



Western Model A News

Official Newsletter of the

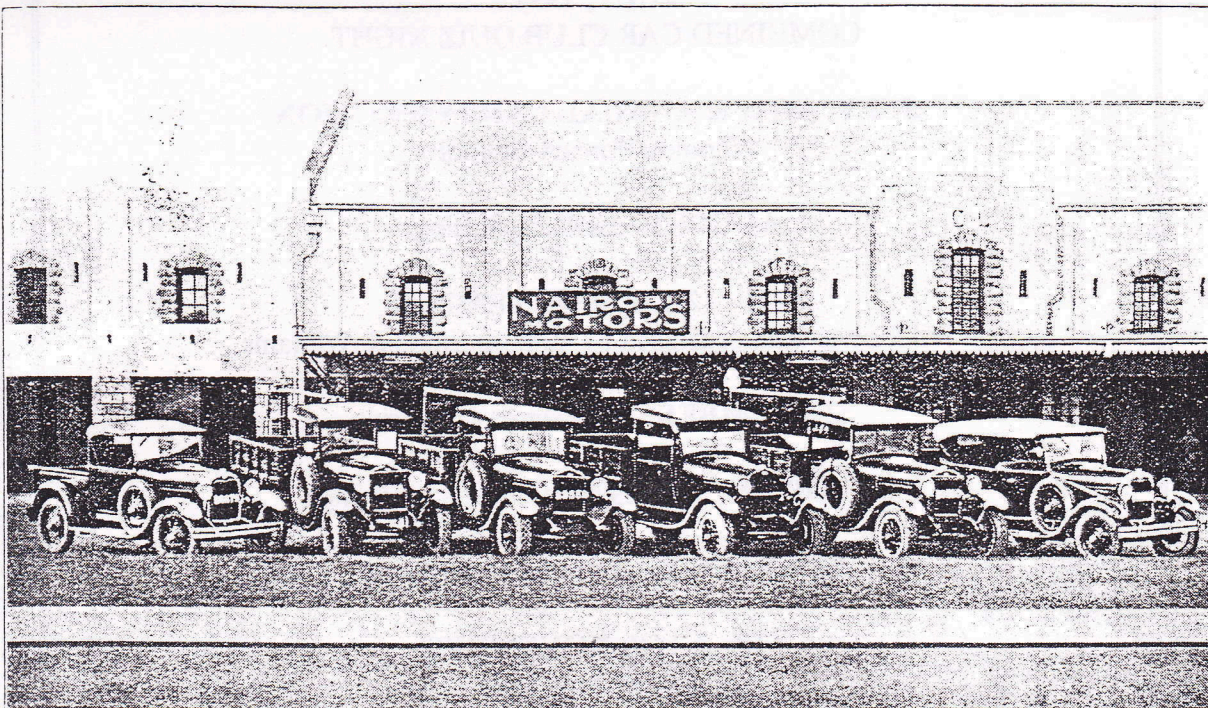
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc
XVII

Year XVI Number IX

APRIL, 1997

FORD SELLING TACTICS

OCTOBER, 1930.



*Ford units chosen by H.R.H. the Prince of Wales
for his safari in East Africa ---- February, 1930*

These Ford units - Phæton, Light Delivery, and four "AA" Trucks were purchased for the use of H.R.H. the Prince of Wales and his party from Nairobi Motors, Authorised Ford Dealers, Nairobi, Kenya, British East Africa.

Advertisements like these were produced by the Ford Company to convince perspective buyers of the wonderful value of all Ford Motor vehicles.

Next Run/Meeting - Restoration Run - Sunday 20th April
Meet Causeway Carpark at 9:30 am

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

SUNDAY, 20TH APRIL

Restoration Run organised by Ron Andrews

Meet at Causeway Carpark at 9:30 am.

This is a great run for newer members,
join us to view cars under restoration.

Don't forget to bring morning tea, lunch and your chairs with you.

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

OCTOBER - Sartoris/Mooreheads organising

NOVEMBER - Timmings organising

15th & 16th NOVEMBER

Bendigo Swap Meet

DECEMBER - Christmas Dinner

9-13 APRIL, 1998 (EASTER)

15TH NATIONAL MODEL A MEET - CANBERRA

Hosted by Model A Restorers Club (Aust)

Entry forms available from your secretary, or write to:

The Rally Director, 15th National Model A Ford Meet

██████████ DICKSON, ACT 2602.



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

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

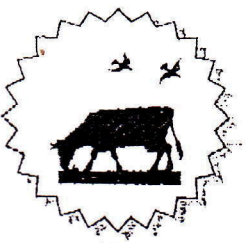
Recommended by MARC member

Established 1973

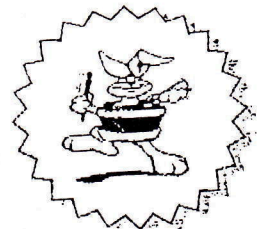
18 RIO STREET, BAYSWATER

272 4566

34 years Experience



MODEL A EASTER WEEKEND KIRUP, 1997..... by Alan Jeffree



Our fourth trek south to Kirup has come and gone.

This year was enjoyed by thirty eight members and their families. Those who were part of the group - Angelo & Judy Calleja (modern); John, Helen & son David Moorehead (phæton); Alan & June Smith (tudor); Steve Read with Matthew & three friends (tudor); Ross & Alma Letch (modern); Jack & Mavis Berkshire (phæton); Jim & Nina Williams (woodie); Barrie & Gwen Guest (phæton); Darren & Germaine Jeffree (phæton); Chris & Leanne Wringe (modern); Alan & Edith Jeffree (EJ Holden); Ron Andrews with Leslie & Amanda (modern); Ray & Toni Mahony with Andrae & friend (phæton); Colin Davidson (phæton); Reg & Coral Blewett (ute).

The group left Pioneer Village at 9:30 am and headed south. We had our traditional hot (cold) cross bun morning tea at Pinjarra, thanks to Barrie and Gwen. Our trip down was slightly wet but very windy.

Saturday (windy but dry) was spent visiting Boyup Brook. However, on the way over we spent a pleasant time at Jack Denning's farm where he harnessed up his buggy and gave rides around the house paddock.

Just out of Boyup Brook we visited the country and western "Museum of Memorabilia," belonging to Harvey Dickson. What a different place. They were preparing for a concert that night, so the place was a hive of activity. His collection of Elvis records etc. would be unique. Everywhere you looked in the concert hall oozed country and history. It really is a collection of junk made to have appeal which has to be seen to be believed.

Saturday night was spent socialising and many sat and chatted around the outside fire. We were very pleased to have Laurel, Mike & Jordan Cooke come over from Busselton to share our evening.

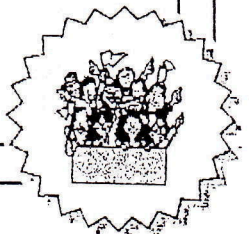
Sunday was our day visit to Busselton. On the way we spent considerable time at the recently opened "Old Goldmine" near Donnybrook. This was well worth the visit to see the old mine, the memorabilia, apple cider plant and rammed earth cafe. We had a take away lunch with Mike and Laurel at Busselton, then visited their home for a cuppa and chat before driving back to Kirup.

Monday was pack up and home.

The Easter at Kirup is special and we must thank Mike Wringe for the use of his farm and the extras that he does behind the scenes to ready the place for the four day invasion. Also to John, his brother, who actually owns the block and shed we take over.

Mike's friend, Athenia Henderson, is also thanked for the work that goes on behind the scene - the ordering of the food and delivering it to us, the freezing of food Edith and I took down the previous week, the cleaning out of the shed, toilet and shower during the week. Also the yummy pikelets on Sunday.

All in all it was a great Easter run. The ants in Waterloo are big, aren't they, Jim!?



CLASSIC CAR SHOW - WHITEMAN PARK

This year's Whiteman Park Combined Car Club Show day was as big as ever with near on one thousand vehicles of all makes and models. The weather was ideal and the crowds seemed to be bigger than usual.

Our display of five Model As attracted a lot of attention and our representative members were kept busy talking to the public. If all leads are followed through we should have three new members joining. One enthusiastic looker and potential member has just purchased the unrestored Model A which has been advertised for some time in Manjimup.

We also had a guy wanting to sell some 1924 T Model mechanicals. If you are interested or knows of someone who is, please contact your president.

A special thankyou to Frank Farrelly, Malcolm Wood, Steve Read, John Hall & Peter Gilberthorpe for having their vehicles on display.

Alan Jeffree

It's a long way to wherever, especially if you're all alone in a Model A. Still, Bill Klenck and son Angelo took on the quest of a record drive with their Model A Ford. They completed the trip from extreme northern Alaska to as far south in South America as it is possible to drive.

19,522 MILE RECORD RUN

From the December 4, 1979, issue of American magazine, *Old Cars Weekly*.

Bill Klenck of Albuquerque, New Mexico has completed what he and his son Angelo set out to do back in May of this year - that is, to drive their 1929 Model A Ford from the furthest point in the Arctic (they reached about 72°N latitude) to the southern most point of South America (where they reached 55°S latitude). At both points they reached as far as a car can possibly go.

In May of 1979, The Klencks set out on the first leg of the journey. The 5,000 mile drive from the Arctic Ocean to Albuquerque took 17 days (they didn't count the drive from Albuquerque to their point of departure) and had very few difficulties. The Model A ran well and averaged 20mpg. Upon arriving back in Albuquerque after the arctic journey, the old Ford was checked and adjusted and, on August 3, 1979, left for the southern tip of the South American continent. On November 7, 1979, at 8.05pm, Bill and Angelo reached Estacia Harberton on the Beagle Straights, a point where a motor car can go no farther. A total of 19,522 miles were racked up with 4,446 miles on crude dirt roads. The Model A averaged 22.4mpg during the 140 day trek.

The Klencks say they were well received in all the countries they visited and made many friends during the course of their travels.

Klenck's Model A Ford was the first privately owned vehicle ever allowed to originate a trip as far north as 72°N latitude. The oil companies recently gave the pipeline road to the State of Alaska and the Klencks were issued Permit #1 to drive the road. General traffic is not allowed because the tundra region is so delicate.

The Model A was patterned after a 1929 York-Hoover Panel Truck which was mounted on a 103" wheel base chassis off Henry Ford's assembly line. The only part of the Klenck's chassis that is different than a 1929 Ford product is the larger rear wheels - which were available even then, although from an accessory supplier. The inside of the restored panel truck is made into a motorhome; with two bunks, a propane stove, a sink and an ice box, as well as storage for extra auto parts, food, water and gasoline.

Klenck says only a minimum of extra auto parts were taken along, partially due to space and weight, but mostly he wanted to duplicate driving conditions of the 1929 era and to prove the durability of the Model A Ford in modern times as a dependable and reliable means of transportation. Klenck says: 'I think what we have shown here is that the greatest improvement has not been so much in the automobile, but rather the roads on which they are driven. The Model A Ford can still get you there and back and with mileage comparable to todays fuel efficient engines.'

While Gwen and I were in Tamworth, we saw this Model A Ute in the main street. I thought at first that someone had towed it in and parked it. On looking closer, I noticed there was oil and water still leaking from the engine and radiator, so obviously it had been driven there. On talking to a fellow who had seen it arrive he told me he had spoken to the driver who was in his 80s and had taken twenty hours to drive the old lady up from Melbourne, some 1352 kms. There was not a square inch of paint on the vehicle. It was all bare metal and no rust. It was on four 16 inch wheels. The aprons were both missing and a 21 inch wheel had been poked down each side where the aprons should have been.

It had obviously been a phaeton and had the tub section cut off and pushed forward to the windscreen pillars and welded on. Hence there was no doors. The hood was fashioned from a sheet of iron with an oval hole cut in it with a piece of glass fitted roughly. The headlights were 1932 by the look of them as was the handbrake lever. The back of the ute was made from rough old 6 inch by 2 inch boards. The ute was fully licensed in Victoria.

I think it was originally a 1928 Model A.

Barrie & Gwen Guest



- **SLOW TRAVELLER:** Leslie Avril on the back of an old utility which took 20 hours to travel from Melbourne to Tamworth.

A second dose from a series of several short, informative articles in MAFCA's "The Restorer". Here's another lot of "meaty bits" extracted from these "old fashioned" but tried and proven cures by Bevan Sharp for quick reference by members.

CRANKSHAFT PULLEY

Crankshaft pulley failure can be caused by a defective or reproduction pulley, or improper installation.

Here are some tips to be considered when you install a crankshaft pulley:

1. Make sure the pulley will slide over the crankshaft. Some new ones are machined too small to fit.

2. Check the notch to make sure it will engage the tip end of the woodruff key. It must be deep and wide enough to engage freely.

3. See that the oil slinger is in place against the crankshaft. If there is none you must remove the fan to install it or you can substitute a flat washer instead.

4. After the pulley is slipped onto the crankshaft, check carefully to see that the pulley hub extends slightly beyond the end of the crankshaft and that it is seated firmly against the oil slinger and not bottoming against the woodruff key.

5. Before installing the ratchet nut, inspect the "claws." There should be four and they must be intact and in good condition.

6. Now tighten the ratchet nut using your hand crank. A special wrench is available but not necessary.

CRANKCASE OIL LEVEL

Some recommend adding an extra quart (*just over a litre*) of oil if you are going on a long run. This is to keep the engine cooler and ensure adequate lubrication. Even with a full crankcase (*sump*) the pump can be starved on long hard right turns.

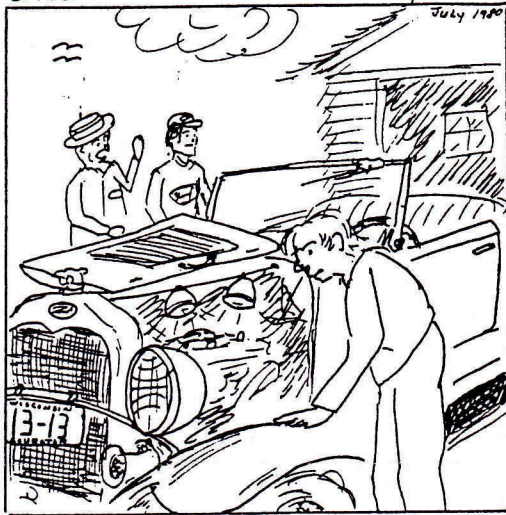
OIL PUMP SPRING

Bolts should not be used to hold the oil pump. The hole has a 1/8" NPT thread, not a machine thread. The hole was originally fitted with a short 1/8" pipe plug with a screwdriver slot, same as one supplied with some intake manifolds.

There is a 3/8" NF set screw and lock nut in the side of the head to lock the distributor in place, don't confuse the two situations.

The oil pump is to be held in place with a spring attached to the pump, or in early models with the spring attached to the pan. The 3/8" NF bolt could be used to hold the pump in place during installation. The bolt must be removed before starting the

BABBITT BANTER by "WES!"



"He spends so much time under the hood ... he installed lights!"

More Patent Cures

by Red E. Power

engine and replaced with the proper pipe plug. Failure to do this can cause the oil pump body to break.

The 1/8" pipe hole was put there to test the pump or to install fittings for an accessory oil pressure gauge.

WATER PUMP LEAKS

Some suggestions to stop leaks:

1. Install a small adjustable bolt in the back end of pump shaft to remove end play.

2. Purchase a small collar with set screw that will just fit the pump shaft and fit on the shaft just in front of the packing nut. This will also keep the shaft from moving in and out.

3. Experiment with different kinds of packing. Try garden hose washers.

4. Another idea is to install a neoprene O-ring on the pump shaft in front and behind the packing as an additional seal.

HIGH SPEED MISFIRING?

Does your Model A engine "skip" or misfire only at high speed, yet perform adequately at lower speed?

After all tune-up procedures have been performed:- carburettor, distributor (points, condenser), then replace the spark plugs with Champion 3-X, the only true Model A plugs. If this

does not solve the problem, obtain a Model B Ford distributor cam, or purchase a cam ground to Model B specifications (Racing or High Speed). This increases saturation time of the condenser providing a hotter spark at high speed.

DISTRIBUTOR SHAFT

Does your distributor wobble when the engine is running? This is caused by using a one-piece shaft or by the two slip joints between the two-shaft type being fitted too tight.

The one-piece shaft was not Ford. It introduced such problems as run out, causing the distributor to wobble, excessive bearing wear and strain on the vertical drive unit.

When installing the two-piece unit may be necessary to dress down (file) the tongues so they connect together easily. Ford meant these joints to act like a universal joint.

COOLING SYSTEM

Losing water or overheating and losing water from the cooling system?

To slow the water flow, purchase a 160°F thermostat and drop it into the water outlet neck before installing the top water hose.

BENDIX BOLTS

Broken starter Bendix bolts are usually caused by forgetting to retard the spark before starting. There are many theories for retrieving broken bolt but Ford intended them to be recovered through the large hole where the front wishbone ball and socket are located. Remove two castellated nuts, pull the wishbone down, remove the socket halves, etc leaving the open hole where the Bendix pieces can be recovered.

LUBRICATE STEERING GEAR

As a suggestion, fill the steering box with as much chassis lube as you can pump into it. Then fill the voids with all the EP-140 gear lubricant it will hold. Turn the steering from stop to stop and add EP-140 to the top again.

Using chassis lube provides a non-leaking medium to seal leakage, while the EP-140 provides the extreme metal-to-metal pressure lubrication. •

Reworking Distorted Manifolds

from an article by George De Angelis in *Model A News* by Bevan Sharp

The majority of used manifolds are distorted at the number one cylinder exhaust outlet. After many years of heating and cooling, the castings spring out of shape. In most instances, a clamping bolt can not be fitted between the exhaust and intake manifold flanges. Redrilling or filing the flanges for added clearance is not the answer because the intake and exhaust ports will not be properly aligned. However, the manifold can be reworked to provide acceptable performance.

First, it is necessary to remove the two 5/16-in bolts that hold the intake and exhaust manifolds together. This can be a problem in itself as inevitably one of these bolts will break. If this happens, it will be necessary to drill out the broken portion of the bolt and retap the hole. A bolt extractor will not do the job. In drilling out the broken bolt it is important that the drill is centred on the broken bolt. To do this, it is best to keep the two manifolds bolted together with one bolt while drilling out the other. If the first bolt breaks, drill it out before attempting to remove the second bolt.

To drill out the broken bolt, start with a 11/32-in drill. The intake manifold hole will act as a guide to centre

the drill on the broken bolt. Drill down only about 1/8-in to establish the centre. Use a 1/4-in drill to drill through the broken bolt. This drill is slightly smaller than the 'F' tap size required for the 5/16-in tap. With a 5/16-in - 18 tap, remove the remaining stock of the old bolt and, at the same time, rethread the original hole.

After the two manifolds have been separated, you may want to clean them before reassembly. Also, new 5/16-in x 3/4 bolts (A-20718-S2) are suggested. In bolting the two pieces back together there is usually enough 'play' between the two pieces so as to permit proper alignment of the mounting flanges. In extreme cases of distortion, it may be necessary to drill the 11/32 holes on the intake manifold to 23/64 to provide enough 'play' to permit alignment of all mounting flanges. After the two units are bolted together, alignment of the intake and exhaust port passages can be checked with a rule. Even though these ports may not align perfectly, the manifold can be used with very good performance.

Before mounting the manifold on the engine, check the mounting surface for flatness and have it machined, if necessary. BS •



Figure 1 - Exhaust and intake manifold showing distortion.

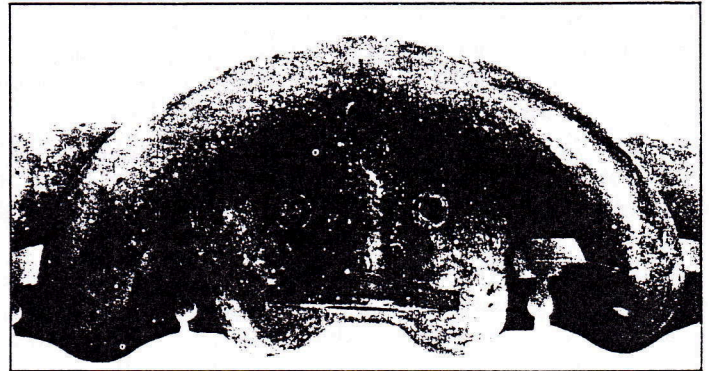


Figure 2 - Use the intake manifold hole as a drill guide to drill out broken bolt.

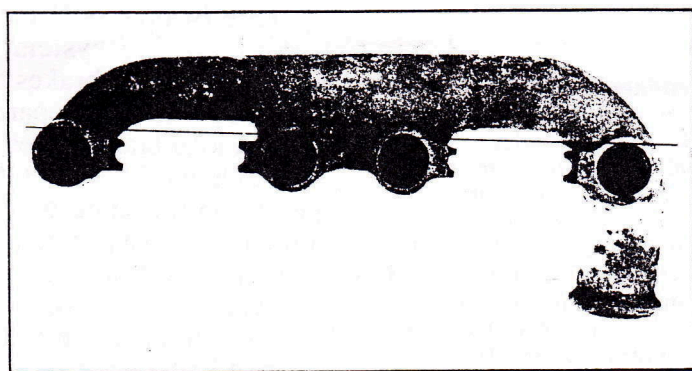


Figure 3 - Amount of distortion can be checked with a straight edge.

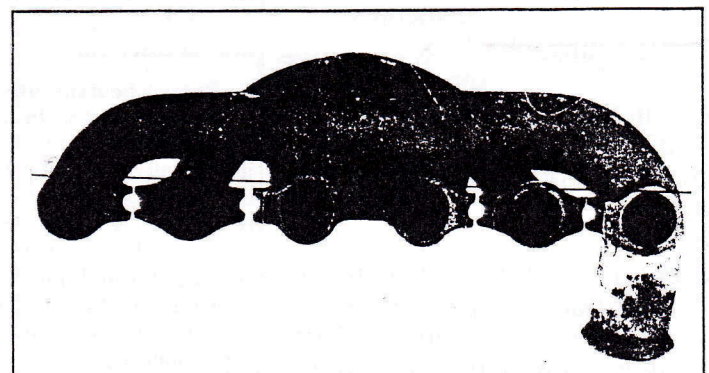


Figure 4 - Even though ports are still slightly out of alignment, this manifold can give good performance.

From FORD SERVICE BULLETINS

January, 1929, saw a new design, one-piece exhaust manifold gasket, A-9448, introduced. The new gasket obsoleted the old style gaskets and glands and there were no glands with the new design, the gasket being

held in place when assembling the manifold by means of the studs on the side of the block. In May, 1931, yet another, more solid, design, A-9448-A3 (listed as A-9448-A) was introduced. BS •

Comparison of Ford and Chevrolet Features of Construction

Source and date unknown but possibly 1930 (because it mentions 'Rustless Steel') - revamped by Bevan Sharp.

Bonderized Protection vs Rusty Fenders

Ford fenders and other enamelled parts are Bonderized to prevent paint peeling and the spread of rust from metal points exposed by accident. Chevrolet fenders, lacking this protective base, become rusty and peel once the metal part is exposed by bumping or scratching.

Shatterproof vs Plate Glass Windshield

If broken, the small particles of the Ford windshield adhere to a pyroxylin centre layer with no flying glass to injure passengers. The windshield of the Chevrolet is of ordinary plate glass which shatters and flies when broken.

Steel Spoke vs Wire Wheels

The steel spokes in Ford wheels are electrically welded into the rim and hub shell for one piece unit strength. Spokes are 1/4-inch in diameter with a tensile strength of 4000 pounds each. The wire spokes of the Chevrolet wheel are riveted into the rims, lessening the strength of the wheel, with the danger ever present of spokes becoming loose through a sudden impact or bump, or through wear.

2-way vs 1-way Shock Absorbers

Ford shock absorbers are double-acting, checking the spring action both on the shock and rebound. The Chevrolet shock absorbers are one-way acting, checking motion on the rebound only.

3-point vs 4-point Suspension

The 3-point suspension of the Ford frame prevents it from twisting and weaving, resulting in elimination of strain on the body, the body always staying on an even keel. In the 4-point suspension method as used on the Chevrolet, the frame must absorb the shock of exceptional wheel distortion. The frame twists under uneven road conditions resulting in hard riding and strain on the entire car.

Standard Automotive Practices Disregarded in the Chevrolet

The Story of the Cylinders and Bearings

Even support of crankshaft load and distribution of main bearings are necessary to long engine life. Quality builders recognise this and have found 2 cylinders to be the maximum that can successfully be supported between two bearings. Ford, Buick, Chrysler, Graham, Hupmobile, Marmon, Nash, Oldsmobile, Peerless and Willys adhere to this engineering principle.

Making three bearings do the work of four

Production cost is cut, but crankshaft and main bearing strain are considerably increased. Because bearings are unseen, this is a popular 'money saver' on price built cars. The 4th bearing is not missed when the 'bargain' car is new and in demonstration drive but, after the first few thousand miles, the wisdom of established automotive practice will be apparent in the noise of the bargain engine. Chevrolet, Essex and Pontiac, all low-priced sixes, are the only cars supporting a 6-cylinder crankshaft on 3 bearings.

Bearing arrangement in high-priced cars

The importance placed on ample support of the crankshaft by builders of high-priced cars is shown by the bearing arrangement. Packard, Pierce Arrow, Studebaker, Reo Royale, Chrysler, Imperial, all have 9 bearing crankshafts, a bearing behind and ahead of every piston.

Aluminium vs Cast Iron Pistons

Light weight has proved to be a distinct advantage to fast moving parts. This is borne out by large numbers of engineers who have discarded cast iron in favour of lighter aluminium alloy pistons. Over 75% of automobile manufacturers now use aluminium alloy. These manufacturers consider the many advantages of aluminium alloy pistons are worth the additional expense of material and more accurate machining entailed in their use. Ford, always building his car to a standard not a price, was among the first to adopt this lighter material to use in his car. Chevrolet still uses the less expensive but heavier cast iron.

Proper bearing use determines life of car

The use of roller bearings in wheels, a general practice among builders of quality automobiles, is not followed by the price-built six manufacturer. Chevrolet supplies ball bearings to all needs regardless of strain or direction of load, using them on all four wheels and has a total of 17 ball bearings throughout the car. The Ford used roller bearings in all four wheels and has a total of 24 ball and roller bearings, more bearings of varied types than any other car selling for under \$3000.

Quietness of L-head Engine

The valve arrangement of the L-head engine employs fewer working parts and is fully enclosed and lubricated. It retains the quiet operation of factory adjustment with very little service. The valve-in-head motor with its many unenclosed working parts requires constant adjustment to maintain the quiet operation of new car performance. Chevrolet is the only large builder of six cylinder cars using the valve-in-head engine.

Rustless Steel vs Plating

Rustless steel is used by Ford in the same solid metal all through. Plating as used on the Chevrolet is only a thin coating which, when worn or scratched, becomes unsightly. Rustless steel is the sterling silver of bright metal parts.

Three-quarter vs Semi-floating Rear axle

In the Ford 3/4-floating rear axle the wheels revolve on bearings on the outside of the axle housing, thus the bearing carries the weight of the car leaving the axle shaft free to turn the wheels without the need of absorbing road shock. In the semi-floating axles used by Chevrolet the shaft revolves on the bearings inside the axle housing, placing the strain of body load and road shock on the shaft. This strain robs the shaft of driving power and often causes crystallisation and breakage.

With or Without Radius Rods

Heavy radius rods on the Ford keep the axles at right angles to the frame, preserving efficient brake action and easy handling on turns and rough roads. They also keep the driving units in alignment. Constructed without radius rods, axles of the Chevrolet lack this valuable support. The twisting action of front wheel brakes causes abnormal tyre wear and spring distortion.

Six Separate Brakes vs Four

In the Ford braking system, 4 service and 2 emergency brakes are full size and operate on separate drums, giving a total braking area of 225-1/2 sq in. On the Chevrolet, the brakes operate on the same drums, giving a much smaller braking area and less positive action on both service and emergency brakes. The Chevrolet has a total of only 138 square inches of braking area.

Bronze Spring vs Insulated Wire

On Ford, short bronze strips form weather and fool-proof leads from distributor to spark plugs. Heat, oil and water rapidly deteriorate the rubber insulation of ignition wires as used on Chevrolet, causing the loss of current, shorts and often engine failure in wet weather.

Notebook

BIRTHDAYS for APRIL: Birthstone: Diamond; Flower: Sweet Pea

Ron Andrews, Mavis Berkshire, Ken Brown, David Bussard, Jane Cocks, Laurel Cooke, Bill Cowlin, John Forbes, Ray Mahony, Toni Mahony, Jenny Perry, Doug Quinn and Rodney Spitz. Many happy returns of the day!

NEW MEMBERS: Two new families have joined us -

Greg Jago, [REDACTED] Australind. Greg and his father are restoring a phaeton.

John & Barbara Forbes, [REDACTED] Willetton. Ph. [REDACTED] The Forbes have bought a restored 1929 Roadster.

Please add these two new names to your register.

ADVERTISER: We have a new advertiser on the back page of your magazine. For all your painting needs give them a try and get a discount.

SPOKES: Many thanks to our avid reader, Rex Wilson, whose keen eye picked up the fact that the illustration pertaining to the article about spoke wheels in last month's newsletter had only twenty seven spokes, not the thirty as described in the text. Thankyou, Rex! Who else noticed?

WANTED: Volunteer to organise the June outing. YOU can be responsible for an exciting visit to somewhere in our great state. See Louise at the next meeting to inform her of your good deed for the month.

ALL AUTOMOTIVE PARTS SWAP MEET

Sunday 4th May, Cannington Show Grounds. All vehicle Makes & Models
Sellers \$5.00 per bay. Buyers/Lookers \$2.00 each. Gates open for sellers at 7.00am.
Buyers at 7.30am. Enquiries: [REDACTED]

ROCK & ROLL NIGHT 1997

Organised by the FX - FJ Holden Car Club. Saturday 24th May, 7.30pm - 12.30am.
South Perth Civic Centre. \$15.00 per head including supper.
For tickets please phone Ian Jones a/hrs [REDACTED]

ETERNITY IS.....

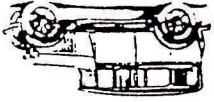
Looking for a highway exit when you're headed in the wrong direction.

Waiting for the lights to turn green when you've spotted an empty parking space across the intersection.

Waiting for the tow truck to turn up.

KIRUP CAPERS

By all accounts Easter was a great success. A full report of events is elsewhere in this newsletter.



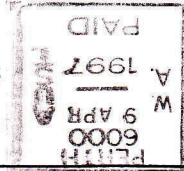
If undelivered, please return to:
Thornlie [redacted]
Western Australia, 6108

PAISLEY Ian & Dianne
[redacted]
NORANDA WA 6062



Western Model A News

COLLECT AUSTRALIAN STAMPS



THE FIRST



Motor Car - Manufacturer

... of petrol-driven vehicles was begun by the Rheinische Gasmotorenfabrik Karl Benz of Mannheim, Germany in 1888. Benz had produced the first efficient and commercial practicable motor car three years earlier, but the first recorded sale was made to Emile Roger of Paris, the invoice being dated 16 March, 1888. The 2hp, single-cylinder car, a three-wheeled, two-seater, was forwarded to Paris in four packing cases, and when it arrived Roger found he was unable to assemble the parts. He took the vehicle in pieces to the Panhard et Levassor factory to consult their engineers, but the car remained immobile until May, when Benz himself paid a visit to the firm

Benz issued their first catalogue the same year. Initially, the cars were all three-wheelers but, in 1893, two basic four-wheeled models were produced, the Victoria and the *vis-a-vis*. Neither of these being standardised, being built according to customer's specifications. Total sales for Benz vehicles at the end of that year stood at 69. The first standard model in series production was the Benz Velo, produced in April, 1894. Powered by a 1-1/2hp engine, it had a maximum speed of 12mph and was priced at 2,200 marks.

Benz und Cie amalgamated with the Daimler Motoren-Gesellschaft in 1926 to become the Daimler-Benz AG, manufacturers of the distinguished Mercedes marque that had been introduced by Daimler in 1901. BS •

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