

# Western Model A News

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

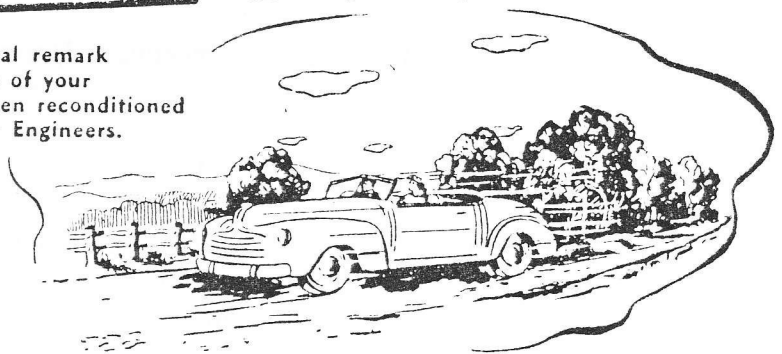
Year XIX Number III

OCTOBER, 1998

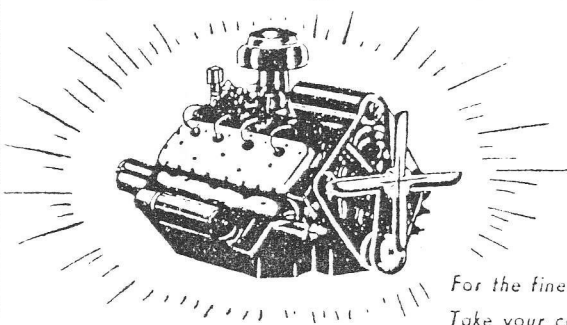
## "Smooth as Silk"

That's a very natural remark on the performance of your vehicle after it's been reconditioned by the Perth Motor Engineers.

Specialists in . . .  
**FORD & CHEVROLET**  
Engine Exchange Service



Experts since 1923  
in Every Class of engine reconditioning



For the finest service anywhere  
Take your car or engine to the P.M. Engineers.

- Crankshaft Grinding
- Bearing Remetalling
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- Fitting & Turning
- Gear Cutting
- Line Boring

## PERTH MOTOR ENGINEERS PTY. LTD.

509 MURRAY STREET, PERTH.

Please mention this journal when making enquiries.

PHONE BA 4626

The above advertisement appeared in the August 1949 issue of Road Patrol, the official journal of the Royal Automobile Club of Western Australia (Inc.)

*Courtesy of Jack Berkshire*

**Next Run/Meeting:** Sunday, 25th October. Meet: Dogswamp Shopping Centre. Time: 9:30am

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.  
MAFCA - 250 S. Cypress St., La Habra, California, 90631-5586. USA - Foreign Membership US\$34.00 per year

OFFICE BEARERS: *President:* DAVID BUSSARD [REDACTED] *Secretary/Treasurer:* PAT BUSSARD [REDACTED]  
*Vice-President:* PETER SARTORI [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

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

**SUNDAY, 11TH OCTOBER, 1998**

**AUTO JUMBLE**

Organised by the Veteran Car Club.  
Cannington Showgrounds

**SUNDAY, 18TH OCTOBER, 1998**

**THE ANNUAL MOTOR MUSEUM RUN**

The spoke run will start at 4 destinations.  
Assembly 9:30am - 10:00am; Departure 10:30am  
Entrance fee \$5 per car; free entry to Whiteman Pk & motor museum.  
For further details contact your secretary.

**SUNDAY, 25TH OCTOBER, 1998**

Organised by Darren & Germaine Jeffree

Meet at Dogswamp Shopping Centre at 9:30am for a 10:00 departure  
'Spring in the Valley Run'

Leisurely drive through the Swan Valley  
Picnic lunch & meeting at Houghton's Winery  
No BBQs but food available from cafe

**SUNDAY, 1ST NOVEMBER, 1998**

**AMERICAN CAR RALLY**

Meet Causeway Carpark at 10:00am, finishing The Esplanade, Fremantle  
Entry Fee: \$5.00 per vehicle. Entries have the chance to win prize packs.  
Organised by the American Car Club. Ph/Fax [REDACTED]

**SUNDAY, 22ND NOVEMBER, 1998**

Max & Dora Annear to organise

**SUNDAY, 22ND NOVEMBER, 1998**

**MANDURAH CAR SHOW**

Hosted by the Ace Ford Club - proceeds to the Variety Club of WA  
Venue: Mandurah Greyhounds Track, Gordon Rd, Mandurah  
Show Date: Sunday, 22nd Nov, 10:00am to 4:00pm  
Set up time: Saturday, 21st Nov, 10:00am to 5:00pm (security available)  
Entry Fee: nil, prior to entry closing date (6th Nov)  
Food & drink available at the grounds

**SUNDAY, 6TH DECEMBER, 1998**

**CHRISTMAS LUNCH - 12:30pm**

will be held at the Peppermill Restaurant in Gidgegannup  
The restaurant is situated in the main street and there is plenty of parking  
The meal consists of three courses and it is BYO.  
Cost is a mere \$22.50 per person so make it a date  
Please post or give your meal money to Dora.



## **RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

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

*Recommended by MARC member*

Established 1973

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34 years Experience

**Minutes of General Meeting held at Katrine  
Sunday, 20th September, 1998**

Due to the absence of President David Bussard and Secretary Pat Bussard, Peter Sartori (vice-president) conducted the meeting. Louise Read was asked to take the minutes. Meeting opened at 1:45 pm.

Attendance and apologies as per Attendance book.

Peter welcomed visitors and thanked Alan & June Smith for the interesting run and Rex & Chris Downie for their hospitality.

**Previous minutes:** As per newsletter report. Moved J. Timmings as correct. Seconded A. Jeffree.

**Business arising:** \$1000 transferred from investment account to working account.

**Financial report:**

Opening balance as at 30/8/98	12174.29
Receipts	190.76
Payments	339.76

Closing balance \$ 12025.29

Moved to be taken as correct S. Read. Seconded F. Farrelly.

**Correspondence In:** \*Letter from McGraths to Halls expressing thanks for bus tour. \*CCC President's report, minutes of AGM and general meeting, registration form, details of Annual Motor Museum Run (18 Oct) and Shannons 2001 Tour (Apr 2001). \*Letter from Charlie Scott, Chapter Co-ordinator MAFCA, in response to David Bussard's letter and questionnaire, permission to destroy raffle tickets. \*Info re American Car Rally (1 Nov). \*CCC re changes to constitution and meeting for same 19/10/98. \*Restorer Magazines & President pins

**Correspondence Out:** \*Letter of welcome to new member G. McDonald. \*Peppermill Restaurant \$100 deposit for Christmas Lunch. \*Infolink information to Battye Library.

**General business:** CCC: Peter Gilberthorpe to be asked to attend CCC meeting re constitution.

**MAFCA:** David Bussard via Louise suggested the following after the letter from Charlie Scott (MAFCA) had been read at the meeting: As it now stands, all committee members on the membership form must be also members of MAFCA, however it is possible that only one person be nominated on the form. David recommended that he and Steve Read be entered as committee on forms from the MARC WA. If this was agreed to, David will send new form to MAFCA. After a brief discussion to clarify Chapter membership requirements, it was moved by R. Mahony and seconded by B. Guest to accept David Bussard recommendations. David to write and inform C. Scott of arrival of *Restorer* magazines and pins which arrived by airmail.

**Christmas lunch:** Everyone was again reminded that payment of moneys to be sent or handed to Dora Annear.

**Wodonga:** National Meet fund-raising committee to have first get-together possibly Sunday, 4th October. S. Read to phone those who volunteered to help.

**Coming Events:** Date to be confirmed from Darren & Germaine Jeffree for October run.

**Bits & Pieces:** R. Mahony offered old tyres for anyone needing the use whilst restoring a car.

**Meeting closed:** 2:05pm

## DAY TRIP TO KATRINE

20th September, 1998

Club members met late Sunday morning (one or two suggested too early) at Midland Gate for the drive to Katrine. Nine Model As and three moderns were at the start. The weather was nice and sunny with the odd cloud. We were away by 9:15 and as Max Annear wasn't there to control the departure (one minute between cars), we all just followed the leader.

The first stop was Noble Falls for morning tea and toilets. Ron & Jenny Perry met us at the tea stop. Also Ron Andrews, Leslie Lloyd and daughter Amanda, and John Laurie in his Model A. Then on the road again to the Northam turnoff, where we regrouped.

The country is looking very pretty this time of the year so we had an enjoyable drive. A stop at the picturesque church saw most of us in the cemetery looking at the very early headstones. The area had the first land grant during 1832. Katrine had its own Wayside Inn, Post Office and School, with the church being added in 1862.

We arrived at the property about 11:30 where Steve & Louise Read, Steve's Mum Rene, Gary & Rosalie Eva, David & Ruth Lucas and Rex Wilson joined us.

Rex & Chris Downie, the owners, welcomed us and showed us their collection of cars, memorabilia and restored buildings. The barn is built of stone, as is the two storey gracious home.

Shirley Hall was very busy chopping vegies, grating cheese, mincing meat, coring and peeling apples and generally enjoying the old kitchen utensils. Rex & Chris have a very extensive collection, some quite unique, such as a corn cob baking tray in which cobs of corn were cooked in the oven. Another unique artefact was the spare wheel made of rope with leather straps to strap it onto the wheel. It is very hard but I guess it would get you home.

We had lunch on the lawn surrounded by garden at the back of the house. The meeting was held in competition with the blue wrens and other chirping birds and the odd train. Rex & Chris have worked extremely hard in the nine years they have been at Katrine as the buildings were in a very poor state when they purchased the property and I congratulated them on the way they have carried out the restoration.

*Alan & June Smith*

\*\*\*\*\*

*The following was donated by Gwen Guest, who writes;*

*"This song was passed on to me by a couple who sang this on their old Ford bus on the way to Narrogin Primary School back in the late 50s.*

*The bus was then run by Harry Grant of Narrogin."*

### THE FORD SONG

*(Sung to The Road to Gundagai)*

*Oh my lord,  
how we roared  
in that old fashioned Ford  
along the road to Highbury (your town).*

*The radiator's hissinn'  
and half the motor's missinn'  
the old tank, she's running dry,  
There is water in the petrol  
and sand in the gears  
for she's been runnin' for over forty years*

*Oh my lord  
how we roared  
in that old fashioned Ford  
On the road to Highbury (your town).*



# Henry's Secret Model A Recall

by Dr. Jack Richard, Los Altos, California

Reproduced from The Restorer - May/June 1996

In 1996, if an automobile manufacturer discovers a mechanical defect in one of its models, a veritable army of employees is activated to deal with the problem. There are government agencies which are notified, consumer groups become involved, and the public press quickly reports the defect and the measures the manufacturer plans to deal with it, especially if the defect is potentially dangerous to the passengers. In some cases, the manufacturer is forced to account for defects through court or government action, or individual consumers may bring "class action" suits against the manufacturer. Ralph Nader is probably the "father" of such lawsuits after his famous action against General Motors in the 1960s regarding alleged defects in the Chevrolet Corvair suspension system which made it "unsafe at any speed." However, the manufacturer is motivated, correction of the defect is usually done through a "recall," where notices are mailed to all owners of the car concerned instructing them to return to a dealer to have the defective part replaced or other measures taken to correct the danger.

In 1928, it was a different world. It's a little hard to imagine a society so different from today, where the individual was ultimately responsible for looking out for himself, where no one was expected to be compensated for bad judgement or bad luck, and auto manufacturers were mainly concerned with selling as many cars as possible. Henry Ford was more progressive than other manufacturers in his relations with workers during the Model T and Model A eras. His much-publicised "five-dollars-a-day" wages and shorter work week were touted as examples of his concern for his workers, though some would argue that few workers really ever made five dollars a day, and any increases in wages were more than offset by greater productivity (i.e., working harder and faster!), but Henry was a master of public relations and gained much favourable press from this and other high-visibility activities such as establishing trade schools and employee hospitals. His motivation was selling more cars and making more money, and if free publicity about his progressive policies sold more cars, then it was worthwhile.

1928 was not an easy year for Ford - he had lost a small fortune by closing his factory from May through November of 1927 while tooling up for production of the "New Ford," the Model A. His dealers had no cars to sell for over six months, but by early 1928 his gamble was paying off - the public was in love with the modernised Ford and orders were pouring in. One dark cloud on Ford's horizon was the demand from several states that his Model A be equipped with a separate emergency brake system. The early brake system had the emergency brake lever near the left cowl panel and it simply applied all four service brakes when pulled back. While it provided very positive and secure parking braking, it did not offer the security of an independent system in case of catastrophic service brake failure. Ford was forced to quickly design and put into production a separate emergency brake for the rear wheels. This included an additional rear drum section and brake bands, rods and operating levers controlled by a brake handle located in front of the transmission shift lever.

used for cars sold in the objecting states, but he continued to produce cars with the earlier system for sale until about June in those states which didn't object, probably to use up the store of parts available for the earlier system. Ford obviously was very concerned about any bad publicity this brake deficiency had on the buying public, for he began his first magazine advertising campaign for the Model A in June 1928, and early ads emphasise that his cars have a "six-brake system" for greater safety. Of course the ads don't mention that Ford was forced to add this system, so he turned potentially bad publicity into a virtue.

Another serious brake problem must have surfaced and been apparent early in production. The early service brake system was designed to put equal pressure on all four brake rods through a rather complex system of equaliser lever and sliding pivots on the cross-shaft ends. This system works well when the parts fit well (not worn) and properly adjusted but evidently were causing problems in service as wear occurred and adjustments made. One problem occurred if the brake rods were lengthened by adjusting the ends, causing the brake cross-shafts to rub and squeak on the "stops" which projected from the frame centre cross member. Fig. 412 of the January, 1928 *Ford Service Bulletin* illustrates these "stops" and it concerns the rather complicated procedure for adjusting this earliest brake system. To simplify adjustment, Ford replaced the adjustable brake rods with nonadjustable rods possibly as early as April. As described in the June, 1928 *Service Bulletin*, changing the rods also meant changing the design of the front brake levers and the outer levers of the brake cross-shafts. The *Bulletin* also reports: "It also eliminates the use of stops in the back flange of the centre cross member." Presumably Ford believed the stops were no longer necessary since the solid rods prevented improper length adjustment and would eliminate any possibility of squeaks between the stops and the brake cross-shaft inner levers. The September *Bulletin* describes using a brake pedal to cross-shaft rod with a longer end: this longer end would "hold the levers off the stops and prevent squeaks in those cars which still had stops." In the November, 1928 *Bulletin*, Ford reported that the complicated equaliser cross-shaft assembly had been replaced on all new production, and "the old assembly is obsolete and will not be carried for service." There is no further mention of the old style cross-shaft and equaliser assembly in following *Service Bulletins* through the end of 1931.

That would be the end of a rather minor and unexciting bit of Model A history for me if I had not found an unexpected part on my June, 1928 Fordor. While disassembling the chassis, I discovered a strange "U"-shaped piece bolted to the back flange of the centre frame cross member (see Figure 1). It obviously was a replacement for the brake stops which had previously been punched out of the cross member on earlier cars. There were areas of considerable wear on these stops where the inner levers of the cross-shafts had rubbed (and squeaked?) over the years, and obviously had served their purpose! I thought little more of this part until finding a reference to it by chance in a copy of the Indianapolis Branch

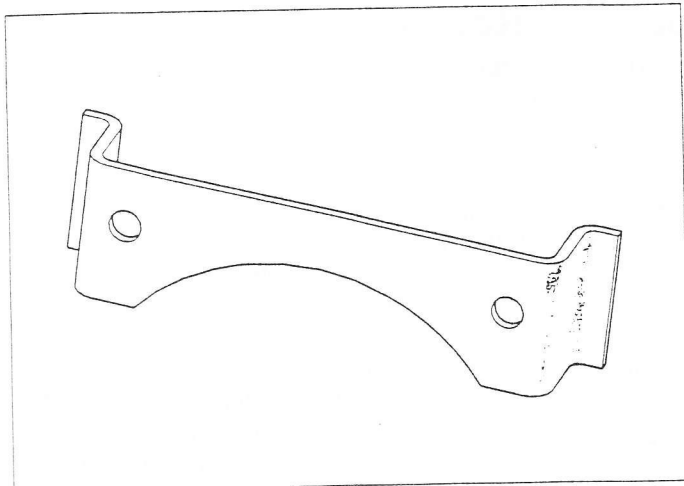


Figure 1. Brake Cross Shaft Stop, part A-2476, cause of Ford's "secret recall."

of the Ford Motor Company *ASSEMBLY CHANGE & SERVICE DEPT LETTER NO.10*, dated Sep. 10, 1928.

As one in a series of letters from the branch to the dealers in its area, it concerns various subjects from advice on selling accessories to reprimands for returning damaged parts to the factory improperly. This Sep.10 *Letter* has a section dealing with the installation of my "mystery" part on cars which were manufactured without the brake shaft stops. It says the affected cars "were delivered from approximately April 15th to the present date" (see copy of *Letter*). **That means approximately 250,000 vehicles were affected**, and the Branch advised it was "vitally important and should be followed closely, as we desire that every dealer, just as soon as he receives a supply of these parts from the Branch check up all cars that he has delivered with the solid type brake rods and see that these stops are installed without any delay." The reason the Branch seems so concerned, it explains, is that "these stops prevented any possibility of the brake equaliser coming out of the brake operating shaft...!" **This seems to me to mean that it was being installed because there had been cars whose brake systems had fallen apart!** One can only imagine the consequences, but this defect must rival those which receive immediate national press attention in today's world, and would certainly cause an immediate and well-publicised recall campaign of the affected cars. In 1928, however, the Branch advised the dealers to "check up all cars" and fit the part. Since there was no mention of cost, the part presumably was being supplied to the dealer at no cost, and to be installed at no cost, like today's recall parts.

The only other reference I have found to this potentially disastrous defect is in the Oct. 22, 1928 issue of this same Indianapolis Branch *Service Letter*. In it, the Branch complains that, "we find that there has been few cars on which these parts have been installed. It is our desire that just as soon as you receive these parts in your stock that you commence installing them on cars when they come in for service. It *is not necessary to call this to the attention of the owner when he comes in*, but you can instruct your Shop Foreman to supervise this installation, as no doubt all cars of Model A type are coming back to the dealer's place of business for regular inspection periods. Therefore, let us have your full cooperation in getting these parts installed on the cars." The italics are mine, as I think this statement shows what was the real concern of the Branch, and presumably of Ford. They

were mainly worried about bad publicity regarding this dangerous defect, and did not want to hurt sales by a public admission that this problem existed. If Ford had truly wanted to retrofit this part to all affected cars, why not advise the dealers to notify all customers of record who purchased cars during this five month period that they should bring their cars in to correct a potentially deadly defect? The cars in most danger, of course, would be those delivered between April and June which may have had no separate emergency brake system to fall back on! To assume that "all cars of Model A type are coming back...for regular inspection," and will therefore be available for "secret" retrofit, is a ridiculous delusion. Even the Indianapolis Branch admitted in the Sep.10 *Letter* that "fleet owners who do their own service work" should be "checked up;" but by Oct.22 this Branch evidently felt it was better not to tell the owners! I don't know how the other Branches in the country handled this retrofit with its dealers, but I have a feeling that all Branches had strong guidance from Ford on this matter.

Even if this "secret recall" seems ineffective, it must have worked to some degree, as my Fordor managed to have this part installed at some time in the past; also at the Tacoma Joint Meet in 1994, I noticed at least two other Blue Ribbon-judged 1928 Model A's, with the equaliser brake assemblies, which had this part retrofitted also! There is no listing of part A-2476 in any *Ford Parts Price List* I have seen, and no mention of the part, or the potential problem with the brakes, can be found in any other Model A literature I have seen. The Model a Ford Foundation was able to supply me with a copy of the original engineering drawing of the part (see Figure 2), so we know it was an "official" Ford part, and I would advise any Model A owners to reproduce it and install it following the Sept.10 *Service Letter* instructions if their early equaliser-type systems needs stops. The Foundation has been scanning original engineering drawings of Model A parts into computer storage so we may better understand and preserve our cars as they were originally designed. This is an especially important service to anyone who wants to take the time to restore an original part to its original condition or manufacture a "repro" part that actually fits and works right, and they deserve the support of all Model A owners! If any readers have additional information or comments, I welcome them and perhaps we will find out more about this "mystery" part.

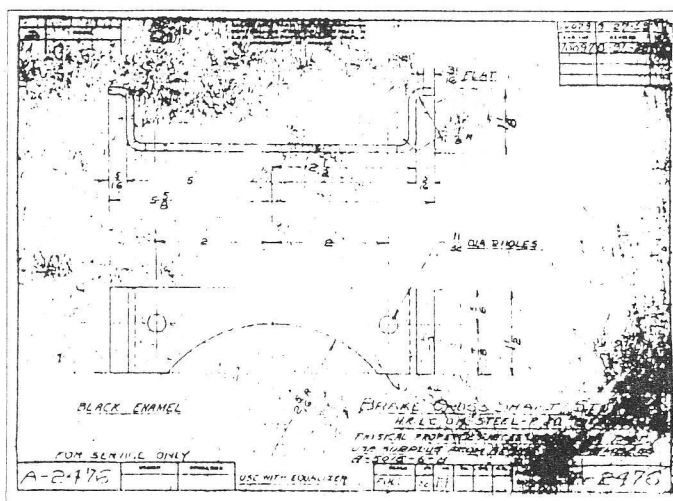
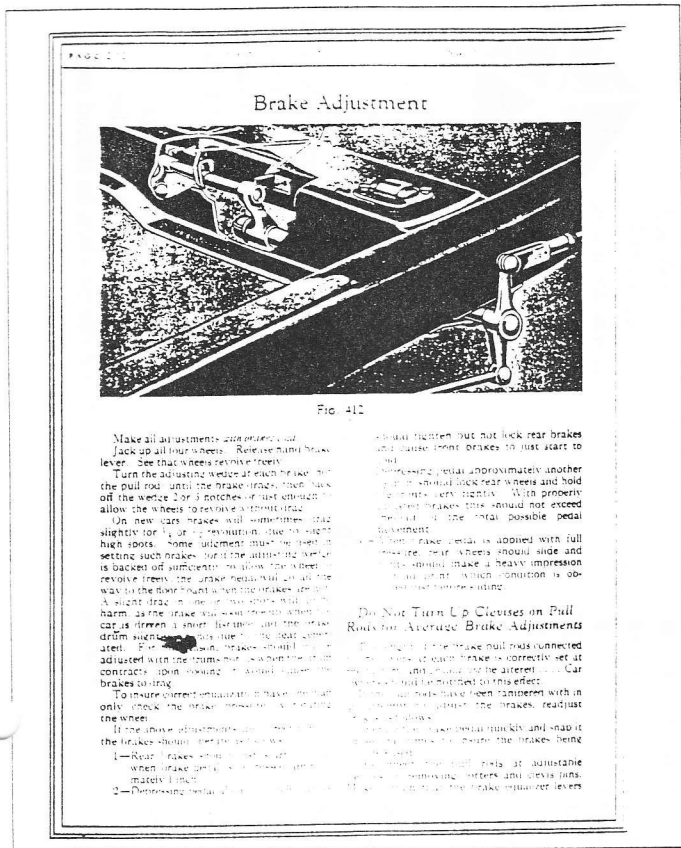


Figure 2. Original engineering drawing of the Brake Cross Shaft Stop, part A-2476.



January, 1928 Ford Service Bulletin illustrating the "stops."

**Ford Motor Company**  
Manufacturers of Automobiles, Trucks and Tractors  
INDIANAPOLIS, IND.

To All Dealers Sep. 10, 1928.

IN REPLYING REFER TO  
ASSEMBLY CHANGE & SERVICE DEPT LETTER NO. 10

Gentlemen:

To desire again to call to the attention of the dealers the necessity of reporting complaints to the Branch promptly on any troubles which they may be having outside of difficulties which they have already advised the Branch on.

**BRAKES:**  
All cars having adjustable brake rods had two stops punched in the rear flange of the center cross member for the brake operating levers on the cross shafts. When the change to solid brake rods was made, these stops were discontinued. However, these stops prevented any possibility of the brake equalizer coming out of the brake operating shaft and is to be installed on all Model A cars in the Indianapolis Branch territory that do not have the stops punched in the cross member. The stop should be installed as follows:

Drill two 11/32 holes in the rear flange of center cross member; this stop carries part to A-2476. After drilling the holes you will assemble this part to the inner face of the rear flange cross member, using two bolts A-2070S, two nuts A-2170Z, 2 lock washers A-2221T. You will no doubt find that the stops have never been removed from the truck cross member, but have been bent back out of position. All truck stops should be bent back again at right angles to the cross member flange. If stop should crack when bending to right angles, install separate stop A-2476 as outlined above.

This matter is vitally important and should be followed closely, as we desire that every dealer, just as soon as he receives a supply of these parts from the Branch check up all cars that he has delivered with the solid type brake rods and see that these stops are installed without any delay. This also includes fleet owners who do their own service work. These cars were delivered from approximately April 15th to the present date.

**PISTONS & RINGS:**  
We are arranging to service pistons and rings for the Model A engine in the following oversizes:

1-6110-CF Piston .010	1-6150-CR Piston Ring .010
1-6110-ER " .020	1-6150-ER " " .020
1-6110-GR " .030	1-6150-GR " " .030

For the present, we are arranging shipment of 1-6110-CE .010 oversize piston only, although the rings will be furnished in each of the three oversizes, packed 100 in a roll and stamped with the particular oversize; i.e., .010, .020 or .030. The oversize of the piston will be marked on the top.

September 10, 1928 Indianapolis Service Letter No. 10 describing installation of the "mystery" part.

FORD SERVICE BULLETIN for June PAGE 259

**NONADJUSTABLE TYPE  
BRAKE RODS**

Brake rods have been redesigned making them into a solid nonadjustable type. The rods now have a single eye forged on each end instead of having an adjustable clevis at one end. This arrangement assures a fixed length rod and simplifies brake adjustments. It also eliminates the use of stops in the back flange of the center cross member.

The change to nonadjustable brake rods necessitated changing the front brake lever and the upper end of the outer lever on the cross shaft assembly, from a single eye end to a clevis. Fig. 523 shows the old and new design rods and levers.

**Serviceing Brake Rods**

Should it become necessary to install a new brake rod on a car equipped with adjustable rods, an adjustable rod can be easily made from a solid rod by sawing off the end of the rod 1/4" back from the center of the eye and running a 1/2" thread back 1" from the rod end and installing the adjustable clevis and lock nut. The length of the rod should be adjusted to not less than 1 1/4" or more than 1 1/2".

A one-piece brake cross shaft assembly has also been adopted (A-1481-6-C) superseding the former design in which the shaft end and levers were individual items.

Should it become necessary to replace a brake cross shaft assembly A-1481 or 6-AR, install the latest type cross shaft assembly A-1481-6-C together with the solid type rear rod.

**Adjusting Brakes**

Instructions for adjusting brakes on cars equipped with adjustable rods were given on Pages 101 and 107 of the January Bulletin. The instructions on Page 101, with the exception of the last four paragraphs also apply to adjusting brakes on cars equipped with solid rods.

**GASOLINE GAUGE**

To determine if a gasoline gauge is sticking, rock the car vigorously. If gauge dial oscillates freely, gauge is O. K. If sticking, the gauge can be easily removed by screwing out flange nut and withdrawing gauge. Wrench (1-1815) is used for screwing out the flange nut. Wrench 1-1815 is used for screwing out the gasoline gauge cover should it be necessary to replace a glass. To prevent spillage gas tank should not be more than half full when replacing gauge.

Gasoline gauges are built so that they register full "F" when the cork float just touches the top of the tank. With this setting there will still be a reserve of approximately one gallon in the tank when the gauge registers "O". If the gauge does not register as above, the float wire is bent and it should be straightened by slightly bending the wire until gauge registers accurately. An easy way to check the gauge is to first remove the gasoline tank filler cap and screws and then insert a wire hook through filler cap opening and lift up the gauge until the cork float just touches the top of the tank; if properly adjusted gauge should now register full "F".

Sometimes a gauge wire is so bent that it rubs against the filler screen. When this occurs the gauge will stick or have a jerky movement especially noticeable when the tank is being filled. This condition can be easily corrected by straightening the wire as described above.

June, 1928 Ford Service Bulletin describes changing brake rods to nonadjustable type which "... eliminates the use of stops in the back flange of the center cross member."

**Ford Motor Company**  
Manufacturers of Automobiles, Trucks and Tractors  
INDIANAPOLIS, IND.

To All Dealers Oct. 22, 1928.

IN REPLYING REFER TO

Gentlemen:

**OIL PUMP CHANGEOVER:**  
ALTHOUGH it has been more than 60 days since we shipped oil pumps out to dealers for urgent purposes on Model A cars, we find that only about 30% of the pumps have been changed over. However, there may be some dealers who have made the change and have not returned the pumps to the Branch.

We do not feel that you should retain the pumps which you replace until you complete all the changeovers which you are going to make but we would suggest that you return what you have in your next shipment of defective parts to the Branch, as it is necessary for this office to report to our Home Office each week our progress on oil pump replacements.

Please check this report and complete the changeovers as quickly as possible. We feel that dealers who need extra time to complete the changeovers but in some instances this matter has no doubt been overlooked by the dealer.

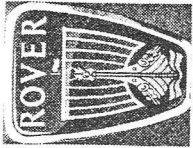
**DEALER'S SETS ON TIRE COVERS:**  
We have found in some instances that dealers have their names printed on the tire covers that are furnished thru the Branch, which is contrary to the purpose for which these covers were intended. It is the company's thought that covers with advertising are not in keeping with the style and make-up of the car and are discouraging any printing whatsoever on the covers.

**INSTALLATION OF PART NO. A2476 BACK STOP:**  
Although we advised dealers some time ago relative to the installation of No 2476 back stop on Model A frame cross members and made shipment of the correct number of these items, we find that there has been very few cars on which these parts have been installed. It is our desire that just as soon as you receive these parts in your stock that you commence installing them on cars which come in for service. It is not necessary to call this to the attention of the owner when he comes in, but you can instruct your Shop Foreman to supervise this installation, as no doubt all cars of Model A type are coming back to the dealer's place of business for inspection at regular periods. Therefore, let us have your full cooperation in getting these parts installed on the cars.

**PARTS RETURNED FOR SERVICE:**  
We do not want to see items coming in from dealers on parts which have been replaced on account of some defect shipped into the Branch full of grease in a very unrepresentable condition. We do not believe that the dealers do this

Oct. 22 1928 Service Letter stating dealers were advised to install part A-2476 yet "... very few cars have had the parts installed."

**THE VIKING:** The word rover means "wanderer" or "scavenger", so the Rover company thought it appropriate to adopt the figure of a Viking as a radiator mascot in the Twenties. This was replaced by a Viking's head and in 1929 the familiar shield-shaped badge emerged as the company motif, incorporating the Viking ship. Austin, Morris and most other Rover Group component car companies have disappeared, but Rover and its ship under way survive under BMW ownership.



**THE THREE-POINTED STAR:** Gottlieb Daimler - founder of the firm whose cars have been called Mercedes since 1902 - drew the guiding star and told his wife that it would bring prosperity when it rose over his factory. The three points symbolise motorised transport on land, water and in the air - because Daimler made engines for cars, boats and aircraft.



**THE OVAL:** This trademark was first used in 1907 by Ford's British agent Perry, Thornton & Schreiber, whose rugby ball-shaped symbol contained the word "FORD" in capital letters. Its American corporate masters embraced the shape for signs outside dealers in 1911, but cars continued simply to bear the words "Ford Motor Company" in the familiar flamboyant script still used today. The definitive oval first appeared in 1927 on the radiator of the new Model A. It was dropped in the late Fifties, only to



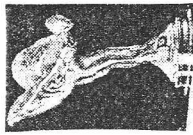
*The following article was submitted by Colin Davidson and taken from 'International Express' dated 2nd June 1998*

## Behind The Badge

Takeovers have killed off dozens of famous motor marques. ANDREW BAXTER checks on some trademarks that survived.

be reintroduced on the Mk IV Cortina.

**SPIRIT OF ECSTASY:** The Rolls-Royce radiator mascot was designed by sculptor Charles Sykes in 1910 - a period when owners were said to be fixing "inappropriate ornaments" to cars. The result was a seven-inch tall bronze, based on a personal mascot Sykes had already made for Lord Montagu of Beaulieu in the shapely form of his lordship's mistress Eleanor Thornton. The current spring-loaded mascot is of polished steel and stands three inches tall.



propeller. It was first associated with a car in 1927 with the launch of the BMW Dixi.

**THE DIAMOND:** Renault's diamond logo mirrors the shape of the distinctive radiator grill fitted to three of its two-seater sports cars in the Twenties. First used to define the firm's corporate identity in 1925, it has gone through a number of minor design changes. The most recent was in 1992 when Renault declared the modified three-dimensional motif highlighted the firm's "forceful, modern image."



**THE GRIFFIN:** The origin of Vauxhall's griffin lies in the coat of arms belonging to the Sheriff of Oxford and Hertford during the reign of King John. The name of Fulk Le Breant's house, Fulk's Hall, on the south bank of the Thames came to describe the surrounding district and was later corrupted to Fawke's Hall, Foxhall and finally Vauxhall. Alexander Wilson & Co - engine-makers based near the original



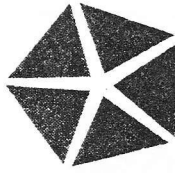
early Twenties the logo had evolved into the round badge with four quadrants - two white, two blue - symbolising a pilot's eye view of sky and clouds seen through a

site of Fulk's Hall - adopted the griffin trademark when it began making cars in 1903 under the name Vauxhall Iron Works.

**THE CHEVRON:** The Citroën symbol dates from 1905 when engineer André Citroën started a firm that made gears with chevron-shaped teeth designed to reduce the noise made by heavy machinery. The firm went into motor manufacture in 1919 at its factory in Quai de Javel, Paris, where it had made shells during the First World War. The first car to emerge from the peace-time production line was a Type A bearing the double chevron which has remained the firm's motif ever since.



**PENTASTAR:** Chrysler's five-pointed star adorned the US firm's cars until last year. It was dreamt up in 1963 by a marketing consultant who persuaded the board that it



"announced the company and its products as progressive and contemporary, stable and strong." But the modern jewel-like trademark failed to stand the test of time as the once-ailing motor giant - which also makes Dodge and Jeep vehicles - sought to create a distinct brand identity for its range of small cars and light vans. In a nostalgic U-turn, the pentastar has been replaced by its predecessor - the gold rosette which founder Walter Chrysler chose as his company's emblem when he started the company in 1924.



# Notebook

## **BIRTHDAYS for OCTOBER: Birthstone: Opal; Flower: Calendula**

Lionel Barendse, Diane Barker, Irene Bell, Angelo Calleja, David Chambers, Charles Kendall, Ron Perry, Philip Raccuia, Steve Read, Margaret Roy, Michael Stathy, Margret Teale, Fran Timmings, Keith Upton, Kath Ward, Phil Wemm, Sylvia Wemm and Jim Williams. Many happy returns !!

**SICK LIST:** There are quite a few people that are not well. We hope by the next meeting you are all at least a little better. Hopefully with some warm Spring weather your health will improve.

**ON THE GRAPEVINE:** Travelling is the go for this time of the year. The younger Jeffrees have just returned from holidays, the Annears are still on theirs and country members Colin & Margaret Strahan have spent some time in the north of WA. David & Pat Bussard were spotted in Busselton, part of a contingent of vintage car enthusiasts cruising the South West.

There are one or two others that are thinking of taking off for a few days.

Haven't heard from Bucketmouth lately, but perhaps they should have caught up with the gossip. Even I heard about John Timmings getting his Ute finished and licensed only a couple of weeks back. I believe blue tudors are heavy on fuel and starter motors?

It was nice to see some of our country members make the effort to be with us at the last meeting. Rex Wilson paid a quick visit and David & Ruth Lucas and Gary & Rosalie Eva endured our brief informal discussions without too much duress. Talking of our last run, wasn't it the perfect place. The weather was wonderful, the company was fabulous (as always) and the scenery restful. As I say every time we venture out, those who don't make the effort are really doing themselves a disservice. Thank you once again to Alan & June Smith for their choice of venue.

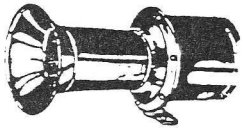
I'm looking forward to see what master plans the Wandering Wadonga Wishmakers come up with for boosting our coffers to travel to the National Meet in 2000.

**T-SHIRTS & BADGES:** For newer members you may be unaware that we have club T-shirts; yellow, polo style with our emblem embroidered on the right hand side. Sizes range from 16 - 24 at a cost of \$18 or \$20 posted to your address. Car & lapel badges are also available at meetings. The car badge price is \$15, lapel \$5. If you enjoy collecting jacket patches demonstrating your allegiance to the club, we can supply these for a mere \$3.

**PHOTOS:** As I am about to update the club photo album once again I am asking for help.

If you have any photos from any runs we have been on in the last two years and would like to donate them to the club to be included, please get them to me soon. Thanks.

Now for the other album which is sadly lacking, (and I can hear Laurel Cooke laughing from here) I really, really need some assistance. In the "before & after" photos of club cars, there are only a few, and there should be heaps. We have lots & lots of cars, restored, unrestored and not started..... please, please send me a photo of your pride and joy, in any condition. How you found it, how you bought it or as it still is, with or without a few words of how, where and when.....thanks in anticipation.....*Louise*



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

BUSSARD David & Pat  
[redacted]  
BALDIVIS WA 6171



# Model A News Western

### For Your Information

THE EUROPEAN UNION COMMISSIONERS HAVE ANNOUNCED THAT AGREEMENT HAS BEEN REACHED TO ADOPT ENGLISH AS THE PREFERRED LANGUAGE FOR EUROPEAN COMMUNICATIONS, RATHER THAN GERMAN, WHICH WAS THE OTHER POSSIBILITY. AS PART OF THE NEGOTIATIONS, HER MAJESTY'S GOVERNMENT CONCEDED THAT ENGLISH SPELLING HAD SOME ROOM FOR IMPROVEMENT AND HAS ACCEPTED A FIVE-YEAR PHASED PLAN FOR WHAT WILL BE KNOWN AS EUROENGLISH (EURO FOR SHORT).

IN THE FIRST YEAR, "S" WILL BE USED INSTEAD OF THE SOFT "C".

SERTAINLY, SIVIL SERVANTS WILL RESEIVE THIS NEWS WITH JOY. ALSO, THE HARD "C" WILL BE REPLACED WITH "K". NOT ONLY WILL THIS KLEAR UP KONFUSION, BUT TYPEWRITERS KAN HAVE ONE LESS LETTER. THERE WILL

BE GROWING PUBLIK ENTHUSIASM IN THE SECOND YEAR, WHEN THE TROUBLESOME "PH" WILL BE REPLACED BY "F". THIS WILL MAKE WORDS LIKE "FOTOGRAF" 20 PER SENT SHORTER. IN THE THIRD YEAR, PUBLIK AKSEPTANSE OF THE NEW SPELLING KAN BE EXPEKTED TO REACH THE STAGE WHERE MORE KOMPLIKATED CHANGES ARE POSSIBLE.

GOVERNMENTS WILL ENKORAGE THE REMOVAL OF DOUBLE LETTERS, WHICH HAVE ALWAYS BEN A DETERENT TO AKURATE SPELING. ALSO, AL WIL AGRE THAT THE HORIBLE MOREMES OF SILENT "E"S IN THE LANGUAG IS DISGRASFUL, AND THEY WOULD GO.

BY THE FOURTH YEAR, PEOPL WIL BE RESEPTIV TO STEPS SUCH AS REPLASING "TH" BY "Z" AND "W" BY "V". DURING ZE FIFZ YEAR, ZE UNESESARY "O" KAN BE DROPD FROM VORDS KONTAINING "OU", AND SIMILAR CHANGES VUD OF KORS BE APLID TO OZER KOMBINASHUNS OF LETERS. AFTER ZIS FIFZ YER, VE VIL HAV A RELI SENSIBL RITEN STYL. ZER VIL BE NO MOR TRUBLS OR DIFIKULTIS AND EVRIVUN VIL FIND IT EZI TU UNDERSTAND ECH OZER. ZE DREM OV YUNIVURSL KOMUNIKASHUN VIL FINALI KUM TRU.

*Thanks to Shirley Hall for this educational insight*

### THE FIRST



### Motorist Convicted of Drunk Driving

... was a London taxi driver, George Smith, 25, of 192 Portnall Road, who was charged at Marlborough Street Police Court on 10 September, 1897, with being drunk in charge of an electric cab in Bond Street, at 12.45 the same morning. According to the evidence of PC Russell, 247C, the defendant had driven his cab on to the pavement and into the front corridor of 165 Bond Street. 'The prisoner', it was reported, 'admitted having had two or three glasses of beer'. He was found guilty and fined 2 shillings.

Drunken driving had been made an offence under the Licensing Act 1872, which imposed penalties for being 'drunk in charge on any highway or other public place of any carriage, horse, cattle or steam engine'. Although the term 'carriage' was interpreted by the courts as covering motor carriages, it was not until 1925 that Section 40 of the Criminal Justice Act extended the provisions to cover 'any mechanically powered vehicle. BS •