



Western Model A News

VOLUME 45, ISSUE 1

FEBRUARY 2024



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

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

Welcome to our first Western Model A News for 2024. Our annual meeting at Azelia Ley Museum, Manning Park on 21st Jan, saw 19 members come along with about 8 Model A's. The weather was pleasant and not too hot and the company, of course, was great.



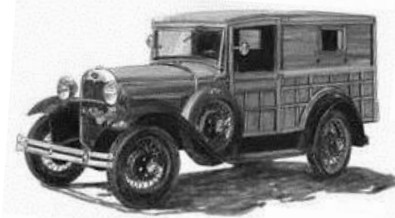
Discussions were held about the forthcoming year and its events. We will need people (that's you!) to step up and organise runs for the year – hopefully about one a month. Our old runs are recorded on our website and if you are stumped, this is a good avenue to re-use/re-jig an old run from years ago.

One topic of discussion was the Maryborough Rally that is being held in the first week of September this year. From what we have heard, there are about six members considering going, which is great - but we can do with more. Wes Hartley has put out a questionnaire regarding this event, with an aim to co-ordinate us all, if possible. Please let Wes and your rally committee know if you are planning to attend Maryborough.

Following the survey regarding Christmas dinners in the future, a small committee has been formed to address this issue.

A new "Change of Details" form can now be found on the club website under "Resources / Forms". The form has been put here for your convenience should you have the need to update any of your details (another option is to email the change to the Registrar).

Ray Mahony



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More Cover Photos Needed

Send the editor your favourite MARC WA Model A-related photos (preferably portrait - or perhaps a pair of landscape photos)

Front Cover: 2018 MARC WA South West run - Fonty's Pool

REGISTRAR'S COMMENTS

Jean Misko

registrar@modelafordclub.com.au

A BIG THANK YOU to the almost 90% of members who have paid their annual subscription of \$30 (city members) or \$25 (country members).

I have sent reminders to those who have not paid and have a couple of promises of payment.

As adults, I feel that if we wish to be members of any club, it is our responsibility to pay the fees on time.

I will be forwarding the details of those who have not paid to the Department of Transport. Therefore if your car is on a concession of any sort with our club, you may receive a letter from them.

Thanks

Jean Misko

EDITOR'S COMMENTS

Ian Steer

editor@modelafordclub.com.au

Our last newsletter contained a story about some visitors from Colorado, one of whom (Tom Krueger) is a Model A enthusiast. Tom is the editor of the Cabriolet Club's newsletter - The Cabrioletter. In the December issue, Tom has written about his visit to Perth.

Even if you didn't meet Tom when he was in Perth, I encourage you all to have a read of Tom's newsletter - it is an excellent publication indeed. The newsletter can be found here:

<http://modelafordclub.com.au/wp-content/uploads/2024/01/Cabrioletter-Issue-186.pdf>

MARC WA's website has had 2 additions:

- A nice big "Join our Club" button on the home page, and
- A "Change of Details" form in the Resources / Forms section (as mentioned on page 2 by Ray)

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:	Ray Mahony	9271 7630
Vice-President:	Allan Jeffree	9275 4106
Secretary:	Andrae Moore	0427 773 621 (AH)
Treasurer:	Anne Steer	0407 867 703
Committee Member:	Darren Jeffree	0428 421 653
Committee Member:	Ian Steer	0403 811 911
Committee Member:	Jean Misko	0408 917 042

APPOINTED:

Editor / Web site:	Ian Steer	0403 811 911
Printer:	Daniel Pinnington	0400 132 445
Registrar:	Jean Misko	0408 917 042
Events Coordinator:	Edith Jeffree	9275 4106
Regalia Officer:	Marilynn Horgan	0403 434 004
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	Allan Jeffree	9275 4106
Property Officer:	Ray Mahony	9271 7630
Delegate: CMC	Toni Mahony	9271 7630
Delegate: CMC	Dean Roberts	0408 913355

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), John Moorehead (2023)

EVENTS COORDINATOR

Edith Jeffree

(events@modelafordclub.com.au)

February

Event: MARC WA Breakfast Meeting
Date: Sunday February 25th
Time: 7am
Location: Point Reserve, Bassendean
Details: Bring your own breakfast ingredients, barbeques available, meeting to follow
Organiser: Anthony & Debbie Gilberthorpe

March

Event: VCCC Collie Capers & Spark Plugs on the Hill
Date: Friday March 1st to Monday March 4th (ie the long weekend)
Location: Collie
Details: Entry form can be found [here](#)
Organiser: Collie VCCC branch (contact Peter Sartori if you will be driving down from Perth)

Event: **MARC WA Club Run Needed**
Date: late March ?

April

Event: **MARC WA Club Run Needed**
Date: late April ?

Event: VCCC Easter In Esperance
Date: Easter weekend (March 29th-April 1st)
Location: Esperance
Details: See page 14 of December's newsletter for a call for expressions of interest
Organiser: VCCC Esperance, Tim Bailye (secretary), espvetcarclub2020@outlook.com.au

May

Event: MARC WA Restoration Run
Date: tba
Location: tba
Details: tba
Organiser: Darren & Germaine Jeffree

September

Event: 2024 National Meet
Date: 1st September - 8th September
Location: Maryborough, Queensland
Details: Check under the "28th Biennial Meet" heading on the Queensland club website - includes featured outings, Entry Form, newsletters and accommodation options:
<https://modelafordqld.wixsite.com/website>
Organiser: Model A Ford Club of Queensland

Cont. over

EVENTS COORDINATOR (CONT)

Edith Jeffree

September (cont)

Event: Classic Car Show
Date: Sunday September 8th
Time: tba
Location: Ascot Racecourse
Details: tba
Organiser: tba

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)

DES ADDISON

Ian Steer

Long-term Bunbury member Des Addison passed away in December after a long battle with cancer. Members that have been with the club for a long time may remember Des's epic, solo, round Australia trip in 2013 with his 1930 ute and teardrop caravan. Des left Bunbury on June 20, 2013 and headed north around the top of WA to Darwin, on to Mount Isa, then south through central Queensland and NSW (Longreach, Charleville, Bourke, Griffith) and then across west through Echuca, Bendigo and Ballarat. Des went to the Birdwood Motor Museum and then detoured down the Eyre Peninsular via Port Lincoln and then back across the Nullarbor. Des arrived back in Bunbury on September 29 after travelling around 15,000km with only a broken Bendix spring, blocked carburetor and a blown head gasket to slow his travels.

Des's story of his trip was covered over 3 newsletters in 2013. I have extracted the episodes and joined them together in one story that can be found here:

<http://modelafordclub.com.au/wp-content/uploads/2024/01/Des-Addison-trip.pdf>



Des Addison and his 1930 Ute & teardrop camper

2026 NATIONAL MEET

Andrae Moore

Planning for the 2026 National Meet is well underway with the next meeting to be held in very early February. The rally is being held in Albany.... But shhh... we haven't told the rest of the country yet!

On the agenda for the committee is to book another visit to Albany to meet with the City of Albany events staff and lock in some events, venues, displays and see how we can 'add' to their 200 year anniversary of Albany that will also be on that year. It is building to be fantastic!

We will also be looking into accommodation options in the area and would gladly accept any recommendations from members. All types from hotel to caravan parks are welcome, as participants have different needs and preferences and we would like to be able to cater for everyone.

Fundraising is high on the agenda too. We are looking into some grant funding but in the meantime, we are encouraging you all to collect your cans, bottles and juice boxes and bring them to a committee member on one of the monthly runs or simply drop them into your local Containers for Change Centre and give them our code: **C11024600**. Alternatively, deposit the money by EFT using the bank account details for the National Meet :

BSB: 066-112

Account: 1057 2085.

Thank you to all members that have been collecting from their friends, workplaces and families already. Every cent counts to a fantastically funded rally.

Scrap metal can also be donated. Ray Mahony is collecting the metal and taking it to the scrapyards for us. Please contact Ray if you have some scrap to be donated.

Lastly, I would like to encourage you all to consider attending the 2024 National meet being held in Maryborough from September 1st to 8th this year.

If you don't feel comfortable, or don't have the time to drive or tow your Model A to Maryborough, there are other options. Cars can be transported by truck, you could team up with others already taking their Model A's that may have room on their trailer/truck - and either carpool or fly over. Another option is to not take your car at all. Fly over and either borrow a Model A, or jump in a different car each day and meet some amazing people! WA already has members taking all of these options for Maryborough.

A great Western Australian showing would be very encouraging for those from the East to join us in 2026.

Cheers, Andrae Moore

2026 National Meet Rally Director

Committee Members: Andrae Moore (Rally Director), Toni Mahony (Secretary), Daniel Pinnington (Treasurer), Brett Pollock, Paul Kelly, Ray Mahony and Gary Moore.

Model A Restorers Club of WA Inc

C11024600



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JANUARY MEETING—MANNING PARK

Anne Steer

Once again, Cockburn City Council and the volunteers at Azelia Ley Homestead Museum made the planning for the January meeting on Sunday, 21st January, so very easy.

The surrounds of Manning Park are just beautiful. We all parked-up near the favourite shady peppermint tree, situated on what was once the 'horse paddock', in front of the lovely historic homestead. We could not have chosen more perfect weather!

Members began gathering at 9.30. It's always great to see Ashley Calhoun, who makes a special effort each year to attend. Ian Paisley and Peter Sartori gave the woody an outing, and there was some discussion about whether Colin Riley's bright orange wheels were more appealing than Brett Pollock's bright yellow wheels on their respective phaetons.

Gerry ten Bokkel's new Burtz engine certainly attracted lots of notice and discussion.

The public were most taken by the cars nicely lined up, and there were lots of spectators taking photos and admiring the gathering. In total, 8 Model A's were in attendance.

After lots of 'catching up', Ray eventually got the meeting underway. There were lots of birds wanting to make their make presence felt, and we were obviously in the flight-path of a few planes, but we got there eventually.

Lunch then followed, and by just after 1p.m., everyone had gone, still able to enjoy more of this perfect Summer day.



MEMBER'S SHED ACTIVITIES

Ian Steer has started “restoring” (Steve Read says giving something a coat of paint doesn’t count as “restoring”) an original Ames horn he obtained from Steve. Progress has been slow, but an excellent video was uncovered on horn restoration. It even shows how simple it is to re-wire a horn for 12V use.

https://www.youtube.com/watch?v=80HheWrv2_s

(Skipping forward over some parts is acceptable!)

Meanwhile, in the Moore household, a 3rd generation of the Mahony family (Liam) is being given instruction by father Gary in the finer art of driving a Model A - with the intent of chauffeuring his sister’s bridal party around (on private property).



Answers to quiz on page 14

6. License plate missing on second car from left.
7. Sign over door missing.
8. Dark area going up stairwell different.
9. White stain on right side of left building changed.

1. Trees missing in upper centre.
2. Cabin door moved.
3. Stair porch post missing.
4. Right building's window missing.
5. Right buildings smoke stack missing.

WANTED TO BUY

Lynas Motors dash board dealers badge - or any other Ford dealer badges.

Ron Andrews
ph: 0499 347 323



MARC JAN/FEB ACTIVITIES IN YEARS GONE BY

10 Years Ago: Run report from the Manning Park meeting (nothing changes here - magpies still roaming around making noise! Magpie great-grandchildren in 2024?) Photos of; Ian Paisley's Woody coming together, and Hans Hurij with what will become the cab of his tow truck (now owned by Steve and Andrea Forslun).

20 Years Ago: General meeting minutes discussed the "static or declining membership" (88 family members)

30 Years Ago: Report from Ray Mahony on the participation of 5 Model A's in a Variety Club Run from Subiaco to Whiteman Park. Discussion about proposed amendments to the constitution (amongst other changes: defining one payment for an individual or family membership, who can vote, and minimum age to be able to hold office). Discussion by Bevan Sharp on the 10 mandatory requirements for vehicles to be eligible for judging as defined by the Bendigo State Delegates Meeting.

40 Years Ago: Noted how 3 new licensed cars would be ready for the next run (with another just having upholstery completed) - Mike & Laurel Cooke's Tudor, Bill & Mavis Spencer's Sports Coupe, Ross & Alma Letch's Phaeton & Bill & Dorothy Bennie's Phaeton. I wonder where these cars are now? (no doubt someone can let me know so I can report back in the next newsletter). Three cars (Cooke, Bennie & Spencer) to travel to the Kiama National Meet at Easter (travelling by truck or trailer).

DAVID WARD'S LATEST RESTORATION

Member David Ward sent in photos of his latest restoration (a 351 XE Falcon) nestled in-between his Model A's.



PLUS FOUR KNICKERS FOR FUN

Rosie Cassou, Cruisin' A's of Hemet, CA (mafca.com)

Knickers or Plus Four trousers certainly set a style in the Model A Era. The look was one of fun and carefree activity. While the origin of knickers and Plus Fours came from the early 19th century, the practical use for men and women were on the sporting fields, shooting range, golf courses, and for a casual drive in a sporty Model A roadster.

They were called Plus ours because they bagged below the knee and were 4" longer than knickerbockers. Plus fours were made in tweeds, linen, corduroy, flannel, and wool. Today women, men, or youth can wear a pair of Plus Fours either in the Original Category fashion judging or in the Era Image Category. Appropriate Coordinating Apparel would be a long sleeved shirt with a sweater vest, a patterned sweater, or a matching or contrasting suit jacket. A jacket belted in the back, made the outfit more "sporty" looking. The heavy argyle socks worn with tie shoes were often the first features noticed by others. Sometimes the socks and sweater were matching to add a daring flare to the ensemble. For accessories, a man, or woman might use a golf club, a road map, a suitcase, or a walking stick. For youth, accessories might be sporting or camping equipment or schoolbooks.



Fashion enthusiasts can make their own pair of Plus Fours from a pair of roomy trousers with or without front pleats, measure 10-12 inches from cuff and mark this line with safety pins. Try on pants, sit down, and make sure you have plenty of comfort room to bend your knees plus an extra 1/2 inch for the seam allowance. The safety pinned line should not curve up your knee but be parallel to the floor. If necessary, adjust the whole line. You can always trim length, but not add it back on. When you are satisfied your knees will have plenty of bending (sitting) room, and then cut the excess lower leg fabric. Save the cuff cut off the trouser leg for making the band that will fit just below the knee. Fasteners on the band can ease putting the Plus Fours on and will help to hold the band in place below the knee.

Another option is to make a casing, inserting wide elastic that measures the circumference of your leg just below your knee. The extra length of fabric will fall over the band creating the ballooning of the fabric, which gives Plus Fours the characteristic style.

As more Model A enthusiasts are finding Era Image a comfortable way to travel, wearing a pair of Plus Fours while driving your Model A will add value to your experience and will certainly catch the eye of onlookers! Enjoy driving all year long in your favourite pair of knickers or Plus Fours.



MAFCA Fashion Guidelines, 2015 Edition
Driving in Style, MARC August 2019
December 2010 Phoenix Magazine, Phoenix in the 1920s

CROSS PLY OR RADIAL

Antique Tyres

It is a decision that every collector vehicle enthusiast faces at some point in his or her life. Do you want the period correct look and feel of a cross ply tyre, or do you want the comfort and reliability of a modern radial? Both types of tyre construction have pros and cons in the collector vehicle world, but it is important to be educated on the matter before spending money on a set of tyres.

Modern blackwall radials to fit 14- and 15-inch wheels are still readily available at most local tyre shops, but they just don't have the correct look. Although modern radials from your local tyre shop are safe and provide an adequate ride quality, they certainly don't add to a collector vehicle's authenticity like a set of speciality tyres. You have the decision of bias ply or radial, and of course, the all-important decision of whitewall, redline, white letter or blackwall, so choose carefully and hit the road with confidence.

Bias (Cross) Ply Tyres

The speciality tyre market has typically been divided into two segments—bias ply and radial. The term “bias ply” refers to the internal construction of the tyre. In a bias ply tyre, the cords (plies) run at a 45-degree angle (cross ply) from bead to bead. This diagonal pattern is crisscrossed with each layer of ply cord and creates a very rigid structure. In the vintage car market, bias ply tyres feature a narrow tread profile, with a sharp shoulder that usually has a piecrust look. The narrow tread pattern, and the fact that most bias ply tyres mount to narrow wheels makes for a sidewall bulge that is easily identifiable and adds to the look of vintage cars.



Bias ply tyres are strong, but the rigidity offers some interesting handling characteristics if you're accustomed to driving on radial tyres. The rigid construction means that bias ply tyres do not conform to the road surface as efficiently as a radial tyre. This creates a “wandering” sensation, as the tyres tend to follow the ruts and breaks in the pavement. This wandering is not hazardous, but requires the driver to pay more attention, especially at highway speeds.

The major advantage to a bias ply tyre that completely overrides the finicky handling is the authenticity. Bias ply tyres were used on American automobiles until the '70s, so if you're building a car from that era, a bias ply tyre is an appropriate choice.

Radial Tyres

Radial tyres are a popular upgrade for collector enthusiasts who plan to get out and drive their old cars. The more modern construction offers great improvements, including ride quality, wet weather traction and tread life, so it is a more practical option for most people. The advantages are created by the tyre's construction, which consists of ply cords that run 90 degrees in relation to the bead. This radial orientation of the cords allows for a more flexible design, which conforms to the road surface, and allows the tyres to skim across the ruts and breaks in the surface. This makes for a pleasant ride quality, even on rough roads, which would cause the wandering sensation with bias ply tyres.



In most cases, a radial tyre will have a wider footprint, even if it is the equivalent size to a bias ply tyre. For instance, a 6.70-15 tyre (common for late '40s to mid-50s passenger cars) has the P-metric radial sizing equivalent to a 205/75R15 tyre. However, the radial equivalent features a wider tread surface

Cont. over

CROSS PLY OR RADIAL (CONT)

Antique Tyres

by more than one inch. This increased contact patch offers more traction and more stability, while the rounded shoulder provides additional traction in hard cornering situations. Radial tyres also feature tread siping, which helps evacuate water from the tread surface, and thus, increase wet weather traction. The drawback to the wider footprint is the modern appearance with the rounded shoulders and wide tread profile, but has recently found a solution for the age-old debate of bias ply versus radial tyres on a collector vehicle.

Bridging the Gap

Until now, car guys have been faced with bias ply versus radial debate and it's been black-and-white. Coker Tyre has successfully blended the qualities of each type of construction into what it considers a "bias look radial" tyre. The American Classic bias look radial is the first of its kind.

The new American Classic radial is immensely popular, thanks to the narrow tread profile, bulged sidewall and aspect ratio of a vintage-style bias ply tyre, with the internal construction of a radial. It's truly the best of both worlds. The American Classic bias look radial is available in several sizes, and fits 13", 14", 15" and now 19" & 21" wheels, so there are lots of options for O.E. and custom fitments, for cars built in the '40s, '50s and '60s. There are even "big and little" sizes for hot rods. The new tyres are available in wide whitewall and blackwall, providing plenty of options.

The American Classic bias-look radials are made in the USA, and they're DOT and ECE (European market) approved. The price is a few dollars more than a comparable whitewall radial out of the catalogue, but we'd venture to say that bridging the gap between bias ply and radial is well worth the extra expense.

Tyre Construction

Although tyre construction has changed over the years, the basic principle of a pneumatic tyre has been around for more than 100 years. In the speciality tyre world, many of the tyres are built in low production runs and require special care to ensure a great finished product. For this example, we'll use a whitewall radial, as there are numerous ways to get the whitewall look - some are suggested, while others are not.

So, what's the right way to build a speciality tyre? In terms of build quality, safety and appearance, the correct manufacturing method is to manufacture a tyre that has the sidewall treatment built in from day one. This requires a specific build sheet for the tyre's carcass and a mould that forms the tyre into its final shape. In the case of a whitewall tyre, the white rubber is added to the tyre carcass, while it is being assembled on the drum, before it is placed in the mould. Then, the mould is built with special reveals that offer a breaking point between the black rubber and the white rubber.

Note:

Our supporters can provide a comprehensive range of tyres for your Model A.

Yesteryear Garage & Parts carry Firestone, Lucas and European Classics

Early Ford Parts carry American Classics radials (as mentioned above) and Goodyear

Henry's Model T, A & Rod Parts carry a full range of tyres



TECHNICAL TIP

Jim Conaway (Script A News, Aug 2023)

Those Flickering LED Headlights!

Even though LED headlights have revolutionized night-time driving for Model A owners with significantly improved headlight brightness, these LEDs will sometimes flicker, especially when the engine is idling. Fortunately, it's pretty easy to eliminate the flickering by trying several simple fixes.

First, running an extra ground wire from the headlight socket inside the headlight bucket to a good ground on the engine or car frame can only help. For aesthetic reasons, try to run the ground wire inside the flexible metal conduit between the headlight and radiator shell. Also, be sure to solder the ground wire to the headlight socket assembly inside the headlight bucket. Don't rely solely on a mechanical connection; rust and paint often interfere with electrical ground connections through bolts and the headlight bar after 90+ years.

Next, examine the two electrical solder contacts on the bottom of the LED: Are they gouged? If so, remelt the solder contacts with a solder gun until they are smooth and rounded. (A soldering iron will work; it will just take longer to get a satisfactory result.) This will often eliminate flickering, as the solder contacts are soft and easily deformed by repeated installation of the LED into the headlight socket.

If neither of the first two solutions eliminates the flickering, check for tightness of fit of the LED in the headlight socket. Many reproduction headlight sockets are made of thinner metal than the originals and LEDs are often a loose fit in these sockets and can wiggle around. Vibration from an idling engine can cause flickering for this reason.

I recently located a set of original headlight sockets and was surprised at how much heavier these are than the reproduction sockets I installed over 30 years ago.

After splicing in new wires, insulating the connections with heat shrink tubing, and installing these in the headlight buckets on my roadster, the flickering problem was eliminated. LED headlights are a snug fit in original sockets !



There are, however, a couple of things to be aware of: First, unsoldering the original wiring directly from the spring-loaded contact pins in the original sockets can disrupt the alignment of the pins, possibly causing a short to the body of the socket. If at all possible, splice new wiring in to the original socket wires using a soldered connection, insulated with heat-shrink tubing. This will preserve the contact pin alignment. Second, do not over-tighten the focus screw at the back of the socket assembly when mounting the socket assembly in the headlight bucket; screwing it in too far will cause it to short the wiring connections to ground. With focused beam LED headlights, this screw no longer affects the headlight beam focus anyway; its only purpose is to hold the headlight socket assembly to the headlight bucket.

So, if your new LED headlights are flickering, find and install a set of original headlight bulb sockets – you'll be glad you did!

PICTURE PUZZLE

Can you find the nine things that are different?





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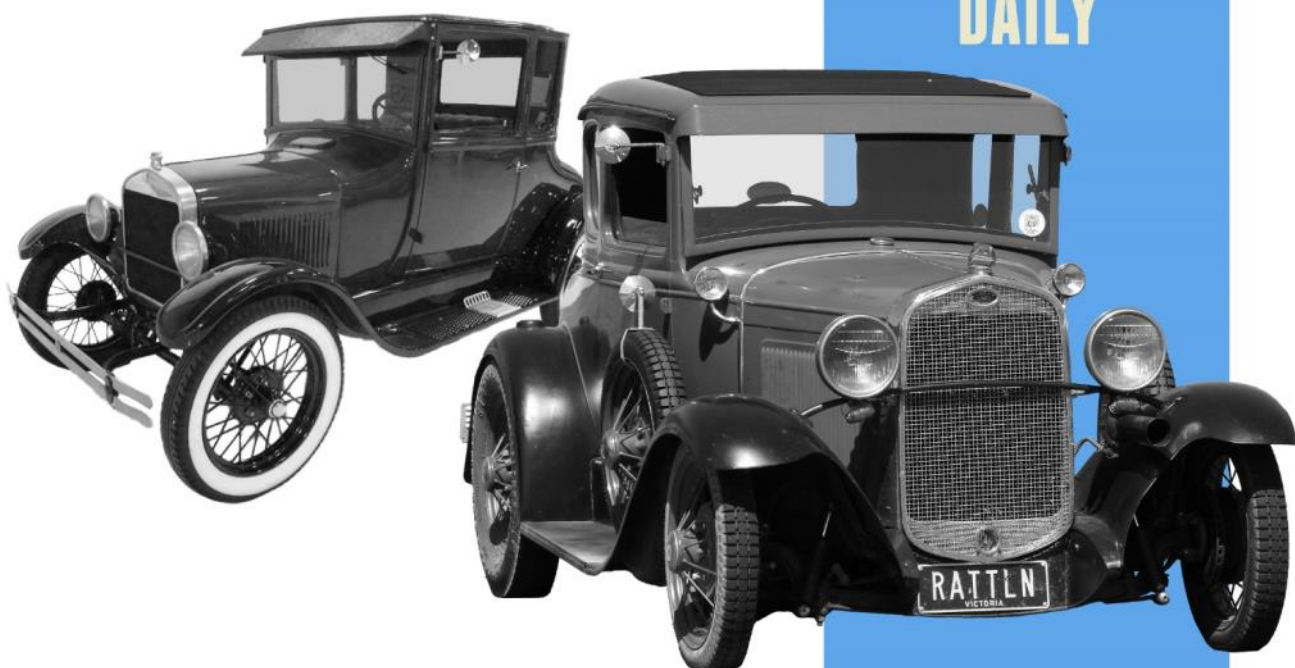
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