



# Western Model A News

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

YEAR XVIII Number IV

NOVEMBER, 1997

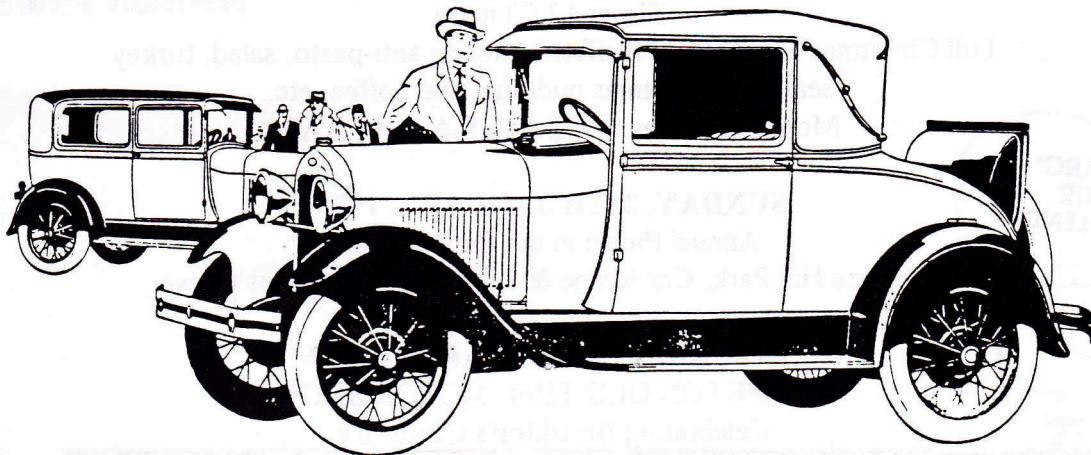
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THE MOTOR IN AUSTRALIA

January 1, 1929

## The NEW CAR

*A Distinctively Fine Car in  
the field of light-weight cars*



*Ford*

FORD MOTOR CO. OF AUSTRALIA PTY. LTD., BRANCHES IN ALL STATES

NC7/M.

Next Run/Meeting: Sunday, 23rd November  
Meet at Raffles Pub, 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:* STEVE READ ██████████ *Secretary/Treasurer:* JOHN & SHIRLEY HALL ██████████  
*Vice-President:* RON ANDREWS ██████████ *Vehicle Examiner:* STEVE READ ██████████ *Editor:* LOUISE READ ██████████

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

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

**15th & 16th NOVEMBER**

Bendigo Swap Meet

**SUNDAY, 16TH NOVEMBER**

ALL FORD DAY - Lathlain Oval

Entrance/Trade Bay enquiries [REDACTED]

Bill Cowlin to co-ordinate this event.

Please phone him on [REDACTED] if you wish to participate.

**SUNDAY, 23RD NOVEMBER - TIMMINGS BASH**

This long awaited event is to be combined with an immensely challenging contest of skill, stamina & imagination with prizes, the likes of which have hitherto been unheard of, on Model A runs.

Assembly time is 9:30 at the **Raffles Pub**, for a 10:00 am start.

Late comers will be shot!

Bring either picnic lunch or BBQ available.

**SUNDAY, 7TH DECEMBER**

Christmas Buffet Lunch organised by Edith Jeffree

**Venue:** Radisson Hotel, The Esplanade, Scarborough, in the Pines Restaurant. Heaps of parking.

**Cost:** \$27.00 per person, buy your own drinks. **NOT \$25 as**

**Time:** 12:00 noon

**previously advised**

Full Christmas Hot & Cold Buffet, including anti-pasto, salad, turkey, seafood, Christmas pudding, tea, coffee, etc.

Money & names to Edith **A.S.A.P. PLEASE**

**SUNDAY, 25TH JANUARY, 1998**

Annual Picnic in the Park held at

Manners Hill Park, Cnr Keane & Lilla Sts, Peppermint Grove

**SATURDAY, 28TH MARCH, 1998**

**BROOKTON OLD TIME MOTOR SHOW**

Celebrating Brookton's Centenary

A Fantastic Family Fun Day. Accommodation available

For more information phone [REDACTED]

**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

[REDACTED] DICKSON, ACT 2602.



'MARC'  
YOUR  
CALENDAR

**RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

*\* Cylinder Head Service \* Reboring and Sleeving \* Crankshaft Grinding*

*Recommended by MARC member*

Established 1973

18 RIO STREET, BAYSWATER

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34 years Experience

# MINUTES OF GENERAL MEETING HELD AT WUNGONG DAM

Sunday 26th October, 1997

Meeting opened by Ron Andrews at 1:15pm. Attendance and apologies as per book.

Visitor Nell Blend (Coral Blewett)

**Previous Minutes** as per newsletter report. Moved John Moorehead, seconded Jack Berkshire.

**Business arising:** Nil.

**Correspondence In:** CCC minutes and events list. Whitby Falls thanking us for attendance.

CAMS. Brookton Old Time Motor Show. Herbalworld. Restorers Hotline.

**Correspondence Out:** Letter to Canberra with \$65.00 cheque.

Moved Peter Gilberthorpe, seconded Barbara Forbes.

**Business Arising:** Brookton discussed. Alan Smith and Bill Cowlin spoke re Club attending.

**Financial Report:**

|                                      |              |                   |
|--------------------------------------|--------------|-------------------|
| Balance per bank statement 1/10/97   |              | 613.59            |
| Deposit 3/10/97                      |              | 297.00            |
| Cheque 19 Trophy Donation            | 65.00        |                   |
| 20 Postage                           | 43.10        |                   |
| 21 Imprint Plastics                  | <u>39.00</u> |                   |
|                                      | 147.10       |                   |
| Bank balance as at 26th October, '97 |              | 763.49            |
| Cash & chqs on hand                  | 37.25        |                   |
| Raffle proceeds                      | 59.00        |                   |
| Badge sales                          | <u>24.00</u> | <u>120.25</u>     |
|                                      |              | 883.74            |
| Investment account                   |              | 10861.05          |
| Total Club Funds                     |              | <u>\$11744.79</u> |

**General Business:** Peter Gilberthorpe gave a comprehensive report on CCC activities, mainly on Concession Licensing abuses. Defacing of license plates is illegal. CCC to conduct training sessions for Club officers.

Bill Cowlin will co-ordinate All Ford Day. If you can attend phone him on 9524 1281.

Dora Annear advised of some new cottages at Nannup which would be suitable for a weekend away.

Approx. \$100 per couple per night.

Edith Jeffree wants numbers for the Christmas Dinner on 7th December.

Next Sunday, Bassendean Shire wants some cars from 10am to 4pm.

**Meeting closed:** 1:45pm.

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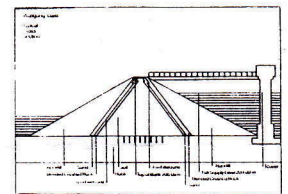
## MODEL A RUN 26th OCTOBER, 1997

Twelve Model As, a 1940 Ford coupe and a few modern cars assembled at the Bibra Lake Park for a leisurely morning tea along with the local wildlife including swans and ducks from the lake.

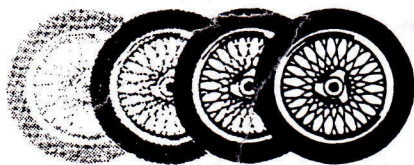
Departure time was 11:00 am. with a short rally including a run to Armadale followed by a scenic drive through the countryside at Bedfordale and finishing at Wongong Dam. The time for the run turned out to be critical as Nina & Jim Williams cooked their lunch of lamb chops and vegetables on a hot-plate positioned on the exhaust manifold of their Model A. Jim was heard to say that he had to re-tard the spark towards the end of the run to ensure the manifold remained at the correct temperature to finish the meal to perfection!!

It was great to see Hans & Glenda Hurij on a Model A run again after their four months of travelling around the north of Australia.

The weather was perfect and a relaxed time was enjoyed by all. Thanks to everyone who joined the Sartori & Moorehead families on this outing.



*John Moorehead*



COMBINED  
CAR CLUBS  
ASSOCIATION  
OF WESTERN  
AUSTRALIA (Inc)

## CALENDAR OF EVENTS

As at October 21 1997

**Bold letters** indicate Combined Car Clubs event

\* Indicates change since last calendar

# Indicates dates to be confirmed

### 1997

|          |    |  |
|----------|----|--|
| NOVEMBER | 2  | All Austin Day - Whiteman Park                                       |
|          | #  | Day of the Volkswagen (VW Club)                                      |
|          | 9  | Celebration of the Motorcar - Cottesloe Civic Centre (AEM)           |
|          | 16 | All Ford Day - Cannington (Falcon GT & Mustang Clubs)                |
|          | 16 | <b>Sports Register Sprint - Gingin (Triumph Sports Owners Assoc)</b> |
| DECEMBER | 15 | <b>CCC General Meeting 8pm - Jaguar Car Club Rooms</b>               |

### 1998

|           |        |  |
|-----------|--------|--|
| FEBRUARY  | 8      | All Chrysler Car Show - Forster Park, Cloverdale (R&S Valiant Club)        |
|           | 16     | <b>CCC General Meeting 8pm - Jaguar Car Club Rooms</b>                     |
|           | 15#*   | Wemyss Vintage & Classic Car Auction - Cottesloe                           |
|           | 22#*   | <b>Sports Register Ravenswood Day</b>                                      |
| MARCH     | 7#     | <b>Concours d'Elegance judging</b>   |
|           | 8      | Australian Grand Prix - Melbourne  |
|           | 15     | <b>Classic Car Show - Whiteman Park</b>                                    |
|           | 22*    | Swap Meet - Bassendean (VAA)   |
|           | 28     | Brookton Old Time Motor Show - Brookton                                    |
| APRIL     | 10-13* | Easter weekend - National Rallies in WA for Corvette, BMW, Citroen, Jaguar |
|           | 14#*   | <b>Sports Register Twilight Navigation Trial</b>                           |
|           | 14*    | Ford Birthday Parade (Classic English Ford Club)                           |
|           | 19*    | Joondalup Speed Classic - Joondalup (ATHEM)                                |
|           | 20     | <b>CCC General Meeting 8pm - Jaguar Car Club Rooms</b>                     |
|           | 23-27  | Auto Expo - Burswood Dome - date to be confirmed                           |
|           | 25,26  | The Classic Challenge rally (AEM)  |
| MAY       | 17     | <b>British Car Day - Gingin (Jaguar Car Club)</b>                          |
|           | 24#*   | <b>Sports Register Hillclimb - Northam (TCC)</b>                           |
|           | 31*    | WA Touring Car Championship Round - Barbagallo Raceway                     |
| JUNE      | 15     | <b>CCC General Meeting 8pm - Jaguar Car Club Rooms</b>                     |
|           | #      | <b>Sports Register Motorkhana</b>  |
| JULY      | #      | <b>CCC Quiz Night</b>  |
|           | #      | <b>American Car Day (Studebaker Car Club)</b>                              |
|           | 26*    | <b>Sports Register Day Trial</b>   |
| AUGUST    | 17     | <b>CCC Annual General Meeting 8pm - Jaguar Car Club Rooms</b>              |
|           | #*     | <b>Sports Register Racetrack Day</b>                                       |
| SEPTEMBER | #      | MX5 Club National Rally  |
|           | 18-20  | Classic Rally - Perth & Busselton (AEM)                                    |
|           | 26,27* | Albany Tourist Trophy - Albany (Vintage Sports Car Club)                   |
| OCTOBER   | 3      | Bathurst 1000  |
|           | 11*    | Auto Jumble (VCC)  |
|           | #      | French Car Day   |
|           | 27-31* | Ferrari Register national rally  |
|           | 18*    | <b>Motor Museum Rally</b>  |
|           | 25*    | York Flying 50 Speed Classic (ATHEM)                                       |
|           | 25*    | American Car Rally (American Car Club)                                     |
| NOVEMBER  | 1#     | Celebration of the Motorcar  |
|           | #*     | <b>Sports Register Gingin Sprint Day (TSOA)</b>                            |
|           | #      | Rally Australia - World Rally Championship (Eventscorp)                    |

**NOTES:** This page may be published in your club magazine. Details are subject to change without notice, and no responsibility accepted by the Combined Car Clubs Association of WA (Inc) for incorrect information. Updated calendars available at Combined Car Clubs meetings, and will be mailed to member clubs by the Secretary. Updates and enquiries should be directed to Andrew Egginton on 9249 9457



## OUR TRIP, 1997 *Reg & Coral Blewett*

Towards the end of July, we loaded our landrover with fuel, food, water, tools, spare tyres, etc. We hooked on our 37 year old Cargill trailer, which was to be our bed for the next five weeks, and set off to travel to Queensland, via the road through Warburton, Docker River, Alice Springs and across the Plenty Highway. (Well named, plenty of dust!)

The first night we found a good camping spot near Merredin. During the night Reg became very ill, we thought we were going to have a very short holiday. Over the course of the next day and night, Reg improved quite a bit, so we decided to continue our journey.

On reaching Laverton, the end of the bitumen and the last reliable fuel stop, we topped up our tank and jerry cans and set off towards Ayres Rock.

There are some roadhouses interspersed along the track, but the Warburton Roadhouse was closed. Some days later, the Olgas came gradually into view, rising out of the plain. Twenty miles then to Ayres Rock. After refuelling at Curtain Springs, we headed for Kings Canyon. After walking the gorge, we headed across a gravelly, sandy road to the Henbury Meteorite Craters. This part of Henbury Station has been declared a National Park. There are explanations of how the craters were formed. Quite amazing. On reaching Alice Springs, our first stop was, of course, The Transport Hall of Fame. This museum houses, the old Afghan Locomotive, various historical trucks and cars, some still under restoration. One man has contributed quite a lot to the displays. He has modified a Chrysler Station Wagon, which has a gas producer. The rear of the vehicle folds out into tent accommodation for several people and is an enormous mobile home. It also has built in shelves for tools, etc. The pictorial display of historical vehicles and their stories is still being put together.

After a few hours here, we continued into Alice Springs township, which has certainly grown since our last visit. From Alice Springs we travelled north for about 50 kilometres, then east on the Plenty Highway.

'The Gem Tree' looked interesting, so we turned in, to find a little oasis in the desert. A duck pond, surrounded by Sturt Desert Peas, shady trees with tables and chairs and a caravan park, were pleasant surprises. But more was to come when we entered the shop. Here we found polished gemstones and jewellery. Three jewellers were busily polishing and setting more. The proprietors also offered a mining right, maps and equipment for anyone wishing to find their own gemstones.

One evening we camped near a creek crossing but drove back into the bush so we wouldn't be showered with dust if any vehicles drove past. We had just settled down for the night when we heard a lot of bellowing and huffing. Realizing that a bull was not happy at our being in his territory, we re-connected the battery and started the engine. Thinking this would make the bull go away, we settled down again, only to be disturbed by more huffing and bellowing. Reg said, "Stay in the trailer and I'll move out of its way." I stayed put, catching items as they fell onto the bed and making sure nothing fell from the trailer. We bumped through rutted tracks and back closer to the road. This obviously satisfied the bull and we finally got to sleep.

At Winton we saw a Dodge Truck like ours, this one was going and in original condition. Reg spoke to the owner and had a look over the truck. The museum here is very good, with old cars (naturally) and much of historical significance.

Between the main road and the railway line at Barcaldine, old cars, trucks, tractors, even a ship's chain with massive links, line the verge. There is also a building with more relics. The head of a platiosaurus, which has been unearthed in the vicinity, and fossilised palm trees over 100 million years old are among the display.

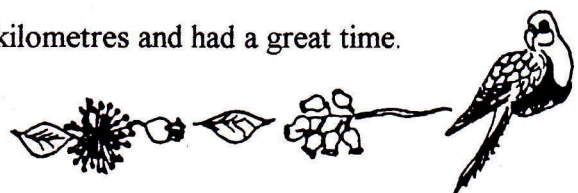
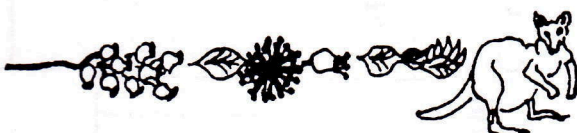
Coming through one town, near Steele Rudd's Road (author of 'Dad & Dave') we saw an old man with a hessian bag coat over his shoulders, leaning heavily on his stick and minding his cows, who were also wearing hessian bag coats. (Reminded us of Dad & Dave.)

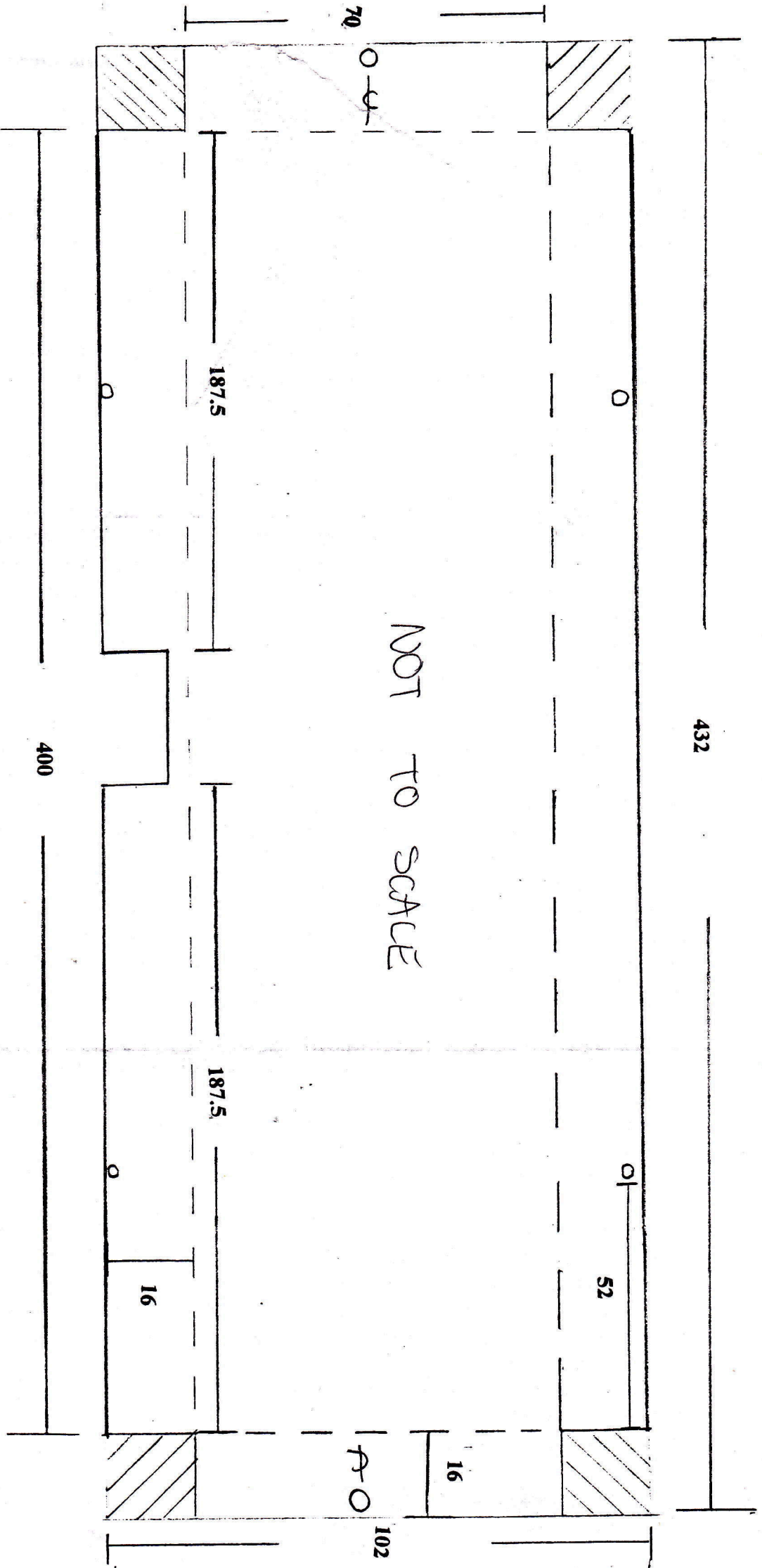
We stayed with Reg's brother and sister-in-law in Northern New South Wales for a few days.

They have a beautiful home surrounded by fruit and nut trees and their own waterfall. Even a couple of carpet snakes live in their shed.

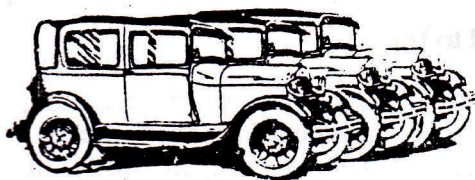
We visited Sydney, with Reg planning to buy up at East Coast Antiques, only to discover a note saying the staff were on a weeks' holiday.

We had rain two days of the five weeks, travelled 11,200 kilometres and had a great time.





- Here is the pattern for Jim Williams' tray for cooking a meal on the manifold. All measurements are in millimetres and it has to be 16mm high to allow for the spark control. Side holes are needed for wire to hold plate on manifold. End holes are made central and they hold the tucker in place. After you have cut and folded the metal, weld the corners together. It is all made out of 1/16th material. So now it's over to you, make this handy little gadget and get cookin' on the next run!!



# MADE IN CANADA

From "Canadian-built Model A Fords" - *"The Restorer"*, May-June, 1987  
Based on information taken from original Canadian Ford parts catalogs and Service Bulletins, as well as study of original Canadian-built Model A Fords.

In nearly all cases where a U.S.-built part would be marked "Made in U.S.A.", the Canadian part is marked "Made in Canada". A few exceptions include the patent data plates on the ignition switch and horn. Announcements in the Canadian Service Bulletin were about two months later than U.S. announcements. Also, as parts were obsoleted in the U.S., some of the unused parts were shipped to Canadian assembly plants.

One of the most distinctive features of the Canadian-built Model A was the use of Robertson head screws in place of the standard, slotted head machine and wood screws. These fasteners were supplied by the P. L. Robertson Company of Milton, Ontario for the Model A production years only. These screws have a square recess in the head. Although they were used almost everywhere on Canadian bodies, they were not used exclusively. The following were slotted head fasteners:- front fender to radiator splash shield (not plated), radiator splash shield to frame (not plated), door latch to door, all screws on the starter, generator, distributor and hood latches.

Some body styles were shipped into Canada for assembly using both American and Canadian-made parts. Examples of assembled vehicles shipped into Canada include the Cabriolet (68-B) built by Murray. In all cases these vehicles would now have Canadian engine numbers. Following are some other unique differences:-

## Canadian Trucks

During 1928 and 1929 Ford of Canada did not produce a closed cab truck. Several body manufacturers supplied the bodies, which differed greatly from the ones made by Ford in the U.S.

The one-and-a-half ton truck was called the "AAC". The running gear of this truck was different from the U.S. version, the most notable difference being wooden spoke wheels and the different rear axle assembly.

*The following, describe the specific differences found in Canadian-built Model A-s.*

## Area 1 - ENGINE COMPARTMENT

Only early cars (up to approx. September, 1928) had a manufacturing date stamped on the firewall.

The patent data plate is different from U.S. cars. Some early cars had the patent plate on the driver's side of the firewall. Evidence shows that the patent data plates were not used on 1929-31 cars. The holes were drilled in the firewall, but quite often are found filled with paint. Some cars that were assembled in western Canada had an additional plate attached to the firewall. These were not Briggs or Murray body plates.

No late-1931 indented firewall models were produced, so the gas shutoff valve on such models would never be found on Canadian-built cars. Likewise, Zenith side-bowl filter types of carburetors were not used.

The rear engine mounts on Canadian cars were of two styles, both different from U.S. cars. From February to June, 1928, they were pressed steel; from June, 1928 to the end of production they were forged steel.

All engine compartments of western Canadian cars could be either Ford Engine Green or Grey, including the starter, generator, intake manifold, oil filler pipe and transmission. These two engine colours were found throughout production (but not mixed on one vehicle).

## Area 2 - ELECTRICAL

The powerhouse generator was used after the April, 1929 cutoff date typical of U.S. production, but the exact cutoff date is not known. Four different styles have been identified in Canada.

The generator cutout had a letter "C" stamped under the Ford script. The early cutouts were side mounted

on the powerhouse generators, later top mounted.

Coils often had Ford script on the upper body, and a maple leaf design with an "A" in it on the lower body.

## Area 3 - COOLING SYSTEM

A fan shroud was used on 1928 and 1929 vehicles, then discontinued in 1930.

## Area 4 - UNDERCARRIAGE

Fender braces were same as U.S., however may have run 60 days longer. Forged fender braces were commonly found on 1930 and '31 Canadian front fenders.

In 1930, the rear fender braces were changed from a forging to a stamping. Some 1930 front braces of the stamped variety are also found. -*That's what it says, Ed*

## Area 6 - INSTRUMENTS

The ignition keys A801 - A1050 were shaped differently, even though all pop-out switches were manufactured in the U.S.A.

The speedometer would be calibrated in kilometers if the car was manufactured for export to Europe.

## Area 7 - BRAKE SYSTEM

Brake and clutch pedals on right hand drive export vehicles were round rather than oval.

The emergency brake was a squeeze grip type in front of the shift lever up to end of March, 1929.

## Area 8 - STEERING COLUMN

The two-tooth steering gear sector assembly was not available in Canada until May, 1930.

## Area 10 - GLASS AND SIDE CURTAINS

Deluxe Coupes in 1931 would not be found to have roll-down rear windows as standard equipment.

## Area 11 - CARPETS AND MATS

Carpet was found in 60-A, 45-B, 50-B as well as the models listed in the U.S. standards as having carpet.

## Area 12 - INTERIOR TRIM

*Interior Upholstery:-*

76-A (open cab) 1928-29 - All black.

76-B (open cab) 1930-31 - Black or silver grey.

55-B (Deluxe Tudor) 1930-31 - Light brown mohair (rear curtain).

45-B (Deluxe Coupe) 1930-31 - Grey or brown mohair or leather.

35-B & 40-B (Phaeton or Roadster) 1930-31 - Black or grey (Colonial or Beaver grain, piped or plain).

40-A (Roadster) 1928-29 - Grey.

35-A (Phaeton) - Grey. 68-B (Cabriolet) 1930-31 - Tan or brown (Bedford cord).

68-C (Cabriolet) '31 (slant)-Dark brown Bedford cord.

82-B (closed cab) 1930-31 - Silver grey leatherette.

160A & 160-B (Town sedan) RHD had leather option.

155-A & 155-C - Brown, green or grey mohair.

*Interior moulding finishes:-*

The 1930-31 Coupe (45-B) and Tudor (55-B) interior mouldings were painted black. The 1930-31 Town Sedan (155-C), Sport Coupe (50-B Spl), Deluxe Tudor (55-B Dlx) and Deluxe Coupe (45-B Dlx) had mahogany wood graining on the interior mouldings.

### Area 13 - SHEET METAL

Front fender fasteners studied on Canadian-manufactured cars were not found to be plated, although the Canadian Parts List shows splash apron to fender bolts to be zinc with raven finished nuts.

### Area 14 - PAINT AND STRIPING

While many Canadian cars were painted the same colours as American cars, many were not. The Canadian parts book lists different colours and a paint chart from Sherwin Williams lists still more. Sherwin Williams was the major supplier of paint for Ford of Canada. Since formulas and colour combinations are not presently known, it is best to apply the U.S. standards.

### Area 15 - INTERIOR PLATING

Inner door latch handles used on early 1928-29 open cars were smooth rather than multi-sided.

### Area 16 - EXTERIOR PLATING

Many commercial vehicles in 1930-31 were factory equipped with stainless radiator shells and headlights. Both black and stainless would be acceptable on Canadian-built commercial vehicles.

Bumper clamps (western Canada) of February 1 to March 1, 1928 had very shallow recesses with no paint in the recess. It was a chrome forging similar to U.S.

Early type B (March 1 to May 31, 1928) had no recesses except around Ford script on rear clamps. Both types A and B were steel forgings.

Cars produced from June, 1928 to August, 1930 had forged backing clamps. Front and rear were smooth, plain chrome plated steel forgings. The back often had D or a triangle stamped into the surface.

From mid-1930 to the end of production, backing plates were either forged or pressed type with large carriage bolts like Model T style. They were plated forgings.

Western Canada radiator shell emblems have 3 groups:-

The early style was similar to American but with **black** vitreous enamel rather than blue, used on western Canadian cars for all of 1928 and very early 1929.

In January, 1929 the emblem was changed. It had bright plated (nickel) script and surrounding edge which was raised. The lowered background was a satin finish nickel.

This style continued to late 1930.

The third style was similar again to the 1931 American style but the Ford script was left unpainted, pressed stainless. This was used until production end.

Tail lights often had a depressed stamping of Duolight or Duolamp.

Radiator shell emblems on cars produced in other parts of Canada were as follows:-

1928-29 - Nickel plated script on blue vitreous enamel, same as American models.

1928-29 - Commercial model had nickel plated script on black vitreous enamel.

1930 - Stamped medallion finished in a dull cadmium-like finish with raised letter.

1931 - Stamped medallion (stainless) black painted letters same as U.S. In 1931, Canadian vehicles had a three-piece radiator shell. The bottom had a stamped steel insert with stainless upper trim and painted lower.

### Area 19 - LIGHTS

Change-over from the single light to two light began in June, 1929 in Canada.

The early Canadian Pickup tail light bracket was forging mounted directly behind left rear fender on the lower box side channel, not beneath the box as U.S. brackets. These were used until the end of May, 1928.

### Area 20 - HORN

Most common horns used on Canadian Model A's were made by E.A. Laboratories. The early type motor cover was quite common and used well into 1929. GMI and Ames were also found. Stewart-Warner and Spartan horns were very rare on Canadian cars.

### Area 21 - WINDSHIELD WIPER

Only Owen Dyneto and E.A. Labs electric windshield wipers were referred to in the *Canadian Service Bulletins*, but the parts books show vacuum and hand wipers as well.

### Area 23- WHEELS, TYRES, VALVE STEMS

Substitute "Made in Canada" for "Made in U.S.A." on early 1928 hub caps. Canadian parts book and sales literature both show some hub caps with ring or bead around the outer circumference for 1930-31. Early hub caps were smooth, steep dome shaped with Ford script and star underneath. Later hub caps were the same as U.S.A.

### Area 24 - SHOCKS AND SHACKLES

On some 1928 frames, in the area where the holes for mounting the front shocks are located, one extra hole (per side) will be found. This extra hole was made to accommodate the Hassler shock absorber.

Shock covers should all be of the same style with identical marking. Covers with no indentation around the shaft hole were found on 1928, 1929 and early 1930 cars, while those with an indentation around the shaft were used on mid-1930 to 1931 cars. All covers should be stamped "CAS Made in Canada".

Hassler shock absorbers were standard equipment on 1928 vehicles. This would be particularly true in the case of early 1928s. After 1928, the Hassler shock could be obtained as an accessory item only. •



# Notebook

**BIRTHDAYS for NOVEMBER: Birthstone: Topaz; Flower: Chrysanthemum**

Ross Chamberlain, Geoff Ingram, Lindy Ingram and Alma Letch.

Birthday greetings to you all, hope you have a great day!!

**WELCOME BACK** to Hans & Glenda, hope you had an enjoyable time, and maybe you would like to share some of your travelling experiences with us in the way of a brief article to the editor. (hint, hint)

**THANK YOU** to the Moorehead & Sartori families for organising perfect weather for our outing on the 26th October. We were delayed getting to the meeting point, first by having to collect the cat from the vet and then having to spend fifteen minutes parked in Forrest Road waiting for a huge truck, carting an enormous hopper, to pass along the road. Two men walking ahead of the truck with extremely long forked poles held up the over head wires, letting the load pass under and then going ahead to the next wires. It was a long and tedious task but someone has to do the job.

When we arrived at Wungong Dam, the kids and I had lunch with the magpies. They were 'seagull like' in their attitude to being fed, getting as close as possible to us and then fighting with each other over the pieces of bread. All in all the kids and I had a very educational day. Thanks. *Louise*

**CORRESPONDENCE** ..... had a letter from the Cookes, Laurel tells me Mike is busy, busy as a bee, Jordan has settled into the country way of schooling and Laurel is doing her usual thing. With the letter I also received a photograph of Barry & Joy Fowler with their newly acquired Tudor, for the club album. Keep those cards & letters coming in.

**FOR SALE:**

1928 Phaeton, fully restored with spare engine, Arabian Sand & Black

Price: \$14,000 Offers considered Phone: Merv Callow on [REDACTED]

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# Western Model A News

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## THE FIRST



### Motor Car

... with an internal combustion engine was built by the Belgian engineer J.J. Etienne Lenoir at the factory of Société des Moteurs Lenoir in la rue de la Roquette, Paris in May, 1862. Lenoir had originally trained as an enameller, but turned to railways, inventing electric brakes and a new kind of railway signalling system. While employed as consulting engineer to the Paris firm of Gautier et Cie, he began experimenting with internal combustion engines fuelled with illuminating gas. His first essays in this direction were of immense size, but by 1862 he had produced an engine small enough to fit to a carriage. The 1-1/2hp engine ran on liquid hydrocarbon fuel at 100rpm.

It was some time before Lenoir felt sufficient confidence in his new vehicle to take it out on the public highway, but in September, 1863 he summoned up the courage to drive from rue de la Roquette through the bois de Vincennes to Joinville-le-Pont, a distance of about six miles. The journey there and back took a driving time of 3 hours, an average speed of 4 miles per hour.

The following year Lenoir received the world's first order for a motor car from no less than Tsar Alexander II of Russia. The car was built and set out for the railway station at Vincennes under its own power. There it was entrained for St Petersburg. What happened to it on arrival is unknown. There is no record of the Tsar riding in his motor carriage. It is quite possible that no one attached to the Imperial Court had sufficient engineering skill to make it start, nor is it known if any arrangements were made for a supply of fuel. In spite of subsequent attempts to find this vehicle, it has never been located. It probably did not survive the Bolshevik Revolution. BS •

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