

Western Model A News

VOLUME 46, ISSUE 2

MARCH 2025



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Ray Mahony (president@modelafordclub.com.au)

And so another month goes by - before you know it, it will be time to head to Albany for the National Rally, but let's not get ahead of ourselves. Thanks to Anthony and Debbie Gilberthorpe for organising Point Reserve for our annual breakfast meet; a well-attended and successful event as always.



With us this year we were graced by the presence of Bill and Rita Persich from Seattle, and their Dianella friend Naralla. Bill and Rita have been a part of the Evergreen A's Chapter for about 6 years. They were given our club details by Robert and Christy McLaughlin who have attended many National Rallies in Australia in the past.

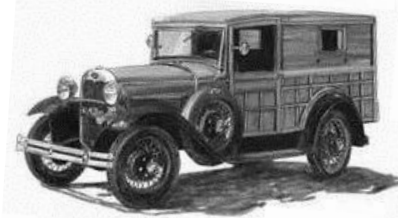
It was also great to see the Peppers from Clackline and Bristow-Staggs from Northam and Tom Eastough from Bindoon with us for breakfast and a catch-up.

As for the forthcoming National, I have to say my driveway is looking a little bare of scrap at the moment, which means there is lots of room for you to bring yours around. Also there is room on the patio for those unwanted but saleable goods for the Garage Sale. Speaking of the Garage Sale; we will need members on Saturday 22nd March to help sort, clean and price what we have. We will also need help on Friday 28th March to set up gazebos and tables etc., and lay out the goods; this will be done in our back yard ready for a grand opening on Saturday morning.

PLEASE LET US KNOW IF AND WHEN YOU CAN HELP.



MARC WA members Beverley Biggs and Wes Hartley at the NZ National Rally in February.



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Front Cover: Club members at Steve Read's babbitt bearing pouring demonstration.

EDITOR'S COMMENTS

Ian Steer

editor@modelafordclub.com.au

New Member's Directory: The button will soon be pushed for a new members directory. You have the briefest of moments left to inform the registrar of any changes to your details (otherwise old information may be printed)

Shed Activities: I can't believe we have 100+ Model A's out there just sitting under a roof only being pampered by the occasional grease-gun? Come-on - take a few photos, write 3 sentences and tell us what improvements or repairs you are undertaking.

Website Hosting Change: Due to email problems with the club email addresses (eg editor@modelafordclub.com.au), I will soon be shifting the website to a new host. Members will hopefully not notice any difference (except maybe it being a bit faster) - but it is possible there may be the occasional outage.

REGISTRAR'S COMMENTS

Jean Misko

registrar@modelafordclub.com.au

Thank you to all those people who paid their membership. Perhaps now is the time to mark your calendar that renewals are due on 1st January each year. You could even be daring and put it onto the 31st December.



NZ National Rally banner

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

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF MARC of WA Inc.

MARCWA (INC.) CLUB CONTACTS

ELECTED:

President:	Ray Mahony	9271 7630
Vice-President:	Dean Roberts	0408 913 355
Secretary:	Andrae Moore	0427 773 621 (AH)
Treasurer:	Germaine Jeffree	0427 421 653
Committee Member:	Darren Jeffree	0428 421 653
Committee Member:	Brett Pollock	0427 637 973
Committee Member:	Paul Kelly	0419 666 233

APPOINTED:

Editor / Web site:	Ian Steer	0403 811 911
Printer:	Daniel Pinnington	0400 132 445
Registrar:	Jean Misko	0408 917 042
Events Coordinator:	Ian Steer	0403 811 911
Regalia Officer:	Marilynn Horgan	0403 434 004
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	Darren Jeffree	0428 421 653
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

Ian Steer

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

Don't forget—if there's a regular run you would like to take your Model A to, just keep feeding the details to your events coordinator, and the runs can be put into the club calendar.

Club runs needed for May & June - time to hold your hand up!

March

Event: Toodyay Swap Meet (previously held in Northam)
Date: Sunday 16th March
Time: Sellers 6am, public entry 7am, 2pm finish
Location: Toodyay Oval (Showground)
Organiser: Avon Valley Vintage Vehicle Association (AVVVA)

Event: MARCWA Club Run to Gingin
Date: Sunday 23rd March
Time: 9am (arrive as early as you like for a coffee at the café, but we will be stopping for morning tea at about 10am)
Location: Two Rocks Shopping Centre Car Park (toilet available)
Details: The destination is Granville Park in Gingin (event distance approx. 200km Perth CBD-Perth CBD). We will travel for about 1 hour to "Limestone Park Aviary and Café" for morning tea. Expected stay, about 1+ hours. Then travel on to "Local Goat" artisan cheese producer for a stay of about 45min. Finally, on into Gingin townsite for lunch and meeting on the brook at Granville Park. BYO lunch or buy at the local café. Electric BBQ's available. Some historic sites around town to see for those interested. From Gingin everyone can choose their time and direction to travel home, either Brand/Tonkin or back to freeway. Safe travels to all those attending (Remember- Moderns at the rear.)

Organiser: Colin Riley

Event: MARCWA Garage Sale
Date: Saturday and Sunday 29th and 30th March
Time: 8:30am both days
Location: 157 The Strand, Bedford
Details: Helpers needed as per Presidents report and on the two sale days
Organiser: Ray & Toni Mahony

April

Event: MARCWA Club Run
Date: Sunday 27th April
Time: tba
Location: tba
Details: tba
Organiser: Paul Kelly & Brett Pollock

Cont. over

EVENTS COORDINATOR (CONT)

Ian Steer

July

Event: MARCWA Club Run
Date: Sunday 20th July
Time: tba
Location: tba
Details: tba
Organiser: Darren & Germaine Jeffree

September

Event: Lake Perkolilli Red Dust Revival
Date: 29th September to 5th October
Location: Lake Perkolilli, Kalgoorlie
Details: <https://www.motoringpast.com.au/>, or <https://www.facebook.com/@reddustrevival2025/>

October

Event: MARCWA Gymkhana
Date: tba
Time: tba
Location: tba
Details: tba
Organiser: Gary Moore

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)



MARC WA members Brett Pollock and Paul Kelly presenting the next WA National Meet in Albany to the NZ National Rally in February.

FEBRUARY MEET—BASSENDEAN

Anne Steer

The February Meet, traditionally held by the river in Bassendean, and arranged by Anthony Gilberthorpe has always been the most attended gathering each year. This year's meeting, on February 23rd, did not disappoint. Sadly Anthony and Debbie could not attend, but our sincere thanks go out to them for doing all of the organisation and the raffle prizes.

The early birds arrived from 7am and cooked their delicious-smelling barbecue breakfasts. Others arrived within the next hour with their non-barbecue breakfasts, or maybe even having already eaten.

For a February morning, the weather was almost cool. Long sleeves and long pants proved to be more comfortable than shorts and polo top (believe me!!)

It was fantastic to have two families of quite new members join us for the morning. Lucy, Sam and Tracey Furfaro, as well as Adam Milner with his partner. Our members went out of their way to make them all feel very welcome. There were quite a few special cars at the Meet as well - the first official meet where Colin Riley has brought his new 1928 Special Coupe (complete with all four wheels!), the first time lots of us have seen Ron Andrew's new hot-rod, Reg Blewett's 1932 V8 Sport Coupe (now owned by Sam and Tracey) and Adam's car (previously owned by Jeff and Teresa Blackman).

Also attending were two visitors from Seattle, Bill and Rita Persich, along with their Perth friend Narella. Back in the U.S. Bill and Rita live nearby to, and are good friends with Robert and Christy McLaughlin. They are all members of the Evergreen A's in the State of Washington. Some of our members will remember Robert and Christy over the years, when they have visited Australia for Model A Rallies.

Ray presented Bill and Rita with a selection of MARCWA memorabilia—badges, stickers and caps. Bill commented that they were delighted to attend our meeting and felt that their club and our club were remarkably similar, even down to the fun people in attendance.

During the meeting Colin gave us a summary of what the next meeting will entail. A drive to Gingin with a couple of interesting visits along the way. It sounded fantastic. Not to be missed!!



Great to see a good collection of cars. Sorry - Daniel Pinnington and Steve Wigmore's are missing.

Cont. over

FEBRUARY MEET—BASSENDEAN (CONT)

Anne Steer



Lovely day, great crowd



Steve Wigmore had a spot of battery trouble. Hence, he parked on the bitumen and the Samaritans appeared to push-start at home time!

MARC WA BABBITT BEARING POURING

Ian Steer

Following the minor mishap reported in last month's newsletter, the pouring of the new babbitt bearing in the block was conducted on Sunday Feb 11th in front of a dozen-or-so MARC WA members and guests. (The pouring of the bearing cap was done on a later day.)



Step 1. Life Member (and "knower of all things Model A") Steve Read explaining the process



Step 2. Babbitt mould clamped into position



Step 3. Ray Major melts the new white metal while Ron Andrews warms the block and mould.



Step 4. Steve Read using the official Ford method to test whether the white metal is at the right temperature (must just char a piece of pine wood)



Step 5: Molten white metal is transferred to a ladle



The final result

Step 6: pouring the new babbitt (got too exciting to remember to take a photo!)

See page 15 for follow-up works

CALLING ALL LADY DRIVERS!

Andrae Moore

As a proud Lady Model 'A' Owner and Driver, I am thrilled to see so many women embracing the joy of driving Model A's in MARC WA.

Recently, we were contacted by Jill Thach from the Santa Barbara MAFC about an exciting opportunity to be featured in the *Norway MAFC Magazine*. They are working on a special article that highlights women who drive Model A's from all over the world. They'd love to hear your personal story: How did you become interested in Model A's? What is your first memory of driving a Model A?

If you'd like to contribute, you have two options:

1. Reach out to Chris, the Norway MAFC Magazine Editor, who will send you some questions for you to answer.
2. Write your own story about your journey with Model A's and send it directly to Chris.

We'd also love to feature your stories in our own club newsletter!

To contribute to the Norway MAFC Magazine, contact Chris at:

jschris@online.no

Happy Driving Ladies!!!

See the first of our MARCWA Lady Driver Stories next page

THOMAS EDISON & HENRY FORD

Various internet sources - suggested by Colin Riley

In 1896, Thomas Edison, the great inventor of the electric bulb, was working on a car design when he learned that a young man in his company had created an experimental car. Edison met this young man, Henry Ford, at a company party in New York and was thoroughly impressed by his gasoline-powered car idea. Edison, who had been considering electricity as a power source, enthusiastically encouraged Ford, saying, "Young man, that's the thing! You have it! I think you are on to something! I encourage you to continue your pursuits!"

Encouraged by the respected inventor, Henry Ford continued his work, eventually inventing a car that made him wealthy.

On December 9, 1914, Edison's laboratory and factory were destroyed by fire. At 67 years old, the damage was too extensive for insurance to cover. Before the ashes were cold, Henry Ford handed Edison a (loan) cheque for \$750,000 with a note saying Edison could have more if needed.

In 1916, Ford relocated his home next to Edison's. When Edison was later confined to a wheelchair, Ford also got a wheelchair so they could race each other.

Thomas Edison made Henry Ford believe in himself, creating a friendship for life.

LADY DRIVER - TONI MAHONY

Toni Mahony

TONI MAHONY'S FIRST EXPERIENCES IN DRIVING A MODEL A FORD

Our 1929 Phaeton was restored by my husband, Ray, back in the 1970s. It took about seven years to complete as we were young marrieds with a growing family and not a huge amount of funds. And like half the 'A's I know, she is named "Elizabeth", as we all know that Henry made a lady out of Lizzie!

In October, 1979 there was planned a National Rally to be held in Western Australia for the first time, so Ray worked hard to complete the car - which he did with a month or so to spare. However, due to work commitments, he wasn't able to compete in this event, so I decided to drive the car for him. I had two learning days, consisting of a drive into the country with three adults and three children on board, in the rain (and we know what Model A windscreen wipers are like!!) and without a roof – nothing like being thrown in the deep end! Some more lessons in car maintenance were drilled into me. I had another run around the city area before the car was sent off to have its roof made and put on the car, then it went on display with other rally participants.

I call this the ultimate trust of my husband to hand over his precious vehicle to me!!

My companions on this journey were two girlfriends, young mums as well who had never driven in a vintage car until this time. We decided we were going to win this rally for Ray, as he couldn't do it himself! My mum moved in to look after the household – she was always up for someone taking on a challenge, and knew we would have a wonderful time.

And so we set off from Perth to head south. We drove as far as Busselton, a distance of 133 miles (214 kms), along with the 100+ other vehicles with all going well; we were very thankful. We were having so much fun with much waving and horn tooting along the way.

Our second day took us further south to Margaret River, a rather famous wine and surfing area for sightseeing and overnight stop.

On the third day we struggled as we headed for the overnight stop with generator problems, so in Manjimup, we had several kind gentlemen dismantling said item. A rally participant was travelling back to Perth (on a quicker route and car) and took it back to Ray, who gave him a replacement to bring back to me the next day – once again fitted by said kind friends, and we were back on the road.

However, the horn didn't want to work, so we dropped into a toy store and picked up a toy bulb horn. Thereafter, as we passed a slower moving car, the passenger would lean out the window and give the other driver a good "parp" in his ear.

After four days of travel, through wine country, tall forests and farming land, we arrived in Albany on the south coast for a two-day stay. We had travelled 412 miles (663 kms) at this stage. The local club entertained us all there and it was nice not to have to drive all day, just little short runs. The car was really running well, and both the passengers had been introduced to actual driving themselves for short distances.

This was a rally where some sections were time controlled, and we would work on our calculations to know how fast or slow to travel to meet our goals. Sometimes we roared into the check point and sometimes we tonked in rather slowly and quietly. We thought we were doing reasonably well, but didn't really know.

After our little break in Albany, we headed out again into the Great Southern district of the state,

Cont. over

LADY DRIVER - TONI MAHONY (CONT)

Toni Mahony

heading west towards the really big timber country around Pemberton and Manjimup area, seeing all the tourist sites as we travelled. Much socialising was had every night, dances, quizzes and so on – all good fun.

On the eleventh and final day of the rally, we ran into trouble with a radiator hose springing a leak. As we didn't have another one, we just slowed down, kept filling the radiator with water and crossing fingers. We finally made it home safely. Our total mileage was 950miles (1528 kms) and Elizabeth certainly did us proud – and has ever since.

There was a gala dinner a day or so later, and the judges told us that we would have won the whole event but for the radiator hose problem. As it was, we came in sixth overall, and second in the lady driver's section – and we also won the award for having the most fun on the event!!

Since those early days, Ray and I have travelled some 62,000 miles (99,800 kms) in Elizabeth. She has made five crossings of the Australian continent, ranging from 1618 miles (2604 kms) to about 2600 miles (4100 kms) one way, depending where in the country we were heading. Ray and I share the driving. In later years, both she and we have decided to trailer her to interstate rallies, due to all of our advancing years.

We have had only a few major mishaps along the way. The most memorable was the gearbox disintegrating on a run home from Victoria in 2000. As happens amongst the wonderful Model A fraternity, a phone call to a Victorian member procured another from his garage, which he drove 100kms to bring to us and the next morning we were on the road again. It was returned to him about three years later after being passed from one member to another across the country. We feel we have been fortunate.

We have had our cars in every state and mainland territory in Australia, and it has been an amazing experience.

Model A's are now a family affair. We bought an unrestored 1928 buckboard in Queensland back in 2012 that Ray just couldn't resist, so often now we each drive a car to local runs. Our daughter, Andrae, on receiving an inheritance, bought a 1928 Tudor and a few years later she bought a 1928 pickup-style vehicle as well. She does allow her husband to drive them, and he is also the mechanic. Our sons have all driven the cars but don't own any themselves.

FOR SALE

1929 Phaeton in pieces - \$1,500

Originally belonged to a Bunbury farmer, bought by current owner as a complete car (minus roof) at auction 20 years ago. It was then disassembled and stored ready for restoration - and time has slipped by, and now he has to move it on.

Engine was reconditioned privately in Bunbury a long time ago.

Has acquired some roof frames. No tyres.

Car is in Yunderup, owner in Bunbury.

Call Brian on 0418 912 324.

MODEL A TRIVIA FACTS (2)

Colin Riley

The fitting of the laminated windscreen on all Model A's was decided upon due to a crash between a Model T and a Model A during pre-production testing of four different carburettors being considered for the Model A'. Mr Hicks, one of three passengers was projected through the then un-laminated glass sustaining considerable lacerations. On seeing the results, Henry decided all cars would be fitted with laminated glass. P12 (*maybe crushed skulls increased after that ??*) (see the story "How the Model A Made 40hp" in the September and October 2021 Editions of the Western Model A News)

To change from the Model T production, the Ford Motor Company spent \$250,000,000 in 5 months, changing or replacing 40,000 machines, adding 1.5 million sqft of factory space, and training 200,000 workers for the new production lines. At the commencement of production, there were 36 (including Canada) domestic, and 17 overseas assembly plants producing all or part of the Model A. All this in 1927. P16

The original Model A (model not specified) contained 5580 parts. Some of the new presses to fabricate the Model A's frame weighed 240 tons and stood 50 ft high. They were positioned in pits up to 15 ft deep and parts were moved around the factory on the 60 miles of conveyer belt. This was the Rouge factory (Fordson). P15

(Information from the book, "The Legendary MODEL A FORD" By Peter Winnewisser)

THE PINNINGTON CADDY AT VCCC

Photos courtesy of Ron Andrews

This is not Model A-related, but MARC WA member-related :-)

The VCCC are now getting a member to bring their car along to their monthly meetings, and talk about the car. Recently, MARC WA member Daniel Pinnington managed to squeeze his enormous Cadillac through the doors and entertain the meeting.



TECHNICAL TIP

Tom Endy (as appeared in Ford Torque Jan-Feb 2025)

Defective Transmission Roller Bearing Design

The two Model A roller bearings on the market today, part numbers A-7118 and A-7121, have a short service life due to the change in design.

The bearings that were on the market a few years ago were of a different design, (but carried the same part number), had an axle at the end of each roller element that protruded through holes drilled into the end caps.

The current design has a series of mushrooms stamped into the end caps; the roller elements have holes drilled into both ends of the roller elements that ride on the mushrooms. The photo below shows a disassembled new roller bearing of the current design on the market. Note that the holes in the end of the roller element do not appear to be symmetrical. The bearing has a total of 12 roller elements and four support beams. The four support beams were cut in order to disassemble the bearing. The one single roller element is simply standing on-end over a mushroom. Once the roller element wears into the mushroom on the end cap, the roller element will become uncaged and the bearing will fail. Most have failed between 300 and one thousand miles.



REGALIA

Marilynn Horgan

Fancy a new jacket for the cooler months?

We have plenty of stock in hand with a range of sizes in polo shirts and jackets for all your requirements.

We now have the option of a blue Chambray shirt in both mens and womens sizes for \$55. The club logo is above the left pocket and there is an option for you to have your name embroidered above the right pocket for an extra \$5.

Give me a call on 0403 434 004 or email me to place an order. Regalia can be posted or, if you live in the metro area, I am happy to arrange a suitable drop off for you.



Polo Shirts \$32.50



Jackets \$55

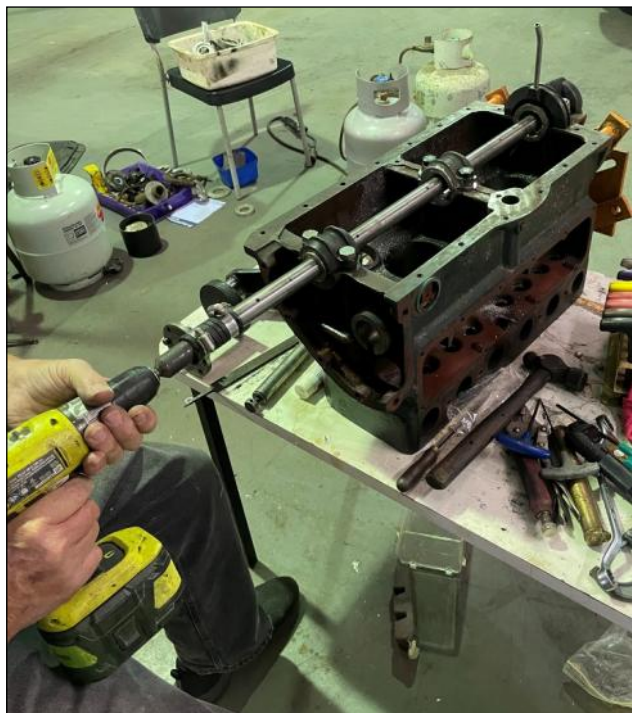


Chambray Shirts \$55

MEMBER'S SHED ACTIVITIES

Ian Steer

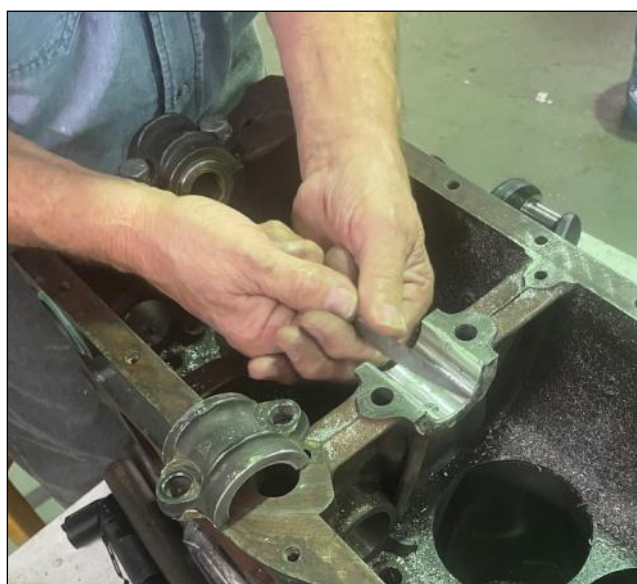
Following on from the pouring of the new babbitt bearing in the block (see page 8), the bearing cap was poured a few days later - and then more craftsmanship ensued.



With line-boring bushes carefully shimmed and centred in the front and rear main bearings, the new babbitt was line-bored progressively over several passes.



The result of the line-boring



The remaining few thou of white metal was then hand-scraped. The bearing was "painted" with felt pen, crankshaft fitted and tightened, rotated a few turns and then removed. The high spots were the scraped and the process repeated - many times.



Big end fitting



Valve seating

MARC MARCH ACTIVITIES IN YEARS GONE BY

10 Years Ago: The February Breakfast Meet at Sandy Beach Reserve saw 28 Model A's attend! Write-up of the National Meet run to Dardanup Historic Park. It was the compulsory run and 120 Model A's participated. Preliminary planning for those driving to the Darwin National Meet.

20 Years Ago: (nothing of note)

30 Years Ago: Insufficient members turned-up at the Feb Breakfast Meet in Como to pass the changes to the constitution, so pleas were out for people to attend the March meeting.

40 Years Ago: Report on the Tomato Lake Breakfast Meet where Steve Read learnt that cooking eggs on a gas BBQ requires the little metal rings to stop your egg disappearing down the fat drain hole.



MARC WA members Wes Hartley and Beverley Biggs in action / inaction at the NZ National Rally.



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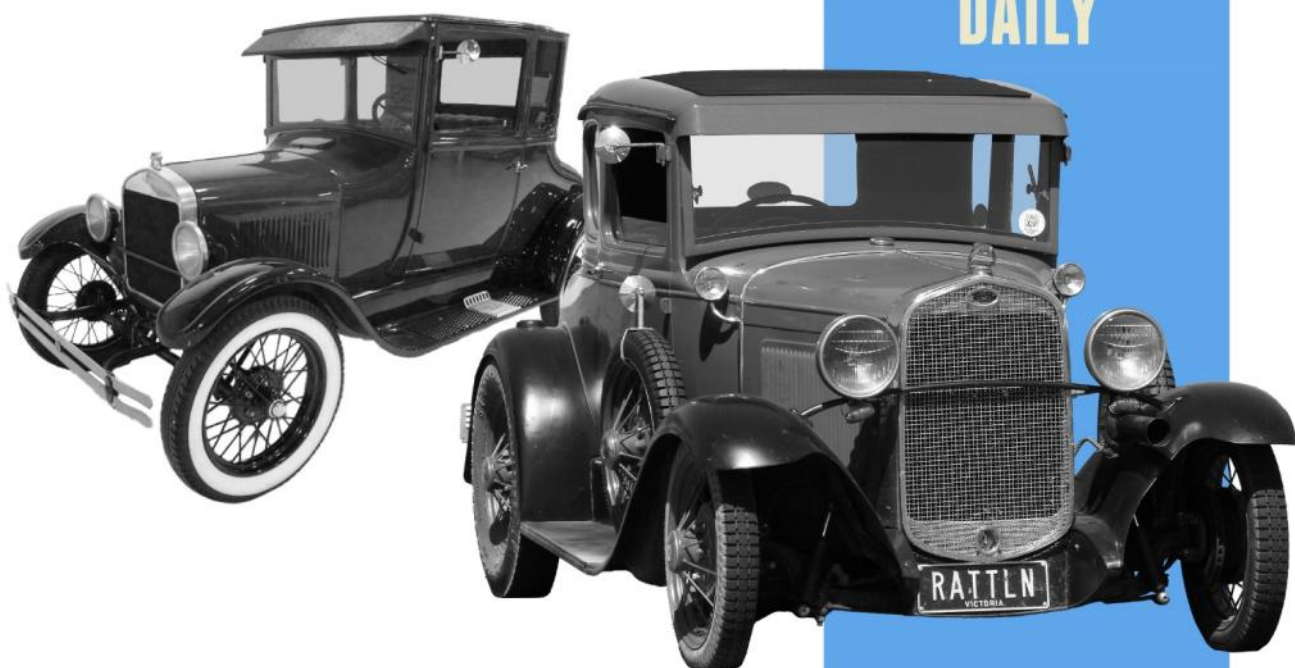
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