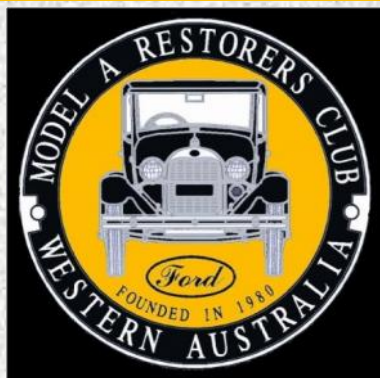




Western Model A News

VOLUME 47, ISSUE 03

APRIL 2026



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Paul Kelly

president@modelafordclub.com.au

First up let me say we had a great run on 22nd March, organised by Peter and Daniel, through the hills and back to Daniel's place for lunch and a meeting. There was a great turn out and I'm sure there is a write up in this newsletter.

My main activity for the club this month, in addition to the National Rally Committee meeting on March 11th, was to attend the City of Albany offices on the 16th of March in relation to our grant application for the rally.

It was a pleasure to attend and represent the Club. and be able to speak confidently about our plans and a little about the club and Model A's in general. They were very impressed with our video and AI-produced rally song. The committee consisted of 6 people and was chaired by the mayor. Andrae and I put considerable work into lodging the highly detailed application, (including a detailed budget), before the end of February, and were subsequently invited to attend and present to the council committee.

Unfortunately Andrae could not attend, so I drove down and gave a 15 minute presentation with a further 10 minutes of questions from the committee. They were very engaged in the detail of the events associated with the rally - in particular the show and shine, and the proposed night-time activation drive around city centre on the Thursday night of the rally.

The committee will make a recommendation to the full council and we should be informed of the final decision in April. We are hoping there will be a positive outcome as it will greatly assist the budget.

Fingers crossed.



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EDITOR'S COMMENTS

Ian Steer

editor@modelafordclub.com.au

Your editor is getting quite dispirited by the lack of interest in contributing to this newsletter (with a few members being glaring exceptions).

As I will be away at the end of April, you are unlikely to get a newsletter in this format as no-one has volunteered to do it.

Potentially interesting items out there on the web

An 11 minute video walk through of an amazing **Model A junkyard** in Arizona:

<https://www.youtube.com/watch?v=tdMVdMg5NxI>

REGALIA

Marilynn Horgan

We have plenty of stock in hand with a range of sizes in polo shirts for \$32.50, and jackets for \$55 to meet your cooler weather needs. Caps and both cloth and metal badges are also available.

There is also the option of a blue Chambray shirt in both men's and women's sizes for \$55. The Club logo is above the left pocket and there is an option to have your name embroidered above the right pocket for an extra \$5.

Have a look at [Regalia - Model A Restorers Club of WA Inc.](#)

Give me a call on 0403 434 004, or email me (marilynnhorgan@iinet.net.au) 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.

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: editor@modelafordclub.com.au

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

MARCWA (INC.) CLUB CONTACTS

ELECTED:

President:	Paul Kelly	0419 666 233
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:	Colin Riley	0417 954 549

APPOINTED:

Editor / Web site:	Ian Steer	0403 811 911
Printer:	Daniel Pinnington	0400 132 445
Registrar:	Ray Mahony	08 9271 7630
Events Coordinator:	Situation vacant	
Regalia Officer:	Marilynn Horgan	0403 434 004
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	Darren Jeffree	0428 421 653
Property Officer:	Gary Moore	0409 337 629
Delegate: CMC	Toni Mahony	08 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

events@modelafordclub.com.au

Classic Car Show has been re-scheduled

Due to the terrible rain forecast for the weekend of 28th and 29th March, the organisers of the Classic Car Show postponed it to April 18/19th. Colin Riley kindly agreed to slip his MARC WA club run to the weekend afterwards. Hopefully those that were coming to the Classic Car Show on the 29th can still make it on the new date - and perhaps there are people who weren't able to make the original date that can now make the new date?

April

Event: Classic Car Show (Re-scheduled)

Date: Sunday 19th April

Location: Robinson Park, Tuart Hill

Details: Cars to be there between 10am and 3pm. Contact Ian Steer if you would like to take your car along. Ian will advise details for entry to the participants closer to the date.

Organiser: Ian Steer

Event: Pingelly Heritage Festival

Date: Saturday 18th and Sunday 19th April

Details: Visit <https://www.pingellyheritagefestival.com.au/> for more information

Event: MARC WA Club Run (**Changed Date**)

Date: Sunday 26th April

Time: 9:00am for 9:30 start

Location: Corner of Graceful Blvd and Marion Av in Alkimos (Shopping centre car park)

Details: Touring, then morning tea at Lavender Estate. More touring to a historic site, then onto Yanchep National Park for meeting followed by BYO BBQ lunch. Note: National park fees \$10/car concession, or \$17 no concession

Organiser: Colin Riley

May

Event: MARC WA Club Run

Date: Sunday 17th May (proposed)

Details: tba

Organiser: [Organiser needed](#)

Event: MARC WA Bunnings Sausage Sizzle (National Meet Fundraiser)

Date: Sunday 24th May

Location: Bunnings Bayswater

Details: Volunteers needed - please contact Ray & Toni Mahony

Organisers: Ray & Toni Mahony

EVENTS COORDINATOR (CONT)

events@modelafordclub.com.au

June

Event: MARC WA Club Run
Date: Sunday 21st June
Time: 11:30am
Location: Roam Distillery, 445 Morangup Rd, Morangup (between Gidgegannup & Toodyay)
Details: Lunch at Roam Distillery, with distillery tours for those interested. Their special winter menu will be available for the next newsletter.
RSVP to Andrae Moore by June 7th, ph: 0427 773 621 (AH)
Organiser: Andrae Moore

July

Event: MARC WA Club Run
Date: Sunday 19th July (proposed)
Details: tba
Organiser: Organiser needed

August

Event: MARC WA Annual General Meeting
Time: Noon for a sausage sizzle (provided) and meeting to start at 1pm.
Date: Sunday 16th August
Details: tba
Organiser: Andrae Moore

September

Event: MARC WA Club Run
Date: Sunday 20th September (proposed)
Details: tba
Organiser: Organiser needed

October

Event: MARC WA 29th National Meet
Date: Sunday 18th - Sat 24th October
Location: Albany, West Australia
Details: Get your [Entry Form](#) in, and get your accommodation booked NOW. Refer to the National Meet [web page](#) and [Facebook page](#)

November

Event: MARC WA Club Run
Date: Sunday 15th November (proposed)
Details: tba
Organiser: Organiser needed

EVENTS COORDINATOR (CONT)

events@modelafordclub.com.au

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 HISTORY OF WHITE WALL TYRES

Courtesy Wes Hartley

Originally, tyres were off-white in colour, due to the colour of the natural rubber formula. Tyre manufacturers then added zinc oxide to the formula, which gave the tyres a brighter white appearance. White tyres were not a status symbol or aesthetic feature—it was just how the tyres were produced. The tyres would quickly turn to a beige colour as they traversed the dirt roads of yesteryear.

It wasn't until 1910 that B.F. Goodrich started adding carbon black to its tyres, as this ingredient added strength and durability to the rubber. Soon, most new cars rolled out of the factory on black tyres, as this updated chemistry resulted in a stronger tyre.

Since adding carbon black to the rubber was an additional production cost, some tyre companies added it only to the tread surface. This resulted in the first tyre with a white sidewall quite by accident. The whitewall would later be refined, and it eventually transitioned to a strip of white rubber being added to the tyre's all-black carcass during the manufacturing process.

Though the whitewall tyre was not originally a fashion statement, this look caught on quickly, and became an affordable upgrade to most passenger cars. Starting in the 1930's most new car buyers could elect to spend a few extra bucks and have their car equipped with wide whitewalls, and this appearance package was popular for quite some time.

Article from Antique Tyres

459

C 892331

EXPIRY DATE 3, APR. 1958 T.L.—81

NEW ZEALAND

WARRANT OF FITNESS

Issued by **AUCKLAND MUNICIPAL MOTOR VEHICLE TESTING STATION**

Name of owner: **J. B. Steer**

Make: **FORD**

Registration No. **DR 488** Speedometer reading: **91785**

I hereby certify that I have examined the abovementioned vehicle and that at the undermentioned date of examination it complied in all respects with the requirements of the Traffic Regulations concerning construction, equipment, and condition of motor-vehicles.

Date of examination: **3, OCT. 1957**

Signature of Examiner: **J. REEKIE SUPERVISOR**

"Warrant of Fitness" (roadworthiness certificate) for the Steer's 1928 Sports Coupe in Auckland in 1958 (finally sought after being fined for not having one!)

CANNING DAM CLUB RUN MARCH 22ND

Daniel Pinnington

It turned out to be a nice day for a drive, and was attended by all the regular faces and relatively new member Ray Chester in his Model A ute. We had a total of 7 Model A's and a few classics and moderns for variety.

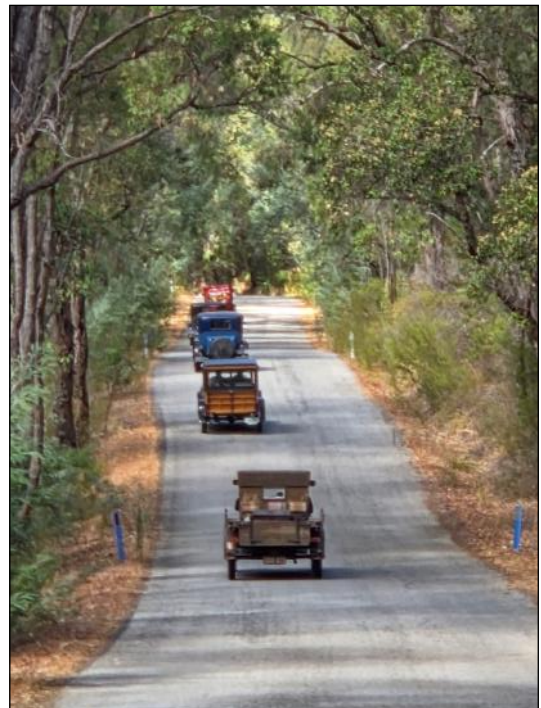
The first half of the route started at my house in High Wycombe, and took us up through the back of Kalamunda into the orchard country, and then to our morning tea stop at Canning Dam.



En-route, Ray Chester's car started to make a very loud banging noise as he was rolling along. At a regroup, I was the first on the scene and noticed all his wheel nuts on his rear left corner were about to fall off! Before the rest of the club had managed to get out of their cars, they were tightened and Ray was back on the road. I must say, after 2 years of intensive training, Peter, Ron, Gerry and the team must have been extremely proud of my achievements in tightening wheel nuts!

After a short break at Canning Dam, it was starting to warm up, and I decided to take a shortcut back to my house for lunch. Following the meeting, members were invited into the shed to check the progress on the Sports Coupe. I also started the engine, which we had only reassembled the previous week. It turns out there was quite an audible knocking noise coming from it, which had us all puzzled, and it seemed to be getting louder the longer it was run. It had us all perplexed, but now a week later, we think we may know what the issue is - thanks to Steve Read's guidance. It turns out that piston number 4 is protruding a touch above the block and banging the head. We hope to resolve this by using a thicker copper head gasket and chamfering a bit off the piston.

It was a decent turnout and a good day - hopefully enjoyed by all.



NATIONAL MEET - ALBANY 2026

Andrae Moore (Rally Director)

200 days to go! (maybe less by the time you read this)

Volunteer/s Needed – Rally Raffles Coordinator(s)

We are seeking one or more volunteers to take the lead on organising the Rally Raffles, both in the lead-up to the event and during the rally itself.

Pre-event tasks include:

- Collecting donations (some have already been sourced)
- Organising and applying for any necessary permits
- Arranging raffle tickets
- Sorting donations into prize bundles

During the event, tasks include:

- Setting up the raffle area
- Managing and coordinating volunteers to run raffle ticket sales during registration/rally bag collection time, as well as during the nightly Nibbles and Natter sessions - major raffles drawn at Gala Dinner

If enough donations are received, helping run small daily raffles drawn at nibbles and natter throughout the event.

If you are organised, friendly, and enjoy working with people, we'd love your help! Please reach out to the committee if you're interested in taking on this important role.

Proudly sponsored by Yesteryear Garage and Parts , Early Ford Parts and Henry's Model T & A Parts



Containers for Change code



Model A bodies from Canada at the Geelong plant (see next page)

MEMBER'S SHED ACTIVITIES

Ian Steer

I got a (new to me) original AMES horn. It was always difficult to get the sound right without the motor stalling and refusing to turn. I would adjust it and it would seem OK, but the next time I went to use it, it would be stalled.

I'd finally had enough and pulled it off and dismantled it.

- All the windings seemed ok
- I measured the volt drop in the wiring to the horn in operation, and the supply and return volt drops were reasonably balanced - probably OK
- I tried it with the wires pressed directly onto starter motor terminal & earth - brilliant!
- I fitted it loosely back on its bracket - still brilliant
- Then I tightened all bolts - crap!
- I then found a dent/distortion in the mating surface between the 2 parts of the horn that must have been twisting the body when the bolts were tightened and adding friction to the motor rotation
- I hammered the dent out and re-mounted it - and it sounds great (fingers crossed)

1929 roadster bodies from the Walkerville plant in Ontario, Canada at the Geelong plant.

They were minus the North American steel sub-frames and were fitted to Australia timber sub-frames due to a government local content requirement. (Timber was cheap and easy to shape.)

(courtesy Ron Andrews, photos and comments by Rod Webster)



SHORTENING THE PRODUCTION CYCLE

Courtesy Colin Riley

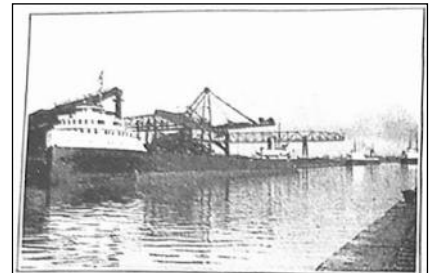
One of the most noteworthy accomplishments in keeping the prices of Ford low is the gradual shortening of the production cycle. The elapsed time between the receipt of raw material and its appearance as finished merchandise in hands of the dealer, bears strongly on retail prices. The longer time an article is in the process of manufacture and the more it is moved about, the greater is its ultimate cost.

During the period of business depression in 1920, the Ford production cycle was cut from 21 to 14 days. Today the Ford production cycle has been reduced as here illustrated.

MONDAY 8:00 A.M.

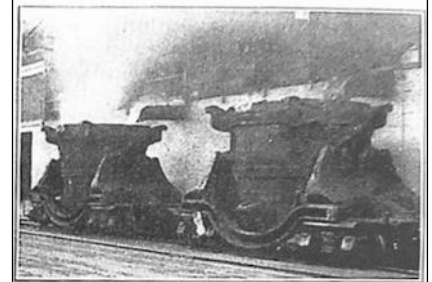
After a trip of approximately 45 hours from Marquette, the ore boat docks at the Rouge plant. Hulett unloaders start removing the cargo which is transferred to the High Line and from there to the skip car which charges the blast furnaces.

By continuous process this takes 10 minutes.



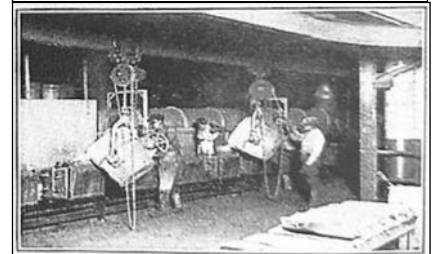
TUESDAY 12:10 A.M.

In sixteen hours the ore has been reduced to foundry iron, which is carried in a molten state to the foundry. In less than an hour it has been mixed with the proper proportion of scrap and poured into moulds.



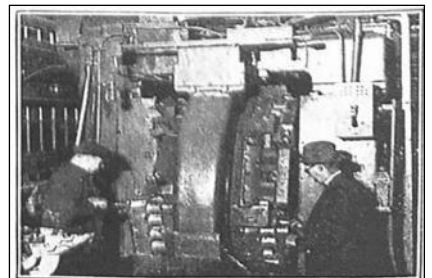
TUESDAY 1:10 A.M.

As the conveyor brings the moulds past the pouring station, the hot metal is cast into cylinder blocks. These go to the shake-out station and are taken away to be cooled and cleaned. The cooling and cleaning process requires an average time of five hours.



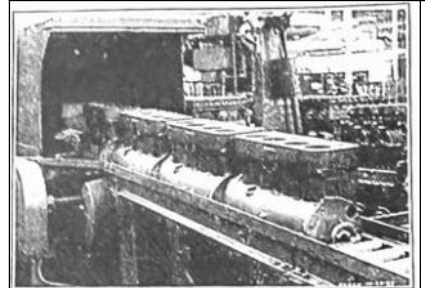
TUESDAY 6:10 A.M.

The casting now goes to its first machining operation. It takes two hours and forty minutes to machine the casting. This machining is performed in the foundry building in line with the Ford practice of continuous operation. It arrives at the motor room at.....



TUESDAY 9:25 A.M.

It requires two hours to assemble and block test the Model A engine. Except for "running in" to loosen it up, everything is done on the move until it reaches the testing block.



Cont. over

SHORTENING THE PRODUCTION CYCLE

Courtesy Colin Riley

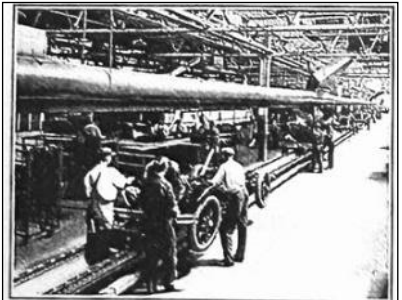
TUESDAY 11:25 A.M.

The finished and inspected motor comes out on a conveyor and is loaded into a freight car and shipped to an assembly plant. It takes about 10 minutes to convey and load in the car.



WEDNESDAY 6:35 A.M.

By this time the motor should have reached an assembly point 300 miles distant. It takes approximately 35 minutes to unload the car and carry the motor to the assembly line.



WEDNESDAY 7:35 A.M.

It takes one hour to assemble the complete car, so by 7:35 A.M. the car is ready for the dealer.



WEDNESDAY NOON

Long before noon the dealer will have taken delivery of the car and paid cash for it. Here is a conversion of raw materials into cash in approximately 50 hours. Of this 50 hours, 24 are consumed in shipping and handling. Even this record-breaking cycle is often shortened.

This extract was taken from the book "The Legendary Model A Ford", by Peter Winnewisser.



A Soviet GAZ-14 truck (Ford AA truck) with a gas producer (Aussie A Models Facebook page)

TECHNICAL TIP

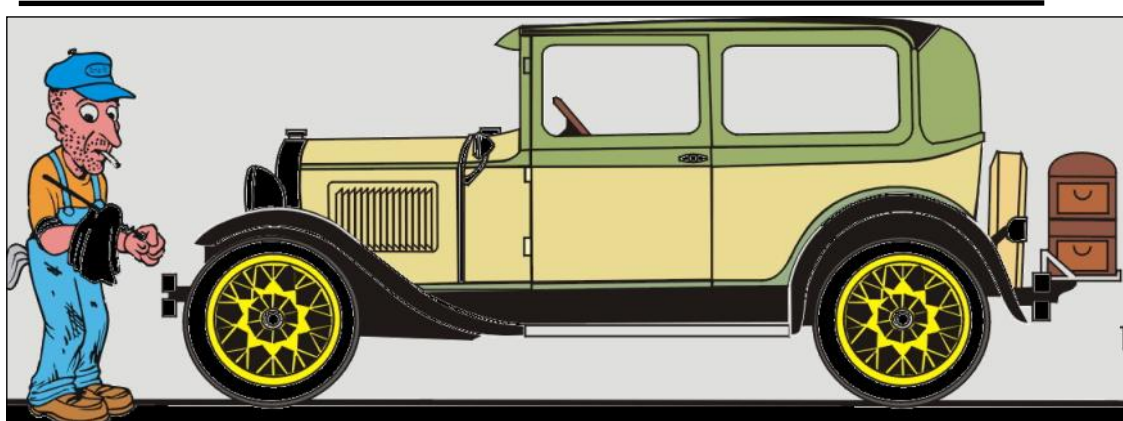
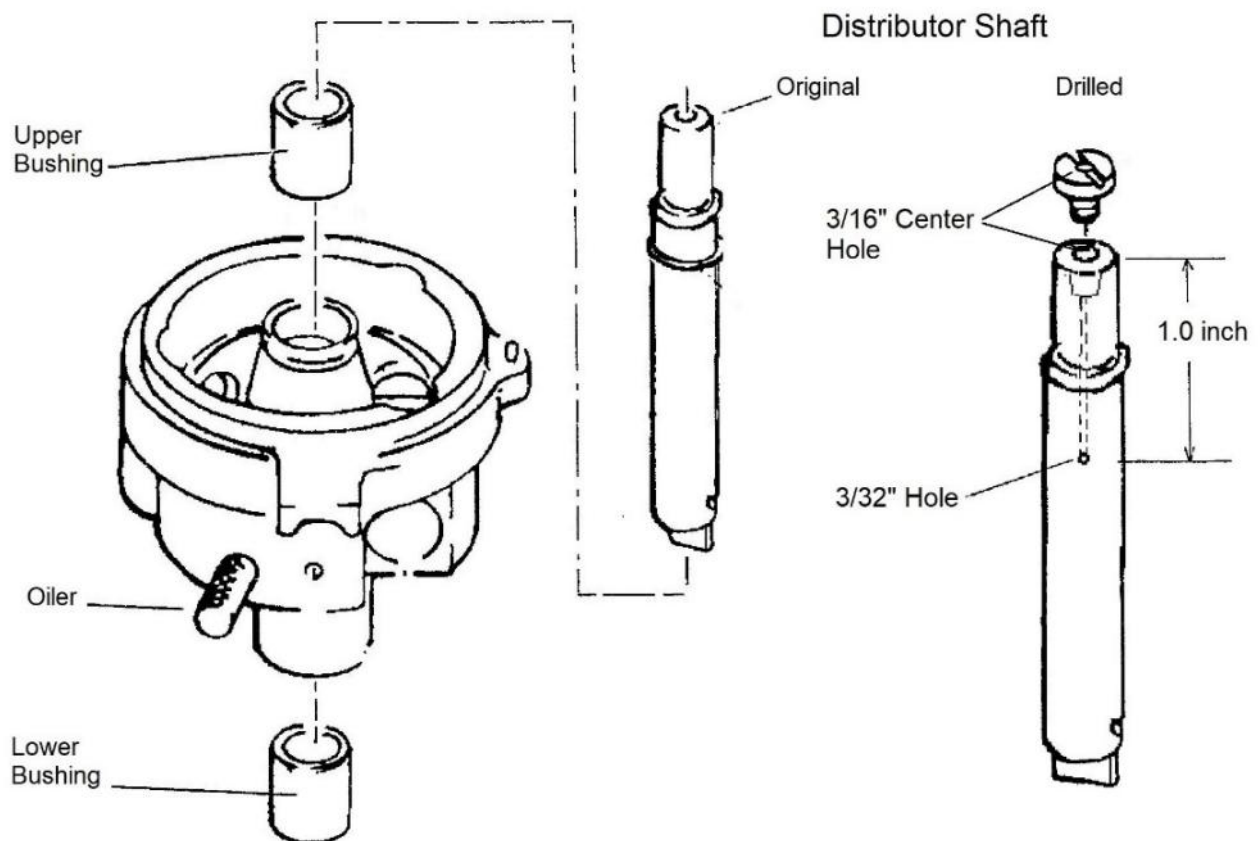
Willie Priaulx, Central Iowa A's, from Script A News, Feb 2026

Distributor Shaft Lubrication

Ford recommends lubricating the distributor shaft every 500 miles by adding a few drops of oil at the spring-loaded oiler on the side of the distributor. This effectively oils the lower bushing only. Proper lubrication of the upper bushing is a problem however. The distributor shaft and cam screw should be drilled to allow oil to the upper bushing. You may order already drilled shafts from the parts suppliers or do it yourself.

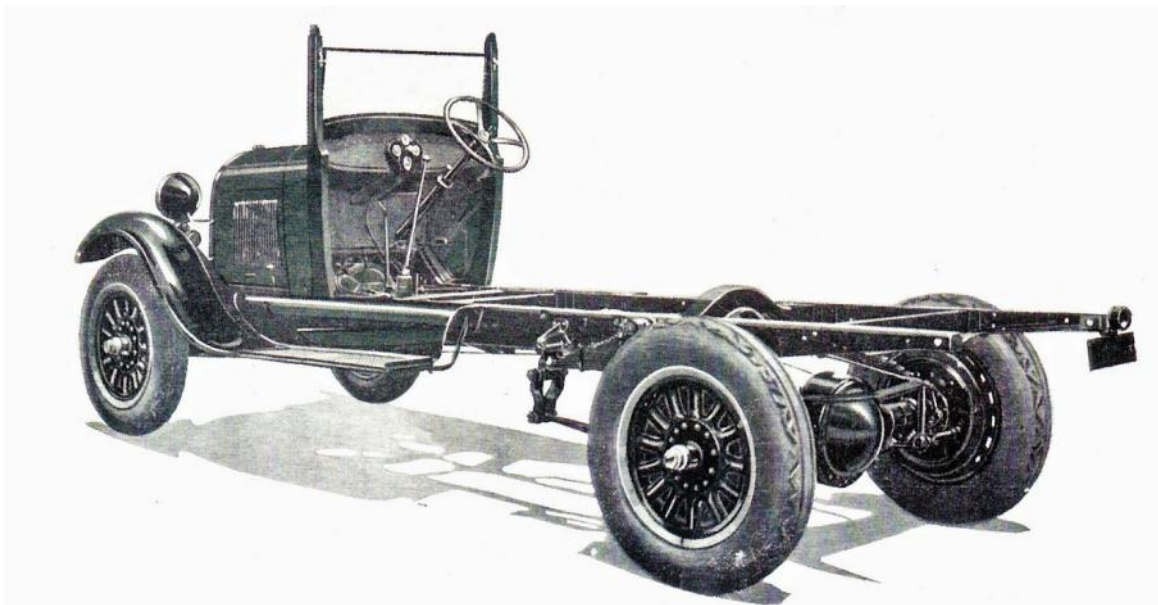
Drill a 3/16" hole down the centre of the shaft 1" deep, and a 3/32" hole through the side. Drill a 3/16" hole through the centre of the cam screw. Drilling the shaft is not difficult as the drill centres itself for the 3/16" hole.

If it squeaks it's just asking for attention !



BOLTON'S BODY CATALOGUE

Courtesy of Ron Andrews



THE NEW FORD 30 Cwt. CHASSIS

(Detailed Specifications Overleaf.)

MADE BY BRITISH WORKERS WITH BRITISH MATERIALS AND CAPITAL

THE NEW FORD 30 Cwt. CHASSIS

The massive strength and inbuilt quality of the New Ford Truck Chassis are explained by the following specifications:—

Motor.—40 h.p. at the low engine speed of 2200 revolutions per minute. For licence purposes rated at 24.03 h.p.—R.A.C. rating.

Aluminium Alloy Pistons

Ignition wires enclosed in steel conduit.

Transmission.—Standard selective sliding gear transmission with ball and roller bearings throughout the gear box.

Gear Ratios.—Series "L" standard three speeds forward: 6.8 to 1 to 21.2 to 1; reverse 25 to 1. Series "M" dual transmission with underdrive: 6.8 to 1 to 31.1 to 1; reverse underdrive 37.5 to 1. Series "H" with overdrive and underdrive: 5 to 1 to 45.1 to 1. Reverse underdrive: 54 to 1.

Rear Axle.—Semi-floating with tapered roller bearings. Banjo type welded steel housing.

Drive.—Heavy torque arm on left side attached by shackle to frame.

Chassis Frame.—Straight line, 6 in. x 2 $\frac{3}{4}$ in. cold rolled steel.

Springs.—Rear: Full cantilever type with 16 leaves. Front: Transverse semi-elliptic, 12-leaf, with hydraulic shock absorbers.

Brakes.—Six-brake system, internal expanding on all four wheels. Rear brake drums 16 in. in diameter. Total braking surface 332 square inches.

Steering.—Three-quarter irreversible, worm and sector type.

Wheel Base.—131 $\frac{1}{2}$ inches.

Clearance.—9 $\frac{3}{4}$ inches.

Tyres.—Front, 30 x 5 pneumatic. Rear, 32 x 6 pneumatic. The rear wheels carry 85 per cent. of the "pay-load," or two-thirds of the total weight.

Equipment.—One-piece adjustable wind-screen with hinge pillars. Speedometer. Dash Light, Petrol Gauge, Ammeter, Motor-driven Horn, Self-starter. Foot Accelerator, Thief-proof Ignition Lock, double-acting Hydraulic Shock Absorbers on front wheels. Spare Rim.

POWER IN PLENTY FOR THE HEAVIEST WORK

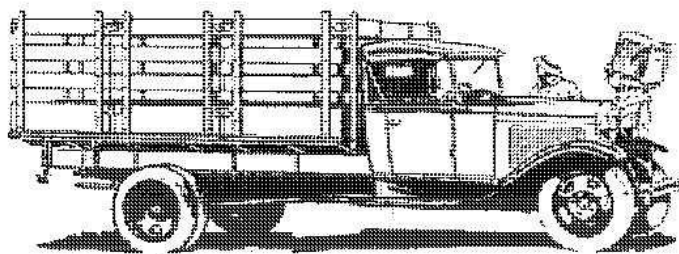
MARC APRIL ACTIVITIES IN YEARS GONE BY

10 Years Ago: Report on one of Peter Sartori's wonderfully organised road trips (helped by Allan Jeffree). This one was 11 days through the south-west and comprised 11 cars (with a couple of our south west members joining them while the group were in their neighbourhood). Also, 12 cars attended the Brookton Motor Show.

20 Years Ago: Photos of a club event (somewhere) where someone came along dressed as a policeman on a police bike.

30 Years Ago: Report of a Mahony-organised run from Galleria, up through Kalamunda and the zig-zag and back to a riverside spot in Maylands. Congratulations to Darren and Germaine Jeffree on their recent wedding.

40 Years Ago: Write-up of a Restoration Run that took in Bill Spencer's 1931 5-window coupe, the Jeffree house to see Darren's AR Phaeton, then finally to the Blewetts to see Reg's 1930 Phaeton. Report of a trip by 6 cars to join members of the South West Veteran Car Club at Boyanup for the long weekend.



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Spark Plugs New & N.O.S • Tyres & Tubes
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Wiper Blades • Cables (Cotton, Metal Covered, PVC)
Rust Bands High Tension Cable (Cotton Covered, Black PCV)
and All Things Vintage

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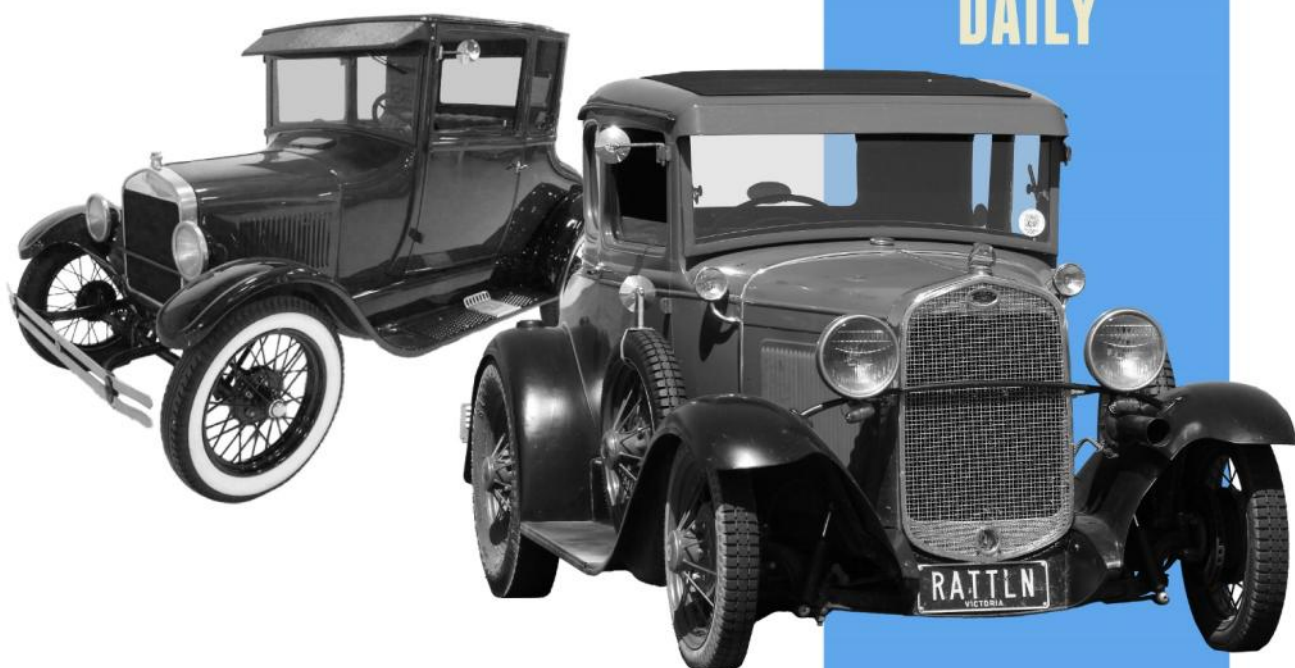
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