

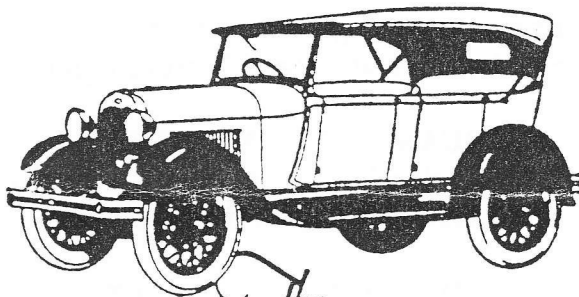


# Western Model A News

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

Year XVIII Number VI

JANUARY, 1998



*The*  
**NEW PHAETON**

Amazes the Critics

**You Will Profit**

by ordering your New Ford from

**McCulloch & Neil Ltd.**

the Authorised Ford Dealers for the  
Metropolitan Area

We deal direct with Ford Motor Co. of  
Australia Pty. Ltd. and can deliver stock

**McCulloch & Neil Ltd.**

77-79 Adelaide-street, Fremantle  
Phone FM 1056. 'Grams "Fordeal"'



P. D. 14

**Next Run/Meeting:** Sunday, 25th January  
Place: Manners Hill Park Time: 10:00am

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**

*\* Specialising in Veteran and Vintage engines*

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

*Recommended by MARC member*

Established 1973

**18 RIO STREET, BAYSWATER**

**9272 4566**

34 years Experience

# MORE Answers to QUESTIONS about your MODEL A you were afraid to ask!

**Compiled by Bevan Sharp**  
(from comments in *The Restorer*)

**Q:** How can I remember which way to move the brush in my generator to change the charging rate?

**A:** Just remember:- "*Up is Down - and Down is Up.*" Move the brush down to increase your charging rate, and move it up to decrease the rate.

**Q:** Since installing new clutch plate & rebuilt pressure plate, my 'A' chatters in reverse; all other gears are fine.

**A:** Assuming you have checked surfaces of the flywheel, clutch disc and pressure plate for oil or grease - try backing your 'A' up to a big tree or sturdy post, put in reverse and let the clutch out. The resistance may glaze the surface and eliminate the chatter.

**Q:** I am concerned that my Model A stop light is not bright enough.

**A:** Bridge the two terminals of a double-filament lamp with solder and ground off one of the two side 'nubbins'. If bulb is loose, squeeze the socket closed a bit. It draws more current for a few seconds but you have a brighter stop light.

**Q:** How do I stop getting sparks when I work on the starter motor?

**A:** If you remove battery cable from the starter - slip a piece of garden hose over exposed cable. Also, wrap some electrical tape around the 5/8" spanner you are using. No more sparks!

**Q:** Why is the stationary point block side of my points developing a hole?

**A:** Chances are it's condenser. This pitting, with a positive battery ground, would indicate an over capacity condenser. Pitting of the moving point contact would indicate an under capacity condenser. The reverse would apply to a negative earth. Or it could be reversed polarity of the coil.

**Q:** There are many suggestions for the spark plug gap. Which is correct?

**A:** Ford initially recommended .025". Then they realised .027" gave greater fuel economy. In May, 1930 it was increased to .035" 'for better all round performance'. Wide gap usually gives better idling; a narrower gap, better high speed performance. Whether using resistor plugs, suppression wire to the plugs, individual spark suppressors or a single suppressor at the distributor; the spark plug gap should be increased beyond .035". Generally, .045" will be about right. Experiment for best performance.

**Q:** My Model A has an annoying brake rod rattle, is there a cure?

**A:** Loosen each clevis lock nut about one quarter turn. Grasp the brake rod just off the threads with vice grips and twist the brake rod about one eighth turn. Lock the nut. This slight torque load on the rod and clevis should eliminate the rattle.

**Q:** I hear about different Model A ring gear and pinion ratios, do they make much difference to motor rpm?

**A:** Yes, as the following table shows:

Drive	@ 30mph	@45mph	@60mph
4.11:1	1463	2194	2926
3.78:1	1345	2018	2691
3.54:1	1260	1890	2520

Many restorers prefer to use the 3.54:1 ratio for a higher top speed, better fuel economy and help the engine last longer but, on anything but a Roadster or a Pickup, hill climbing and acceleration will be noticeably affected. Speedometer reading will also not read correctly.

**Q:** Why do the distributor points on my Model A seem to open and close by themselves?

**A:** If you have checked for obvious wear, like worn distributor shaft bushings, check the upper distributor plate. Sometimes the ears on the plate can wear over the years so that when the spark is advanced the plate not only rotates but also moves horizontally in the distributor body. To check, remove the distributor cap and move the spark advance rod, the upper plate may move enough to actually open and close the points! Even the smallest amount of wear on the 'ears' after sixty years of adjustments may be enough to have this detrimental effect.

**Q:** How do I make sure there is enough oil in all the bearings before I start my rebuilt engine?

**A:** When the engine is completely ready to start, pour about two litres of oil down the distributor hole. By the time you re-insert the distributor, oil will have reached the main and cam bearings.

**Q:** The hood on my Model A keeps working its way forward, leaving a gap between hood and cowl, how can I stop this?

**A:** Cut a short piece of wood dowel and insert it between the radiator shell 'eye' and centre hood hinge rod - like an extension of the rod. This should keep the hood centred.

**Q:** How can I add water to my battery without it going everywhere?

**A:** Try using a turkey baster like an eye-dropper.

**Q:** The Windows on my Tudor are difficult to open and close - will I have to remove the door linings?

**A:** Not necessarily. Try inserting a wire down next to the glass - then put oil on the wire and let it run down the wire to the mechanism.

**Q:** I am still having trouble changing gears, what is the trick?

**A:** A lot of the art is in practice; some add about a third STP in the transmission for easier shifting,

**Q:** How can I remove fuel stains from around the filler hole?

**A:** Try using ammonia - rub in and polish to remove the stain.

**Q:** Everyone seems to have different views on what engine oil to use.

**A:** There is no definitive answer and opinions differ but most agree that if you have a newly built engine, choose either detergent or non-detergent oil (good grade) and stick to it throughout life of the engine.

**Q:** Why do I keep getting oil and grease inside the rear wheel / tyre?

**A:** The most likely cause is the wheel grease retainer. This is the large retainer that is inside the split ring of the rear hub next to the large roller bearing. Failure of this seal may be due to normal wear or a badly worn bearing. The only solution is to remove, inspect and replace if necessary. ss •

# Variations in the Radiator Shell and Ford Medallion

by Ed Francis, possibly from *Model A News* resurrected by Bevan Sharp

With the Model A Ford in December, 1927, a new Ford medallion was introduced on the radiator shell of Ford cars. The name 'Ford' in script letters was placed on a dark blue vitreous enamel field, surrounded by a simple oval. Model A owners identify the year of a Model A by the shape of the radiator shell, or by the colour of the medallion. Now we find that this rule cannot be applied in all years, especially on DeLuxe models.

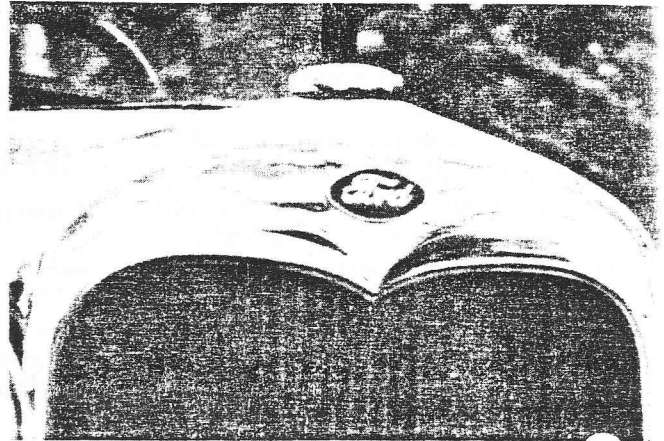
All passenger cars from 1927 to the end of 1929, had the blue field medallion on a nickel plated steel radiator shell. Commercial vehicles had the same medallion, but the radiator shell was painted black.

In 1930, a new rustless steel radiator shell was introduced on all passenger cars, but the medallion remained unchanged. This radiator shell and medallion combination was used on standard models until February-March of 1931 (or until the stock on hand was used up). The DeLuxe cars used the same shell and medallion until November, 1930. Here is where the difference comes in. At that time, with the introduction of the Victoria, all DeLuxe models started to use the new radiator shell with the painted upper and lower panels which most of us associate with 1931 cars. The medallion on these shells was the rustless steel stamping type and the letters painted blue. During Model A production, the colour was called Harding blue. This same colour is now known as Ford corporate blue. The Ditzler formula is DDL-DQE-12908. It is also available at Sherwin-Williams as: regular enamel - 80556, synthetic enamel - 22-16892 or acrylic enamel - 60-16892.

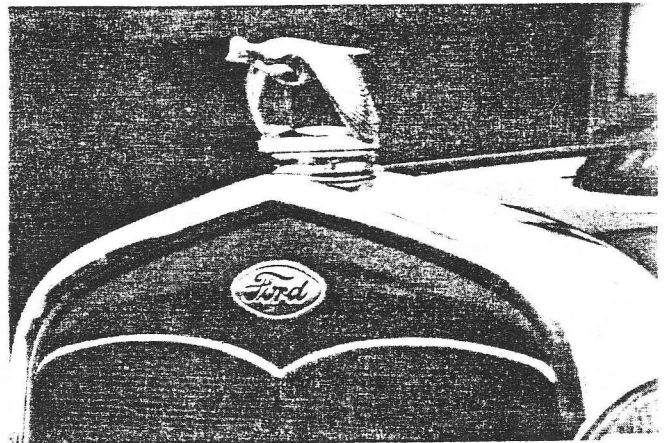
From February, 1931, the blue painted letters were changed to black. From March, 1931, to the end of Model A production, all passenger cars used this same shell, with painted upper and lower panels and the stamped medallion with black letters.

On commercial vehicles, the 1930 design shell, painted black with the vitreous enamel medallion, was put in use in June, 1930. The same shell was used to the end of production, but the medallion changed in January, 1931 to the stamped design with black letters. The 'AA' commercial vehicles used the 1930 design shell less the 'widow's peak' at the top. The medallion usage was similar to the 'A' size commercials. BS •

*This information has been compiled from engineering specification and instruction letters to the assembly plants. Also reflected on some advertising brochures.*



The Ford script enclosed with an oval made its appearance with the introduction of the Model A. The same medallion was used up to 1931.



The stamped medallion was introduced in late 1930, first with blue letters, later with black letters.

## DATES EFFECTING EMBLEM AND RADIATOR SHELL CHANGES

	1928 - 1929	1930	1931
Passenger Cars (Standard)	Vitreous Medallion on Nickel Plated Shell		Feb. March
		Vitreous Medallion on Rustless Steel Shell	Either could have been used
Passenger Cars (Deluxe)		Vitreous Medallion on Rustless Steel Shell	
			Stamped Medallion-blue letters Rustless Steel Shell-with painted panels
Passenger Cars (Standard and Deluxe)		Nov.	Stamped Medallion-black letters Rustless Steel Shell-with painted panels
Commercial	Vitreous Medallion on Black Painted 1928 Shell		
		Vitreous Medallion on Black Painted 1930 Shell	
		June	Stamped Medallion-black letters Black Painted 1930 Shell

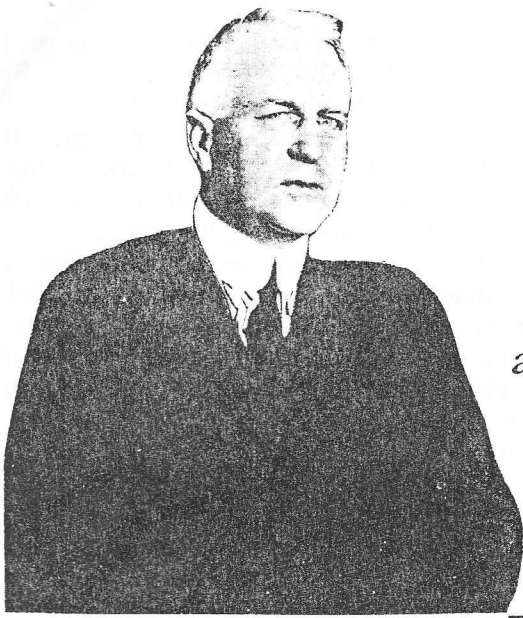
## Adapted from FORD SERVICE BULLETINS

### Radiator Bolt Nuts

When mounting the radiator - only draw these nuts sufficiently to lock with the cotter key. If the springs are compressed too tightly, their flexibility will be defeated and radiator damage will be the inevitable result.

### Fuel and Radiator Filler Caps

Both these caps outward appearance is identical, but the fuel cap has a vent hole drilled in the centre which allows air to seep through. If the radiator cap was used on the fuel tank a vacuum would prevent the flow of fuel. BS •



*Apart from Henry Ford, another man was  
at the genesis of the Ford Motor Company:*

## JAMES COUZENS

by Bevan Sharp

*Researched from 'Ford' by Robert Lacey and  
'The Public Image of Henry Ford' by David L. Lewis*

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Before the prosperity of the Ford Motor Company, Henry Ford previously had two unsuccessful attempts giving birth to a preeminent automobile manufacturing company. This was not unusual in the environment of the day as there were no less than 502 companies formed in America between 1900 and 1908 to manufacture automobiles. In 1910 there were still 300 different makers. By 1917, after many shakedowns, there were still 23 car makers, served by another 132 auto parts firms in the Detroit area alone.

On August 16, 1902, Henry Ford was involved, in quick succession, in his third enterprise with Alex Y. Malcomson - they formed Ford & Malcomson Ltd, which ultimately became the Ford Motor Company.

Malcomson, born in Scotland in 1865, turned up in Detroit as a grocery clerk. Seeing the booming need for coal, he started a coal delivery service. From a single horse and wagon (on credit), by the early 1900s, he had 10 coal yards, 110 wagons and 120 horses. Then he met Henry Ford.

The motor car business was still considered not quite respectable. Companies were opening and closing almost daily, hick mechanics were disappearing with investor's money - and Henry Ford's record to date was far from encouraging.

Malcomson was a restless individual, with a tendency to bite off more than he could chew. He daren't tell his anxious bankers that he had taken on another enterprise; so he opened his new business account with another bank, and put it in the name of his chief clerk and cashier at the coal yard: James Couzens. One of those unpredictable accidents of fate which was to make Couzens a multi-millionaire.

JAMES COUZENS, a Canadian, was almost ten years younger than Henry Ford. He started work in Detroit checking freight car cargoes, including coal, and had given Alex Malcomson such a hard time over his shipments and payments that he hired him to run his own office at the coal yard - and then to assist with the new motor car business. He was to prove a hard task master, and the essential influence that Henry Ford needed for business discipline. Behind his wire-framed pince-nez Couzens' sharp eyes were focused purely on business.

The virtually accidental teaming of Couzens with Ford was to prove vital to the company's success, but his contribution to Ford's achievements received limited general recognition. Couzens became, in fact, second in command at Ford Motor Company after Henry Ford.

Couzens was pudgy, dyspeptic and indefatigable. He had all the ambition and self-importance of a Mayor or a U.S. Senator - both of which he became. He was a humourless man; they said that when he smiled his annual smile, the ice on the Great Lakes cracked.

James Couzens, as 'Business Manager', was also responsible for: advertising, sales, bookkeeping, shipping and other duties. He frequently lectured factory, branch and dealer personnel to be on their best behaviour at all times and to answer letters promptly. He also promoted Henry Ford personally in advertising, a legacy which added to Henry Ford's subsequent image.

As they started to produce their first car, the Model A, funds were very tight and several more investors were sought. Included among the new shareholders were the Dodge Brothers who contributed materials and cash. James Couzens took on 25 shares but could not raise the \$2,500 required and persuaded his sister, a schoolteacher, to hand over half of her \$200 life savings.

The struggling company rented premises for \$75 a month. James Couzens then proceeded to crunch the numbers:- engine and transmission from Dodge Brothers (delivered by horse and cart) - \$250; bodies (\$52) and seats (\$16 each) from C. R. Wilson; wheels (\$26 a set) by Prudden Company; plus 12 workmen at \$1.50 a day (\$20 per car) each to assemble it all. Couzens set aside \$150 for selling costs (advertising, wages, commissions). The total expenditure came to \$554 for a vehicle to sell at \$750 - leaving \$196 profit per car, he then deducted \$46 for contingencies: leaving \$150 clear profit per car.

Extras were also available, a tonneau cover sold for \$100, with an extra \$50 profit for Ford.

The fledgling Ford Motor Company's cheque book showed an opening balance of \$19,500 on June 27, 1903. By mid-July prospects were looking grim and the balance was down to \$223.65. On July 15 they sold their first car to a dentist, Dr E. Pfenning, Couzens spelled the name wrong in his cash book but from then on the cash flow only went one way:- up!

By the end of March, 1904, Ford had sold 658 cars, which showed a surplus of \$98,851 - the profit was \$150 per car: exactly as James Couzens had predicted.

Investors got their money back inside a year. Henry Ford's share was \$25,000, and he hadn't put up a cent. Couzens announced that they were turning out 25 automobiles a day and employed 300 men.

With 600 completed cars a month going out, and corresponding components coming in, the business was busy but Couzens' office, with limited staff, was squeezed in the corner of the machine shop. Seeking an invoice one day they looked in Henry's office and found enough pending correspondence to fill two wastepaper baskets, including important letters and even cheques for substantial amounts in unopened envelopes.

Ford and his engineers were forever modifying the automobiles. James Couzens made it his job to try to stop modifications interrupting the flow of new cars to customers. 'Stop shipping,' he said, 'and we go bankrupt.' When Henry tried to hold back a shipment in the summer of 1903, Couzens brushed his objections aside, escorted the vehicles to the railhead and personally nailed shut the doors of the freight cars.

In an era when cars were purchased from blacksmiths, bicycle dealers and farm machinery depots, it was one of Couzens' tasks (as sales manager) to sift through the likely outlets to recruit an aggressive and enterprising sales force whose credit was good enough to pay for vehicles as they received them; cash on the nail. There was no such thing as a car dealership in those days and Couzens' work in setting up a network of agents may well have been his greatest single contribution to the success of Ford. In 1903 a bicycle parts salesman, William L. Hughson, became the world's first Ford dealer with an order for \$5,000 worth of Model A-s. By 1905 Couzens had built up 450 agencies across America.

The Ford Motor Company was very successful and went on to produce Models B and C, then F. About this time Henry Ford and Alex Malcomson started to argue - Henry wanted to concentrate on producing a low cost, popular car but his partner wanted the prestige and profits of producing a luxury vehicle. Market trends predicted far better sales and higher financial rewards for prestige cars, and statistics of the day proved this point. So they produced one - the Model K.

It was starting to look as though Henry Ford's third attempt at automobile manufacture was also about to fail.

Malcomson proposed that his former clerk return to the coal business while he himself became more involved in the car company. Couzens refused to go and Henry said: 'I told Malcomson that I did not want him but that I wanted his man Couzens.'

It was an unlikely friendship as Henry could never usually work with other strong men - he had to dominate, or, deviously, work around them.

The shareholders began bickering. The Dodge Brothers were laughing all the way to the bank as they were not only making a profit on selling components to Ford, but also reaping large company dividends as well.

On November 22, 1905, the Ford Manufacturing Company was formed to produce engines and parts to supply the Ford Motor Company. The threat was obvious:- the Manufacturing company could sell to the Motor company and regulate the prices so that the

Manufacturing company made the bulk of the profits and the former lucrative dividends received by Ford Motor Company shareholders would dwindle. After much argument, Malcomson and several other shareholders sold out by July, 1906. In the reshuffle James Couzens finished up with 109 shares; his sister, Rosetta, had one share representing her original stake.

In March, 1907, Ford took delivery of the first shipment of vanadium steel and produced the Model N. Couzens announced that the car would cost only \$450 and they would produce 10,000 of them every year. He tried to hold the price down as promised, but it finished up selling for \$600.

By September 1907, Ford had produced 8,243 cars, grossed \$4,701,298, and reaped a handsome annual profit of over \$1 million.

In 1908, Henry, and a dedicated group of engineers, then concentrated on producing the hugely successful Model T Ford.

With the company poised for massive growth on September 15, 1909 (the Model T's first birthday) the Association of Licensed Automobile Manufacturers (invoking the Selden Patent) brought a suit against Ford for patent infringement. James Couzens was incensed: 'Selden can take his patent,' he roared, 'and go to hell with it.' Ford and Couzens were determined to fight - and they did, against adverse court rulings and overwhelming odds, with other large motor car manufacturers capitulating, for six years until they were ultimately victorious. The resultant publicity proved a huge boost for Ford's products.

Ford and his engineers were constantly seeking new machine tools to prune a little more off production time, or to improve accuracy. Couzens sometimes protested at the costs, but his figures reflected dividends from these investments. However he was definitely in favour of 'Taylorism' - a craze that hit Detroit as Frederick Taylor began making time-and-motion studies of factories with his stopwatch and clipboard. The assembly line had arrived at Highland Park.

In 1911-12 Ford produced 78,440 Model T-s with a work force of 6,867. The next year production doubled and so did staff. Then the moving assembly line was introduced and production continued to increase, but the work force dropped from 14,336 to 12,880.

At Christmas in 1913, Couzens was looking out his office window watching thousands of employees trudging home in the cold. He recalled thinking that they had driven the men for a year and now they were being sent home for two or three weeks without pay. The shareholders were rolling in wealth but the men got a bare living wage. At the next board meeting in an empty Highland Park on the morning of January 5, Couzens sold Henry on the idea of a wage increase; plus, he said, it would be the greatest advertising idea ever - basic take-home pay was doubled to an unheard of \$5.00 per day. *Henry Ford gives a different version, he claimed credit for the idea.* By lunch time Henry was watching out his office window as Couzens briefed reporters on the revolutionary pay scheme.

Couzens actually credited Henry Ford with the \$5 a day idea, possibly, once again, promoting Henry's image to sell more cars. However, Couzens began to snub newspapermen and a story circulated that,

probably due to a story they had featured on Ford jokes, he wrote to the *Detroit News* as follows: - 'Sir: I hereby forbid you to ever again mention the name of the Ford Motor Company in your publication.' Couzens went on a vacation to California five days later, and thereafter it is difficult to find his name mentioned in any newspaper outside Detroit until his resignation in 1915.

Since 1908, Couzens had responsibility for sales and marketing and for their successful house journal *Ford Times*. In September, 1915, Henry had an article produced giving outspoken views of his personal peace plans, including a particularly scathing criticism of American willingness to extend war loans to Britain and France. The article even proposed that a visiting envoy, Lord Balfour, from Britain be: 'kicked off the dock.'

'Henry,' said Couzens, 'that editorial in the *Ford Times* can't go.'

'I own 59% of the stock in this company,' retorted Ford, 'and I guess it can go if I say so.'

'That's true,' responded Couzens, 'but I resign.'

James Couzens sat down, wrote out his resignation, put on his hat, and drove straight into Detroit to get his version into the papers before Henry. His resignation as vice-president and treasurer was accepted on October 13, 1915. As the largest shareholder after Henry, he retained his 11% stake, and a seat on the board.

Couzens' relationship with Henry had been slowly deteriorating for some time. He had never been overawed by Henry Ford and had grown less and less amused by Ford taking sole credit for every achievement. He probably felt the time had come to emerge from the shadow of Henry Ford. On the other hand, some feel that Henry had engineered the conflict and welcomed the opportunity to be rid of Couzens so he would have total control in every aspect of the company.

Within a few years James Couzens was Mayor of Detroit and then a Senator for Michigan.

When John Dodge expressed regret at James Couzens departure, Henry responded that it was good: 'Now they can do things that before Mr Couzens prevented,' he said, like doubling output and halving the price.

By April, 1919, Henry Ford had had enough of any interference in 'his' company and was ready to buy out all his shareholders to attain total family control.

After protracted negotiations, and much bartering, the Dodge Brothers settled for \$12,500 a share; but Couzens had played this game before and he held out for \$13,000 per share. For their investment of \$10,000 in 1903, the Dodge Brothers had received \$9,500,000 in dividends and received \$25,000,000 in 1919. James Couzens had invested \$10,900, over the years he received \$10,355,500 in dividends, and sold out for \$29,308,858; his sister Rosetta's \$100 stake in 1903 was priced at \$262,036.67.

Of the \$41,500 invested in 1903, the company had paid out \$39,425,000 in dividends, and the 1919 buy-out was \$105,820,894. When told they consented to his hard-driven terms, Henry 'danced a jig all around the room'.

The investors received the largest returns in recorded business history, and set the value of the company at over \$250 million. A few years later a syndicate offered \$1,000 million, which suggests that the Dodge Brothers and James Couzens shares were actually worth more than four times what they received in July, 1919 - no wonder Henry had danced his little jig!

In 1927, James Couzens, multi-millionaire U.S. Senator, was not too proud to request the first Model A Ford to be delivered in Washington. Edsel had the Senator's car stamped with the same motor number, No. 35, that had been on the original Model A driven by James Couzens, accounts clerk, 25 years earlier.

Edsel Ford's close friend, Ernest Kanzler, started the Guardian Group (banking and finance) in 1927 with Edsel as the biggest shareholder. Then came the Wall Street Crash of October, 1929. By 1930 Guardian was in big trouble - Edsel deposited no less than \$12 million and the group borrowed \$15 million, but it was still not enough. Guardian shares in August, 1929 were \$350 each, by 1930 they were only \$75. By 1932 Guardian had loaned its own officers, directors and junior officers \$4.4 million, sometimes holding its own shares as collateral which was just plain illegal. In 1932 federal auditors found false entries showing \$600,000 which was not there; they were fined \$5,000. In 1933-34 no less than 33 Guardian officers were indicted for improper procedures. The group continued to decline.

In February, 1933, James Couzens was head of the sub committee of the Senate Banking and Currency Committee. Guardian, said Couzens, was: 'Mr Ford's baby.' If a Ford-financed bank got itself into difficulties, then that was Ford's problem.' He said the group was not subject to taxpayer's support and that he would: 'shout against it from the rooftops' - a statement for which Detroit never forgave him.

Henry Ford initially refused to rescue the bank. Long and unsuccessful negotiations and deliberations ultimately resulted in all 436 banks in Michigan closing for a week. Detroit defaulted, there was a food panic. The city issued \$42 million of its own 'money' which circulated for months. Detroit never became the financial centre it could have become; and has never really quite recovered to this day.

With few exceptions, the citizens of Detroit felt that the blame fell on senior Senator James Couzens. Even two and a half years later, only a few short months before his death, he seated himself at a luncheon table at the Detroit Club and the members beside him picked up their plates and removed themselves from the Senator's presence.

No one seems to speculate that perhaps James Couzens had finally found himself in a position of power and took the opportunity to humble and embarrass the great Henry Ford - a man he, himself, had helped to build and mould into a popular, successful and very rich businessman. Perhaps that's not what really happened at all; maybe Couzens was just doing his job as a conscientious U.S. Senator and protecting taxpayers' funds from being used to rescue a badly run bank. Possibly he just made an error of judgment. Then again, maybe, he was just arrogant and said what he thought, regardless of personal popularity the potential consequences. At this stage there is no way to tell what went through James Couzens' thoughts back in 1933.

In any event, the man who had guided the very early financial success of the Ford Motor Company died (aged about 63 years) in disgrace because of the aftermath of a financial scandal, not of his own making, and possibly because of a misunderstanding. 85 •

## Cheers for Amy Johnson

**Darwin, May 25.** Most of Darwin turned out yesterday to see the arrival of the British flyer Amy Johnson after her epic solo flight from London, and cheered wildly as she stepped from the cockpit of her Gypsy Moth biplane.

The final leg of her flight, 500 miles over open sea from Timor, had been the most hazardous and she said she felt immense joy when she saw the coast of Australia.

She has suffered sandstorms and forced landings and a delay when she smashed the propeller in landing at Rangoon. She failed by only four days to beat Bert Hinkler's record of 15 and a half days.

The news of her arrival flashed around Australia. At the St Kilda football ground in Melbourne there was tremendous cheering as the scoreboard put up the news "Amy OK" in big letters. The footballers stopped to join in the tribute.

A song composed in her honour was sung at last night's civic reception in Darwin, and the administrator of the Northern Territory, Major Adams, said she had achieved more than any living woman. He said that every single man in the world would be anxious to propose to her.

Miss Johnson said that there was no romance about flying. Her idea in making the flight was to prove how safe aviation really was and show that an aeroplane was as safe as a motor car.

## Bradman the star of Ashes victory

**London, August 22.** Australia has regained the Ashes from England decisively, winning the Fifth Test at the Oval by an innings and 39 runs and taking the series 2-1.

The heroes of the Australian cause were Don Bradman (232), Bill Ponsford (110) and Percy Hornibrook, the left-arm Queensland bowler who took 7/92 on a helpful wicket in England's second innings. The scores were Australia 695, England 405 and 251. Sadly, this was Jack Hobbs' last test. He ended his marvellous career with 3,636 runs (av. 54.26) against Australia.

Don Bradman, who is only 21, produced an outstanding 254 to continue the dominance he established at the very start of the tour. In the next Test he scored a Test record of 334. His mastery was such that one newspaper summed it up as "Bradman versus England", while another greeted his dismissal in the Fifth Test with "He's Out".

## Australorp is ruler of the hen house

**Sydney, September 1.** The utility Orpington, a breed unique to Australia, is a hen of such powerful egg-laying propensities that she has been given a dashing new name - Australorp.

The breed has been shattering egg-laying records for the past few years, and is now the preferred fowl in the backyard run and the poultry farms.

She has flown past the other favourites, the White Leghorns, Black Orpingtons, Langshans and Rhode Island Reds, in the regular egg-laying competitions that have been held in all states to keep the hens up to scratch.

## Pay up, pay up ... and play the game

**Melbourne, October 10.** To repudiate, or not, Australia's debts to Britain is the question that has been exercising both the minds and mouths of leading public figures.

NSW Labor leader, Jack Lang has criticised British adviser Sir Otto Neimeyer as a "member of the Bank of England, to which we do not owe as much as a bent sixpence."

Number Six

Other  
Happenings  
during the

MODEL A ERA  
in  
AUSTRALIA

1930

by Bevan Sharp, from  
"The Australian Almanac"  
and  
"Chronicle of Australia"

**BIRTHS in 1930** - Historian Geoffrey Norman Blainey on March 11. Conductor Richard Bonyngé on September 29. Cricketer Richard Benaud on October 6.

## Harbour bridge joined

**Sydney, August 22.** All those who could slip away from the office, or otherwise find an excuse to be near Sydney Harbour, have been there over the last two days. For the great drama of the closing of the two gigantic spans of the Sydney Harbour Bridge has reached a thrilling climax, and the span is now one perfect arc. Many thought that it could not be done, and for a time yesterday it seemed that they might be right. Held by massive cables that transfer their weight to the huge supporting piers on land, the arches have been hovering maddeningly close to each other, but expansion and contraction kept changing their position. Finally, this morning, the arms were brought into perfect touch, and the locking pins were thrust into their sockets.

## Phar Lap wins Cup

**Melbourne, November 4.** When Carbine won the 1890 Melbourne Cup some scribes were of the opinion his like would never be seen again. Wrong, Phar Lap proved he is the second equine coming in today's Melbourne Cup at Flemington. He won before a wildly enthusiastic crowd of 120,000.

Phar Lap is living testimony that champions are made of stern stuff. To test him the handicapper gave him 9.12. Hoodlums in a car fired at him with a shot gun four days before the race - stable foreman Tommy Woodcock and his pony shielded him - with the result he had to be taken to a hiding place.



# Notebook

## **BIRTHDAYS for JANUARY: Birthstone: Garnet; Flower: Carnation**

Max Annear, Russell Brandis, Ian Dalby, Gary Eva, Barbara Forbes, Barrie Guest, Edith Jeffree, James Pinnington, Matthew Read & Mavis Spencer.

May 1998 be a great year for you all.

**SEVENTY YEARS OF MODEL A's** As we get set to celebrate seventy years of the Model A it is interesting to find that here in Western Australia the New Ford made a quiet entrance in to the market. The first announcement was placed in *The Sunday Times* on the 28th October, 1928, in the form of a direct letter from Henry Ford, extolling the New Ford. Here is an extract from that article:

*THE NEW FORD CAR* An announcement of unusual importance to every automobile owner *by Henry Ford.*

We Have Built a New Car to Meet Modern Conditions

We are still proud of the record of the Model T Ford car. If we were not, we would not have continued to manufacture it so long. But 1927 is not 1908. It is not 1915. It is not even 1926.

We realise that conditions in this country have so greatly changed in the last few years that further refinement in motor car construction is desirable. So we have built a new car. To put it simply - we have built a new and different Ford to meet new and different conditions.

We believe the new Ford car is as great an improvement in motor car building as the Model T Ford was in 1908.

The authorised Western Australian Representatives for the Metropolitan Area was Lynas Motors, Hay St, Perth, who invited the public to see the car itself and test its capabilities.

**CONGRATULATIONS** to Bill Bennie who will be retiring this month from Western Power. We wish him good luck and good health in retirement.

**WANTED:** Any articles for the magazine, or any information, gossip, tips, etc.

For newer members who are restoring, if there is anything in particular you would like some info about, there is probably an article been printed that I can include again for your benefit. Just let me know. *Louise*

**SUBS NOW DUE:** Don't forget to get your money and form in to Shirley at either the January meeting or through the post, they are due the **1st January.**

**ALSO** those of you who are planning to attend the Canberra Meet and have not yet paid your entry fees, they have just gone up \$10, and will continue to rise by \$10 per month!

## **HERE'S a little bit of trivia for you:**

In a Municipal Court in New York City, on January 10, 1928, sentence was suspended on Mr L. T. Birch, who was the first man in the city to be arrested for speeding in the new Ford. *Courtesy of Henry's Lady, by Ray Miller.*



If undelivered, please return to:  
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BALDIVIS WA 6171  
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BUSSARD David & Pat



# WESTERN Model A News

## THE FIRST



### Motoring Fatality on a Public Highway

... took place in Stockmar Road, Hackney on 23 September, 1897, when nine-year-old Stephen Kempton of 106 Chalgrove Road, Hackney, was crushed to death by a taxi belonging to the Electric Cab Co. The boy was stealing a ride on one of the springs of the cab when his coat became entangled in the chain drive, dragging him between the rear wheel and the body of the car.

**The first car driver killed in a motoring accident** was Henry Lindfield of Brighton, who sustained fatal injuries in a crash that occurred on 12 February, 1898, while he was journeying from London to Brighton in his Imperial electric carriage accompanied by his eighteen-year-old son, Bernard. Lindfield was the Brighton agent for International Cars.

At the inquest, his son testified that: *...after reaching Purley corner they were descending the hill with the motor cut out and the brakes on. Half-way down the hill the witness's bag fell out of the carriage, and his father endeavoured to stop the machine, which then began to run from one side of the road to the other, the steering gear failing, and the car eventually turned completely round, running through a wire fence and striking an iron post. This turned the car partly over against a tree, catching the deceased leg between the carriage and the tree. The witness was thrown clear over his father, who was unable to move until help was got to push the car back. The deceased had only driven the car two or three times.*

Lindfield was taken to hospital, where his leg was amputated, but he died from the effects of shock the following day. Despite Bernard Lindfield's evidence that the motor car was cut out at the time of the accident, it appeared from a subsequent examination of the gears that his father had the car regulated at full speed.

In February, 1969, the Mayor of Harrow unveiled a plaque on Grove Hill, Harrow, which bears the words: 'Take Heed. The first recorded motor accident in Great Britain involving the death of a driver occurred on Grove Hill on 25th February, 1899.' The accident in question involved an eight-seater Daimler wagonette driven by E.R. Selwell of the Daimler Motor Car Co. who was demonstrating its capabilities to a prospective purchaser. Although this unhappy episode has generally been accepted by motoring historians as the first occasion of a driver fatality, it would seem clear from surviving records of the Lindfield inquest that this was not so, though it may be claimed as the first accident involving the death of the driver of a petrol-driven car. The crash was also the first to cause the death of a passenger, 63-year-old Maj. James Richer, a Department Head of the Army & Navy Auxiliary Stores (the intending purchasers of the vehicle), sustaining a fractured skull from which he died four days later without gaining consciousness. BS •

DON'T FORGET YOUR SUBSCRIPTIONS  
ARE NOW DUE AS AT 1ST JANUARY.  
GIVE THEM TO **SHIRLEY** AT THE  
NEXT MEETING OR POST THEM TO:  
[redacted] **SALTER POINT, 6152**