. Allan Jeffree has donated a set of aluminium pistons and narrow rings. Hans Hurij has donated parts to be sold with funds to be used to help with the build (over \$600 so far).

If you can help with donating time, parts or money please contact me.

Stay Safe

Dean



Another view of a Mandurah Giant from the club run

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# SECRETARY COMMENTS

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

I hope you are all enjoying the move to cooler weather. It doesn't thrill me, but my garden and I certainly appreciate the rain.

You will notice that the names given for members who will celebrate birthdays in May are fewer than usual. This has come about because we still have eleven previous members whose memberships have ceased due to their MARCWA membership for 2023 not being renewed. As such they are not recognised in club matters.

I would like to wish those members taking part in the Wheat Belt Run safe travels and many happy moments.



Alex Kirkwood 1928 Phaeton

(why is this here? - see the Editor's Comments on p4)



## May Birthdays

Jeff Blackman	Guido Meens
Allan Jeffree	Anne Millman
Cara Jeffree	Debra Paisley
Anthea Kelly	Janette Seinor

**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:	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](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)

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# EDITOR COMMENTS

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Ian Steer

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

**Run sheets** from old club runs are now on the club website:

<https://modelafordclub.com.au/run-sheets/>.

I hope these will be a source of inspiration for people trying to think of a run.

Many thanks to Ray Major for the suggestion, and a big thanks to Kathleen & Fred for providing 99% of the run sheets that are now on the website. If you have a copy of one that is not already there, send it to me and I will add it. Many of the run sheets are not credited - if you know who organised one of these, let me know and I will add their name.

**Many, many thanks** to a great collection of contributors this month that has made the editor's job easier - Lorraine Piercy, Daniel Pinnington (x2), Horace, Gerry ten Bokkel, and Peter Sartori (for sourcing the VCCC article).

Heard of any **Model A's changing hands**? If so, please let me know so I can include the news in the newsletter.

Where I have space to fill in the newsletter, you will start seeing some of the **member's cars** that we don't get to see much of on our club runs (note these can all be seen on our the club website).

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## 2026 NATIONAL MEET STUFF

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Andrae Moore

The 2026 National Meet committee is pleased to announce that we now have a **Containers for Change** account.

When dropping your containers to a collection point, give them the code below and the funds will be deposited into the 2026 National Meet Account.

**C11024600**

Containers can also be given to Gary or me at club meetings and we will deposit them.

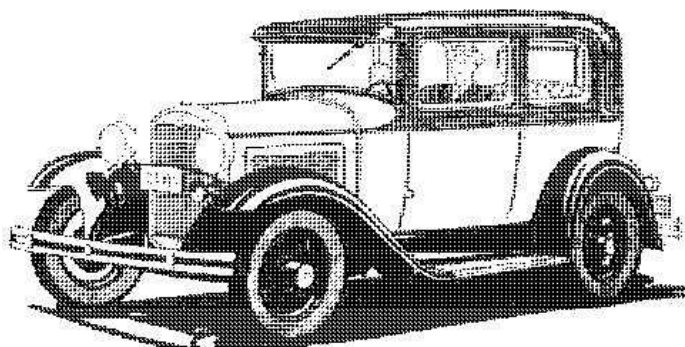
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Don't forget to contact Ray Mahony if you have any **scrap metal** to donate to the National Meet fund.

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If you have the time and some expertise in assembling Model A engines, please contact Dean Roberts and volunteer your time to help in **assembling the new Burtz engine** that will be the main raffle prize at the National Meet.

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# EVENTS COORDINATOR

**Horace Misko**

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

Events this month start with Edith and Allan's Wheatbelt run 1<sup>st</sup>-5<sup>th</sup> of May.

Hopdup Donuts and Hotrods is worth a look on Sunday, 21<sup>st</sup> of May. Free event open to pre '65 cars. Lots of interesting cars, a chance to cruise to the display and then grab a coffee or lunch on the way home.

## May

**Event:** MARC Wheat Belt Run

**Dates:** Monday 1<sup>st</sup> May to Friday 5<sup>th</sup> May

**Locations:** Staying at: Wongan Hills, Wyalkatchem, Narembeen, Narrogin

**Details:** See item on page 7 of the March newsletter **Organiser:** Edith Jeffree

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**Event:** MARC Run & Meeting

**Date:** ???

**Organiser:** desperately needed

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**Event:** Hopdup Hotrods and Donuts monthly meet

**Date:** Sunday 21<sup>st</sup> May

**Time:** 8.30am - 10.30am

**Location:** 82 Archibald Steet, Willagee

**Details:** Free event. Coffee and donuts available for purchase, pre '65 cars welcome.

**Organiser:** Horace Misko 0417 958 311

## June

**Event:** MARC Run & Meeting

**Date:** ???

**Organiser:** desperately needed

## July

**Event:** Cape York Run

**Date:** July 3<sup>rd</sup> (departing Perth)

**Details:** Expected to take 6 weeks. Very strong preference for Model A's, but exceptions will be considered. Participants: Brett Pollock, Paul Kelly, Tania Piercy, Darryl Freind, Peter Eardley, Des Addison. Contact one of the participants if you are interested.

## September

**Event:** York Motor Show

**Date:** Sunday 10<sup>th</sup> September

**Time:** 9am to 4pm

**Location:** Avon Terrace and Avon Park, York

**Details:** Free event, MARC-sanctioned event, always a good day out.

**Organiser:** Horace Misko

# EVENTS COORDINATOR (CONT)

Horace Misko

## September (cont)

**Event:** Curtin FM 100.1 Car Show  
**Date:** Sunday 17<sup>th</sup> September  
**Time:** Gates open at 6:30am, set up by 9:30am. Public entry is at 10am  
**Location:** 6 Elderfield Rd, Waterford  
**Organiser:** Horace Misko (0417 958 311)

## October

**Event:** Annual General Meeting  
**Date:** Sunday 1<sup>st</sup> October  
**Time:** tba  
**Location:** Ray & Toni Mahony's house, 157 The Strand, Bedford  
**Organiser:** Kathleen Kuenzel

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**Event:** (Proposed) Nungarin Searchlight Trip  
**Date:** Saturday night 7<sup>th</sup> October  
**Details:** Possibility of a "special event" lighting of the WWII anti-aircraft searchlight  
**Organiser:** Please let Wayne Millman know if you are interested ph: 0408 477 472

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**Event:** Hubley Racing  
**Date:** Saturday 14<sup>th</sup> October  
**Time:** 4pm until late  
**Location:** Jeffree's house, Dianella  
**Details:** BYO BBQ evening meal, drinks **and chair**. All club members welcome (you don't have to own a racer to be part of the afternoon/evening - there are always spare cars to be allocated)  
**Organiser:** Allan & Edith Jeffree

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**Event:** Bay to Birdwood in South Australia  
**Dates:** Leaving Perth/Collie 11<sup>th</sup> October, returning by 31<sup>st</sup> October - actual Bay-Birdwood Sunday 22<sup>nd</sup> October  
**Details:** Open to pre-1993 cars, maximum number of entrants is 1700, registration to participate in the event is essential. See Bay to Birdwood website for more information. A proposed itinerary for travel to and from the event can be seen on page 15, and contact details for accommodation options can be emailed to members who are interested in attending  
**Organiser:** Wayne Millman (0408 477 472)

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## 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 (VCCC)

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# CMC DELEGATE

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**Toni Mahony**

Committee and General Meetings were held on Monday, 17<sup>th</sup> April at the Alf Faulkner Hall in Eden Hill, with a reasonable turnout of Club's delegates representing 42 car clubs.

Alex Forrest, RAC Manager of Vehicles and Fuels addressed the General Meeting on the RAC's policies on vehicle fuels, electric vehicles and carbon offsets, along with several other things. The talk was well received by those attending.

A follow-up of the recent Classic Car Show was given by Dean Roberts. It was the biggest that has been held, especially given that early threatening weather tended to turn a few people off, with about 1100 vehicles in attendance, from 65 clubs. This included a large contingent of Land Rovers, celebrating their 75<sup>th</sup> Anniversary with 87 attendees. They also won the Club Display on the day. Financially, the sums are still being completed, but there appears to be an increase in takings on the day. It is proposed that the 2024 CCS will again be held at Ascot.

Patric O'Callaghan (Motor Museum) advised that Area M (next to the Motor Museum) is now free during the week for car clubs to use. A fee will still be charged for weekend use. Contact the Museum for bookings.

The number of clubs within the CMC was raised to 102 at the meeting with the acceptance of the Eastern Hills Classic Car Club Inc. as a new member.

Discussions are still underway regarding the use of 'surplus CMC funds' in some meaningful, car-related way, with several suggestions in the mix.

Climate Change: The CMC has been discussing this issue and how clubs may choose to contribute to 'carbon offsets' if they so wish. A page has been added to the CMC website on this subject, with suggestions on how to do this. This is purely a voluntary action by individuals and/or clubs.

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## MARC MAY ACTIVITIES IN YEARS GONE BY

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**10 Years Ago:** no newsletter

**20 Years Ago:** Write-up of a run from the city to the Swan Valley Cheese Factory, and then to the Margaret River Chocolate Factory. 2004 National Meet Committee report. Report of a run from Belmont Forum to Mundaring Weir, and the Easter run to Kirup. John Moorehead wrote a report on a visit organised by Pat Bussard by 5 Model A's to Armadale High School.

**30 Years Ago:** Brief report on a run to Mundaring Weir organised by the Peppers where 16 Model A's turned up! Manifold cooking recipes. Note that despite there being no MARC display at the Classic Car Show, Phillip Raccaia took-out the best Vintage Class for his 1928 Coupe. Report on a run to Southern Cross by 4 cars. Write-up of the NZ National Rally. Story by John Hall of how he came to own a Model A, and a story by the Blewetts of their rally that started in Melbourne then went to Tasmania.

**40 Years Ago:** Report on the "Kite day" held on the Nedlands foreshore.



# GIANTS CLUB RUN

Daniel Pinnington

The club had a decent turnout of around 25 people for the run to Mandurah to see Dambo's Giants. It was also good to see three generations of the Jeffrees family there, with Cara looking right at home behind the wheel of the Woody.

We met at Wells Park in Kwinana at a rather civilised time of 9:30 for a 10:00 departure. The weather was looking a shade ominous, however it cleared up to be a spectacular day. We headed towards Rockingham, and then down the coast though Safety Bay to Mandurah. As we have been extremely short staffed at work, I allowed Google Maps to create the journey without checking it properly prior to the run. This made it slightly more "interesting" with a few loops put in place that weren't meant to be there, and a couple of times where we passed each other going in different directions - but saying that, we all made it to the first Giant without too many problems.



There was a walk of around 500m from the carpark to the first Giant. There are 5 Giant sculptures at various locations around Mandurah (and one in Subiaco) that have been designed by Danish artist Thomas Dambo. The Giants are constructed from recycled materials and are designed to inspire people to explore and have adventures in nature. After visiting the first Giant, we decided to have our lunch there, and then a small group headed to Dawesville to check out the second. To save following my complicated map, I decided to put the location in my GPS - another bad idea as I got completely lost, but we did get a

good tour of the mansions on the canals! Finally making it to the second Giant, the lock on my Fordor broke - locking me out of my car. Fortunately Peter was there to assist, and from skills he learnt earlier in life, he managed to break in. 😊

Thanks for everyone who attended and I look forward to our next outing.



# THE MODEL A AND ME

Lorraine Piercy

I first met Bob on board the Fairsky in 1963 when my cousin Michael and I decided to go on a working holiday to New Zealand. I was 19. We stopped in Melbourne for one day, and a handsome young man came aboard and joined Michael and I at the railing as we waved goodbye to friends and family. We immediately struck up a friendship, together with a few others from Melbourne and Sydney who were all going on the New Zealand adventure. The ship also had a lot of young English people who were mad about a new band called The Beatles, and played their records constantly.

On arrival in Auckland, I got a job (that had food and accommodation supplied), as waitress in an hotel. Bob and a few other friends moved into a boarding house. Bob brought his carpenter's box of hand tools with him to New Zealand and soon got work on various building sites. The big problem was transport.

Ever resourceful, Bob looked around and found a 1928(?) Model A Ford. It had a wooden tray-back like a utility, but I don't know if that was original. One of the attractions was that the back of it would accommodate 2 or 3 people in sleeping bags. With an added sheet of plastic, it was all-weather accommodation when on the road. I do not remember what it cost, but it must have been very cheap. At the time, Model A's in New Zealand were still to be seen here and there in regular use.

Unfortunately, Bob was the only one of us with mechanical knowledge. He had travelled extensively in his Landrover around Queensland and Central Australia, where there were only red dirt tracks for roads and no assistance at all. The rest of us never had a clue. (That Land Rover is still in the back shed.)

The Model A had many problems, but Bob managed to keep us on the road with only his carpenter's tools, wire and make-do. Long sections were driven on 3 cylinders, dodgy tyres and unreliable brakes. On one occasion, when struggling up a mountain road by Lake Whakatipu, we felt a sudden lurch as one of our rear wheels came off and rolled a very long way to end-up in the lake.

We often had to break-out the sleeping bags when we could go no further and repairs were being made. Another time, we drove into a little country town where the mission was to get milk for our breakfast cereal. Unfortunately, the A was not going well, and Bob thought if we stopped, it would not start again. As we chugged down the main street very very slowly, I jumped-off holding a billy can for the milk. What could possibly go wrong? As Bob and friends in the Model A came around on the fourth lap, I leapt on board whilst bravely hanging on to the milk can. Mission accomplished - and I even managed to hang on to a little bit of the milk.

Arthur's Pass is in the Southern Alps of the South Island - and unsurprisingly it was too much for the A. We were stuck near nightfall in high, remote sheep grazing country. It was very cold and desolate.



Bob and the Model A in NZ

Cont. over

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# THE MODEL A AND ME (CONT)

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Lorraine Piercy

Luckily for us, a local farmer eventually came by and towed us to his property, where he gave Bob access to his shed and some tools. His lovely wife cooked-up a heap of lamb chops for 3 starving, cold Aussies. We limped-off again the next day on the remaining cylinders. As usual Bob had all the responsibility for keeping us moving. We visited places and had adventures that would have been out of reach without the Model A. Our transport was slow and unreliable, but thanks to Bob we got there. It was eventually sold before we returned to Melbourne.

After this experience, I do not know why he held any affection for the Model A motor car. In 1965, we married and settled in Perth, but Bob always had it in mind to buy and restore a similar vehicle. Bob always worked alone, and was never a "Club" person, but when we retired and he was thinking about buying a car to restore, I encouraged him to join the Model A Restorers as a first step. He was a bit reluctant about this, but when Allan (Jeffrey) came up to us, shook hands and welcomed us at one of our first meetings, it was the start of a marvellous association. It was 44 years after the first Model A that he had another one. Bob loved the Model A group of blokes, and loved the country trips North and South, and Darwin, and Queensland, and through the centre. He enjoyed fixing the car, helping others with their car, lunch and coffee on the road, camping and enjoying the company of like-minded people around the campfire. I never saw him so happy. Thank you for your company and the fun times we shared.

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## TECHNICAL TIP

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Poco Quatros A's, Script A News, October 2021

### "A" Thermostat in a Model A Ford

That's right! I've been using one for two years now and sure like it. Keeps my engine running at a constant temperature within five minutes after start-up. I have found that my crankcase oil won't sludge up so fast, and it has a positive affect with less carbon build-up in the cylinder head. Water flow to the radiator is restricted somewhat and this helps prevent the upper tank overflow nuisance too. I use a Stant #S-336-160, 160-degree thermostat available at most (US) auto supply stores, a piece of lower radiator hose and some GE silicone glue.

After draining the cooling system, remove the upper hose, clean it out of all foreign matter, insert a piece of lower hose inside it and secure with silicone glue. Position the inner hose so it allows the outer hose to slip back into the original position it was in before you removed it. Next, take the thermostat, drill a couple of 1/8" holes in the outer flange approximately 180 degrees apart. This will allow water to flow back down when draining the cooling system. Then place the thermostat up against the inner hose, being sure to orient it properly so that flow is toward the radiator. By placing it at the lower end of the hose and butting it up to the cylinder head outlet neck, it will stay in position. Tighten all clamps and refill with coolant, check for leaks and enjoy.

# REUNITED AT LAST

Horace Misko

Ray Major sent me a photograph of this wooden trailer he saw in York. I showed the photo to Frank Cocks (the recent owner of my "new" Phaeton) who instantly identified it as the trailer that he and his Dad built in 1951 in Kalgoorlie. They used the trailer for many years, towed behind the Model A to gather firewood for the Metters stove.

Even after all these years, the trailer is still sound - having a steel drawbar, Model A front axle (adapted with leaf springs), and 18" Ford wheels. In those days, materials were in short supply, and the aluminium mudguards are made from the salvaged fuselage of a Vultee Vengeance aircraft that crashed near the Kalgoorlie Aerodrome.

The trailer was acquired many years ago for a museum display in Fremantle, and ended-up being stored in York.

The photographs tell the story:



The trailer as found in York



Car and trailer in Kalgoorlie, January 1952



Same car, same trailer, March 2023

Reunited, never to be parted - history preserved!

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# THE BODY SNATCHER

Daniel Pinnington

As many of you may know, I joined the Model A Club in 1991 at the ripe old age of 12, after I purchased a 1928 Phaeton from Eldred Saw in Rockingham. His wife had recently passed away and he lost interest in the project. I had a passion for old cars that had been passed down from my grandfather and next door neighbour Keith Vaughan (who was an active member of the VCC). I had very little mechanical knowledge (which I still lack) and many of you would probably consider me more of a Model A polisher than a restorer. I was made very welcome to the club - in particular by the Jeffree and Pepper families, and the biggest highlight was the National Meet at Noalimba where I managed to get a week off school to attend.

I spent the next few years restoring the Model A - earning the needed money from a paper run I had and washing the neighbour's cars. By this stage I was in High School and had to focus on my studies, so the Model A took a back seat and I dropped out of the club for a few years. I came back to the car several years later – it was pretty much a running chassis, and it was time to get started on the bodywork. I was quite fortunate as my body was actually pretty decent.

I commissioned a retired panel beater (who I found online from Baldivis) to straighten the body and paint it. I told him I wasn't in a rush for the project as it had already taken several years, and he appeared to be busy in his backyard restoring a number of muscle cars for other clients. I would



A young me with my pride & joy

imagine he had my panels for over 12 months, and I visited him every few months to check the progress. Progress was quite often very slow, but he had in-fact straightened and primed them – we were pretty-much ready for the colour. I called him again after a few months, and his phone line was disconnected so I paid his property a visit and it was deserted. I called the police to see what could be done (as I had also paid him a sizeable deposit), and they informed

me that it was a civil matter and couldn't assist. So there I was with a running chassis and no body – I was feeling like a fool, rather upset, and felt like I had let everybody down by not preserving a part of history. So that was the bad news.

Following that, I really wanted to be part of the club in my own Model A, and felt that continuing my

Cont. over

# THE BODY SNATCHER

Daniel Pinnington

own restoration was just useless. The plan was to purchase a car already done-up. As Model A's came-up on the market, I would call Peter, Horace and Allan to see if they were decent and warrant an inspection. The good ones were sold pretty-much overnight and others "not to touch with a barge pole", or "good from 20 feet"! Then finally about 18 months ago, I got a call from Peter saying "I've found you a good Model A". I said "Where's that, Peter?" He said "Do you want mine?". I couldn't believe it, as Peter's car, in all honesty, was the car that I had my eyes on but never in my wildest dreams thought he would ever sell. Saying that, John Moorehead had whispered in my ear about a month earlier not to purchase anything yet. I told Allan about my acquisition of a green 1930 Fordor, and Edith said he almost fell off the chair. Anyway, I couldn't be happier with my purchase, and am so grateful to Peter for choosing me to look after his pride and joy. I really must say, I was expecting the bad luck / good luck award at the Christmas dinner that year!



The car as it is today (with my Fordor behind)

Anyway, all has been going well with Peter's car, and I have been trying to be as active in the club as possible and make it to all the runs. The support from the club has been awesome, and Horace and I began talking at the Ascot car show about what to do with the 1928 chassis, as it's a real shame to have it sitting there. So we started a team (initially comprising of Horace, Peter and Allan) to assist and help guide the project. To date, we have moved the Phaeton and parts from my parents house in Kalamunda to mine and am in the process of cleaning-up the shed to continue the restoration. To-date, I have the cowl and a bonnet, but missing pretty-much all the other body panels. There is some talk that we might try and convert the car into a delivery van, but I am in the process of scouring the Internet to see what body panels are available. Any help in this area would be greatly appreciated.

In particular I am looking for the following:

- Fenders / Mudguards
- Valances
- Closed Cab Doors
- Tudor Body?

I will endeavour to write a monthly/bi-monthly article on the progress of the restoration, and if anyone is able to offer some assistance and steer me in the right way, it would be appreciated.



# ALTERNATIVE DIFFS/TRANSMISSIONS

A John Parker, Early Auto (VCCC) March 2023

## For Model T and Model A Fords

From the early 1900s onwards period, owners wanted more flexibility, more power and better control of their Model T's. Then later, Model A owners were offered some additional or replacement differentials to enhance the performance of the good touring car that a Model A proved to be.

In stepped the accessory Ruckstell diff, and, later, the Columbia company - providing Fords with both low and a high ratios. With a Model T, it gave a low-low, high-low and low-high and a high-high options (thus, effectively, giving Model T Fords a 4-speed transmission!) One Model T in Perth also has a Moore 2-speed transmission behind the Ford transmission - another has a modern reproduction 'Mitchell' one.

"Was it a handful to drive?" the author was asked. "At first, yes! It took me two whole weeks to get the hang of it on my 1927 T - even though I'd driven a truck before with an Eaton 2-speed diff. Funny thing, the Ruckstell firm's name was changed to 'Eaton' in the post-WWII period!"

In France, my friend, Pierre Izaret, had a 1914 T roadster with a French-built SINPAR two-speed gearbox in behind the Ford transmission - with spur-cut gears, of course, which meant you really had to 'wrestle' with the transmission to change gears. But I was able to drive through their rural traffic!

Margaret Connelly of Columbia Two Speed Parts, Inc, USA, answered:

"Columbia started out as a truck axle specialist. There were a couple of truck axle companies: Gramm trucks produced a 1909 overdrive, for trucks. And, the Ruckstell Axle Co 1913-1927 Model T's and 1935 Ford trucks. The Yuster Axle Co was formed in mid 1915 and they produced axles for trucks. In those early years, they made axles and differentials and brakes for Auburn, Comet and Davis cars, too. This differential firm changed its name in 1915 to become The Columbia Axle Co. Then, in 1929, Errett Loban Cord bought out The Columbia Axle Co for \$1 million.

In 1932, the Dual Ratio Axle made by this company was demonstrated in Cord's 1932 Auburn.

As far as Ford was concerned, these were a strictly aftermarket product. Then, in August 1934, the Dual Ratio Axles became available for Fords (as after-market add-ons) and they would fit 1933s and 1934s. Until 1948, customers bought the units for their Fords and Mercurys after purchase and then had them installed in their cars.

WWII interrupted production from 1941-1945. You still find such axles around, especially the later models in 1946-1947-1948.

Our company specializes in reproduction controls and replacement/repair parts. There is not too much info available on the history of the Columbia Two Speed Axle Co.

Henry Ford did allow the Ford Motor Co to produce the Lincoln two-speed axle because his son, Edsel, managed the Lincoln division and wanted the overdrive in the nicer Lincolns."

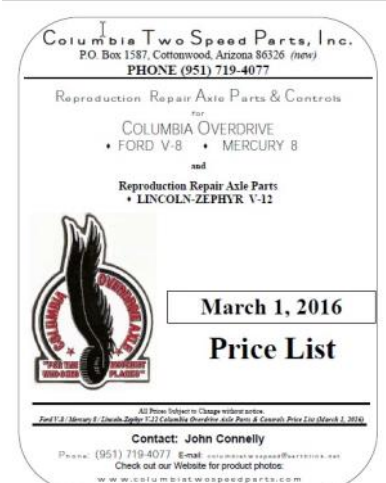
Feedback to A John Parker:

Ph: (08) 9271 4272

[ajohnp2@dodo.com.au](mailto:ajohnp2@dodo.com.au)



Pierre Izaret's T Speedster



Columbia Two Speed Parts Inc.  
Price List Cover Sheet



# MODEL A OVERHEATING SAGA (PT II)

Gerry ten Bokkel

I received the modified radiator. It has an 'SLC' core having 4 rows and 55 tubes per row (therefore 220 tubes), and instead of being 16mm apart, the new core tubes are 6mm apart (although a smaller size tube). I had the radiator made 10mm shorter, so that I could fit 3mm rubber under the radiator mounting feet and allow the engine hood panels to fit better (that has been problematic since I bought the car - even though I packed the rear bonnet mount about ¼" higher). My bonnet was further forward at the lower part - overlapping the radiator shroud on both sides at the bottom and I had to physically force both sides rearward when latching the bonnet.

Additionally, I had a new radiator filler fitted that takes a radiator cap, and had the original neck sealed off. This is so that I could pressurize the cooling system to 4 psi (and I had already fitted an expansion tank). I wanted to fit my 6 blade 'flexi-fan' onto the Snyder plastic fan hub. However, the flexi-fan was too far rearward, and the blades touched the underneath of the top radiator hose - so I made a ½" spacer. The front surfaces of the fan blades are still recessed behind the water pump shaft and nut.

I went on my first test run when it was about 30 deg C, and after about 18 miles the car started to overheat again. After a brief wait at a friend's place, I did another 3 miles home and it started to get hot again. I then thought I would change the carby from the fitted Model B, back to the Model A carby - but instead I screwed the idle air bleed screw out from 1 turn out to 2 ½ turns out. Although the ambient temperature was much milder, (about 20 deg C) I did the same test circuit with the temperature staying between 40 and 50 deg C. I then did the "Welshpool road hill test" and the car stayed just below 60 deg C. I also went through a number of long traffic light stops, that had always been a problem previously, and it remained between 40 and 50 deg C after doing 41 miles.

The initial problem was the blown head gasket, (due to a warped head), that allowed coolant into the sump. The first test-run over-heating may have been due to debris in a carby jet (after sitting for several months) leaning the mixture. I cannot attribute the resolution to adjusting the idle air screw, and suspect the debris just cleared. The car is now running a bit cold, and I have a 160 deg F (71 deg C) thermostat to fit into the top hose. However, I am reluctant to fit it without a coolant bypass hose (that I plan to fit on the forthcoming Burtz engine) - to ensure coolant circulation. With winter coming, (and I don't expect the new engine will be fitted until maybe Xmas), I may have to fit the bypass hose and thermostat sooner than planned to prevent hot spots in the cylinder head. Anyway, my overheating problems appear resolved and most of the modifications were wanted for the new engine anyway.



Alan Duns 1929 Phaeton

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## MEMBER'S SHED ACTIVITIES

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Cara Jeffree has been making some frames to store engines on.

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## FOR SALE

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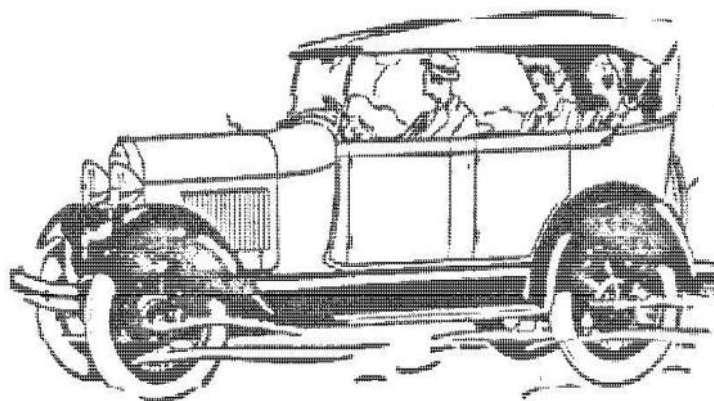
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