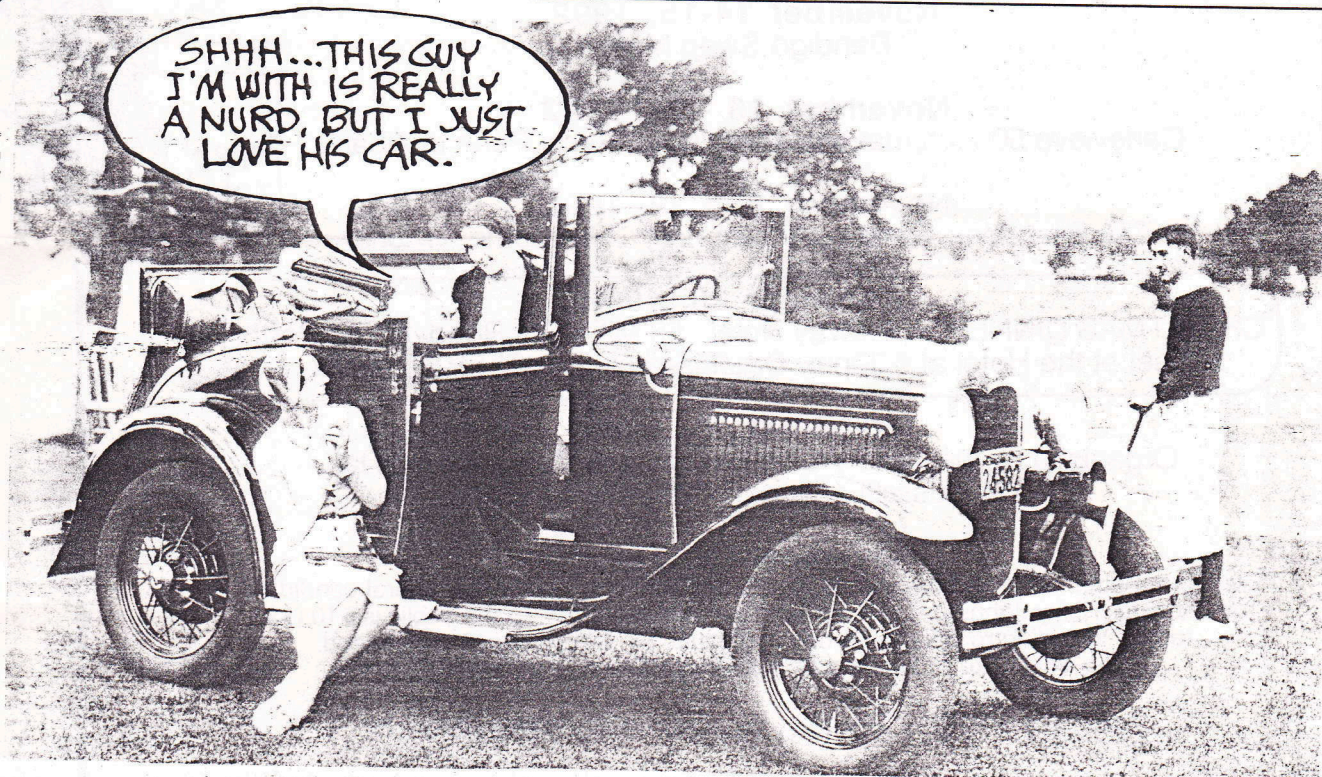


# Western Model A News

Official Newsletter of the  
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XIII Number IV

NOVEMBER, 1992



**THEY'RE BAAACK...** The Sharps had an enjoyable 4 weeks in America attending the MAFCA Convention in Texas and then touring (especially catching up with several great folks who took the trouble to attend our National Meet). Then onto the Kingdom of Tonga - for three months work as Volunteer Advisors helping a hotel with management, training etc. So, having got to the inside of the house with a "Bobcat", hired a combine harvester to deal with the lawns, held a Memorial Service for the deceased plants and a D9 to handle the garden - it's back to normal.

**MANY THANKS** to JUDY and ANGELO CALLEJA and to STEVE and LOUISE READ and LAUREL COOKE for handling all the Secretarial Duties and the Club Newsletter in our absence - any other volunteers?

**CHRISTMAS DINNER** - If you are quick, you can attend the Christmas Dinner - which will not cost members anything for the meal if you are from the country, OR have attended at least five monthly meetings OR attended the '92 Nationals - phone EDITH JEFFREE right now to reserve your dinner.

**LAST RUN OF 1992** - Let's have a great turnout of Model A Fords for the last run for this year.

**THIS Sunday, NOVEMBER 8, 1992**, interesting run to Rockingham - details in Calendar inside

**CHRISTMAS DINNER** - NOVEMBER 28, 1992, 6.30pm - Freeway Hotel, South Perth

**OFFICE BEARERS:** President: LAUREL COOKE [REDACTED] Secretary/Treasurer: HELEN SHARP [REDACTED]  
Vice-President: ANGELO CALLEJA [REDACTED] Vehicle Examiner: STEVE READ [REDACTED] Editor: BEVAN SHARP [REDACTED]

**COPY DEADLINE:** by the 1st of every month to: [REDACTED] W.A., 6157

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF M.A.R.C. W.A.



**Sunday, November 8, 1992**

*Organised by the ANNEAR family*

Meet at 9.15am for 9.30am departure at car park behind Woolstores Shopping Centre, Beach Road, Fremantle - by the railway line.

Leisurely run to Rockingham - so a full tank of gasoline on departure is recommended. A street directory (or, if you are from Queensland, a "Refodex") is recommended if you are unfamiliar with roads south of the river.

Bring your lunch and enjoy this LAST RUN OF A MEMORABLE 1992!!

**Monday, November 9, 1992**

Combined Car Clubs' General Meeting

8pm at Wentworth Plaza Hotel, Murray Street, Perth.

**November 14-15, 1992**

Bendigo Swap Meet.

**November 18 - 21, 1992**

Genevieve 500 International Classic Car Race. Perth to Albany.

**November 21 - 22, 1992**

The Shannons' Great Australian Rally - Melbourne, Victoria.



**November 28, 1992**

CHRISTMAS DINNER - Freeway Hotel, 55 Mill Point Road, South Perth.  
Meet at the Hotel at 6.30pm. Organised by the JEFFREE family.

**November 29, 1992**

Organised by the Variety Club for Princess Margaret Hospital.  
Phone Russel Lanyon on [REDACTED] for details.

**November 29, 1992**

We were requested to include a display at a Family Field Day for the Liberal candidate for Canning (Ricky Johnston) at "Leonda" in Mundijong. Entry to the public is \$10 (\$25 family) including roasted lamb spit and salad. Dr John Hewson may attend.

If you would like to attend phone Bethwyn Chan direct on [REDACTED]

**January, 1993** - Picnic in the Park at Peppermint Grove.

**February, 1993** - Breakfast in the Park at Como.

**March, 1993** - Long weekend to Kirrup organised by JEFFREE family  
If a local alternative run is also needed - ANDREWS family will organise.

**March 13, 1993** for 15 days - Tasmanian FIVA World Rally.  
Regular information for \$5 to [REDACTED] Wynyard, Tasmania, 7325.

**March 21, 1993**

Annual Classic Car Show - Whiteman Park.

**April, 1993** - Organised by PEPPER family.

**April 9 - 12, 1993**

3rd NATIONAL MODEL A FORD RALLY

Updates available. Register with:-

[REDACTED], Auckland, New Zealand.

**July 18 - 22, 1994**

2nd MARC/MAFCA JOINT MEET - Tacoma, Washington, USA.

Join the *Early Bird Club* for regular news from November '92 to July '94  
by sending US\$10 (payable to: "1994 MARC/MAFCA Joint Meet") to:

1994 MARC/MAFCA Joint Meet - Early Bird Club  
[REDACTED] Woodinville, WA, 98072-1930, USA.



# EDITORIAL

*With the completion of an eventful Club year, it's time for a bit of thought to be applied to a variety of subjects with regard to our future.*

**MEMBERSHIP** - If you are one of the very few who have now had four months free membership, could you please forward your \$15 (or \$10 country) for full, family membership. If you actually wish to resign, advice would be appreciated so we can amend our records and put together a correct, up-to-date Club Register - many thanks for your consideration.

**TURN UP** - With the last run of an interesting Club year this weekend, your presence is requested to make it a great turn-out of Model A Fords - full details in the Calendar.

**CHRISTMAS DINNER** - Last chance to attend this Annual Club Event with many other fellow Club members - who is going to turn down a FREE dinner? Phone EDITH JEFFREE.

**CLUB HISTORY** - Bevan was instructed at the last State Delegates' Meeting to put together a History of the Model A Ford in Australia. If you have any photos of very early Club runs or can lend him any books with information on the early history of the Model A in Australia this would help considerably with compiling such an important book.

**FINANCES** - Further to the last meeting's Minutes; please give some thought on putting our Club funds to good use. Several options have been floated, covering a wide range, including purchasing a better photo copier to produce your Newsletter. This matter needs some careful thought and your input would be greatly appreciated.

## Ideal Extra 'A'-way Christmas Gift of Cooking

- \* 121 handy Recipes
- \* Perfect book for every kitchen
- \* Contact Helen on [REDACTED] or only \$2.00 at the meeting!

## MEANDERING TO MANDURAH

A dedicated group of members attended the North Mandurah Primary School's fund-raising day on October 25 - ALAN & EDITH JEFFREE, DARREN JEFFREE & GERMAINE WRINGE, GWEN & BARRIE GUEST, TONY & RITA PARIN (in a modern) and LINDSAY & WENDY BLACKLOCK set off accompanied by a threat of rain (which never eventuated).

There were around 300 entries at the very successful display - including:- FJ and FX Holdens, Valiants, Hot Rods, Mustangs, GT Falcons, etc with around 40 vintage and post-vintage (with several local cars not usually seen in the "city"). Around 15 large trophies were awarded which were jarrah dolphins each side of a plated piston and con rod. There were some professional displays, a sausage sizzle and lots of spectators at \$6 each.

This event is the school's only fund-raiser for the year which made \$18,000 last year and possibly more this year - all coordinated by a 6-person committee.

## GREASE IN THE STEERING BOX IS A "NO-NO"

The Model A originally had a Zerk grease fitting on the steering box. Manuals warned emphatically that only 600w oil should be used for lubricant, however people regarded grease as a lubricant and said "see the grease gun fits." Grease is a non-fluid lubricant and any coating is quickly worn off the mating surfaces. In fact, it is useless as the worm action will just "bore a hole" through the grease; whereas an oil bath covers all surfaces at all times.

Ford engineers were aware of this problem and realised that owners and service personnel were ignoring the warnings, resulting in premature wear in steering boxes. Their solution was to replace the grease fitting with a pipe plug and issue more warnings. Sixty years later and nothing has changed - some Model A owners believe it does not matter what lubricant they use. Consequently it is rare today to find a steering box that is not worn.



# Canadian Model A Ford ENGINE NUMBERS

The following information was provided at the Judging Seminar at the Membership Meeting in Toronto, Canada.

Basically, the Model A built in Canada was the same as U.S. built models, but differences did appear. One of the main differences was the engine numbering. However, after 50 years it is possible an owner might have used a U.S.-built engine as a replacement; or, in fact, a Canadian engine may have been used as a replacement in a U.S. car. So, to identify the origin of a specific car, one must look further.

Another obvious feature was the bumper clamp. The Canadian clamp was flat, or with a bolt head, and did not have a colour insert; this could have been replaced. One Canadian feature which was difficult to replace in its entirety was the Robertson screws. That is a screw with a square hole in the head in place of the usual slot.

There were some differences in exterior colours and interior upholstery; but we have not been able to find formulas for any variations of paint colours or sources for duplicate upholstery. We, therefore, suggest the restorer use the paint colours and upholstery that are available and acceptable.

There are other minor differences which should be considered by a judging team in serious judging.

The following list of Canadian-built motor numbers is to assist restorers of Canadian vehicles. These numbers are from written records of the Ford Motor Company of Canada and are complete and accurate.

## Canadian Model "A" And "AA" Engine Numbers:-

The prefix "CA" was allotted to the first 15,000 and was used from the starting date of February 1, 1928 to August 31, 1929.

Month and Year	Serial Numbers
February 1, 1928	CA- 1
February 28, 1928	479
March 31, 1928	3329
April 30, 1928	7172
May 31, 1928	13772
June 30, 1928	22563
July 31, 1928	32817
August 31, 1928	44610

End of 1928 Model production

September 30, 1928	53531
October 31, 1928	63174
November 30, 1928	71370
December 31, 1928	78127
January 31, 1929	89474
February 28, 1929	102209
March 31, 1929	115460
April 30, 1929	128690
May 31, 1929	137105
June 30, 1929	141953
July 31, 1929	146518
August 31, 1929	150120

End of 1929 production

Starting in September, 1929, twelve additional letters were used for 1930 and 1931 models. Numbers one to 10,000 were used with each prefix, with the exception of CAD which used only one to 6877, thus making the terminal number CAD6877.

CAQ 1 to CAQ 10000 - Sept 4 1929 to Nov 4, 1929
CAW 1 to CAW 10000 - Nov 18, 1929 to Feb 4, 1930
CAE 1 to CAE 10000 - Feb 4 to March 14, 1930
CAR 1 to CAR 10000 - March 14 to April 14, 1930
CAT 1 to CAT 10000 - April 22 to May 13, 1930
CAY 1 to CAY 10000 - May 13 to June 11, 1930
CAU 1 to CAU 10000 - June 12 to August 7, 1930
CAI 1 to CAI 10000 - August 7 to October 16, 1930
CAQ 1 to CAQ 10000 - Oct 16, 1930 to Feb 9, 1931
CAP 1 to CAP 10000 - February 9 to April 1, 1931
CAS 1 to CAS 10000 - April 1 to June 2, 1931
CAD 1 to CAD 6877 - June 2, 1931 to Feb 11, 1932

Production totals for 1928 were 78,127; for 1929:- 86,148; for 1930:- 71,619; for 1931:- 30,100 and for 1932:- 861. Total Canadian production:- 266,855.

No independent record exists of the CAA numbers, but from investigations, it is believed that CAA numbers and CAAQ, CAAW, etc were taken from the numerical order, and selected for AA trucks, receiving the additional stamping to designate the heavy duty clutch needed in the assembly for use in the truck. In effect then, the numbers CA69256 (car) and CAA69257 (truck) and CA69258 (car) could have followed in sequence along the assembly line.

MAFCA's John Hargrave (last year's Technical Director, current President) says he received many letters complaining of engine knocks and rattles coming from Model A engines where the cylinders have been bored out to .100" or more. In most cases, the noise has been traced to the top edge of the oversize pistons striking the head gasket. Although head gaskets are now available with an oversize opening for oversize pistons, a number of owners he heard from elected to machine a 45 degree bevel to the top edge of the piston. This has worked well and permitted use of a standard head gasket. There have been a few cases where the problem was traced to inadequate clearance resulting from milling the top of the block. Within limits, the same solution is applicable.

Steve Pargeter of Nashua, NH, USA, was having problems when buffing headlight rims when the buffing wheel would grab them and throw them across the room. His solution was to cut a circle from plywood just large enough to fit inside the headlight rim (8-1/2" seemed about right). He then secured the wooden circle to the headlight rim with plastic ties. With the wood inside the rim it was a simple job to buff them out. When the buffing wheel tried to grab the rim it hit the wooden circle instead.



Our thanks to South Australia's "Model A Torque" for this interesting article

# THE MODEL A FORD GEARBOX

as seen through the eyes of JOHN NEEDHAM - Gearbox Specialist

There are three factors that effect the Torque capacity of a gear train:

- a) The Centre Distance between the gears.
- b) The Face Width of the gears.
- c) The Diametrical Pitch of the teeth.

An increase in (a) and (b) and a decrease in (c) improves the Torque Capacity. It is Torque that breaks gearboxes (and diffs and axles), not horsepower. Horsepower is torque multiplied by R.P.M. - Amperes blow fuses not volts.

When you are stuck with an existing design, there isn't much that can be done to improve it. In the case of the Model A Ford, the major problems are the short service life of 1st and 2nd gears; these boxes (and most American boxes) being designed for top gear use. The psyche of the Americans is to be in top gear by 15 to 20 mph, whereas Australians' is to rev it out in each gear. American roads are also vastly superior to ours and are much more conducive to top gear motoring.

If intermediate gears are used (worked), they become noisy quickly and eventually the gear teeth collapse.

The gears I have designed and make for the Model A are improved because:-

1. The face width is increased (in the case of 2nd gear, the most used) from 14mm (9/16-in) to 17mm (11/16-in) ie, over 20%.
2. The gears are shaved. This is a superior finish that reduces noise and increases wear life.
3. The Lay Gear (Counter Gear or Cluster Gear - depending on which school you went to) is made in three pieces and can easily be separated to replace only at part which is worn (much cheaper).

The Ford box has teeth of 8 D.P. (ie: - 8 teeth for every 1-in of pitch diameter). If this was decreased to, say, 7 D.P. there would be less teeth and the box would wear out quicker. If we went the other way and increased the D.P. to 10, there would be more teeth and the box would wear longer. However, the 10 D.P. tooth form is weaker and would probably break before they wear out; so, we are really stuck with the original 8 D.P.

If we made the gear harder, it doesn't really help the wear factor as a harder steel is also more brittle and teeth are more liable to snap off before they wear out. It doesn't matter if the gears get noisy (you can turn the radio up and still drive home), but if the teeth break then you HAVE to stop and make repairs.

The Model A Ford box is almost identical to a 1919 Bull Nose Morris Cowley of 11.9 hp, 1500cc / 90 cubic inches. Another English box that is much the same size (in the gears) is the Morgan 3-wheeler, so, you can see WHY they don't last as long as they

should. Another factor is the proliferation of traffic lights on modern roads.

Now, I would like to raise the subject of gear ratios.

The standard Model A gearbox has ratios of:-

1st - 3.125 to 1    2nd - 1.85 to 1    3rd - 1 to 1.  
The gap between 1st to 2nd = 41%. 2nd to 3rd = 46%

The gap between 2nd and 3rd of 46% means you drop 46% of your revs when you change from 2nd to 3rd. Say you rev to 2,000 in 2nd, then 46% of 2,000 = 920 rpm; so that in top gear you will be doing 1,080 rpm.

Conversely, if you are driving up a hill at 2,000 rpm in top gear (46 mph), a change to 2nd would increase your rpm to 3,700, so you can see that because there is such a large gap between 2nd and 3rd, your 2nd gear is really too low for hill climbing. Now, if we raise the 2nd gear ratio to, say, 1.54 to 1 - the gap is then 35% and 2,000 rpm in top is 3,080 in 2nd gear - not such an impossible number of revs; in fact, 40mph with a 1.54 2nd gear is only 2,650 rpm.

If we raise 2nd gear only, then the impossible gap transfers to 1st and 2nd, so we have to raise 1st gear also, but we can't raise it too high or the clutch will burn out, or at least it will be too much of a struggle to get moving with a full load. It is OK in a light Roadster, but a Town Sedan with a load of passengers would have to be careful.

A reasonable 1st gear ratio is 2.59 to 1 and we now have:-

1st - 2.59 to 1	2nd - 1.54 to 1	3rd - 1 to 1
Gaps: 40.5%		35%
mph at 3,000 rpm:		
27	45	70
Standard box:-		
22	38	70

For a standard car, I would make the following ratios:

1st - 2.843	2nd - 1.69	3rd - 1.00
mph at 3,000 rpm:-		
24.6	41.4	70

One last point is the use of very thick oils - they don't prevent gear wear and I have seen the front bearing bugged as a result of the friction between the balls and the cage (in the space of 100 miles) causing the balls to skid. I use nothing thicker than 140.

Currently, an assembled gearbox, including new bearings, layshaft, needle rollers, a modification to prevent 2nd gear jumping, and a rebuilt and plated change speed assembly costs \$1,300 all up. With quantity it should be less.



*Excerpts from the*  
**Annual President's Report**  
**Combined Car Clubs Association**

Last year I flagged the concern I had in regard to the difficulties we, as a movement, will face in regard to anti-old vehicles' legislation. I am sorry to have to report that my fears were not only warranted but the problem is, I believe, far worse than I forecast. We are under threat from three primary areas: 1) Local Government, 2) Environmental Lobby, 3) Federal Government.

W.A., at this stage, is relatively free of the Local Government problems facing old vehicles in the Eastern States - and in particular Victoria. There is, however, a growing trend to "standardise" Local Government laws throughout Australia and it is only a matter of time until we have to face the problem head-on. I repeat my previous requests in that, if you hear of any Local Government attempting to enact anti-old vehicle legislation, that you let the CCC know as soon as possible.

The environmental lobby, along with its assorted "social engineer" supporters, has been relentless in its attacks on the movement. Even as recently as this weekend a report appeared attacking the motor car for its damaging effects on Perth's air. The R.A.C. will be replying to that one but, as we all know, these half-truths and often blatant untruths, will keep re-appearing like a multi-headed monster and we will have to continue to fight them.

Even the M.T.A. in W.A. has joined the trough of expediency with their attempt to have compulsory vehicle checks foisted on W.A. car owners. This time the argument was on flimsy ecological grounds and not safety. The fact that the members of the M.T.A. would earn some \$20 million from the exercise (annually!) had nothing to do with it!

The National Road Transport Committee is not only interested in heavy haulage, they are not even interested in extending their tentacles to light commercial vehicles - they have a clear intent and agenda to have national registration of all motor vehicles. The one thing that would do our movement most damage is Federal vehicle registration. I strongly urge all of you to let our State Government know that we want them to hold out against the economic and moral blackmail of Mr Brown's department in Canberra and not have a bar of any move to Federal licensing.

We will shortly have a freeing-up of the style of licence plates for our vehicles, more in line with "novelty plates" available elsewhere.

On the subject of Whiteman Park, our attempts to have a Museum of Land Transport established there have again come to the fore.

*Maurice Brockwell, August 24, 1992*

*More excerpts - these from the*  
**De Dion Bouton 1912 Model**  
**Instruction Book**

Don't set out to do with the horn and brakes what should be done with the head and throttle.  
Don't forget the "other fellow". But don't expect the "other fellow" to remember you - probably, he won't.  
Don't forget the manufacturers gave you a gear box to minimise engine wear, noise and tedium of progress.  
Don't begrudge a good car a good supply of good oil and good grease - the water it also needs cost nothing.  
Don't look back after you pass the man on a car twice the size of yours. He may not like it and there's generally something to watch ahead.  
Don't go ahead when you can't see ahead. "Ahead" is where the collisions come from.  
Don't drive fast around corners; it costs a lot of rubber. Slow down, or even lift out your clutch for a moment, to save money and reduce probability of a skid.  
Don't let your clutch jump home. It will, any clutch will, but it shouldn't be allowed to do so.  
Don't try all-out to wreck the quadrant, change speed lever and gear box every time you want another gear.  
Don't insist on your share of the road, anybody who doesn't give it to you instinctively is dangerous company - abreast, before or behind.  
Don't wait to get into gaslight to consult your three-year-old lighting-up table; light up just before.

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*From the New Zealand North Island Club Newsletter*

**DO YOU "JUST BELONG"?**

Are you an active member,  
The kind that would be missed?  
Or are you just contented  
That your name is on the List?  
Do you attend the meetings,  
And mingle with the crowd?  
Or do you just stay at home  
And complain both long and loud?  
Do you take an active part  
To help the Club along?  
Or are you satisfied to be  
The kind to "just belong"?  
Do you ever go to visit  
A member who is sick?  
Or leave the work for just a few  
And talk about "The Clique"?  
There is quite a programme scheduled  
That means success, if done,  
And it can be accomplished  
With the help of everyone.  
So attend the meetings regularly  
And help with hand and heart,  
- Don't be just a member  
But take an active part.  
Think this over, Member.  
Are we right or are we wrong?  
Are you an active member  
Or do you "Just Belong"?



From the  
**MATCHLESS MODEL A**  
**BUILDING MODEL A BODIES**

In 1925 the Ford Motor Co began building all steel bodies which necessitated many changes in equipment at the Rouge body plant. With the introduction of the Model A, with still more body types, another complete change was necessary.

The steel parts are formed in the Pressed Steel Building and the necessary wooden parts come from the Iron Mountain plant. While complete bodies are assembled at the Rouge plant, these are nearly all for cars to be distributed in the nearby territory, as well as for whatever emergency orders have to be filled.

Body panels for the Model A are made of the finest grades of steel. Both the lower and upper rear panels are made in one piece on the Tudor sedan, an unusual feature of body construction giving additional strength.

Many parts are electrically welded to give greater strength and rigidity. Electric welding is also used extensively in the door construction and while giving the door all the necessary safety factor, still leaves it

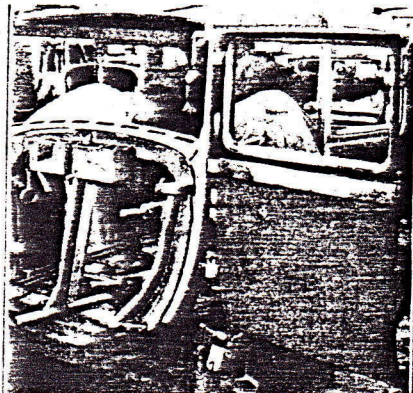
flexible enough.

When the steel parts leave the Pressed Steel Building they are in one of three main sections into which the body has been divided. The rear of the car comprises one section, and the two sides each make up another. It is a comparatively simple matter to join together the three sections with the front end into a complete body at the point of assembly.

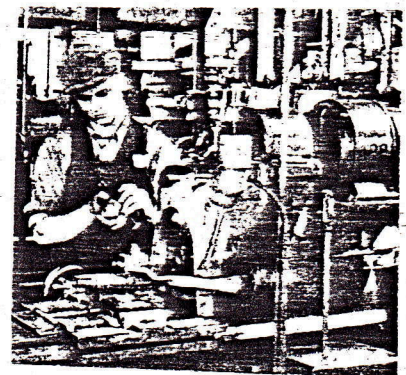
Ford assembly plants are equipped to assemble and finish the bodies, so Rouge ships the body parts knocked-down. Outside of the Ford principle of manufacturing near the source of supply and assembling near the point of distribution, one of the main reasons for shipping knocked-down is the economy in freight cars, and the prevention of damage to the finish. By shipping knocked-down it is possible to get 77 Tudor sedans or 130 Phaeton bodies in a freight car. The sections used for body assembly at the Rouge plant are carried by a long conveyor from the Pressed Steel Building to the "B" Building.



Paneling operation  
Pressed Steel Building



Final body assembly. Panels are  
assembled into complete body.



Machining a distributor body.  
using diamonds as cutting tools.

More from the  
**MATCHLESS MODEL A**  
**FORDENSITE**

Fordensite is a substance developed by Ford engineers and is used for the Model A distributor body, cap and rotor, the speed level ball and for several insulating parts for the generator. It is black in colour and is so hard that it can be machined satisfactorily only when diamonds are used as cutting tools. Even stellite or high speed steel will not machine more than 5 to 25 pieces at a time without resharpening. The diamonds are specially cut and lapped and are mounted in a steel holder. With one of them it is possible sometimes to machine as many as 50,000 pieces without relapping.

This strong, almost inflexible material, is made by mixing in large heated mixers a fine, soft wood sawdust called "wood flour" with phenol (carbolic acid) and formaldehyde. Due to the heat in the mixer jacket, the phenol and formaldehyde react to form a chemical compound or "resin", which in turn acts as a binder to hold the "wood flour" together. In its form at this point, Fordensite resembles a heavy, coarse,

coloured sawdust.

Next comes the preforming or "pilling" operation. The loose powder is placed in the hopper of a pilling machine and feeds down into the die, where it is compressed into the "pill" and ejected at the rate of 30 a minute.

After preforming comes the molding operation. The pills are placed in the molds on which a hydraulic press slowly closes, exerting a pressure of 1,500 pounds to the square inch.

At the same time the molds are heated by steam at a pressure of 160 pounds to approximately 350°F. As the press closes, the heat causes the resin to soften so that the Fordensite mixture flows and fills every corner of the mold. The same heat that melts the Fordensite also freezes or hardens it, due to a chemical reaction that takes place in the substance.

The molds are all made of highly polished, hardened steel and the finished part carries the same polish as the mold.



# Secret Red-Hot News

Well, Red-hot in 1927 anyway!

On Thursday, May 26, 1927, the world first heard the news that the Model T Ford was to be replaced when Henry and Edsel Ford drove the fifteen millionth Model T off the assembly line. From that time on, millions of people were trying to guess just what the new model would look like. Journalists fed the public with all sorts of guesses.... the car was to have twelve cylinders, it was to be solar-powered, a teardrop shape, a pocket Diesel, and so on.

Cartoonists of the period depicted the "New Ford" with seventeen cylinders, as a collapsible car that could be parked on the sidewalk and disguised as a trash can, etc. Amidst all this hype and free publicity for the "New Ford", the following is purported to have come from "The Australian Motorist" of December 1, 1927.

Contrary to what one has been lead to believe, the *Motorist* has succeeded in obtaining definite details of Mr Ford's new product.

Mr Ford has adopted the five-wheel principle - one on each corner and the other on the spare tyre carrier. The car will be power driven, foot pedals and foot-operated crankshaft being eliminated. Pistons will be employed - one in each cylinder - having a vertical reciprocating motion. Oil will be used for lubrication, whilst air will be used for tyre inflation. Tyres will be made with rubber treads. It is definite that steel or wooden tyres will not be used!

The engine will be cooled, water being used for this purpose, a radiator being fixed at the forward end to catch wind. The axles will be employed - one at the front end, and the other at the rear, the wheels with tyres being free to revolve thereon. A frame will be employed with springs imposed between it and the axles, the springs will serve a useful purpose, and on top of the frame a body will be attached so that anyone who wants to can sit in it. A carburettor and spark plugs will be included.

To prevent dust choking the occupants, a piece of glass of ample dimensions will take the place of the usual windscreen. Mr Ford's design will hardly differ from other windscreens or dust deflectors. The doors will be fitted with catches to keep them

from swinging about in traffic. To maintain a supply of petrol on the car when touring, a petrol tank will be attached to a pipe leading from the carburettor. The usual type of pipe with a hollow centre will be employed. This will enable petrol to pass through it.

Steering has been provided for, so the driver can direct the car when it is moving. This should eliminate collisions with buildings and other obstructions and go a long way to increase the safety of the road. This fitment indicates a forward movement in automotive design. The body will have a floor to prevent passengers falling onto the road. It will also keep down the wind, a feature which will be sure to appeal to women motorists, and do much to build up home life. For night driving, lamps will be fitted, also a rear light to warn those passed on the road that they have been passed by.

The torque will be transmitted in a proper manner to eliminate the possibilities as may be anticipated due to the prevailing economic conditions created by the situation that cannot be avoided, the time having arrived when the world's attention should be directed to the needs of a complete change in methods adopted to meet the continuous variation in our social and financial outlook on questions affecting both our domestic and international problems.

Well, they got most of of the details right....

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## Stories about Henry Ford abound, including...

When contracting out components which went into some earlier Fords, Henry insisted that the parts supplied were packed in wooden boxes manufactured to very specific specifications, including that they be assembled using screws. He left instructions that he be informed when these new components arrived. When they were delivered, Henry had the new parts unpacked, and the packing boxes disassembled. He then took the boards which used to be the boxes and showed how they fitted exactly as floor boards on the cars currently being assembled!! Waste not - want not...

### Another story concerns his dislike of accountants and accountancy procedures:-

Henry Ford would assemble all the paperwork related to income and expenditure. He would then place all the papers related to income on one side of a set of scales and all those relating to expenditure on the other side to show the "profit" or "loss" financial state of the Ford Motor Company.

### Henry Ford was superbly adept at promotion:-

On July 31, 1914, he announced that he would rebate between \$40 and \$60 to each purchaser of a Model T should sales exceed 300,000 units during the following year. Coupled with this offer was a \$60 price reduction and a promise not to cut prices again until August 1, 1915. On August 1, 1915, the Company announced that it had sold 308,213 automobiles the previous year and refunded \$50 (about 9% of the average purchase price). "Profit-sharing" cheques totalling \$15,410,650 were posted to virtually every village, town and city in America during the next few months. The equivalent today on a \$30,000 vehicle would be a refund of \$2,700, but would the public believe the promotion, or the figures?



# ... Notebook ...

40  
Happy  
Birthday  
STEVE  
READ

HAPPY BIRTHDAY also this month to: DENISE BROWN, GEOFF INGRAM and DEBBIE TEALE. If your details aren't in the records we can't wish you a happy birthday - or perhaps you are trying to forget??

CENTREFOLD - Your editor has had his photo in papers and magazines in various countries, but NEVER as a centrefold! If you belong to the R.A.C. have a look in the Oct/Nov *Road Patrol* ... there you will see REG BLEWETT, full-frontal, double-page spread in full colour. Absolutely shameless - I guess he only did it for the money but it's just sexual exploitation; tantalising the respectable women of Western Australia with photographs of our REG like that. Of course, the RAC know they will now get calls from women claiming to have "broken down" (probably physically) and asking for Agent 99 for relief!!!

MODEL A SPARE PARTS - The home of the Model A Ford abounds in spare parts suppliers and manufacturers of the most amazing gimmicks and gadgets for Henry's Lady. Bevan caught up with Carl and Ethyl Zelambo in California (those of you at the '92 Meet will surely remember Carl?) who gave him a comprehensive catalogue from Pacific Antique Manufacturing Inc of [REDACTED] Gardena, California, 90249, USA. Carl says their prices are very competitive, quality is good and has offered to obtain parts through this supplier for our Club members at an EXTRA 25% discount, plus arranging freight, etc for you. If you are interested, Club Librarian ANGELO CALLEJA has the catalogue so just get the details and contact Carl at [REDACTED] Downey, CA, 90241, USA - [REDACTED]

SECRETS OF SPEED - In spite of a strong belief by many that the only real Model A Ford is one that looks like it rolled off the assembly line in 1928, the fastest growing aspect of the Model A Ford movement is the Secrets of Speed Society which is devoted to collecting and disseminating historical information on high performance for the Model A Ford; they also have heaps of information on equipment available. Having been driven around the Sheraton Hotel car park in Arlington, Texas in one "Model A" that felt like a Formula 1 race car (only using a tiny fraction of the accelerator) and having the privilege of piloting a "hot" Model A Pickup through tight roads in the hills of California, Bevan can assure you that the experience is something to remember. If you are interested, you can join this very active Society IF you belong to MAFCA or MARC by contacting the Secrets of Speed Society at [REDACTED] Templeton, California, 93465, USA. The fee for joining and receiving a regular Newsletter by surface mail is US\$30.00. Back issues are US\$5 per copy.

MODEL A JUDGING STANDARDS and Restoration Guidelines - While in Dallas, Bevan purchased a copy of these very comprehensive, and informative, Standards which have been jointly compiled by MARC and MAFCA. Pay him what he paid for them (no charge for going to the USA) and the Club can have a permanent record of this vital information.

OUR SYMPATHY is extended to BILL & DOROTHY BENNIE on the sad loss of Bill's sister after a long illness.

TRAVELLING We wish safe journey to STEVE READ and BILL BENNIE and to DARREN JEFFREE and GERMAINE WRINGE who are off on the Annual Pilgrimage to the Bendigo Swap Meet.

MARRIED Congratulations to MICHAEL and IRENE BELL of Capel on their recent nuptials.

CONDOLENCES were sent to Sir Charles Court from this Club on the passing of Lady Court recently.

RETIRING? Is STEVE READ joining the ranks of the self-unemployed to have a temporary life of comparative leisure?

INJURED - Did you meet Errol and Bev McAlpine from New Zealand at the National Meet? Errol had a serious injury to his eye caused by some "caustic acid." Apparently he is recovering and has been assured that he will regain 90% of his original sight. We wish him a speedy recovery to full health. Errol has just been elected Club Captain of the North Island Club.

TO COPY A GASKET from *Beaded Wheels, NZ via Ford Torque, Vic.* To duplicate a complicated gasket, use a photo copy machine. For a thin gasket just cut out the copy and use the paper. If a thicker gasket is required, glue the photo copy to gasket material with gasket cement and cut it out to the required shape.

THERMOSTAT Trevor Davis of the NSW Club has fitted a Peugeot 504 thermostat (Part Number 133726) to his Model A which cost \$15. It fitted without modification inside the top hose and operates in the range 74-76°C. He used this thermostat on the Perth Meet and had no overheating problems.

FUEL FILTER Canberra Club says: If you have a glass sediment bowl on your Model A and would like a better filter inside the bowl, here are manufacturers, part numbers, of 3 which will fit:- Baldwin PF-857, Motorcraft B7A-9365-B, GMC-854-347.

NATIONAL MEET VIDEO Have you got your copy (\$25 posted) of this wonderful record? Contact Neil Phillips, [REDACTED] Colonel Light Gardens, SA. A memory that you can treasure in years to come....

CONCESSIONAL? The Police Department's Director of Licensing & Services has expressed concern that some of the "Vintage" plates that must be displayed on Concessionally Licensed vehicles have been seen "on, or in front of, the face of regulation vehicle number plates." This is in contravention of the relevant Act. These plates MUST "be affixed to the regulation number plate in a way that would not obscure the face of the plate." Please rectify if this applies to your vehicle.

WANTED TONY PARIN is seeking some good 19-in or 18-in wheels. ALEX POLLEY needs hood irons and bows for a '30 Roadster. REX WILSON wants a windscreen frame for his '30 Town Sedan. Please give them a call if you can help.

FOR SALE ALEX POLLEY has 5 x 17-in wheels with worn tyres and a chassis minus the front X-member. DOUGLAS QUINN has some wheels for a '29 without tyres.

FOR SALE 1970s Calendars with photos of assorted veteran and vintage cars. Details from Charlie Smith - [REDACTED]



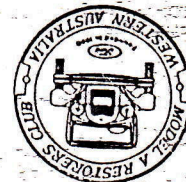
P10

Western Australia, 6157

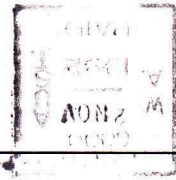
If undelivered, please return to:

NORANDA 6062

PAISLEY Ian and Dianne



WESTERN  
MODEL A NEWS



**THIS IS ADDRESSED SPECIFICALLY TO YOU.**

Dear [redacted]

Somehow you have omitted to pay your annual Club Subscription, which actually expired 4 months ago on June 30, 1992. We really do value your membership to this Club and do not want to lose you. PLEASE forward your \$15 membership (that's just .04¢ a day!) along with the Membership Information Update from the June, 1992 Newsletter. Please post it off tomorrow so we can include your name on the 1992-93 Membership Register which is currently being produced. THANK YOU.

Regards,

*Allen*

DO YOU WANT THIS TO BE YOUR LAST NEWSLETTER?

P.S. We cannot continue to send you any more Newsletters if we do not receive your subscription.

The following, pertinent article is adapted from the "Hi-Country A's" via the North Island Newsletter

**SELF-INFLICTED WOUND**

This fellow starts out his day early, having set his alarm clock (made in Japan) for 6am. While his coffee pot (made in Korea) is perking, he puts his hair dryer (made in Taiwan) to work then shaves his face with his electric razor (made in the Phillipines). He puts on a dress shirt (made in Taiwan) and designer jeans (made in Hong Kong) with a neat pair of tennis shoes (made in Korea).

After cooking up some breakfast in his new electric skillet (made in Taiwan), he sits down to figure out how much he can spend this day on his calculator (made in Mexico). After setting his watch (made in Hong Kong) to the radio (made in Japan), he goes out, gets into his car (made in Japan) and goes looking for a good-paying Australian job.

At the end of a unproductive day, he puts on a pair of sandals (made in the Phillipines), pours himself a glass of wine (made in France) and turns on his TV (made in Japan); all this time trying to figure out just why he can't find a good-paying Australian job!