



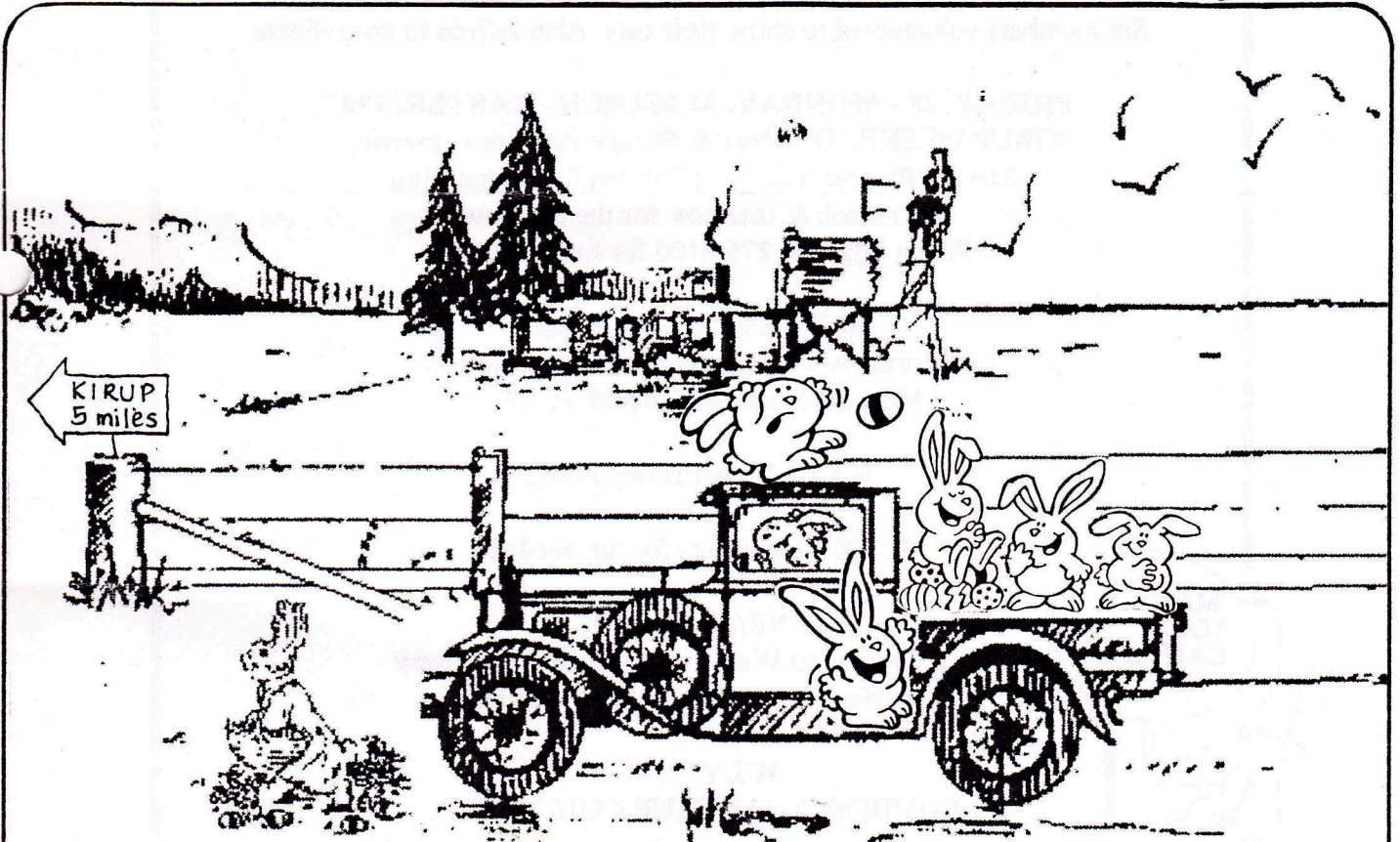
# Western Model A News

Official Newsletter of the

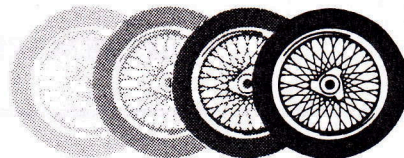
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc  
XVII

Year XVI Number VIII

MARCH, 1997



**CLASSIC CAR SHOW - WHITEMAN PARK  
SUNDAY, 23RD MARCH, 1997.**



**COMBINED  
CAR CLUBS  
ASSOCIATION  
OF WESTERN  
AUSTRALIA (Inc)**

Next Run/ Meeting - Easter, 28-31 March  
Other Events: See calendar

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 XXXXXXXXXX *Secretary/Treasurer:* GERMAINE JEFFREE XXXXXXXXXX  
*Vice-President:* STEVE READ XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

**COPY DEADLINE: By the first day of the month to: XXXXXXXXXX Thornlie, W.A., 6108**

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

**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]

**SUNDAY, 23 MARCH, 1997**

**CLASSIC CAR SHOW - WHITEMAN PARK (CCC)**

Six members volunteered to show their cars. Alan Jeffree to co-ordinate

**FRIDAY, 28 - MONDAY, 31 MARCH - EASTER, 1997**

**KIRUP WEEKEND** Jeffree & Wringe Families organising.

Meet at Pioneer Village at 9:00am Friday morning.

BYO lunch & thermos for the trip down

Phone Edith on [REDACTED] for further details

**SUNDAY, 20TH APRIL**

Restoration Run organised by Ron Andrews

Meet at Causeway Carpark at 9:30.

**MAY** - Bussards organising

**JUNE** - organisers for run needed

**JUNE/JULY, 1997**

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

**JULY, 1997**

**COMBINED CAR CLUB QUIZ NIGHT**

**JULY, AGM & ANNUAL CAR INSPECTION**

Noranda Primary School

**AUGUST** - Halls organising

**8TH - 12/13TH SEPTEMBER**

Wildflower Run organised by families Smith & Williams

**SEPTEMBER** - Berkshires organising



**'MARC'  
YOUR  
CALENDAR**

## **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

**MINUTES OF GENERAL MEETING HELD AT McDOUGALL PARK,  
Como WA on Sunday, 23rd February 1997**

Meeting opened by President at 8.40am. Attendance and apologies as per attendance book. Alan welcomed everyone, especially Angelo and Judy Calleja who have recently rejoined the club. Alan thanked all members for making the effort to get out of bed early and come to the breakfast meeting.

**MINUTES:** As discussed at the last meeting it had been decided not to read the minutes of the previous meeting.

**BUSINESS ARISING FROM MINUTES:**

**Whiteman Park** - Alan Jeffree advised that the car show is coming up on 23 March 1997 and those members that had indicated they would be participating had been given their entry tickets. Alan advised that there would be a marshal/co-ordinators meeting on Sunday 8 March 1997 and he would attend this.

**CORRESPONDENCE IN:** Bendigo Swap Meet Coach Tour; North Island Model A Club Newsletter; Jim & Gae Galway; Stateside; MAFCA Highlights of Board Meeting; Model A Club, Victoria re membership list; Vintage Automobile Association - Swapmeet; Genie Performance Exhaust; Motor Bookshop; Farrace Auto Rust & Endrust; MAFCA Nevada 1998 Convention;

**CORRESPONDENCE OUT:** Mr G Jago - new member; CCC re Whiteman Park; ANZ Bank re closure of account. Moved Jack Berkshire, seconded Ron Andrews.

**FINANCIAL REPORT:**

Balance Brought Forward 01/01/97	\$11,801.46
Plus Receipts	\$ 812.76
	\$12,614.22
Less Payments	\$ 196.76
Balance 31/01/97	\$12,417.46

Financial Report moved Coral Blewett, seconded Peter Gilberthorpe.

**GENERAL BUSINESS:**

**Kirup Weekend, Easter 1997** - Alan Jeffree advised that 32 people were coming and he had passed out a note regarding what to bring to those members that were present. We will meet at Pioneer Village at 9.00am on Friday morning to leave by 9.30am. BYO lunch and thermos for Friday's trip. It will also be handy to have your thermos for the day trips over the weekend. We will be going to Boyup Brook on Saturday and hopefully will visit a museum of memorabilia and on Sunday we will travel to Busselton for fish & chips with Mike & Laurel Cooke followed by a short tour around parts of Busselton.

**Monthly Meetings** - Malcolm Wood advised that he was going to the UK during June and therefore would not be able to organise that month's run, therefore could another member who will be organising one of the run's later in the year possibly be able to swap with Malcolm.

**Wildflower Run** - Jim Williams advised that the Wildflower Run will be during the week commencing 8th September through to the 12th/13th and members will be home a fortnight before the long weekend at the end of September. Jim advised that they cannot leave the trip until later in the month as by then there will be no wildflowers. For those members who would like to participate they could perhaps arrange their holidays around this time. More details will be advised closer to the date.

**National Register of Members** - Alan Jeffree suggested a motion be put to the meeting that members agreed to a register of WA members be given to the Victorian Club to form part of a National Register of Members, this list would include telephone numbers. Motion moved by Steve Read, seconded Dora Annear. Carried unanimously.

**BITS & PIECES:**

Peter Gilberthorpe advised that he knew of someone looking for a good Model A restoration project.

Darren Jeffree advised of a business, Allwest Carburetors, who do a very good job of cleaning, dipping and plating diecast carburetors old or new and contact details will be in the next newsletter.

David Bussard advised that he knows someone who wants to sell a 1935 Ford front axle if any members are interested.

**Meeting Closed 9.00am**

## JANUARY 26TH, AUSTRALIA DAY

The day turned out to be perfect weatherwise, as we all gathered for the first meeting of the new year. It was a great turn out of cars and people, including some of our newer members.

We had an enjoyable lunch under the shade of the peppermint trees before our meeting, ably chaired by our President, Alan Jeffree.

In Barrie's absence, Matthew Read and his mate collected raffle money and doled out tickets. It was very successful due to the amount of people in attendance.

Peter Gilberthorpe won the prize, donated by Barbara Blewett.

Several families bought along visitors from overseas.

It was nice to see so many volunteering to do the monthly outings.

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## FEBRUARY 23RD, BARBECUE BREAKFAST

Instead of our usual 45 ° day, we were treated to a cool overcast day which threatened rain while we were having breakfast. Once again, we had a great turnout of members and cars in attendance.

The meeting commenced about eight-thirty with a couple of late-comers joining us shortly thereafter.

Raffle duty was again performed by Melissa and Matthew Read, with the prize of a Model A scarf, donated by Shirley Hall, won by Jack Berkshire.

It was a short meeting, leaving plenty of time for chatting and catching up on news.; most people had left for home by ten thirty.

### 23RD FEBRUARY - AVON VALLEY VINTAGE & CLASSIC FAIR, NORTHAM

~ Having to deliver a motor to Dave Lucas in Northam on this day, the Read family attended this fair. Unfortunately, the weather was wet, although not cold, and this probably contributed to the small crowd who attended.

There was a large display of club's vehicles, mostly from Perth, and of course the local vintage car club. Some of our members who are from Northam also belong to this club and had their Model As on display. There was also stationary engines, motor cycles and farm machinery in the main grounds.

The children had the opportunity to have a hayride, a camel ride and try their riding skills in the pedal-powered vehicles. There was also square dancing displays put on by the local square-dancing group, and an arts and crafts display in the agricultural hall.

Louise

Wondering how to check your *Electrolock*? Here's 'The Word' from *The 'Bible'*  
**FORD SERVICE BULLETIN** for January, 1928  
*Tracing Trouble*

Should ignition trouble develop, check battery connections, also yellow wire from terminal box to starting motor and black wire from terminal box to coil, also red wire from coil to switch. If these connections and wires are OK, check switch as follows:-

Remove screws which hold the instrument panel in place and pull panel back. Disconnect wire at terminal 'A' on the lock case.

The switch may then be tested by using a six-volt circuit and test lamp.

**First test:** With breaker points in distributor open, place one test point on primary terminal 'D' inside the distributor and the other test point on the switch terminal 'A'. With the switch **unlocked** the test lamp should light - with the switch **locked** the lamp should not light.

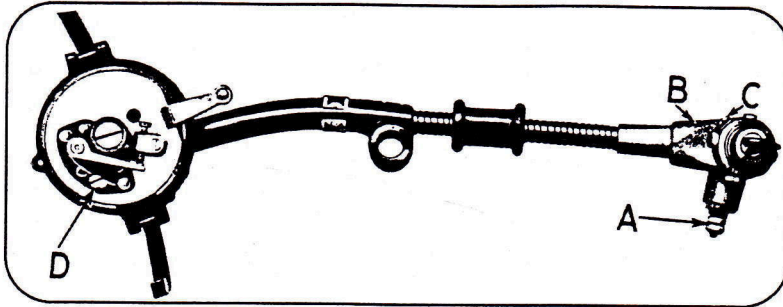
**Second test:** Place one test point on the primary terminal 'D' inside the distributor as in the first test and the other test point on the switch casing 'B'. With the switch **locked**, the lamp should burn. With the switch **unlocked**, the lamp should not burn.

If the lamp lights with the switch locked as described in the first test or if the lamp lights with the switch unlocked in the second test there is either a ground in the switch, or the distributor condenser is shorted or grounded and it will be necessary to disconnect condenser from distributor to determine whether the trouble is in the switch or condenser.

To remove condenser from the distributor, remove the sealing wax covering screw head and back out the screw. (If the screw holding your Model A condenser

is still covered with 'sealing wax'; perhaps you should call the Guinness Book of Records - BS) Remove screw and remove condenser.

For test purposes, insert a new condenser in place of the one removed and try the second test as outlined above. Should the lamp still burn when the switch is in the **unlocked** position, the trouble lies in the



switch and it should be checked as follows:-

Unlock the switch. Remove three screws which hold switch to back of instrument panel. The lock cylinder can then be removed by taking out the set screw, 'C' at the side of the lock casing. Test the two contact buttons inside the switch housing to see that they are free and have spring pressure back of them to make good contact with the lock plunger. See that lock plunger is clean and that the insulating washers are in place.

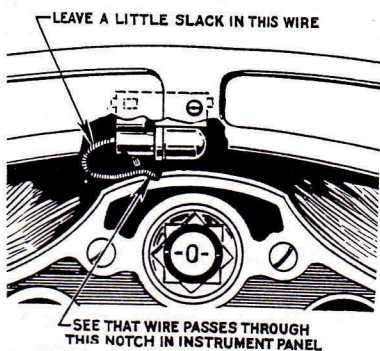
If the above tests fail to locate the trouble, it is no doubt due to a break in the wire in the cable and it will be necessary to replace the conduit assembly with the exception of the lock cylinder. The lock cylinder and keys in the old assembly can be used again.

When necessary to remove the switch or conduit assembly from the car, remove bolt which fastens cable to engine, remove distributor from cylinder head and unscrew distributor from switch cable.

Should the lock cylinder not work freely on account of dirt or foreign matter getting into the lock case, the cylinder should be removed and cleaned until it moves freely.

Never grease or oil the lock cylinder. If tumblers stick, place a little graphite in the key hole. BS •

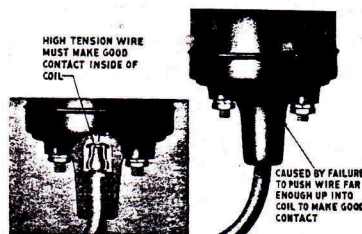
**More from FORD SERVICE BULLETIN** for June, 1930



**INSTRUMENT PANEL LIGHT**

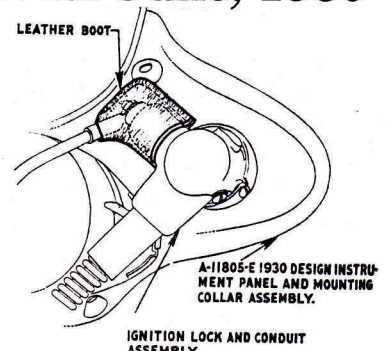
When connecting the wire on the new dash light switch to the back of the instrument panel, be sure to leave a little slack in the wire. If pulled tight, a tension is put on the wire which causes the instrument panel wire to flicker when driving over rough roads.

When connecting the wire, be sure that it fits into the small slot in the panel provided for this purpose. If the panel is assembled with the panel pressing against the wire, it will cut through the insulation and cause a short circuit.



**HIGH TENSION COIL WIRE**

When connecting high tension wire to coil, extreme care must be taken to make sure the wire goes all the way into the coil until it makes a good contact. If the high tension wire does not make good contact in the coil, the high voltage may break down the insulation and crack through the bakelite neck of the coil. When this occurs it not only cuts down the voltage at the spark plug gap but eventually ruins the coil.



**IGNITION WIRE**

On a percentage of truck production, a small leather boot is placed over the ignition wire terminal back of the instrument panel. The boot is simply to prevent any possibility of the ignition wire grounding against the gas gauge flange as the clearance was a trifle close. With the leather boot installed, there was no possibility of the wire grounding. A change is being made to provide more clearance; in the meantime, be sure to replace the boot if working on the wire.

# THE FORD STEEL SPOKE WHEELS

by Murray Fahnestock - *Model A News*

While the Ford wheel combines the advantages of wire wheels, wood wheels and disc wheels, it is radically different from all other automobile wheels now in use. Unlike other wire wheels and disc wheels, the Ford wheel is in one piece. So an accurate and descriptive term is the "Ford patented one-piece steel spoke wheel". It is all of that, and much more.

These Ford one-piece wheels have steel spokes 1/4" diameter which are welded integral to both hub shell and rim. The wheel has great resiliency, and being in one piece possesses a sturdiness not approached by any other design.

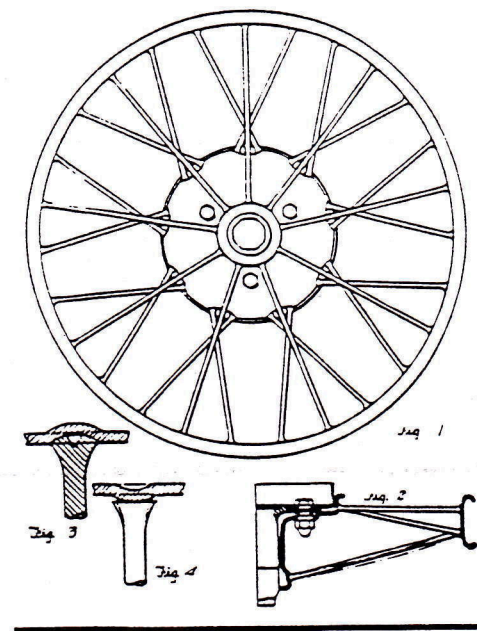
Each spoke has a tensile strength of 4,000 pounds. And the Ford wheel has 30 spokes.

In the conventional wheel, the weight of the car is entirely suspended by the spokes, between the top of the rim and the hub. Thus using only the spokes in the upper half of the wheel to carry the load. (Wire wheel spokes are only fastened to the rim by a single nut or nipple. Consequently, when the bottom of the rim bends, the ends of the spokes "push" through the rim.)

In wood wheels, the weight of the car is carried entirely by the spokes between the bottom of the rim and the hub - the wood spokes acting as columns to carry the load. (The outer ends of wood spoke wheels are simply stuck into the felloe with the weight carried on the shoulder near the end of the spoke.) Thus using only the lower half of the spokes to carry the load.

But - in the Ford one-piece wheel, the steel spokes carry the weight of the car, both by suspension between the top of the rim and the hub, and also by direct thrust between the bottom of the rim and hub. Thus making the Ford one-piece wheel almost twice as strong as either wire or wood wheels.

Since every spoke of the Ford wheel is welded securely to both hub and rim, and since Ford spokes are so much heavier than the spokes



of wire wheels, any tendency of the Ford rims to bend is resisted by the spokes, which strongly brace the rim. The fact that Ford spokes are sturdier than spokes of conventional wire wheels also adds to the bracing effect.

Due to its "one-piece" design, the Ford steel spoke wheel marks a radical improvement in the manufacture of automobile wheels. Compare the simplicity of the Ford steel spoke wheel and its 30 spokes, rim and hub welded into a single piece, with the 110 pieces as usually found in an ordinary wire wheel!

In making the Model A wheel, the first important process is the manufacture of the rim. This part serves both as a rim, for holding the tyre, and as a felloe band to bind the wheel. A strip of metal known as a "band stock" with a broad level edge, is cut off in lengths equal to the circumference of the rim. The two ends are joined to form a circle, and welded together. This shell is then pressed between dies to form a "bead" along each edge, and between the beads a "valley" is grooved by means of rollers to form the drop centre.

Holes are punched for valve stems, and the rim is made ready to receive the

spokes, thirty in number. On the larger portion of the hub, which is on the inside or next to the car, twenty short spokes are welded. While ten longer spokes join the rim to the outer end of the hub.

With the large hub shell and the drop centre in the rim, the spokes are unusually short. This increases strength and lessens weight. Each spoke is set at a certain angle in relation to others, giving it both bracing and pulling functions.

Looking at the Ford steel spoke wheel from the side, we see the spokes form a number of triangles. These triangles in the Ford steel spoke wheel are so beautifully arranged that even though one spoke may be torn apart in a crash, the triangles on both sides will still be perfect, and well able to take care of any reasonable load. In fact, to demonstrate the strength of the Ford steel spoke wheel, one dealer deliberately cut away half of the spokes from each wheel and drove with safety on the remaining spokes. That this is possible is evident when we consider that each of the sturdy one-fourth inch diameter steel spokes is capable of carrying a load of 4,000 pounds. Consequently, even with half of the spokes removed, there are never less than three spokes to carry the weight on each wheel, irrespective of how the wheel is turned.

As compared with ordinary wire wheels, the Ford steel spoke wheels have greater beauty, because of the larger and fewer spokes, and because the outer row of spokes are not crossed. Being mechanically right, the Ford wheel is beautiful! •

*Felloe - Outer circle (or one piece of it) of wheel, attached by spokes.*

IF it is really true that:- "In the conventional wire wheel, the weight of the car is entirely suspended by the spokes, between the top of the rim and the hub." - How come the tyre can go flat? Answers on the back of a \$100 note to:-*Bevan Sharp*

**THE FORD STEEL WHEEL - 1929.** More than 25,000 wheels were made daily in the Hamilton, Ohio plant. Nearly 3 miles of of conveyors were required, handling a total of 450 tons of material daily and travelling a total distance of six miles. All raw material

was unloaded directly from rail cars by conveyors and the finished product delivered by conveyors directly to the point of shipment. In the entire process from raw material to finished product not a single part touched the floor and was constantly moving. BS •

By joining the Model A Ford Club of America you get *The Restorer* magazine which not only contains informative technical articles but also entertaining stories like the following which Bevan Sharp has reduced from a three page article by Jan Haemmig of Grass Valley, California called:-

## Oregon or Bust ... ed!

*Are Western Australian Model A owner/drivers better prepared for long trips ... or just luckier? It seems that groups of Americans who go on tours seem to have a far more 'exciting' time with their Model A Ford's performance ... or lack thereof!!*

This story is of a group of three couples who planned to drive from their homes in California just up the road to Oregon to attend a Regional Tour - a round trip of only 1,360 miles (2,190 kms). The group consisted of the following vehicles:-

**A 1929 Tudor** that had just had an engine overhaul but every time it stopped it leaked a 16 inch diameter lake of oil - so they called it the *Valdez*. Just a few weekends before departure this vehicle was used for a technical session at their club, so the trip was to be its shakedown run.

**A 1928 Phaeton** which was in an accident just two weeks before departure. It was on its maiden voyage on a narrow mountain road after a complete engine rebuild when it lost a wheel (complete with brake drum attached). This caused the Phaeton to spin 180 degrees and the car was thrown against the uphill side of the road causing the frame to be twisted, sustaining body and rear axle/brake damage - the wheel and brake drum went flying over the side of the road and down a deep ravine. Their repairs were completed the night before departure, but they still had a leaking water pump.

**A 1928 Coupe** which had a new babbit job and some other work a few months before leaving. They had a spare water pump - but a Model C head so it wouldn't fit the Phaeton.

*Perhaps they should have quit before they started?*

Their first day was uneventful, with just the Phaeton needing lots of radiator stops and repacking the water pump that night.

The next morning saw an unusual breakdown - the Coupe's clutch arm casting broke. They managed to push start the Coupe in gear (after remembering that it's easier with the hand brake in the off position) and after negotiating cross roads and dodging traffic without stopping they located someone who had equipment to weld cast material and effected the repairs. The Phaeton owner even bought an old rusty water pump from them for only \$5.

The rest of the day necessitated regular stops to top up both the Phaeton and Tudor radiators.

One of the Coupe's tubes had a bad valve stem so, that night, they changed the tyre on the hotel floor. After changing the wheel they found that the original Model A jack would not come down so they had to get another jack to release it from under the car and get the car back on its four wheels.

Next morning they drove for about an hour, stopped for breakfast and set off again. About a mile later the Phaeton emitted a loud bang, so it rapidly pulled over and stopped. An examination revealed nothing untoward, so they closed the hood; but then one of the

ladies asked why there was a dent in the front of the hood. They opened the hood again and, using a hand mirror, saw that the water pump shaft had broken behind the nut holding the fan hub. They disconnected the fan belt, drove the Phaeton back into town and a local tyre shop allowed them to use his premises to pull out the radiator and he welded the fan hub straight onto the sheared-off water pump shaft, at no charge.

They were back on the road again but just 100 feet from the original fan breakdown place, the weld broke and sent the fan through the radiator. The Coupe went back into town and the tyre store owner sent his tow truck to collect the Phaeton - still no charge. After difficulty they located another tow truck to take the Phaeton 100 miles to their ultimate destination for repairs. Off went the Phaeton on the truck, accompanied by the Tudor. But the Coupe's carburettor was leaking.

While trying to tighten the carburettor's leaking drain plug it was discovered that the threads were stripped. Luckily the tyre store owner had a 1/4" pipe plug and a 1/4" tap so that problem was duly fixed.

Just a couple of miles past the place they had been forced to stop twice - the Tudor had a flat tyre.

They arrived at their destination and the Phaeton's radiator's five broken tubes were pinched off and the rusty \$5 water pump was installed, leaving in the rust to reduce leaks. A wheel was also replaced due to another bad valve stem - and that Model A jack would go up OK - but not come down. The wheel was eventually replaced at night in the hotel car park and next morning it was revealed that he had changed the wrong wheel.

The Coupe owner was proud that his car was the only one not over-heating, until he discovered that the new fan had flexed at high revs causing the blades to be pulled into the radiator. They drove around and located someone with a lathe to turn off some material from the fan hub.

After the Regional Tour they set off for home - with a spare water pump. Then the Coupe's clutch arm broke again, just below the weld. They drove back, covering 97 miles to be just 17 miles from where they had started that day and located and fitted a replacement arm.

As the only one without a CB radio the Tudor travelled in the middle of the group. Then the Tudor and the Phaeton pulled in for fuel, leaving the Coupe to go on ahead. When the Coupe could not contact the Phaeton on the CB he pulled over to wait. The driver of a modern car told him where the other two cars were and also that the local gas station was closed. As the Coupe was low on fuel he had to drive back, and so they made contact as they passed each other. They stopped at 10.30pm that night.

Next day the Phaeton's universal joint became noisier and noisier, but they just kept driving. Then the Phaeton had a flat tyre. As they were only 170 miles from home he decided not to repair the flat spare. Next day he had another flat - so they used the spare from the Coupe.

Then the Coupe started a shrieking noise which turned out to be the alternator making a noise like grinding coffee; so they just drove on hoping for the best.

They all ultimately made it home in one piece! 68 •

# PRODUCTION OF THE MODEL A FORD

Information for the statistically-minded - no, not the 36"-26"-34" type of "statistics", really interesting Model A statistics.

by Bevan Sharp, data from an article in *The Restorer* by Steve Pargeter. The Model A Ford was produced from November 1, 1927 through to mid-1932. The vehicles produced in 1927 were sold as 1928 models, while the vehicles produced in 1932 were sold as 1931 models. Production in the United States of America ceased on November 1, 1931, while overseas production stopped on different dates in each country - records show that some overseas shipments were made as late as November, 1932.

There were assembly plants for entire vehicles, plants for bodies and plants for engines. Not all assembly plants were used for the entire production period. There were 35 assembly locations in the United States, plus overseas assembly plants in:

Antwerp, Belgium	Asnieres, France
Barcelona, Spain	Berlin, Germany
Buenos Aires, Argentina	Cologne, Germany
Copenhagen, Denmark	Dagenham, England
Istanbul, Turkey	Manchester, England
Mexico City, Mexico	Rio de Janeiro, Brazil
Rotterdam, Holland	Santiago, Chile
Sao Paulo, Brazil	Walkerville, Canada
Yokohama, Japan.	<i>and obviously, Australia - BS.</i>

## English and Irish Engines

The engines produced at Manchester and Cork had two displacements. One was the standard size of 3-7/8" while the other one had a smaller bore of 3.055" and produced 14.9hp from the 124.6 cubic inches. The engines had serial numbers prefixed with "AF" or "AAF". The "A" or "AA" prefix meant car or truck and the "F" meant right hand drive (ie: "foreign" to country of origin).

## Canadian Engines

Canadian engines were produced at the Walkerville plant from February, 1928 through to February 29, 1932. Engines produced had the following prefix:-

Period	Starting No	End No	Total
2/28 - 8/29	CA-1	CA-150,120	150,120
9/29 - 11/29	CAQ-1	CAQ-10,000	10,000
11/29 - 2/30	CAW-1	CAW10,000	10,000
2/30 - 3/30	CAE-1	CAE-10,000	10,000
3/30 - 4/30	CAR-1	CAR-10,000	10,000
4/30 - 5/30	CAT-1	CAT-10,000	10,000
5/30 - 6/30	CAY-1	CAY-10,000	10,000
6/30 - 8/30	CAU-1	CAU-10,000	10,000
8/30 - 10/30	CAI-1	CAI-10,000	10,000
10/30 - 2/31	CAO-1	CAO-10,000	10,000
2/31 - 4/31	CAP-1	CAP-10,000	10,000
4/31 - 6/31	CAS-1	CAS-10,000	10,000
6/31 - 3/32	CAD-1	CAD-6,877	6,877
Total Engines Produced			266,997

*The astute will note that the third letters of these prefixes follow standard keyboard letters - BS.*

## Total Annual Model A Ford Vehicle Production

Year	United States	Canada	Export	Total	Percent
1927	4,186	0	0	4,186	0.08%
1928	713,523	74,798	20,654	808,975	16.00%
1929	1,709,945	87,796	163,351	1,961,092	38.81%
1930	1,267,033	70,353	148,316	1,485,702	29.40%
1931	626,559	30,856	104,643	762,058	15.08%
1932	10,776	2,772	18,470	32,081	0.63%
TOTALS	4,332,022	266,575	455,434	5,054,031	100.00%

## Passenger Models

There were 43 separate models of passenger cars produced in 10 major categories, a separate model is a unique model number, while a major category is a body style (Coupe or Roadster). Total produced world-wide.

Model Name	1928-29	1930-31	Produced
CONVERTIBLE SEDAN	N/A	400-A	5,085
COUPE - Standard 5-window	45-A	45-B	573,703
DeLuxe	N/A	45-B	53,473
Special	49-A	N/A	in 45-A,B
Sport	50-A	50-B	315,55
Business	54-A	54-A	76,288
Convert. Cabriolet	68-A	68-B	60,715
Slant Windshield	N/A	68-C	in 68-A,B
FORDOR SEDAN TWO-WINDOW			
Leatherback, Brown (Briggs)	60-A	N/A	255,706
Leatherback, Black (Briggs)	60-B	N/A	in 60-A
Steelback (Briggs)	60-C	N/A	in 60-A
Standard (Briggs)	170-A	170-B	13,433
DeLuxe (Briggs)	170-B	170-B	18,692
DeLuxe Slant Windshield	N/A	160-C	in 170-B
FORDOR SEDAN THREE WINDOW			
Standard (Murray)	165-A	165-C	134,366
Standard (Briggs)	165-B	165-D	in 170-A,B
Standard Slant Windshield	N/A	160-A	in 170-A,B
Town Sedan (Murray)	155-A	155-C	279,293
Town Sedan (Briggs)	155-B	155-D	in 155-A,C
Town Sedan Slant Windshield	N/A	160-B	in 155-A,C
PHAETON - Standard	35-A	35-B	209,943
DeLuxe	N/A	180-A	7,281
ROADSTER - Standard	40-A	40-B	422,354
DeLuxe	40-A	40-B	68,335
STATION WAGON	150-A	150-B	11,848
TOWN CAR	140-A	140-B	1,198
TUDOR SEDAN - Standard	55-A	55-B	1,387,270
DeLuxe	N/A	55-B	24,030
VICTORIA	N/A	190-A	42,310
TAXI CAB	135-A	135-A	5,401
COMMERCIAL CHASSIS			352,584
AA TRUCKS (all models)			539,703



# Notebook

## **BIRTHDAYS for MARCH: Birthstone: Aquamarine; Flower: Jonquil**

Marg Addison, Maxine Creedy, Maxine Davidson, Frank Farrelly, Shirley Hall, Alex Kirkwood, Ruth Lucas, Ivy McLean, Daniel Pinnington, Lesley Polley, Doreen Stathy & May Wilson. Congratulations on surviving another year!!

## **BENDIGO SWAP MEET - 15TH & 16TH NOVEMBER, 1997**

The following was received from Jamie Taylor and anyone interested please contact him direct on [REDACTED]: "I am organising a deluxe coach trip which will leave Perth 12th Nov. & return 18th. Seats are limited to 40 people & due to limited accommodation confirmed bookings with deposit will have to be made by mid March. If I cannot fill the 40 seats the trip will be cancelled & all deposits will be refunded. Approx. cost \$400 which include 3 nights accommodation."

## **ALLWEST CARBURETTOR & MECHANICAL**

Cleaning, dipping & re-plating of die-cast carbies old or new.  
Call Len Ludwig on 371 9995 Unit 2/5 Barnett Court, Morley.

## **BITS & PIECES : Wanted:**

Good Model A restoration project required. Contact Peter Gilberthorpe [REDACTED]

'34 Ford V-8 Hubcaps in good condition. Contact Ron Andrews [REDACTED]

### **Swap:**

'28 Head Light Bar for 1930. Contact Ron Andrews [REDACTED]

### **For Sale:**

1935 Ford front axle. Contact David Bussard [REDACTED]

1929 Model A Roadster. Concessionally licensed until February, 1998  
Excellent mechanical condition. Price \$12,000 Contact Don Philp [REDACTED]

## **THANK YOU**

To all those who have paid their subscriptions. For those who haven't there will be a reminder this month to send your money & renewal form to Germaine.

**JOKE OF THE MONTH:** Due to lack of interest there isn't one. The concept itself is probably a huge one!

HAPPY ST PATRICK'S DAY  
17TH MARCH

EASTER GREETINGS  
28 - 31 MARCH

