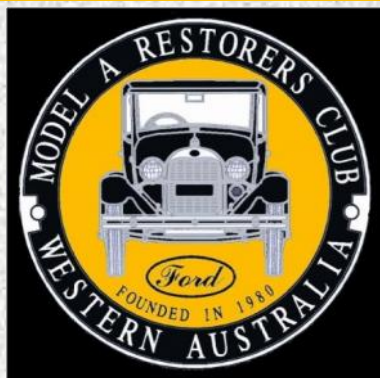




Western Model A News

VOLUME 47, ISSUE 07

AUGUST 2026



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Paul Kelly

president@modelafordclub.com.au

Well, it may be winter, but things are heating up for the Rally Committee. The countdown is on, and the meeting frequencies have increased. It is great that we are getting such strong support from our members and contributions from sponsors - a sure sign of a well working club. I'm sure it will be a rally to remember - given the enthusiasm and dedication of all those associated with the rally. Make sure you bring plenty of cash as the raffle prizes are looking good!!! There has been interest, particularly from overseas attendees, regarding the possibility of borrowing Model A's (or seats) for some of the runs. I'm sure the rally notice board will be a hive of activity once we get established at Rally Headquarters at Retravision Stadium in Albany.



There was some discussion regarding C4C licences at our meeting associated with the last club run to Northam. This week I transferred my slant window from Code 404 to C4C at the Department of Transport Motor Vehicle Licencing Centre. It was absolutely straightforward, by simply completing the form and paying a small fee for the new licence (as it is 25% - compared with no registration fee for the Code 404).

The club has 8 to 10 reserved spaces at Classic Cars and Coffee at UWA in September (as listed in the Events Coordinator section). It will not only be a great opportunity to promote the club but also the National Rally. Also coming up is the AGM, and I encourage as many members to attend as is possible - and don't be shy about nominating for any positions.



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EDITOR'S COMMENTS

Ian Steer

editor@modelafordclub.com.au

Temporary Caretaker Editor Required again !

Your Caretaker Editor and Caretaker Sub-Editor are off on a jaunt again (on the afternoon of the AGM no-less). Hence, unless a Temporary Caretaker Editor can be found again, there will be no September newsletter (hmmm - can anyone think of someone that could do this job?.....)

The King is Dead - Long Live the King! As mentioned earlier this year, Microsoft Publisher (that is used to produce this newsletter) will disappear off my computer in October. Thanks to the recommendation from Kevin Churchill (Model A Ford Club of Victoria), I have installed some free software called Affinity by Canva and have produced a template for our newsletter with it. So it looks like your October newsletter will be produced by a new software package - and hopefully you will not notice any difference.

For interest, Canva was founded by 3 young Perth people back in 2013, and was recently valued at over US\$40 billion.

Potentially interesting items out there on the web

Courtesy of Colin Riley - for those with Facebook:

[A cut-away operating Model A engine \(period video\)](#)

[A "Mile of Model A's" at the MARC \(USA\) 2026 Grand Tour](#)

[-and the \(lengthy\) grand departure of the tour](#)

[Crash testing Model A's \(period video\)](#)

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

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: RAC Room, Motor Museum, Whiteman Park. When entering the Museum, **advise the front desk staff that you are attending a meeting in the RAC Room** and they will direct you through. If you would like to visit the museum after the meeting, you will be required to pay your entry fee at the front desk prior to enjoying the museum. Also see p7
Please bring a plate of afternoon tea to share after the conclusion of the meeting.
Organiser: Andrae Moore

September

Event: Classic Cars and Coffee
Date: Sunday 13th September **NOTE - DATE CHANGE (was Feb 2027)**
Time: 8:30 to 10:30
Location: University of WA Car Parks 5 & 10, Hackett Drive, Crawley
Details: MARC will attend as a club with an area set-aside for us. Donation of \$15 per car to the Prostate Cancer Foundation. Spectators free. For those who have never been to this event, it ***really*** is worth attending. There are classics, vintage, rare modern sports, luxury specifications, bikes and more. **Please contact Paul on 0419 666 233 if you are planning to attend.**
Organiser: Paul Kelly

Event: MARC WA Club Run to Bindoon Historic Vehicle Day
Date: Sunday 20th September
Time: tbc (Public from 9am to 3pm)
Location: Bindoon Oval, 6180 Great Northern Hwy, Bindoon
Details: Great "National Rally Shake-Down" opportunity to test your cars with a bit of a run.
Organiser: Organiser needed

October

Event: MARC WA 29th National Meet
Date: Sunday 18th - Sat 24th October
Location: Albany, West Australia
Details: Entries now closed. 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

2027 January

Event: MARC WA Club Run
Date: Sunday 17th January
Time: 10:30
Details: tba
Organiser: Anne Steer

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)

Wes Hartley has been “shopping” and spotted these treasures:



Ford 100 Year Grille badge for \$29.95 from
[Ford Store Australia](https://www.fordstore.com.au)



“Nostalgic-Art Storage Clip Top Tin”
1.3L food (etc) storage tin (available
from many retailers)

FOR SALE

1930 Roadster, contact Graham on 0407 778 165 or gwort1@bigpond.com for details



WINTER RUN TO NORTHAM

Toni Mahony

Sunday, 19 July

Well, during the organising of the run, I did think it might rain on this day as we had some rain in the preceding days. However, my meteorologist in the sky took pity on us, provided an early shower - and then the day was wonderfully sunny.

We started-off at our popular northern starting point at the Stirling Square gardens in Guildford. It was a straightforward run, going through Midland shopping centre areas, and up Greenmount Hill. The cars all behaved admirably, no conking out, reasonably well spread-out journeying, and we made it to Mundaring.

Here, we decided to head for the scrub (well, forests...), and turned left off the Highway. We travelled through tallish timber, past the Kep Track several times (which follows old railway alignments from Northam to Mundaring), admired the wattle coming out, and gradually made our way to Mt. Helena Pioneer Park for our morning tea. There we were met by Dean Roberts and Andrae Moore, who live in the vicinity. By this time, the sun was shining beautifully. (If it had been raining, we would have decamped to Andrae's patio, but it was uncalled for.)

Heading east again, we travelled through Chidlow and more bush, until we joined-up to Great Eastern Hwy again, east of The Lakes, tootled past Bakers Hill (I don't think anyone stopped for a pie) and Clackline.

Heading into Northam, we took the first main entry (just after the Army Camp and near the Yongah Hill Immigration Detention Centre), along Mitchell Road, crossing over the Avon River, along Fitzgerald St (shopping area) and reached our destination at Bernard Park, beside the Avon – where our volunteer guard was 'bagging' our lunch spot – thanks Kath Pepper!!



Colin Riley & Paul Kelly unloading in Northam



Members having lunch by the river at Northam

Lunch was had, a meeting was had, a raffle was had, lots of rally talk was had, and by then we had had it – and so we made our way to our various homes. And we had sunshine!

Thanks for coming everyone.

MARC WA ANNUAL GENERAL MEETING

Andrae Moore

A friendly reminder that the Club's **Annual General Meeting** will be held on **Sunday, 16 August 2026** at the **RAC Room, Motor Museum, Whiteman Park**.

When arrive at the Museum, **advise the front desk staff that you are attending a meeting in the RAC Room** and you will be allowed through. If you wish to visit the Museum after the AGM, you'll need to return to the front desk to pay the standard entry fee prior to enjoying the museum.

We'll kick things off with a **sausage sizzle at 12 noon**, followed by the **AGM commencing promptly at 1:00 pm**.

As per the Club's constitution, all committee positions are deemed vacant at the AGM. Thank you to everyone who has nominated for Executive Committee positions. At the time of writing, proxy voting is not expected to be necessary. However, should this change, proxy forms will be circulated shortly.

There are also a number of other important club roles that need to be filled, including (but not limited to):

- Library Officer
- Registrar
- Events Officer
- Regalia Officer
- CMC Delegates
- Newsletter Editor

If you would like to get more involved and take on one of these roles, please put your hand up at the AGM. If you are unable to attend but are interested in helping out, please let me know before the meeting and we can discuss the position with you.

Volunteers are the lifeblood of any club, and even taking on a small role can make a big difference. Fresh ideas and new faces are always welcome.

Please bring a plate of afternoon tea to share after the conclusion of the meeting.

We look forward to seeing as many members as possible on the day.

MEMBER'S SHED ACTIVITIES

Ian Steer

As soon as this pesky newsletter is out of the way, I will be stripping-down my steering column to try and work-out why even thick, heavy Penrite Vintage Steering Box lubricant is flowing freely out of the sector shaft and making a mess underneath my car. (Steve Read should expect a visit shortly!)



NATIONAL MEET - ALBANY 2026

Andrae Moore (Rally Director)

75 Days to Go Until the 29th Model A National Meet!

With approximately 75 days to go until the 29th Model A National Meet, the excitement is really starting to build!

The final touches are being put on the entertainment, displays, runs and decorations, while the rally bags are nearly complete. There's a fantastic buzz around the preparations, and it's all coming together beautifully.

Thank you to everyone who has continued supporting our fundraising efforts through Containers for Change and scrap metal recycling. It's amazing how these seemingly small contributions add-up and help make the rally an even better experience for everyone attending. Please keep them coming!

By now, all Runs, Events and Merchandise Forms should have been returned. Our hardworking Secretary, Toni Mahony, has certainly been kept busy answering enquiries and helping entrants from all around the world. Earlier this week, Toni remarked that it has become "almost a full-time job!" Thank you, Toni, for all the work you are doing behind the scenes.

We're also very grateful for the wonderful support we're receiving for our raffle prizes. A special thank you goes to Peter Sartori for his efforts in coordinating both the major and daily raffles. Donations are coming in nicely, but if you have anything you'd like to contribute, please get in touch with Peter.

We would also love to hear from anyone who **has craft items** they would be willing to donate for sale during the rally. There are already some amazing creations in the works, and I can't wait to see the incredible talent on display. If you'd like to contribute, please let a committee member know so we can include your items.

Finally, a heartfelt thank you to everyone who has lent a hand with the planning and preparation of this event. Your time, effort and enthusiasm are greatly appreciated, and they are helping make this National Meet something truly special.

It's going to be an absolute hoot, and we can't wait to welcome everyone!

Keep your cans and scrap metal flowing to help the National Meet bank account.

**Proudly sponsored by Early Ford Parts, Henry's Model T & A Parts, Yesteryear Garage and Parts ,
and the City of Albany**

VALE BETH MARTIN

Ray Mahony

We would like to acknowledge the passing of Beth Martin. Although Beth lived in Sefton Park, South Australia and was a life member of the South Australian Model A Club, she was also a member of The Model A Restorers Club of WA. Beth and her late husband joined our club in July 1990; she would have turned 103 years old in September of this year.

We offer our sympathy to her family and the members of the South Australian club.

Model A Restorers Club of WA Inc

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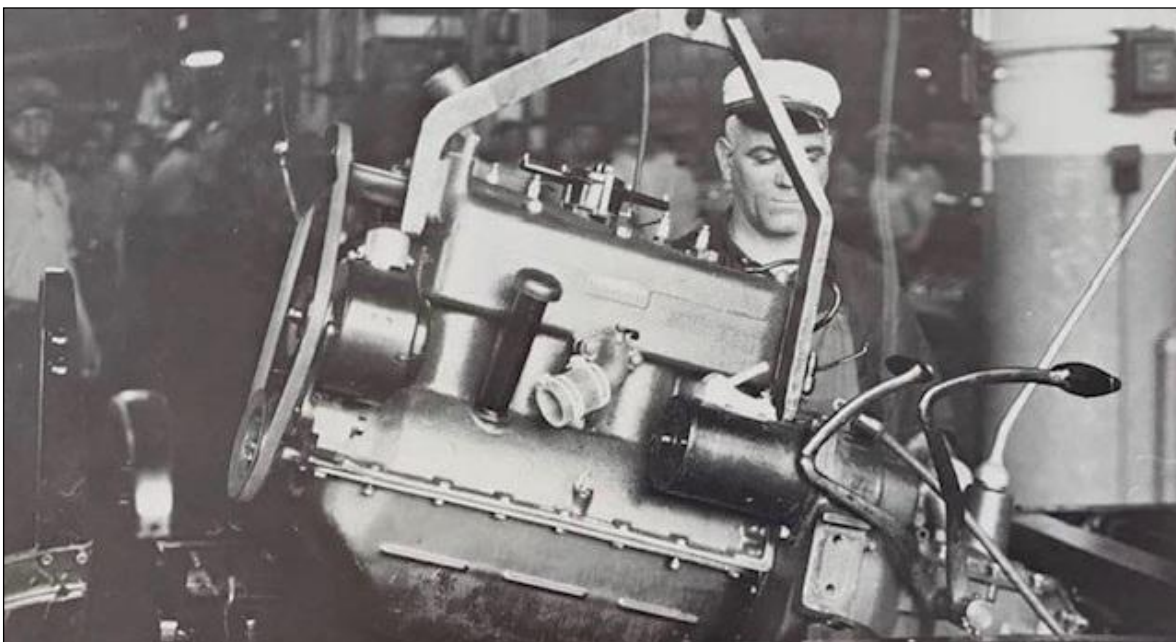
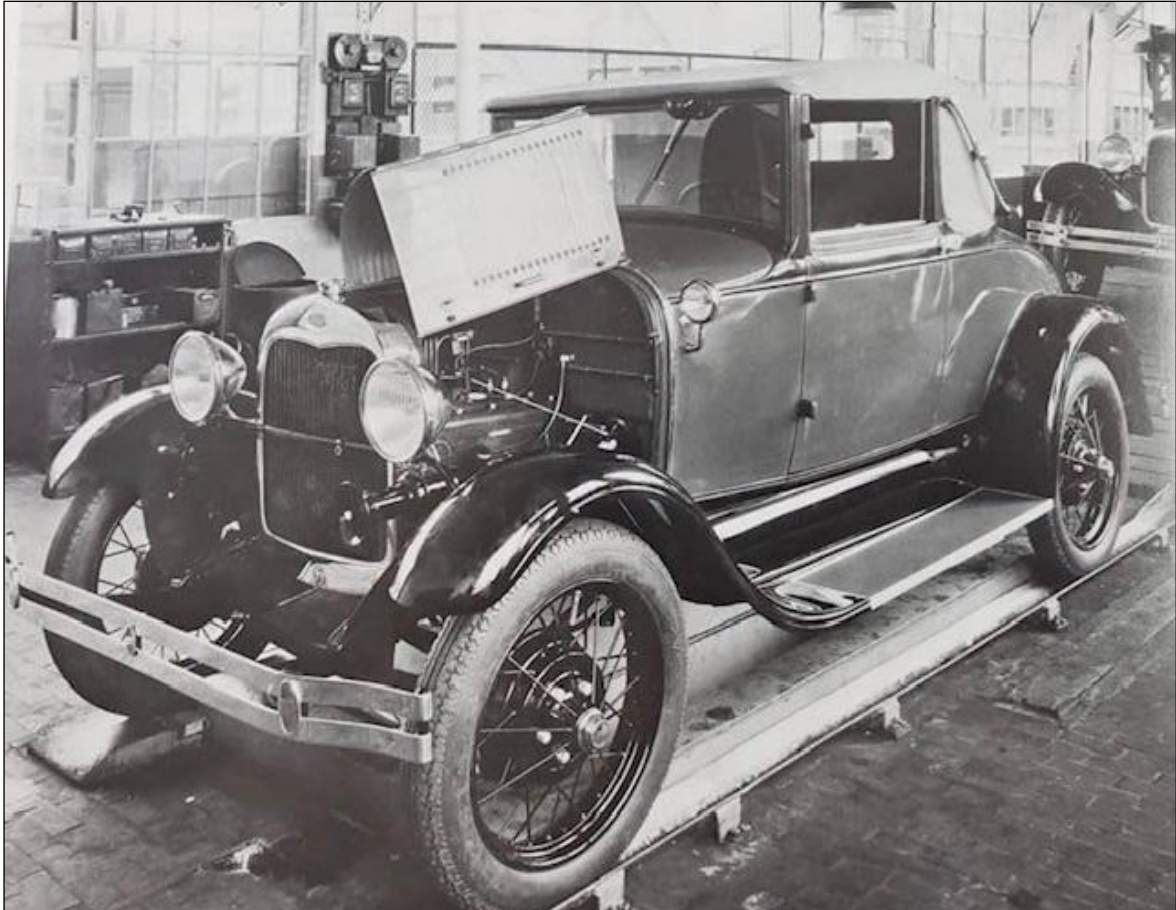
Containers for Change code

TWO MILLIONTH MODEL A

Facebook via Colin Riley

July 24th, 1929

The two millionth Model A Ford rolled off the assembly line at The Rouge plant in Dearborn. The engine was dropped into a chassis destined to be mated with Ford's latest body style - the Cabriolet.



CMC REPORT

Toni Mahony

The July CMC Voice magazine can be found [here](#).

EX-MEMBER JIM WILLIAMS

Darren Jeffree

The person who restored our Woody was a long time member - Jim Williams.

I tried to catch up with him now and again, usually visiting in the Woody. He lived his later life at Collier Park Village in Como.

I have just found a Cemetery notice to say he passed away last year on July 1 2025, aged 100.

Jim was born October 9 1924.

I think Jim was also the restorer of Adam Milner's Phaeton.

Jim and his wife Nina were great club members, and a constant source of entertainment on club runs.



Jim and Nina with the Woody



Jim with the Woody in his later years



From the Postal A's

A FLYING COWL LAMP

Mike Dickinson, The Quail (UK) February 2026



Having owned my 1928 Phaeton for some 31 years and having been a member of our Club for most of this time, I thought an article was more than overdue! This is prompted by my having been the winner of the recently randomly drawn 'reply' raffle, the prize being a very gratefully received shirt for which I wish to thank the Club. Winning raffles is virtually unknown in my domain, perhaps because I never enter them!!

Now this Phaeton of mine is in silver/black, and I am aware that silver is not very appropriate for a Model 'A'; however I wish to assure members that it was silver when I bought it back in 1994, and given that we undertook Weddings with it for 25 years, it WAS very appropriate for that purpose. During this period, it let us down but twice, more reliable than any modern day offering! Suffice to say however, we ran a 1986 Vauxhall Senator as a 'freeby' for bridesmaids - which doubled up as a support car and got us out of these two 'pickles'.

During the late nineties we took it on tour with our other Club -The Lakeland Historic Car Club - for which I have undertaken most roles over the years, (now long since retired I hasten to add.)

It was during one of these tours to Dumfries and Galloway that, on our return journey and just before reaching Annan, we observed an object flying off our car, bouncing on the road, and into what appeared to be long grass on the other side of the road.

Now, on stopping to identify what this might have been, it quickly became apparent that it was the nearside cowl light, not the Quail, which had flown its mooring. Our convoy of 12 cars ground to a halt and it was all hands on deck to try and find the missing lamp. After approx. 1 hour of searching we reluctantly gave up, primarily on the basis that I could buy another one. Well, as we all know Dave O'Neill can supply virtually everything - except a 1928 cowl lamp! There was no alternative but for me to go back to Annan and have another look myself. I could only narrow it down to approx. a 200 yd stretch of road and even that was a bit of a guess. Again, to no avail and I returned home pretty deflated; so much so that I was determined to have a final attempt, this time armed with a 'hired for a day' metal detector.

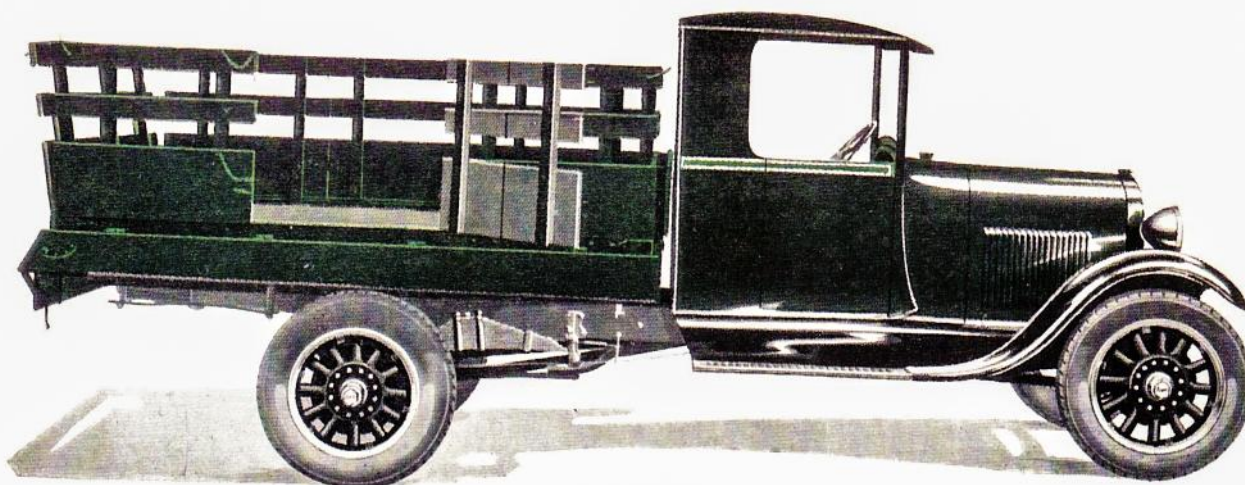
I thought it would be prudent to have a trial run with this unfamiliar machine to see at what depth it might pick up an unseen object. I was aware that it had been more than two weeks since my last visit and being spring, the grass would have grown another couple of feet. The day in question was a shocker weather-wise, but I was committed to that day by the hire agreement and so ventured north again under leaden skies.

Wow! On arrival at the said stretch of road it was far worse that I had anticipated. It was lashing down, and the grass had grown 3 ft! Weather proofs on, metal detector operational, and off I went scouring the grass approximately two feet below the top of the grass. Passing motorists must have thought I was bonkers and they were right. I was committed to this 200yd stretch and no further. Now I would forgive you if you thought I was making this ending up just to make a good story, but I tell you no lies. I was within 1yd of the end of this stretch, soaked and in despair, when the machine beeped. It had not beeped for anything for the previous 199 yds! Putting my hand down to the bottom of the grass there was this object of some weight. I picked out - MY LAMP!! Wow and it was intact- no broken glass, just a small indentation on the rim where it had bounced on the road. On refitting it back to its 'mooring' even the bulb still worked!

Was it all worth it? - OF COURSE IT WAS.

BOLTON'S BODY CATALOGUE

Courtesy of Ron Andrews



TYPE No. 506.—FORD 30 Cwt. COMBINATION STAKESIDE AND DROPSIDE TRUCK

(Full particulars overleaf)

[[POLICY OF NO YEARLY MODELS PROTECTS YOUR INVESTMENT]]

TYPE No. 506.—FORD 30 Cwt. COMBINATION STAKESIDE AND DROPSIDE TRUCK

This model is a general-purpose truck, meeting the requirements of a wide range of commercial, industrial and agricultural users.

It is adaptable for use as a stakeside, dropside or platform truck as may be required.

When used as a dropside truck, brackets can be fitted at front and rear to carry a ridge pole which supports a canvas covering, making the truck an all-weather vehicle. This equipment is available at small extra cost.

In this model the stakesides fit firmly into the floor (see small illustration), and can be quickly and easily removed.

For farm or station work where a truck is frequently called upon to carry live stock as well as being needed for the cartage of farm produce and for general purposes, the convertible feature of Type No. 506 is greatly appreciated. The truck is also well suited to the needs of commercial concerns whose transportation work is varied.

LOADING SPACE—

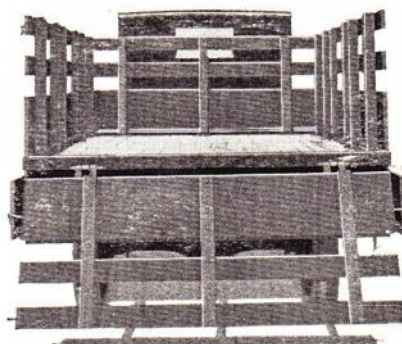
Length, 108 in.

Width, 70 in.

HEIGHT OF SIDES—

Dropside, 14 in.

Stakeside, 24 in.



The small illustration shows rear view of Type No. 506, illustrating how sides and tailboard are fitted.

[[FORD SIX-BRAKE SYSTEM MAKES FOR SAFETY]]

TECHNICAL TIPS

Chris Wickersham, Santa Anita A's

Care and Feeding of the Engine Thrust Bearing, or - Keep Your Foot Off the Clutch Pedal !!!

The Model A Ford engine is equipped with bearings that are designed to limit the fore and aft movement of the crankshaft and keep it centred in the engine block. These thrust bearing surfaces are designed into the rear main bearing of the engine. The Babbitt bearing material overlaps the front and rear of the rear main bearing bore and is finished machined when the main bearings are line bored. The crankshaft has a flange on both sides of the rear main bearing that is finish ground. These flanges will bear against the thrust surfaces of the rear main bearing Babbitt and keeps the crankshaft centred.

Normally there is very little for or aft load on these thrust surfaces, but that all changes when you put your foot on the clutch. It takes considerable force to push on the fingers of the clutch to cause it to release. This force wants to push the crankshaft toward the front of the engine and up against the rear thrust surface of the rear main bearing. Extended use of the clutch, or using a heavy duty clutch with stiff springs, will increase the load on the thrust bearing which can lead to premature wear.

The Model A crankshaft thrust bearings were not over-designed, and it is not uncommon at all to find the rear thrust bearing all worn out. When Henry designed the Model B engine, the crankshaft bearing diameters and the thrust bearing surface areas were increased, and the lubrication to the rear thrust surface was improved. You will find many Model A engines that are in good condition and should run for many more miles - but the rear thrust bearing material is badly worn or missing entirely.

Now what do you do if you have an otherwise perfectly good engine that has a bad thrust bearing? The better parts supplier offer a replacement rear main oil seal insert that is made out of brass and incorporates a new thrust surface for the rear flange of the crank. With a little work, this part can often be installed without removing the engine. At this time, there is not a similar part available for the Model B engine.

How do you prevent this from happening with your Model A? The best thing you can do to make life easier for your thrust bearings is to KEEP YOUR FOOT OFF THE CLUTCH!!! When you come to a stop light, and you find you may have to wait for a period of time before you can proceed, put the transmission in neutral and take your foot off the clutch pedal. This will take the load off the thrust bearing and also will take the clutch load off the throw-out bearing which will add to its life. Another thing you can do is to adjust the clutch so it has a lot of free play, or engages when the pedal is closer to the floor. This will reduce the amount the springs in the clutch assembly are compressed which reduces the forward load on the crankshaft. Just be sure the clutch will fully release when the pedal is fully depressed.

When rebuilding the engine or replacing the clutch assembly, consider using a later Ford V-8 clutch, or a more modern diaphragm clutch. These clutches take less force to disengage and not only will it be easier to push the clutch pedal down, but they also lessen the load on the throw-out bearing and the crankshaft thrust bearing. Remember, when waiting at a stop light, put the transmission in neutral and TAKE YOUR FOOT OFF THE CLUTCH PEDAL !!



Replacement
Thrust Bearing

MARC AUG ACTIVITIES IN YEARS GONE BY

10 Years Ago: Report by Colin Davidson on his run to Lesmurdie Falls on a very cold morning - with the Mahony's well rugged-up in their Phaeton.

20 Years Ago: Evan Gobby's first report as the new president. Pat Bussard's first newsletter (Ed's note: Pat thanked Lorna Wigmore for stepping aside! If anyone's asking - I'm happy to step aside!)

30 Years Ago: Ross & Alma Letch won the Good Luck Bad Luck trophy for a series of coincidences that saw them swiftly rescued after a water jacket failure in busy post-Easter traffic.

40 Years Ago: Report on a run in very inclement weather, out through the Swan Valley, across to Great Northern Hwy and finishing in Joondalup - which, by then, was in sunshine.

ELSIE ROBERTS TURNS 100

Congratulations to ex-member Elsie Roberts who celebrated her 100th birthday on July 14th.



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and All Things Vintage

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

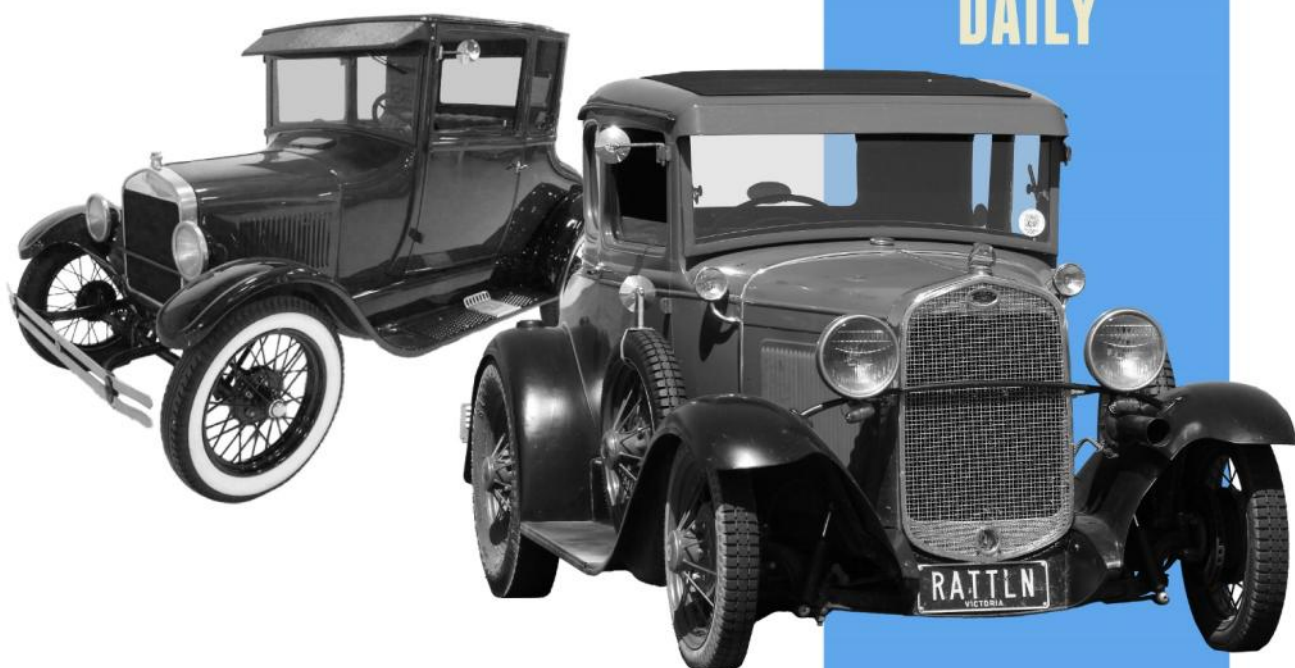
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