



# Western Model A News

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

Year XVIII Number X

MAY, 1998

September 1, 1928

THE AUSTRALIAN MOTORIST

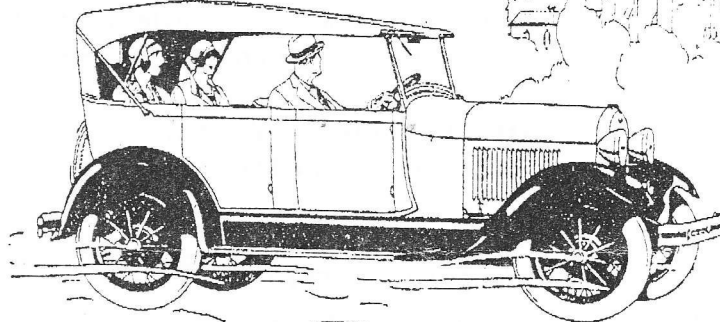
(Buyers Guide) 9

## The NEW CAR

*From the viewpoint of Quality  
nothing has been overlooked*

ONLY from a first-hand demonstration can any conception be formed of the remarkable performance, comfort and safety of the New Car. The quiet motor; the surprising ease of the gear changes; the smoothness of starting and the amazing rate of acceleration are impressive. ¶ You ride in cushioned cosiness. Wide seats and ample leg-room give sustained comfort. Flexible springs and four shock absorbers prevent all jars on bumpy roads. All controls are conveniently reached—the car responds to the slightest touch—stops in an instant with light pressure on the automatically-equalised four-wheel brakes. Drive this car yourself and experience its silence and sweetness of operation—its wonderful ease of handling—its amazing roominess and comfort. ¶ For a demonstration get in touch with your nearest Ford Dealer to-day.

Models are now on display at Dealers' Showrooms throughout Australia.



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

*Mention of the "Australian Motorist" when writing ensures prompt attention*

**Next Run/Meeting:** Sunday, 24th May, 1998

Place: Meet at Raffles Hotel Carpark Time: 9:30am

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

**SUNDAY, 17TH MAY, 1998**

**FORD PARTS SWAPMEET**

Time: 7:00am. Food & Drinks. Buyers Free

Place: 135 Gt Eastern H'Way, Belmont

**Enquiries: 018 907 622**

**SUNDAY, 24TH MAY, 1998**

Leighton Battery Heritage Site situated at Buckland Hill

Assembly time: 9:30am for a 9:45am sharp departure

Place: Raffles Hotel Carpark

Cost: \$5.00 per adult

This outing will hopefully be of interest to everyone who wants to attend the recently opened Buckland Hill Tunnels, however there are a few things that may deter you from visiting. We have been advised that the tunnel descent and ascent stairs are steep, and in places, irregular height. Although handrails are provided, the tour is pretty tough going, and because of by-laws, public toilets are not provided. The actual tour will take approx one hour and our meeting will take place afterwards at another arranged spot if the weather is wet.

Tea/coffee/soft drinks available after the tour at the cost of \$1.00

**SUNDAY, 28TH JUNE, 1998**

Volunteers needed to organise this club run.

Organiser may choose date to suit

**SATURDAY, 11TH JULY, 1998**

**Celebrate 70 years of the Model A in Australia** by

joining members and friends at

Dorchester Lodge Reception & Function Centre

situated in Melville for a Christmas in July outing

Arrival time should be no later than 6:30pm to be seated by 6:45pm

The price is a very reasonable \$32.50 per person

which includes the show, drinks & meal

The Theatre Restaurant presents a 60's/70's style variety show

Phone Dora now on [REDACTED] to reserve you place

**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 MARG member*

Established 1973

**18 RIO STREET, BAYSWATER**

**9272 4566**

34 years Experience

**Notes Taken at Informal Meeting  
Held 26th April 1998  
(Heytesbury Classic Car Museum)**

- \* Unable to conduct formal meeting as no incoming / outgoing correspondence and financial details available on the day.
- \* John Timmings briefly discussed the Club's \$1000 donation to a Katherine couple.
- \* Dora Annear reminded all in attendance of the Christmas in July function. Dora to contact Louise Read re reminder in next newsletter.
- \* David Bussard advised all that he was in possession of a catalogue on early Ford parts. David said that he would contact Louise Read re mention of same in next newsletter.
- \* David & Pat Bussard have agreed to organise May run.
- \* June Smith asked the members thoughts on the purchase of a shade / shelter structure for use by club members at shows, etc. It was suggested that the structure have removable sides. All in attendance saw benefit in such a purchase, brochures of suitable type shelters and prices to be obtained. To be discussed again at next club meeting.
- \* John McLean of Heytesbury was thanked by all for taking the time to show the Classic Car Collection. A special word of thanks came from June Smith.
- \* It was agreed by all that a letter of thanks be forwarded to Janet Holmes a Court for making the collection available for the club to view.
- \* June 1998 run still to be taken.

---

*The following article was submitted by Colin Davidson who found it in a British magazine.*

**AMANDA FOREMAN'S SPIRITS OF THE AGE**

**Bill Gates and Henry Ford**

Two inventions changed the face of the 20th century - the car and the computer - and the similarities between the American men behind them, Henry Ford and Bill Gates, are uncanny. Neither went to university, and both were motivated by the vision of taking a luxury and making it affordable for the masses. Ford started his car company at 40. He used an assembly line for the first time and by 1921, after 13 years, the Ford Motor Company was selling more cars than any other manufacturer. Bill Gates started Microsoft at 20, and was a billionaire by 30. However, like his spiritual twin, Gates is a "control freak". Henry Ford was so determined never to allow union activity, he ordered security men to beat up union officials, which resulted in a court case. Ford lost. Microsoft has also been the subject of a court case, over the threat of monopoly, which it recently lost. Critics say Bill Gates is too powerful and is trying to turn the Internet into his personal empire.

Although Ford gave considerable sums to charity, he remained unpopular. The same is true of Bill Gates. As the saying goes, "No prophet ever receives recognition in his own land."

## SMITH'S RUN TO HEYTESBURY STUD

On a beautiful sunny day, Sunday the 26th April, 1998, we met at Pioneer Village parking lot.

After morning tea we headed for Heytesbury Stud Farm at Serpentine.

Arriving at the front gate we were met by museum manager John McLean who was driving a pretty 1931 Model A Roadster. We followed John on very extensive sealed roads to the museum. It was a beautiful drive.

All cars parked on a concrete slab outside the museum. Inside the museum there is a row of veterans, (cars of course), namely 1898 Benz, 1904 Brush, 1909 Model T Ford, an electric car and a horse drawn buggy, unrestored. In other rows are Jaguars, MGs, Morgans, one three wheeler and an Aston Martin. The biggest car in the collection is a two door V12 Packard.

Jim almost took off on a three wheel trike but didn't know what the little wheel at the back was supposed to do!!

Barbara was fascinated with a push bike but decided it would be a bone shaker with solid tyres and heavy frame. Several Pennyfarthing bikes were also on display. Many trophies were in display cases.

After viewing the museum we had lunch in the well equipped workshop.

Following lunch Ron Andrews, vice president, conducted an impromptu meeting, as the president and secretary were absent.

Approx. 9 Model As and 4 moderns attended the run.

A very big thank you to John McLean and Heytesbury Stud for an interesting enjoyable day.

*Alan & June Smith*

\*\*\*\*\*

## A MAVERICK RIDE TO KUNUNURRA AND BACK

We left Perth with our tinny, outboard and of course the fishing gear. On the first day, we reached Coral Bay. The next day we arrived at Pardo where we caught three barra - all under size! However, the croc in the middle of the road was size, but our gear was not good enough to hold her (only a woman would sit in the middle of the road.)

After three days of heat that would melt the balls off a pawnbroker's sign, we moved back to Derby for a nice feed of mud crabs - with beer, of course.

We were told a barra hole in the Fitzroy River, where my two boys fished one night: broken off using 125lb line. The boys had a close call with a croc and decided that that was enough barra fishing, so off we went to Cape Laveque, where we landed a 30lb fish and a few snapper.

The pump jockey in Broome said the thread fin salmon were on at the Eighty Mile Beach, and we got three nice ones. By this time, the troops were not keen on any more fish dinners, so on we went to Port Sampson, where we landed a few mackerel and a nice queenie: 15lb. From there we went to Coral Bay for a 20lb red.

My advice is to go north - it's terrific - but don't go when it's hot after the wet. If the heat doesn't get you, then the mosquitoes, insects or crocs will.

*Frank Farrelly*

P.S. Who is the Bucket Gob? He's right - I do know about condoms. I once had a job as a condom tester.

# Restoring the Model A Ford Speedometers

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

## PART THREE

### LUBRICATION

Use one drop of light weight oil, such as sewing machine oil or clock oil, on the following: The odometer drive gear E (fig. 1 & 4), on shafts, each bushing and number wheel, carry wheels, any place where a shaft turns. The main shaft needs 2 or 3 drops at point X (fig. 4) just under the magnet, and another 3 or 4 drops on the wick at W (fig. 2). Put several drops around the bevel gear after removing the drive gear sleeve S (fig. 2). To lubricate the bevel gears use about 1/2 thimbleful of grease, such as Lubriplate 630-AA or Sta-Lube chassis grease. Put 5 spots of grease, about the size of the diameter of a toothpick, around the carry lugs and on the gear teeth of the first 3 numeral wheels on the right (all wheels in the trip group), and on the odometer drive gear F (fig. 1). The grease is in addition to a drop of oil on the carry wheels and the numeral wheel bushings. To keep oil from the face of numbers, use very little oil.

### DISASSEMBLY

With a blunt piece of iron and a hammer, tap the bezel off the case, working evenly all round the edge. Remove the bezel, along with the lens, its retainer, a felt washer from the trip shaft, and the face plate. Use 2 gaskets in front of the lens when reassembling. If a new lens fits tight, do not force it in, it will chip. Grind it to size on a fine grindstone. The bezel can be replated. Cracks around the outside edge will not do any harm, but can be reinforced by sweat soldering a thin piece of brass over the cracks.

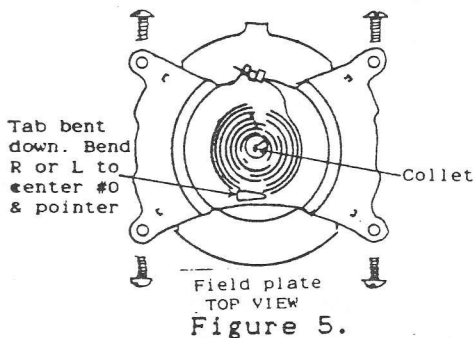


Figure 5.

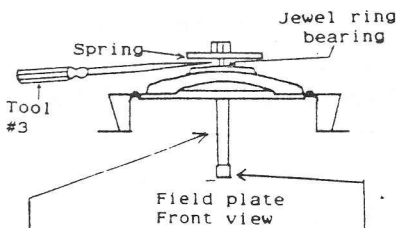


Figure 6

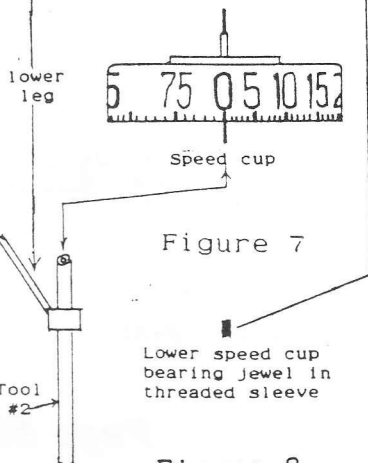


Figure 7

Figure 8.

fits tight, do not force it in, it will chip. Grind it to size on a fine grindstone. The bezel can be replated. Cracks around the outside edge will not do any harm, but can be reinforced by sweat soldering a thin piece of brass over the cracks.

Remove the lead seal by prying between the end of the post and the seal, do not pull on the post or the end of it will break off. After pulling the wire out of the lead, enlarge the hole in the seal with a #56 bit, the seal can then be reinstalled when you assemble the unit.

Remove one screw and remove the inner mechanism from the case. Be careful not to damage the hair spring.

Remove 4 screws (fig. 5), lift off the field plate and speed cup assembly. If you are going to install new decals, pry the hairspring off its shaft, let it hang on the field plate.

Remove the jewelled screw from the bottom, lift out the speed cup (fig 6).

Remove clamp screw (located at C fig. 1) and lift out the trip wheel assembly (fig 12). Do not lose the coil spring after removing the trip drive gear. The red wheel and the flat spring pull off to the right. To further disassemble, use puller (tool #5) to pull the retaining washer off the left end. Pull the wheel off, run a file over the upsets so that all

the parts will pull off easier. Pull off the bushing. Use the puller to pull off the carry wheel disc, then pull off the next wheel & bushing with your fingers. The remaining carry wheel disc can be left on the shaft. A press fitted collar is also left on the shaft and should not be disturbed. The groove or keyway always goes down. The puller makes it easy to remove the retaining washer and the carry wheel discs without damaging any of the parts.

To remove the odometer wheels, grind the head off the rivet (at B fig 1). Use a punch or nail to drive the rivet out through the back. Lift the odometer wheel assembly out, disassemble exactly as above. Enlarge the rivet hole in the odometer shaft with a #39 bit. Run your 3-48 tap through rivet hole B (fig. 1). It is not necessary to drill out the hole. You will need a 3-48 x 1/2 or longer screw and a lock washer when assembling.

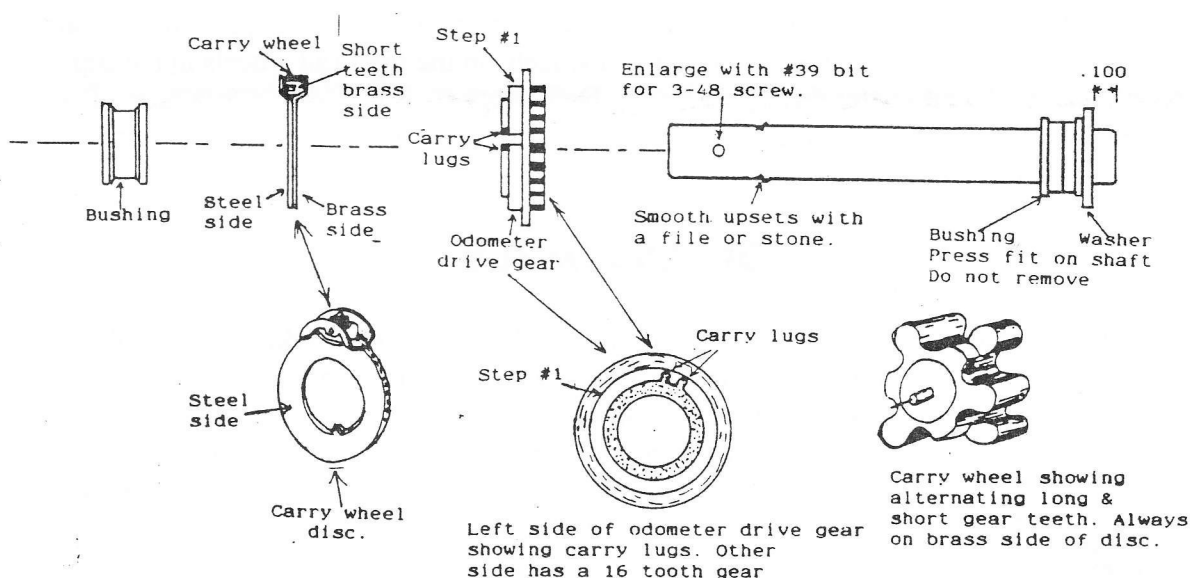


Figure 9

With a #36 bit to drill out the indentations R (figs. 3 & 4), one on each side of the drive gear sleeve S (figs 2, 3 & 4). Drill just deep enough to hit the brass threads. Use your spanner wrench to remove the drive sleeve. Run a 6-32 tap through the two holes. You will need two 6-32 x 1/8" Allen setscrews when assembling.

With a #47 bit, drill out the two indentations T (fig. 2), drill just deep enough to hit the brass bushing. Remove primary worm drive gear M with its bushing by gently tapping the right end N (fig. 1). Most, but not all, bushings are locked in place by indentations. Driving out the worm gears without drilling will often cause the casting to break. Run the 3-48 tap through the holes just drilled. You will need 2 short 3-48 screws when assembling, just cut a couple 3-48 screws to about 3/16" length.

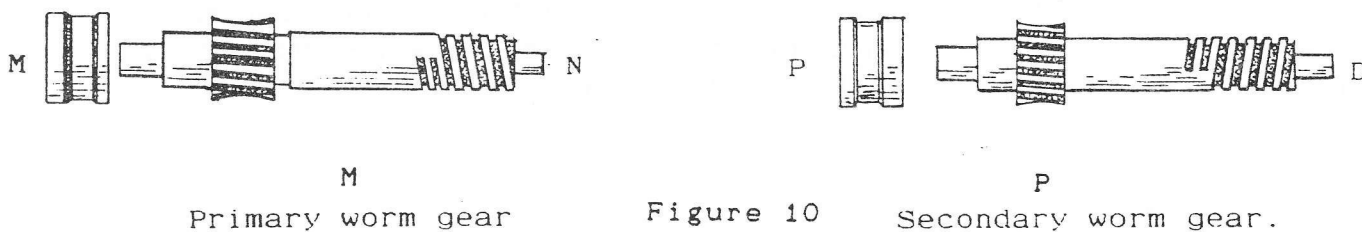


Figure 10

Murray Fahnstock wrote this article for MAFCA's 'The Restorer' and called it:-

## FORGOTTEN MODEL B ... Offers clues to Model A Owners

Some local members may be curious about the Model B ... and this should answer any questions.

The Model B Ford (improved successor to the Model A) never received much recognition, because 1932 was in the depths of the depression when few cars were being bought, and it was overshadowed by the much more spectacular (for 1932) low-priced Ford V-8 - a much more radical car at that time.

But the forgotten Model B does offer many points of interest to owners of Model A Fords, by showing what the Ford engineers could do to improve the Model A car, without radical redesigning.

Although still a 4-cylinder engine with the same cylinder dimensions, the Model B Ford developed 50 brake horsepower, as compared to only 40hp for the Model A. But this 25% increase in power made a considerable difference in performance, especially as the weight of the car was slightly decreased.

The fundamental difference was that the Model A engine was limited to 2,200 revolutions for maximum brake hp, while the Model B could run at 2,800 revs. for maximum brake horsepower.

This was primarily made possible by a heavier and better balanced crankshaft - the backbone of an auto engine, although other factors were also involved.

The heavier and better balanced crankshaft allows higher speeds before vibration tends to restrict power. We remember installing Dunn's counterbalances in a Model T Ford with a great improvement in speed. But, unfortunately, we neglected to put lock washers under one of the nuts when bolting the counterbalances to the shaft (it was supper time and we were hungry!). The crankshaft broke and, when we took it to a shop and told a dealer the crankshaft was broken, he said we were 'Crazy!'. That it was impossible to drive a car with a broken crankshaft. But we did! The bolted on counterbalances held the parts of the broken crankshaft together.

The Model B crankshaft was of 2-inch diameter, as compared with the Model A crankshaft with main bearings 1-5/8-in diameter and rod bearings 1-1/2-in, thus giving greater 'stiffness' against vibration. Not only was there 50% more cross-sectional area in the crankshaft of the Model B, but the metal was distributed where it did more good in resisting vibration.

With the stiffer crankshaft, the Model B engine used a 4.6-to-1 compression ratio, as compared with only 4.2-to-1 for the Model A engine. Even this was moderate compression, since Ethyl and other high test fuels were not readily available in 1932. Ramming the fuel-air mixture more tightly into the cylinders gives more push to the pistons. And the higher engine speed, with more power strokes per minute, produced greater power.

Higher speeds require larger 'openings' through which the fuel-air mixture must pass. So the Model B had a larger carburettor, of 1-1/2-in size as compared with the one-inch carburettor of the Model A Ford, and this furnished an increase of 3hp. The carburettor of the Model B had a 'silencer' for quieter operation.

The inlet manifold was also of a larger size, designed for increased turbulence and of the hot-spot type to give better fuel mileage.

While the mushroom valve stem was retained, the 'lift' of the valves was increased to .319-in. To prevent noisy valve action and lessen valve wear, the profile of the cams was changed to a design similar to that used on Lincoln cars.

The Model B Ford had a full automatic choke control, to adjust the spark to take advantage of the increased speed ability of the Model B engine

and develop greater power.

With the cylinder walls finished to a 'glass hard' polish, this reduced friction and there was less flutter and chatter with light pressure piston rings, thus reducing friction losses.

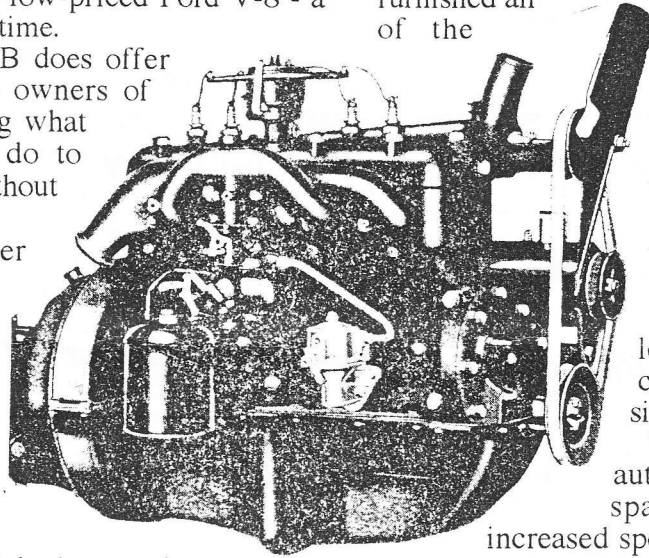
Interesting chassis changes, from the Model A to the Model B Ford, included attaching of the front radius rods to the No 2 cross member of the chassis frame, and insulating them in rubber to prevent vibrations from being transmitted to the engine and give steadier steering.

The improved transmission of the Model B had spiral gears for second speed, for smoother and quieter operation.

While basically similar, the lubrication of the Model B was changed to pressure feed of the three main bearings of the crankshaft and to the camshaft bearings by restricting the opening from the oil distributor passages (cast integral with the cylinder block into the crankcase). As the Ford oil pump is capable of developing about 75lbs pressure (when the flow of oil is shut off) this means ample oil pressure was secured by slightly reducing the size of the oil feed opening into the crankcase.

The fuel system of the Model B included a diaphragm pump mounted on the engine, driven by a lever operating on an eccentric camshaft. Fuel tank of the Model B Ford was mounted at the rear of the chassis frame, with the fuel gauge mounted on the dash.

In 1932, the Ford Model B was priced at:- Roadster - \$410, Coupe - \$440, Tudor - \$450, Fordor - \$490. BS •



### THE FIRST MOTOR CAR:-

**Radio** - fitted to the passenger door of a Model T in May, 1922 by President of a Chicago school radio club.

**Theft** - a Peugeot in Paris in 1896 - they got it back!

**Fatality** - on 17 August, 1896, at Crystal Palace, London, when Arthur Edsell drove over Mrs Driscoll. BS •

## Panic leads NSW bank to shut doors

**Sydney, April 12.** The New South Wales Savings Bank has closed its doors, pending talks on a merger with the Commonwealth Savings Bank of Australia. The Commissioners announced that the bank had ceased operations, and said that a merger would protect the interests of depositors. On the last day of trading, thousands of people withdrew their savings.

Mr E. C. Riddle, governor of the Commonwealth Bank, wrote to the Premier saying provision should be made to protect depositors in the short term while negotiators continued on the absorption of the bank by the Commonwealth Savings Bank. Prime Minister Scullin announced help would be given to embarrassed depositors, through the Commonwealth Bank.

## Massive search for "Southern Cloud"

**March 25.** A massive search for the missing *Southern Cloud* has failed to discover any trace of the plane, part of Charles Kingsford Smith's airline.

Twenty search planes have been in the air in daylight hours and many search parties have set out from various towns close to the Great Dividing Range.

The plane, carrying two pilots and six passengers left Sydney for Melbourne on a regular service. It was seen near Euroa by a woman who said it was "wobbling strangely" and again near Seymour, where it was said to be flying very low. There was a severe rainstorm in the district.

### Number Seven

Other  
Happenings  
during the

## MODEL A ERA

in  
AUSTRALIA

# 1931

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

## Rebel Labor group ousts the Ministry

**November 25.** In one of the most dramatic events in the history of federal politics, the Scullin Labor government has been defeated in the House by the adjournment motion of one of its own members, J.A. Beasley, leader of a rebel group of 5 members that supports the Lang plan for economic reconstruction of the country. The group supporting NSW Premier Jack Lang's ideas on repudiation of overseas debt and low wages for public servants, has been described by the ALP President, A.A. Calwell as "renegades in an unholy alliance with reactionaries".

## World mourns for Melba

**February 26.** The world is paying tribute to the great singer Dame Nellie Melba, who died in Sydney three days ago, but no greater tribute could have been paid than the farewell party given her by the ordinary people of Australia.

At Albury the Victorian government provided a special funeral train, and it stopped at crowded country stations along the route to Melbourne so that people could pay their last respects. She lay in state at Scots Church yesterday, and a huge funeral cortege left today for Lilydale.

Among the tributes was Sir Landon Ronald's in London: "Hers was the most glorious voice ever put into the throat of a woman."

## New Guard challenged by Trades Hall

**October 23.** Colonel Eric Campbell's New Guard, founded by six former AIF officers, has bought into the current seamen's strike, which has tied up ships in Sydney and Melbourne.

Broadly, the aim of the New Guard is to stop British-Christian Australia being destroyed by the forces of Langism, Bolshevism, Jewish corruption, etc. It is believed to have support among highly-placed businessmen, and to have a strong influence with ex-servicemen and farmers. There is talk of secret meetings, caches of arms and plans for united action "when the day comes".

**January 7.** Guy Menzies completes the first solo trans-Tasman flight from Sydney to Hari Hari in New Zealand in 12-1/2 hours.

**January 15.** Prime Minister Scullin says world depression caught Australia unaware with huge debts at home and abroad.

**January 22.** Sir Isaac Isaacs, first Australian-born Governor-General sworn in.

**March 10.** The Apex Club was formed in Australia at a meeting in Geelong, Victoria.

**February 1.** Wages controlled by Commonwealth Arbitration Court are reduced by 10%.

**April 29.** Committ inquiring into cause of *Southern Cloud* disaster recommends two-way wireless be installed in all scheduled passenger aircraft.

**May 31.** Lasseter's last notes reveal he lived with Aborigines but was abandoned when he became ill.

**June 19.** Walter Lindrum sets new billiards record with two breaks of 1,030 each in match with Tom Newman.

**July 2.** Kingsford Smith's company Australian National Airlines, folds after public loss of confidence when the *Southern Cloud* goes missing.

**July 14.** Governor-General Sir Isaac Isaacs takes voluntary 25% reduction in salary and allowances.

**September 21.** As a result of measures introduced by the Federal government, cutting wages by 10%, unemployment in Australia reached 28%.

**October 10.** Geelong beat Richmond for VFL Flag.

**November 3.** White Nose won the Melbourne Cup.





# Notebook

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

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

**CHANGE OF ADDRESS:** Michael & Laurel Cooke have moved to [REDACTED]

Busselton WA 6280. Also a new address for Charles & Shena Kendall to [REDACTED]

[REDACTED] Esperance WA 6450. Please adjust your registers.

**WHAT A WONDERFUL SURPRISE!** I have had lots of articles coming in from the masses over the last couple of months to fill the newsletter. Thank you very much and keep the cards and letters flowing in.

**HAPPY TRAVELLERS** Alan and Edith Jeffree have been busy enjoying themselves and have sent a few postcards to let us know what they have been up to.

**CANBERRA MEET:** The 1998 National is over and congratulations must go to the small band of enthusiasts who make up the entire club in Canberra. Every club member contributed which is no mean feat in itself. It was a shame that so few from the West made the effort to attend the Meet, but I'm sure that will all change for Wodonga, Victoria in the year 2000! Talking of the Wodonga Meet, whilst travelling with a group of Victorians we were introduced to their year 2000th **RALLY DIRECTOR**, chap by the name of John Middleton, turns out he's the son-in-law of our own Mavis Spencer! While we are on the subject **WELL DONE** to all winners who took home well deserved prizes.

**CHRISTMAS IN JULY** Don't forget this important function to celebrate the Model A's 70th Birthday in Australia. All details are now in the calendar so please contact Dora now to secure your place.

**WELL IT WAS ENOUGH TO MAKE A GROWN MAN CRY,** well Frank Smith anyway. Those of you who are acquainted with Frank from the Victorian club may or may not know that he missed the Canberra Meet due to urgent major surgery. But to add insult to injury, when a Victorian 1931 vehicle (modern to Frank) broke down and was **TOWED** by a lowly 1929 vehicle, and to make matters worse, West Australian, he was as sick as a sea-going parrot. Luckily he was already hospitalised otherwise Steve Read might be made responsible for Frank's illness. Best wishes Frank for a successful op and a speedy recovery.

**THANKS** to Ron & Leslie for taking over the reins and conducting the April meeting in the absence of the president and secretary. All will be back to 'normal' at the May meeting. We hope!!

Happy Mothers Day



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

BALDIVIS WA 6171  
BUSSARD David & Pat



# Western Model A News

## THE FIRST



### Mass-produced Petrol-driven Motor Car

... in the world came, surprisingly, not from France but from the USA, and this was symptomatic of the growing importance of American cars in the world market. The car in question was the curved-dash Olds, the first to be manufactured in a quantity exceeding ten a week, which made its appearance in April, 1901. By the end of the year a total of 433 had been produced, and this figure rose from 2,500 in 1902 to an unprecedented 5,508 in 1904. Manufactured in Detroit by Ransom E. Olds, the extreme simplicity of the car enabled it to be retailed at only \$650, a price much lower than any other car of comparable perform. e. Its speed barely exceeded 20mph, but its extreme lightness - the car weighed only 800lb - gave it remarkable hill-climbing power.

In Britain, the first motor manufacturer to produce ten cars a week was the Hozier Engineering Co of Bridgetown, Scotland, which began manufacturing the Argyll car in 1900. Production for the first year was 100 cars and reached 500 for the first time in 1904. BS •

Henry Ford had experienced some problems with the media making fun of his attempts to accomplish some good in the world. So, in November, 1918, he decided to take on the national press, he bought a newspaper as a vehicle to get his views across. Except, being Henry Ford, he did not acquire a national publication, he purchased his own local newspaper: the *Dearborn Independent* - a small town publication with about one thousand subscribers.

Henry purchased a large-capacity press, expanded the staff and shifted operations to the tractor plant across Michigan Avenue from his home at Fairlane.

He recruited top writers and paid them the literary equivalent of the \$5 day. A feature was 'Mr Ford's Own Page' featuring an unpredictable assortment of pronouncements, dictated to a selected journalist, William Cameron, who claimed Mr Ford spoke in telegrams, which he converted to lucid, flowing sermons. One professional called the paper the: 'best weekly ever turned out by a tractor plant.'

In June, 1916 President Wilson called up reservists to protect America's border against Mexican guerrillas. A reporter spoke to Ford's secretary who said any staff who left their jobs to serve would not be reinstated. This statement was totally untrue but the paper described Ford as: 'not merely an ignorant idealist, but an anarchistic enemy of the nation

which protects him in his wealth.' Henry was not bothered but his lawyer urged him to sue for libel. The case was in 1919 with high-priced lawyers and over 50 reporters. Ford set about producing ready-made printing plates presenting his side of the story

and 3,000 newspapers signed up for this propaganda. Henry Ford was portrayed as ignorant of American history. He played a 'hayseed' in court, sitting clasping one knee to his chest and smiling benignly through a series of gaffes. Henry won after 14 weeks of testimony. A paper said: 'Henry Ford is a Yankee mechanic, pure and simple; quite uneducated ... he has achieved wealth but not greatness.'

Henry Ford's anti-semitic views were aired in the *Independent* from May 22, 1920 and for the next 91 issues. Jews were blamed for the world's problems in a series of strong articles.

In 1922 and '23 the paper was used to promote Henry Ford for President. In April 1924 the *Independent* attacked a Jewish lawyer - who sued for libel. A few hours before he was to appear in court Henry turned up at his gatehouse dazed and bleeding. His Model T coupe was found down an embankment. He

claimed an accident, but did he just not want to appear in court again? On July 7, 1927 a retraction and lengthy apology was printed. He closed down the paper soon after, losing the best part of \$5 million.

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

## THE ECCENTRIC HENRY FORD



No 15 - PUBLISHER