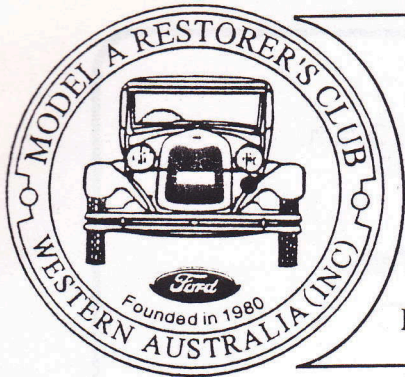


1995

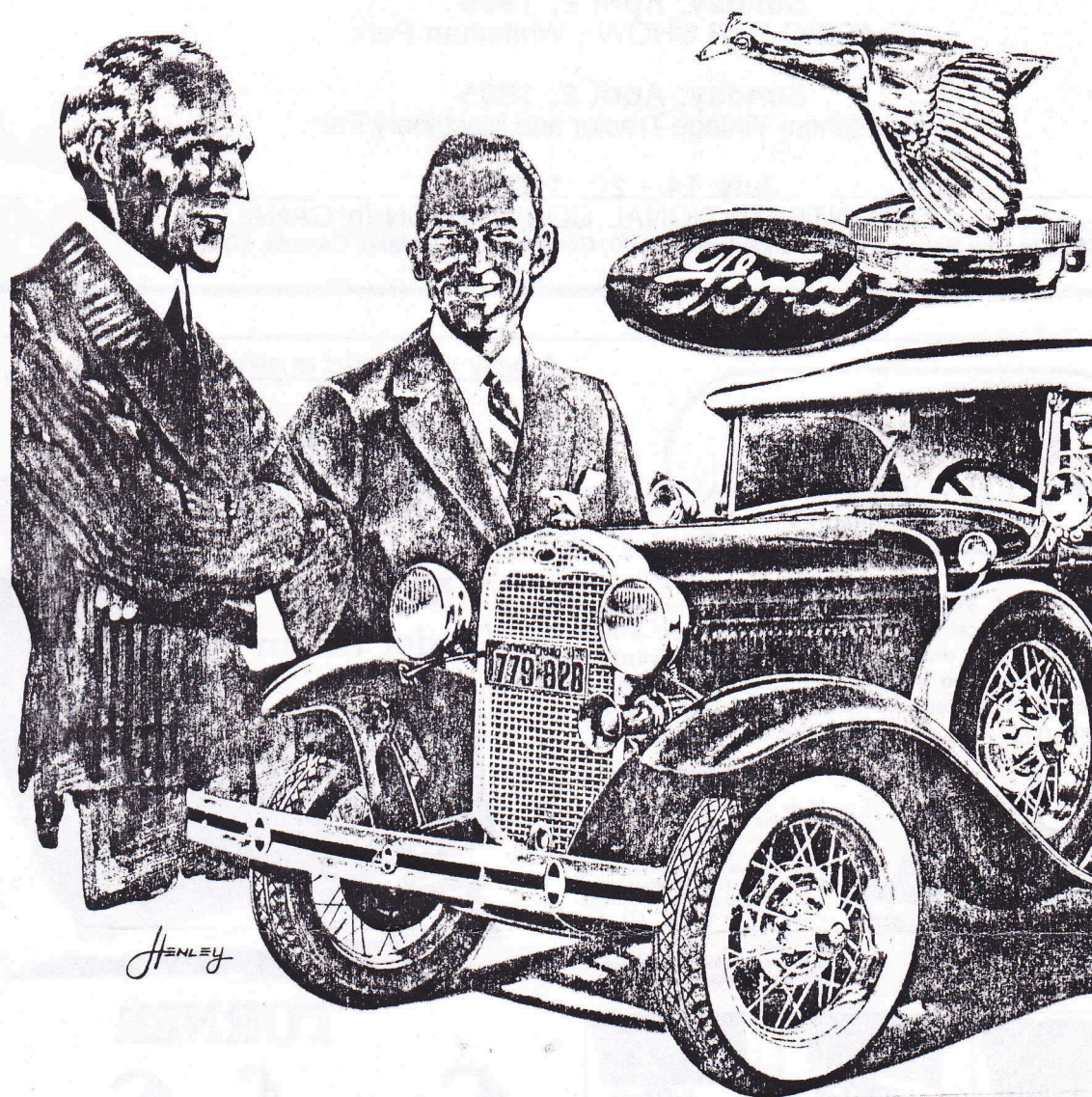


Western Model A News

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

Year XV Number VI

JANUARY, 1995



HENRY & EDSSEL

*Fred L. Henley's wonderful illustration of the men behind the machine
from the cover of "The Restorer" January/February, 1991*

Next Meeting/Run - January 22 - Keane/Lilla Streets, Peppermint Grove - 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:* ALAN JEFFREE [REDACTED] *Secretary/Treasurer:* RAY MAHONY [REDACTED]
Vice-President: STEVE READ [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* LOUISE READ [REDACTED]

COPY DEADLINE: By the first day of the month to: [REDACTED] Thornlie, 6108

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

Sunday, January 22, 1995

Park on corner of Keane & Lilla Streets, Peppermint Grove at 10.30am.
Take a picnic lunch (and morning tea if you get 'the munchies').

Sunday, February 19, 1995

Breakfast barbecue meeting - Park at Ley Street, Como at 7am.
Don't forget your cornflakes, sausages, eggs, champagne....

March 5, 1995

Avon Valley Vintage and Classic Fair, Northam. Displays, Parts Swap, etc.

Sunday, April 2, 1995

CLASSIC CAR SHOW - Whiteman Park

Sunday, April 2, 1995

Wyalkatchem Vintage Tractor and Machinery Fair

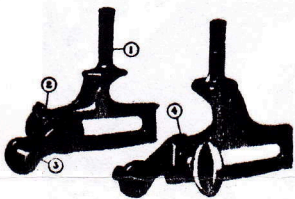
July 14 - 20, 1996

1996 MAFCA INTERNATIONAL CONVENTION in CANADA
US\$10 to Roy Bebee, [redacted] Ontario, Canada, L0C 1H0

adapted from...

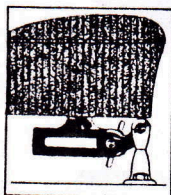
Those Wonderful
UNAUTHORISED
ACCESSORIES for Model A
by Murray Fahnestock

Here's what you've been looking for—an inexpensive practical seat adjuster for the new Tudor sedan that **not only** moves the seat backward or forward, but **also** gives it a tilting or semi-reclining position if desired. It makes the seat fit **every** driver, regardless of height, size or build.

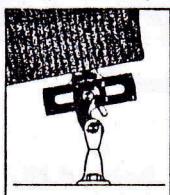


CONSTRUCTION:

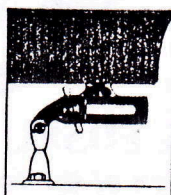
Made of sturdy malleable castings and forged steel, strong enough to withstand any shock or strain. (1) Slotted bracket, with threaded stem, screws up into seat; (2) Serrations prevent slipping when thumb screw is tightened; (3) Rotating arm, pivoted in eye of floor bracket; (4) Forged steel thumb screw locks entire assembly firmly together.



Backward



Tilting



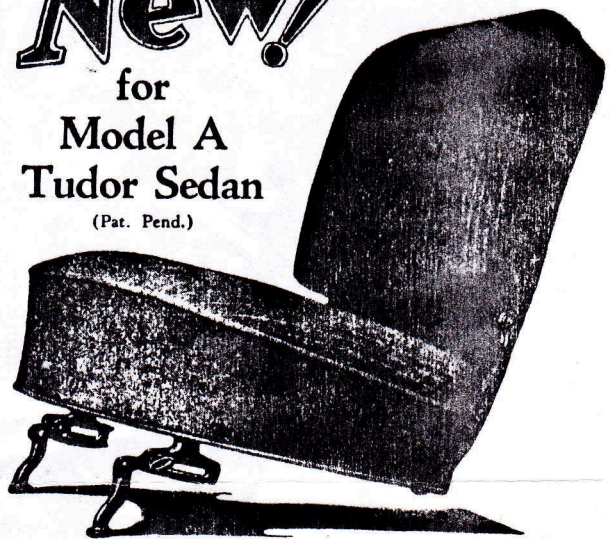
Forward

A new year and a new feature series....

New!

for
Model A
Tudor Sedan

(Pat. Pend.)



TURNER
**Comfy Seat
Adjuster**

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleaving * Crankshaft Grinding
Recommended by MARC member*

Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

AND A GREAT TIME WAS HAD BY ALL ! 10th December 1994

For those who did not attend our Christmas Dinner gathering, you surely missed a terrific night. The weather cooled somewhat from 38°C on the Friday to around 25°C on Saturday, making a cooler evening with a slight breeze. Germaine opened her backyard to a large gathering of Model A friends and what a night the Jeffree clan had in store for us.

Most people had arrived by seven o'clock and had devoured the nibbles and had a drink or two. Around seven thirty the food was ready and we lined up in our usual "orderly" fashion to select from 3 different kinds of roast meat, roast potatoes, bread rolls and several salads. During the evening lots of spot prizes were given away, using the numbers on our name tags and place mats. Those girls had been busy! Edith had decorated a Christmas cake and Shirley had donated a chocolate house to be raffled. Barrie sold tickets left, right and centre tho' some people were hard to catch up with, changing seats. In the cake raffle when the winner's number was called, up jumped Timmo, with excitement, but Barrie had played tricks and issued two lots of raffle tickets the same and a second claim for the prize was heard from John Mac. The winner was decided in a truly Australian way - by the tossing of a coin. Timmo won and proudly carried off his trophy. The second raffle for the chocolate house was without controversy and was won by Frank Farrelly.

Sweets were then ready to be consumed with four choices; enough to suit everyone. As we were enjoying sweets, a couple of invited guests turned up with the lame excuse of not knowing Germaine's address. Some people! Tea, coffee and after dinner mints were provided and then we were suitably entertained by Jack, who dressed in Police uniform (around 1920's era by the looks) after "shooting" hecklers in the crowd, presented his rendition of "Two Little Boys (In Blue)". We could have used his talents at the 1992 Rally Entertainment Night!!

Alan J. briefly thanked everyone for turning up, Edith and Germaine for all their hard work, and a little bit by Darren (his words, not mine) and wished everyone the best for Christmas and to enjoy the rest of the evening. Well - then the real fun started - party games!!

The men were invited to line up in groups of four or five and were handed a potato tied to a length of string to be attached to their belt buckle or thereabouts. On the ground, on end, was a matchbox and the object of the game was to hit the matchbox with the potato (hands behind their backs); first one over the line was the winner. Some of those potato swinging actions...well, you just had to be there!

The heat winners went into a final with frenzied string swinging with Mike W. being the ultimate winner. For his sterling effort Mike was presented with a framed paper tole picture, once again kindly crafted and donated by Edith.

After Mavis Barendse and Laurel recovered from having hysterics and mopping the tears from their eyes, it was the ladies' turn. Each lady was required to hold a 20 cent coin between her knees, waddle to the finish line and drop the coin into a cup. Once again no hands. Several heats were run and the final playoff was won by Louise. A beautiful framed water colour of a derelict building sighted on the 1993 Wildflower run, painted and donated by Vi was the winner's prize. There were plenty of envious losers!

Things calmed down then and the rest of the evening was spent chatting, drinking, eating Chrissy cake and generally enjoying the company. It was great to see a few couples we've not seen for a while: Ross & Alma, Kelvin & Kath, Don & Vi, Bill & Dorothy and John & Ivy and newer members John & Fran, Frank & Barbara and Ray & Caroline, along with our country members Barry & Sylvia. Many thanks to Edith, Shirley & Vi for their generous donations, Barrie for collecting raffle money, Jack for the entertainment, the great effort put in to the organization and presentation by the Jeffree/Wringe families and the Model A friends who chose to support the enjoyable evening.
LET'S DO IT AGAIN !!

The following important article appeared in the latest RESTORED CARS No. 108, Page 42. The Government has done an about-face and some work is underway to reinstate tariff concessions for early vehicles - but it is a slow process. We will keep you informed.

AUSTRALIAN FEDERAL GOVERNMENT CLOSES OFF IMPORTED CAR PARTS LOOPHOLE BUT DISCRIMINATES AGAINST THE OLDER CAR ENTHUSIAST

MINISTER FOR INDUSTRY, SCIENCE AND TECHNOLOGY

SENATOR PETER COOK
NEWS RELEASE
GOVERNMENT SEALS OFF IMPORTED CAR PARTS LOOPHOLE

The Federal Government has today closed a loophole that allowed certain importers of car parts duty-free entry on some items.

The move will allow Australian automotive component manufacturers to plan their future investment and manufacturing with confidence and certainty.

The change to Australian Customs Regulations means imported passenger motor vehicle (PMV) replacement parts will not be eligible to receive duty-free entry through tariff concession orders.

Announcing the change, the Federal Industry Minister, Senator Peter Cook, said the new regulation would ensure the Government's policy for the automotive sector remained consistent.

"Under the Button Car Plan it was the intention that the automotive sector be excluded from the tariff concession system," Senator Cook said.

"However, a loophole has encouraged some importers to seek tariff concessions to the detriment of local industry.

"The new Customs regulation will ensure that the industry continues to receive the level of assistance and support the Government undertook to provide as part of the Car Plan.

"The Government reaffirmed in the May White Paper that the broad policy framework for the sector would remain in place until the year 2000.

"A review of the Car Plan in 1996 will provide the basis on which early decisions on Post-2000 arrangements can be established."

"Today's announcement complements recent tariff amendments which have fixed the general rate of duty at 15 percent until the year 2000, for the majority of car replacement parts.

"I am confident the changes announced today will be welcomed by industry as positive proof of the Government's firm commitment to providing a stable and predictable policy environment," he said.

Tuesday October 8, 1994

Contact: Carolyn Walsh
Ministers Office
06 277 7580

Joe Eastmore
Customs
06 275 6383

The Australian Historic Motoring Federation (AHMF) has reacted angrily to a recent announcement by the Ministers for Industry, Science and Technology, Senator Peter Cook, that a 15 percent tariff will be imposed on all imported motor vehicle replacement parts, without exemption.

The AHMF President, Mr Terry Thompson, said today that the Ministers arbitrary action has dealt a serious blow to owners of historic vehicles and, more generally, to all owners of imported vehicles.

"Until the Ministers decision, it has been possible to have automotive components exempted from duty on the grounds that no equivalent part is made locally or they are for vehicles over 25 years of age" Mr. Thompson said.

Page 42—RESTORED CARS, No. 108

Throughout Australia, the AHMF represents about 90,000 owners of Historic Vehicles, ranging from veteran and vintage vehicles to popular classics of the 1950's and 60's. Mr. Thompson said that virtually all these owners will be disadvantaged, because almost all use imported components to keep them in roadworthy condition for limited club and weekend use.

Despite the claim in the Ministers media release that the tariff was being imposed to protect the local component industry, very few parts are made in Australia for Historic Motor Vehicles.

Mr. Thompson said:

"It is absolute nonsense for the parts industry to claim that they need protection from imported parts, when they have no intention of producing the parts which now will become subject to import tariffs."

"Except for some more widely-used components such as tyres and batteries, local manufacturers do not make parts for enthusiast vehicles such as Model T Fords, Morris Minors, or other European or American cars of the pre-1970 period. In fact the restoration industry in this country will be badly affected as owners defer plans to spend hard earned money on their dream car due to the 20% increase in the cost of parts. The vehicle restoration industry in Australia probably employs as many people as the parts manufacturers do."

"Clearly the Minister has been given a 'snow job' by the local parts industry. The introduction of tariffs is obviously against the Government's broad policies of deregulation and the trumpeting about trade at APEC and as a result of GATT."

"Following on the utterly unjustified increases in leaded petrol prices, this Government has again shown itself to be uncaring of the interests of historic vehicle owners."

All those affected are urged to Fax the Minister on (06) 277 7080.

Thompson
PRESIDENT

As Terry Thompson says, the Government or the man responsible Senator Peter Cook has not taken into consideration the industry supported by the old car enthusiast and has only listened to the parts industry people.

The increased cost of parts seems to be yet another burden placed on the older car enthusiast, by the government in their effort to get older cars off the highways.

I can't understand in this day and age of the computer that parts numbers can't be taken, to decide the age of the vehicle the part suits. One of the problems come when some parts from say, a 1955 Chevrolet V8 engine will work fine in a 70's Holden V8 or even a 90 Camaro. Unscrupulous importers bring in 2000 water pumps stating they are for 55 Chevys, which in fact a couple of dozen a year would well supply the market for this older vehicle. The problem then becomes too difficult for the likes of customs etc so they blanket tariff all parts and every one pays the price. The fact is no manufacturer will tool up for sales of 6 items a year for a '52 Riley, a '38 Cadillac or even a 65 Ford Mustang. Certainly we'd like to see more products made in Australia and we'd encourage this coming about, but local manufacturers are often seldom interested in making parts for old Holdens let alone vintage veteran or one of type cars being restored by people today.

ADDITIONAL INFORMATION ON TARIFF

Our recent media release was prepared in some haste when we first discovered that the Government had abolished all Tariff Concession Orders providing for the tariff-free entry of motor vehicle components. We believed at that time that the action may have resulted from the usual 'anti-old-car' industry line.

Subsequently we obtained the Minister's media release indicating that the measures were taken to 'close a loophole', and we have since heard that the action related to stopping a rort perpetrated by a vehicle importer which could have jeopardised the 'Button' car manufacturing arrangements. At this stage it would appear that our problem arose from the Government's 'shotgun' approach which caught our concessions in the blast.

We now have confirmation that, as a result of a very prompt approach we made to the Minister, some work is under way to reinstate tariff concessions for early vehicles. That is the good news, the problems are that (a) we don't know what form any new tariff concessions for historic vehicles are likely to take, and (b) the process may take several months—iv least

To hope to be effective in gaining the best outcome for our members, we need to be unified in what we seek. We also need to reinforce the message that the tariffs are a matter of concern to our large membership. It would be helpful if you and your member clubs could write or fax the Minister, suggesting that reinstated tariff concessions should apply to all imported componentry intended for vehicles originally manufactured over 25 years ago (whether 'new-old-stock', 'used' or 'reproductions').

We have considered the cut-off age, while some States have a 30 year cut-off, other States use 25 years and FIVA uses 20 years internationally. In those circumstances, the 25 year figure appears a reasonable compromise which is easily argued and defended for this and other national issues, eg NRTC.

It may interest any members in the process of importing parts that we have been told that, if duty on historic vehicle components becomes payable as a consequence of the 'loophole closure' (but would not remain payable after the 'tidying-up' process), it is intended that re-imburement will be available from Customs afterwards. NB: We do not have this in writing and it is suggested that, if anyone is thinking of importing components and has any concern, they consider deferring their purchase until this is finalised.

Nevertheless, it appears we are likely to be successful but your support can still assist. Send your letters expressing your concern to:

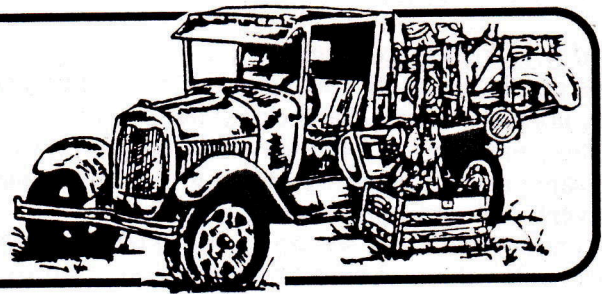
Senator Peter Cook, Minister for Industry Science & Technology, Parliament House, Canberra, 2600. Or fax him on (06) 273 4104.

Authorised by Terry Thompson,
President, 8th Nov 1994

FORD AA TRUCKS

Some History

From the May, 1981 issue of Australia's "Model A News"
 Author unknown - possibly R.L. (Bill) Abbott.



There's a lot of history recorded for Model A cars, but not very much for AA 1-1/2-ton trucks. Being less glamorous, and taking up more space in your garage, truck restoration is nowhere as popular a hobby. The purpose of this article is to try and give AA truckies a bit of support and, hopefully, to inspire some research-minded readers of *Model A News* to fill in the gaps in the writer's knowledge of the subject - particularly in relation to the specifications of the Australian-assembled AA trucks. Some questions are asked - can you help the Editor with useful articles or letters in reply please?

BACKGROUND

The period 1925-30 was one of major development and progress in truck engineering, mainly due to the then new availability of reliable, large, pneumatic tyres for commercial vehicle use. Up until the mid-seventies (*should be 'mid-twenties'?*-Ed), virtually all medium and heavy duty trucks, and some light trucks, in the 1-1/2-ton class, were fitted with solid rubber tyres, limiting their maximum speed to about 15 - 22 mph. They were usually powered with heavy, slow-revving 4-cylinder engines, running at around 1300 - 1800 rpm, giving good torque and pulling power, but only developing about 1.3 - 1.5 times their RAC rated HP.

Because good speeds were limited by the appallingly bad ride of the solid tyres on the indifferent roads of the day, truck power/weight ratios were low, only about 2 - 3 HP per 1000 lbs of GVW (Gross Vehicle Weight). They had to be heavily built to withstand the road shocks, so their structural 'obesity' expressed the chassis weight as a percentage of GVW, was about 45 - 50%.

The popular sizes in the 'new' truck pneumatics are tabulated below, together with the modern equivalent:-

Tyre Size	Load Rating (lbs)	Rolling Radius (in)	Rim Size	Current Size
30x5	1700	15.8	20 x 3.75P	none
2x6-8 ply	1950	16.1	20 x 3.75P	6.50-20
32x6-10 ply	2200	16.8	20 x 4.33R	7.00-20
34x7	2800	17.6	20 x 5.00S	7.50-20

With pneumatics, safe road speeds roughly doubled, and legal limits were raised too; in the UK, it was 20 mph on slids and 30 mph on 'air'. In turn these higher speeds required more power - remember the basic formula that:

$$HP = \frac{\text{Tractive Resistance (lbs)} \times \text{Speed (mph)}}{375}$$

so power/weight ratios went up to around 4 - 6 HP/1000 lbs GVW. To achieve these higher powers, 6-cylinder engines superseded the big old fours, and in the lower end of the market where fours were still used, they ran at 2200 to 2400 RPM and developed 1.7- 2.0 times their RAC rated HP. The sales people called this new generation of trucks 'Speed Wagons' (Reo) or 'Speed Trucks' (International), as they could move more tonnage faster, more safely and more economically. In relation to their GVW, more payload weight was available, as the chassis weights were

reduced to about 33% of the GVW. Four wheel brakes became standard too - they were unknown on trucks in 1925.

Truck components fall into three broad groups:

- 1) The load carrying components like: body, chassis, frame, springs, axle housing, wheels and tyres, etc.
- 2) Power producing and transmitting parts: the power unit, transmission, propeller shaft, axle gears and shafts. Semi-floating axle shafts do double-duty, they carry both load and transmit power.
- 3) Control components: steering gear, brakes, throttle, linkages, etc. required by the driver to start, stop and steer the truck.

In the high volume 1-1/2 ton class, the related car power unit was used; but for the load carrying group (1) components, new and larger designs were necessary. Chevrolet used the car front axle on their 1-1/2 ton 1929/30 six, but it suffered from premature king pin wear as it did not have the reserve to carry the heavier load on the larger wheel side thrusts. On short wheel base 1-1/2 ton jobs, about 25% is carried on the front, and 75% of the GVW on the rear axle. The payload is nearly 100% on the rear axle, as the centre of loading was either over, or only an inch or two ahead of, the axle centre line. With the long wheel base option, where the payload centre is usually 6" to 12" ahead of the rear axle, 4 to 8% of the payload goes on the front axle.

THE 1928-29 MODEL AA

Published information on the AA is rather skimpy, V.W. Page's 'Model A Ford' (Clymer H524) and P.R. Woudenberg's 'Ford in the Thirties' have some general descriptions, but no details of the development.

The first U.S. built AAs had an overhead worm drive rear axle (probably an overgrown TT) with wire spoke wheels like the A, and it used the car power unit with the regular 3-speed transmission. They were available only in the 131-1/2" W.B., and were fitted with 6.00-20 front tyres and 32x6 8-ply single rears. The wire wheels were not designed for dual fitting, and probably neither was the worm axle - you need 61" minimum track for duals to keep the load centre line over the wheel bearings, and to clear the inner tyre from the rear spring.

The AA had some unique features: a frame with straight side rails tapering in plan view from front to rear. Front springs were typical Ford transverse type, but rears were cantilever - a most unusual application.

Ford AA Trucks - continued...

This combination of springs gave a 3-point suspension, very good on uneven surfaces, giving maximum rear wheel traction and minimum frame twist. However, it did not give the same stability against swaying with high loads as the conventional semi-elliptics fore and aft.

I cannot recall ever seeing an AA with wire wheels and worm axle - the first ones I remember were carting bagged cement from Mt Evelyn rail to the construction of the Sylvan Dam east of Melbourne about 1929. They had wooden artillery wheels and a spiral bevel drive axle with a pressed steel banjo housing. So, **question one:** did any Australian AAs have worm drive axles and wire wheels?

The wire spoke wheels AA-1015-AR were used only from 1-1-28 to 30-9-28, when they were replaced by AAC-1015-BZR Canadian Budd disc wheels for 3 months to 31-12-28. These were followed by AAC-1995-R, the wooden spoke artillery Kelsey wheel for 1929 production.

But what of the rear axle? I'm pretty sure that spiral bevel banjo housing unit was a Tunken-Detroit (now Rockwell) axle, as it had the T.D.A. triangle trademark stamped on the diff. cover. **Question two:** was it a Tunken-Detroit axle, and was it a 3/4 floating or semi-floating type? The hubs looked like semi-floating.

Concerning the front axle, apart from the hubs to suit the truck wheels, was it identical with the car, using 1-3/4" wide car-type front springs with extra leaves? V.W. Page (p27) quotes: 'the front axle, front wheel brakes and steering gear are substantially the same as passenger car units' - so, **question 3** is: how 'substantially'? The truck front axle load is estimated at 1850 lbs compared with the car at 1600 lbs.

The 3-speed car transmission with 3.09 first gear ratio did not give sufficient starting tractive effort for a fully laden truck under adverse conditions - so an auxiliary 2-speed planetary-type transmission was available on U.S. jobs. This gave an additional 1.47 reduction, making low-first $3.09 \times 1.47 = 4.55$. Whilst this was a useful improvement, it was not competitive with regular 4-speed truck transmissions having a first speed ratio between 6 and 7 to 1. The auxiliary transmission (described by V.W. Page on p30) was operated by a toe and heel pedal on the floor, **Question 4:** was this auxiliary transmission available in Australia?

In November, 1929, the 3-speed car transmission was superseded by a heavy duty 4-speed truck unit, having the

following ratios: First-6.40; second- 3.09; third- 1.69; top-direct; reverse- 7.82.

Ford trucks used this transmission for years - right through WWII to the early 1950s. It was basically a Warner Gear T9 type, also fitted to International, Brockway, Federal and Dearmond T trucks between 1930 and 1950. **Question 5:** does anyone know if this 4-speed unit was supplied by Ford under licence?

The questions posed in the above article prompted a response in the next issue of 'Model A News' from T.A. Iseppi of W.A.:-

Question 1 - Yes, there was such a truck here in W.A. in the 1930-33s. It was used by the W.A. Main Roads Department as a bitumen spraying truck, and it was the only one I have ever seen with wire wheels. We were told at the time that these were superior to the usual wooden wheels in general use at the time - this unit did a lot of work during its stay in our district. Whether or not it was a worm-driven differential I do not know, but there is a possibility. I asked around my school mates regarding this - some said it had worm drive, some said it didn't so I am not sure, but it definitely had wire wheels and also balloon tyres (as they were known then).

Question 4 - Yes again. The Australian Gear Box was available here in W.A. - it was known as a 'Joey Box' to us and I know of one in operation on a farm at Serpentine to this very day. The farmer has two AA Models with the original all disc wheels, one not mobile. This Joey Box was available in W.A. for around £27-10, was very easily fitted and really gave the truck a lot of pulling power.

I owned a 1929 AA with wooden wheels, Linken diff. and axles and cantilever springs; a very serviceable set up - never known to break. The load was carried on the axles proper, not floating, but they were somewhere around 2-1/2 inches at the bearing shoulder. Incidentally, 2 roller bearings were fitted to each hub - one facing out and one facing inwards (cone-like) - a fabulous set-up. I have never known an AA axle to fail and there were 5 trucks operating in this district at that period. Just for the record, I had my AA motor rebored and crank ground, big ends remetalled, new pistons, rings, etc fitted; all for the princely sum of £10-10-0. How's that? •

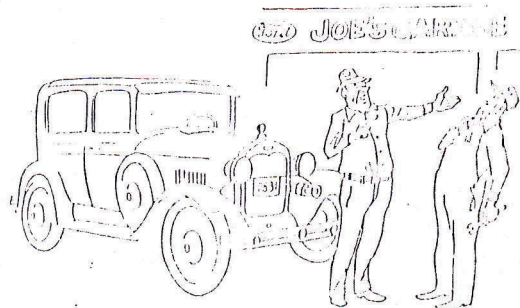
KEEP LEFT

42 countries drive on the left-hand side of the road, including: Japan, U.K., Australia, South Africa, India, Thailand, Indonesia, New Zealand, Malaysia and Nigeria.

There are innumerable explanations why the majority of countries drive on the right - ranging from the tradition of facilitating right-hand sword defence by approaching riders to commemoration of a victory in which Napoleon's forces wheeled to the right.

The invading Romans who conquered England always marched on the left-hand side of the road and this practice has survived in Britain and consequently most Commonwealth countries - but not Italy!

As Napoleon preferred to march on the right, the legacy is that France and European countries drive on the right. Many engineers who migrated to America were European so 'keep right' became the rule in America. •



"MY LEFT TURN SIGNAL IS STUCK!"

*Sign on the back of a newspaper delivery truck: Don't follow too closely - you may end up in the newspapers.

*Taxation Officer (interviewing Sherlock Holmes): "I must say, these are amazing deductions, Mr Holmes."

*A foolproof way to make any horse stand still - you place a bet on it! •

Notebook

BIRTHDAYS: HAPPY JANUARY BIRTHDAY to the following members: Max ANNEAR, Russell BRANDIS, Garry EVA, Barrie GUEST, Edith JEFFREE, Rob KARRI-DAVIES, Tony & Rita PARIN, Matthew READ and Leigh SMITH.

NEW MEMBERS: Kevin & Elaine BUTLER, [REDACTED] Moora, 6510 Phone: [REDACTED]
Kevin & Elaine are the proud owners of a fully licensed, unrestored 1928 Phaeton. The car still has the original paint. They also have a Ford Motor Co. Caravanette to match, made in 1924.

CHANGE OF ADDRESS: David & Pat BUSSARD have moved to Lot [REDACTED] Baldivis, WA 6171. Phone: [REDACTED]

RESIGNATIONS: Peter & Janice DOW of Ravensthorpe.

FOR SALE: 1928 MODEL A TUDOR. Licensed, excellent condition
Price negotiable.

TANDEM CAR TRAILER with winch. Good condition. Licensed.

CONTACT: Mike COOKE on [REDACTED]

CHRISTMAS DINNER GOSSIP: Who spent half the night and some of the next day looking for car/work keys only to discover some 'Copper' had made off with them under the pretence "I thought they were mine"!?

Which panel beater and wife arrived late to the party not talking to each other because both thought the other knew the address AND had part of their disagreement recorded on an answering machine !?

Who, belonging to the SES, had to spend Saturday night building sand banks up the coast instead of joining his wife and daughter for a great time at the Christmas Party.!?

Which bad boy tried to sabotage COOKIE's winning wiggle in the potato race by grabbing his SPUD!? HOT POTATO!...and then, tried to confuse the ladies' race by throwing extra coins onto the ground.?

MANY THANKS to Alan Jeffree for taking over the photocopying of the December news letter so promptly when the club's machine decided to develop indigestion mid-way through the magazine.

For those who were wondering, or even noticed, the blank page in the newsletter - your's is not the only one, they were all the same. There's many a slip betwixt the cup and the lip!

C O N S T I T U T I O N

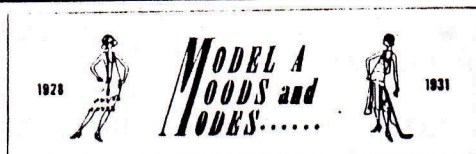
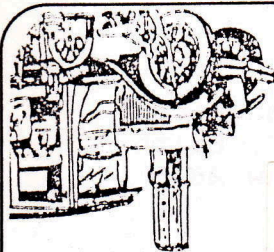
Changes to be discussed at JANUARY 1995 MEETING and voted on at FEBRUARY 1995 MEETING. Copy of updated Constitution will be included with FEBRUARY newsletter.

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



Western Model A News

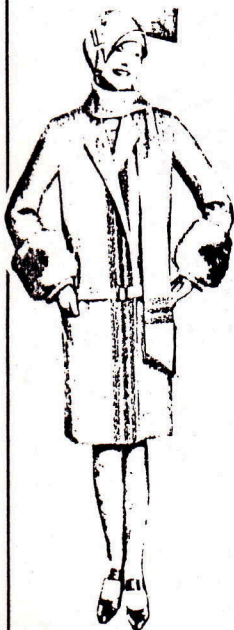
PAISLEY Ian & Dianne
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NORLANDA, 6062



MAIL ORDER CATALOGUES

In 1927 Sears, Roebuck suggested that Ford (Model T) and Chevrolet owners consult the Automobile Accessories section which included 'clear vision' celluloid side windows for roadsters and touring cars of 1923-27 vintage - \$11.95: 'all the advantages of a sedan.' In 1931, with saddles, cream separators, windmills and chick hatches, Sears made a big thing of their own Allstate balloon tires and replacement radiators, fan belts and so on for Model A-s and other automobiles. For \$7.95 you could buy a 'power takeoff' for your Ford engine and achieve 'from 5 to 12 HP for grinding or sawing.'

Fox Film Stars: Janet Gaynor (left, in an 'All-wool soft finished mannish coat' for \$9.95) and Madge Bellamy (in an 'All-silk flat crepe' outfit for \$6.95) model for a Hamilton Garment Company's 1929 advertisement. •



When Ford Scrapped 'Em, Nothing Was Wasted

1930 was a particularly bad year for automobiles. In addition to the Depression, Henry Ford believed that a large part of the reason for stagnant sales was that too many old cars were still running around. He reasoned that if they were scrapped, the market for new cars would be stimulated. So he set up a massive wrecking program.

A June, 1930 newspaper article said: "Following the systematic wrecking of more than 18,000 antiquated motor cars, the Ford Motor Co. has announced that it is now increasing its facilities for continuing the work on a more extensive scale.

"At present a force of 120 men at the Rouge plant, Dearborn, dismantles these apparently worthless hulks at the rate of 375 cars every 16 hours."

This was no simple mashing of the junkers in a

crusher and sending them off to be remelted. Like the proverbial pig of which everything was used but the squeal, nothing was thrown away.

The cars were placed in a progressive "disassembly line". The tyres were removed, and all the oil and gas were drained and salvaged. Grease was scraped out and saved. The headlight lenses and lamp bulbs were recovered. The spark plugs and battery were taken out. All glass was carefully removed, any whole pieces of useful size were saved for glazing in Ford plant buildings. Broken bits were sent to the Rouge glass factory for remelting.

Even old floorboards were used, sent to the box factory to be used for the tops of crates. Only then, finally, was the steel melted down for use in new Ford cars and trucks. •