



Western Model A News

VOLUME 46, ISSUE 4

MAY 2025



Model A Restorers Club of Western Australia, Inc.



EDITOR'S COMMENTS

Ian Steer

(editor@modelafordclub.com.au)

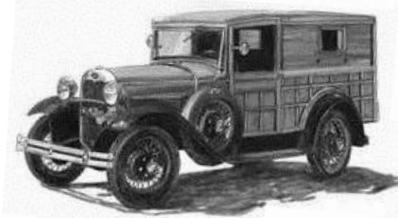
Remember the item by **Cara Jeffree** in last month's newsletter about building her first Model A engine? The morning after the newsletter was emailed-out, there was an email waiting for me from the editor of MAFCA's The Restorer magazine wanting permission to re-publish it - **so keep your eyes out for a 3-page spread in the July/August edition of The Restorer magazine!**

Bill Persich, from the **Evergreen A's from Seattle**, did a nice write-up on his attendance at our February run to the Bassendean river-front. The write-up appeared in their April newsletter. He also gave a big plug to our Albany National Meet next year.

The light-hearted **comparison between Code 404 and C4C licensing** schemes from the latest CMC newsletter (of which there was a link to it in last month's newsletter) has now been added to the club's website under Tips / Licensing ([click here](#)).

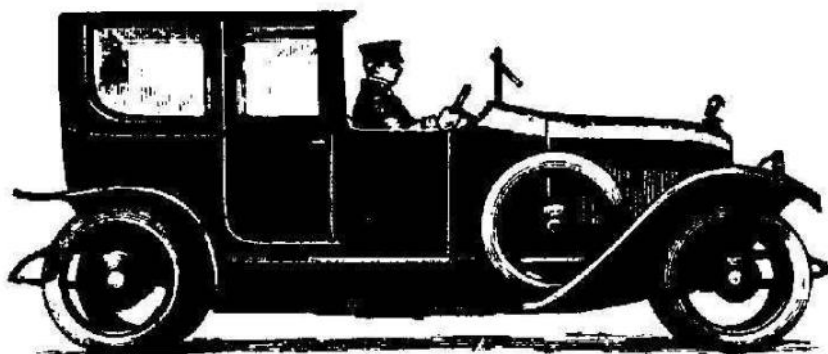
Colin Riley's suggestion of a **Tools Register** has come into being - thanks mainly to **Gerry ten Bokkel**. It can now be seen under [Parts](#) on the club website. (Note the "search" box at the top of the list.) Please think about the special tools you have that could be included and let me know about them.

A huge thank-you to Tom Hart for his great story of his Model A later in this edition. **There must be more of you out there with a story to tell?**



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Front Cover: This bloke never gave-up trying to get the Model A started (seen on the "Farm Run" in Coolup)



Lost Albany

Adrienne Beattie · 26 Jul 2021 · 🌐

My grandfathers - Old Bill North's A model ford A.110 photo taken on hills at Muttonbird in 1928...



Found on Facebook (Muttonbird Island is near Albany)

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

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Committee Member:	Darren Jeffree	0428 421 653
Committee Member:	Brett Pollock	0427 637 973
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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)

Volunteer needed for a run in November

(please contact your ever-grateful Events Coordinator)

May

Event: MARCWA Club Run

Date: Sunday 25th May

Time: 8:30am for an 9am departure

Location: Stirling Square, Guildford

Details: A short run to Whiteman Park (probably) for morning tea, followed by another short run to Landsdale. In Landsdale, Mark, Karen and Erin will provide a sausage sizzle lunch and a tour of their workshop and the current projects; a pre-war speedster, and a post-war belly tank lakester (read [here](#) for an explanation of a belly tank lakester). In addition, view a collection of cars from a Model A Baker's van, to moderns (including race cars). You may also have a go at some metal shaping. **RSVP is essential (because of catering)** to Mark, mqconnect@gmail.com or 0428 861 690. Ring or leave a message.

Organiser: Ray Mahony & Mark Quinn

June

Event: MARCWA Club Run

Date: Saturday 21st and Sunday 22nd June (tbc)

Time: tba

Location: Armadale - Wandering - Pingelly and staying at the Brookton Hotel

Details: For catering & booking purposes, please contact Edith ASAP if you're interested (email: ejjeffree@bigpond.com, or 0435 422 653)

Organiser: Edith Jeffree

July

Event: MARCWA Club Run

Date: Sunday 20th July

Time: tba

Location: tba

Details: tba

Organiser: Darren & Germaine Jeffree

August

Event: MARCWA Annual General Meeting

Date: Sunday 24th August

Time: tba

Location: Whiteman Park

Details: tba

Organiser: Andrae Moore

Cont. over

EVENTS COORDINATOR (CONT)

Ian Steer

September

Event: MARCWA Club Run
Date: September ? (tba)
Time: tba
Location: tba
Details: tba
Organisers: Daniel Pinnington & Erika Quadros

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: Curtin FM 100.1 car Show
Date: Sunday 5th October
Time: 10am - 2pm
Location: Chessell Drive, Bentley
Details: Contact Horace Misko on 0417 958 311 if you're interested. If members want to go as a club, Horace will organise it, otherwise members can register individually.
Organiser: Horace Misko

Event: MARCWA Gymkhana
Date: Sunday 19th October
Time: tba
Location: Glen Avon Stud Farm 4990 Riley St, Stoneville
Details: tba
Organiser: Andrae & 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)

THE FARM RUN

Brett Pollock & Paul Kelly

On Sunday April 27th, eleven Model A's, an EJ and 2 moderns commenced the run at Armadale on a cool morning. It was great to be joined by Doug Maslin, new(ish) members Adam Milner and Melyssa, Kukerin members John and Kaye Cook, and Ross and Alma Letch. The run followed back-roads southwards, then a steep climb up the Darling scarp. A few kms of gravel road took us to North Dandalup Dam for morning tea. There were great views across the dam to the east, and the coastal plain to the west.



Pollock and Major Model A's - both used to the dust

After leaving the dam, there was a steep descent to South West Highway, with a run south to the old Brownes Dairy - and checking out a barn-find 1928 AR ford and skeleton driver. **AMAZING FACT:** The



Morning tea at North Dandalup Dam

engine number on the barn-find was only 17 smaller than the engine number on Allan Jeffree's Phaeton that was parked nearby. They were probably on the assembly line on the same day!

At this stage, Colin Riley and Gerry ten Bokkel were missing - presumed lost. After many phone calls, Gerry returned to the run. Colin was not found and it was presumed he had gone to the end destination at the Pollock farm.

We soon arrived at the farm, and had lunch and a club meeting. Afterwards there was an inspection of the restored B61 Mack prime mover and other trucks.

Colin did eventually arrive, after completing a trip 30 kms further south. We estimate he travelled 140 km more than anyone on the run - but he had a wealth of excuses and definitely not his fault.



Inquisitive cattle checking-out the cars



The "barn-find " Model A
Cont. over

THE FARM RUN (CONT)

Brett Pollock & Paul Kelly

It was a great club run and a lot of fun

PS. Colin was noted travelling very fast home and arrived safely.



Club meeting under-way



The run route



Sum the total horsepower!

MAJOR SPEEDSTER PROJECT UPDATE

Ray Major

Recently, after 18 odd months of hard work by Horace, the Speedster project was assembled and painted, and after practical completion it migrated from his premises to mine to give him some breathing space. Since then all those little niggly things have been ironed out, and some upgrades added.

On April 11, the VCCC Speedster section requested volunteers for a pilot track day at a defunct horse racing track in Beverley. Four test mules were selected. The Chevy failed to proceed and never made the trailer, so a Willys, a Model T, and my Model A attended.

On arrival we found the track had been used for lawnmower racing and tractor pulls, so had



The Three Amigos



The council coming to the racetrack rescue

clearly a well prepared Perkolilli entrant. The Model T had a few teething issues towards the end, culminating in a dead starter battery and a tow back to the "pits". Mine ran great all day and clocked 84kph across the paddock, which I was pleased with.

Many rivers to cross before an official event can be held, but with keen competitors and a supportive Council, we hope to hold future Speedster events in Beverley soon.

Next Speedster event is "Sands of Denison" on May 17th. I am hoping to fit one more run in before the Red Dust Revival in early October.

one strip in front of the grandstand well kept. The rest had been cropped for the benefit of the local tennis club, so would be best described as "paddock stubble".

After much discussion, we drove a likely route around said paddock, and found the surface better than expected, and various councillors and council staff were taken for a spin. The Council were remarkably supportive of our hopes to bring a future event to town. We sheepishly asked if they might run a grader over the course we had been traversing - one day when convenient, and lo and behold, an hour later one appeared, cutting us a fine surface for running on.

The Willys had to depart early, but ran faultlessly,



Camping at the Beverley caravan park (highly recommended)

HART'S MODEL A STORY

Tom Hart

Our Model A arrived at the Hart home near Ongerup for Christmas 1964. It was a present to 3 Hart boys who drove it to the school bus stop. Our Dad had bought it from Jess Reader (an older gentleman from Katanning) for 50 pounds.

I well remember my Dad having a quiet, but stern, chat to me about the responsibility of driving around the farm with my brothers and any visitors we may have. I was 10 years old, but I took on board his advice. No harm ever came to us or the Model A while I was driving it. It was treated with love and respect.

Being the older bossy brother, I always drove while I was around. When I went to high school in Gnowangerup with a different bus stop, my younger brothers kept driving it to our Ongerup primary school bus stop. I had to ride a bicycle about 3 miles then - not as much fun as the Model A.

It was well used by my brothers and me for years. It had a little interior light in the canvas roof which sometimes sparked a bit. I never thought much of it, but one day it caught fire. I had been out driving around the farm, and pulled up at the house for a few minutes. I went outside a bit later, and it was a raging inferno! I put it out with a garden hose, not thinking about the fuel tank exploding (which luckily it didn't).

I was about 15 at the time and not very qualified to fix anything, but I put it back together in a very agricultural fashion and we were back in business to a degree. We still used it around the farm, and as I got older and moved up to a 1957 Ford Customline, my youngest brother used it a lot running around the farm, entertaining any visitors and school friends that came along.

As we grew older it never got used a lot. I was married in 1973, and the Model A came with me three miles down Hart Road to my new home - my grandparents old home which I have always loved from my earliest memories. It was built in 1929. The Model A was still used occasionally, but it was in a pretty run down state.

In the later 1970's, Eric Richards (the local Ford dealer) was restoring his first Model A - a local, nice, original, family owned Phaeton which is still around. Eric inspired me to commence a restoration. He offered advice and support, sourcing all manner of parts for me.

Eric told me about the forming of The Model A Ford Restoration club when he was moving to Gooseberry Hill, and I joined up at that time. It has been a long, happy association.

A panel beater and spray painter in Ongerup (Mark Nullmeyers) did a lot of work on the body after my neighbour Wayne Flint started on the major dents and rust. There wasn't much really - just minor



Christmas day 1964. The Hart boys



Cont. over

HART'S MODEL A STORY (CONT)

Tom Hart

dents and scrapes, with a bit of rust in the bottom of the cowl and in the mudguards. It is a pity we never removed the cowl and did it better, but it has stood the test of time and is still ok. The body has been repainted, but still a lot of the black is Mark Nullmeyer's work. The mudguards and valances do need a respray.

I had the roof and interior done by an older Dutch Trimmer in Sanford Road Albany. He did a great job, and the seats and roof are still good today (he must have used quality material). He was recommended as a good tradesman.

The rear ute section was made-up using timber and left just oiled. It was a stop-gap measure that I was never really happy with, but got used to it.



1973



1990's

I ran out of time and money in the 80s, and the Model A sat in a shed covered with a car cover for a long time (several years). I was busy with a farm to run, and a family to bring up.

The 90s wore on and I was keen to get to get things rolling again. I bought another engine and installed it. Steve Read took on reconditioning the front end, brakes, steering column and rear end. It sat on drums for a while, but we got it all back together.

It was used it around the farm a fair bit during those years.

Into the mid 2000s, and I was now selling real estate, having stopped farming after the 2000 drought. Our debt just got too big. Real estate was good to me and I finally had some cash to bring the Model A up to a better standard.

Gordon Teale (a Gnowangerup mobile mechanic) was a major help and did numerous jobs on it over the years for me. We installed new soft brake linings, a Float-a-Motor kit, resurfaced the discs in the clutch, and installed new original-style, Houdaille shock absorbers to name some. Lots of little things also.

Steve Read supplied me a RHD brake light switch (I had been after one for years). Keith Eastwood from Henry's was very helpful over the years until he retired.

The engine was reconditioned by a well known Perth reconditioner, but it was never quite right and had a vibration in it that didn't belong. Eventually a rattle developed that sounded grim.

The decision was made to pull it out and investigate. Gordon discovered it had been line bored 40 thou off line, and the metal timing gear and crankshaft gear were wearing unevenly.

Steve Read had a crankshaft ground for me that Gordon had in his store. Gordon rebabbited the main bearings and line bored it. We fitted a new ring gear onto another original flywheel that Gordon also

Cont. over

HART'S MODEL A STORY (CONT)

Tom Hart

had tucked away. Both crankshaft and flywheel are original and balanced at the factory. It is still the multi-disc clutch which works very well.

The gearbox had some new cogs while we were at it, and the pedal shaft replaced. Gordon re-bushed the pedals.

Dave Slater from Early Ford Parts has been amazing. His extensive stock and free advice is readily available. He dispatches parts very promptly.

We finally got the old girl back on the road after a few hiccups.

Gordon then offered to make up a new original looking pick-up bed from steel. He has a swaging machine and he made up the sides and tailgate. The old timber was used to line the inside of the pickup bed. It is not authentically original as it was a Roadster originally - but it looks pretty smart. Gordon painted it, not his favourite pastime, but he is good at it. Gordon thought there was room for a spare tyre carrier, so he made one up - including flip down door. It is a snug fit but works fine - a multi-talented man is Gordon.

The most recent job was getting the radiator cleaned out, as some of the cores were blocked with scale. I have done over a thousand miles now since the rebuild and it's all running great.

It's been a long process since I started in the late 1970's and it still needs some paint. Mechanically it's pretty spot-on. It drives very well down a bitumen road at 45-or-so mph.

It's back on the road - bringing me joy every time I start it and head off for a little cruise, (which is pretty often).



Tom with Ongerup Primary school students at the school
75th anniversary

CHANGES TO THE C4C SCHEME

John Moorehead

CONCESSIONS FOR CLASSICS CODE OF CONDUCT

REVISED 1ST JANUARY 2025

This Department of Transport (DoT) publication has been revised to incorporate some changes. Whilst some of the changes involve layout and identification numbers, the main change is regarding eligibility for vehicles to be licensed under the Concession for Classics (C4C) scheme (DoT Code 350).

The following summary of changes applies with respect to the current issue of Concessions for Classics – Code of Conduct.

Clause 2. Scheme Overview.

The Concessions for Classics scheme (C4C) is a voluntary concession which will be available to owners of eligible street rods and all vehicles manufactured 30 years ago or more.

Clause 3.5 Ad hoc audits.

This clause replaces clauses 5.1 and 5.2 in the previous Code of Conduct.

On an ad hoc basis DoT may request:

- The register of financial members including the vehicles owned by club members or by the club.
- Evidence of the individual's financial membership.
- The club event register.
- Members log books or records of vehicle use.
- Information relating to compliance with the responsibilities as an incorporated body in accordance with Western Australia's Associations Incorporation Act 2015 and the Associations Incorporation Regulations 2016.
- Other club management information to ensure operations are within the rules and spirit of the Concessions for Classics scheme.

Clause 4.1 Eligibility Requirements.

4.1.1 a vehicle manufactured 30 years ago or more.

Clause 4.3.2. Restricted use identifier.

The "restricted use" identifier may be either a metal plate or a sticker. Labels on vehicles require lettering to be a minimum 25mm high on a sticker 18cms long and 4cms tall. Labels on motorcycles require lettering a minimum of 15mm high on a sticker 13cms long by 2.75cms high.

Clause 4.5 Date of Manufacturer.

Amended to state for all vehicles other than street rods is only available manufactured 30 years ago or more.

Vehicles manufactured less than 30 years ago will not be eligible for the scheme, excluding street rods which can be constructed as a replica of an original vehicle and modified as a street rod as per the National Guidelines for the Construction and Modification of Street Rods in Australia.

CHANGES TO THE C4C SCHEME (CONT)

John Moorehead

Where vehicle models have been manufactured and released over a period of years e.g. 1987 to 1993, only those vehicles manufactured 30 years or more will be eligible.

In cases where a vehicle's manufacture date is unclear or if there is a dispute as to the correct categorisation of vehicle and these uncertainties affect the vehicle's eligibility for the scheme, the CEO of DoT will be responsible for providing the final determination of the vehicle.

Clause 5 Governance.

Clause 5.1 in the original Code of Conduct required an Annual Audit by a club to be forwarded to DoT in September each year. This section has deleted this requirement in the current publication.

BOLTON'S BODY CATALOGUE

Ron Andrews is now the proud owner of Reg Blewitt's old Catalogue for Ford Commercial Vehicles with Bolton Bodies. Thanks to Ron, vehicles from the catalogue will start appearing in future newsletters. As a prelude to their appearance, the forewords from the catalogue are given here.

Illustrated in this catalogue is a complete range of Bolton Bodies for Ford Model "AA" Truck Chassis and Model "A" Commercial Chassis. They offer you an unusual choice of Standard Body Types based on a lengthy association with the conditions and requirements existing in Australia.

The Ford principle of having all bodies made by an Authorised Body Builder in each State, under the supervision of Ford engineers, ensures a large manufacturing turnover conducive to bulk purchase of materials, economical production and low margin of profit.

For many years the firm of Bolton's Ltd. have been successful manufacturers of bodies used in the transportation field. Bolton Bodies in Ford Commercial Models are built to the rigid specifications laid down by Ford Motor Company of Australia Pty. Ltd.

In the endeavour constantly to improve the quality and design of Ford Commercial Models many desirable features have been incorporated in these new Bolton Bodies. At one glance you appreciate their fine appearance, which is a permanent and attractive advertisement for their owners.

Particular attention has been given to the driver's compartment. Roominess, comfortable upholstery and storm curtains, combined with the smooth riding and ease of control, are factors that encourage the driver to take great care of the truck and get the most out of it.

Only the best material is used throughout the Bolton Bodies. The runners and cross members are so designed as to give the greatest strength and rigidity.

These Ford Commercial Models offer you the best possible value for money, in keeping with the Ford traditions of giving the user the advantages of bedrock costs in production and marketing methods. They are unquestionably the best commercial vehicles offering quality in every part at a low cost.

Bolton's Limited
35 Williams Street, Fremantle
Authorised Ford Commercial Body Builders

Cont. over

BOLTONS BODY CATALOGUE (CONT)

Ford Light Commercial Chassis

"BUILT FOR THE JOB" is an apt description of the Ford Light Commercial Chassis.

The ability to turn in a small space is appreciated in traffic and narrow places; also for purposes of parking. The powerful 6-brake system effects a smooth stop under full load. Smart get-away, easy speed, are factors in the saving of time. Smooth low speed in top gear is conducive to both economy and ease of driving.

These Light Deliveries answer the viewpoint of the man who buys a motor vehicle to be driven by employees. Bumpers in front are a safeguard against damage by collision. The four hydraulic double-acting shock absorbers ease the strain of rough loading and hard driving over bad roads. Ball and roller bearings throughout the gear box (a most unusual feature) prevent ill-effects from the rough gear-changing of careless drivers.

The layout of the chassis from underneath gives splendid accessibility for lubrication. This encourages the all-important regular attention which alone prevents wear. Greasing points are not missed.

The drivers' compartments on all these models, except the Vans, are exactly the same as in the Ford Standard Roadster, which is all that need be said for their comfort and roominess.

Side curtains open with the doors. The rear curtain has a full view glass and folds up.

The standard equipment is unusually complete, and includes front bumpers, complete spare wheel (fitted on driving side), windscreen wiper, rear vision mirror, speedometer, dash lamp and petrol gauge on dash.

For the purchaser who desires a particular type of body to suit his own requirements, the chassis is available with hinge pillars, wind-screen and belt rail of the type used on the 30 cwt. Trucks at a small extra charge. The light van models include similar fittings as standard equipment.

Variations in measurements

Variations in the specifications of timber available in the different States of Australia make it impossible to adhere everywhere to uniform body measurements without a certain amount of waste in manufacture.

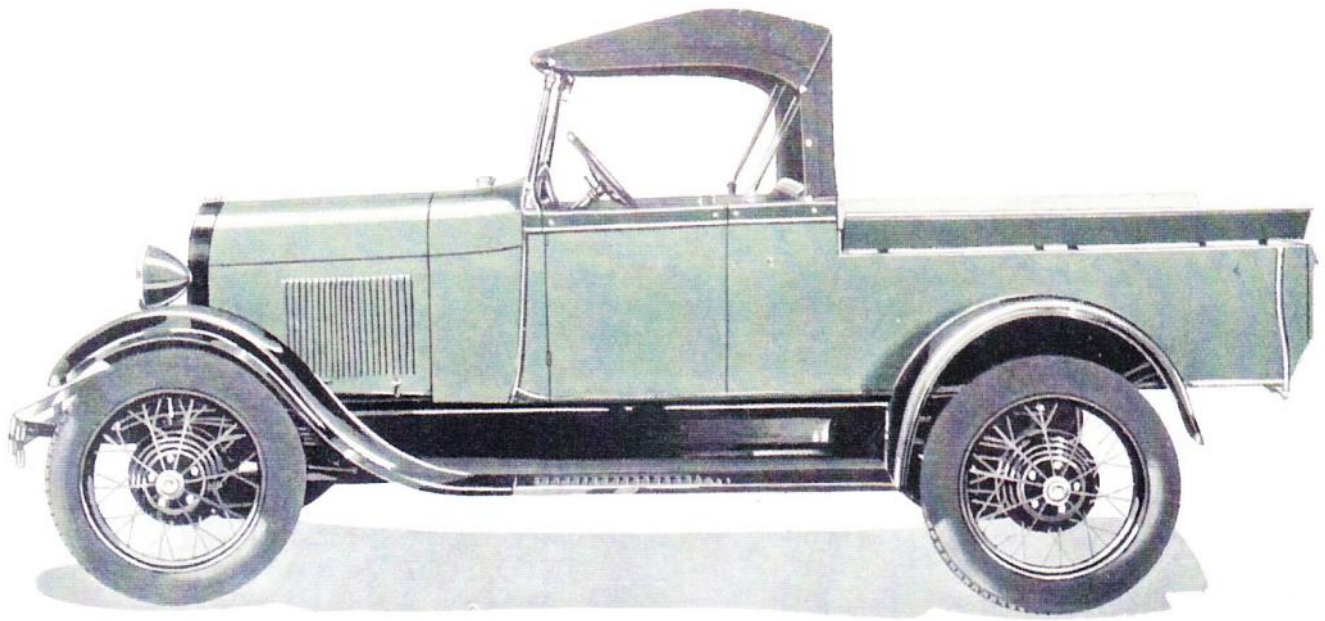
In order to maintain for the truck buyer the benefits of economical production which alone permit the low prices of Ford commercial models, the dimensions shown in this Catalogue are in some cases departed from by fractions. Subject to these very minor discrepancies, the dimensions listed herein will be found accurate.

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right to change specifications any time without notice.



Cars at the Pollock farm

BOLTONS BODY CATALOGUE



TYPE No. 303.—FORD FLARE SIDE LIGHT DELIVERY

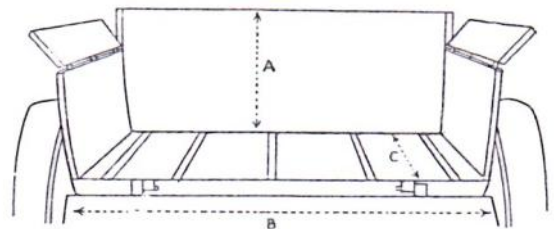
TYPE No. 303.—FORD FLARE SIDE LIGHT DELIVERY

This half-ton Light Delivery vehicle has a very wide range of usefulness for the speedy transportation of half-ton loads. The flare sides add considerably to the carrying capacity, making this vehicle particularly suitable for handling bulky loads.

Flare boards are $5\frac{1}{2}$ in. in width. The sides have strong external supports to prevent the body being sprung out by heavy loading. The entire exterior of the body is covered with sheet steel. The tailboard is double hinged.

Produce merchants, hardware stores, paint and oil dealers and similar concerns prefer this type of Light Delivery vehicle, and it is also a very useful type for the multitude of light carrying jobs on orchard, farm or station.

Diagram of internal body measurements.



LOADING SPACE—

Length, ("C" in diagram) 56 in.

Width at Floor, ("B" in diagram) 44 in.

Width at bottom of Flare Boards, 47 in.

HEIGHT OF SIDES—

To bottom of Flare Boards, $11\frac{1}{2}$ in.

Overall, ("A" in diagram) 17 in.

Question: Who in our club owns one of these cars ??

(answer next page)

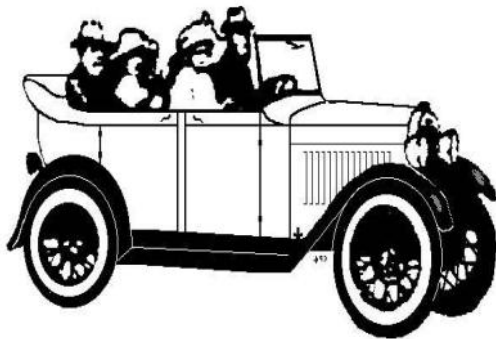
MARC MAY ACTIVITIES IN YEARS GONE BY

10 Years Ago: A small item about how Daniel Pinnington has finally found the time to start restoring his phaeton. Of course, following a disaster, Daniel's *Sports Coupe* is now nearing completion !

20 Years Ago: Many humorously-captioned photos of members attending the Moondyne Festival at Toodyay. Story of the very popular trip to the Wringe's farm in Kirup (23 people attended for the few days). Profile of club members John & Fran Timmings, and John's write-up of their attendance at the New Zealand National Rally at Hawkes Bay.

30 Years Ago: Write-up of the Easter trip to the Wringe's farm in Kirup, and of the Classic Car Show at Whiteman Park where MARC had 11 cars, and Darren Jeffree won the top Vintage Car Award.

40 Years Ago: Story of the club run where Steve Read had three different route sheets that had people approaching each other in opposite directions.



Answer from previous page:
Darlene Mallett!

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Wiper Blades • Cables (Cotton, Metal Covered, PVC)
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and All Things Vintage

Come in or call us for all the parts for your project

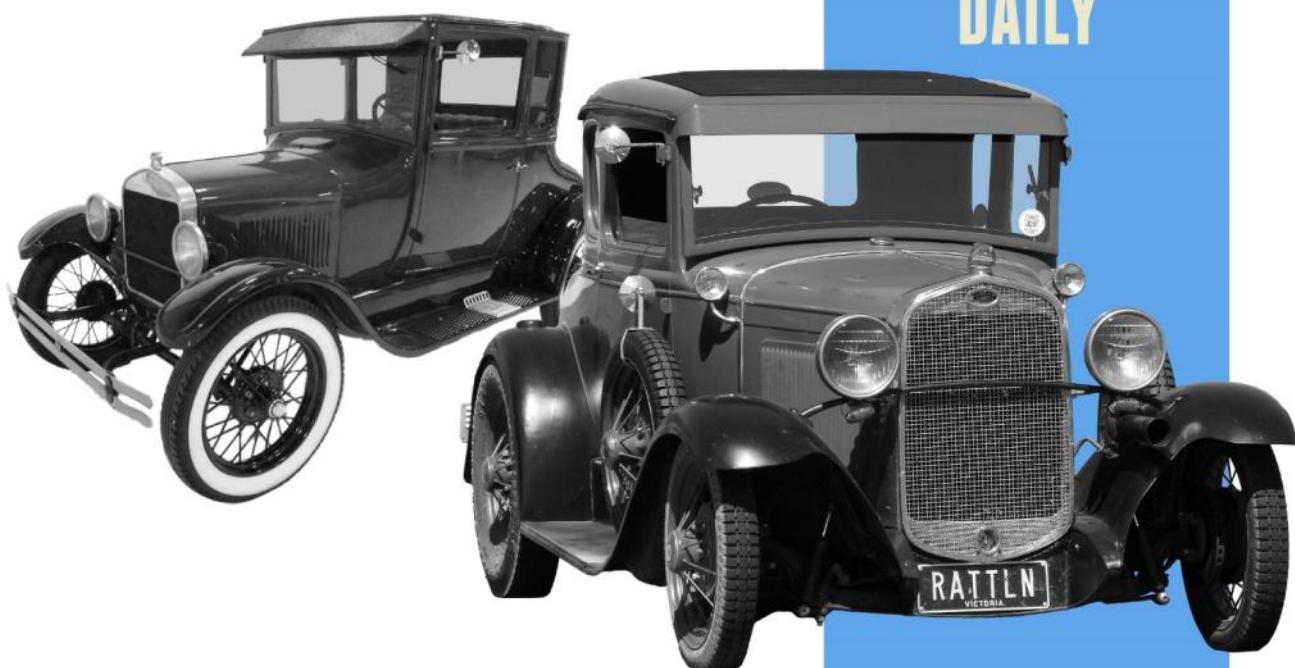
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