



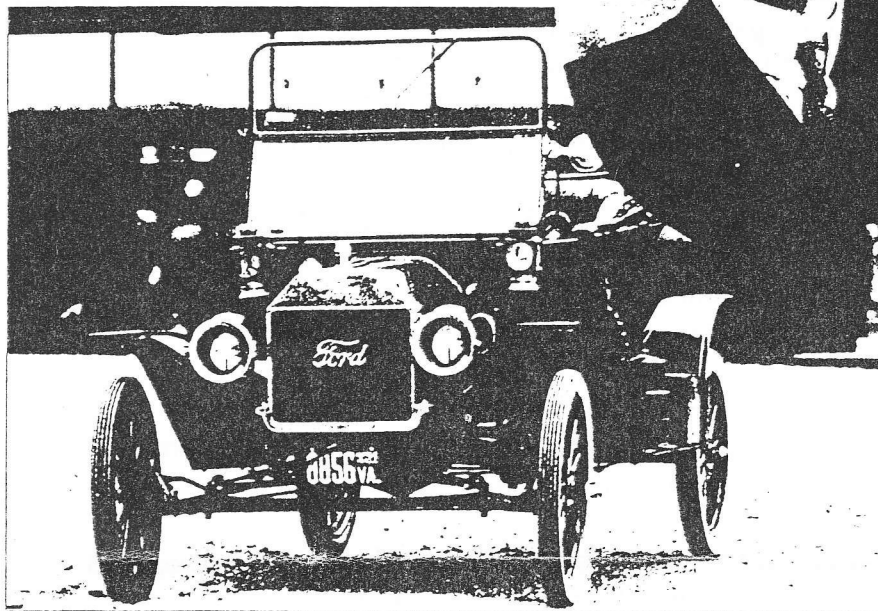
# Western Model A News

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

Year XVIII Number XII

JULY, 1998

*Ford*  
MAN AND LEGEND



Henry Ford built the Model T and pioneered the modern assembly line. He was an inspired tinkerer, a folk hero whose 'people's car' put the world on wheels. Yet behind the legend lay a complex personality in which the noble visionary and the opinionated eccentric fought for mastery. In this best-selling biography, *Ford: The Men and the Machine*, Robert Lacey chronicles Ford's stunning achievements, his embarrassing fiascos and - most poignantly - his tragic failure as a father. Lacey's story of the man, his company and the dynasty he founded is one of the great dramas of our time.

*This book is available for you to borrow from our club library.*

**Next Run/Meeting:** Saturday, 11th July - Christmas in July at Dorchester Lodge, Melville. Time: 7:15pm  
Sunday, 26th July - AGM and Vehicle Inspection. See calendar for details.

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

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

**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 7:00pm to be seated by 7:15pm

~ **Please note time change** ~

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  
You are all invited to wear costumes from the 20's/30's era  
Phone Dora now on [REDACTED] to reserve you place

**AROUND AUSTRALIA TRAVELLERS**

These folk are expected sometime around the 13th July,  
Shirley Hall will let us know exactly when this get together will be.

**SUNDAY, 26TH JULY, 1998**

**AGM & VEHICLE INSPECTION DAY**

*Inspections* will take place at D & S Engine Reconditioning,  
10 Davison St, Maddington from 10:00am to 1:45pm.

Bring your current vehicle licence. If your vehicle has been inspected by  
another approved club, please forward a copy of the Examination Certificate.

The sausage sizzle and AGM will be held at the Read residence:

[REDACTED] Thornlie. Phone [REDACTED]

*Lunch: 12:30pm. AGM: 2:00pm*

Please bring a plate of afternoon tea to share, your cup & your chair.

**WEDNESDAY, 29TH JULY, 1998**

~ **Please note change of date** ~

Organised by VAA. Tickets & info available  
from your secretary for those interested in going.

**SUNDAY, 30TH AUGUST, 1998**

Meet at Causeway Carpark 9:15am for a 9:30 departure

Organised by John & Pat Laurie

**SATURDAY 19TH - SUNDAY 20TH SEPTEMBER, 1998**

The Wongan Hill Art Show is to be held this weekend.

Alan Smith has asked for interested club members to contact him for  
a weekend away. Cars to be on show, please contact Alan a.s.a.p. so  
he can gauge interest & let the organisers know the number of cars attending.

Accommodation can be at the local motel or at Alan's farm.

A response is requested immediately. Phone: [REDACTED]

**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 Sleaving \* Crankshaft Grinding*

*Recommended by MARC member*

Established 1973

**18 RIO STREET, BAYSWATER**

**9272 4566**

34 years Experience

**Minutes of General Meeting held at Cunderdin Museum  
Sunday 28th June, 1998**

Meeting opened by Steve Read at 1:00pm.

Attendance and apologies as per Attendance Book.

President welcomed visitor Zoe, sister of Lorraine Sartori. Also Gary & Rosalie Eva (and the dog) on their Model A's first run.

**Previous minutes:** As per newsletter. Moved Peter Sartori, sec'd Barrie Guest.

**Business arising:** Nil.

**Correspondence in:** CCC minutes and calendar; Minutes of Delegates Meeting held at Canberra; Avon Valley Vintage Fair, Northam 21st Feb 1999; VAA CCC quiz night - change of date to 29th July (8 tickets enclosed); Entry form VCC York Rally; Edward Preston (no Enclosure)

**Correspondence out:** Letter of thanks to John McLean and Janet Holmes à Court. Letter to be sent to Leighton Battery.

**General Business:** Dora spoke about Xmas in July to be held at Dorchester Lodge, Rome Rd, Melville, on 11th July; be there by 7:15pm at latest as we must be seated by 7:30pm. 44 members attending, including 3 country members. Venue for Xmas function to be discussed at the AGM - please bring your suggestion. Steve Read spoke about attendance at our runs; suggested we all ring another club member to encourage them to attend the runs, as a lot of good outings are being missed by members. Organiser for Sept & Oct outings required. Alan Smith advised that the Wongan Hills Art Show is on 19th & 20th September, and he would like to know if our club will be attending as they require cars. Please let him know if you are interested in going.

John Laurie volunteered to arrange August run.

A brief discussion was held concerning the Around Australia Travellers. Events to be organised when they make a definite contact.

**Financial Report:**

Balance as per bank statement 29/5/98		1587.80
Cheque no. 35 - Postage	43.05	
		1544.75
Investment Account		11438.33
Cash and Cheques on hand		170.00
Total club funds		13153.08

Moved to be correct Dora Annear, seconded Peter Sartori.

Three accounts to be paid. Dept Transport for inspection station. Copy paper for newsletter. Postage. Moved Barrie Guest, seconded Max Annear.

**Meeting closed:** 1:30pm.



**70 YEARS AGO ....**

In 1928 an Albany newspaper carried an article in which Mr. Carson, the local Ford Dealer, acclaimed the virtues of the new model Ford which was to be displayed in town. "It is capable of more than 60 miles per hour without discomfort to the passengers and without injury to the mechanism," Mr Carson enthused. "It manoeuvres with ease and has a turning radius of 17 feet." The car was fitted with a Model A engine and customers could choose from six body styles with racy names such as Roadster and Phaeton.

*Thanks to Ray Mahony for this snippet*

## CHRONOLOGICALLY CREATIVE CULINARY CRUISE TO CUNDERDIN

28th June, 1998

The forecast for Sunday said "Fine with a top of 18°", sounds perfect doesn't it? Well, how come I had a phone call from a concerned citizen, wanting to know if the run was still on?

It was possibly because this same person was going to borrow our ute the following day for an early start and long distance journey. Cunderdin! I don't know what time Barrie & Gwen climbed out of bed at Cardup, but I think they were very brave, we only had to make it from Thornlie to Midland, and that was daunting. It was cool. I almost managed to be ready for the 7:10am departure time, with three children (one of them a quasi-son) in tow, extra lunch, hot water and all the other essentials for a country drive. Ron & Leslie had already arrived and had strapped on their manifold lunch, Steve decided his lunch would be overdone if it was started too soon, so Midland was the starting point for his lunch cook. We locked up and took off in the Tudor, to discover Ron was still sitting in the ute, not going anywhere. That problem solved we called into the garage to fill up with petrol. The Tudor was warming up, but not so the ute. Ron even had a jumper on!

We arrived at Midland Gate, overshooting the entrance, and returning along the footpath so we didn't have to drive up the one-way street, but hey, there's no way you can negotiate those concrete kerbs.

Waiting to greet us were John Moorehead (by himself), Peter Sartori & Lorraine & her sister Zoe (huddling in the back of the car), Barrie Guest (Gwen was keeping warm in the car), Alan Smith (by himself). We were joined shortly thereafter by John & Shirley Hall (they missed the turn-in too, but didn't bother to try and return to the parking area) and finally Darren Jeffree (also by himself). Matthew & Alec were persuaded to join Darren in his Phaeton, taking extra blankets and a large packet of minties with them. A move I think they regretted as soon as the breeze started blowing cold air into the open car. After a final check of to be cooked lunches, and a late arrival of four wimps in a modern car, namely John & Fran Timmings and Malcolm & Pauline Wood, we set off, our first optional stop, The Lakes or morning tea stop at Bakers Hill. A couple of unscheduled stops to make sure all the cars were still on the road, nobody gone missing, petrol stops and pit stops eventually saw us all safely at the morning tea destination. The aroma of those sizzling lunches filled the air, mmm.

Everyone reluctantly left the warm cars to gather and have a hot drink and a chat. Max & Dora Annear joined us at this point, in their modern car. They had started out in the Roadster, but had engine trouble, so decided not to risk the journey in the A. Their lunch was still on the A's manifold at home. Several of the gang wandered up to the service station for a pit stop. Ron was still feeling the cold, he had even 'borrowed' Leslie's gloves. Great look Ron! We were packing up, ready to move on again when John & Pat Laurie put in an appearance, another modern joined our little band of travellers. All vehicles at the ready, pulled out one at a time, but Peter's car wasn't going too well. Steve Read had been up to tricks again. Peter gave Steve a sign, which I think meant he had disconnected two plug leads.

And so with manifold lunches 'flipped' and all refreshed we started on our second leg of the journey. Steve had phone Barry Bristow-Stagg in Northam the previous day to let him know when we were passing through Northam, hoping the Avon Valley members could join us. We paraded through Northam slowly, trying to spot them, but to no avail. I believe Ron enjoyed this so much, he did a second tour in the ute by himself. However, unable to locate anyone, we continued on and called into Dave Lucas' place. Ruth was home, but no Dave. All the Northam members were doing other things. Oh well, don't say we don't try.

Finally to Cunderdin and head straight for the public toilets. Ladies is locked, gents not. One young lady went in by herself, leaving a guard at the door. When she came out, there was a crowd.

Joining us in their car's first run, was Gary & Rosalie Eva. Great to see another car on the road.

We trooped into the Museum with our cooked lunches and were directed to a train carriage to partake of the delicious culinary delights. Some were successful, some were not. Gary & Rosalie's dog wasn't too offended to eat the leftovers. A wander around the museum, a quick meeting and further browsing of the museum and departure time of 2:30 was the order of the day. We allowed the curator of the museum take our photo outside his museum and we departed, some taking different routes home.

Thanks to Peter & Lorraine for a splendid and enjoyable day. For those that didn't make the effort you missed out on a great day out.

*Louise*

*Editor's Note: Sorry Peter, the outing deserved better praise than the few lines you penned, forgive me?*



# Restoring the Model A Ford Speedometers

Courtesy of the Beaver Chapter, MAFCA, Portland, Oregon.

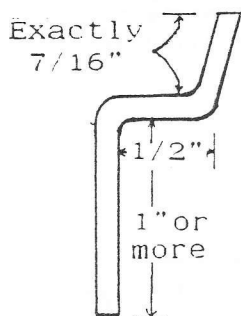
Article and sketches by Gordon Fletcher.

## PART FIVE

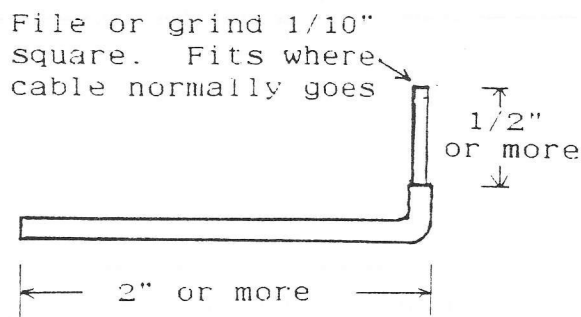
### CALIBRATION

The odometer and trip are gear driven and no adjustment can be made. Drive a measured mile, or better yet five miles, at any speed. If the odometer and trip do not agree with the measured distance, the gear, in the gear box on the drive shaft, is probably incorrect for the ring gear, or the tires and wheels. A good speedometer shop can supply a correct gear box to make the odometer accurate. With the odometer accurate, the speed reading can be varied a few mph by moving the adjusting plate on the bottom of the magnet. Moving the plate counter clockwise (looking at the magnet from below), will make the speed read faster, move it clockwise for a slower speed reading. A variation of from 4 to 6 mph is possible, if the magnet is strong. The tension on the hair spring will also have a substantial effect. The spring must just have tension to return the speed cup to a positive 0 every time. The most accurate way (outside of a speedometer shop) to check the speed calibration is to compare it with the speed of a modern car at the speed you usually drive, probably about 40 mph. You can also time how many seconds it takes you to drive one measured mile at any steady speed. Divide those seconds into 3600 to find the true speed. If your speedometer is accurate at a speed of 30 or 40 mph, it is as accurate at all other speeds, as it can be made. That part is built in (partially into the decal), and there is no adjustment.

The calibrating plate on the magnet (fig. 1) can be adjusted while the speedometer is completely assembled. Once you have determined that the odometer measures the correct mileage, you can calibrate the speed dial, if it is off a little. Make the tools shown in figure 13, only the 7/16" dimension must be exact. On the back of the case, remove the plug located immediately above the screw head. Insert the 7/16" end of tool #7 through the hole, turning it up so it will contact, or very nearly contact, the bottom of the magnet. While holding it in that position (do not let it turn), turn the main shaft with the squared tool #8. Turn clockwise until you feel the calibrating plate pushing against tool #7. Hold tool #7 steady, turn tool #8 just a little bit until you feel the calibrating plate move. This will normally make the unit read two or three MPH faster. If you turn the main shaft counterclockwise, your speedometer will show up to 3 or 4 miles slower. The possible speed readings may vary, depending on the strength of the magnet, and the tension of the hair spring. Before assembling the unit into its case, hold tool #7 in the slot just above the screw hole, and observe how the tool will contact the adjusting plate. Note that the adjusting plate is slotted and will only move a certain distance.



Tool #7



Tool #8

Calibrating tools.  
Make from 8 penny  
box nail.

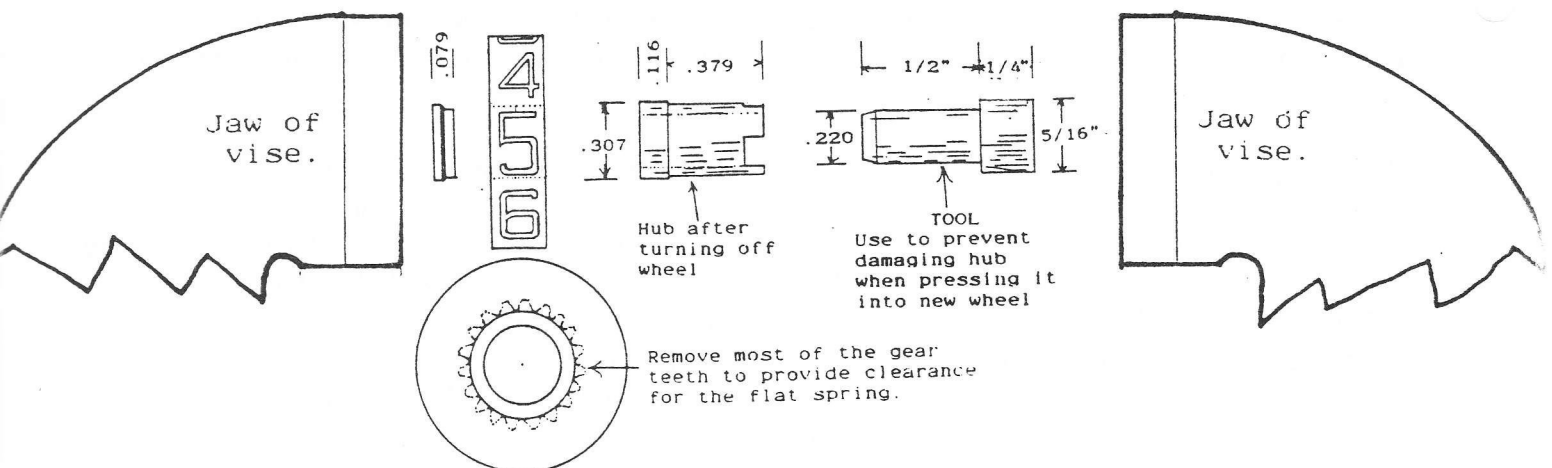
Figure 13

My drills turn the following speeds and show the following MPH when running a speedometer. 465 RPM = 30 MPH, 560 RPM = 35 MPH, 650 RPM = 38 MPH and 1025 RPM = 57 MPH. These numbers were taken from working speedometers before they were disassembled and should be reasonably close. The most accurate check is by comparison with the speed of a modern car.

## RESTORING THE RED 1/10ths WHEEL

It is possible to restore the 1/10ths wheel. A good wheel (any wheel) must be obtained from another old speedometer, a bushing will also be needed. A small lathe is a must. A vise can be used for a press.

Make the tool shown (fig. 14). Insert it into the red wheel and chuck the hub of the red wheel into the lathe. Turn the red wheel off the hub, leaving the hub .307 in diam. Grind and file the bushing to .079 to .080 thick. Mount the good number wheel on a 12-24 bolt (Tool #4), centred by the narrow bushing, tighten the wheel with a nut. Place in the lathe and turn off the teeth of the gear to allow clearance for the flat spring. Arrange the parts in the order shown (figure 14), coat the hub, and the inside of the wheel with Loctite 640. Use your vise to press the hub into the wheel. The .079 wide bushing stops the hub at just the right depth. Install a new red decal.

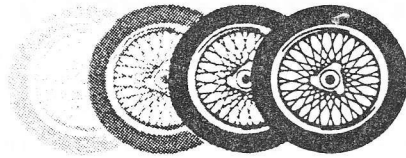


Restoring the red 1/10ths wheel

Figure 14

The first wheel and gear (on the right) from a round speedometer can be restored by turning a new hub from aluminium. One end of the new hub must be .307, the other end must be turned for a press fit into the gear. Press them together as above, using the .079 bushing to establish the depth of the new hub.

All Model A Ford engines were equipped with engine splash pans. The early 1928 pans bolted in six places on each pan due to the solid front engine mount. The front cross member bolt was eliminated in November, 1928 when the engine mount was changed, leaving five bolts. In November, 1928 both front ears were eliminated. The pans were attached to the frame with raven-finished bolts, lockwashers and square nuts. Some 1928-29 pans may have cotter pins and no lockwashers on these bolts. Some 1931 engine splash pans had an extra, unused hole, on the outboard side. In December, 1931 the tail pipe cut out on the right pan was approximately twice as wide as on earlier pans. There should be no discolouration below the carburettor or cooling system petcock. BS●



COMBINED  
CAR CLUBS  
ASSOCIATION  
OF WESTERN  
AUSTRALIA (Inc)

CALENDAR OF EVENTS etc.- as at 17 June 1998

PLEASE NOTE - SOME DATES HAVE CHANGED!!

July	29	Quiz night - VAA	
August	2	Sports Register - Winter Trial	
August	17	CCCA - <u>Annual General Meeting</u>	
	22	Sports Reg'r Super Sprint	
	29/30	VSCC - Rally to the Cape	
September	13	Austin/Vauxhall Day	
	18/20	Classic Rally - Perth/Busselton (AEM)	
	26/27	Albany Tourist Trophy - Albany	
October	4	Bathurst 1000	
	4	French Car Day	
	11	Auto Jumble	
	11	Morris Minor - 50th Birthday (Esplanade - Fremantle)	
	10/17	Ferrari Reg'r National Rally	
	18	Motor Museum Rally	
	24	Wylkatcham Machinery Show	
	25	York Flying 50 Speed Classic	
	25	Joondalup Speed Classic (tent.)	
November	1	American Car Rally	
	1	Celebration of the Motor Car (AEM)	?
	?	Sports Register Sprint Day	
	5/8	Rally Australia	
	8	All Austin Day	
	22	Mandurah Car Show	
	29	GM Day (Chev Car Club & WA Holden)	
1999			
February	21	Avon Valley Vintage & Classic Fair	
March	21	Classic Car Show - Whiteman Park	
March/May	2001	National 2001 Tour	
April	4	Classic Car & Mach. Day - Bunbury	
May	?	British Car Day, Gin-Gin. (TBA)	

NOTE - Details are subject to change without notice and no responsibility is accepted by the Combined Car Clubs Association or it's officers for any incorrect information.

## Public riots over poverty

**Sydney, November 30.** It has been a miserable year in Australia, with the desperate poverty of the unemployed masses punctuated with public riots over their position.

Last month a meeting of unemployed in the Domain demanded a 100% increase in the sustenance payment of 12s 11d per day. They have also asked for rent subsidies so that their families, many of whom are camping, can move into vacant houses around the city.

Demonstrations like this have been going on all year in all states as the numbers of unemployed grow to unprecedented levels. Often they have involved acknowledged communists, whose presence at any meeting can guarantee a confrontation with of the right-wing New Guard and some baton wielding by the police.

In Victoria in January a crowd of some 10,000 assembled outside the Treasury Building and had to be broken up when bottles and stones were thrown. Speakers at the meeting said that 2,000 were unemployed in Coburg and 2,000 in Brunswick, to name just a few suburbs.

State and local government have delivered both sustenance pay, food and schemes for unemployment. The Victorian government offered support for men who would go and look for gold, while there are public works schemes on roads and railways all over Australia.

Despite subsidised bread, soup kitchens and food depots, public health officials report an increase in malnutrition.

## WA Gold Rush

**Coolgardie, January 15.**

Hundreds of men are heading for the Larkinfield goldfield in Western Australia today after the discovery there of the state's biggest nugget on record. The "Golden Eagle", as it has been dubbed, weighs 78 pounds and contains £5,500 worth of gold.

Jim Larcombe, 17, the son of a well-known miner, dug up the veritable slab of gold. It is 28 inches by 12, and three inches thick. In New South Wales meanwhile, rich gold deposits have been discovered at Torrington, on the northern tablelands.

## Sweet Nell's final exit

**Sydney, June 21.** Actress Nellie Stewart, best known to her adoring public as "Sweet Nell" has died at the age of 72. She began her career in *The Stranger* at the age of five. She is best remembered as the graceful Nell Gwynne in *Sweet Nell of old Drury* which opened in Australia in 1902.

Number Eight

Other  
Happenings  
during the

MODEL A ERA  
in  
AUSTRALIA

1931

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

## Lasseter's last ride

**Alice Springs, May 13.** The body of the veteran goldseeker Harold Bell Lasseter, has been found in a cave in central Australia. Lasseter's story, told some time ago in Alice Springs, was that he had found a huge reef of gold in 1893, west of Illbilba. This latest of many ill-starred expeditions came adrift after he quarrelled with his partner, Johns, who left him in the desert last October with camels and supplies. A search began when he had not returned by March.

## Eviction violence

**Sydney, June 19.** A pitched battle between police and a group protesting at the eviction of an unemployed family in Newtown, ended with 14 police and 13 rioters injured, some of them critically. Fifty police forced their way into the house, a fierce battle ensued upstairs and one man was shot before the eviction was completed. There were similar scenes in Bankstown two days ago.

## Joe Lyons is the new Prime Minister

**Canberra, December 21.** Three weeks ago in an election broadcast, Prime Minister Jim Scullin offered Australia "invalid stout" to cure the nation's ills. Today, at the polls, the nation threw him out of office, opting instead for his former colleague Joseph Aloysius Lyons, head of the United Australia Party, a onetime errand boy in Tasmania.

Scullin, whose Labor Party was slashed from 35 seats to 13, has resigned. Ministers Ben Chifley and Ted Theodore have lost their seats.

The demise of Scullin and his colleagues has been coming since the fundamental split in party attitudes on how to deal with the depression.

The trouble began in February when Lyons and J.E. Fenton resigned and were later joined by other "rebels". The Lyons group merged with the National Party in August to form a new Opposition, the United Australia Party.

## Last salute to a great Australian General

**Melbourne, October 11.** For two days the flag-draped coffin of Sir John Monash, Australia's great General, has lain in state in the Queen's Hall of Parliament House, Melbourne, and has been visited by both the powerful and humble citizens of the city where he has left his mark. On this day of his burial 5,000 old soldiers have marched by in a last gesture of respect for their victorious leader in France.

Citizen, soldier, engineer, head of the SEC and leader of the Jewish community, Sir John was buried in high state at Brighton as the whole nation mourned his passing.





# Notebook

**BIRTHDAYS for JULY: Birthstone: Ruby; Flower: Larkspur**

Reg Blewett, Ian Cocks, Pauline Edwards, Barbara Farrelly, Henry Ford, Hans Hurij, Glenda Hurij, Susan Marti, Kelvin Pepper & Lorraine Sartori. Have a great day!!

**CHANGE OF ADDRESS:** Angelo & Judy Calleja have moved to [REDACTED] Denmark 6333, phone [REDACTED] Please alter your register.

**CHRISTMAS IN JULY:** See you all on the 11th at the Dorchester.

**CHRISTMAS, THAT IS THE REAL CHRISTMAS:** At the last meeting the subject of venues for our Christmas get together was brought up and it was asked that we all make an effort to suggest somewhere for the occasion. Pat Laurie offered her own home as one alternative. It would be great if all who attend the AGM could put their thinking caps on and come up with a few places, as we are always willing to try somewhere new. The job shouldn't be left to the same people every year. Your help and suggestions would be greatly appreciated.

**WHEN WAS THE LAST TIME.....** you came on a club run, or have you never made the effort? We would love to see some of our long standing and newer members who we've never met or haven't seen for a long time. If your initial awareness of the club was through a current member or you introduced someone to the Model A give them a call, invite them along, show your face, pick their brains, get to know others with similar interests. You won't regret it, see you at the next get together!!

**SPECIAL SALE:** MAFC of NSW are selling a huge list of parts as a complete lot by tender. The total retail value of the parts is \$1447, but they are selling the lot for any price they can get. So, if you are interested and would like a copy of the parts for sale, Louise has a copy for your perusal. Your offer must be sent in a sealed envelope marked Tender Offer and mailed in an outer envelope to Secretary Brian Pollard, Model A Ford Club of NSW Inc, [REDACTED] Panania, NSW 2213. Closing date for tenders is the 31st Aug, 1998. Tenders will be opened at the general meeting of the 11th Sept, '98 and the lot will be sold to the highest bidder.

**.....AND NOW A LITTLE NONSENSE** courtesy of Ron Andrews

Hello, welcome to the Psychiatric Hotline..

If you are obsessive-compulsive, please press 1 repeatedly.

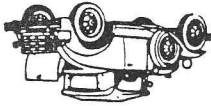
If you are co-dependent, please ask someone to press 2.

If you have multiple personalities, please press 3, 4, 5 & 6.

If you are paranoid-delusional, we know who you are and what you want. Just stay on the line so we can trace the call.

If you are schizophrenic, listen carefully and a little voice will tell you which number to press.

If you are manic depressive, it doesn't matter which number you press...no one will answer.



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## Western Model A News



I know that you believe you understand what you think I said  
 BUT  
 I am not sure you realise that what you heard is not what I meant.

### THE FIRST



#### Petrol-powered Motor Lorry

... was a chain-driven Panhard et Lavassor Chariot a plateforme, which was built at the Panhard works at 19 d'Ivory, Paris, from a design dated 13 October 1894. The overall length of the vehicle was 2.98m and it had an open platform at the rear 1.5m long. The Panhard lorry was driven for the first time by M. Mayade, the Chief Engineer of the firm, on 10 February, 1895.

The first commercially manufactured petrol lorry was produced by the Daimler Co of Cannstatt in 1896. Development had begun as early as 1891, but it is not clear whether a prototype had been built in the intervening period. A catalogue of 1896 offered the Daimler-Güterwagen in four models - 4hp designed to carry a 1,500-kilo load; 6hp with 2,500 kilo capacity and 10hp with 5,000 kilo capacity. The vehicles were powered by twin-cylinder Phoenix engines mounted at the rear and were capable of speeds up to 12kph. The catalogue offered, as an optional extra, a heating arrangement consisting of hot water circulating in tubes, that could be mounted on the driver's box. This may have afforded some comfort in cold weather as the driver's box was unenclosed.

The first Daimler petrol lorry to be sold was acquired by the Speditions-firma Paul von Maur of Stuttgart in the spring of 1897. The second, the first mechanised brewer's dray, went to the Bohmisches Brauhaus in Berlin.

**Western Australian Link.** In Britain, the first petrol-driven motor lorry was built for the Western Australian Freight and Express Co by Messrs T. Coulthard of Preston and completed in January, 1897. It was powered by a 16hp Pennington engine mounted on a platform next to the driver and was capable of 12mph. The vehicle was a combined omnibus and freight carrier, with a seating capacity of 10 and a platform to take a load of 1 ton. It was intended that it should run between Fremantle, Western Australia and the mines at Kalgoorlie but, though photographs exist of the lorry on a test run in England, there is no record of it having arrived in Australia.

The first motor lorries manufactured for use on English roads were two corporation dust-carts built for the Chiswick Vestry by Thornycroft & Co in the spring of 1897. These were powered by compound steam engines with opposed cylinders, vertical launch-type water tube boilers and chain drive with a differential gear. They were of steel construction, 15-ft long by 6-1/2-ft broad and could carry up to 4 tons of refuse at a time. The first man employed to drive them was the former driver of Chiswick's steam roller.

The first petrol-engined lorry in use in Britain was built by the Anglo-French Motor Carriage Co of Birmingham to the special order of a Scottish firm for carrying bales of jute and was exhibited at Manchester in July, 1897, prior to delivery. As the Anglo-French Co were principally importers of Roger-Benz cars and did not manufacture on their own account, it seems likely that the engine was brought from Paris.

The first petrol-driven motor lorry in regular series production in Britain was the Milnes-Daimler, a 10hp vehicle with a two-cylinder engine built by Messrs G.F. Milnes, and publicly demonstrated for the first time at the Liverpool Trials of June, 1901. It was 17-ft long with an 11-ft wheel base and designed to carry a load of 1-1/2 to 2-tons at an average speed of 6mph. The first purchaser was H. Seal of Albany Nurseries at Enfield, who was using his Milnes-Daimler to carry 2-1/2-tons of tomatoes into London twice daily by early July, 1901. ss •