



Western Model A News

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

Year XVI Number V
XVII

DECEMBER, 1996



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: GERMAINE JEFFREE [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:

Thornlie, W.A., 6108

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

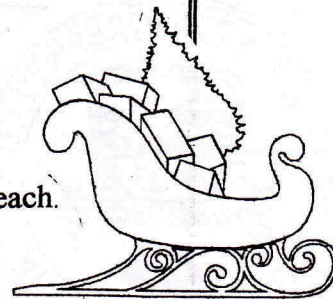
SATURDAY, 7 DECEMBER, 1996

CHRISTMAS DINNER.

Perth Bowling & Tattersall Club, 2 Plain St, East Perth.

Cost \$21 per person. Time: 6:30 pm, eat at 7pm.

Names & money to Dora Annear, 83 West Coast Dr, North Beach.



SUNDAY, 26 JANUARY, 1997

AUSTRALIA DAY ANNUAL PICNIC IN THE PARK

Bring along that morning tea & lunch for a leisurely first meeting for 1997.

Time: 10:00am. Place: Manners Hill Park, -Cnr Keane & Lilla Sts, Peppermint Grove.

SUNDAY, 23 FEBRUARY, 1997

3RD BIENNIAL AVON VALLEY VINTAGE & CLASSIC FAIR

Jubilee Oval - Northam

Vintage & Classic Cars, Machinery, Stationary Engines, Entertainment, Bar
Trade Displays, Arts & Crafts, Children's Entertainment.

Enquiries: Secretary AVVF - 2 Fermoy Avenue, Northam

Fax (all hours), Phone (after 6pm) - [REDACTED]

FRIDAY 14 - SUNDAY 16 MARCH, 1997

RALLY '97 6th National Historic Machinery Rally - Busselton

Hosted by: The Old Machinery Club of WA.

Displays & Parades of Steam & Oil Engines, Tractors & Farm Machinery,
Veteran, Vintage & Classic Cars & Motorcycles, Models & Assoc Memorabilia.

For entry form & further enquiries contact Brian Blum [REDACTED]

22 & 23 MARCH, 1997

Wyalkatchem Vintage Fair

SUNDAY, 23 MARCH, 1997

CLASSIC CAR SHOW - WHITEMAN PARK (CCC)

EASTER, 1997

KIRUP WEEKEND

JUNE/JULY, 1997

Social Evening to Welcome Jim & Gae Galloway
from New Zealand to Western Australia

JULY, 1997

COMBINED CAR CLUB QUIZ NIGHT

9-13 APRIL, 1998

15TH NATIONAL MODEL A FORD MEET, Canberra.



RAY ABBOTT ENGINE RECONDITIONING

**** Specialising in Veteran and Vintage engines***

**** Cylinder Head Service * Reboring and Sleaving * Crankshaft Grinding***

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Established 1973

18 RIO STREET, BAYSWATER

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34 years Experience

**MINUTES OF GENERAL MEETING HELD AT NAVAL BASE MEMORIAL PARK
Rockingham WA on Sunday, 17th November 1996**

Meeting opened by President at 12.27pm. Attendance and apologies as per attendance book. Alan welcomed everyone and thanked Max and Dora Annear for organising a very interesting run through the southern suburbs.

MINUTES: Proposed B. Guest, seconded J. Williams that the October minutes be accepted as read.

BUSINESS ARISING FROM MINUTES:

A cheque has been sent to Andres Tuvik for \$150.00 in appreciation of his services.

CORRESPONDENCE IN: A letter of thankyou from the Air Training Corps; MAFCA highlight of Director's meeting; Avon Valley Vintage & Classic Fair; Gae and Jim Galway of New Zealand with Newsletter; Lily's of Doghill Road - accommodation b & b; Ziggy Smith - printers; NRC Communications - film invite; CCC Classic Car Show Update; Queensland Club newsletter; .05 Drivers Club; CCC AGM Minutes & President's Report; CCC Motor Museum Update; Castledere Miniature Railway - thank you.

CORRESPONDENCE OUT: Membership application to Jill & Greg Axford; Fax to MAFCA re Restorer magazine. Moved D. Annear, seconded D. Jeffree.

FINANCIAL REPORT:

Balance Brought Forward 01/10/96	\$11, 409.05
Plus Receipts	\$ 661.50
	\$12, 070.55
Less Payments	\$ 237.07
Balance 31/10/96	\$11, 833.48

Financial Report moved P. Sartori, seconded D. Jeffree.

GENERAL BUSINESS:

MAFCA Raffle Tickets - the club has received 25 ticketes to sell (\$5.00 each or 5 for \$20.00), first prize being a 1931 Deluxe Roadster. The club will receive \$0.25 per ticket sold and the balance will go to MAFCA. Raffle will be drawn at the 1998 MAFCA National Meet in Nevada. R. Mahony commented that we have received tickets from MAFCA in the past but due to the exchange problem we have not participated. However several members showed interest in buying tickets. J. Williams suggested that perhaps tickets could be used as a prize for our monthly club raffles or at the Christmas Dinner. Moved B. Guest and seconded M. Annear.

Christmas Dinner - D. Annear reported that our Christmas Dinner is actually on the same night as the Christmas Pageant however there should be no problem parking as there is space provided at the Tattersalls Club. Members should check newspapers to find out which roads shall be closed. M. Annear advised that the Tattersalls club is located in Plain Street, if coming in from Riverside Drive the club is located on the right hand side opposite the Hyatt Hotel. Dora said that 45 members had paid and she expected another eight or so to come. Pre dinner drinks at 6.30pm and dinner will be served at 7.00pm. Members to buy their own drinks. Dora moved that the club donate \$100 to provide prizes etc for the Dinner. Seconded B. Guest.

Subs - A. Jeffree reminded members that subs will be due 1 January 1997 and a register renewal will be sent with the next newsletter. Members were asked to please complete the form and return it to Germaine with subs. Alan also suggested that work telephone numbers and perhaps place of business be included for member's information.

Canberra National Meet - A. Jeffree advised that he had brochures and entry forms regarding the 1998 National Meet if anyone was interested.

Mandurah Car Show - B. Cowlin would like any members who will be attending the Car Show to please contact him.

Wyalkatchem Vintage Fair - March 1997: It was agreed that it would not be a club event to attend this as it is a week before the Kirup Easter Weekend. It is also the same weekend as the CCC Car Show.

Avon Valley Fair - No interest was shown in attending this event.

Jim & Gae Galloway - Members of the Top of the South A's club in New Zealand who are planning to come to WA in June/July 1997. B. Guest and A. Jeffree volunteered to follow up and reply. Club to organise an evening function.

BITS AND PIECES:

B. Cowlin advised that someone had bought Fred Graham's Model A Truck that had been at Bill's for some time and he would follow up to see if the new owner would like to join the club.

Alan Jeffree asked if anyone knew of the Tudor that was advertised in today's Sunday Times.

Meeting Closed 1.00 pm.



FROM CRAWLEY TO C.B.H. AT KWINANA

Sunday 17th November, 1996 was an important day here in Perth. Not only did David Dicks return after an incredible 9 months alone at sea sailing around the world, we held our final Club run for the year.

It was a beautiful day, and after I altered part of the Fremantle section of my route sheets because of the unexpected crowds and traffic for David, 6 A's and 2 moderns set out from Royal Perth Yacht Club parking area, Crawley, on a scenic drive around the river via Nedlands, Claremont, Peppermint Grove, Mosmans to North Fremantle. Fortunately, we had no trouble getting through North Fremantle. We carried on down on Hampden Rd to the Newmarket Tavern where Barrie Guest joined us, and then up through Hamilton Hill, down through Coogee and Henderson.

After passing Naval Base we turned inland and went on through Mandogalup to Kwinana where a good deal of the group didn't read the instructions properly so missed a section of the route sheet through Orelia, and finally back through the industrial area of Rockingham to the beach, arriving at the Naval Memorial Park at 11.30am for lunch and meeting. Bill and Val Cowlin had preceded us, keeping a gazebo for us. David and Pat Bussard joined everyone at lunch venue, swelling our numbers to 7 A's and 4 moderns.

At 1.30pm we proceeded to the Co-operative Bulk Handling facility where 28 members were given a conducted tour. Going by reports from members, this proved to be a successful and interesting day tour which concluded at 4.00pm.

Dora and I would like to thank all who participated on the day.

Max Annear.



One of the saddest sets of files in the Ford Archives at Dearborn is labelled "Labor Relations-Es" - the "Es" stands for Espionage and the box is filled with intelligence dossiers of spies, known as "spotters" who, ostensibly, worked on the Ford assembly line, but whose real job was to keep careful note of fellow workers badge numbers and then to tittle-tattle on them in detailed reports.

Reports include:- men washing their hands for lunch at 11.03 "which we eat at 11.15", and a worker purchasing two sausage rolls at 11.09, and the number of times someone went to the toilet, recording the number of minutes stolen.

These Ford espionage records date back as far as the First World War and a number of dossiers do focus on possible sabotage and enemy sympathisers. But their main concern is with time-keeping, factory discipline and, above all, monitoring attempts at organisation among the workers.

Twenty years after the Ford assembly line had first started, the deadening impact on human spirit became fashionable objects of concern for writers. In *Brace New World*, Aldous Huxley satirised the totalitarian aspects of Ford production, imagining a religion whose god was "Our Ford" and whose symbol was a cross with the top cut off, since it was the Model T which had inaugurated the brave new era.

Ford factories, remained models of enlightened working conditions. They were bright, clean, well ventilated and had safety standards that were exemplary at the time. 5,000 men with mops and buckets did nothing all day long but keep the Rouge

clean. Rubbish cans were emptied every two hours, windows washed once a week and every month they got through 5,000 gallons of grey-blue paint and 11,000 gallons of egg-shell white - colours deliberately chosen after elaborate testing to please the workers' eye.

In 1918 Ford installed a special suction mechanism to siphon dust away from piston ring production. Water in Rouge drinking fountains was between 55° and 60°F, telephones, eye goggles and respirators were sterilised every 24 hours.

Just plain hard work was tolerable. The poison at Ford came from the arbitrariness and injustice that was created by the driving spirit. The men were constantly driven to improve production, to "speed up", to produce more cars per man hour.

Working at Ford had a tautness about it for management and for men on the line, staff were never quite sure of anything. Ford liked to keep his executives perpetually off balance and this spirit

seeped right through to the factory floor. You never knew when you might be going home with a pink slip.

You never knew who was looking over your shoulder. Adapted from Robert Lacey's "Ford" by Bevan Sharp

THE ECCENTRIC HENRY FORD



No 8 - Working for Ford

Part Three (final)

UNDERSTANDING THE INITIAL CONSTRUCTION HELPS WITH RESTORATION

This information taken from *Ford Model A Restoration Manual A-1*, by Bevan Sharp

Copyright Ford Motor Company, Dearborn Michigan

The New Ford Bodies

Convertible Cabriolet

The new Ford convertible Cabriolet is a car for every season - all the snugness of a closed car when the weather is bad, and all the advantages of an open car in fair weather.

It has exceptional style and an appearance of fleetness. The top is low and this effect is further carried out by the lateral belt moulding running back from the radiator and following down the graceful curve of the rear deck.

The top is of tan material, rubber interlined with bright landau irons.

It folds compactly when lowered and lies flat back of the seat. Door windows, which fit snugly into the top, are in chromium plated frames and may be raised to act as windshield wings when the top is lowered.

The deep, comfortable seat is upholstered in a rich tan Bedford cord cloth, which also forms the trimming below the belt, in harmony with the cloth interior of the top.

There is a shelf for small parcels at the rear of the seat and door pockets of an attractive pattern also are convenient for small parcels.

A rumble seat is provided in the rear deck for extra passengers. It is upholstered in two-tone cross cobra grain artificial leather.

The rear curtain may be opened to permit conversation with passengers in the rumble seat. The curtain is equipped with zipper fittings, so that it may be closed securely, ensuring a snug fit. When open, the curtain catches to the inside roof by means of fasteners.

Fordor Sedan - three-window type

The three-window type Fordor Sedan is a conservative car of good appearance and quiet simplicity, affording a high degree of serviceability as a family conveyance.

It has a large, roomy body and, in exterior appearance, closely follows the lines of the Town Sedan; long, low and straight with French roof quarters. It is offered in a number of pleasing colour combinations.

Excellent taste is shown in the interior trimming. There is full comfort in the wide, restful seats. Cushions are upholstered in piped effect. The trimming is in durable woollen cloth of a brown chequered pattern. A rubber mat covers the floor in the front. In the rear there is a rug. Doors to both front and rear are wide.

The front seat is adjustable to suit the convenience of the driver. It may be moved quickly forward or backward.

The rear is unusually roomy. The seat easily accommodates three persons. A recess in the floor ensures ample leg room. A dome light is also provided.

Deluxe Sedan - two-window type

The two-window type Fordor Sedan has a striking individuality, due to the attractive lines of the rear quarter and the privacy to occupants which results from the absence of rear quarter windows.

Except for the closed rear quarter, this car is similar to the Town Sedan, both in exterior appearance and interior trimming and appointments.

The purchaser has a choice of two shades of mohair, green or taupe, or a deep tan Bedford cord for upholstery, any of which give the interior a rich and inviting appearance. Other refinements

include arm rests for the rear seat, mahogany garnish mouldings on the windows, flexible robe rail and hardware in an attractive scroll pattern.

As in other cars of this type, the driver's seat is adjustable.

Town Sedan

The new Ford Town Sedan is designed for those who desire distinctiveness and the appearance and convenience of fine car construction.

It is of the three-window, four-door type. The lines are long, low and straight, emphasised by the French roof quarters.

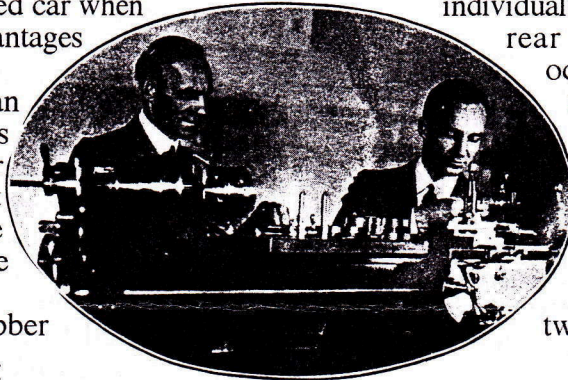
The interior is particularly inviting and roomy, with wide doors to both compartments.

The trimming is rich and seats are deeply cushioned in mohair, two colours, brown and green, being used to harmonise with the exterior finish. Floor rugs are in keeping with the trimming.

The front seat, which is wide and deep, is adjustable to suit the convenience and comfort of the driver. It is moved quickly and easily by a small, inconspicuous handle in the front centre of the seat, just above the floor. It has a four inch range.

A decided luxuriousness is found in the rear. The seat is particularly large, with large cushion. Arm rests are provided on either side, and an added convenience is found in the centre arm rest which may be folded into the cushion back when not desired. A drop in the floor permits full leg room, adding to riding comfort.

Appointments are in keeping with the richness of the interior trimming. The door panels are of attractively embossed design and garnish moulding of the windows is finished in mahogany. All interior hardware: door handles, remote control handles and window lifts; are of scroll design and beautifully finished. Silk curtains are provided on the rear and quarter windows. A flexible robe rail on the back of the front seat and door pockets of pleasing pattern are other conveniences.



Henry and Edsel Ford with the original lathe on which parts for the first new Ford were made.

Station Wagon

The new Ford Station Wagon, used either as a passenger car or delivery unit, makes a most valuable addition to the motor vehicle equipment of country clubs and estates because of its high utility value. Added to this is a good appearance.

As a passenger conveyance, it has comfortable seating accommodations for eight persons, with ample space for luggage on the lowered tail gate, should it be required. Rear seats are removed to convert the car into a haulage unit, providing a large loading space.

The body combines attractiveness with rugged construction. All structural features are of the highest class. It is finished in natural wood, hard maple being used throughout, with panelling well up all around.

A wide seat in the driver's compartment will accommodate three persons. In the rear compartment there are two single seats with a passage between to a full-width seat, affording to all, accommodations for five persons. The seats are deeply cushioned and upholstered in dark, two-tone cross cobra grain artificial leather. Rubber floor mats are provided in both compartments.

Seats in the rear compartment are securely anchored in place, but may be easily removed when it is desired to use the car as a haulage unit.

Wide, strong doors, hung on continuous hinges of the piano hinge pattern, are provided for both front and rear compartments. Door handles are of scroll design.

The roof, supported by hard maple uprights, is covered with heavy, black deck material.

Side curtains are of rubber-impregnated material, tan-grey in colour to harmonise with the body finish, and have large window openings of heavy celluloid. A steel storage compartment for the curtains is placed under the car floor at the rear. Tool equipment is carried under the front seat.

The large tail gate is securely held in place with strong clamps and, when lowered, is supported by heavy chains, leather covered. BS •

in chromium plating and black enamel, harmonising with the attractive appearance of the car.

SPARE WHEEL LOCK - for use with Well Fenders - When the spare wheel and tyre are carried in the fender well it is only necessary to lock the wheel. When the wheel is locked to the carrier, the tyre fits into the well so it cannot be removed from the wheel.

RADIATOR CAP WITH ORNAMENT - This cap locks to the filler neck of the radiator. The ornament represents a quail in flight, symbolising the quick acceleration of the Ford car. The ornament is rigidly fastened to the lid of the cap to prevent theft.

RADIATOR CAP WITH MOTO-METER - The same radiator cap used with moto-meter as used with ornament. A standard Boyce Junior model Moto-meter is used.

TYRE GAUGE - This standard tyre gauge is manufactured especially for the Ford Motor company and is guaranteed for accuracy.

SPRING COVERS - These are easily installed and protect the springs from dirt and moisture. A newly developed oil filled hair felt pad constantly keeps the springs correctly lubricated.

FENDERS WITH WELLS FOR TYRES - Both right and left front fenders with well for spare wheel and tyre are available for passenger car owners who desire to carry spare tyres in the front fenders.

CLOCK - The new rim wind and set eight-day clock is an unusually accurate time keeper. It contains a six-jewel movement. The numerals and hands are treated with a luminous material making them visible in darkness, while the balance within the clock is compensated to provide for all changes in temperature.

PEDAL PADS - These pads are made of long-wearing, black rubber and fit snugly on the foot pedals.

COWL AND FENDER LAMPS - These lamps are offered for the car owner who desires separate parking lights, giving him the choice of cowl lamps or lamps mounted on the front fenders. The cowl lamps are finished in rustless steel and conform in design to the headlamps on the new Ford car.

SPORT LIGHT - The sport light has been designed to give owners a driving light in keeping with the high standard of Model A equipment. Its 3,000-foot beam of light can be instantly controlled by the driver, thrown up or down, sideways or backward. The on and off switch is conveniently placed at the operator's thumb. The lamp is chromium plated.

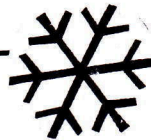
CIGAR LIGHTER - The new cigar lighter is mounted on the steering column. It heats quickly to a bright red glow, and holds the heat for some time. It is of the detachable type.

SEAT COVERS - Seat covers are of genuine Laidlaw fabrics and pleasing patterns. They will not wrinkle, sag or pull loose and are attached without the use of nails, snap fasteners or pins. They will keep seat cushions clean.

TRUNK RACK - The trunk rack is of the best grade automobile body steel, finished in black enamel. It folds completely and may be used either as a trunk rack or a luggage carrier.

TRUNK - The trunk is specially designed to conform with the lines of the car. It is strongly constructed of 3-ply basswood veneer on top and sides, with the bottom of terne plate. It is guaranteed waterproof and dustproof. BS •

Accessories



From Ford Model A Restoration Manual A-1

Copyright Ford Motor Company, Dearborn, Michigan

Dealers and salesmen were encouraged to show every customer the complete list of Ford accessories so they could select items for their new car.

Every automobile owner has his own individual tastes regarding his car and he usually wants one or more accessories. To meet this demand, the Ford Motor Company offers a most attractive accessory line.

These Ford accessories have been especially designed for the new Model A and are in keeping with the high standard of the car itself. They are all of excellent quality and are offered at reasonable prices.

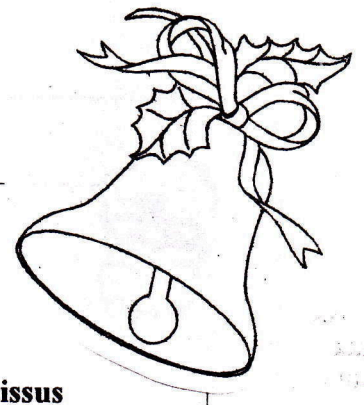
Following is a list of the Ford accessories:-

TYRE COVER - Made of pyroxylin coated material. Fits snugly around around the tyre and against the wheel rim. The construction permits the spare tyre to be regularly checked for air pressure without removing the cover. It is easily installed and removed.

TYRE LOCK - This is a lock of the band type which locks the spare wheel, tyre and tyre cover to the car. It is finished



Notebook



BIRTHDAYS For DECEMBER; Birthstone: Turquoise; Flower: Narcissus
Des Addison, David Blewett, Jordan Cooke, David Lucas, John Moorehead
Kath Pepper, Alex Polley, Melissa Read, Merv Ward & Nina Williams.
Happy birthday to all of you.

NEW MEMBERS: Welcome to new members Gregg & Jill Axford, [REDACTED]
[REDACTED] Kelmscott, 6111. Phone: [REDACTED] The Axfords have a 1929 restored
Roadster. Please add them to your register.

BENDIGO DELEGATES MEETING: We have received the minutes from the
last delegates meeting held the 16th November, 1996. Two delegates in relation
to judging standards are requested by the 1st January, 1997. If you would like to
volunteer for one of these positions, please contact Germaine IMMEDIATELY
so she can advise Victoria.

NATIONAL ROSTER: A copy of this register will be sent to each club secretary.
A full copy of the minutes is available from your secretary.

FOR SALE: Please contact Peter Gilberthorpe for any of the following bargains
on [REDACTED]

Yamaha B.K. 5 Electric Organ with matching wood veneer seat.

Fancy Dress, approx. 50 costumes include Santas and Halloweens, Lady Godiver,
and loads of new unused accessories.

Cafe Bar: Tea, Coffee Machine. Complete with all the containers, fittings, etc.
Including Coffee Pot.

WANTED TO BUY: Tudor 90% to Fully Restored, price negotiable,
Contact Ian Dalby on [REDACTED]

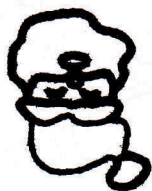
1929-1933 Model A or B Ford Roadster Convertible with a Dickie Seat.

Car must be in good condition and recently restored. Price negotiable.

Contact Barrie Byers, Home Ph: [REDACTED] Work: [REDACTED]

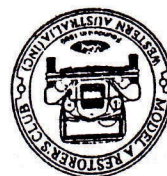
THE FOLLOWING ARTICLE was taken from Wheels Magazine

Kingswood Caveat: I have to fire a warning shot over the GMH bows after
discovering traces of rust on my 1975 Kingswood, which I was able to repair
successfully. When one spends \$5000 on a new car I would expect it to last for
at least forty years before trading it in. GMH could lose a valued customer if quality
has not improved by 2015 when it will be time to change over to a new Holden. I
would also like to advise that from personal experience that a considerable amount
of money can be lost in depreciation. When I sold my Datsun 1200, which cost more
than \$2000 new, it was worth \$500 after only twenty-four years.



If undelivered, please return to:
Thornlie
Western Australia, 6108

PAISLEY Ian & Dianne
NORANDA WA 6062



Western Model A News

CHRISTMAS GREETINGS
FROM
AUS. PALIA POST

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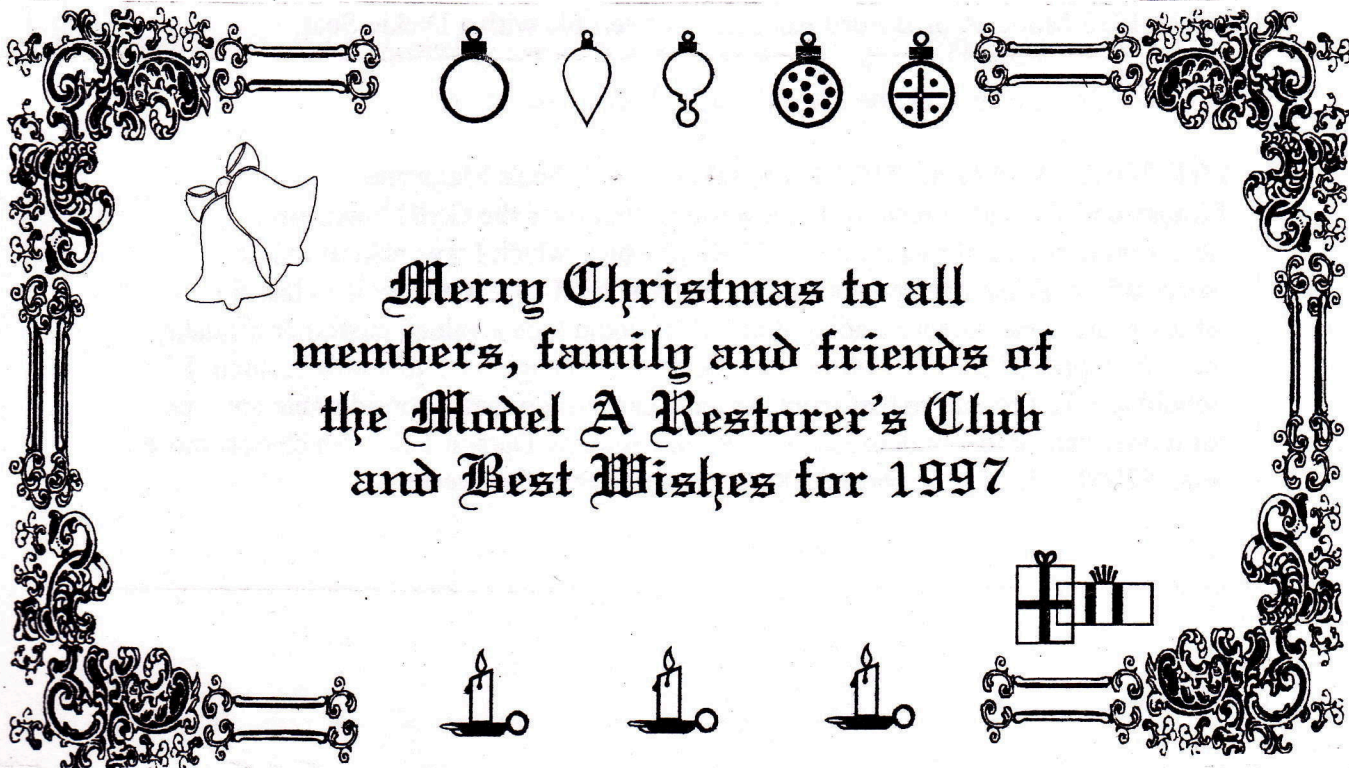
THE FIRST



Motor Museum

... was founded by Edmund Dangerfield, proprietor of the magazine *Motor*, and opened at the Waring Galleries, 175 Oxford Street, London, on 31 May, 1912. The idea was not a new one. As early as January, 1902, the *Motor Car Journal* had remarked: 'It would be rather interesting to start an inquiry as to where the oldest car in England is, of petrol-t... One day we may come to regard it as a precious relic.' A few years later the Automobile Club convened a meeting to discuss a proposal that a motor museum should be established but, as nobody attended, the matter was dropped. The first car to be purchased for its historic value alone was a 1894 Panhard, bought for £100 by public subscription in 1910 and presented to the Science Museum in Kensington. The following year Edmund Dangerfield was fired with the idea of forming a national collection of historic motor vehicles and approached the South Kensington Museum with the suggestion that it should be housed there. The reply he received stated that the Museum had accommodation for no more than three vehicles. Realising that he was unlikely to obtain any official backing for the project, the proprietor of *Motor* determined to act independently.

The Motor Museum opened with 40 exhibits, including an 1861 Crompton steam car, the 1894 Bremer, J.H. Knight's three-wheeler of 1895, the first Wolsey of 1895, an 1897 Arnold-Benz and the 1895 Holden motor cycle. One exhibit that attracted particular interest was a black and yellow Bersey electric cab in which the Prince of Wales (later Edward VII) had ridden from Marlborough House to Buckingham Palace in November, 1897. The Museum was obliged to move after only two months in its Oxford Street premises but, by March, 1914, it had reopened at the Crystal Palace. With the outbreak of war the space was needed for storage purposes and the collection was dispersed. Some of the vehicles were returned to their donors, while others, no less valuable, were dumped on a piece of waste ground near Charing Cross Station without any cover and left to disintegrate. ^{BS} •



Merry Christmas to all
members, family and friends of
the Model A Restorer's Club
and Best Wishes for 1997