

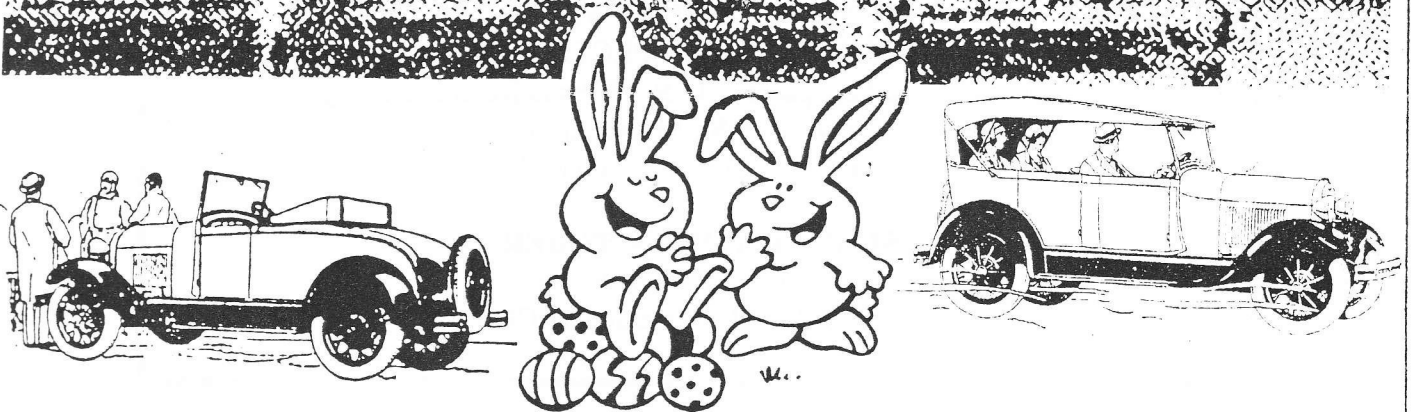
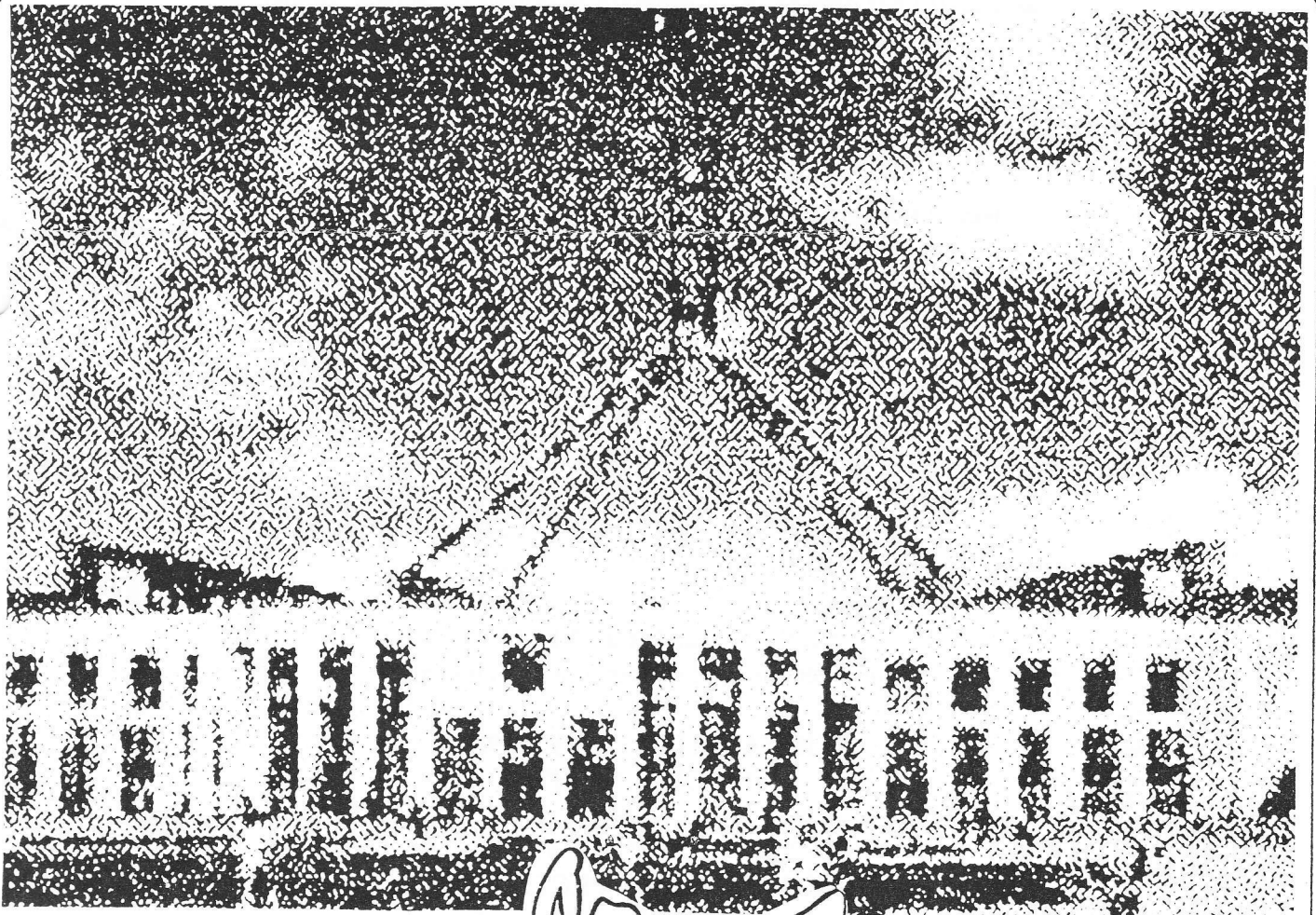


Western Model A News

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

Year XVIII Number IX

APRIL, 1998



Next Run/Meeting: Sunday, 12th April, 1998 Meet at Pioneer Village Carpark 9:30am
Sunday, 26th April, 1998 Same place, 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\$34.00 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.

9-13 APRIL, 1998 (EASTER)
15TH NATIONAL MODEL A MEET - CANBERRA
Hosted by Model A Restorers Club (Aust)
Entry forms available from your secretary, or write to:
The Rally Director, 15th National Model A Ford Meet
██████████ DICKSON, ACT 2602.

SUNDAY, 12TH APRIL, 1998
Pat Bussard has offered to co-ordinate an outing for Easter Sunday.
Meet at Pioneer Village Car Park at 9:30am for a 10:00am departure.
Ring on ██████████ if you are interested in going.

SUNDAY, 19TH APRIL, 1998
FORD BIRTHDAY PARADE
Meet at Causeway Carpark at 9:30am for 10:15am departure.
For more details phone ██████████

SUNDAY, 26 APRIL, 1998
Visit to HEYTSBURY COLLECTION
Meet at Pioneer Village at 10am for a 10:30 departure.
Arrive at 11am. BYO Lunch.
Organised by Alan & June Smith.

SUNDAY, 24TH MAY, 1998
Proposed run to be confirmed.

SUNDAY, 28TH JUNE, 1998
Volunteers needed to organise this club run.

FRIDAY, 17TH JULY, 1998
CCC QUIZ NIGHT

SUNDAY, 26TH JULY, 1998
AGM & VEHICLE INSPECTION DAY
Inspections will take place at D & S Engine Reconditioning,
10 Davison St, Maddington.
Place for AGM to be advised.

SUNDAY, 11TH OCTOBER
AUTO JUMBLE
Organised by the Veteran Car Club



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

Minutes of General Meeting held at Deepwater Point, Mt Pleasant
 Sunday 22nd March, 1998.

Meeting opened by Steve Read at 1:40pm.

Attendance and apologies as per book.

President welcomed visitors of Tim Halden, also Reg & Coral Blewett's daughter.

Previous Minutes as per newsletter report. Moved Peter Sartori, seconded Barrie Guest.

Business arising: Nil.

Correspondence In: *Bankwest re change of address. *Roe Marketing re Cathodic anti corrosion protection. *Avondale Discovery Farm. *Marlows classic car show. *The Maze. *Invitation from MAFCA to president's reception.

Correspondence Out: Letter to MARC Canberra enclosing a cheque for \$1000.

Moved Barrie Guest. Seconded Peter Sartori.

Business Arising: Nil.

Financial Report:

Balance per bank statement 31/1/98		1587.55
Chq 29 Donation	1000.00	
28 Postage	43.10	
30 CCC Subs	<u>35.00</u>	
	1078.12	
Bank balance as at 23rd March, 1997		509.45
Investment account		11438.33
Total club funds		\$11947.78

Account from Stirling Business Machines for \$68 (toner) to be paid.

Moved Dora Annear. Seconded Reg Blewett.

General Business: Dora spoke about Christmas in July to be held at Dorchester Lodge on 11th. Urgently needs numbers or we will lose our booking.

Alan Smith attended Classic Car Show held at Whiteman Park. 7 Model As on display, need a tent and flag for next year, greater effort needed for next year.

Brookton Old Time Show next week. Bussards, Smiths Blewetts & Gary Eva going.

Next run 12th April if numbers sufficient. Pat Bussard organising but so far no response.

Alan Smith rang John McLean re visit to Heysbury Collection. Bring your own picnic lunch.

Meet at Pioneer Village 10.00am to be at gate by 11.30 - 11.45am.

Steve mentioned that the committee positions were up for re-election at the AGM in July, as they were only 'caretakers' for the last 12 months, so please think about filling these positions.

Max Annear thanked Steve for a good run that put some miles on the cars.

Meeting closed at 2.00pm.



MARCH'S MYSTERY MEANDER

Weather for the March get-together was a little overcast and drizzly, but did not deter seven Model As and occupants, and a late-comer, plus two moderns, to gather for what turned out to be a mystery tour. Steve Read had organised a circulatory run starting at the Causeway and ending at Deep Water Point, Mt Pleasant. We called in at five members' houses, all of whom were not on the run (naughty people!). Was that you?? Were you visited? We caught up with Toni Mahony and Edith Jeffree, both very briefly.

John & Shirley met us at the lunch stop for a brief meeting. It was the first run for the Read's newly-restored Ute, having a few minor hiccups, but apart from that, everything went well.

Louise

Classic Car Show, Sunday 15th March, 1998

Seven Model As were on display with the following members in attendance:

- Peter & Elaine Gilberthorpe - 1930 Phaeton
- Alan Smith - 1928 Tudor
- John Moorehead - 1928 Phaeton
- John & Barbara Forbes - 1929 Roadster
- Jack & Mavis Berkshire - 1929 Phaeton
- Frank Farrelly - 1928 Phaeton
- John Timmings - 1928 Tudor



John Timmings added some interest with a large "key" positioned on the running board to wind up the main spring. It certainly got the children (and the young at heart) to take a closer look.

The car show was well attended with some excellent displays. The Mini Owners Club and Ex Military displays took out the major awards.

If we attend next year, the club banner should be on display to promote our club.

John Moorehead

@@

THE TOP TEN AMERICAN MOTOR VEHICLE RECALLS

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

- | | <i>Year</i> | <i>Number recalled</i> | |
|--------------------------|----------------|------------------------|--|
| 1. GENERAL MOTORS | 1971 | 6,682,084 | 1965-1969 Chevrolets, Chevy IIs, Novas, Camaros, Chevy and GMC trucks. Problem: Possible loss of control should left-front engine mount break. |
| 2. FORD | 1972 | 4,072,000 | All 1970-1971 passenger cars except 1970 Mavericks and 1970-71 convertibles; 1970-71 Ranchero trucks. Problem: Possible faulty plastic device (a 10¢ part) on front-seat shoulder belts. |
| 3. GENERAL MOTORS | 1973 | 3,707,064 | 1971 Chevy Biscaynes, Bel Airs; 1972 Chevy Impalas, Caprices; 1971 Pontiac Catalinas, Bonnevilles; 1971 Buick Le Sabres; 1972 Pontiac Granvilles; 1972 Buick Centurions, Electras, Rivieras; 1971-72 Oldsmobile 88s and 98s. Problem: Danger of steering system jamming. |
| 4. VOLKSWAGEN | 1972 | 3,700,000 | Recalled types 1, 2 and 3 for 1949-1969. Problem: Danger of wiper-arm failure. |
| 5. GENERAL MOTORS | 1969 | 2,966,979 | 1968-69 Chevys, Pontiacs, Oldsmobiles, Buicks, Cadillacs, GMC trucks equipped with Quadra-jet carburettor. Problem: Danger of throttle sticking. |
| 6. HONDA | 1977 | 2,830,000 | 1969-77 motorcycles (2,000,000), 1973-77 Civics, Accords (830,000). Problem: Possible defective exhaust thermo-sensor in cars, danger of fuel tank opening in motorcycles. |
| 7. GENERAL MOTORS | 1969 | 2,570,914 | 1965-69 Biscaynes, Bel Aires, Impalas, Caprices (excluding wagons). Problem: Exhaust fume hazards. |
| 8. GENERAL MOTORS | 1977 | 2,200,000 | 1976 Novas, Chevelles, El Caminos, Cameros, full-size Chevy sedans and wagons, Le Mans, Firebirds, Catalinas, Bonnevilles, Venturas, Grand Prix, Cutlass 88s, 98s, Omegas, Skylarks, LeSabres, Electras; Cadillac Callases, DeVilles, Broughams (except those with electric fuel injection); GM and Chevy trucks. Problem: Danger of power-brake failure. |
| 9. CHRYSLER | 1977-78 | 1,670,000 | 1975-77 Dodge Darts, Aspens; Plymouth Valiants, Volares, Furies; Dodge Monacos, Coronets, Chargers; Chrysler Cordobas with 318 and 224 cu in engines. Problem: Stalling, defect in accelerator pump seal. |
| 10. FORD | 1978 | 1,500,000 | 1971-76 Pintos, Mercury Bobcats. Problem: Fuel tank modification due to danger of fires in rear-end collision. |

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

Restoring the Model A Ford Speedometers

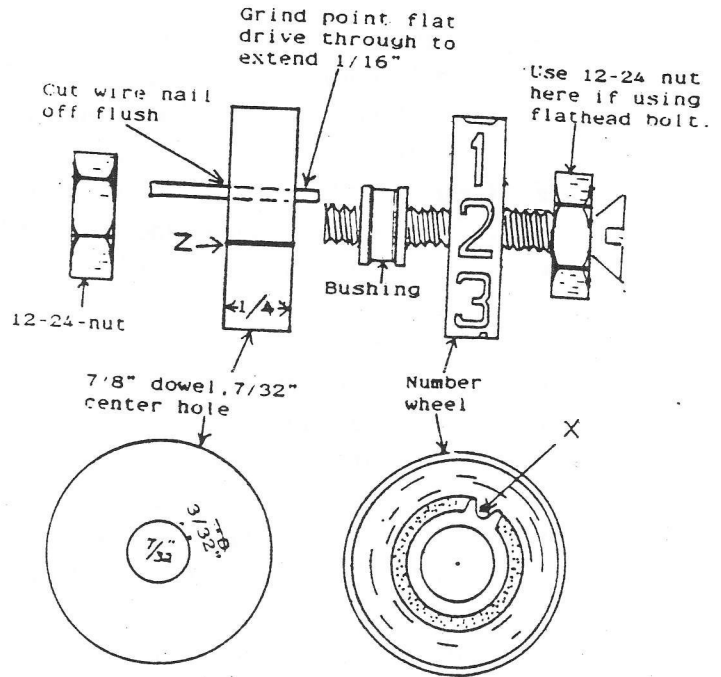
Courtesy of the Beaver Chapter, MAFCA, Portland, Oregon.
Article and sketches by Gordon Fletcher.

PART TWO

This tool is to hold the number wheels and indicate the exact position of the numbers when installing a decal. If you are not installing decals you will not need this tool. Use

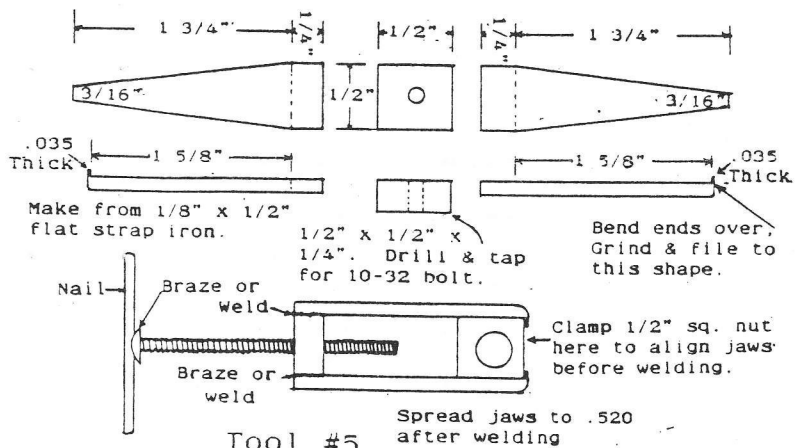
a 12-24 x 1 1/2" bolt (a floorboard bolt will work just fine). Cut a 3/4" hardwood dowel 1/4" thick, (better if made of metal) drill a 7/32" hole in the centre. Drill a #57 size hole centred out 3/32" from the edge of the centre hole. Drive the wire nail through the #57 hole. Grind the point off the wire nail, letting it stick out 5/64". Cut off the other end of the wire nail and grind it flush with the side of the dowel. Assemble as shown, the end of the nail **must** enter between the carry lugs at X. Bend the nail up or down as necessary to make it fit with no play. Make a pencil line Z (or a scratch) exactly in line with the bottom bar of the #2. When installing the decals make **sure** the bottom bar of the #2 aligns with the pencil mark or (scratch) Z. For

the red 1/10th wheel do not use the bushing. You need an extra bushing, grind it to a .079 width, use it to centre the number wheel on the bolt. Use the bolt, without the wood dowel, and with the narrow bushing, to hold the number wheels when stripping off the old numbers and sanding the face of the number wheels. Also use the narrow bushing with tool #13.



Tool #4

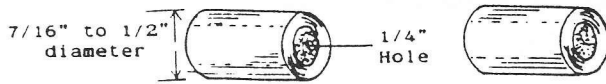
The puller is used to pull the retaining washers from the left end of the shafts. It is also handy to pull the carry wheel discs, which are sometimes pretty tight and are hard to get hold of. Follow the dimensions shown in the sketch. Mild steel is strong enough, no tempering needed. Getting both sides the same length is a bit tricky, but important.



Tool #5

The screw is a 10-32 x 2" screw with a nail brazed across the head. The puller is very useful and is used to pull the retaining washer and the carry wheel discs from the shafts without damaging any parts.

The following tools will be needed when you press the retaining washer back on the number wheel assemblies and gently squeeze them together.

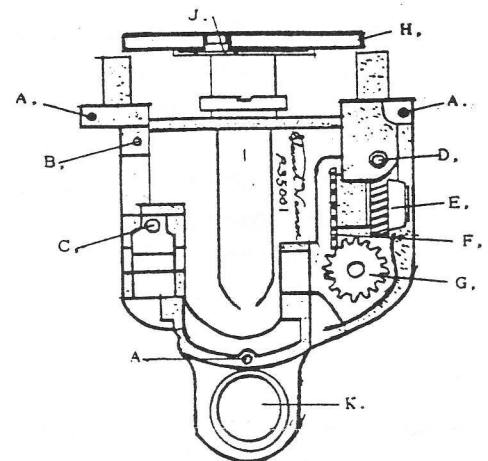


Make a pair about 3/4" long.

Tools #6

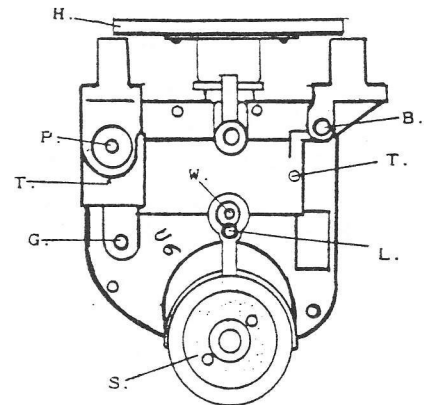
DIAGRAMS and NOMENCLATURE

- A. Faceplate locating studs (fig. 1,3 & 4).
- B. Rivet hole for upper odometer shaft (fig.1,2& 3).
- C. Screw hole, trip wheel shaft clamp (fig.1 & 3).
- D. Front bushing for secondary worm gear (fig.1& 4).
- E. Gear driven by secondary worm gear (fig. 1 & 4).
- F. Drive gear for odometer and trip wheels (fig.1).
- G. Trip resetting shaft & gear (fig.1,2,3& 4).
- H. Magnet (fig.1,2,3& 4).
- J. Calibrating plate (fig.1).
- K. Bevel gear cover (fig 1,3& 4).
- L. Post for seal (fig.2,3& 4).
- M. Left end of primary worm gear (fig.3).
- N. Right end of primary worm gear (fig.4).
- P. Rear end of secondary worm gear (fig.2).
- Q. Hole for right end of odometer shaft (fig.4).
- R. Indentations (fig.3& 4).
- S. Drive gear sleeve (fig. 2,3 & 4).
- T. Indentations to lock bushings in place (fig.2).
- W. Cap for mainshaft oil wick (fig. 2).
- X. Oil point, upper oil wick (fig. 4).



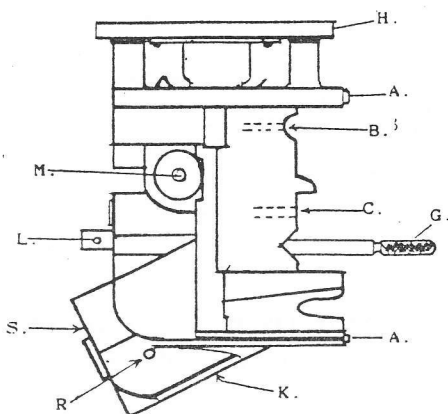
Front view
Speed disc & all number wheels removed

Fig. 1



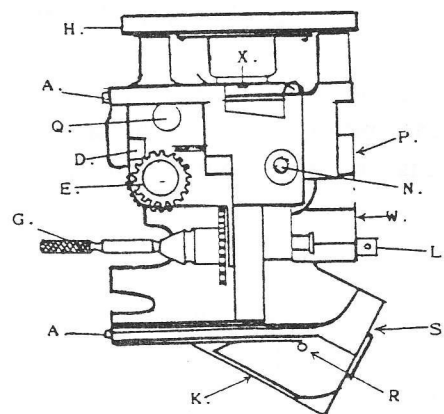
Rear View

Fig. 2



Left View

Fig. 3



Right View

Fig. 4

PART
7

HIGHLIGHTS FROM THE MARCH 1936 ISSUE OF

SERVICE STATION *and* MOTOR TRADER

Official publication of the
WESTERN AUSTRALIAN SERVICE STATION ASSOCIATION

These snippets give an interesting insight into the motor trade in Perth (and Western Australia in general) sixty years ago - just after the Model A era. Compiled by: Bevan Sharp.

PETROL PRICE STABILISATION

The introduction of the Petrol Price Stabilisation is a reform that has long been sought. Not so many years ago the reseller enjoyed - yes, actually enjoyed - a five pence per gallon gross margin. This profit has been gradually whittled down, until, recently, some resellers sought to conduct business on the basis of one penny per gallon gross profit. Inevitably a halt had to be called and, since the price-cutter could not be depended upon to do his own reasoning, "organisation" stepped in.

Result - Petrol Price Stabilisation was introduced as from 2nd March, 1936.

Stabilisation is here to stay, and the sooner all purveyors realise this then quicker will their financial status improve.

The only critic of the scheme is likely to be a supposed benefactor to the community when in reality he is dependent on cut prices and not goodwill to obtain business. If he is not in business to make same yield profits then let him get out and leave it to those who are.

Price-cutters in New Zealand caused Government to step in and introduce legislation whereby the petrol supplies acquired wholesale at 1s 7d and 1s 8d per gallon must be sold at 1s 10d and 1s 11d per gallon respectively. Also employees' hours were reduced from 50 to 44 per week and wages were raised from £3/15/- to £4/-/- weekly.

Government control is seldom welcome in commercial life and the forgoing example may serve as a warning of what is possible in this State. The recently-introduced Service Station Attendants' award has probably increased the wages cheque of many garages, and these liabilities are only met by the ability of the proprietor to earn reasonable profits on his business.

America Leads in Petrol Supplies

The world's 35 million automobiles are estimated to consume something like 2,000 million gallons of petrol annually.

This colossal volume of motor fuel is drawn from the following sources:- Approximately 59.7% comes from U.S.A., 15.95% from Europe, 13.12% from South America, 5.52% from Asia and 3.33% from Oceania. *Not now!*

EPITAPH

Here's all that's left
Of him - poor chap!
He drove a car with
A girl on his lap.

PETROL TAX

The Commonwealth collected over £7,000,000 through the Petrol Tax in the last fiscal year which equals 5% on £140,000,000 of railway capital.

ONE THOUSAND MILES

Good Reasons to change your oil regularly

Although the majority of motorists know that engine oil should be changed regularly every thousand miles, it is surprising how many neglect this important duty, notwithstanding the fact that they must be aware that, after 1000 miles of use, the oil is likely to have deteriorated considerably. A certain amount of fuel finds its way into the oil, thus reducing the viscosity, while impurities, such as dust, and even metallic particles, will be present.

Of course, many drivers realise this, but for the benefit of the non-technical motor driver the following particulars have been prepared by the Shell Company of what actually happens in the engine of a car as it travels under normal conditions, should convey a good idea of the enormous strain under which the lubricant works, and prove clearly how essential it is to change the engine oil every 1000 miles.

Think of a car powered by a six-cylinder engine travelling at 40 miles per hour, with the engine turning over at 2000 revolutions per minute. Here is what is going on each minute:-

Each piston travels 1333 feet. Each piston starts and stops 4000 times. The magneto or coil provides 6000 sparks. Each of the twelve valves slides up and down in its guide 1000 times, while the total pressure exerted on all the pistons together is approximately 10,000,000 lbs, or 4800 tons.

The total amount of petrol used in that minute (assuming that the car does 20mpg) is 0.266 pints, 0.033 gallons, and the total amount of air used in the cylinder is about 45 cubic feet. The total amount of lubricating oil burned or changed (assuming, of course, that the oil is changed every 1000 miles) is 0.0008 gallons.

These facts, in themselves, are rather outstanding, but consider what happens every 1000 miles, that is, just the ordinary time between changes of crankcase oil. The pistons stop and start altogether 36,000,000 times, the valves lift and fall 18,000,000 times, while each piston travels, rubbing the cylinder bore, 2,000,000 feet, as the engine has completed 3,000,000 revolutions.

These figures have been carefully compiled by the Shell Company's technical department, when carrying out tests with their new grades of oil.

Bucketmouth's Page

~ a page of gossip for those people who like minding other peoples' business ~

By now Alan and Edith Jeffree will just be starting on their round the world trip. Alan reckons that after a lifetime of "work" (for the want of a better word) he and Edith deserve some quality time off and this is it. They are touring through Europe, Britain and the USA, etc, etc. (nice to have money). Have fun, guys!!

Help wanted department. Jack Berkshire has lost his dog and hopes someone can help. The dog is a yellow poodle, with only one ear, he has three legs, a broken tail and no teeth, one eye and has recently been castrated. He answers to "Lucky". Get in touch with Jack if you can help.

At the time of writing this, Steve Read was frantically throwing parts of his u-beaut-ute together in time for the Canberra trip. We all know Steve's respect for the clock is legendary, but it will be interesting to see if his abilities can match his ambitions.

Hey! aren't we sending a motley crew to Canberra for the National Meet. The Timmings are flying over, so they can pretend they have a nice Model A. Louise R is so sure that their new ute will make it, that she is flying too. The Halls are going in an Oldsmobile (wash your mouth out) which is some sort of sacrilege. Gwen and Barrie Guest will get there late, if at all, in their old clunker! I hope the Model A Restorers Club of Aust. doesn't judge us by this lot!

Frank Farrelly admits that he's not into computers and he thought that software was a condom for the over 60's.

As some small compensation for those poor souls forced to live south of the river, I'm told that Peter and Lorraine Sartori run a very good grog shop in the Winthrop Shopping Centre. They may even offer some occasional specials to Club members. So if you plan on getting a skinful, get down there and give them some business. I believe that they are not cheap but do smile nicely as they are ripping you off.

The award for the dumbest thief '98 goes to the thug who broke into the Fremantle Dockers Trophy room.

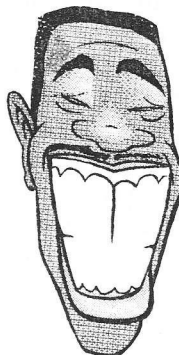
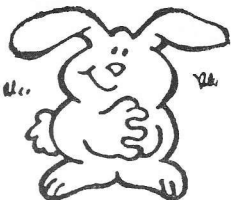
Seven Model As represented our club at the Classic Car Show at Whiteman Park, March 15, but the Gilberthorpes, while displaying their Model A, spent all day at the Austin 7 camp. Come on guys! There has never ever been an Austin 7 that has looked half as good as a Model A. Get your priorities in order!

If any one can use some free firewood and kindling this winter, John Timmings has heaps of pine packing case timber to give away. It is not arsenic treated and is great for the barbecues, pot bellies, etc. Get in touch if you can use any.

Thought for the Month: Nothing succeeds like a budgie with no teeth.

The views and opinions expressed here in are not necessarily those of the management. etc. Should anyone be offended by the foregoing, write to your local M.P. He may care - we certainly don't.

Bye for nowBucketmouth



Notebook



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

Ron Andrews, Mavis Berkshire, Ken Brown, David Bussard, Jane Cocks, Laurel Cooke, Bill Cowlin, John Forbes, Ray Mahony, Toni Mahony, Jenny Perry, Doug Quinn and Rodney Spitz. Birthday wishes to all you April babies.

NEW MEMBER: Welcome to Tim (The Undertaker) Halden. He lives at [REDACTED] Leederville. Ph [REDACTED]. Tim has a restored 1928 Phaeton.

70 YEARS OF MODEL As:

DORA NEEDS YOU!!

Dora Annear has organised a Christmas in July to be held at Dorchester Lodge Reception and Function Centre, Melville on Saturday 11th.

Price is \$32.50 per person including show, drinks and meal. The Theatre Restaurant presents a 60/70 style variety show.

As a booking is vital ASAP, Dora will book for 50 people. Please let her know NOW if you intend to go, on [REDACTED] otherwise you will miss out.

NOEL & KATHERINE NEIL: The Model A Restorers Club (Aust) recently sent the Club a letter of thanks for our contribution to the appeal for Noel & Katherine Neil. We have been informed a cheque will be presented to them at the Presentation Dinner at the National Meet in Canberra at Easter.

BON VOYAGE AND HAPPY TRAVELLING to Alan and Edith Jeffree, and also to those attending the National Meet in Canberra.

VISITORS FROM THE U.S.: On a very hot Perth Friday, at the beginning of the month, the Reads were visited by two fellow enthusiasts, David & Terry Fagan. David & Terry belong to two clubs, the Hangtown As, based in Placerville, California, and the Amador As, based in Plymouth, California, of which Terry is President, and David the Treasurer. Terry is a computer consultant for Intel, and David is retired. Thanks go to Peter Sartori, who took the time to take them for a spin in his Phaeton, and to Barrie and Gwen Guest, who also met the couple.

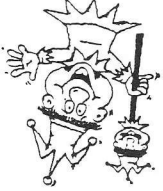
BROOKTON OLD TIME SHOW was attended by the Bussards, Smiths, Blewetts and Gary Eva. John Moorehead and Jack Berkshire also participated with their motorbikes. According to John, it was a great day with lots of cars, lots of people and is well worth visiting. Perhaps we can make it a club event next year.

STEVE READ would like to thank all those who helped with his restoration to get it finished on time, in particular Ron Andrews, Peter Sartori and Darren Jeffree. All help was appreciated.

H A P P Y E A S T E R

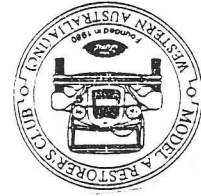


April Fools Day



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

BALDIVIS WA 6171
BUSSARD David & Pat



Western Model A News

THE FIRST



Motor Coach Service

... (inter-urban) was inaugurated between Clacton and London by the London Van & Wagon Co at the beginning of August, 1898. The Company ran four vehicles every Friday from Clacton to London, and back to Clacton, taking 5-1/2hr each direction to cover the 70-mile distance. The service does not appear to have been sustained for more than a few weeks.

In the USA, the first service was established by the Nassau County Motor Coach Co, founded in early 1899, to run coaches between suburban points on Long Island. This enterprise also occasioned the earliest use of the word 'motor coach'.

The first long-distance Motor-Coach Service was inaugurated between London and Leeds by A.E. Wynn of Knaresborough, Yorkshire on 27 August 1900. The vehicle ran once a week in each direction, taking two days on the road for the 200-mile journey. The return fare was 2 guineas. ss •

Having built only the one model for 19 years, The Ford Motor Co was not set up for long term project planning. When it was finally decided to cease production of the Model T, the Model A sprang to life within a year so it was a compromise of latent ideas lurking in the heads of Edsel Ford, Henry Ford and a small group of engineers, steeped in the "Ford way." The work of its creation went ahead at a furious, irregular pace.

Confusion reigned at the Ford plant. Henry was making so many assignments, reassignments and divisions of authority that progress was delayed.

many - make it just one bolt."

Initially the Model A consisted of many expensive forgings because Ford had just installed a large forging plant and Henry thought forgings meant quality. It took nearly a year to convince him that pressed steel brackets were strong and saved \$30 per car in production costs.

Although the car was not his idea, or ideal, Henry soon adopted it as *his*. But while he had *dictated* the Model T, he *approved* the Model A. Design was a process of: approvals, dictates, rejections, concessions and compromises. However, development was still so rapid that many parts went straight from drawing board to production. Plant layout and special machine tools were designed simultaneously.

THE ECCENTRIC HENRY FORD



Henry insisted on those mushroom feet on your exhaust valves, which improved wear but increased costs and required expensive split guide bushings.

Henry wanted to keep the planetary drive, he called the shifting gear a "crunch gear", but Edsel wanted a new, sliding gear, transmission (*thank you, Edsel*).

Henry first wanted forged X-section connecting rods, then welded tubular section rods, before settling on the more conventional I-section rod.

Henry concentrated on the power plant and he wanted full-size sketches of the engine. They used a cloth blackboard with different coloured chalk because Henry found the usual intricate drawings with sectional views, one upon the other, a little difficult to follow.

After a Model A crashed in testing, Henry insisted on laminated safety glass. He did not have faith in any of the fuel pumps available so adopted the cowl-mounted gravity fed fuel tank, but it was Edsel who designed the unique fuel tank.

No 14 - The New Ford

The designer of the braking system was hampered by many of Henry's ideas which were either illegal or impractical.

When Henry saw the Zenith carburettor he said: "Cut those bolts down." Zenith reduced the number from 14 to 2 and proudly showed Henry, who said: "Two's too

Adapted from Leslie R. Henry's "Engineering the Model A" by Bevan Sharp •