

# Western Model A News

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

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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 [REDACTED] *Secretary/Treasurer:* JOHN & SHIRLEY HALL [REDACTED]  
*Vice-President:* RON ANDREWS [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 JANUARY, 1998**

Annual Picnic in the Park held at  
Manners Hill Park, Cnr Keane & Lilla Sts, Peppermint Grove  
Time: 10:00am Bring morning tea & lunch for the  
first meeting of 1998. See you there!

**SUNDAY, 22ND FEBRUARY, 1998**

Breakfast BBQ at McDougall Park,  
Ley Street, Como.  
Bring your sausage, bacon, eggs, etc. for  
an early breakfast at 7:00am. Meeting to follow

**FEBRUARY 28TH - MARCH 2ND**

is a long weekend. Do we have a volunteer to  
organise a get away for this weekend?

**SUNDAY, 15TH MARCH, 1998**

CLASSIC CAR SHOW 1998  
Whiteman Park (CCC)  
Cars, contact person, marshal, volunteers **NEEDED!**

**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.

**10-13 APRIL, 1998 (EASTER)**

Annual migration to Kirup for a fun & educational  
time down on the farm. Don't forget that this year there will  
be a limited number of spaces available.



# RAY ABBOTT ENGINE RECONDITIONING

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**MINUTES OF GENERAL MEETING HELD AT TIMMINGS' RESIDENCE, WOODLANDS**  
Sunday 23rd November, 1997

Meeting opened by vice-president Ron Andrews at 1:45pm. Attendance and apologies as per book.

**Previous Minutes** as per newsletter report. Moved P. Sartori, seconded P. Gilberthorpe to be correct.

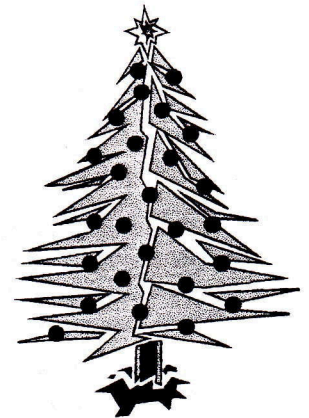
**Business arising:** Nil.

**Correspondence In:** Reports & brochures from CAMS. Newsletter MAFCA USA. Minutes MAFCA Board Meeting. M.A.R.C. Aust advising increase in registration fee to \$70.00 as from Jan 1st, 1998. Raunchy Promotions. National Meet Bulletin No. 3. ACE Ford Club re Mandurah Car Show, Nov. 30th, 1998. Library & Infolink. All Automotive Swapmeet 16th Nov, 1997. FX/FJ Holden re Rock & Roll night, 21st March, 1998.

**Correspondence Out:** Letter to Infolink with office bearer details. Moved correct B. Forbes, seconded J. Timmings.

**Financial Report:**

Balance per bank statement 31/10/97		828.49
Chq 19 Trophy Donation	65.00	
22 Postage	<u>42.20</u>	
	107.20	
Bank balance as at 23rd Nov, 97		781.29
Cash & chqs on hand	37.25	
Raffle proceeds	81.50	
Badge sales	40.00	<u>158.75</u>
		930.04
Investment account		10861.05
Total Club Funds		<u>\$11791.09</u>



Moved correct F. Farrelly, seconded J. Forbes.

**General Business:** Alan Jeffree advised no report from Bendigo as they missed meeting. Bendigo Swap Meet had very little Model A goodies.

South Australia Club are manufacturing rubber mats for the open cars. Details to be published in next newsletter.

Forty five members so far for the Christmas Dinner. Edith handling all payments and monies. It was resolved to allocate \$100 to Edith Jeffree for novelties and streamers for the Christmas Party. Moved Frank Farrelly and seconded Jim Williams for payment.

Alan Smith to look into visiting the Heytsbury Collection next April or May.

Alan Jeffree advised they called into the Northam Club who are keen for us to have a weekend up there.

Peter Gilberthorpe visited Bill Bennie who is not well.

Next event is the Christmas Dinner at the Pines Restaurant at Observation City, 12 - 4pm.

Barrie Guest thanked Alan Smith for the headlight lenses donated for today's raffle.

Also thanks to John & Fran Timmings for today's run assisted by Frank Farrelly.

**Meeting closed:** 2.05 pm.



## GAMBLERS' RAMBLE, OR THE NOVEMBER CHEAT-A-THON, OR TIMMO'S POKER RUN

On Sunday Nov. 23rd under threatening skies, upwards of 35 hardened gamblers left the Raffles Pub at 10 am to try their luck Casino style. At five pre-determined stops around town, expert card handler "Minnesota Fats" Farrelly handed out cards to eventually make two poker hands per car. After a certain amount of horse trading and blatant cheating, the hands were finally assessed and the winner was proclaimed to be Pauline (Cool Hand Luke) Wood and she was awarded the prize of two bottles of Margaret River Fourpenny Dark. (Which is some consolation for having a bus driver husband who can get lost on main roads around town, even on his own bus route!) The convoy obviously found all the required stops and the sun appeared and we ended up with a perfect spring day. The final assembly point was at the Timmings house and despite a slight shortage of space, lunch and monthly meeting were completed on schedule.

Although not all the cards were returned there is no truth to the rumour that Mr D. Bussard is helping police with their enquiries.

Although there were a few slight hitches in the organisation of the run, Fran and J hope everyone had a good day. Thanks to all who attended and especially to Frank and Barbara Farrelly for their assistance.

*John Timmings*



Henry M. Leyland and Henry Ford worked together, briefly, in the 1902 Henry Ford Company; but parted unhappily - Ford chose the "low road" of developing a popular car; Leyland chose the luxury end of the market and developed the ultimate luxury vehicle: the Cadillac, then, in 1920 the other prestigious car: the Lincoln. By 1921, when the market crashed, Leyland went under and the Lincoln Motor Co prepared to declare bankruptcy.

Henry Leyland was a white-bearded father figure in Detroit. After Cadillac was acquired by General Motors investors queued up to invest in Leyland's Lincoln. Detroit was rocked when Lincoln was threatened. Even Ford professed an eagerness to help: "One of the greatest motorcar men in America."

Clara Ford was a friend of Leyland's daughter-in-law and Edsel stated that: It would be a shame "... to let the Leyland Company go to ruin." Edsel also saw the opportunity to get out from under his father's control and develop a quality car.

At the receiver's sale on January 4, 1922, when Ford offered \$8 million, magically a brass band struck up "Hail to the Chief", a huge portrait of Henry Ford was lowered on the front of the Lincoln building and the *Detroit News* had a cartoon of a Model T pulling a Lincoln out of the Mud. Henry was a hero. The most popular car and perhaps one of the best were linked.

Leyland thought (and Henry gave the impression) that the creditors and stockholders would be paid off.

Henry's philanthropy was not as it seemed. An original approach by Leyland in 1921 was rejected. The

Company was valued at \$16 million and the bankruptcy judge refused to accept Henry's first offer of \$5 million - but he got it for just \$8 million.

### THE ECCENTRIC HENRY FORD



No 13 - Lincoln Takeover

Six weeks after the sale those interested were still not sure, Ford gave Leyland a cheque for \$363,000 and insisted he show it to his employees saying: "Tell them that they are all going to get them just the same." Edsel later explained that it represented Leyland's shares in Lincoln. Ford told Leyland that if the shareholders approached him he would give them a badge and put them to work.

Within 24 hours, Ford's experts moved in with stop watches and initiated "Ford methods." Leyland was infuriated and offered to buy back the company. Ford said he would not sell it for \$500 million.

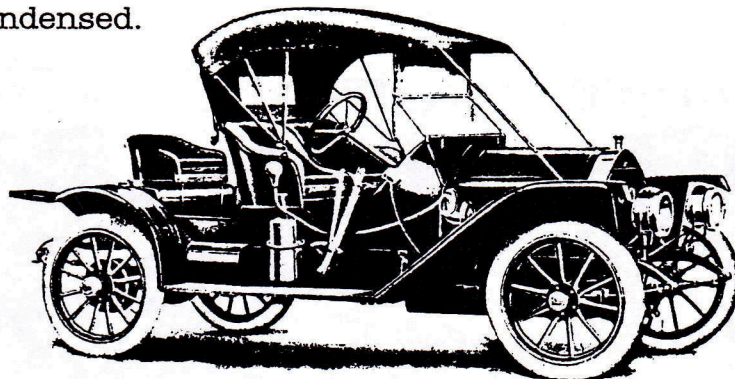
By June, 1922 Leyland executives were leaving, the Leylands were out of the factory they had created, and their personal belongings evicted.

Everyone had thought Henry Ford was really a Good Samaritan - but all he had done was to clinch a good old-fashioned, cut-price business deal.

*Adapted from Robert Lacey's "Ford" by Bevan Sharp •*

## LEFT HAND DRIVE - WE'VE GOT THE ANSWER DOWN TO A 'T'

From an article by Paul Vellacott in  
*Restored Cars Sept/Oct 1995* - condensed.



*This Ohio car from USA shows RHD with right hand drive controls, gear lever etc. These right hand controls were carried over to today when America went lefthand drive in 1915.*

Today there are seventy three countries where the rule of the road is 'Keep to the Left.' They include the U.K., Japan, India, Indonesia, Australia and New Zealand and all together account for about 18% of the World's car population.

The U.S.A., Canada, Europe, Russia and China are among the 138 countries where it's 'Keep to the Right'. But it has not always been like this; since 1913 there have been fifty eight changes, forty five from Left to Right, and thirteen from Right to Left. The notable changes have been Argentina, 1945 (L-R); China, 1946 (L-R); and Sweden 1967, (L-R).

### HOW IT ALL STARTED

The whole muddled question of which side of the road we drive on and therefore which side of the car the steering wheel is mounted, goes back to pre-vehicular days, when walking was the only means of land movement. Much of what appears below regarding the 'rule of the road' comes from a scholarly work by that name, written by an Australian, Peter Kincaid (Greenwood Press New York 1986). At the time Kincaid was a Senior Lecturer in Law at Macquarie University. Kincaid Hypothesises that the rule of the road stemmed from the fact that 94% of people are right-handed and right-footed with about 70% of these being right-eyed as well. In most countries (Denmark being a notable exception) this lead to the custom walkers passing 'right to right' when meeting head-on on a

walking track. This permitted one to either shake hands, punch, or sword the approaching walker as the occasion required.

Later, and for the same reason (right-sidedness), horses - and bicycles, for that matter - were mounted from the left and continued to pass 'right to right' to permit the right-handed use of a sword by horsemen. Mounting posts were also commonly provided and of course, placed at the side of the road on the left, or near-side, when facing the direction of travel.

Things became less settled when horse-drawn vehicles became common. In France and the United States, for example, heavy wagons were controlled by a 'postilion' rider, who rode a horse on the left of the team - having mounted from the exposed left, or near-side of the horse.

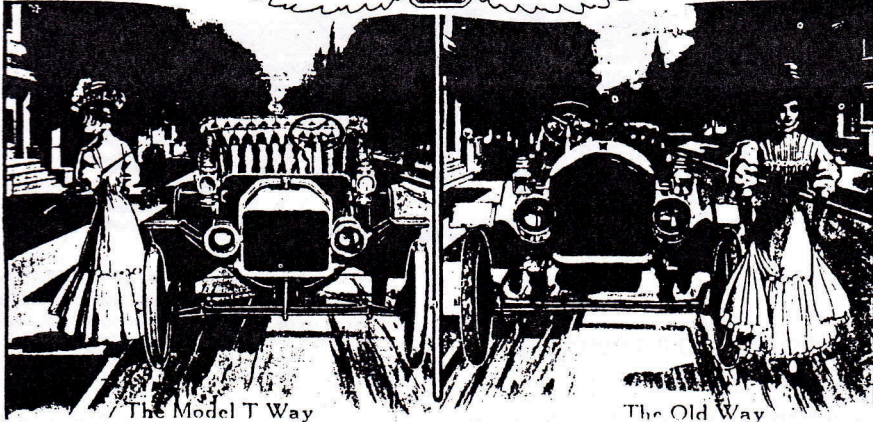
To simplify passing, these wagoners preferred to pass oncoming wagons with the postilion-mounted drivers close to the centre of the road to better judge the separation of the passing vehicles. In France and America these postilion-driven wagons set the pattern for other road users and Keep-to-the-Right became the rule of the road. A further suggestion I have read concerning France was that Napoleon marched his infantry on the right,

so that stray pedestrians keeping to the left would see the approaching troops and get out of their way.

In Britain, however, wagons - along with light horse-drawn vehicles, tended to be driven from the 'box seat' (hence the expression), rather than by a postilion rider. The driver's box seat, regardless of country, was always positioned on the right-hand side of the vehicle so as to allow the driver to swing the whip with the right hand. Again, to facilitate the judging of passing clearances between vehicles, the practice was to have the driver sitting towards the centre of the road, and hence the development of the Keep-to-the-Left rule in Britain.

The practises of Britain, France and America were adopted by their respective dominions and neighbours. In Japan, the powerful sword-wearing Samurai's preference for passing 'right-to-right' set the pattern for Keep-to-the-Left and these influences determined, for the most part, national rules of the road prior to the introduction of the motorcar. Italy, seems to have been the odd country out, having two bob, or rather 200 lire each way, with many towns and cities being 'keep

# FORD MOTOR CARS



Ford sets the pattern for Left hand Drive in America in this 1909 advertisement. As traffic was using the right hand side of the roadway, Ford claimed with LHD the driver is then nearest the vehicle he is passing, running in an opposite direction. When on the right he cannot see that well, and to guess is dangerous! With the control on the left the driver and the front seat passenger can step onto the clean curb where as with RH control they would walk around in the mud to the curb. Remembering too a lot of cars had spare wheels and control levers outside on the drivers side making exit and entry not possible.

left', while country traffic kept to the right!

This takes us up to 1855, when for the purposes of this discussion, Carl Benz, built the first motor car. Where is the steering lever placed in the tricycle vehicle? In the centre! However, the many other builders of early motorcars followed the horse vehicle practice of placing the driver on the right of the car and hence the steering wheel (or lever/tiller) on the right. This practice remained all but universal until Mr Henry Ford introduced his Model 'T', his eighth Ford model, 1909.

Henry Ford was anything but a 'follower' and the 'T' design contained many unorthodox features and clever design solutions and the adoption of LHD by Ford is in keeping with this unorthodoxy.

The 1909 sales pamphlet for the new 'T' model made much of the advantages of being LHD, stressing better driver vision of

oncoming traffic and passenger access to the kerb.

With Ford producing tens of thousands of cars every month, Americans were quickly exposed to LHD, and found that they liked driving from the centre of the road. LHD was then adopted by the majority of other American car manufacturers.

With peace restored to Europe after the First World War, a number of Europe's car makers catering for the cheaper mass market also adopted LHD. For example, Citroen (1919), Peugeot (1923) and Fiat (1932).

The more expensive and prestigious European makes retained RHD even for their home drive-on-right markets, right through the thirties and forties, and some, notably Lancia, until the mid fifties. This of course explains why, in addition to Lancias, vintage and classic models of Delage, Delahaye, Isotta Fraschini, Hispano Suisa, Alfa Romeo, Maseratti and

Bugatti are predominantly RHD. Italy was not the only country where drivers liked to drive from the kerb-side of their car. In 1957 an organisation was formed in Switzerland to push for the introduction of, or more correctly, the popularisation of RHD cars, as it was not and is not illegal to own or drive a RHD vehicle in either country. Another Italian anomaly is that trucks over seven tonnes are required to be Right Hand Drive, the logic being that with the driver close to the kerb side of the truck, it is easier to keep close to the edge, leaving more room for other traffic in the centre of the road. All very logical when you think about it.

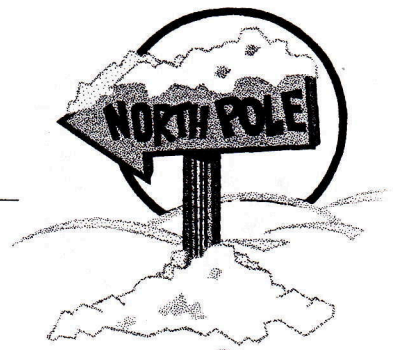
Australia remains one of the few countries in the world where the positioning of the steering wheel is for all intents and purposes set by regulation. Each state has slightly different rules for the provision of registration of LHD vehicles.

## THE FORD PRAYER

*Our Ford which art in heaven  
Hallowed by thy assembly line  
Thy Henry come  
And Edsel his son  
To Geelong, as he was in Detroit  
Give us, this day our daily gas  
with lead  
And to forgive us our parking  
tickets  
As we forgive the bastards who  
stick them on our windscreen  
Lead us not into potholes and  
deliver us from radar  
For thine is the horsepower,  
The roadtoll and the Mustang  
With four on the floor  
VROOM, VROOM*



# Notebook



**BIRTHDAYS for DECEMBER: Birthstone: Turquoise; Flower: Narcissus**

Des Addison, David Blewett, Judy Calleja, Jordan Cooke, David Lucas, John Moorehead  
Kath Pepper, Alex Polley, Melissa Read, Merv Ward & Nina Williams.  
Celebrate & enjoy your day!

**FLOOR MATS:** MAFC of SA are producing, from an original copy, pyramid style floor mats for open cars. The front mat is \$115; the heat shield around the pedals \$20; the rear mat for open cars \$100 and the rear mat for roadster/coupe is \$60. The front mats will fit closed cars as well even though these cars originally had carpet.

The mats are made of polyurethane and will probably last around 2000 years (or the life of your car.) These are a really good quality mat justified by the fact that Alan Jeffree & Steve Read have already placed an order. Orders taken for first shipment 'til Feb 28, '98. They will be made on an order only basis with money paid in full with order. Chqs & orders to MAFC SA, P O Box 202 Tynte St, Nth Adelaide.

**FOR SALE:**

Powerhouse Generators, working

Price: \$50 ea Phone: Steve Read [REDACTED]

**CLASSIC CAR SHOW:** Organisers (CCC) of this event need to know our club's intentions on this matter by the 12th January, 1998. **PLEASE** give your attention to this immediately, and let Steve Read or John Hall know if you intend to display your car and/or can volunteer for one of the positions mentioned in the Calendar. It is vital we get some sort of response as we do not have another club meeting prior to the advising date.

**PLEASE RETURN** to Steve Read, any parts and in particular **books** that you may have borrowed over the last year or two. We have an extensive club library and a more than capable librarian in David from which all essential material may be borrowed. *Steve*.

**CONGRATULATIONS** to Chris & Leanne Wringe on the somewhat early arrival of Caitlin Anne on 28.11.97 weighing in at 3lb 9oz. Well done, another little Model A restorer. Grandpa & Grandma Jeffree are holding up well as is Poppa Mike.

**CHRISTMAS DINNER** was delicious. For those who did not attend missed out on a terrific meal and a wonderful view. It was great to see some of our country members in the big smoke. Dave & Ruth Lucas and Barry & Sylvia Bristow-Stagg joined us from Northam and new members Barry & Joy Fowler from Coorow. There was plenty to eat and also some prizes given away randomly by our able organiser Edith Jeffree and her able assistant, Germaine. We had two worthy recipients of booby prizes, but we won't mention any names (Barry & Frank). Shirley presented everyone with a gingerbread teddybear and somebody went home with the one that belonged to Steve Read. Bring teddy back!! Most of us headed home around 3:30 - 4:00pm after a very enjoyable day.



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

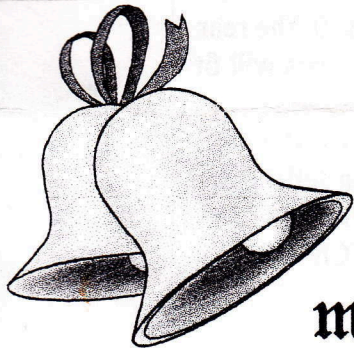
PAISLEY Ian & Dianne  
[redacted]  
NORANDA WA 6062



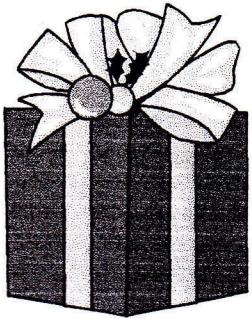
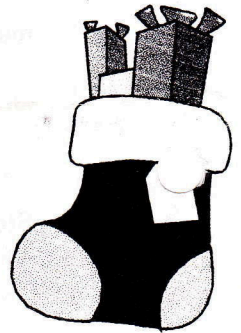
**Western  
Model A News**

COLLECT  
AUSTRALIAN  
STAMPS

1997  
12 DEC  
[redacted]



Merry Christmas to all  
members, family and friends of  
the Model A Restorer's Club  
and Best Wishes for 1998



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