



Western Model A News

The Official Newsletter of
THE MODEL A RESTORERS' CLUB (WESTERN AUSTRALIA BRANCH) INC.

Year XI Number VII

FEBRUARY, 1991



New World Record!

from M.A.F.C.A's 'The Restorer'

Recently the Dallas Model A Ford Club celebrated its 30th Anniversary and assembled 291 of their own Club model A-s to spell out the Club name and then underline it! Yes folks, those letters are cars and they are people in the bottom right hand corner. The event took nine months of planning, with a captain assigned to each letter. With the cars only 20 seconds apart it took them two hours to pass one point. They now have 306 members in their Club.

We could not possibly hope to get anywhere near that total. HOWEVER, let's go for our very own 'World Record' on May 5, 1991 when we re-create the actual very first run originally organised by ALEX KIRKWOOD on May 2, 1981. That first run attracted 7 members and 1 visitor. This year there is no reason why we cannot assemble 40 Model A-s from our own Club. So, please keep MAY 5, 1991 clear and if you own more than one Model A and they cannot be driven by your immediate family, arrange for friends to drive the extra cars. The route has yet to be re-checked but assembly will be at McCallum Park on Canning Highway, Victoria Park and the destination will be John Forrest National Park. Let's go for it....

Saturday 16 and Sunday 17 February - Classic Car Show
Sunday, February 24 - BREAKFAST BARBECUE - 7am Ley Street Park, Como

OFFICE BEARERS: President: JOHN LUCA () Secretary-Treasurer: HELEN SHARP ()
Vice President: LOUISE READ () Editor: BEVAN SHARP ()

COPY DEADLINE: by the 7th. of each month to : () Palmyra, W.A., 6157

VIEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.) INC.

FRIDAY, FEBRUARY 8, 1991 - Parade at Richmond Raceway for Titan Ford Pacing Cup. Free entry. Arrive by 7pm for display, parade and presentation. Leave after 10pm. Please phone HELEN now on [REDACTED] if you can participate.

FEBRUARY 16 and 17, 1991

C.C.C's Annual CLASSIC CAR SHOW, Burswood Superdome. Details this issue.

SUNDAY FEBRUARY 24, 1991

Annual Breakfast Barbecue at Ley Street Park, Como at 7am

MARCH 2, 3 and 4, 1991

Long-weekend at Dennis Leach's farm Boundry Road, Boyanup. Camping facilities, all meals provided from tea on Saturday to breakfast on Monday for \$30 per adult or \$15 per child. Entry fee: \$5. Entries close 18/2/91. Meet at Pioneer Village on Saturday at 9.45am for 10am departure. Lunch at Richard & Margaret Jackson's at Cookenup on the way.

MARCH 29, 30, 31 and APRIL 1, 1991

Easter at Leeman organised by the JEFFREE family. Meet at 8am in Service Station on left north of Upper Swan Bridge (just over railway). Then going via Mogumba and Moora. Payment for accommodation on arrival (minimum 4 nights). Chalets have bedroom with double bed and another with 3 single beds at \$30 per night for 2 persons, booked for: JEFFREE, DUNS, SHARP, COOKE. On-site vans have double bed plus 2 beds in aluminium annexe at \$25 per night for 2 persons, booked for: LETCH, ANDREWS, LUCA, McLEAN, DAVIDSON. All have kitchen with fridge, cooker, etc. Extra charges:- children under 6: \$1 per night, 6-12 years: \$1.50 and extra persons: \$3 per night each. Take sheets, blankets, pillows. Also casserole for Friday night, BBQ meat for other nights.

APRIL 14, 1991-Whiteman Park Rally by C.C.C. to promote Transport Museum.

SUNDAY, MAY 5, 1991 - 10th Anniversary Run

Re-creation of the same very first outing by your club in May, 1981.

MAY 25/26, 1991

Stay at Noalimba to test facilities - more details in this issue.

JUNE - date to be confirmed, Organised by BLEWETT family.

JUNE, 1991 - 'Gunbarrell Highway' Adventure

Looking for some excitement in your life? Phone ALAN SMITH on [REDACTED]

JULY - date to be confirmed. Organised by WILLIAMS family.

AUGUST - Annual General Meeting.

SEPTEMBER 28 - 30, 1991

Long-weekend run to Bimbijy organised by SMITH family. Room for 60 people. Mattresses supplied. No food. Petrol available. About 250 miles from Perth with 30 miles of good but sandy road. More details to follow.

Sunday, January 20, 1991 - under the shady trees at

PEPPERMINT GROVE

Even if you cannot afford \$2 million dollars a house to live in the area, it's pleasant to picnic by the river on their lawn at least once a year. A goodly number of 33 members attended but the number of Model A Fords was a bit below normal with only 9 cars. Great to see the COWLIN's in their brand, spanking new, \$200, 1929 Tudor - looks really great guys CONGRATULATIONS.

A good get together and a snappy meeting - was President JOHN complaining that his meeting schedule was disrupted because the 1992 National Meet Report was not long enough? The morning meeting also gave members much more time for a leisurely lunch and then to mix, mingle and sit around for some stimulating verbal intercourse before departing. DON & VI PHILP arrived in their Roadster.

MINUTES

of Meeting held at Peppermint Grove on January 20, 1991
with 33 members, 3 children and 4 visitors in 9 Model A-s and 7 moderns.

Apologies from families: COOKE, WOJDYLO, BENNIE and PEPPER.

President JOHN LUCA opened the meeting at 11.15am and welcomed country members DAVE & SONIA HEARD who have moved to Perth from Karratha.

Secretary HELEN SHARP read minutes of the last meeting which were passed as correct - moved MAXINE DAVIDSON, seconded COLIN DAVIDSON.

Business Arising: C.C.C. display cars and helpers were verified [see article for details]. 3 cars for 'Symphony for the Car' parade through Perth of February 9 were: PETER LYNCH, STEVE READ and BEVAN SHARP. PETER LYNCH reported that his coupe had been on display at Titan Ford which had been a success and appreciated by their management, Peter's car had now been replaced by JOHN LUCA's Tudor. The previous display for the Titan Ford Service Department had also been successful. The mini Club Swap day had raised about \$150 from the parts donated by Rod McMullin from Queensland. In the absence of MIKE COOKE, BEVAN SHARP reported on plans at future meetings for Judging Workshops to gain experience for the National Meet - after discussion, initial volunteers included: ANGELO CALLEJA, BILL COWLIN, RON ANDREWS, FAYE LYNCH, COLIN DAVIDSON and JOHN LUCA. The Queensland National Meet video tape currently held by JOHN LUCA will be passed onto ROSS LETCH and then to PETER LYNCH who will get it to RON ANDREWS. Inox, Batrolyte and reflectors still available.

Correspondence In: Combined Car Clubs (Classic Car Show), York's Days Of Roses event, VGL Insurance, South West Veteran Car Club (Boyanup long-weekend), Darren & Amanda Joiner (thank you letter), Swan Brewery (truck for Car Show), Wyalkatchem Trachmach (regret we cannot attend), Tasmania FIVA 1993 Rally, Torana Car Club Show, Perth Galleries car auction, M.A.F.C. of NSW (thanks for card).

Out: Various approaches for advertising and accounts.

Financial Report: Club: \$2,023.39. 1992: \$9,526.82 + US\$20.

It was noted that our Club had not been listed in the latest Yellow Pages and Secretary HELEN reported that it was now a requirement that we had to list in the White pages for \$46 per year and that would include an entry in the Yellow Pages - after discussion it was unanimously agreed that we agree to having the Club listed.

Boyanup long-weekend EDITH JEFFREE to organise the Club trip. Known participants: JEFFREE, LUCA, DAVIDSON, LETCH, COOKE, ANDREWS.

ALAN SMITH asked for anyone interested in traversing the 'Gunbarrel Highway' to contact him urgently.

ALAN SMITH to organise the September long-weekend run to Bimbijy which is about 260 miles north of Perth - some 10 families possibly interested at this stage, details to follow.

In the absence of BILL BENNIE, BEVAN SHARP gave a brief report on the National Meet - Entry form about to be printed, Bankcard, Visa and Mastercard credit card facilities arranged, some support from the R.A.C., Update No 3 has been produced, Snyders have donated 5 x US\$20 vouchers for prizes and 2 more from America have joined our Koala Club.

JIM WILLIAMS reported on collection of parts donated by JEANNANE RICHARDS. Members thanked JEANNANE and also JIM for organising the collection and storage.

BEVAN SHARP outlined a proposal to hold a major car parts Swap Mart at the Burswood Superdome which he had been researching and thought would raise about \$5,000 for the Club. After discussion, members declined to participate as a Club project.

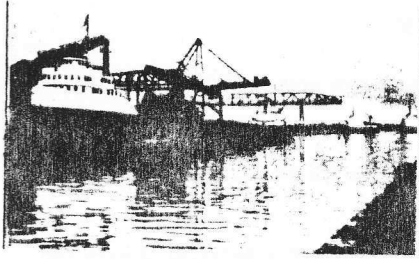
Noalimba - families: LUCA, ANDREWS, COWLIN, LYNCH, SMITH, ANNEAR, LETCH, READ, JEFFREE, SHARP, WILLIAMS, CALLEJA, BENNIE and COOKE (and perhaps BLEWETT) to stay Saturday night on May 25 for a National Meet practice run. Payment of \$100 deposit to secure the accommodation was approved.

STEVE READ reported that he can check members' condensers if they bring them to a meeting.

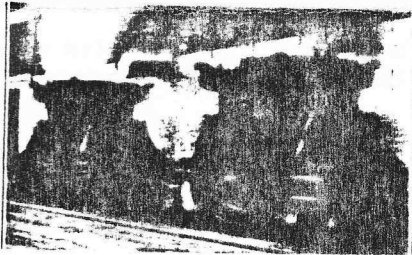
Future events were discussed [see Calendar] and the meeting closed at 12.10pm

HOW LONG TO BUILD A MODEL A?

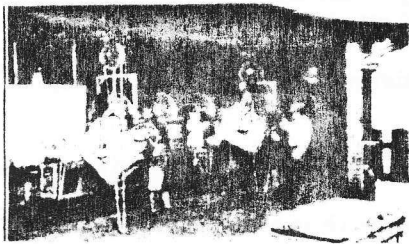
Unlike the old riddle: "How long is a piece of string?", Henry Ford really knew how long it took to build one of his cars. He realised that the elapsed time between receipt of raw materials and its appearance as finished merchandise in the hands of the dealer had a strong effect on the retail price. The production of a Model A went something like this:



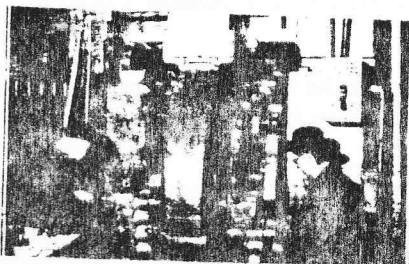
1. MONDAY, 8am
After a trip of 45 hours from Marquette the ore boat docks at the Rouge plant. Unloaders remove cargo which is transferred to the skip car which charges the blast furnaces. This continuous process takes 10 minutes.



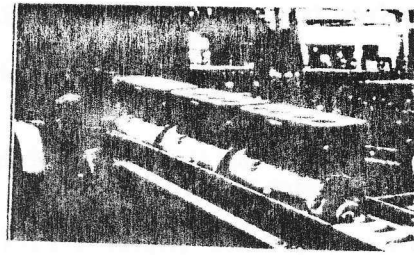
2. TUESDAY, 12.10am
In 16 hours the ore has been reduced to foundry iron, which is carried in a molten state to the foundry. In less than an hour it has been mixed with the proper proportion of scrap and poured into molds.



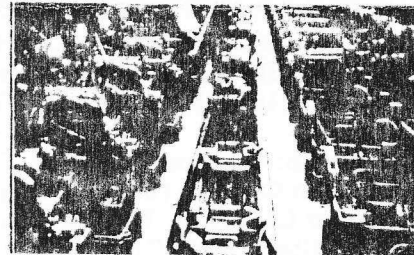
3. TUESDAY, 1.10am
As the conveyor brings the molds past the pouring station hot metal is cast into cylinder blocks. These go to the shake out station and are taken away to be cooled and cleaned, this process requires an average five hours.



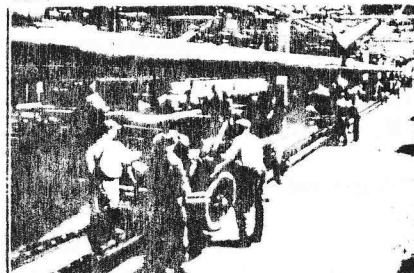
4. TUESDAY, 6.10am
The casting goes to its first machining operation. It takes 2 hours and 40 minutes to machine the casting which is performed in the foundry building in line with Ford practice of continuous operation. Then to the motor room where it arrives for the next stage.



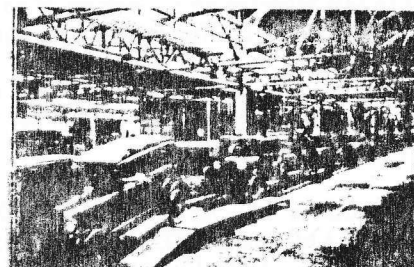
5. TUESDAY 9.25am
It requires 2 hours to assemble the block and test run the Model A engine. Except for 'running in' to loosen it up, everything is done on the move until it reaches the testing block.



6. TUESDAY, 11.25am
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 out 10 minutes to convey and load the car.



7. WEDNESDAY, 6.35am
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.



8. WEDNESDAY, 7.35am
It takes one hour to assemble the complete car so by 7.35 the car is ready for the dealer. Long before 12 NOON the dealer has taken delivery and paid cash. The conversion from raw material into cash has taken about 50 hours, of which 24 have been consumed in shipping and handling.

Combined Car Club Association's
CLASSIC CAR SHOW

Saturday and Sunday, February 16 - 17, 1991

Thirty clubs are in this Show. At present cars from our Club are: PHILLIP RACCUIA (Coupe), PETER LYNCH (Coupe), STEVE READ (Roadster), MIKE COOKE (Tudor), DARREN JEFFREE (part-restored Phaeton), SWAN BREWERY (Truck), BILL BENNIE (Phaeton), ROSS LETCH (Roadster), BEVAN SHARP (Tudor), REG BLEWETT (Utility and Model A Tool display), BILL COWLIN (Tudor), ALAN SMITH (Tudor). Please telephone to confirm, or if you have any questions or alterations concerning this list as we still do not know the exact space available for our display.

Helpers (in era clothing if possible please): Saturday am: REG BLEWETT, Saturday pm: STEVE READ, Sunday: PETER LYNCH and JOHN LUCA. Available both days: ALAN & JUNE SMITH, BEVAN & HELEN SHARP and ALAN JEFFREE.

Preferably, cars can be placed on the Friday from 12 noon until midnight. Or on Saturday morning from 8am until 10am but there will probably be a rush then as cars can only be admitted 6 at a time through the air lock. Cars can be removed only after 4pm on Sunday or on Monday from 8am until midnight. Burswood will provide security for the entire period. Each car on display will receive two passes so please pass these to other helpers if you will not be with your vehicle on the display.

There will be a 96FM 'Symphony For The Car' publicity parade through Perth on Saturday, February 9, 1991. The following cars are to assemble at No 4 (Causeway) Carpark no later than 1.30pm on Saturday, February 9, 1991 to proceed in a parade through Perth to finish at Forrest Chase Mall: PETER LYNCH (Coupe), STEVE READ (Roadster), BEVAN SHARP (Tudor). The cars will remain on display until 4pm - please bring a drip tray or piece of cardboard if you anticipate any oil leaks while on display after creeping through the city.



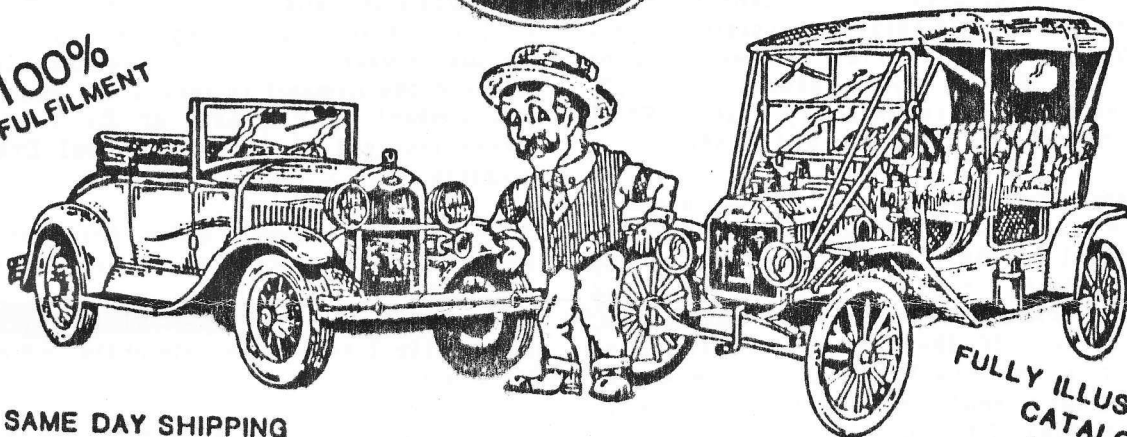
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EDSEL BRYANT FORD

1893 - 1943

By BEVAN SHARP

researched from: *'Ford'* by Robert Lacey (Pan)
'The Public Image of Henry Ford' by David L. Lewis
'Ford Model 'A' Album' Floyd Clymer

In 1964 representatives of the Ford Motor Company removed large sections of Edsel Ford's private papers from the Ford Archives and their whereabouts is still a mystery. Edsel's son, Henry II, personally destroyed medical records of his father and grandfather through the paper shredder in his own office.

Naturally enough I never met Edsel Ford, even if I had I probably would not have remembered him as, ironically, I only turned three years old on the very same day that he died. I have, however enjoyed conversations with a Model A Ford salesman who met Edsel in London in 1928.

Much credit must go to Edsel for ultimately convincing his strong-willed father that Henry's pride-and-joy, the Model T, was out-moded by 1927 - in fact production should have ceased in 1926. Edsel was (and probably still is) the unsung hero of the second Model A Ford. He is often maligned for being weak, ridiculed for not standing up to his tyrannical father and forever associated with a vehicle that was the world's biggest failure (although the 'Edsel' was produced in 1957, fourteen years after his untimely death). Edsel has been unnecessarily ridiculed and vilified.

"Edsel's foresight and determination gave birth to the Model A" said one author. He is often credited with the Model A's styling, designing and getting it into production but unfortunately he was (and still is) overshadowed by his illustrious, outspoken father. If there was no Edsel Ford would you still own the Model A you now enjoy? No doubt Henry could not realistically have produced the Model T forever, but...

EDSEL BRYANT FORD was born to Henry and Clara Ford on November 6, 1893. Dr David O'Donnell, who was just setting up a practice and arrived on a bicycle with his doctor's bag tied on the front, assisted at the birth. The birth was quite easy but Clara had an operation a few years later which is said to have been a hysterectomy - in any event Edsel was to be an only child.

Edsel was named after a close friend of Henry and it is unlikely that he knew that the name he had chosen for his son was derived from the Germanic term for 'Atilla' and meant: "Rich Unto Himself". "Rich" in monetary terms would be a fitting term to describe Edsel Ford in later years but

paradoxically he was not to become 'rich' in some other aspects of his personal life.

When Edsel was three years old on June 4, 1896 he went for a ride in his father's first automobile, the Quadricycle. The vehicle did not fit in the wheel ruts of the horse-drawn wagons so Henry drove with one set of wheels high in the center of the road and the other set in a rut. What a sight he must have made chugging down the road in one of the very first motor-powered vehicles on an angle with wife Clara at his side holding tight to Edsel who was in a dress (as was the custom).

Edsel was a shy and respectful child. There was no legal minimum driving age in 1901 so when he was just 8 years old Henry gave him his first car and he drove himself to school and back. He was a good student with grades of B+ and above but always received A's for Mechanical Drawing and Geometry.

After school he would often drive to the Ford factory, drop his satchel in the office and wander around the plant, curious to learn. Edsel was always discreet and respectful to the staff who universally liked this polite child and called him "Mr Edsel".

It was always assumed that Edsel would join his father in the 'family firm' and as Henry distrusted higher education there was no 'college' for young Edsel. So, he joined the Company in 1913 and by 1915, when he was 21 years old, he was made Company Secretary.

In the early days he enjoyed a warm and superficially close relationship with his father. They daily spent several hours talking and working together. Even after Edsel's marriage the private line between his home and Henry's Fairlane was busy most evenings. They were often seen together talking, laughing, walking arm-in-arm and even embracing but they could not seem to express inner emotions and surviving letters and notes seem to lack any personal feeling.

Edsel knew about engineering and often played around with cars in his workshops. In 1915 he drove across America with some friends and when it came to running repairs it was Edsel who rolled up his sleeves and stuck his head under the bonnet. A St Louis journalist wrote that the lad "had a pair of well-developed forearms".

Early home movies of the young Edsel show a slender, energetic youth who was the life and soul of the party - clowning like Charlie Chaplin and dancing like Fred Astaire in top hat and tails.

His school books were packed with doodles and sketches of cars and when he grew up he had cars built to his own specifications with detailed instructions to coach builders. He also owned a Packard, a Cadillac, a Bugatti, a Dailmer, an MG Midget and an Hispano-Suiza.

He was made President of the Ford Motor Company on December 31, 1918 when he was 25 years old. By the 1920's his annual salary was \$3 million a year (Henry's was \$4.5 million) - a comparable figure today would probably require the addition of two more '0's'.

Henry originally allowed Edsel some leeway as 'President'. In July 1919, Henry entrusted him with buying out the Dodge brothers (of their \$10,000 investment in 1903 the brothers had received \$9.5 million in dividends and then were bought out in 1919 for \$25 million). After the buy back the Company was fully family-owned with Henry having 55%, Edsel 42% and Clara 3%.

Edsel would not consider encroaching on his father's territory of engineering so he concentrated on the design of the Model T, the dashboard, instruments and accessories. He developed and approved the Model T body shapes and styles for many years. A worker remembers that it was Henry's custom "to leave all the artistic touches and aesthetic things to Edsel Ford's judgement."

As President he occupied a distinguished office next to his father in Highland Park and started work before 9.30am. His private secretary for 25 years recalled that he could not remember Edsel once lean back, put his feet up or read a newspaper when at his desk. When meeting people he would repeat their first and last name once or twice to fix it in his memory. He would be patient, was never abrupt and did not swear, an apt description would be the now old-fashioned: 'a gentleman'.

Edsel entered into high-society when he married Eleanor Lowthian Clay in 1916. She was not fond of the name Edsel and called him 'Ned' - he called her 'Ellie'.

Ellie was a strong-willed woman and she promptly set about helping him to stand up in his own right. They moved out of Dearborn to a \$60,000 house in a fashionable new suburb and spent that much again to have the interior re-designed.

In 1923 they bought a 2,422 acre country estate near Pontiac. In 1917, Henry II was born, Edsel Jr came along in 1919 and was renamed Benson, followed in 1923 by Josephine then William Clay in 1925.

The Edsel Fords were part of Dearborn aristocracy with nannies, cook, housekeeper, private railcar for trips, and chauffeurs. They were patrons of the arts and enjoyed their fabulous wealth.

Edsel met Franklin D. Roosevelt (who had been struck by a polio attack in 1921) in 1926 while on holiday in Georgia. As he drove them in his old Ford with manual controls, F.D.R. explained of his dream of a foundation to tackle infantile paralysis. Unprompted, Edsel later wrote him a cheque for \$25,000. The usually vocal Roosevelt was struck quite dumb by the gesture as he had never handled so much money in his life.

At the peak of Model T sales in 1923, Henry grudgingly allowed Edsel to make some styling changes and the radiator was enlarged for a smoother, rounder look. Edsel later cut no less than 4-1/2 inches off the ground to roof height to soften the top-heavy appearance. "Rub it out", said Henry.

One day over lunch with Ford executives, Edsel brought up the question of hydraulic brakes on the Model T, or, preferably a totally new model Ford. Henry's response? "Edsel, you shut up." Is that why the Model A had mechanical brakes?

By 1926 sales of the Model T were dropping dramatically and dealership changes were running at up to 45% with many switching to General Motors. Ford dealers were figures of fun - stocking an antiquated car which featured in many jokes of the time, expected to also sell fertilizer which was a by-product of smelting at the Rouge and make every Ford purchaser subscribe to Henry's 'Dearborn Independant' (they usually paid this themselves and scrapped a mountain of newspaper every week).

After Henry bought the floundering Lincoln Company, Edsel set up his own car design studio at the Lincoln plant and designed a new, aerodynamic Lincoln coupe.

Although President of the world's most publicised Company, for 25 years, Edsel was always shy, leading one paper to say that his longest statement to the press was: "See father." In fact, he never conducted a press conference.

He was more than willing to leave all the publicity to his father and actively sought anonymity. In 1933 he stood in front of the Senate Office Building with members of the Senate Banking and Currency Committee before which he had testified. A photographer waved him aside as he said: "Bud, would you mind - this is just for the big shots." In 1935 he was delighted to visit the California-Pacific Exposition 19 times without being recognised by newsmen or visitors.

Edsel was a friend of Walter Briggs of Briggs Body Plant where he often worked on body designs. "Father made the most popular car in the world." he once said, "I would like to make the best." In 1939 he produced the beautiful Lincoln Continental. His finest achievement had a smooth 12-cylinder engine with 'glider ride'. Henry was not impressed and claimed that he had little interest in "motors that have more spark plugs than a cow has teats."

Harry Bennett was a favourite of Henry's and a constant torn in Edsel's side for many years. Executive Jack Davis was wrongly accused by Bennett of sending a truckful of alcohol to the exclusive, no-alcohol, Dearborn Country Club. He was protecting Harry Mack who was the guilty party but a favourite of Bennett's. Edsel told Bennett to sack Mack. Teetotal Henry believed Bennett's story and sacked Davis. Edsel stood up for him and claimed that Jack Davis was worth a million of Harry Mack and said: "If Jack Davis goes, I go too." Henry looked his son in the eyes and said: "Get that man out of my sight."

Edsel did just that, Henry hadn't fired Davis, just said: "Get that man out of my sight." So, Edsel transferred him to California to supervise West Coast sales.

Henry was a paradox. If an executive came to him and queried Edsel's decision he would say: "Do whatever he says, he's got to run the Company." When journalists asked what he did every day he would say: "Oh, I let Edsel find me something to do."

But Henry would not let go and Edsel was considered his puppet. Edsel's submission was not interpreted by Henry as admiration and worship of his father, nor that his greatness had crushed his son's spirit; he drew the conclusion that Edsel was weak and it was his duty to toughen him up.

To toughen him up, Henry turned Edsel's life into an emotional assault course. When Edsel commissioned new coke ovens at the Rouge, Henry let him finish the project then, within days of their completion, he had them destroyed. He did not discuss the matter or countermand Edsel's order to have the ovens built, waiting until the project had been finished increased the pain and 'therapy'.

In the early 1920's Henry was away when Edsel was persuaded that they needed more offices for the expanding sales and accounting staff so he had the fourth floor equipped. Henry hated accountants and when he found out he had the entire floor stripped bare and abolished the entire department. Staff who had worked loyally for Ford for years were dismissed.

Later that morning Henry Ford called on his son with a grin. "Edsel", he said, "if you really need more room, you'll find plenty of it on the fourth floor."

In ensuing weeks Edsel found jobs for every one of the sacked accountants into other departments. It is a measure of Edsel that he cared but it is also a measure of Henry as he knew about the arrangements.

The situation got worse through the 1920's and 1930's: "the more Edsel submitted the more his father hurt him and the more the boy was wounded, the more submissive he became."

Edsel developed stomach pains and problems in the late 1930's. He also developed undulant fever from drinking unpasturised milk from Henry's cows. By 1940 cancer was diagnosed and in January, 1942 doctors removed half of his stomach. They never told Edsel what his problem really was and the cancer spread to his liver.

Henry refused to believe that there was anything wrong with his son and blamed his easy living. "He can correct it himself", he said and kept up the pressure.

By May, 1943 Edsel was bed-ridden and a doctor was in attendance at Edsel's home to administer morphine to deaden the pain. Edsel was in a permanent haze from drugs and declining fast but Henry just told doctors to bring him back to health.

On May 26, 1943 at 1.10am, 5 months short of his 50th birthday, Edsel Bryant Ford passed away. The cause of death was difficult to ascertain: stomach cancer, liver cancer, undulant fever and ulcers - but his close friends said: a broken heart.

Obituaries included comments like: "The fact was, Edsel became an admirable figure in spite of, not because of, his father's treatment. As a father, Henry was a failure." One Editor marvelled that "His reputation has never been blemished, even by a lying slander." Another said that Henry's finest achievement was "in the rearing of Edsel."

In 1963 the Lincoln Continental Owners Club commissioned an article on Edsel which emphasised that Henry's more notable contribution was: "siring the son who gave us the Lincoln Continental." Could the same be said of the Model A?

In 1965 the Detroit Free Press described Edsel as: "ahead of his time in understanding industrial relations, social justice, civic responsibility and aesthetic values."

After Edsel's death Henry would have talks with Harry Bennett who recalled Henry saying: "Do you honestly think I was ever cruel to Edsel?" Bennett eventually replied: "Well, cruel no, but unfair yes...if that had been me I'd have got mad."

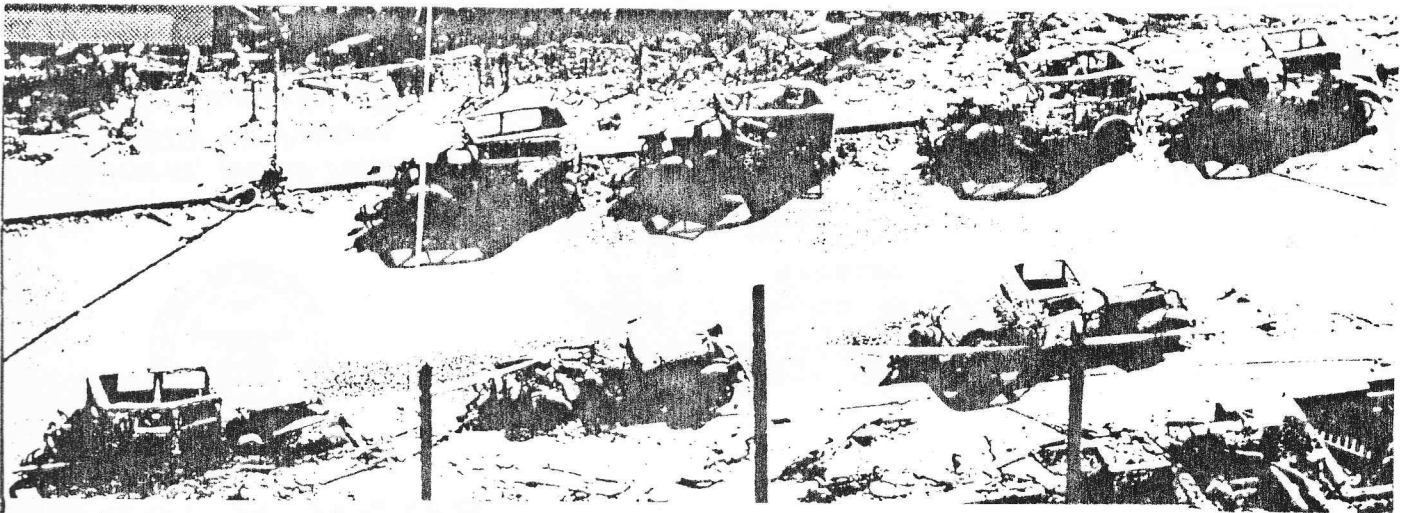
"That's what I wanted him to do," said Henry, "get mad."

NOALIMBA CENTRE - Saturday, May 25, 1991

This is a practice run for the 12th National Meet. MIKE & LAUREL COOKE are planning the actual programme. The basic outline is to arrive mid-afternoon on Saturday, May 25. Dinner will be provided that night and we have booked the main hall for the Saturday. Costs per person are: Accommodation: \$11.00. Saturday Dinner: \$7.25. Sunday: Breakfast: \$6.00, Lunch: \$4.90. Linen: \$2.00. Making a total of: \$31.15 per person.

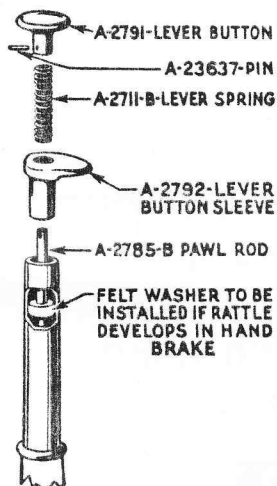
Bookings at present are: John & Fil Luca, Ron & Gail Andrews, Bill & Val Cowlin, Peter & Faye Lynch, Alan & June Smith, Max & Dora Annear, Ross & Alma Letch, Steve & Louise Read, Alan & Edith & Darren Jeffree, Bevan & Helen Sharp, Jim & Nina Williams, Angelo & Judy Calleja, Bill & Dorothy Bennie, Mike & Laurel Cooke, Reg & Coral Blewett.

If there are any changes to the above names - please notify the Secretary as soon as possible.



HEARTBREAK

Our friends from the San Fernando Valley Chapter in California (we exchange Newsletters) advise in their 'Rumble Sheet' that nine Model A Fords were destroyed in the huge fire at the Universal Studios last November. The cars were on loan to the studio for a Sylvester Stallone movie called "Oscar". Two of their own Club cars were involved including a lovingly-restored 1931 Slant Window 4-door Sedan and a 1930 Town Sedan. Our commiserations guys...



EMERGENCY HAND BRAKE
LEVER ASSEMBLY

CORRECTING A NOISY HAND BRAKE LEVER

Sometimes a rattle will develop in the emergency brake lever, caused by the pawl rod vibrating against the lever tube. This can be easily corrected by slipping a felt washer over the end of the pawl rod, as follows:

Take out the mat and floor boards. Disengage the emergency brake pawl from the ratchet. Then place the gear shift lever in first gear. Bring the brake lever back far enough to permit the pawl to slide over the top of the ratchet. With the button in its raised position, push out the pin that holds the button to the pawl. By tapping the lever button sleeve with a copper hammer it can be removed from the lever tube.

Slip a felt washer over the end of the pawl rod in the tubing and place a little oil on the washer to stop binding. Reassemble.

Back to School in 1991

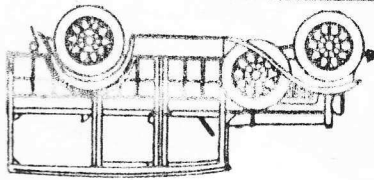
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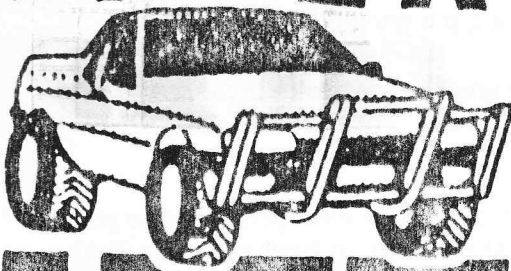


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Model A News

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... Notebook ...

New Member:

DON & VI PHILP of [redacted] Nedlands, 6009. [redacted] 1929 restored Roadster. Welcome back!

Change of address: DAVE & SONIA HEARD now of [redacted] Forrestfield, 6058. [redacted]

Change of phone number: PETER & FAYE LYNCH: [redacted] - alter the vehicle to a '31 Deluxe Coupe.

Change of vehicle: ALAN & JUNE SMITH - '28 Tudor.

Does anyone read this Newsletter? Only one person (STEVE READ) reported last month's 'deliberate mistake': the final day for meals at Boyanup should have read 'Monday', not 'Saturday'. What did STEVE win - blown if I know, any suggestions? Did anyone see the wrong date on the front page? While on the subject, are members interested in articles like the one on Edsel Ford - because there are more like that running around in my brain.

So, what do you reckon Club members ... should we open a sub-branch of the Mustang Owners' Club?

What's this rumour about a Club member running around in a little van stuffed full of lemons and looking like a mobile detergent commercial?