



# Western Model A News

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

MAY, 1997

Year XVI Number X



WITHOUT NEEDLESS EXPENSE



*~Luxury and Economy are Happily Associated in the Ford Car~*

*Luxury at a low cost has been achieved in the Ford in a degree never before imagined. Luxury of appearance is here as well as the hidden luxury of fine materials and workmanship; and all without needless expense - for the Ford is pre-eminently an economy car.*

*Every mile travelled and all through the year, the cost of petrol, tyres, upkeep and depreciation is only half that involved in running a big car, while Ford service is available everywhere at trifling cost.*

*Emphatically, the new Ford is the ideal car for the man or woman who demands luxurious motoring yet who prefers to keep the extra money that a less economical car would waste in first cost and upkeep.*

Next Run/Meeting: Sunday, 25th May  
Meet at Garden City Shopping Centre, 9:30am

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

OFFICE B'LARERS: 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: [REDACTED] Thornlie, W.A., 6108

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

**SUNDAY, 25TH MAY**

Meet at Garden City Shopping Centre, Booragoon  
9.30am for 10.00am start.

The Bussards have organised a trip to the Marapana Wildlife Park  
located in Amarillo Road, Baldvis and have negotiated  
a discounted entry. \$4.50 Adults & Pensioners, \$2.80 Children.

**SUNDAY, 22ND JUNE**

Alan & Edith Jeffree organising.

**JUNE/JULY, 1997**

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

**JULY, 1997**

**COMBINED CAR CLUB QUIZ NIGHT**

**SUNDAY, 13TH 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

**MINUTES OF GENERAL MEETING HELD AT  
REG & CORAL BLEWETT'S HOME  
Victoria Park WA on Sunday, 20th April, 1997**

Meeting opened by President at 1:55pm. Attendance and apologies per attendance book. President thanked Ron and Leslie for organising the run and the Reads and the Blewetts for opening their homes and workshops to the members.

**MINUTES:** As per last newsletter report.

**BUSINESS ARISING FROM MINUTES:**

**June Outing -** To be organised by Reg & Coral Blewett.

**CORRESPONDENCE IN:** Public Liability Insurance from Shannon's insurance; Stoker's Cafe Kiosk; Minutes of the CCC; New Norcia Hotel; Hotel Bentley; Vital Equipment Products; Mulberry Farm; HP Management; ABR; All Auto Swap; Rock 'n' Roll Night; Maurice Brockwell.

**CORRESPONDENCE OUT:** Invoice to Park Automotive Supplies; Model A Ford Club Victoria; J & B Forbes - Membership Application; G. Steere - Membership Application. Moved J. Laurie, seconded S. Read correspondence be accepted as correct.

**FINANCIAL REPORT:**

Opening Balance:

01/02/97	\$12417.46	01/03/97	\$12547.62
Receipts	<u>218.02</u>		<u>240.00</u>
	\$12635.48		\$12787.62
Payments	<u>87.86</u>		<u>267.30</u>
Balance	<u>\$12547.62</u>		<u>\$12520.32</u>

Financial Report moved as correct by J. Williams, seconded P. Sartori.

**GENERAL BUSINESS:**

**Correspondence:** Jim & Gae Galway are arriving early July from New Zealand. Evening to be organised.

**AGM:** Vacancies for all positions will become available.

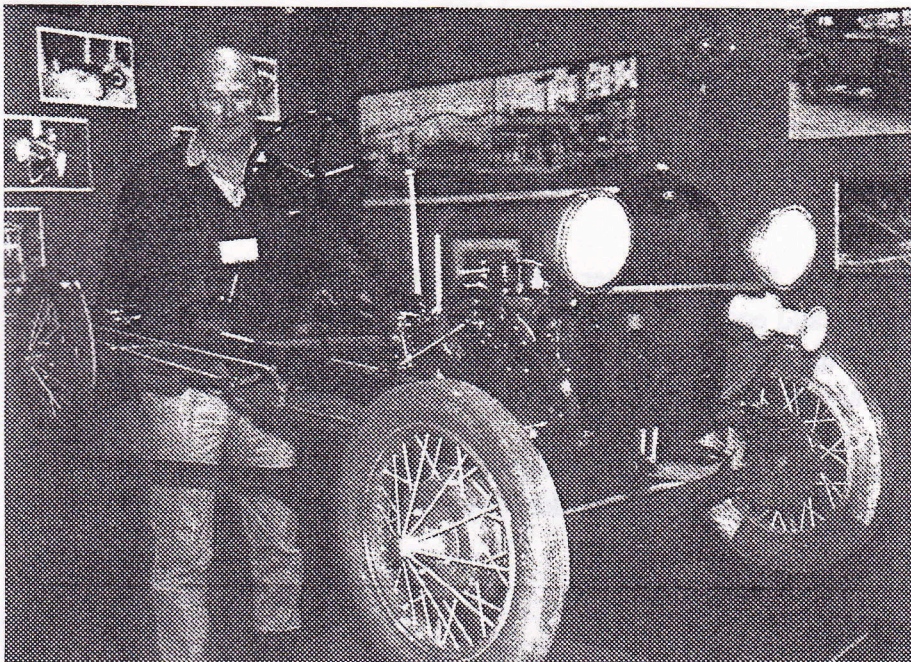
**Wildflower Run:** Jim advised that the Creedys from SA will be joining us for the tour. Bookings will be organised when the Williams return from their holiday.

**Binders:** J. Laurie requested the purchase of binders for The Restorer magazine. His request was seconded by S. Hall. All agreed.

**Videos:** D. Bussard advised he had all the videos with him if anyone wished to borrow any.

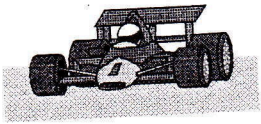
**Meeting Closed 2:10 pm.**

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From the Australian Handyman Spring 1996 edition  
**SYDNEY SHOW SNAPS**

- American visitors from Ford USA asked Neville Jones from Baulkham Hills to name his price for his incredible 1928 Model A Ford chassis. The chassis is constructed entirely of wood, even the spark plugs. Only items not made of wood were the badge, fan belt and flyscreen radiator cover. Neville used jarrah, Oregon and Qld maple. Every item is wood jointed; not a screw or nail was used.



## RESTORATION RUN 23RD APRIL, 1997

The day started out fine but by the time we arrived at the Causeway to meet up with the rest of the Model A Club members, grey skies were closing in.

A total of eleven Model As and five assorted Brand X moderns were assembled and ready for a 10:00am departure. Unfortunately Max and Dora Annear were attending a motorcycle hill climb so we had to do without the rally marshal whistle to call the crowd to attention.

First call was to Armadale to inspect Ron's 1929 Roadster and a welcome morning tea stop. Reaction to the modifications made were mixed but all in good humour.

Next stop was to Steve and Louise Read's to inspect Steve's hastily assembled 1929 Closed Cab Pick-Up. Also of interest was a 1927 Gwynne boat tailed speedster in for a king-pin repair. Keen interest was shown by members who discovered the Aladdin's Cave of local and imported Model A bodies and parts stored in the yard.

A short run to Victoria Park was next to have a look at Reg and Coral Blewett's collection of cars and memorabilia. This never ceases to amaze all members, both new and old. We stopped for lunch under the patio, following which the April meeting was conducted.

Last stop of the day was to Alan and Edith Jeffree's where obviously a lot of preparation had gone into cleaning the sheds and assembling the cars. The 1933 Ford V-8 Roadster and Briggs bodied four door sedan were both well underway and will be a welcome addition to the Club runs. The weather held out and an enjoyable day was had by all. It was good to see such a turnout of cars, including a ute and truck, some of which have not been sighted for quite some time. Special thanks must go to the members who opened up their sheds and to the ladies who provided coffees and afternoon teas.

Ron & Leslie



\*\*\*\*\*

On our recent trip to Kirup, many of us enjoyed Helen Moorehead's cake, so here for your enjoyment is Helen's famous recipe for:

### Canadian Lumberjack Cake



1 cup peeled, chopped apple - Granny Smith (Approx 2 apples)  
185g (6oz) chopped dates  
1 tsp bicarbonate of soda  
1 cup boiling water  
125g (4oz) butter  
1½ cups plain flour  
½ cup brown sugar, firmly packed



1 tsp vanilla  
1 egg  
1 cup sugar  
½ tsp salt  
⅓ cup milk  
60g (2oz) butter extra  
60g (2oz) shredded coconut

Combine apple, chopped dates, bicarb of soda & boiling water. Allow to cool until lukewarm. Cream butter & sugar until light and fluffy, add egg & vanilla, beat well. Sift flour & salt, beat into creamed mixture alternately with cooled fruit mixture. Pour mixture into greased & grease-paper, lined deep 20cm (8in) square cake tin. Bake in mod. oven 1 hr 10 mins, or until cooked when tested.

Combine extra butter, brown sugar, milk & coconut in small saucepan, stir over low heat until butter & sugar have melted. Spread mixture over cooked hot cake, bake further 20 mins, or until topping is golden brown.

# Authentically Speaking

or: As Mr Ford Built the A.

## Model A Front Axle

Edward Francis & George DeAngelis  
from *Model A News* by Bevan Sharp

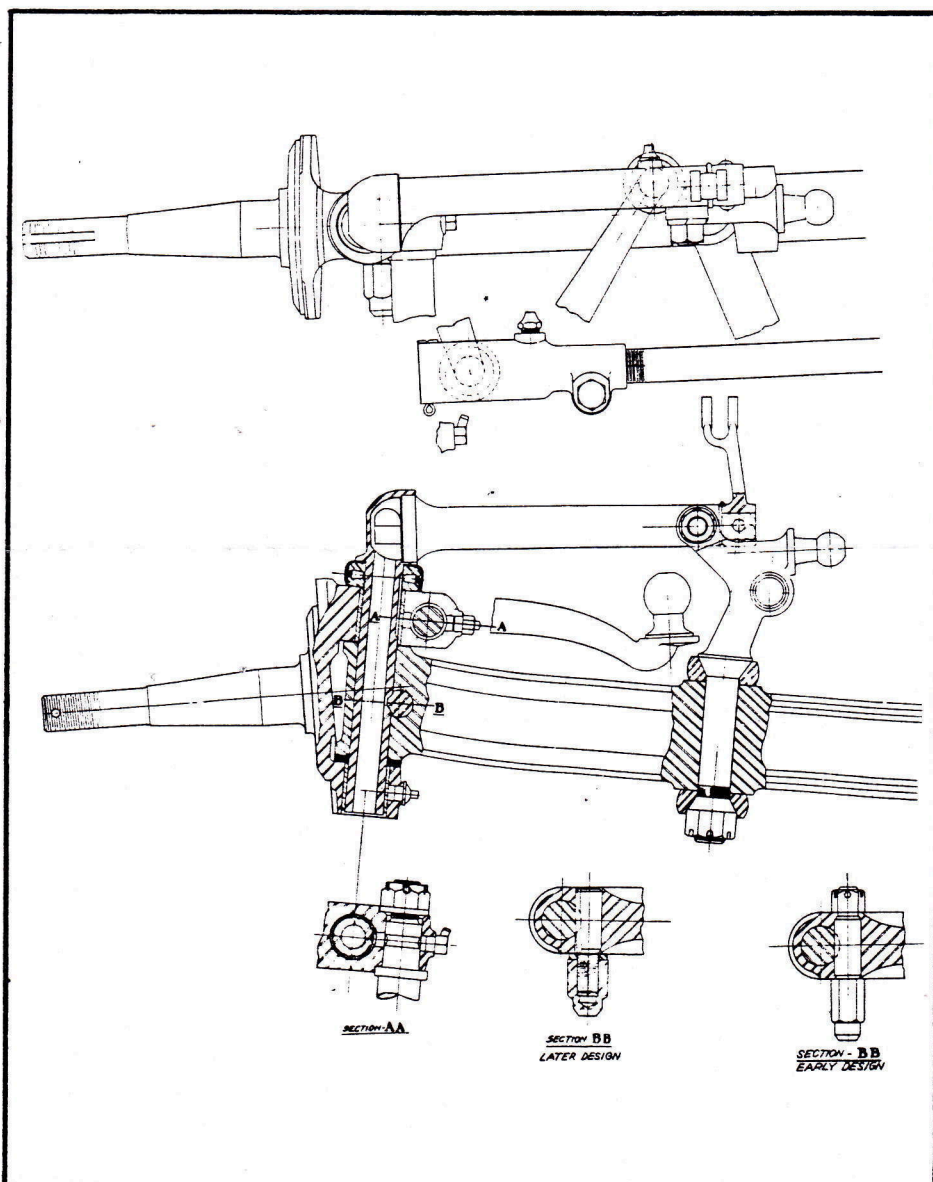
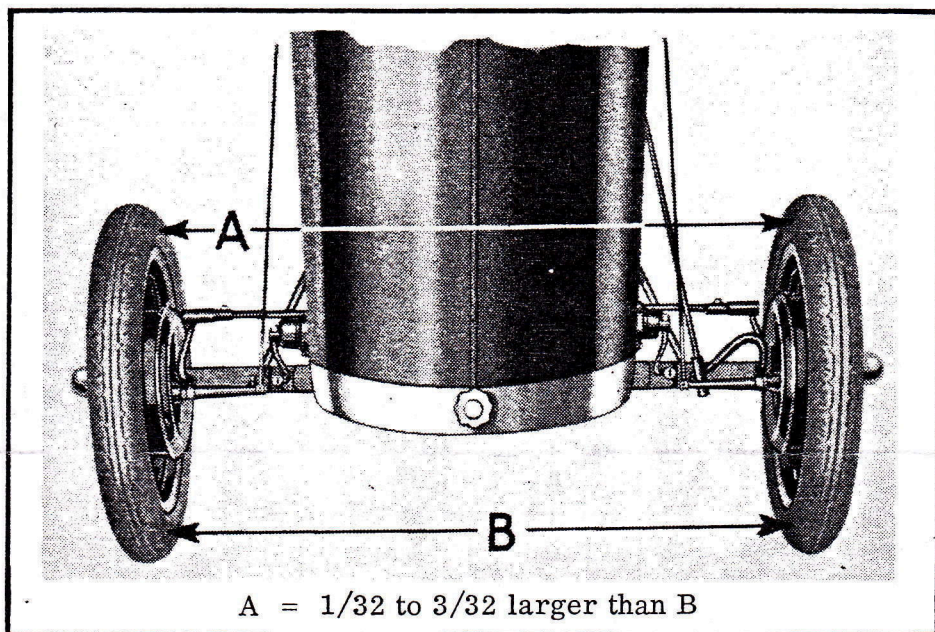
The single buggy spring-type front suspension, which had been in use on the Model T for many years, was continued on the Model A, but the front axle design and the steering geometry of the 'A' was new. The ends of the 'T' axle had a fork design with the upper and lower spindle bearings being part of the axle. On the Model A, the spindle bolt (or king pin) was securely fastened to the axle end and the wheel spindle contained the Ford design and the upper and lower bushings.

The front axle assembly consists of the axle, spindle bolt, spindle arm, spindle connecting rod (tie rod), spring perch, drag link and radius rod. During 1927 and early 1928, the design developed from a beefed-up 'T' to the new Model A. After these early changes, the axle remained practically unchanged for the remainder of the Model A production.

The spindle bushings on the original design had a shoulder between the axle and the spindle. This design was made obsolete and was replaced with the roller-bearing type before Model A production started in 1927. In addition, the grease cup-type lubrication method, similar to Model T, was replaced with standard zirk fittings for upper and lower bushings.

The spring perch on the first 200 cars did not have a ball for connecting the shock absorber link and, of course, there were no shock absorbers. This lends support to the story about Ford when, just before announcement time for the new Model A, he decided to take the wheel himself. He stepped down hard on the throttle, butting across rough fields and over ditches and rocks. Upon returning he said: - 'Runs too hard. Put on hydraulic shock absorbers.' It is very unlikely that any of these cars are still in existence.

The original design of the spindle arm was also different. The arm was 7/8-in in diameter and tapered down to 9/16-in at the neck of the ball. The heavier design with the flanges under the ball was put in



use in February, 1928, and was identified as A-3130-B. To reduce front tyre wear, the curvature of spindle arm A-3130-B and A-3131-B was revised in September, 1928, and remained unchanged after that date.

The most significant changes on the front axle assembly occurred on the spindle bolt (king pin) and its matching locking pin. There were three different designs and, if these parts are to be replaced, care should be taken so that the locking pin corresponds with the spindle bolt. The 'A' design was obsolete before the Model A was put into production, which means that none should be in existence. The 'B' design (A-3115-B) with the hex head locking pin and cotter pin type nut was used up to August, 1929. The 'C' design (A-3115-C) was a tapered pin with no head and the nut was held in place with a lock washer instead of the cotter pin. Incidentally, the nut on the locking pin also acts as the stop, which limits the turning radius of the front wheels.

The spindle bolt roller bearing which was introduced with the 'B' design spindle bolt was changed in September, 1928. The later design was larger in diameter and had a greater load-carrying capacity. Either bearing can be used with either design spindle bolt.

There were three designs of the front axle, but only two were put into production. The only difference between the early design (A-3010-B) and the later design (A-3010-C) was the strengthening of the web between the radius rod mounting base and the spindle pin. The change was made shortly after February of 1928.

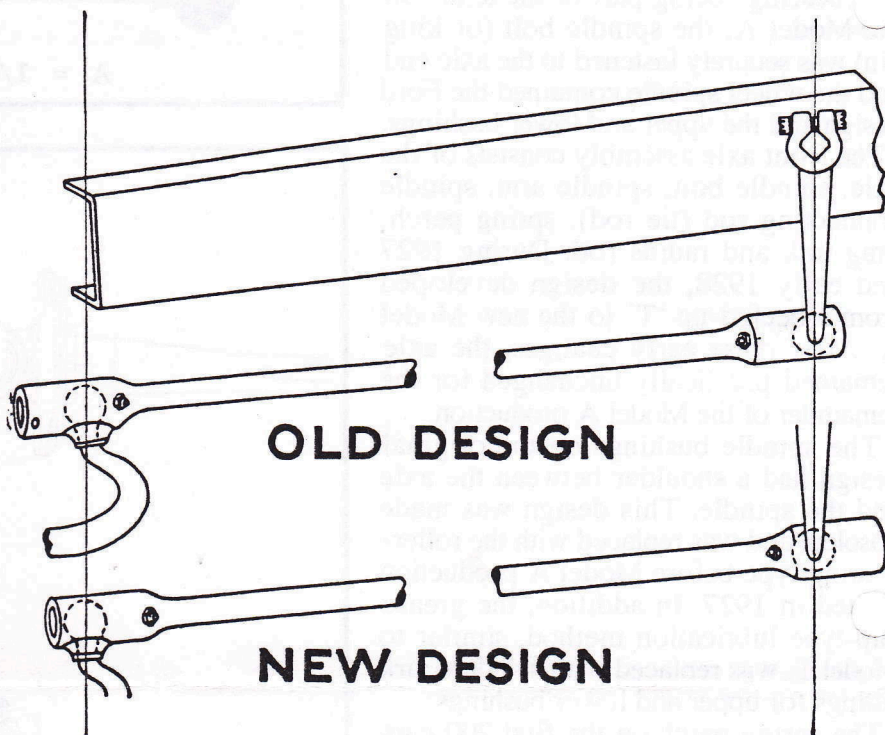
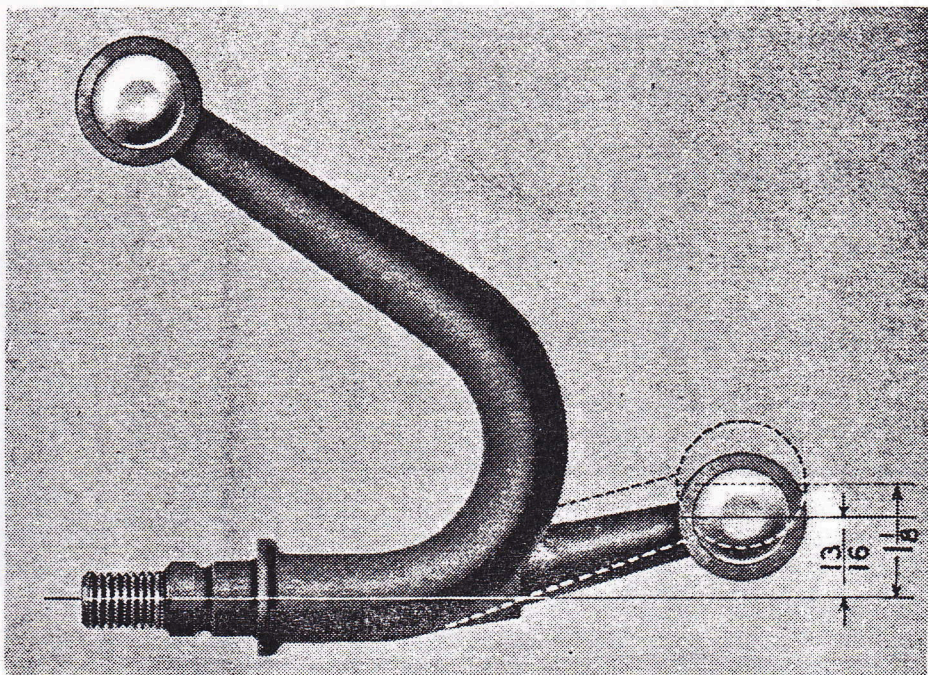
Even though two designs of the radius rod existed, only one was put into production. All Model A-s used the same radius rod (A-3405-B).

The spindle connecting rod (tie rod) was made of a steel tubing with a plug at each end. There were four methods of fastening the plugs:- brazed, welded, serrated or spun. Either could have been used.

There was very little change in the drag link. The most significant change was the method of installation. The opening for the ball was located 7/8-in from the end at the rear end, and 1-27/32-in from the end at the front. In October, 1928, the ends were reversed to provide more clearance. This change required a relocation of the grease fittings.

In conclusion, major changes of the front axle assembly occurred prior to March, 1928, and only minor changes were made from that date to late 1929. No changes were made during 1930 or 1931. ES •

**The wheel was man's greatest invention - until he got behind it!**



**From FORD SERVICE BULLETIN, February, 1928**

When connecting the ball end of the front radius rod to the clutch housing, it is very important that the ball cap bolt sleeve (A-3435) is in place on both radius rod ball cap bolts. The sleeves prevent the ball cap springs being fully compressed when the ball cap nuts are tightened. If the sleeves are not in place, the radius rod ball will be clamped solidly between the ball caps, thus preventing it from having its natural motion with action of the front springs. This condition throws a heavy strain on the end of the rod where the ball is attached and may cause a fracture at that point.

The front radius rod is connected to the clutch housing as follows:- Slip radius rod ball socket over ends of ball cap bolts. Place a little cup grease on radius rod ball and insert ball into ball socket. Place bolt sleeves over ends of ball cap bolts and position ball cap over sleeves and against ball. Next insert the two ball cap springs over the sleeves and run down the two ball cap nuts sufficiently far to permit locking them in place with cotter keys. ES •

## Using your Model A Ford as a Mobile Kitchen

Our Club has organised several "manifold cooking" trips over the years. Here are some extremely practical ideas to utilise your Model A on long runs and help to stave of "the munchies" as you travel along those long, boring roads.

The Model A is so ideally-suited to its other use as a cooking medium one wonders if Henry Ford (or, perhaps it was Edsel) actually designed certain aspects of our favourite motor vehicle to be specifically used for this purpose - perhaps there are some secret culinary files stored in Dearborn?

The ideal method is to "cook as you drive". However, if you wish to start cooking you obviously need a hot engine. Just retard the spark and keep the motor running at a moderate speed - it'll soon warm up to a useful temperature and you can start cooking.

Step one is to remove the bonnet (hood) and you will see two rods running from firewall to radiator - rumour has it that research at Ford's Greenwich Village shows that these rods were designed for making beef jerky. Cut 2" strips of beef 3/16" thick (use a micrometer) and hang the strips on the rods. Leave the engine running overnight and they will be ready by morning.

If you would like a boiled egg for breakfast - rip off your wife/girlfriend's tights (or proposition a passing lady and ask for hers), cut off one leg (of the tights - not the passing lady), insert an egg in the toe of the tights' leg (boiling water will act as a steriliser) and drop into the radiator.

If you fancy corn on the cob - tap a 3/16" thread into the thick end, screw in an eyebolt, attach a piece of string and plop into the radiator. (Beware if you use a coolant!)

Buy some of those "little boy" red frankfurter things, slit them half

way through and slide over the spark plug connectors to cook.

Stir-fry dishes can be made directly on the head if you don't mind a bit of mess on your motor.

**Warning** - Although the original paint on your Model A head would have been lead-free, who knows what has been added since, so it may be wise to take a scraping for analysis before cooking directly on the head. It may be wise to use a degreaser - then just slap on some cooking oil, follow with cubes of meat and your favourite vegetables and stir-fry merrily away!

Many members may fancy a baked potato with their meal and that's very easy. Get a pair of pliers or wire cutters, or that handy junior hacksaw, out of your trusty tool kit, wander over to the closest paddock and snip about three meters out of the nearest barbed wire fence - leave a note for the farmer saying you saw someone in a Chevrolet cut the wire.

Wrap the wire completely around the motor of your Model A and stick the raw potatoes into the barbs (this is best around the manifold area). The barbs in the wire were made to help transfer the heat into the centre of the potato, if the wire is a bit rusty this will serve a dual purpose of adding extra iron to your diet.

As all right-hand drive Model A driver's feet know, a real "hot spot" is over the muffler. All sorts of goodies can be strapped to this area, such as: - steak, chops, sausages and so on and they will be cooked in quick time. Place a piece of aluminium foil under the meat to avoid any additional, undesirable "garnish" from the muffler sticking to your meal. Don't forget to stop and turn them over or they will be burned on one side and rawish on the other.

You can even make ice cream in your Model A by utilising that

famous "shimmy". In fact, it's even better if you accentuate the shimmy:- replace those new king pins with an old worn set (if you don't have any, someone will be happy to swap your new ones for their worn king pins), loosen up the steering sector to improve the wobble-response and disconnect the shock absorber arms. If you keep the speed around 20mph the shimmy-effect should be ideal to mix your ice cream.

Now, rivet a large tin (coffee or something) on top of the driver's side mudguard (fender) - you can paint it black to colour-coordinate and match your paintwork. This accessory is now deemed as an authorised accessory so will not effect future judging of your Model A for Concours events.

Fill a smaller can (which will fit comfortably in the larger can) two-thirds full with dairy half-and-half, 1/2 cup of sugar, one teaspoon of vanilla and a dash of salt. Put dry ice in the larger can, insert the smaller can and pack with more dry ice, seal on the lid and off you go shimmying happily down the road making your own ice cream!

Don't worry about paper plates - just drop out the headlight lenses which are not only practical, but also make elegant plates. Don't forget to clean the lenses before replacing them after you have eaten or you may not be able to see your way home too well after dark!!

Food can be wired to the fan blades for "aerial" cooking but items of equal weight must be attached to each blade to keep the fan balanced.

Cooking opportunities are only as limited as your imagination - have a go - "taken with a grain of salt"! •

*By Bevan Sharp from an idea by William Johnston in The Restorer.*

### THE FIRST



### Motor Insurance

... was introduced in Britain by the General Accident Co on 2 November, 1896. According to Sir Francis Norie-Miller, a few motor policies were issued 'almost simultaneously' with the minute of that date approving 'the manager's recommendation to issue a prospectus to insure motor cars'. These were effected under special conditions arranged between the Company and the insured. The first general quotation for motor insurance was made by the Scottish Employers' Insurance Co about a week later, offering coverage at 30s per car (£2 in London) plus 30s per cent (£2 in London) on the sum assured. Damage caused by frightened horses was specifically excluded. The first country to introduce compulsory third party insurance was Norway in 1912, in Britain it was not introduced until 1 January, 1931, under the Road Traffic Act 1930. ss •

# THE TOP TEN AMERICAN MOTOR VEHICLE RECALLS

from: *The Book of Lists 2* - published in 1980.

*Year Number recalled*

**1. GENERAL MOTORS 1971 6,682,084**  
1965-1969 Chevrolets, Chevy IIs, Novas, Camaros, Chevy and GMC trucks. **Problem:** Possible loss of control should left-front engine mount break.

**2. FORD 1972 4,072,000**  
All 1970-1971 passenger cars except 1970 Mavericks and 1970-71 convertibles; 1970-71 Ranchero trucks. **Problem:** Possible faulty plastic device (a 10¢ part) on front-seat shoulder belts.

**3. GENERAL MOTORS 1973 3,707,064**  
1971 Chevy Biscaynes, Bel Airs; 1972 Chevy Impalas, Caprices; 1971 Pontiac Catalinas, Bonneville; 1971 Buick Le Sabres; 1972 Pontiac Granvilles; 1972 Buick Centurions, Electras, Rivas; 1971-72 Oldsmobile 88s and 98s. **Problem:** Danger of steering system jamming.

**4. VOLKSWAGEN 1972 3,700,000**  
Recalled types 1, 2 and 3 for 1949-1969. **Problem:** Danger of wiper-arm failure.

**5. GENERAL MOTORS 1969 2,966,979**  
1968-69 Chevys, Pontiacs, Oldsmobiles, Buicks, Cadillacs, GMC trucks equipped with Quadra-jet carburettor. **Problem:** Danger of throttle sticking.

In 1978, **FIRESTONE TIRE AND RUBBER Co** recalled 10,000,000 tyres due to bubbling and tread separation danger at high speeds. In 1978, **ROLLS-ROYCE** recalled 2,000 1977 Silver Shadows, Corniche convertibles, Camargues. The recall took place after one owner reported that the brakes had failed. According to Rolls-Royce, their autos [*like the Model A Ford*] never break down; they 'fail to proceed'. ss •

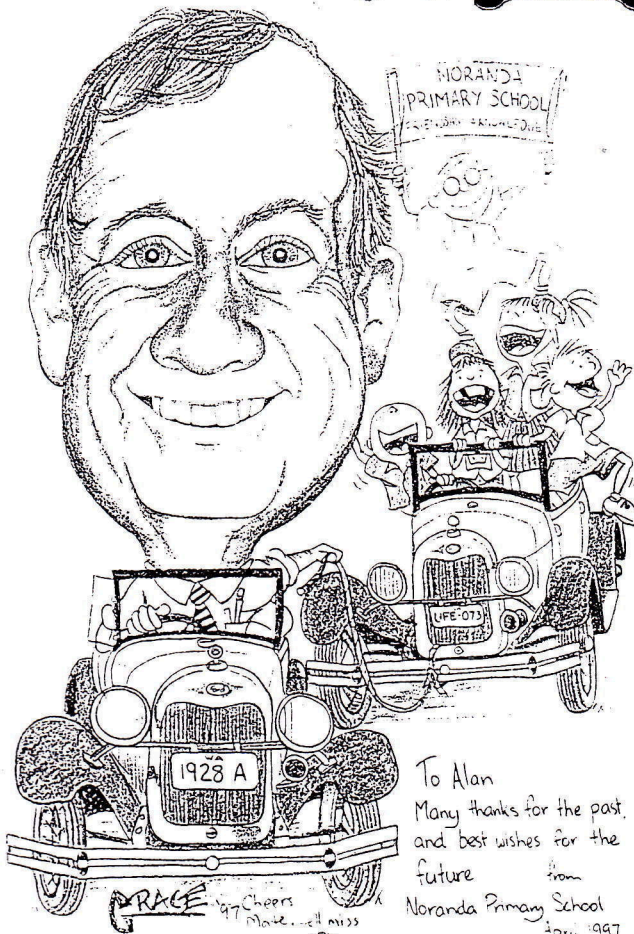
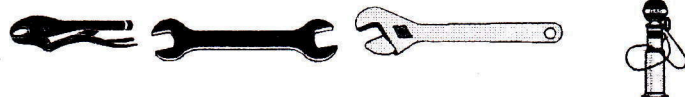
**6. HONDA 1977 2,830,000**  
1969-77 motorcycles (2,000,000), 1973-77 Civics, Accords (830,000). **Problem:** Possible defective exhaust thermo-sensor in cars, danger of fuel tank opening in motorcycles.

**7. GENERAL MOTORS 1969 2,570,914**  
1965-69 Biscaynes, Bel Aires, Impalas, Caprices (excluding wagons). **Problem:** Exhaust fume hazards.

**8. GENERAL MOTORS 1977 2,200,000**  
1976 Novas, Chevelles, El Caminos, Cameros, full-size Chevy sedans and wagons, Le Mans, Firebirds, Catalinas, Bonneville, Venturas, Grand Prix, Cutlass 88s, 98s, Omegas, Skylarks, LeSabres, Electras; Cadillac Callases, DeVilles, Broughams (except those with electric fuel injection); GM and Chevy trucks. **Problem:** Danger of power-brake failure.

**9. CHRYSLER 1977-78 1,670,000**  
1975-77 Dodge Darts, Aspens; Plymouth Valiant, Volares, Furies; Dodge Monacos, Coronets, Charger, Chrysler Cordobas with 318 and 224 cu in engines. **Problem:** Stalling, defect in accelerator pump seal.

**10. FORD 1978 1,500,000**  
1971-76 Pintos, Mercury Bobcats. **Problem:** Fuel tank modification due to danger of fires in rear-end collision.



- This caricature of Alan Jeffree was drawn by the father of one of his pupils. It was presented to him at a dinner in honour of his recent retirement.

Alan has a full size original of this artistic work, framed and hanging on his lounge-room wall.





# Notebook

**BIRTHDAYS for MAY: Birthstone: Emerald; Flower: Lily of the Valley**

Mavis Barendse, Dorothy Bennie, Barbara Blewett, Astrid Dalby, Jim Demiris, Hartley Edwards, Rosalie Eva, Elaine Gilberthorpe, Enid Harris, Alan Jeffree, Chris Marti, Louise Read, Marion Spitz, Rex Wilson and Pauline Wood. Happy Birthday.

**RETIREMENT:** Congratulations to Alan Jeffree who has recently retired from his Principal's job at Noranda Primary School. Enjoy!!

**FOR SALE & WANTED:** John Laurie has offered to organise a column for members who wish to buy or sell items, not necessarily Model A. For further information contact John direct on ph/fax [REDACTED]

**PHOTOGRAPHS:** Many thanks to the Guest, Jeffree & Sartori families for their invaluable contribution of photos of recent outings for the club album.

**MOTOR FOR SALE:** Rebuilt Model A motor. Price \$1600. Contact Steve Read phone [REDACTED]

**KIRUP 1998:** Due to the increasing popularity of the annual migration of Model Aers to Kirup at Easter time, the organisers are having to restrict the number of attendees to forty. If you wish to attend next year it will be on a first in gets to go basis.

**AGM:** As mentioned in the minutes, all committee positions will be vacant. If you would like to offer your services for any of the vacancies, make sure you attend this important meeting on the **13th July**.

**HAPPY MOTHER'S DAY:** To all our hard working, ever loving, non-complaining Mother's, take a day off and enjoy it. YOU deserve it!!

**EDITOR'S DILEMMA:**

Getting out a journal is no picnic, If we print jokes, people say we are silly,  
If we don't they say we are too serious,  
If we clip things from other magazines we are too lazy to write them ourselves,  
If we don't, we are stuck on our own stuff!  
If we don't print every word of *all* contributions, we don't appreciate genius.  
If we do print them, the columns are filled with junk!  
If we make a change to the other fellow's article, we are too critical,  
If we don't we are blamed for poor editing.  
Now, as like or not, someone will say:  
"They swiped this from some other source."  
I DID !!

HAPPY  
OTHER'S  
DAY

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

PAISLEY Ian & Dianne  
NOKKANDA WA 6062



# Western Model A News

COLLECT  
AUSTRALIAN  
STAMPS



## THE FIRST

... was *La Locomotion Automobile*, a monthly founded by Raoul Vuillemont and first published at 2 place du Caire, Paris, on 1 December, 1894.



## Motoring Journal

In Britain, the *Autocar*, edited by Henry Sturme, was published weekly, price 3 pence, by Iliffe & Son of Coventry, commencing Saturday, 2 November, 1895. In his opening leader, the Editor assured the equine interest that there was little prospect of cars every driving horses from the roads, adding benignly that the only likely effect would be in future 'he will exist under improved conditions'. There were at this time probably less than a dozen cars on the roads of England and predictions tended to be optimistic rather than coolly rational. 'In the present congested state of many of the streets in large towns' wrote Sturme blandly, 'it will be of incalculable benefit when horseless carriages become common'.

In the age before motor cars became general, the motoring press was remarkable chiefly for its proliferation. No less than eleven titles had been registered before the end of the century and a total of seventy-four by 1914. Two of these were attempts to produce daily newspapers for motorists - *Daily Motoring Illustrated* which survived for eight issues in November, 1904; and the *Daily Auto* of 1908, which failed after the first issue. A similar fate attended a paper started the same year in the interest of the majority who did not own cars, and which bore the striking title *The Non-Motorist*. Of the general motoring journals founded during this period, only two survive - *Autocar* (1895) and *Motor* (1903). BS •

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Discounts apply for club members who present this advert upon the purchase of products at both PARK AUTOS STORES...