



Western Model A News

VOLUME 42, ISSUE 8

SEPTEMBER 2021



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

(president@modelafordclub.com.au)

While sitting here contemplating what to write in my notes this month, I think about how lucky we have been as a club to have had the chance to go on a number of good runs over the last couple of months. I do think the time is fast approaching that we won't get that chance again for a while, as I fear that we will go down the same path as the Eastern States and end up in lockdown again.



Hoping I'm wrong, Ray has been busy keeping our events calendar up-to-date with plenty of runs organised. Please join in as many as you can and enjoy the company of your fellow members.

On 12 September (at noon) is our AGM. As is customary, there will be a sausage sizzle (organised by Frank) prior to the meeting. I look forward to seeing you there. Until then stay well, stay safe.

Dean



Des Addison and the Jeffrees at Meentheena Station on the recent North West Run

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Front Cover: Beach racing at Port Denison earlier this year (where the A's blew the doors off all the others)

SECRETARY COMMENTS

Kathleen Kuenzel (secretary@modelafordclub.com.au)

At the last meeting I said that as the Gingin event on 9/10 October was a run combined with other clubs and would not incur a meeting I wondered if a venue that had been recommended to me by Kojonup member Pete Trethowan could be brought into play as a lunch and meeting area following a run on 24 October. It entails a high-quality project in Wangara featuring all types of restored garage paraphernalia and a range of 50s/60s items. Fred and I visited the venue and agreed that it would certainly be of interest to club members both male and female. Adequate secure parking is available; the 5-room venue is indoors; it has a complete "Happy Days" type diner (see photos below) in which lunch of a sausage sizzle and salads will be provided at a cost of \$15 a head.

Most members present indicated that they would attend and would be prepared to purchase the provided lunch. A booking has been made and the topic will be discussed at the general meeting on 12 September and names of members planning on attending will start to be taken.

We welcome new member Kim Flanagan. Kim lives in Attadale. His phone number is 0417 963 647. He is restoring his Model A.

Editor's note: Kathleen celebrates her 10th anniversary as secretary this month and I'm sure you all join with me in passing-on our sincere thanks to her (otherwise one of us would have to do the job!)



The venue for the October 24 run



September Birthdays

Barry Bristow-Stagg	Kym Knight
Ashley Calhoun	Beth Martin
Phillip Craft	Alan Porter
Philip Finch	Jenni Roberts
Barry Fowler	Peter Sartori
Andrew Gower	David Steptoe
Georgina Hart	Peter Trethowan
Wesley Hartley	Chris Wringe
Jo Hickey	

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 or **7 Gransmoor Way, Willetton WA 6155**

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

MARCWA (INC.) CLUB CONTACTS

ELECTED:

President:	Dean Roberts
Vice-President:	Alan Jeffree
Secretary:	Kathleen Kuenzel
Treasurer:	Anne Steer
Committee Member:	Horace Misko
Committee Member:	Ian Steer
Committee Member:	Marilynn Horgan

APPOINTED:

Editor / Web site:	Ian Steer	9457 4968
Printer:	Daniel Pinnington	0400 132 445
Vehicle Registrar:	Kathleen Kuenzel	9385 3887
Events Coordinator:	Ray Mahony	9271 7630
Regalia Officer:	Marilynn Horgan	9447 8237
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	David Bussard	9524 1086
Property Officer:	Ray Mahony	9271 7630
Delegate: CMC	Toni Mahony	9271 7630

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)

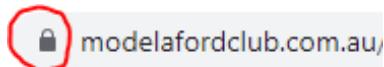
EDITOR COMMENTS

Ian Steer

(editor@modelafordclub.com.au)

Website security

MARC WA are now paying a little bit more each year for a security package for our website. The very observant of you might have noticed the little padlock (in the address bar of your web browser) is now locked (like below) and links to the website now start with “https” rather than plain-old “http” (the “s” on the end means “secure”).



Hopefully this means Google won’t suggest dodgy pharmaceutical sites when you search for MARC now.



The editor and Ian hard at work on your newsletter

Technical Tips

Just a reminder that:

- All the technical tips from our newsletter over the years are available on the MARC WA website (<https://modelafordclub.com.au/tips/>), and
- There are also links to more than 10 other websites with technical tips to help you with your Model A (<https://modelafordclub.com.au/tips-links/>)

Potentially interesting items out there on the web

Paul Shinn has a big series of good videos on everything Model A. Search YouTube for “Paul Shinn Model A”.

Ford Model A Q&A #4 (Questions and Answers) With Model A Expert Bob Guimarin (and Paul Shinn)
<https://youtu.be/bs39jhYWsVU>

The Model A mail truck that circled the earth 8 times without leaving town: <https://bit.ly/3mVCLcE>

AUG/SEPT ACTIVITIES IN YEARS GONE BY

10 Years Ago: Bailup Farm run report (Gidgegannup), Kathleen starts her stint as secretary, and Bob Piercy starts as treasurer.

20 Years Ago: Reports on runs to York and Waroona.

30 Years Ago: More activity towards the 1992 National Meet in Perth. The club’s name was changed from “The Model A Restorers Club (West Australia Branch) Inc” to the current name of “Model A Restorer’s Club of Western Australia Inc”. Laurel Cooke starts as president.

40 Years Ago: The club is now fully incorporated with 26 family memberships. Tips on buying parts from the USA.

EVENTS COORDINATOR

Ray Mahony

(events@modelafordclub.com.au)

Well it looks like we have this year covered - thanks to everyone who has contributed. Now start thinking about next year?

September

Event: AGM

Date: Sunday 12th September

Location: VCC club rooms, 265 Hale Rd, Forrestfield

Details: 12 noon sausage sizzle, 1pm General Meeting, followed by the AGM and afternoon tea

- 2022 Membership Forms will be available to complete on the day and the Treasurer will be happy to take your fees.
- Club regalia (shirts, hats, badges etc) will be available to purchase.

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

Organiser: Kathleen Kuenzel

Bring Your Model A to the AGM—it is International Model A Day

Event: Coffee Run (Pensioner Guard Cottage & Whistlers Chocolate)

Date: Tuesday 14th September

Details: Meet at 1 Surrey Street, Bassendean (corner of North Road) before 9.15am. (Tour starts at 9.15am) We will move on to Whistler's Chocolate, 506 Great Northern Highway, to arrive at 10.30am. Could you please let Ron Andrews 0499 347 312, or Jean Misko 0408 917 042 know by 12th September if you can make it. We hope you can as it should be fun.

Organisers: Jean Misko & Ron Andrews

October

Event: Gingin Sesquicentenary (150th) Celebration (see p9)

Date: Saturday 9th October

Time: 8.00am for 8.15-sharp departure

Details: Meet at the Midland Gate car park (opposite Nathan Roberts UltraLube / Yesteryear Garage and with Muzz Buzz in car park) for the 65km drive to Gingin. We must leave on time as we have to be in place by no later than 9.30am.

- Please let Tania and Darryl know by the 26th September so Tania can confirm with the organisers what space we need (or there may be no room for you!)
- If you wish to join the driving convoy with Peter Sartori, please let him know

Organisers: Tania Piercy, Darryl Freind (0497 222 893 or taniapea.tp@gmail.com)

Peter Sartori (0419 220 198 or peter.sartori@optusnet.com.au)

(Editor's note: we need to have plenty of time so we can fix Peter's flat tyres on the way.)

Event: Goldfields Run (with VCC Collie)

Date: Monday 18th October to Tuesday 26th October

Details: See page 7

Organiser: Wayne Millman

Cont. over

EVENTS COORDINATOR (CONT)

Ray Mahony

October (cont)

Event: Monthly run and meeting
Date: Sunday 24th October
Details: See Secretary's Comments on page 3. Run will end in Wangara with a sausage sizzle and salad lunch for \$15 per head. (More details to follow)
Organiser: Kathleen and Fred Kuenzel

November

Event: Monthly run and meeting
Date: Sunday 28th November
Time: 9:30am to approx. 3pm
Location: Stoneville (TBC)
Details: Gymkhana !
Organiser: Andrae Moore

December

Event: Christmas Lunch
Date: Sunday 5th December
Location: Mosman Park Bowling Club
Details: to be advised
Organiser: Brett Pollock and his able assistants

March 2022

Event: Brookton Old Time Motor Show
Date: Saturday 26th March 2022
Details: Website: <http://www.otms.org.au/> Please let Peter Sartori know you are planning to attend and whether you have registered yet or not.
Organiser: Peter Sartori

27th Model A National Meet - 2022

Date: 11th-17th September, 2022
Location: Goulburn, New South Wales
Details: https://modelafordclubofnsw.com.au/?page_id=10227
Accommodation options: <http://modelafordclub.com.au/goulburn-accommodation/>
Camping options: <http://modelafordclub.com.au/goulburn-camping/>
Organiser: Model A Ford Club of New South Wales

EVENTS COORDINATOR (CONT)

Ray Mahony

Club-Sanctioned Events

Monthly

Event: LBW (Leeming, Bullcreek, Willetton) Coffee Run
Date: 1st Tuesday of every month (except January)
Time: 10am
Location: Ruby's Bakehouse, 1 Dundee St, Leeming
Organiser: Steve Seddon (VCC)

September

Event: Bindoon Historic Vehicle Day
Date: Sunday 19th Sept
Time: 9am to 3pm
Location: Bindoon Oval, Bindoon
Details: Enquiries to Chris Stokes 9576 0050, or cstokes5@bigpond.com

October

Event: All Ford Day
Date: Sunday 3rd October
Location: Steel Blue Oval, Bassendean
Details: On-line entries now open
Further details to follow

September 2022

Event: "Red Dust Revival" (Lake Perkolilli)
Date: 19th to 25th September
Details: Latest newsletter:
<http://modelafordclub.com.au/wp-content/uploads/2021/05/Red-Dust-Revival-2022-Newsletter-1.pdf>
Location: Lake Perkolilli

OCTOBER GOLDFIELDS RUN

Wayne Millman

Leave Perth or Collie on Monday October 18th, then:

Merredin (1 night), Southern Cross, Coolgardie, Kalgoorlie (2 nights), Menzies, Kookynie, Niagara Dam, Leonora (1 night), Sandstone (1 night), Mt Magnet (1 night), Paynes Find, Dalwallinu (1 night), New Norcia, Toodyay, York (1 night), Brookton, then either: Williams to Collie, or straight to Perth, to finish on Tuesday October 26th.

The route is all sealed. Accommodation could be chalets, motel, hotels or guest houses - depends what is available, or caravan, camper - whatever you prefer.

Contact Wayne Millman (0408 477 472) if you are interested in more information.

CLUB RUN TO EDENVALE, PINJARRA

John and Sue Watson

August 22nd

The run started at Armadale village at 9.30am with 10 Model A's, Daniel and Erica in their XJ6 Jaguar, Horace and Jean in the trusty EJ Holden wagon and Nathan in his FC Holden, and a handful of moderns.

We stopped at Mundijong railway station for morning tea, where we were joined by Ray Major in his Model A ute, and David and Pat Bussard. After morning tea, we had a lovely drive through the lush green countryside to Pinjarra. We had a brief stop just outside Pinjarra as Peter Satori's Fordor suffered yet another flat tyre. The wheel was changed in record time by Peter and John Moorehead, and we were on our way again.



The Museum was a great hit with everyone, especially Grandma's kitchen where we could all remember a tool or utensil we had used in our earlier lives.

Kathleen and Kelvin Pepper joined us for lunch, as did Darlene and Jeremy. After lunch many of the ladies checked out the craft shop while the men continued to look at the mechanical bits and pieces in the Museum. The day ended around 3.30pm.



GINGIN 150TH CELEBRATION

Tania Piercy

It will be a big event at Granville Park, Gingin where the river, waterwheel and park are in the centre of town. The car display needs to be in place 9.30-2.30pm, but there will be plenty to look at and keep you entertained: historical displays, markets stalls and all the usual activities.

The main attraction will be the billy cart racing put on by the same group that run the races in Helena Valley. If you haven't seen them before, it is well worth it. Perhaps you may want to enter????

An added option to the day is a sundowner concert and overnight camping.

More info on the Gingin 150th website.



Model A soapbox - racing at Gingin?



<https://www.gingin150th.com.au/>

COFFEE RUN—MONDO NOUGAT

Kathleen and Fred Kuenzel

Eighteen MARCWA members enjoyed a coffee morning at the Mondo Nougat Factory in the Swan Valley on Tuesday 17 August. It was a pleasant, sunny day – perfect for a drive, a coffee or tea, a delicious treat and a chat. Pity about forgetting to take a photo!



Spotted recently by Kaye Cook in the "Rediscover Merredin" tourist brochure - a photo from a MARC wheatbelt tour of a number of years ago.

ANOTHER WA MODEL A HISTORY

Alan Jeffree

MODEL A's

In WA

1930 Deluxe Roadster

Found in Ballidu on Kimber's farm (1950s)

*Restored by Max Annear & sons, Graeme and
Alan*

Trailed home 1977, completed 1987



Max and Dora Annear driving on a club run

WA MODEL A HISTORY (CONT)

Alan Jeffree

Max and Dora's 1930 Deluxe Roadster

Max was a Ford man all of his life. He was a qualified motor mechanic and operated his own service station in North Beach, prior to owning and running an automatic repair workshop in Wellington Road (where Coventry Square shops and car parks are now situated).

In the early 1950s, Max developed a friendship with a farming family from Ballidu. The Kimber family visited the city regularly and had their vehicles serviced by Max. Max and Dora's eldest son Graham developed a friendship with the Kimber boys and spent some school holidays on their farm. On the farm were the remains of a 1930 Model A Roadster which was a farm hack for the Kimber boys to drive around the paddocks. Graham was one of the boys who would drive it when visiting the farm.

Many years passed. Max continued his North Beach workshop. At the rear of his workshop was an old building which he demolished in the early 1970s and created some space. Two New Zealand lads who lived nearby approached Max to ask if they could store the remains of two Model A's that they had purchased to convert to hot rods. Permission was given and the bits sat there for some time. Max would look at these vehicles every time he went out the back. This would have been the time when he was looking at giving up racing motor cycles and rallying (both Dora and Max were into serious rallying for many years). This is when restoring the Model A became the next life chapter.



Some of the motor bike ribbons Max won.

Max asked the Kimber family in Ballidu if the Model A roadster was still around. Yes it was - and come and take it away!

It was about 1977 when Max and younger son Alan headed off to the farm with a car trailer.

Cont. next month

MODEL A COMINGS & GOINGS

Wayne Millman has sold his Tudor and his ute - is Model A-less now! The Tudor went to Kalgoorlie, and the ute to Esperance MARC member Kim Seinor.

Guido Meens' beautiful 1930 Deluxe Coupe has arrived from Atlanta, Georgia (we hope to see it on a run soon, Guido).

FOR SALE

Model A 1930 Ute



My 1930 A Model ute is for sale (reluctant health sale).

New motor, brake rods, carburettor overhauled, near new fuel gauge and filter and line, has indicators, wingdings and a lot of general repairs. Is on full licence.

I have spent a quite few dollars on it and have the receipts, a good amount of spares, a small stash of new parts and some books.

Alan Lewis , 0474 065 494

25 Dragonfly Boulevard, Lakelands, 6180

zlewis3@bigpond.com



Model A Tow Truck

1928 Closed cab Model A pickup with vehicle tow crane installed (can be unbolted & removed). Extra cab space and seat belts. Recent restoration in excellent condition (previous deal fell over). For further details, refer to the May newsletter:

<http://modelafordclub.com.au/wp-content/uploads/newsletters/MARC-of-WA-Vol42-Issue-05-May-2021.pdf>

Contact - Hans Hurij, MARC of WA, mob: 0472 700 635. email: tricka3@bigpond.com

Model B Engine

Reconditioned with the following:

Block - pressure tested & die tested for cracks	New 1 piece valve guides, installed
Bored for sleeves to step in block, bored again to standard, top surface planed	New seats and modern valves, installed. O/Size intake valves
Line bored for insert mains 0.030" o/size, installed	Camshaft regrind "cruising cam" Crow Cams, Melbourne, installed
Cam tunnel bored with bearings, installed	New single lock cam followers, installed
Oil gallery re-jetted for pos. pressure system with provision for remote oil filter. Oil out / oil in with relief valve to oil gallery 40 psi	Counter weighted crankshaft drilled for pos. pressure oiling. Ground for insert bearings. Dynamically Balanced
New pistons and rings (std bore)	New conrods with insert bearings 0.030"
Block has water jacket treated for rust inhibitor	New camshaft plunger and spring
New aluminium timing cam gear with new crank gear	Counter-weighted crankshaft drilled for pos. pressure oiling. Ground for insert bearings. Dynamically Balanced.

Engine has not been closed with front seal to enable view of internals.

Does not have: oil pump, sump, or head.

Contact - Hans Hurij, MARC of WA, mob: 0472 700 635. email: tricka3@bigpond.com

(MORE) FOR SALE

Model A **oil filter kit** Snyders part A-6705-F, new

One-only new black wall **19 inch Firestone tyre** never mounted, soft wall

Contact - Hans Hurij, MARC of WA, mob: 0472 700 635. email: tricka3@bigpond.com

USA-made Model A ammeters are now available. They include 6V backlighting. Dave Slater (Early Ford Parts) has them for \$195, but presumably they are available from all the usual parts suppliers.



LADY DRIVERS

(Perth) Sunday Times, 17 July 1904

Motoring is now an established diversion among Perth ladies, but some of them are proposed to very hazy ideas of the "rule of the road." They are prone to set at defiance the laws and by-laws, which experience has shown to be absolutely necessary for regulating traffic in thoroughness. The natural chivalry always exhibited by the police to the softer sex is, perhaps, responsible for the slackness of enforcement of regulations in the case of the ignorant or defiant fair offenders. One day last week two of the West-End ladies nearly ran over one of Commissioner Hare's minions opposite Foy and Gibson's shop in Hay Street, and were apparently disposed at first to regard the incident as a mere trifle, rather humorous than otherwise. But Robert was equal to the occasion. The offender's names were promptly taken and a stern lecture given them in the presence of passers-by. To complete their discomfiture and enforce the lesson, they were required to travel back William Street on the side of the road they were then on, and cross to the left hand side in due course before continuing their journey Mountwards. That policeman knew his duty and was not afraid to do it. Motorists must not become a street nuisance.



Model A's coming down the Kalamunda Zigzag on Daniel's recent run

HOW THE MODEL A MADE 40HP

Secrets of Speed magazine, April 1996

Interview with engineer Harold Hicks by the Ford Motor Company Oral History Project, 1953.
Words made available by the Benson Ford Research Centre, which serves as the archive and library of
The Henry.

This is an expanded reprint from Secrets Magazine, V5.4 April, 1996

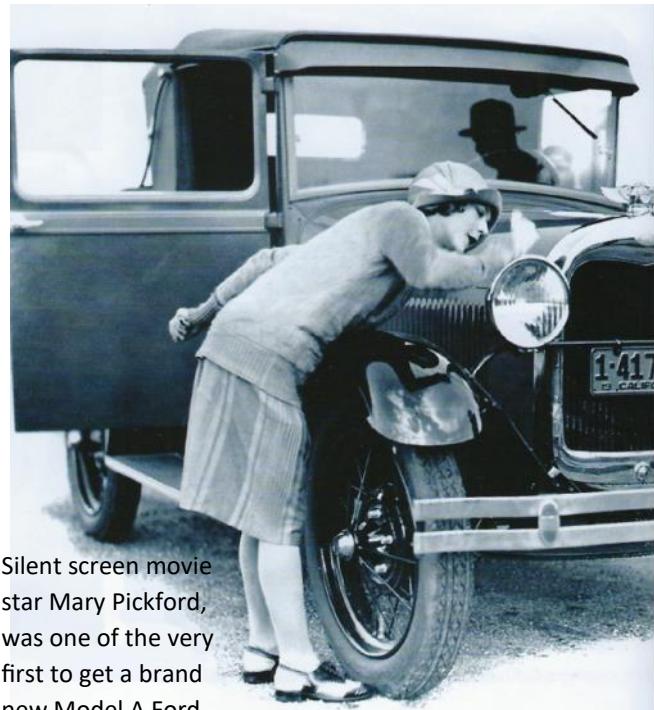
In 1953, Henry Ford's former home, Fair Lane, at Dearborn, Michigan was converted into a permanent repository for archives pertaining to the Ford family and to the Ford Motor Company. An ambitious Oral History Project with personnel trained at Columbia University was undertaken. All people that may have had some part in the company's history were sought-out and recorded. The transcripts ran into the many thousands of pages. This material is the raw stuff of history. In this interview, Harold Hicks tells the story of how important breathing and heat were to the development of the Model A engine.

I was taken off aircraft work to help develop the Model A engine. We knew Henry Ford was working with Sheldrick on the design of the new engine, but no one knew too much about it. Although we were in one big room, things were held quite confidential. Due to the strict deportment everyone held in the company, you didn't wander around out of your place of business too much to find out what the other fellow was doing. You paid strict attention to your own job.

THE START

In April 1927, I was called down to the north end of the big room at the dynamometer section. There was Sorensen, Martin, and Edsel Ford. They showed me an engine that was running on the block. It looked something like the Model T. At least, it had four cylinders. Sorensen said, "Well, Hicks, we've got here an engine which is 203 cubic inches." (The Model T was 176, so it was a larger engine than the Model T.) He said, "It is only developing 22 horsepower. You have had pretty good success in developing power out of engines. If we should give you charge of this development, how much could you get up?"

Well, I took the slide rule, that I always carried, out of my pocket and did a few calculations. I



Silent screen movie star Mary Pickford, was one of the very first to get a brand new Model A Ford.

said, "I think I can get you 40 horsepower out of this engine."

All three of them drew long breaths at that time because they were only getting 22, and they were really in quite a predicament. Sorensen said something that he probably never remembered 15 minutes later. He said, "Well, Hicks, you've never amounted to much in the Ford Motor Company. Oh, you got the aircraft job, but you've never really been a big shot. How long will it take you to get it?"

Cont. over

HOW THE MODEL A MADE 40HP (CONT)

Secrets of Speed magazine, April 1996

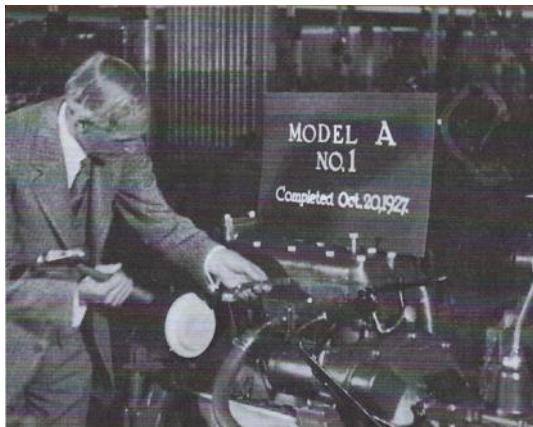
I said, "well, in about 3 weeks." He said, "If you can get us 40 horsepower in three weeks, I'll make you the biggest man in the Ford Motor Company." I could tell that Edsel, although he was anxious to get the 40 horsepower, did not entirely approve of what Sorensen had said.

At any rate, I started in. Without saying anything to anyone because it was more or less a secret, and using Carl Schultz to draw up a manifold, we got out first a Y-type manifold.

THE CARBURETTOR

I had used, in calculating the manifolds, certain principles I had obtained from Colonel Hall way back on the Liberty engine. We got the manifold out, as I remember, in about 7 days, working day and night to get the casting made and so forth. Then I went to my friend Howard Manwaring, who was in the Zenith Carburettor Company, and got from him a carburettor to put on the job.

I realised that the original vaporiser type of (carburettor and) manifold that was developed by Holley did not give sufficient speed range for an engine of that size, whereas it might have worked with a Model T. For a bigger engine, and an engine they wanted 40 horsepower out of, we had to have a manifold and a carburettor. That was what really did the trick. The first shot out of the box we got 30hp (with the "Y" manifold and the



Henry Ford stamped A1 on the first Model A engine off the Rouge plant assembly line

Thursday, October 20, 1927. On the next day, the engine was installed in a Tudor Sedan which Henry personally used to test and further refine. After giving his final approval, actual production began 10 days later on November 1, 1927. This engine still exists and was re-installed into an early Phaeton for Thomas Edison's personal use.

The Phaeton is on loan from "The Henry" on display at Gilmore Model A Ford Museum in Hickory Corners, MI.

zenith carburettor).

THE VALVES

Edsel had (previously) worked with me on the motorboat (engine) design. He (and I) knew that the right way to get power out of a job was to get the stuff in there and explode it. You couldn't have small valves and get power out of an engine by having small valves. Edsel was interested in the engine's design. At the time the project had only developed 34HP. He gave me permission, and the idea was Edsel's alone, that we open-up the passageways

and make the valves bigger.

There were insufficient water passages around the exhaust valves. The passages there were opened up, and the shape of the gasket was changed. Within 3 weeks time, we had our 40 horsepower using the final design of the (hot spot) intake and exhaust manifold.

PROVE IT TO ME

I can remember that (Henry Ford) came to me and said, "Now come down here to the dynamometer. I want you to show me that 40 horsepower that you have been bragging about." I had not been bragging about any 40 horsepower. Of course, I was looked upon as quite somebody in the Ford Motor Company at that time by the rest of the people who were here.

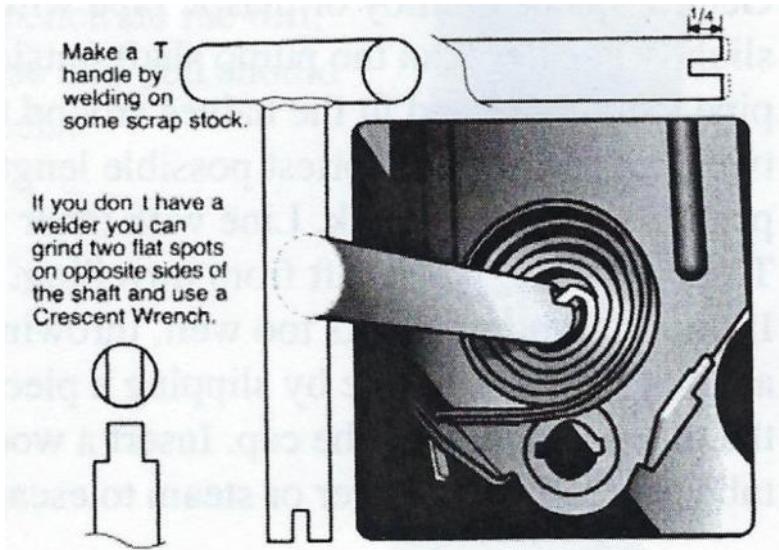
Cont. next month

TECHNICAL TIP

MAFCA

Sometimes a window regulator spring will either break or become so weak that it makes it hard to roll up the window. Installing a new spring can be difficult and also dangerous.

Take an old distributor shaft and weld on a T handle made from rod stock. Grind down the slotted end so the slot is only 1/4" deep. Put the regulator in a vise and wind it until the lift arm is all the way up. This is the position in which the spring is least compressed. Hook the outer hook of the spring and insert the tool in the center. Turn the tool to compress the spring until it fits into the slot. Release the tool. Tap the spring into position with a hammer.



WANTED

Two **19" tyres** for a Lake Perkolilli racer. Tread is an option as the main criteria is that the side walls are reasonable.

Ron Andrews, 0499 347 312

Model A - preferably Fordor or Tudor (for leg room), preferably licensed, in good condition. Fair price paid.

Daniel Pinnington 0400 132 445

Karl has a **1932 ford truck** and is after a rear roof cab panel, fuel pump model B and various other bits. If anyone thinks they can help, email Karl at gailbellette1@bigpond.com.

Restorer for a 1930 Model A. The request is as follows:

My boss is looking for someone to restore his Dad's (now deceased) pride and joy 1930 model. Vehicle can be driven and is not a major restoration. Looking for someone, possibly retired, to restore to original condition over next 6 months with some remuneration. Vehicle is currently stored in Malaga and once it's restored, will be housed in our new premises museum.

Contact: Lindsay Fletcher, email: westcoastwaves@iinet.net.au

MEMBER'S CAR STORIES

Read the story behind the Gilberthorpe's 1928 pickup:

<https://modelafordclub.com.au/wp-content/uploads/memberscars/Steve-Read.pdf>

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Recommended by MARCWA members

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Cont. over

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types) Wiper Blades

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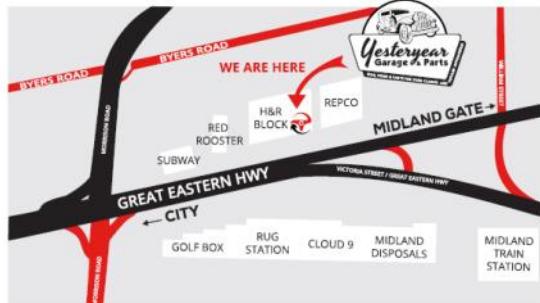
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