

# Western Model A News

VOLUME 44, ISSUE 5

JUNE 2023



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



## NOTE FROM THE PRESIDENT

**Dean Roberts**

It's Official ! The National 2014 déjà vu Busselton Rally is on.

Put the dates in your calendar:

Thursday the 14th of September 2023 through to  
Tuesday the 19th of September 2023

After some discussions I had with Wes and Bev and other members of our club, it has been decided to do a re-run (albeit scaled down version) of our very successful 2014 National Meet.

We have selected these dates as there are no school holidays, and by running partly over a weekend, it should give those members who are working, a chance to also attend. We plan to use as much of the same agenda from the original meet as possible.

To keep the costs low, Wes and Bev have over a 1/4 of an acre of yard with toilet and shower facilities. The yard will be able to have tents, pop up campers and maybe a van or two.

Jenni and I have a yard we can fit one or two in as well. We also have 3 spare rooms that can accommodate 2 people in each. (One has already been booked.)

For those who prefer a hotel or caravan park, there should be no problem finding space to stay.

I will be asking for numbers shortly so we can work out the logistics.

Looking forward to seeing you at the run that Peter Sartori has put together on Sunday the 11th June, where we will discuss further details for September.

Stay safe, hope to see you soon.

Dean



### *Inside This Issue*

<b><i>Note from the President</i></b>	2
<b><i>Secretary comments</i></b>	3
<b><i>Editor Comments</i></b>	4
<b><i>Déjà Busselton Rally</i></b>	4
<b><i>Events Coordinator</i></b>	5
<b><i>2026 National Meet</i></b>	7
<b><i>Wheatbelt Tour</i></b>	8
<b><i>Body Snatcher II</i></b>	11
<b><i>Twin-Engined Special</i></b>	13
<b><i>Sponsors</i></b>	17

**Front Cover:** 1. The participants of the Wheatbelt run  
2. Many heads make radiator fan stop wobbling?



# SECRETARY COMMENTS

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

You would have read in the May newsletter, the request from your editor asking for news of Model A's changing hands so that he can publish the news for all to read. More importantly, from your registrar's point of view, please let her know so her records for the DoT's rolling audits can be kept up to date. Of course, this is crucial for owners of vehicles on concessional licences whether they are the buyer or the seller. By the way, your registrar is Jean Misko, Ph: 9256 1895 or 0408 917 042, Email: [jmisko1@gmail.com](mailto:jmisko1@gmail.com)

Pat and David Bussard have advised us of their new address: 57 Curtin Way, Greenfields 6210 WA. We hope they are happily settled.

Doug Maslin has a new email address: [doug.m.rocky@outlook.com](mailto:doug.m.rocky@outlook.com)

We are pleased to welcome new members Colin Riley and Christine Mandelt from Two Rocks. Colin can be contacted on 0417 954 549 or [colin.riley@hotmail.com](mailto:colin.riley@hotmail.com) Christine's mobile number is 0438 917 426.

Colin has purchased Barry Bristow-Stagg's Phaeton. What great news that it's still in the club.

Please add all new information to your Members' Directories.



## June Birthdays

Rose Best	Lyn McPharlin
Lucy Furfaro	Dianne Paisley
John Hall	Tania Piercy
Marilynn Horgan	Lorraine Piercy
Ray James	Ruth Walsh
Darren Jeffree	Leanne Wringe

**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
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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)

# EDITOR COMMENTS

Ian Steer

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

Don't forget you can check the club website (<https://modelafordclub.com.au/>) for the latest information on the **Club Event Calendar**. The website events calendar is updated with the latest information on club events, so is always more up-to-date than the last newsletter.

The website also has the **latest newsletters** for this year and the previous 2 years (<https://modelafordclub.com.au/newsletter/>). Older newsletters are available on either the State Library website or the National Library website (Trove) as explained on the newsletter page on the website.

Don't forget that if you have a smart phone, you can access the club website from that too. This can come in handy when you realise (maybe a bit too late) that you've forgotten to lodge your **impromptu run!** (you can do it right there on your phone (<https://modelafordclub.com.au/impromptu-runs/>))

## DÉJÀ VU BUSSELTON RALLY

Horace Misko

Can you believe it is nearly 9 years since MARC WA hosted the National Meet in Busselton? Dean



Roberts and Wes Hartley are planning to conduct a run to celebrate that very successful event using some of the highlights and runs. The event will start on Thursday 14th September and go through to Tuesday 19th of September. With the run incorporating the weekend, this gives a chance for members who are still working to participate in at least the weekend activities. Planned to be at the same time of the year as the original National Meet, there are many options for accommodation from - camping to 5 star. A barbeque is planned, and runs will be the many and varied ones created by Allan and Edith Jeffree for the 23rd National Meet (named 'Rally by the Seaside').

Ah, the memories.... Who could forget those two legends (Glenda and Kaye dressed in 1930's style bathing costumes) who, to the surprise of the organisers, attended the handing out of Rally Packs with their own gifts to the participants.

How about the Drive-in.... The movie was 'The Road to Perdition' (lots of Model A's featured). We were some of the last people to attend that Drive In - memorable also for the slowest fast food in the Southern Hemisphere!

Highlight of the Meet was the compulsory run to the Dardanup Museum- a truly stunning collection.

So much to do - still in the planning stages, please register your interest and discuss accommodation options with Dean or Wes who are based in Busselton. Lots to look forward to - spring weather, no school holidays, lots of options for accommodation, meals and touring.

Time to create some new memories in your Model A.

# EVENTS COORDINATOR

**Horace Misko**

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

Peter Sartori's run and meeting on Sunday June 11<sup>th</sup> has planned for shelter at Whiteman Park (Area M) just in case it rains. Some more details of the proposed 6 day "Déjà vu Busselton Rally" will be discussed at the meeting.

## Organisers for July and August events desperately needed.

### June

**Event:** MARC Run & Meeting  
**Date:** Sunday 11<sup>th</sup> June  
**Time:** 9am for 9:30-ish departure  
**Location:** Car park on southern end of Perry Lakes Ave near Underwood Ave (if you turn into Perry Lakes Drive from Underwood Ave, take the first right - there are toilets there)  
**Details:** Meeting to be held at Whiteman Park (Area M)  
**Organiser:** Peter Sartori

### July

**Event:** MARC Cape York Run **\*\*POSTPONED UNTIL 2024\*\***  
**Details:** (Will probably incorporate the Qld National Meet in Maryborough when rescheduled)  
**Organiser:** Brett Pollock

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**Event:** MARC Run & Meeting  
**Organiser:** Desperately needed

### 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

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**Event:** MARC Déjà vu Busselton Rally  
**Date:** Thursday 14<sup>th</sup> September - Tuesday 19<sup>th</sup> September  
**Time:** TBA  
**Location:** Busselton and surrounding districts  
**Details:** The event is based in Busselton and will feature the runs to local points of interest as used in the 2014 National Meet (see p4)  
**Organiser:** Dean Roberts (0408 913 355) and Wes Hartley (0412 425 058)

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**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)

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# EVENTS COORDINATOR (CONT)

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Horace Misko

## 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:** Nungarin Searchlight Trip  
**Date:** Saturday night 7<sup>th</sup> October  
**Details:** Includes the "special event" lighting of the WWII anti-aircraft searchlight. Wayne currently has 36 MARC WA and Collie VCCC members going to this event!  
**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 choice, drinks and chairs. Edith will provide salads and sweets, tea and coffee. 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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## MODEL A COMINGS & GOINGS

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New members Colin Riley and Christine Mandelt have bought Barry & Sylvia Bristow-Stagg's 1929 Phaeton.

# 2026 NATIONAL MEET NEWS

Andrae Moore

In mid-May, Ray, Toni, Daniel, Erika and I went for a weekend of 'fact finding' in Albany in preparation for the 2026 National Meet. We had a lovely weekend full of Tourist Centres, Town Halls, beautiful country roads and cafes. We ended the trip with a lovely night around the bonfire at a family friend's house of the Mahony's.

We feel we had a very successful weekend with a Rally Headquarters, mandatory run, display day location and other optional runs scoped out.

I am busy in conversations about bookings and quotes as we go to print. It is all very exciting, but it is also bringing to light the cost involved in running such a wonderful event. The Committee has two main focuses for the near future... The first is to try to raise as much money as we can now for the rally, so we aren't worried about funds closer to the event. As well as applying for some grants and sponsorship and our major raffle of the Burtz engine, we will be looking for club members' support in the collection of Containers for Change and scrap metal donations.

If you have any scrap metal, please contact Ray Mahony for collection. **9271 7630** or **0438 290 446**

You can take your cans and bottles to the collection centre yourself and use the code **C11024600** to donate to the club, or bring your cans and bottles to a monthly meet and give them to one of the Rally Committee members.

The Committee has now established a bank account for any other donations.

Model A Restorers Club of WA 2026  
National Meet

**BSB:066 112**

**Acct Number: 10572085**

The second focus, is to name our rally. We are looking for a catchy and memorable name... Any thoughts?? Things we would like to consider when naming our rally are that it is being held in Albany in 2026 and that 2026 is the Bicentennial celebration for the city of Albany. Albany is the oldest settlement in WA and therefore has a lot of history. It will be a very special year that we can be a part of. We would like to honour it in some way.

Happy thinking.

3 years and 19 weeks to go!!!

100%

**RECYCLE DRINK CONTAINERS HERE**

CHECK FOR THE **10c** MARK

**DON'T FEED THE FILL**

CONTAINERS FOR CHANGE

Use Code **C11024600** for your money to go to the National Meet fundraising



# WHEATBELT TOUR

Anne Steer

Edith Jeffree took it upon herself to organise yet another fantastic Model A tour in early May. After what would have been many hours of research, phone-calls, emails, and meticulous planning by Edith, we all gathered at Guildford on Monday 1st May for 5 days of great company, great touring and great Autumn weather.

On day 1, 5 Model A's (Allan and Edith Jeffree, Cara Jeffree and Phil Wringe, Ray Major, Ian and Anne Steer, and Gerry ten Bokkel) assembled, with Peter and Lorraine Sartori in their Falcon, Wayne and Ann Millman in their Beetle, and Ray and Toni Mahony, Ross and Alma Letch, and Hamish and Don Pipe - all in their Moderns.

Off we went, up Great Northern Highway to Bullsbrook for morning tea and eastwards towards Toodyay for a leisurely stroll around the beautifully presented historic town, followed by lunch. Gerry left us at that stage and returned to Perth.

Never let a petrol station go by, so the A's refuelled and turned northwards through Bolgart and Calingiri, before reaching Wongan Hills for the first night. There was plenty of time to explore the town, and then have a most enjoyable evening meal at the pub.

Before leaving town the next morning, we became the local celebrities. The Visitor's Centre waylaid us for a Model A photoshoot. Then, off we went to the old Hospital and grounds (now a Museum run by a very enthusiastic group of volunteers) to look at their extensive collection of local memorabilia.



Bolgart Hotel

Heading south, our first stop was Goomalling. A visit to the old Konnongorring School house and Museum was followed by a very relaxing lunch at Lot 39 Café. We then headed north east towards Dowerin. A must is to stop at the Tin Dog, and yes, the dog has moved since we were last there!



Lunch in Goomalling

Not far out of Dowerin is Minnivale, now a ghost town, with a decommissioned wheat-bin that houses an interesting collection of rail carriages. Again - run by dedicated local volunteers. We enjoyed looking around the Minnivale Rail and Heritage Centre before heading east to Wyalkatchem.

At Wyalkatchem, Leanne and Chris Wringe joined us in their 1967 Mustang. Most of us had opted to stay at the heritage-listed "barracks" of old railway worker's accommodation. Nicely restored, but still with a rustic touch, a really different (and very reasonably priced) experience, run by the local Shire council.

Day 3 was Cara's 19th birthday and we were all privileged that she chose to spend her birthday week with us 'mostly slightly older generation'! The day began in a leisurely way with a tour of the CBH Museum in Wyalkatchem. It is so wonderful seeing these dying towns doing everything they can to promote themselves and their community. Before leaving town, we went up the road a couple of

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# WHEATBELT TOUR (CONT)

Anne Steer

blocks to the Old School House Museum. This was certainly of very great significance and a trip down memory lane for Allan, Edith and Leanne, who were the last family to live in this house before it became a museum.

It wasn't until 11am that we left Wyalkatchem, heading south to Yorkrakine Rock. The wheatbelt is full of fantastic granite rocks. Most of the party went for a short stroll up the rock to admire the view.

Edith had arranged for us to have lunch at the Kellerberrin Men's Shed, where we had kebabs and roast lamb with gravy in a bun. Yum!! Young Ray was then given the opportunity to start an old tractor using a shotgun cartridge.

Heading south-east off Great Eastern Highway, we now headed through Bruce Rock to the beautiful, almost-new Morning Sun Motel in Narembeen. If you are ever looking for 1st class accommodation in the Wheatbelt, this motel is absolutely fantastic and very reasonably priced (and the caravan park is top-notch too according to those that stayed there). After a brief look around town, we got the feeling Narembeen is well worth a visit.



Full assembly of cars at the base of Yorkrakine Rock

Dinner was once again at the local pub. Blow me down, Wednesday night at the Narembeen Pub is Skimp Night. The place was just a bit busier than our previous night at the Wyalkatchem pub! Our night ended with birthday cake for Cara, with everyone crowding into Allan and Edith's luxurious room.

The next morning, as we were filling up with fuel, Ian got chatting to a local guy. As always, the Model A was the topic of conversation. "My dad's first car was a Model A", says the local bloke. "I believe it is now in Kirup, owned by a chap called Chris". Ian's reply was "Well, Chris will be here in about 10 minutes, driving a red Mustang". A great catch-up resulted.



The Model A's looking right at home near the Kondinin mural

Before leaving town, it was yet another photoshoot by the local Council and Facebook site administrator.

Now that we were south of Great Eastern Highway, the countryside was showing lots of seeding activity. Our first stop on Day 4 was Kondinin. We were all totally enthralled with the new murals which have turned Main Street back to the days of the late 1920s, and another mural honouring local nurse Minnie Ivy Hodgson and the nurses who lost their lives at Radji Beach during WWII. While we were oohing

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# WHEATBELT TOUR (CONT)

Anne Steer

and aahing over the murals, the locals came out in droves and were oohing and aahing over the cars. Yes, another photoshoot by the local Community Resource Centre Head.

Not far from Kondinin is Yeerakine Rock. A great view from the top, but also a fantastic sculpture and water tank mural, both paying tribute to Anzacs.

We kept heading south towards Kulin. More great sights to see, as we all drove ourselves up and down the Tin Horse Highway. So many creative sculptures of horses in all the farm paddocks. Young Ray and the Steers then went exploring the magnificent site of the Kulin Bush Races. Edith had arranged the Kulin CWA to cater a terrific lunch of soup, quiche and scones for us all. Double yum!

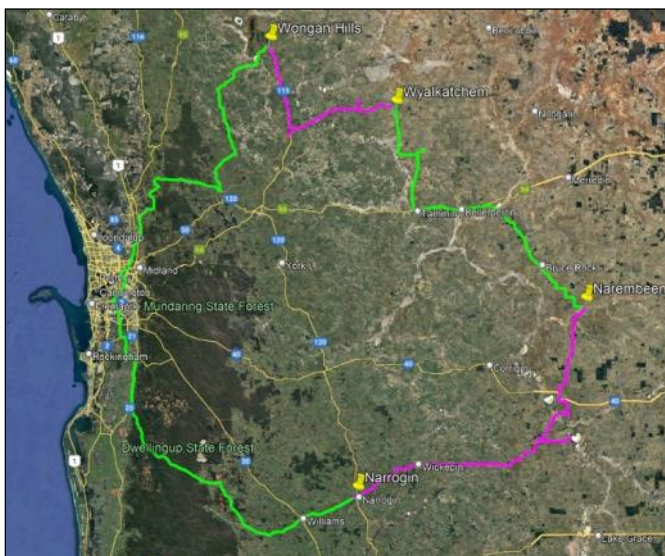
After lunch, we checked out the local Kulin car museum and Men's Shed. You guessed it - yet another photoshoot for the local newspaper before we left town. At this stage, the Collie-ites bid us farewell.

From Kulin, it was straight through Jitarning and Wickepin to Narrogin for the rest of us. Johnno and Kaye Cook travelled over 100kms to join us for dinner. Amazing effort. But, most unfortunately, Allan, Edith and Leanne all needed to return to Perth early, so they were very much missed at our final dinner.

Day 5, and we woke up to drizzle. Having had perfect weather all week, we couldn't complain. Although Young Ray did have to break out his Aldi ski gear for the breezy drive back to Perth in his open ute! Everybody then made their way back home.



Model A's at the Kulin Men's Shed and Museum



Map of the 1000 kms of wheatbelt

All in all, we had travelled 1000 kms. There was only one mechanical problem on the whole trip, when Allan had to change his water-pump because the fan kept coming loose on the shaft.

It had been a great trip, with really interesting countryside, great company and fantastic weather. Edith and Allan, you weren't there when we all would have thanked you as a group, but WOW, what a terrific itinerary you organised, with no detail left overlooked. We all thank you very much!



# BODY SNATCHER PART II

Daniel Pinnington

Since the last article, quite a bit has changed – the shed has been tooled up and the project is moving. I have had an enormous amount of support from club members wanting to assist - in particular Peter Sartori, Horace Misko and Allan Jeffree.

The initial plan was to build a delivery van due to my complete lack of a body. I received a call from Ron Andrews one Sunday afternoon, suggesting that Frank Farrelly may have some good quality fenders he may want to part with. I phoned Frank, visited him that afternoon, and made a deal. The following weekend, some of the club's "young ones" (or should I suggest - members that still have to work for a living), got together for a few quiet ales up at the Parkerville Tavern. It was there that I questioned Darren Jeffree about the 1928 Sport Coupe body he had advertised a while ago. It was still available and, as I remembered, it was in very good condition with a lot of the work already completed. I bought it, and offered the fenders I had just purchased from Frank as a partial trade, to be used on another project Darren was considering.



One of Frank's fenders

Peter and I have been spending our Saturday afternoons in the shed working on the chassis to get it to a fully operational state. Peter's knowledge and prowess is outstanding, and I am just trying to soak up as much of his information as I can. He reckons he will make a restorer out of me one day! Unfortunately Horace has been off with Covid, but he has been performing a few tasks in the background.

We have initially been focussing our efforts on the braking system. The car is an earlier AR setup with the brake cross arm designed in several pieces. This is considered dangerous as this system often came apart and failed. We have been retrofitting the later, one piece system and Horace has been welding some levers onto the crossarm to make it all work.

Once the brakes have been checked over, we are moving onto the steering and then the engine. I will keep you all informed as the project continues, and want to sincerely thank everyone that has been involved, or offered advice.



The new body waiting to be mated to the (partly visible) chassis



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# TECHNICAL TIP

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Jim Cannon (MAFCA)

## Rattles Under the Hood

Very few things are as annoying as a persistent rattle under the hood while you drive your Model A. Of course it stops when you pull-over and look under there! Here are some things that I have found over the years can sound like a rattle under the hood:

- The radiator support rods. They come loose at the radiator or at the firewall. (*Ed's note - the source of my recent rattle - that I thought was inside the cabin.*)
- The engine pans. Just one loose bolt/nut can rattle like crazy (hard to find).
- Hood support/prop brackets. The ones that "fold in" will rattle if closed all the way; open it back up ½" to separate the halves from touching.
- Brake rods. Jiggle them by hand. You may need to install some of the over size clevis pins to tighten things back up, or replace the return/anti-rattle springs.
- Tools and things under the seat. (I found a large screwdriver once in my side curtain pan, way in the back, that was causing a rattle that I chased for 2 years!)

I hope this helps you track down that annoying rattle. In a future Tech Tip, I will cover potential sources of other annoying noises in your car.

Until then, "Have a Model A Day!"

Jim

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## MARC JUNE ACTIVITIES IN YEARS GONE BY

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**10 Years Ago:** Farewell to Des Addison on his around Australia trip in his Model A and teardrop caravan. Report from John & Sue Watson of their run to Serpentine Dam and then lunch and meeting in Meadow Springs. Display of 5 Model A's at Smirk's Cottage in Kwinana.

**20 Years Ago:** Report from a student at Rockingham Beach Education Centre about a visit to the school by 5 Model A's from MARC WA. Report by Bob Newton of a run where he had 2 routes prepared depending on the rain - chose the "rainy route" - and it turned-out to be a beautiful day!

**30 Years Ago:** Lengthy report of an overnight run to Harvey (via the old Yarloop Railway Workshops) organised by Steve Read where manifold-cooked lunches were prepared (and eaten).

**40 Years Ago:** Report on the last club meeting where Ray Mahony showed slides of South Australian vintage cars, Bill Bennie showed a movie on Tasmania, and Frank Cocks brought along his father's "very original Model A" (Ed's note: the one recently purchased from Frank by Horace Misko)

# THE TWIN-ENGINED BALLARD SPECIAL

**Toby Ballard, The Quail, April 2023**

*Toby Ballard runs the Model A Revival Company where, to quote their website, they "... source abandoned, long forgotten Model A Ford rolling chassis and mechanicals, and with great care, dedication and precision bring them back to a life of racing, rallying and touring."*

The New Year's Day Meet at Brooklands early this year was as large as ever with over a thousand cars in attendance at the historic race track at Weybridge, Surrey, U.K..

The Brooklands Museum is home to an array of fantastic vehicles, extending from John Cobb's Napier Railton to a collection of buses. Also in the museum are many planes, ranging from pre-WW1 through to Concord, together with an array of many fascinating and educational exhibits. Brooklands is as much noted for its contribution to aviation's achievements as it is for being the first banked circuit for motor racing. Built and completed in 1907 by Hugh and Ethel Lock-King, this ghostly remnant to past records of speed and gritty determination endures on in the hearts and souls of those that visit. Ghosts are said to walk the banks of the blood soaked concrete of its frighteningly steep gradient and long straights.

Drivers risked and, all too often gave, their lives in their persistence to go faster and faster. There are several black and white silent movie reels of Brooklands events and several come to mind including the memorable but gruesomely tragic 1932 clip of Clive Dunfee's Bentley coming off top of the banking, killing its intrepid driver (<https://www.youtube.com/watch?v=qIDI9PETHUw>).

Along with its tragedies there were numerous achievements in motoring; from its progression of reliability, to its land speed records held by many motoring heroes of the early 20th century. All of which contributed in greater or lesser extent to the design and construction of the automobile of today. If it were not for Brooklands then the motor industry as we know it would have a very different history in this island nation of ours.

For me, I am also lost in time; a man who wishes that he were born 100 years before I was, and a man that still tries to push the limits of early motor vehicles to heights that a particular make or model did not achieve in its day. I feel this is the closest I can get to that knife edge of life and death of the past motoring heroes.

I took my 7.2ltr twin-engined Ford Model A to Brooklands on New Year's Day. I was lucky enough to be able to take a photo of the car on Members Banking and I am delighted to share it with MAFCGB. This was a car that I was told would not work, would shake itself apart on start-up, would fail on driving. However as history shows, if you persists in your vision and determination, put your mind to it, block yourself to negative comment and suggestions, then more often than not you will succeed - so long as you do it your way, the way you believe in your heart is the way to go.

This twin engine Model A creation is the culmination of blood sweat and tears. Not only from myself but also from the couple of people that



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# THE TWIN-ENGINE SPECIAL (CONT)

**Toby Ballard, The Quail, April 2023**

work for me in my workshops at Bexley in Kent. The cars we build at The Model A Revival Company are an in-house creation for which we use no other outside services. From the machine shop, to the body shop, to the assembly shop, we have a passion for doing our job, and we do it to the best of our ability.

What you see here is a rolling chassis that I've pulled from storage. After a lot of back and forth in my mind, I finally decided to not cosmetically restore the chassis, engines or transmission. My preference has been to restore and replace all necessary parts and to rebuild the engines internals without losing the patina that has taken 90 years to mature.



You will see from the photographs that we fabricated a steel interconnected housing to mount the front and rear engines using the original existing bolt holes on the engines. Once this was done we knew we still had to power the rear engine cooling system and so we experimented a little to perfect the best way to not lose traction to the final pulley after the slip from the various belts. We eventually fabricated a new lower pulley on the

front engine which is not only a belt-pulley but also a chain sprocket, to drive a shaft down the side of the engine to the rear. This shaft in turn is a direct drive into the end of the dynamo and it also incorporates a belt drive pulley to drive the rear water pump. Belts are of the old fabric machine type link-belts which are the easiest way to be able to vary the length of the belts as needed.

There was no need to lengthen the chassis but we did have to bring the support bars out from where they located under the gearbox bell housing on the front, and also from the torque tube on the rear. The torque tube and prop shaft are significantly shorter than the original version.

Steering was moved back and lowered and a longer steering rod fabricated.

The crankshafts are pretty much standard except the front of the rear crank has been strengthened to cope with the torque. The detail in the connection of the crankshafts and how we have timed them is something that I am not going to share; I will leave to the imagination and speculation of the community! However, I will say that some trial, error and catastrophic failure have all been endured to finally succeed in the end product.

On the road, the car has enormous torque and the acceleration is not only absolutely awe-inspiring but smooth also; the engines being a straight 8 firing order. As you would imagine from a car that has just over 7 litres and weighing just around 3/4 of a ton, it has a bit of a kick.

Cont. over



# THE TWIN-ENGINE SPECIAL (CONT)

Toby Ballard, The Quail, April 2023

Handling is surprisingly good, with the balance being fairly even, but I will not lie; this was pure luck as all I cared about was getting as much power from this Model A as I could! How dangerous it is to drive - I didn't care much about and I still don't! If I die in this thing then it will be with a huge smile on my face.

Reckless, brave or stupid? Probably all three, but where would we be without the pure and true grit of those pioneers of speed and power before us? If it wasn't for them, willing to pay the ultimate price in the search for that perfect powertrain driving the Brooklands racing circuit, on those cold misty mornings in the early days of motorsport and motor manufacture in the early twentieth century, the whole world's motor industry would have curved in a different direction completely.

Think about it while you ponder your next move when creating something exceptional in your workshops.



Phillip Wringe topping up the radiator with a coffee cup

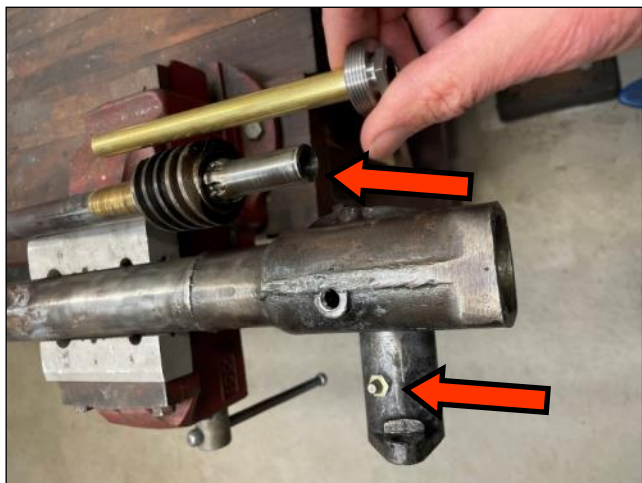


Ray Major doing some rock climbing



## MEMBER'S SHED ACTIVITIES

**Ian Steer** is desperately trying to get his steering column and new wiring loom completed for the June 11<sup>th</sup> run. The steering box was "leaking out of all orifices" and advice was sought from "WA's own Les Andrews" (Steve Read) (not my original nickname - but appropriate ☺).



I had to drill-out the hole in the end of the steering shaft to fit the "Oil seal retainer with tube". This should be a 100% fix for the bottom orifice leak.

I tapped my first-ever tapered thread to fit a grease nipple on the sector shaft housing - that was hard going and a bit nerve-wracking! As per Steve's suggestion, I am fitting O-rings on both the inside and outside of the sector shaft bushing (hence the need for a grease nipple to lubricate the bush).

The old wiring has been ripped-out and the new loom laid in place, but further work has to wait until the steering column is in, so the loom can be

attached to the light switch, and cable lengths sorted out.

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**Darren Jeffree** has been working on a few carburetors, flow-tested jets, bodies cleaned using electrolysis and sand blasted etc.



Float level checking







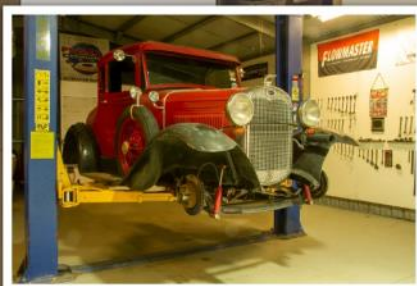
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