

Western Model A News

VOLUME 46, ISSUE 5

JUNE 2025



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Ray Mahony (president@modelafordclub.com.au)

Last month, we had a great run to visit relatively new member, Mark Quinn, to see his interesting Model A Van and speed cars. Unfortunately, due to the inclement weather, only three brave souls ventured out in their Model A's. You can read a detailed report further on in the newsletter.



At the end of this month (29th) we will be taking some excess parts to the VCCC Winter Autojumble. While at Daniel's to select the parts to go, I also had the opportunity to see his partly completed Model A Coupe. It is coming on well and looking great. But what impressed me most was the amount of work club members were doing. Members like Ron Andrews, Peter Sartori, Horace Misko, Ian Paisley and Gerry ten Bokkel. These guys (and probably some I don't know about), have spent hours helping Daniel with his project. Fitting, adjusting and refitting panels, and carrying out repairs. I guess this is happening in other areas of the club also, that we don't hear about and it shows the true spirit and value of being in a club, especially one like ours.

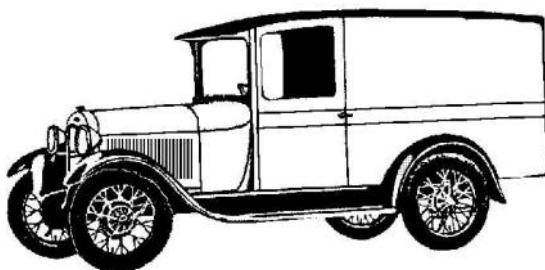
Looking forward, we have Edith Jeffree's two day run on 21st and 22nd of this month, staying overnight on Saturday in Brookton. If you are interested and have not been in touch with Edith, you had better do so, quick smart.

Always check the Events section of the **Western Model A News** each month to see what's coming up.



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EDITOR'S COMMENTS

Ian Steer

editor@modelafordclub.com.au

MARC authors to the fore! It is confirmed the July/August issue of MAFCA's *The Restorer* magazine will have:

- a 3-page article on Cara Jeffree building her first Model A engine, and the Jeffree family history with the Model A,
- a 3-page item by Busselton member Wes Hartley on the National Rally in New Zealand
- Another item by Wes Hartley on a young man (Aaron Chant) at the Maryborough National Meet who had a beautifully restored 1931 Tudor - that he then went and did his driving test in!

Speaking of MARC authors - wouldn't it be great to have more "local content" than appears in this issue ? **Feeling a bit guilty** that you could write something but haven't?? - start writing!

REGISTRAR'S COMMENTS

Jean Misko

registrar@modelafordclub.com.au

Welcome to Mitch Green from Dawesville. Mitch has the car that used to belong to Noel Broun from Coorow. It is a restored 1929 Phaeton. (Editor: Jason Fowler tells me there are now 3 Model A's with Coorow (CW) number plates.)

Welcome to the club Mitch and we will see you on a run soon.

Mitch can be the first new member that you write in to your shiny new Members Directory. His phone number is 0411 647 143, and his email is garagedoorsmandurah@yahoo.com

Editor: You should have been able to admire Mitch's 1929 Phaeton in the Members Cars photo gallery on the club website, but I am having technical trouble adding it - hopefully it will be there soon.

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)

Don't forget - if there as an event you would like to go to that is not in the club calendar, just advise your Events Coordinator and it can be added to the calendar (then an Impromptu Run won't be required).

June

Event: MARCWA Club Run

Date: Saturday 21st and Sunday 22nd June

Time: Sat 21st at 9am for a 9:30 departure

Location: Olde Narrogin Inne, Armadale,

Details: Travel to Wandering and Pingelly via Pumphreys Bridge Road, and staying at the very nicely restored Brookton Hotel

Please book directly with the hotel by calling 0458 111 835. Please also let Edith know you plan to come (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: Noon for the sausage sizzle, followed by the AGM at 1pm.

Location: Whiteman Park, Area M (near the Motor Museum)

Organiser: Andrae Moore

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/>

Cont. over

EVENTS COORDINATOR (CONT)

Ian Steer

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

November

Event: MARCWA End of Year Function
Date: tba
Time: tba
Location: tba
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)

MARC JUNE ACTIVITIES IN YEARS GONE BY

10 Years Ago: Ron Andrews and Leanne Wringe's write-up of a run to the Bailup Ford Farm Museum

20 Years Ago: Matthew White was welcomed on his first run in his (dual cab) AA truck.

30 Years Ago: Humorous report from David Bussard on the first run that he and Pat organised to Baldivis.

40 Years Ago: Report on a run that started in lots of rain, and finished in Toodyay where the Valiant and Zephyr Clubs also happened to be. Story about how Steve Read thought it was his lucky day to find a roadster boot lid lying by the side of the road that looked just like his - but it was his!

SECRETARY'S NOTE

Andrae Moore (secretary@modelafordclub.com.au)

Our **Annual General Meeting** will be held on **Sunday, 24 August** at **Whiteman Park**. Join us for a relaxed afternoon beginning with a **sausage sizzle lunch at 12 noon**, followed by the **AGM at 1:00pm**.

As part of the meeting, **all committee positions will be declared vacant**. This is a fantastic opportunity to get involved and contribute to the future of our club. Whether you're a long-time member or relatively new, we encourage you to consider how you might be able to help. Every role, big or small, plays an important part in keeping our club vibrant and running smoothly.

If you're curious about what a role involves or have suggestions on how it could be improved, please don't hesitate to reach out to a current committee member. We're always happy to chat and support new volunteers.

Executive Committee (meets 4–6 times per year):

- President
- Vice President
- Secretary
- Treasurer
- 3 × General Committee Members

Other Club Roles:

- 2 × CMC Delegates
- Registrar
- Events Coordinator
- Newsletter Editor (Editor: I expect keen competition for this position)
- Webmaster
- Librarian
- Regalia Officer
- Spare Parts Officer

Please note: A nomination form for committee and other roles will be included with next month's newsletter, so keep an eye out for it and start thinking about how you can contribute.

Our club runs on volunteer power — without it, we simply can't function. If you've ever considered lending a hand, now's the perfect time. Be part of shaping the club's future — we'd love to have you on board!

CLUB RUN TO QUINN'S WORKSHOP

Toni Mahony

MARC WA RUN TO THE QUINNS – 25TH MAY, 2025

This run was generated from the suggestion that the Club visit new member, Mark Quinn's workshop to view his collection of cars, which just happens to include a Model A Ford (of course!). Most of us hadn't met Mark and his family, so it was a great opportunity to make ourselves known.

Ray Mahony volunteered to organise a run prior to our arrival at Mark's place. As a result, a small group of 12 people congregated at the popular spot at Stirling Square in Guildford, amongst the joyous rain. We set off from there, and headed out through Midland, then travelled north through the vineyards of Middle Swan. Back



Cars at Whiteman Park



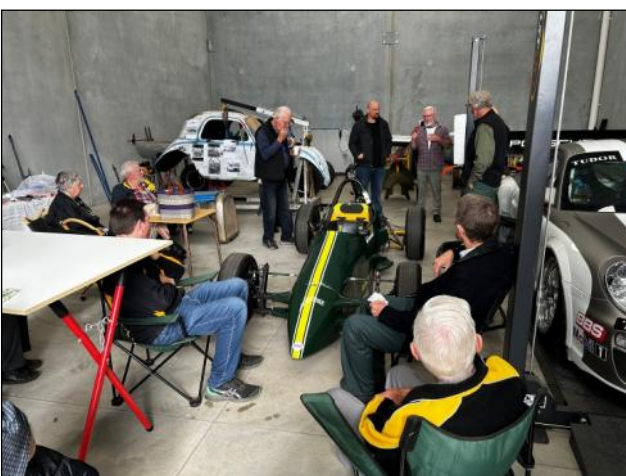
Morning tea at Whiteman Park

down West Swan Road we came, before turning west again through some of the newer suburbs of the area. A couple of cars decided they would find their own way down to Marshall Road, but we could see them trundling along. We checked-out the new film studios under construction on

Marshall Road, and new railway stations, before heading north again and into Whiteman Park for our morning tea stop.



Ray Major and Mark Quinn inspect the van



Mark telling the members about his projects

including 5,400 acres as a dedicated Bush Forever site (but developments have been nibbling at its edges lately).

There we found the Watsons waiting for us in Area M, with Barry & Jason Fowler joining us as well. It was a lazy morning tea as we had plenty of time. Kelvin Pepper sneaked in a quick visit to the Tractor Museum, but Kath had to go and retrieve him when it was time to go!

It was then out of the park to check out another railway station, and head north on Drumpellier Drive to Gnangara Road which we then followed west across the northern side of Whiteman Park. Someone asked me how large Whiteman Park was and I guessed at about 10,000 acres – not far off at 9,222 acres, half for conservation and recreation,

Cont. over

RUN TO QUINN'S WORKSHOP (CONT)

Toni Mahony

Arriving at Landsdale, we found Mark, Karen and Erin waiting to show us around. We also had the Letch's join us, making the visitors 18 in number, with just 3 Model A's. We viewed Mark's racing Porsche, a Formula V, another creation using an aircraft fuel tank, and the makings of a Fiat Topolino being repurposed on a Model A chassis. Of course there was the 1928 Model A Ford baker's van under repair which is fast approaching



Fiat Topolino body under restoration



Members examining the streamlined underside of the Porsche

completion. It was rather an eclectic mix – and I'm sure the guys would be able to fill you in with more detail!! The van will be joining us on the National Rally next year, I am assured!!

A sausage sizzle lunch was provided by Karen and Erin, with a delicious slice for sweets. A very pleasant afternoon was had and much chatter as is usual. Many thanks to the Quinn family for hosting us and providing a very interesting display.

Toni Mahony – pictures from Ron Andrews.



Daniel Pinnington squeezing his long legs into the Porsche race car



The basic components for the belly tank racer



What a belly tank racer looks like

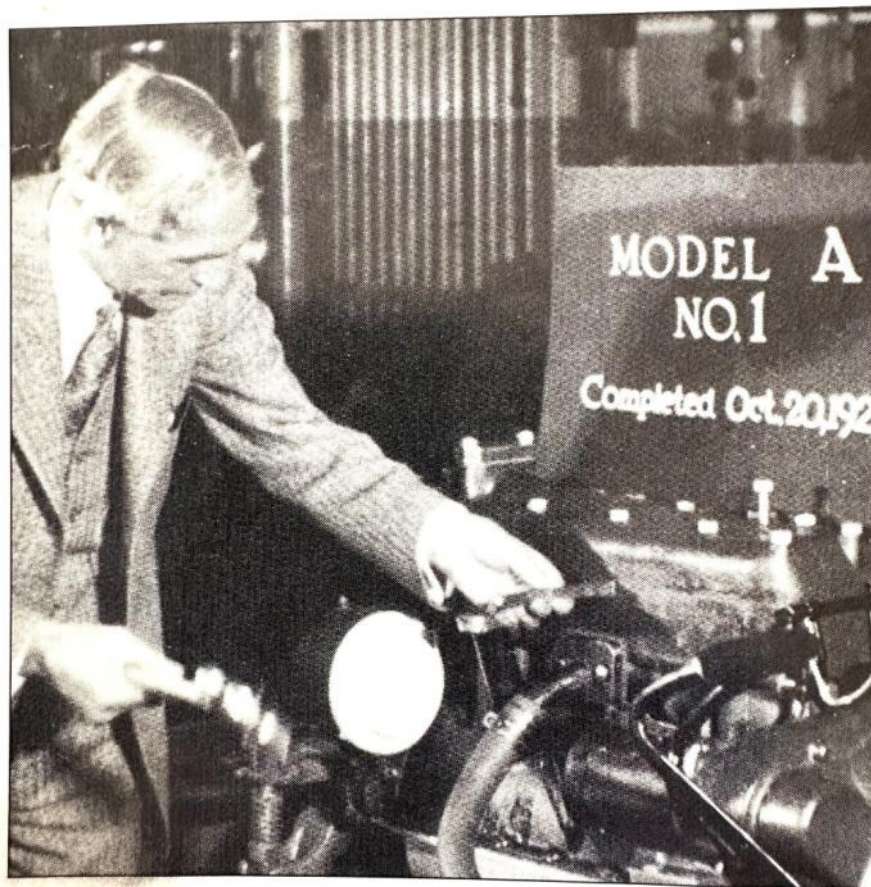
THE FIRST MODEL A

Courtesy Colin Riley

Finally, late in the afternoon of October 20, 1927, the first Model A engine was numbered by Henry Ford with a hand stamp and machine hammer. The next day, this engine was incorporated into a Tudor sedan and driven to the Dearborn laboratories and put through ten days of testing and inspection. In the meantime the assembly lines were silent. On November 1, the word was given to resume production and new Fords crept off the lines at about twenty a day.

The first Model A chassis and engine number one was eventually given to Thomas Edison by Henry Ford. Writing in *Model "A" News* (January-February 1974), Randy Mason of the Henry Ford Museum, says that at Edison's request a touring car body was installed and the car delivered to Edison in June 1928. This car is now in the collection of the Henry Ford Museum. Edison was involved with at least one other Model A. On December 19, 1927, he drove off the line, the first Model A turned out of the Kearny, New Jersey, assembly plant. A photo of the car and Edison can be found in *The American Ford*, by Lorin Sorensen.

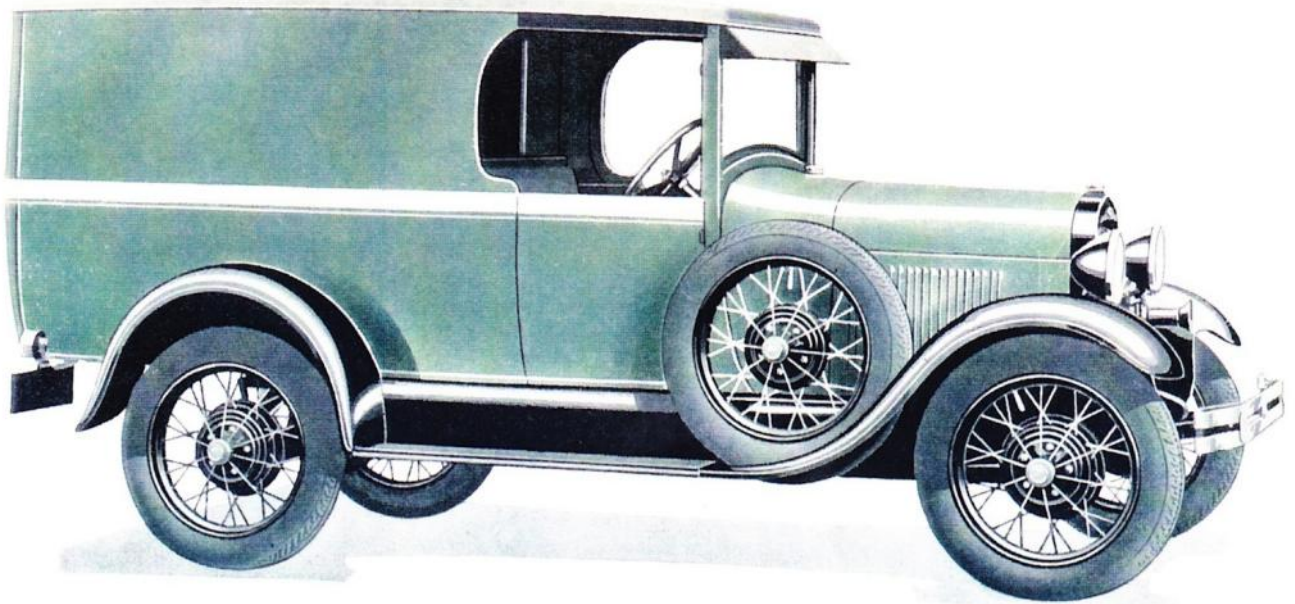
Not everyone agrees that the first Model A went to Edison. For example, an article in *Ford Dealer & Service Field* (March 1931) about movie stars and Ford cars, claims that Beverly Hills Motors Inc., of Beverly Hills, California, delivered the first Model A in the United States to world-famous comedian, Will Rogers.



Henry Ford numbers the first Model A engine, October 20, 1927. (Photo courtesy of Henry Ford Museum and Greenfield Village)

BOLTONS BODY CATALOGUE

Courtesy of Ron Andrews



TYPE No. 408.—FORD LIGHT PANEL VAN
(Full particulars overleaf)

DRIVERS TAKE PRIDE IN FORD COMMERCIAL VEHICLES

TYPE No. 408.—FORD LIGHT PANEL VAN

This half-ton Panel Van is a speedy and handsome vehicle, particularly well suited to the needs of grocers, softgoods merchants, bakers, butchers, wine and spirit merchants, general stores, confectioners, wholesale tobacconists, florists, printers, laundries, dyers and cleaners, etc. Its smart appearance is an excellent advertisement for its users.

Built on a strong hardwood framework, this model has 3-ply sides completely enclosed externally with sheet steel. A special lining of tongued and grooved softwood, as well as shelves, can be supplied at small extra cost. The body is fitted with moulding along the sides at the top to carry away the rain, preventing the panels from being disfigured by water running down the side.

The driver's compartment has a wide double spring cushion and sliding doors in the partition behind the driver give full access to loading space and full rear vision when unloaded. The driver has plenty of room and comfort, and all controls are within easy reach. Hinge pillars provide for adjustment of the one-piece windscreen. Sun visor and heavy clear vision side curtains are standard equipment.

LOADING SPACE—

Length, 57 in.

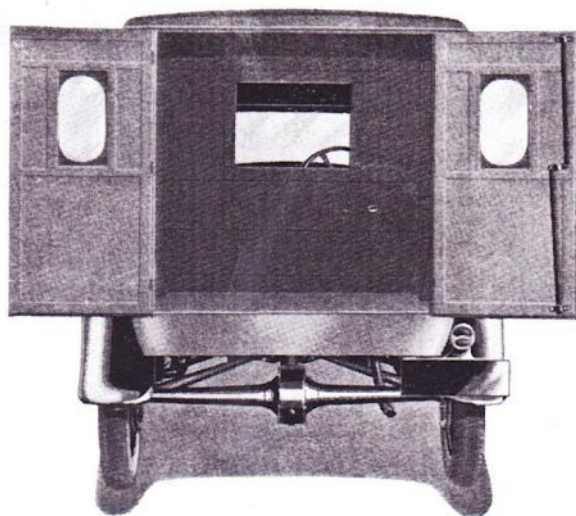
Width—

At Bottom, 45 in.

At Top, 49 in.

Height—

Floor to Roof, 41 in.



This illustration gives a good idea of the sturdy construction and generous loading space of the Light Panel Van.

[LOW DEPRECIATION ASSURES GOOD SECOND-HAND DEMAND]

STEER MODEL A HISTORY

Ian Steer

The transfer papers when my father bought my Model A back in 1955

WESTERN AUSTRALIA
THE TRAFFIC ACT, 1919-1952
DUPLICATE OF LICENSE No 3181

Duplicate Fee, 2s.

Name of Owner STEER GEOFFREY Original License No. 19296
Private Address 52 HUMANS RD. Plate No. DR 488
Business Address KALAMUNDA.
License for CAR. (Specify type of vehicle, e.g., Car, Wagon, etc.)
Make FORD Horsepower 21.27. Goods Vehicle: -
Body Type COUPE Weight 20.75 No. of wheels -
(e.g., Sedan, Tabletop, etc.)
Year Model 1929 P.W. 42.02 Duals or Singles -
Colour Blue Load - No. of Axles -
Cylinders 4 P.L.W. - Wheelbase Axle Spacing: -
Bore - Insurance Class 1. a-b -
Stroke - No. of Passengers - w-b -
(Bus or Taxi)
Engine No. CA4787. Tenth Schedule Class -
Concession/Ordinary - Motor Cycle only -
Is Sidecar Attached? -
Fuel—Petrol/Diesel - f8-16-0
Class of Registration—
(a) New Vehicle.
(b) Vehicle relicensed or transferred.
State previous Plate No. 62263.
Fee Paid £ 5.2.6 Date 27.1.55. Receipt No. 204371
Vehicle Licensed for 6 mos months to 30-6-55
DARLING RANGE ROAD BOARD 14-7-55.
(Licensing Authority.) (Date of Issue.)
KALAMUNDA
Signature. [Signature]
70504/10/53—250 Bks.—4/9

TECHNICAL TIP

Source not noted

Fan Failures

Fans fail each year. When a fan fails, the blades can damage the radiator, hood, engine ... or worse. It might result in serious injury or even a fatality. MAFCA Facebook group members often publish posts or make comments about fans. But their comments demonstrate a misunderstanding about fan failures, at times providing incorrect information about fan failures. The fact remains that any current steel fan has a high failure rate. Facebook group members claim they regularly "inspect" their steel fan to prevent a failure. But inspecting a steel fan does not prevent one from failing. This article explains fan failures, and recommends ways to prevent them.

Original Fan Ford used a two-bladed steel fan from 1928 to the end of production in 1931. The fan consisted of two pieces of stamped steel. These two pieces of stamped steel were formed around a hub, welded around the edges, and spot riveted at the tips of each blade.

Figure 1 shows the construction of the hub. Figure 2 shows an original steel fan. Figure 3 shows the inside of an original fan blade and the spot rivet at the end of the blade tip. If one removes the weld around the edges, one can pry the fan blades apart and break the spot rivet on the end of the blade. Note the accumulation of rust on the inside of the fan blade. Typically, original fans have rust inside the blades.

Holley Fan Ford had a cracking problem with the Model A fan, so in late July 1930 Ford engineers redesigned the fan. Also known as the "Holley" design, this fan used a single, stamped blade instead of the earlier two-stamped-blade model. Ford redesigned the fan to reduce the potential of blade failure. The fan retained the original hub construction, but the blades were not hollow. Ford welded the single blade fan blade near the hub. Figure 4 shows a Holley fan. This fan has a crack and has failed.

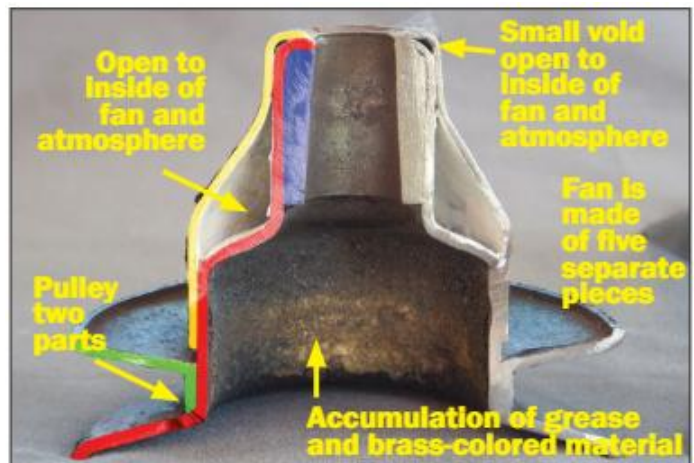


Figure 1. Hub construction of original fan.



Figure 2. An original steel fan.



Figure 3. A glimpse inside an original steel fan.



Figure 4. Failed Holley fan.

Cont. over

TECHNICAL TIP (CONT)

Source not noted

1933 Four-Bladed Fan In 1933, Ford introduced a four-bladed fan for their four-cylinder cars. This four-bladed design became the replacement fan for early and late fans. In this design, Ford riveted the four-bladed fan blades together. Figure 5 shows an original four-bladed fan. Reproduction four-bladed fan blades bolt together.

Aluminium Replacement Fan A two-bladed cast aluminium fan is available to replace the original steel, two-bladed fan. People use this fan because it looks like an original.

Plastic Replacement Fan Model A vendors sell a six-bladed plastic fan to replace the original two-bladed unit. This fan looks quite different from the original.



Figure 5. Original 1933 four-bladed fan.

NATIONAL MEET FUNDRAISING

Andrae Moore (Rally Director)

Containers for Change can and bottle collecting and Scrap Metal collecting is still ongoing and doing really well. Thank you all for your donations so far.

Containers for Change - Pass them to a committee member at a monthly run, or donate at your local recycling centre using code **C11024600**

Scrap metal donations – Contact Ray Mahony – 0438 290 446

Proudly sponsored by Yesteryear Garage and Parts,
Early Ford Parts, and Henry's Spares

Model A Restorers Club of WA Inc



Containers for Change code

MEMBER'S SHED ACTIVITIES

Ian Steer

As I reported in the April newsletter, I had my seats re-upholstered. Prior to that, they were always supremely comfortable on long trips. However, on their first outing (The Farm Run), I found the new version lacked lumbar support - which is very common for me (I have never found a seat with too much lumbar support).

So - back to the upholsterer's and now I have adjustable, pneumatic lumbar support! (even the co-driver got one!).

- just as Henry designed it 😊



121,000 MILES AND AS GOOD AS NEW

Daily Advertiser, Wagga Wagga, 1st January 1929

The Bee Rubber Corporation of Ohio purchased one of the first new Model A Ford cars produced and started a test run finishing with 121,000 miles.

During the whole run they did not experience a moment's trouble. The original valves in the car had never been ground or the carbon removed.

It was not found necessary to adjust the timing since it rolled off the production line during the whole 121,000 miles test run; the total cost for repairs was 29 dollars.

This remarkable performance is only possible with a New Ford and is lasting proof of the in-built qualities that are not seen by some car buyers.

If you are buying a car keep this in mind that you cannot buy a better riding car, and a car with less depreciation than the New Ford. It will outperform any other car on the road.

Chase one with your thousand pounder and see.

Great Southern Motors

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Reproduction 1909 - 1948 Early Ford Parts.

Dave Slater

✉ dave.slater@casmn.com

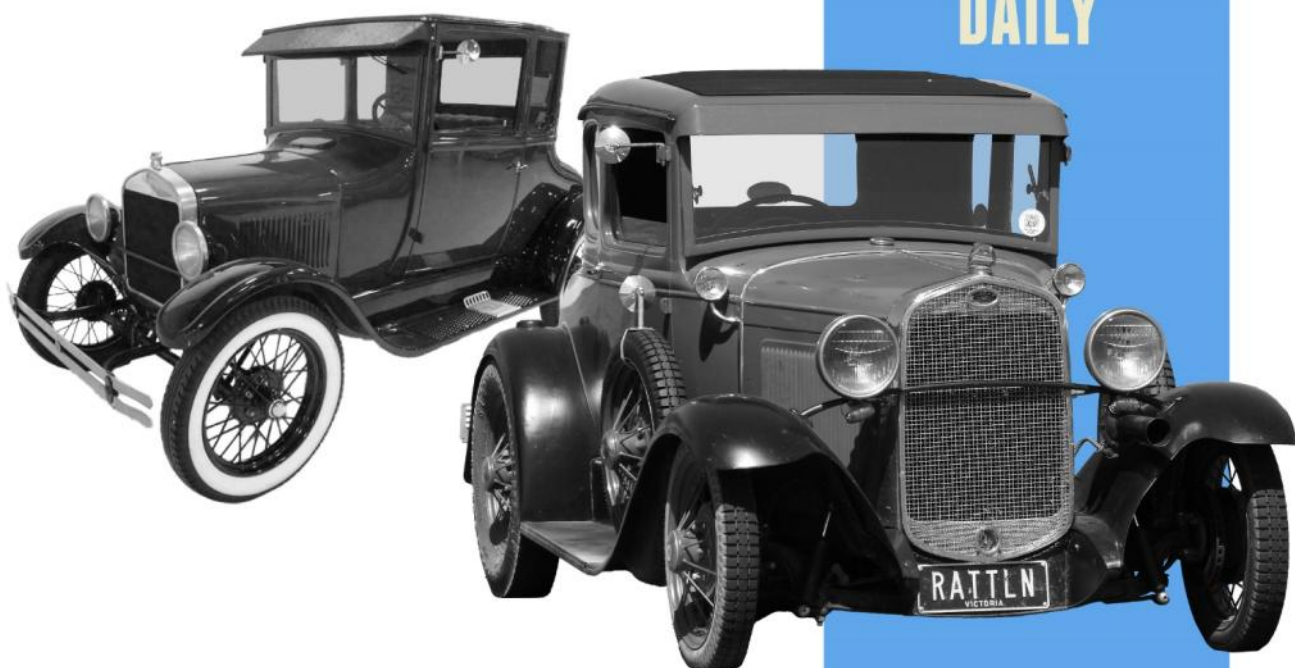
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Instore only & store stock only - No order-ins. Excludes Burtz Blocks and Parts.

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Rust Bands High Tension Cable (Cotton Covered, Black PCV)
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