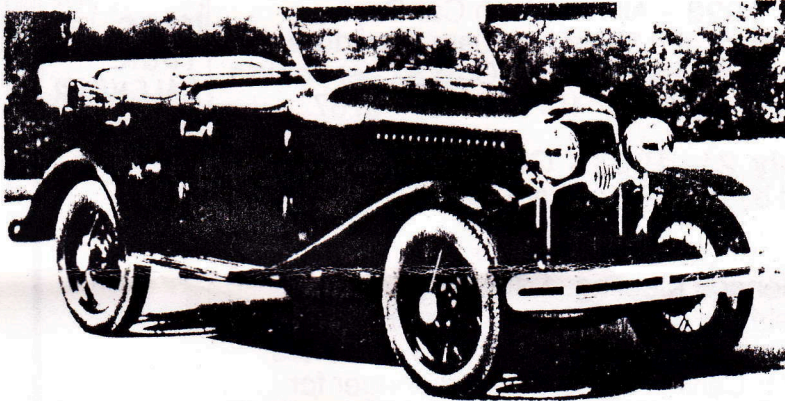


Western Model A News

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

Year XIII Number XI

JUNE, 1993



OK all you "experts"
WHAT MODEL CAR IS THIS?
Well, it's a Model A Ford.
One of the few custom-bodied Model A-s in the U.S. was this dual-cowl Sport Phaeton built by LeBaron for Edsel Ford.

from "The Restorer" of Nov/Dec, 1986

EDITORIAL The A.G.M. is next month; as mentioned, LAUREL COOKE wishes to step aside after two years service as President. So, thinking caps on to give some thought to a successor. We may also have to elect a Vice President. If you would like a change of any other Office Bearers just nominate someone, or yourself. The present Secretary/Treasurer and Editor offer themselves for re-election, it's up to members to elect who they wish - it's your Club.

IN THIS ISSUE

Front / Editorial	1
Calendar	2
Informal Meeting	3
Constitution / Definitions / Horn ..	4
Manifold Munchers / Notebook	5
The Model A Ford	6-7
Model A Ford in Europe	8
Ford The Fighter	9
Gear Box/Irish/Rally/Cartoon	10
Notebook	11
Back - Caption / Inspections	12

It's Inspection Time Again

According to the Club By-Laws:

"All Model A Fords must have an annual safety inspection and road-worthiness check by an official Club Examiner, or by another approved Club's official Examiner. In the later case a photo-copy of the Examination Certificate must be supplied for Club records."

Your Vehicle examiners are not interested in "authenticity" or "downgrading" your Model A. A high standard of maintenance and safety is the only purpose of this exercise. We do not want any Model A Ford in this Club involved in an accident due to lack of maintenance.

This examination is a requirement for vehicles to participate in any Club event, but also:-

- 1) It's FREE.
- 2) Your Model A is inspected by a qualified person who can assess your vehicle.
- 3) Often a "new pair of eyes" can pick up a problem you may have missed.
- 4) Expert advice on rectifying any potential problems.

See back page and Calendar for more details.



Next meeting/run:- Sunday, June 20, 1993 - meet at Midland Railway Station - 10.30am

This Club is the **WESTERN MODEL A-s** Chapter of the Model A Ford Club of America, Inc.
MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA. - Foreign membership:- US\$24.00 per year.

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] Palmyra, W.A., 6157

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

Sunday, June 20, 1993

Meet at Midland Railway Station (Railway Parade) car park at 10.30am (have morning tea then, if you like) for 11am departure.

SMITH family have organised two optional runs, depending on the weather. They suggest you take a street directory.

Sunday, July 4, 1993

FREE VEHICLE INSPECTION FOR YOUR MODEL A FORD. 8am until 5pm. Also FREE sausage-sizzle lunch. At Unit 5, 8 Carole Road, Maddington; or by appointment with STEVE READ. Passing an inspection is required to participate in Club events.

Sunday July 4, 1993 - All American Car Day.

Meet Causeway Car Park at 9.30am for 10am departure for drive to Esplanade, Fremantle for Display. Cost \$2 per vehicle. Phone Norm Peterson w/h [REDACTED]

Wednesday, July 21, 1993 - CCC Quiz Night (organised by the Jaguar Car Club).

Sunday, July 25, 1993

Annual General Meeting. 1.30pm.

Noranda School, Walmsley Drive (off Crimea Street), Noranda.

General Meeting first. Bring afternoon tea to pool with others.

Please be on time - Mr Calvin King, the new manager for Shannons' Insurance will give an interesting talk before the meetings.

Sunday, August 22, 1993 - GUEST family organising.

October 23/24, 1993 - North Mandurah Primary School display.

Sunday, November 14, 1993 - ALL FORD DAY, Perth Oval.

Contact ALAN JEFFREE on [REDACTED]



Picture it ... Kingsley ... May, 1993

Husband has day off work to put motor in the Mustang • Wife acts as "Grease Lackey" all day • Motor finally in car • Husband worried that someone may pass two cars, one trailer, swimming pool fence and watch-cat with sore ear to steal newly-installed treasure.

• Husband cleans out space in garage • Gets wife's assistance to ppuusshhh Mustang uphill, over lawn and onto driveway while she also steers vehicle.

• Next, the reversing job - downhill into garage • Wife still steering vehicle whilst shuffling along outside • **Result?** • Mustang with new motor suddenly takes off down slope toward garage with wife madly turning wheel and lightweight husband trying to slow it down.

• Up comes post of garage door • Wife still madly concentrating on guiding the missile into garage • Wife, husband and Mustang all converge on garage at once • **Problem?** • Available space between door post and Mustang is 6-inches narrower than wife.

• Wife is now 12-inches taller and 6-inches slimmer • Bruised hips • Large bruise on leg in all shades of blue, purple and black. • MUSTANG SAFELY PARKED.

• Husband unashamedly chuckling about whole ordeal • Small son runs to Mum's rescue with cold, wet face cloth for her injuries. • *Views expressed are those of the injured party.*

RAY ABBOTT ENGINE RECONDITIONING

Recommended by MARC member

* Cylinder Head Service * Reboring and Sleaving
* Crankshaft Grinding * VETERAN and VINTAGE ENGINES



Established 1973

18 RIO STREET, BAYSWATER

227 4566

34 years Experience

Members on the weekend-run to Harvey had some discussions at an

Informal Meeting

to discuss the following points:-

WE RECEIVED CORRESPONDENCE FROM SOUTH AUSTRALIA REGARDING TROPHIES AND JUDGING FOR THE NEXT NATIONAL MEETING AND REQUESTING INPUT FROM ALL OTHER STATES.

1. They propose a separate badge to be awarded to winners of Concours. The badge could be attached to winning car/s and stay with that car. A problem being that manufacturers usually need an order of not less than 100 badges - as there are only 6 awarded per Rally the 100 would last until the year 2028. The badge would be standard with winners' details added later. If all States agree, they would be requested to contribute around \$250 each to purchase the 100 badges.

Comments included:-

a) If details were engraved or stamped on the badge after date it would detract from the appearance.

b) Who keeps the badges? Every two years it is a hassle to locate any remaining perpetual trophies. We previously had a Model A head as a trophy and THAT was lost - so what would happen to a bunch of badges?

c) It is unlikely that a Concours winner would leave a badge on the car when sold - it would be more likely to be retained by the owner at the time it was won.

2. They also propose awarding a Certificate to Concours cars getting within 10% of the winner and for Touring Class winners. Once again the proposal was to print a lot of certificates in one batch and add individual's details later during subsequent rallies.

Comments were:-

The same as all those applicable to badges, plus the certificates would start looking "worn" after a while and probably would not be used. A suggestion was to sign a certificate on a good computer and actually print in the names and details, as required at each Rally.

3. A copy was forwarded of a proposed Touring Class Judging Sheet requesting input.

Comments:-

a) As the sheet only shows "Fair" "Medium" and "Good" - concern was expressed as to how these categories were actually totalled.

b) As allowed "modifications" were only to be ticked there was no way of awarding points and picking an eventual winner.

c) It was also felt that "Automatic transmission" should NOT be a permitted modification under Touring and that the listing "Tubular Shocks" should NOT be listed as a modification, rather that it should read "Dog Bone" linkages as the modification.

4. South Australia also sent a list of 10 Mandatory Points which were required to be judged in Concours. Members present expressed concern at the lack of specific detail. There seemed to be loopholes in the points as expressed in their list which could lead some entrants in Concours to believe that a particular modification could be allowable (which would not be the case) - including "drive train", for instance, not being mentioned at all.

South Australia have requested comments by AUGUST 31, 1993. This is a National matter so is of concern to ALL Model A Ford owners in Australia. YOUR input is required, the matters will be discussed at the June meeting. If you would like to read a copy of the correspondence in full detail BEFORE the June meeting, contact BEVAN today on 339 4082 and a copy will be posted to you so you can form your own opinions prior to the meeting.

- # -

Other matters discussed concerned:-

BEVAN mentioned that, following the change of the name of the Club and the financial year, and the fact that several newer members had not received a copy of the Constitution, that it would have to be re-typed and printed. While reading it through before starting he noticed several inaccuracies and proposed some changes. These proposed changes are listed elsewhere and will be discussed at the next meeting. PLEASE give these points some thought before the meeting and give the Club the benefit of your input.

STEVE READ reported on the C.C.C. Meeting he had attended. Including concern about the judges at the Classic Car Show who seemed to be unaware of exact details on some specific models entered. It had been decided to hold the Classic Car Show at Whiteman Park again next year.

Previous business - the patches have been ordered. BILL BENNIE has located the Queensland State flag and posted it to Ralph Owen.

Members will need to decide if the Club should order more car badges as only 23 are left in stock.

DON'T FORGET

Club enamel badges are still available

Lapel ... \$5.00 ea

Car ... \$15.00 ea

Embroidered patches available soon ... \$3.00 ea

Also a few Recipe Books at only ... \$2.00 ea

**Re: PROPOSED AMENDMENTS TO THE CONSTITUTION
of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Incorporated**

THAT:-

GENERAL

All references to the term "Ford Model A" throughout the Constitution be changed to read "Model A Ford".

CLAUSE 5) DUES

Members shall pay a common annual fee, due and payable on August 31st. The amount to be reviewed each Annual General Meeting. Initial membership of less than twelve (12) months shall be charged on a pro-rata basis.

be changed to:-

"Members shall pay a common annual fee for an individual or for family membership due and payable on August 31st. Family membership shall extend to all members of the one family residing at the same address. Country, Interstate and/or Overseas memberships may be accepted at a reduced annual fee. The amounts for all annual memberships to be reviewed at each Annual General Meeting. Initial memberships of less than twelve (12) months shall be charged on a pro-rata basis."

CLAUSE 10 MEETING

b) a quorum of twenty percent (20%) of financial members which must include at least one member of the executive shall be necessary for any officially convened meeting to be deemed official.
d) Annual General Meetings - such meetings shall take place in the month of August each year at a place designated by the club executive.

be changed to:-

"b) a quorum equivalent to twenty percent (20%) of Perth metropolitan area financial members ..."

"d) Annual General Meeting - such meetings shall take place in the month of July each year ..."

CLAUSE 11) VOTING

Each active member shall be entitled to one vote.....

be changed to:-

"Each financial individual, family, country, interstate or overseas membership shall be entitled to one vote...."

CLAUSE 12) OFFICERS OF THE CLUB

All officers of the Club shall serve two years and shall be eligible for re-election.....

be changed to:-

"All officers of the Club may serve two years and shall be eligible for re-election".....

CLAUSE 19) AFFILIATION

The Club shall be affiliated annually with the Model A Restorers Club (Australia) Inc

Be deleted entirely

CLAUSE 20)

The Model A Restorers Club Australia (Western Australia Branch) shall not be liable for debts or levies raised or incurred by the Model A Restorers Club (Australia) Inc or vice versa.

Be deleted entirely.

Dizzy Definitions

MAIN SPRING - Source of water for your radiator.

GEAR BOX - Handy place for your fishing tackle.

BRAKE ARM - Happened pretty often in the old days when you had to start 'em with a crank.

MUFFLER - Indispensable for back seat drivers.

TIE RODS - Swell to hang your ties on and avoid wrinkles when travelling.

RADIATOR GRILL - Good gadget for cooking your own hamburgers when travelling.

CRANKCASE - Imagine a guy suing you for putting one little dent in his fender.

The above from "Gallop'n' Gertie"

STUDS - Sought by some vintage car owner's wives.

SPARE TYRE - Needed by most owners but require losing by some others!

DRAG LINK - San Francisco or Kings Cross?

THROW OUT BEARING - Only if it's worn....

CLUTCH RELEASE SHAFT - Required by some young ladies in the back row of the movies.

A Better Sounding Horn

The quality of tone and length of service received from Ford horns depends entirely on the care they receive.

LUBRICATION - Once a month remove motor cover located at rear of horn; place a few drops of oil in groove at each end of the armature shaft. **Use fine, light oil.**

CARE - To clean commutator, set motor in motion by pressing horn button. While motor is revolving, hold a piece of fine sandpaper against commutator until commutator is clean. Next, with a small piece of wood, clean the gaps between the commutator segments. Do not use metal when cleaning gaps.

When turned with the fingers, the armature should revolve freely. Should it fail to operate, examine battery, wiring and horn button.

ADJUSTMENT - Turning adjusting screw regulates tone. Regulate adjustment until desired tone is obtained.

The Manifold Munchers, Lunchers Club

May weekend overnigher to Harvey

You're driving down the highway, and you hear a little cruuuncch! - Back up that trusty Model A, you may have bagged your lunch.

Friday felt the coldest May temperature ever recorded in Perth and it had rained virtually continually so some prospective travellers were apprehensive. However, Saturday dawned sunny. The result was a dry weekend (a little cool, but not anything to be of concern) - just a light shower, and that while driving along so it was not a worry.

The participant couples:- READ, GUEST, WILLIAMS, HALL, COWLIN, PARIN and SHARP - set off from Pioneer Village car park sort of on time at around 10am - with interesting aromas emanating from under their hoods due to the cooking of their owners' lunches which were strapped to most Model A Ford manifolds.

The WILLIAMS had a "his-and-hers" arrangement with meals cooking on the front and rear of the Station Wagon's manifold. The HALL's Roadster had their aluminium foil package of lunch held on with the usual wire. The READ's lunch was wired to the front section of their Roadster's manifold with the correct cushion of chicken wire to protect their delicate meal from direct heat. The SHARP's had wired a Milo tin to the manifold of their Tudor which contained their lunch in an aluminium tray, so it cooked like an oven. True to form, the COWLIN arrangement was the fanciest of all with two specially-made brackets (painted gloss black) bolted to the front and back parts of their Tudor's manifold respectively.

Leaving a trail of wafting cooking aromas, the Model A-s headed for Harvey, with a stop-off in Pinjarra for morning tea and to check on the juices escaping from some aluminium-foil parcels. A pleasant drive was enjoyed with light traffic through a green landscape plus gum trees and an impressive display of flowering wattle.

An unscheduled deviation was made to Yarloop to visit the old Railway Workshops. TONY PARIN negotiated a special half-price admission and all were interested in the huge workshops, machinery and equipment, original wooden patterns, etc.

SO on to LUNCH, which was devoured in a most pleasant spot just before the turn-off into Harvey. The READ lunch needed a bit of extra cooking on the gas barbecue they had carried - lack of confidence? That doesn't sound like STEVE! The COWLINS enjoyed their roast lamb, carrots, cabbage and roast potato. WILLIAMS had steak and vegetables. The READs devoured their revved-

up sweet and sour pork (described as *el dente!*). HALLs had a beef stew and vegetables followed by baked apple (from the recipe in our Newsletter). The SHARP's enjoyed their meat balls surrounded by rice (called a "porcupine") and cooked in tomato soup.

THE VERDICT - meals wired to the back of the manifold obviously cooked much better than those on the front; due, naturally enough, to the cooling effect of the fan affecting the meals attached to the front of the manifold. Now, your correspondent could be accused of being prejudiced but the "oven" made from a Milo tin and wired to the manifold, cooked the meal from raw most efficiently - maybe because the aluminium tray was insulated from the draught of the fan and heat was contained within the tin.

Refreshed by their late lunch they progressed into Harvey and checked into the well-cared-for Harvey Hotel. JIM WILLIAMS jokingly asked for the "honeymoon suite" - and got it!

A trip was made to the Stirling Dam by five of the Model A-s - the other drivers taking the opportunity to be just passengers for a change.

That night - a relaxing drink by the warming fire, dinner in the dining room, a short meeting/discussion in a private upstairs room (by the fire) and into beds.

Sunday morning saw fourteen Model A owners tucking into unaccustomed (so they all said) huge breakfasts. Following a line-up of cars outside the front of the Hotel for the owner (and us) to take photos; it was off through Harvey to the coast road and home.

Those of a delicate nature better pause at this point and peruse another article.

The SHARP Tudor happened to be leading the spread-out cavalcade on the road to Myalup when they saw a man walking along the side of the road. "Oh, look," said HELEN, "it looks just like he is not wearing any trousers." And he was not! Just a jumper and, from the waist down - nothing. Contrary to a peculiar misunderstanding by some of the ladies; no, it was NOT a horse, it was a man. GWEN GUEST nearly leapt on the guy out of their Phaeton while travelling at around 45mph. Someone was heard to say that all the men must have been jealous and SHIRLEY HALL commented that the cold weather must have been "stimulating".

MANY THANKS to:- the READs for organising a fun weekend, TONY PARIN for paying the admission to the Yarloop Railway Workshops and to JOHN HALL for the wine at Dinner on Saturday night. BS

Mini- Notebook

TRAVELLING IN CONVOY DO NOT bunch up. DO leave 4-5 car lengths between vehicles. DO keep as far to the left as practical. DO keep an eye on the Model A behind so you know it is OK (and so on down the line). DO wait to see if the next car turns a corner into another street, then move off.

YOUR SECRETARY "Takes The Plunge" HELEN was gardening on a recent very cold morning when the phone rang. She ran around the swimming pool, tried to step over the dog, dog stood up, Secretary tripped over dog. Result was - A over T into the pool. She surfaced gasping in shock, cold and total bewilderment. She may show you her bruise if she knows you well enough.

“Why should I change my Model T,” Mr Ford would say, “when I don’t make as many as I can sell now?” And he believed that the multitude would go on wanting his Model T in the future.

The Model

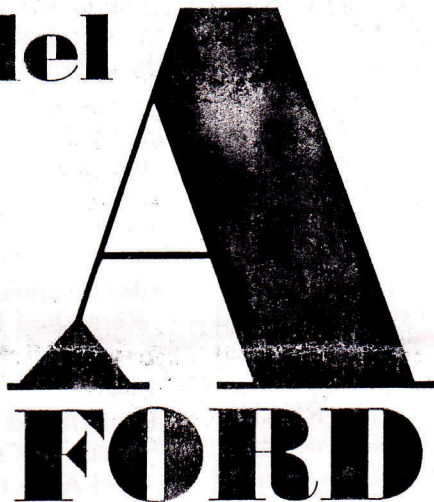
It was undoubtedly Edsel Ford, titular head of the Ford Motor Company, who finally convinced Henry Ford, absolute autocrat of the Company, that what the multitude wanted was a Ford car alright - but not the model T! So, in June of 1927, with the stamping of number 15,485,781 on the engine block, the end came for Model T. Henry Ford had at last bowed to the inevitable, turned his back on the past, banished “Model T thinking” from his organisation, retooled his Rouge plant, and started afresh.

And then came Model A - not a revamped Model T, but an entirely new car, designed and created in less than a year expressly for interminable mass production. It was a monument to the brilliant work of Edsel Ford, Henry Ford, and the many Ford engineers. To indicate how completely it would sweep away all previous models with its newness it was named “Model A”. It was to be the beginning of a new dynasty of Ford cars

Model A was born of necessity, a child of adversity. It was forced upon Henry Ford who was not mentally “set” for it and whose organisation was not physically prepared for it. But fortunately, the past was a prologue for Model A; it was the undeliberated sum of all that had gone before it in the Ford Motor Company. And, being distinctly “Ford” in background and features, it was patently the kind of car that could have been built nowhere else successfully. Not the result of long and directed planning - Ford Engineering was not then set up to operate on long-range projects - Model A actually sprang into being in less than a year through the

integration and compromise of the latent ideas of Edsel Ford, Henry Ford, and the many engineers steeped in the Ford way.

Though the new car was at first neither Henry Ford’s idea nor ideal, he was quick to adopt *his* Model A Ford. Certainly it was never entirely *his*, as was Model T, for while he



From an article entitled
The 50th Anniversary of the Model A
by LESLIE R. HENRY
Curator of the Henry Ford Museum in
Dearborn for 17 years.
Author of several books on the
Model T and Model A Ford

actually “approved” Model A he had “dictated” all of Model T. Thus, for Henry Ford, the designing of Model A was a combination of his approvals, dictates, rejections, concessions and compromises.

There were many excellent Ford engineers working on Model A who had well formulated ideas for the new car, but none was entirely free to develop his ideas alone. Everything about Model A had to be cleared through its chief engineer, Lawrence Sheldrick, for Henry Ford’s approval. While this method probably forestalled chaos and kept Mr Ford informed of every little detail, it also served to slow things down just when speed was most needed. Henry Ford could have delegated *some* of the detail work to advantage.

But, with all delays, Model A was created with remarkable speed - so fast, in fact, that many of its parts went directly from the drawing board into production and, in latter

stages of birth, some of the plant layout and some of the new special machine tools were designed simultaneously with the specific parts of the car each was to accommodate.

Since the prolonged period for decision had extended almost to the end of 1926 it left no time in 1927 for extensive experimenting, thorough developing, or exhaustive testing such as usually attends the birth of a completely new and successful car. Model A had to be exactly right the first time - and it was!

The need for a new transmission in any new Ford car was basic and this issue was forced by Edsel Ford months before Henry Ford ever conceded to a successor of any kind for Model T. A new transmission was the first of Henry Ford’s many, many compromises between *his* ideal car and the final product, Model A. Frank Johnson, of the Lincoln group, was assigned to the transmission design which, with a multiple disc, dry clutch, was to be a miniature counterpart of the Lincoln.

It was characteristic of Henry Ford that he should concentrate on an improved power plant for the new car, and he took a personal interest in the engine work. Lawrence Sheldrick was assigned to engine design late in 1926 and, as stated in his reminiscences, “We followed the Model T only in respect that it was to be a four cylinder L head engine of the same general type but with a number of improvements. Specifications ‘just grew’ from this start.”

Harold Hicks, who had earlier distinguished himself by work on the World War I “Liberty” aircraft engines, played a very important part in the engine development of Model A. Hicks recalled that he was brought in on the engine project in April, 1927. “I was called down to the north end of the big room at the dynamometer section (of the Ford Engineering Laboratory). There were Sorensen, Martin and Edsel Ford. They showed me an engine that was running on the block. Sorensen said, ‘Well Hicks, we’ve got here an engine which is 203 cubic inches

(Model T was 176) but it is only developing 22 horsepower (Model T was 20). If we should give you charge of this development, how could you increase it?"

"I took my slide rule, did a few calculations, and said, 'I think I can get you 40 horsepower'."

Hicks was given the job. He asked for two months in which to complete the work, but Sorensen gave him only one month.

Hicks continued, "With Carl Schultz to draw up a manifold, we got out a Y-type manifold in only seven days, using certain principles I had obtained from Colonel Hall 'way back on the World War I 'Liberty' engines. This gave us 30 horsepower right off."

Hicks and Edsel Ford both believed the valves themselves were too small in diameter, so these were enlarged and the horsepower went up to 34. Hicks realised that the original vaporiser type manifold and carburettor designed by Holley did not give sufficient speed range for a 40 horsepower engine of that size. Therefore he went to his friend, Howard Manwaring, in the Zenith Carburettor Company for a test carburettor. And then, only three weeks after he had started his job, Hicks had the engine developing the promised 40 horsepower!

Joe Galamb, another Model A creator, added this sidelight on the matter of the carburettor, "Holley had a terrific 'in' at Ford Motor Company as a bosom friend of Henry Ford. Hicks knew this and cleverly needled Sorensen each time he came down to watch the dynamometer tests by saying, 'Of course, we are developing 40 horsepower, but you'll never use the Zenith carburettor.' Finally Sorensen said, 'Why in hell do you keep telling me we won't use the Zenith carburettor? By God, we are going to! You get the Zenith Company in!'"

Because of Sorensen, Henry Ford accepted the Zenith carburettor, but not without first giving it his

personal touch. Hicks continued, "I remember they had too many bolts holding it together - Henry Ford said to me, 'Cut those bolts down'. I had Zenith get out a new design ... and I felt quite proud that they had reduced the number of bolts from fourteen to two. Mr Ford looked at it and said, 'Two is too many. Make it just one bolt!' So the Model A carburettor came out with just a single bolt down through it." Hick's choice of carburettor was vindicated in a final test he ran for Henry Ford on July 28, 1927 with the carburettors of Holley, Stromberg and Kingston all competing unsuccessfully with Zenith.

The characteristic Model A tapered muffler welded into a single unit with exhaust and tail pipe was Hick's design to which Henry Ford added his own personal touch in the form of a "V"-shaped forged clamp to hold the exhaust pipe to the manifold. About this Harold Hicks said, "At this time, throughout the Model A development, Henry Ford went forging crazy - everything had to be a forging - even on the carburettors there were little forgings for controlling the throttle and choke valves."

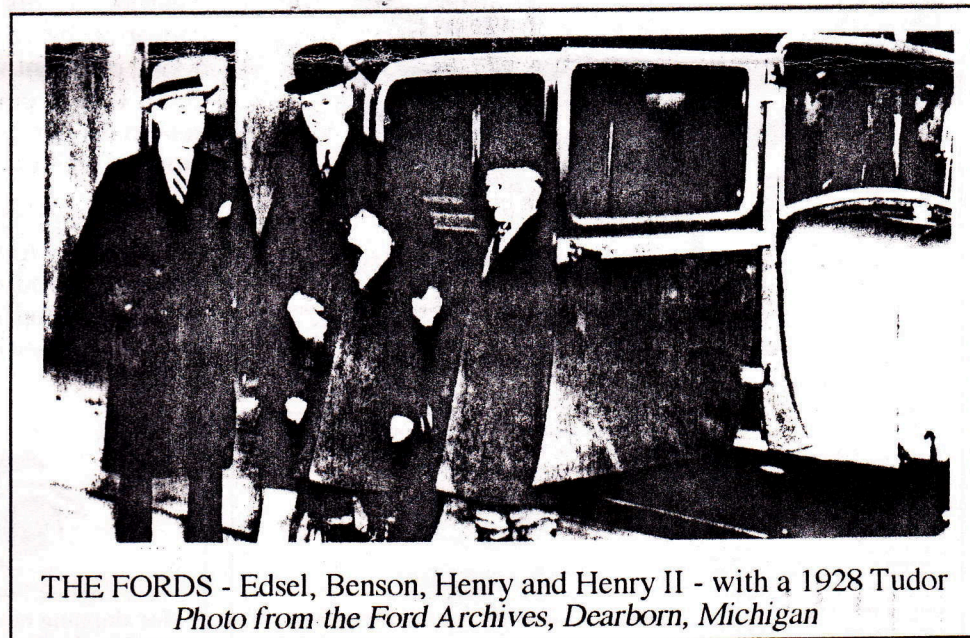
Even "Sheet Metal Joe" Galamb as he was affectionally called by Henry Ford, complained about the indiscriminate use of forgings for the brackets to support fenders, lamps and running boards. He knew those brackets could be made just as strong but much cheaper with pressed metal

sheet. Strong steel brackets would have saved \$30 in the cost of a Model A. Late in 1928 Fords began to lose some of their expensive forgings; by early 1929 pressed steel had pretty well taken over the body brackets.

But Henry Ford's insistence then on many forgings was based on two things: he had just put a large forging shop in operation and, to him, forgings had always meant "quality." Here was his chance to put his new shop to work and put quality into his new car at the same time! He counted not the high cost of forgings - then.

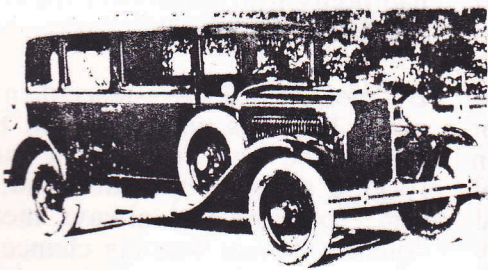
Hating to purchase patented units for his new car, Henry Ford always attempted to design his own. Often he was spectacularly successful in such ventures, sometimes not. The Ford designed "Abell" electric starter was one such failure; it frequently jammed on the flywheel ring gear, chewed up teeth, remained engaged with the engine running and bent the 1/2" drive shaft. Mr Ford was forced to go to the Bendix people for a successful electric starter for Model A. Characteristically, the new Bendix starter (with a 5/8" shaft, incidentally) was designed so that it could be fitted in place of the unsuccessful Abell starters as they failed in the field. Henry Ford rarely made an improvement that couldn't easily be adapted to cars already in the hands of his customers.

PART TWO NEXT MONTH

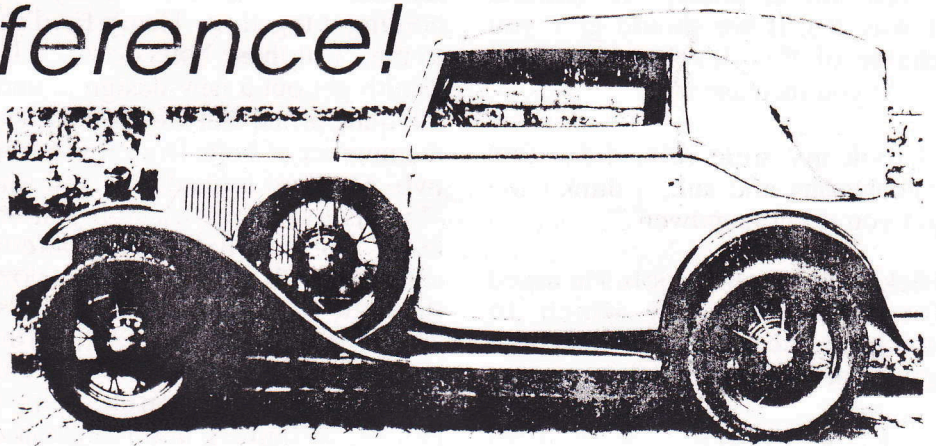


THE FORDS - Edsel, Benson, Henry and Henry II - with a 1928 Tudor
Photo from the Ford Archives, Dearborn, Michigan

Vive la Difference!



German Fordor with doors widened 6-in, extended frame, running boards, etc. Glass partition between the front and rear seats.



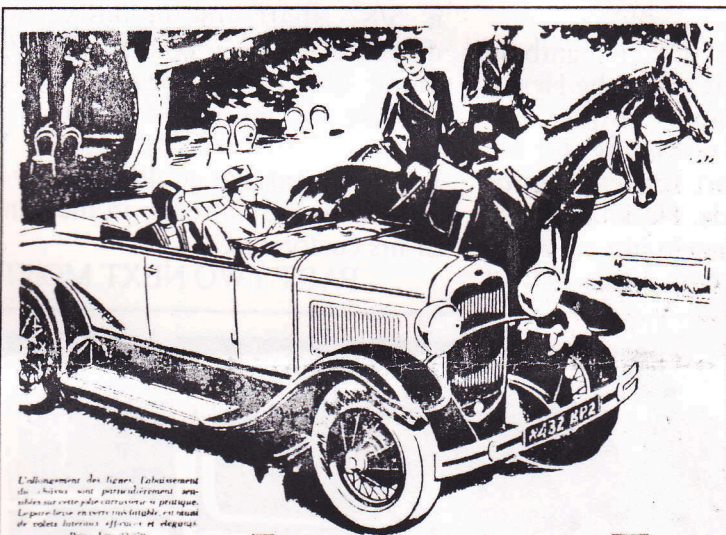
Cabriolet by Deutsch of Germany, with padded top, wide doors, etc.

The Model A Ford in Europe

This material and photographs adapted from articles in September-October and November-December, 1986 issues of "The Restorer" by Doug Vieyra of Kneeland, California

"Ik Zal een Automobile bouwen voor de grote massa..." • Je vais contruire une automobile pour les grandes multitude..."
"I will build a motorcar for the great multitude..." Henry Ford.

Ford Motor Company's first international franchised operation was in Canada in 1904; followed by an English franchise and assembly plant in 1911. By 1919 there were assembly and body production plants in



Enlancement des lignes. Embellissement des chassis sans perturbation notable sur cette plus constructive et pratique. Le genre le plus en vogue tout en étant le plus de valeur intérieure, efficace et élégant.
 Prix: Frs. 23.950.
 (Taxes-chassis compris)

La nouvelle ligne Ford

Toujours à la recherche d'améliorations et de perfectionnements, Ford a qui nous devions déjà le fameux modèle A, nous donne aujourd'hui de nouvelles carrosseries. L'aspect extérieur de la voiture est maintenant digne de sa perfection technique.

La Nouvelle Ford constitue, à un prix extrêmement réduit, un ensemble impeccable et sans rival. Le radiateur

plus haut et plus étroit, le capot surélevé, les roues plus petites, l'harmonieuse courbe des ailes, la blancheur éclatante de l'acier inoxydable qui, pour la plupart des accessoires, a remplacé le nickelage et le chromage, donnent aux nouvelles carrosseries de la Ford ce style et cette ligne qui lui valent le suffrage unanime de tous les gens de goût.

LISTE DES CARROSSERIES:	
Triples 2 places	Fr. 23.950
Triples 3 places	Fr. 24.650
Coupe d'affaires	Fr. 26.150
Coupe sport (non décapotable)	Fr. 26.700
Cabriolet intérieur 2 places, 3 places	Fr. 25.900
Cabriolet intérieur 4 places, 6 places luxe	Fr. 33.500
Cabriolet intérieur 4 portes, 6 places luxe	Fr. 30.700
Cabriolet décapotable (luxe)	Fr. 33.000
Pare-chocs A1 et A2 compris Livraison Amiéres.	



SOCIÉTÉ ANONYME FRANÇAISE
 SIÈGE SOCIAL: PARIS
 225, QUAI ALLIÉRIER, ASSIÈRES (SEINE)

Vente à crédit dans les meilleures conditions par l'entremise de tout Agent Ford.

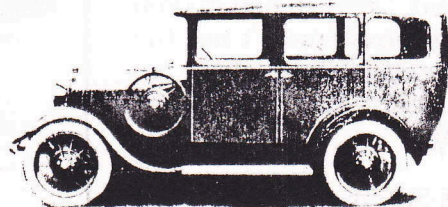
Copenhagen, then Finland. A Company was established in Japan in 1924 and South Africa in 1930. Even Bolshevik Russia was producing the Model A by 1930 - known as the "Gaz A" - and it was chosen as the automobile of the nation.

The low cost of the Ford chassis provided the middle-range of buyers requiring a custom-made vehicle with an ideal base. With the Depression, displays of wealth were in poor taste so the "car of the masses" was used as a way of obtaining custom coach work without the stigma of flaunting one's wealth.

A drawback in Britain was the Model A's comparatively high horsepower rating as this attracted a higher tax. The best of the custom-built vehicles of this era came from France and Germany and they carried to the Model A Ford the art form expressed by the great cars of the period.

Custom bodies included:- stretched chassis, hood and/or body; rearward movement of the cowl; wider doors; different windshield; different wheels (including disc); colour combinations; top re-shaped; and many personalised options and accessories, etc. Many were "souped up" for Le Mans and Grand Prix racing.

After 5 years of war in Europe, cultural changes and the relatively low production (it took roughly a year of European production to equal one day of American production) sadly few of these cars remain today. BS



This English-built, fabric-covered sedan body was intended for shipping outside Britain - note left-hand drive and lack of fender lights. Not visible is a fifth, rear door on this delivery-type vehicle. A hatch-back?

Detroit Free Press, March 1, 1910:-
“FORD THE FIGHTER

There's a man for you, a man of backbone”

George Baldwin Selden was a lawyer/inventor from Rochester, New York, whose most original creation had been a machine for making barrel hoops. In the late 1870s he noted work being done in Europe on the internal combustion engine. As a lawyer specialising in patents he began working out a precise legal definition and wording for a master patent that would give him the sole right to licence and charge royalties on future automobile development in America. It was published in 1895.

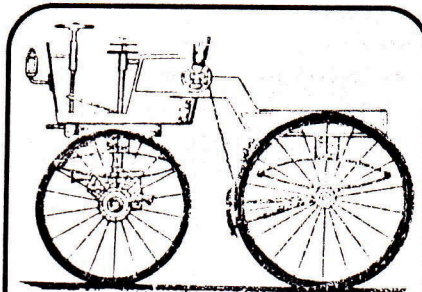
In 1899 Selden went into partnership with Wall Street investors and when they attempted to enforce Selden's patent against five of the largest car makers of the day, they met with surprising success. The car makers were not prepared to initiate costly legal battles and they saw a chance to licence, or control, any future rivals.

In March, 1903 the Association of Licensed Automobile Manufacturers (ALAM), was formed - a few weeks before the incorporation of the Ford Motor Company.

In mid-1903 Henry Ford applied for membership of ALAM but was refused on the grounds that “his outfit was really nothing but an assemblage plant.” Originally Ford was advised to pursue membership because the Association could put him out of business. Henry Ford responded:- “Let them try it,” and placed the following announcement in the *Detroit Free Press*:-

“To Dealers, Importers, Agents and Users of our Gasoline Automobiles We will protect you against any prosecution for alleged infringements of patents.” He went on to say:- “The Selden patent ... does not cover any practicable machine, no practicable machine can be made from it and never was.”

For nearly six years the Ford Motor Company fought ALAM in a series of closed hearings. On June 14, 1907 Selden solemnly produced a full-scale horseless carriage which he claimed he had been working on originally. It was started by an air



Original illustration from Patent Papers. The GB Selden "Road Engine" Pat. 549,160 - November 5, 1895.

At the beginning of the 20th century, development of the automobile was progressing in Europe but was hampered in the U.S.A., as it had been earlier in Britain, by an opportunist hindering progress by endeavouring to prove that they had a Patent on any gasoline-driven vehicle. In America Mr George Selden almost succeeded.



License Plate attached to every car manufactured under the Selden Patent, a number is at lower left.

inventions ... worthless as a patent and worthless as a device.” He vowed that “There will be no let up in the legal fight.”

Vowing “We will fight to the finish,” Henry Ford had put up bonds totalling \$12 million to indemnify any dealer or customer who might be prosecuted by ALAM.

Under the above “Ford the Fighter” headline the *Detroit Free Press* said:- “As a human figure he presents a spectacle to win the applause of all men with red blood; for the world dearly loves the fighting man.”

On January, 9, 1911, Henry Ford's stand was finally vindicated when the Appeals' Court found for him, and in terms so absolute that there was clearly little point in the Selden forces fighting on.

With the Judge's decision dismissed, ALAM was disbanded. Thanks almost entirely to Henry Ford the American car industry was liberated from what soon came to be seen as an audacious and shameless conspiracy to limit its freedom.

Much of this information is from “FORD” by Robert Lacey - a recommended great read. BS

compressor, ran five yards and stopped dead.

The Judge upheld the patent in 1909 claiming that it combined a number of elements into a new “harmonious whole capable of results never before achieved.”

Within weeks of that judgment, some thirty car makers who had been cheering Ford on fell silent, caved in and joined ALAM; including General Motors Corporation who, on October 19, 1909, paid ALAM \$1 million in back royalties.

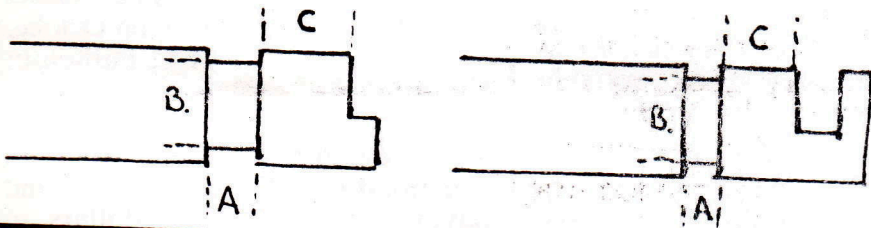
With the judgment against him, Ford was faced with losing the battle and paying out millions of dollars in royalties. Although the Model T was selling well and he could have afforded to pay the royalties, he claimed that the Ford Motor Company had done more to advance the industry than “any dozen other manufacturers,” he said the patent was a “freak among alleged

WINDOWS NOT WINDING? Grab a wire coat hanger and straighten it out. Bend a hook in one end, lower the glass, insert the wire between glass and the sill and hook the wire over the part that needs oiling. Take a can of oil, squirt oil on the wire and allow it to flow down to the mechanism, so lubricating the tight parts.

Got A Gear Box Oil Leak?

This cure from South Australia's "Model A Torque"

Oil leaks mainly from the cluster shaft. A simple solution is to grind a groove for an "O" ring in the shaft. If you have access to a lathe with a tungsten tip this will do the job, even though the shaft is hardened. The groove should be square, not round like the "O" ring. Length of the groove is 9/64" or .1406 (dimension A). Bottom of the groove is .571 (dimension B). Groove centre is 3/8" from the part of the shaft that is flush with the case (dimension C). Size of the "O" ring is 3/32" x 9/16" x 3/4". You can install another "O" ring at the front of the gear box, measurements are the same as the rear. A complete job is done if you do the reverse idler shaft as well; but normally very little oil escapes from this shaft. All measurements are in imperial. The drawing below is not to scale.



This old chestnut has turned up in EVERY Model A Newsletter we have received; so here it is again...

HENRY FORD AND THE IRISH

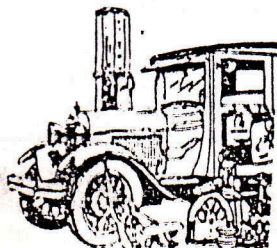
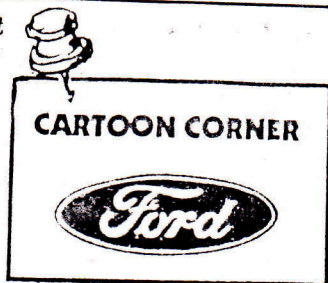
Henry Ford was on his first visit to Ireland and booked into an hotel. Word soon got around the town and some of the prominent people called to see him. They told him they were building an orphanage and asked him if he would like to give a donation, so he wrote a cheque for \$5,000. The next morning, there was a big headline in the paper: "Henry Ford Donates \$50,000". The prominent people soon called on him to apologise and promised they would print a retraction. Henry thought for a moment, then said he would give them another \$45,000 if they would let him put a few words of wisdom above the gate, he also told them that the words would come from the Bible. So they agreed to this. In due course the building was finished and they asked Henry for the words to put above the gate. They were:-

"I CAME HERE AS A STRANGER, AND THEY TOOK ME IN."

The Model A Restorer's Lament

With a chassis and a body
All covered in rust.
Once fancy upholstery
Now nothing but dust.
With a motor that's frozen,
And wheels that won't spin.
It's a helluva car
For the shape that it's in.

I've argued the price
Till my face has turned blue.
It's down to about twice
Of what it cost new.
And buy it I will
Even though I get burned.
For I lose all my marbles
Where A-s are concerned.



**BE IN GLENELG.
SOUTH AUSTRALIA**

**FOR
6 A 9**

**GREAT RALLY
March 31 to April 4, 1994**

Basic Program is:-

Thursday

Welcome evening

Friday

Concours Judging

Technical Talks

Fashion Parade

Tours

Evening Concert

Saturday

Mandatory Tour to

Victor Harbor

Sunday

Gymkhana

State versus State

More tours

Presentation Dinner

Monday

More tours

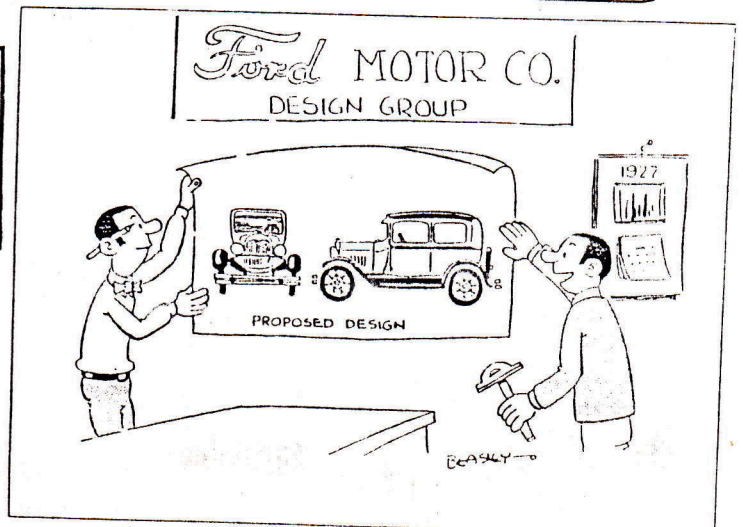
Farewell Evening

You should be thinking
seriously about

accommodation - one
motel is fully booked.

Glenelg is a beach
suburb, 6 miles from
Adelaide.

The organisers
guarantee that all runs
will be away from main
stream traffic.



YEAH, THAT LOOKS GOOD - NOW WHAT SHALL WE CALL IT?
GALAXIE? TORINO? MUSTANG? PINTO?

• • • Notebook • • •

HAPPY BIRTHDAY to BILL BENNIE, DARREN JEFFREE, DIANNE PAISLEY, JUNE SMITH, JOHN ROY and MAURICE CREEDY. If we don't know your birthdate we cannot send you our wishes - or are you just trying to forget?

WELCOME new members:- JOHN & FRANCES TIMMINGS of [redacted] City Beach, 6015. [redacted]. And: FRANK & BARBARA FARRELLY of [redacted] Trigg, [redacted]. Add to your Register - that makes 93 memberships.

RECUPERATING GAIL ANDREWS, BILL BENNIE, TONY PARIN - GET WELL soon guys.

FOR SALE 1929 Model A Ford UTILITY, fully-licenced, completely restored, excellent condition. ALSO 1928 Model A Ford COUPE with dickie seat, fully-licenced, excellent condition. ALSO Five TYRES second-hand (90% rubber) 475 x 500 x 19. Call JOHN CARTER on [redacted]

WHITEMAN PARK Discussions are in hand for the first stage of the Museum, calling for tenders for Stage one:- 2,000 square meters of commercial housing. Clubs will be encouraged to hold events around the complex.

M.A.F.C.A. To those who were only looking for "advantages" to becoming a Chapter of this Club - we have taken advantage of their very kind offer of some back issues of "The Restorer" and received a large bundle of copies currently in print, going back to 1973, for just US\$20 (it cost more for the postage). They also sent three issues of their Index which cover - 1956 to 1986. We also receive a copy of the MAFCA Board of Directors' Meetings for those interested in seeking evidence of the Club at work. The March, 1993 meeting opened at 8am and adjourned at 7.10pm!!

CONGRATULATIONS We hear that our Club members from South Australia, MAURICE & MAXINE CREEDY, are the proud parents of a brand new "Woodie." In a recent article published in the S.A. Newsletter, the Creedy's thanked JIM WILLIAMS and ROSS LETCH for assistance with their Woodie.

REV-HEADS The Shell Australian Touring Car Championship heat will be held at Barbagallo Raceway (Wanneroo) on July 11 - prices (before July 2) range from \$4.50 to \$54 for a family weekend pass. HELEN has details.

GASP TWO letters to the Editor in two months! This was received following the comment about a certain lady's use of adjectives last month:- "As the Editor of this magazine sees fit to cast aspersions upon the ability of this mechanic's wife to fully explain in detail the technical names of certain mechanical moving, or non-moving, parts of a vehicle; let me direct his attention to the Macquarie Dictionary/Thesaurus which proclaims 'Matter' (in the object sense) to be:- 'anything, article, doodackie, doodah, doofer, doohickie, doover, dooverlackie, object, phenomenon, something, thingummybob, thingummyjig, wigwam for a goose's bridle and THING'! I rest my case and thank you for your attention - LR." *Would epistemological exploration countenance the lexical scurrility of such blatant catachresis ascribed to this technical verbiage? - Ed.*

BODY PANEL SEALER RON ANDREWS has discovered "Sikaflex" which is a sealer to put between some body panels. It can be purchased in a tube or cartridge. If using a cartridge, most mastic guns can be cut to take the larger than normal nozzle size. Sikaflex looks very similar to silicon, however, unlike silicon, it can be painted over. It can be purchased in several colours and does not bleed through when painted. It comes in several grades - Product 221 is for sealing seams in body panels. It is permanently elastic, anti-corrosive, paintable, does not shrink, can be tooled to a mirror-like finish and can also be used to bond panels and trim where high strength is required. Another grade can be purchased for direct glazing as a structural part of the vehicle body. A cartridge costs \$14.00 and can be purchased from Coventry Motors or panel beating suppliers. *Thanks, Ron.*

If undelivered, please return to:
Palmyra [redacted]
Western Australia, 6157

PAISLEY Ian and Dianne
[redacted]
NORANDA 6062



**Western
Model A News**



WESTERN MODEL A FORD SPECTACULAR

VEHICLE INSPECTIONS * SAUSAGE SIZZLE

SUNDAY, JULY 4, 1993 - 8am to 5pm

Unit 5, 8 Carole Road, Maddington.

VEHICLE INSPECTION IS REQUIRED FOR ANY MODEL A FORD TO PARTICIPATE IN A CLUB EVENT. Phone STEVE READ on [redacted] for an alternative arrangement if this date does not suit you.

Bring your current Vehicle Licence. If your vehicle has been inspected by another approved Club, please forward a copy of the Examination Certificate.

Editing this Newsletter is like working in a total vacuum to an empty theatre - you get no reaction - and so are unaware if anyone actually reads any of it, and have no idea if the content is what members want to read. So the usual NIL response was anticipated to the request for a caption to this cartoon, receiving these in the mail from LOUISE was a pleasant surprise:-

"I told you there was something wrong with the car, Barrie."

"You paid HOW MUCH for this car?"

"Are you sure Colin said we could use his car for this Bush Bash?"

"Moving the steering wheel won't stop me from getting my 'This Lady Drives A Model A' patch, Ross."

CAPTION COMPETITION

