



Western Model A News

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

Year XIX Number XII

JULY, 1999



*Identify your vehicle!!
Photograph taken of Wellington Street, Perth,
in the late 1920s or early 30s, outside the railway station.
Reprinted from the Battye Library's resources.*

Next Run/Meeting: Sunday, 25th July - AGM & Vehicle Examinations
Place: VCC Clubrooms See calendar for details.

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 XXXXXXXXXX *Secretary/Treasurer:* PAT BUSSARD XXXXXXXXXX
Vice-President: PETER SARTORI XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

COPY DEADLINE: By the first day of the month to XXXXXXXXXX Thornlie, W.A., 6108

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

SUNDAY, 25TH JULY, 1999

AGM & Vehicle Examinations

Place: VCC Clubrooms, Hale Rd, Forrestfield

Time: 10:00am - 3:00pm

AGM Meeting will commence at 2.00pm

Sausage sizzle lunch provided by committee

Please bring plate of goodies for afternoon tea

SUNDAY, 22ND AUGUST, 1999

Organised by Peter & Lorraine Sartori

Manifold Run to Harvey

Meet at Garden City Car park 8.30am meet for 9am departure.

Plenty of garages on the way for pit stops!!

SEPTEMBER, 1999

Organised by John & Pat Laurie

SUNDAY, 24TH OCTOBER, 1999

Amaroo Festival to be held at Gosnells to raise funds
for the retirement complex and nursing home.

Members are being asked to put their cars on display

Please contact Pat if you wish to participate & require further details

SUNDAY, 31ST OCTOBER, 1999

Organised by John & Shirley Hall

NOVEMBER, 1999

PLEASE NOTE.....

This outing is being organised by Tim Halden

We won't be going to Kalgoorlie with the Timmings!

SUNDAY, 5TH DECEMBER, 1999

Christmas Lunch

Dora Annear to canvass possible venues

JANUARY, 2000

20th Anniversary of M.A.R.C. W.A.

THURSDAY 20TH - MONDAY 24TH APRIL, 2000

16TH NATIONAL MEET - WODONGA, VIC

Registration form and accommodation available from

Steve Read. [REDACTED] Thornlie. Ph: [REDACTED]



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MINUTES OF MODEL A RESTORERS CLUB OF WA (INC)
GENERAL MEETING 27 June 1999
The Army Museum of Western Australia

Meeting opened by David Bussard at 1.07 p.m.

Attendance & apologies: as per attendance register.

Previous minutes: As per newsletter report. Moved as correct by B. Guest. Seconded P. Sartori.

Business arising: nil

Financial Report:	Opening balance	12 717.56 on 23/5/99
	Receipts	141.40
	Payments	94.43
	Closing balance	12 764.53 on 27/6/99

J. Laurie moved that the financial report be accepted. Seconded J. Berkshire.

Correspondence in: a letter from Laurel Cooke about content of member profiles; tickets for CCC Quiz Night Friday July 9 (one table of 8); update about Shannons 2001 Tour, list of WA vehicles, entry form, newsletter, and fliers; MAFCA Chapter highlights and directors meeting minutes; request from Amaroo Foundation, a retirement complex and nursing home in Gosnells, for us to display cars at their festival on Oct 24th.

Correspondence out: David replied to Laurel Cooke's letter; application forms to P. Hoffman and B. Byers (two copies, one in care of A. Smith); account to R. Abbott for newsletter advertisement; to Dept of Transport on behalf of P. Wemm.

J. Laurie moved that the Corres. in be received and the Corres. out be endorsed. M. Annear seconded the motion.

General business: Annual CCC Quiz night: at Cascades, Guildford Road, Maylands, Friday, July 9, tickets \$8 in advance or \$10 at door. Eight tickets are available from Pat Bussard.

Wodonga Fundraising Committee: S. Read advised that a swap meet would be attended in 2 weeks time. Things to sell are needed. Steve suggested that planning for the trip should begin soon. Guest's have tomato chutney and cauliflower pickle for sale today to boost funds.

New Members: P. Hoffman and partner have decided not to join as they do not have a Model A. They will be invited to view our cars at a future run. B. Byers, a friend of Alan and June Smith, will be joining. Barrie purchased the Heytesbury Model A and is storing it at Smith's.

20th Anniversary celebrations: L. Read will visit P. Bussard soon to make up a list of former members. Date and location to be decided at the AGM in July. A. Jeffree has contacted A. Kirkwood who is willing to assist in organising the 20th Anniversary Run.

Finances: Aust Post cheque for July newsletter. S. Read will require payment for 200 stickers for vehicle examinations (approximately \$200) and for the Department of Transport for registration of the Vehicle Examiners (approximately \$52).

Moved J. Hall and seconded F. Farrelly that these be processed.

Label badges: 50 @ \$5.65; 100 @ \$4.25; 200 @ \$3.55. We still have 10 in stock. We will decide in September about ordering, so we have a supply for the 20th Anniversary celebrations and the National Meet next year.

Christmas function: D. Annear has offered to look into venues. We will continue having a Sunday lunch, on December 5th. To a maximum of \$30. If you have a suggestion, contact Dora.

Club listing: J. Moorehead found an out of date listing for the club in Australian Classic Car. To be corrected by the secretary.

CCC news: P. Gilberthorpe reported on the meeting to explain an additive suitable for older vehicles when leaded petrol is no longer available (Jan 1, 2000). S. Read informed the meeting that unleaded petrol can be used in Model As. Peter confirmed this information. J. Laurie will provide a relevant article from The Restorer for inclusion in the newsletter.

The CCC AGM will be held on 16th August. There are vacancies so if you are interested, offer your services. Peter will nominate as a committee member.

November Run: Timmings are planning to take us to Kalgoorlie?

Car Sale: S. Read reported that H. Pridmore has sold his 1930 Fordor.

Thanks: J. Laurie got in early with thanks to Helen and John Moorehead for the interesting run today.

Raffle: Moorehead's donated the raffle prize which was won by E. Jeffree. Raised \$34.

Coming Events: AGM and Vehicle examinations at VCC clubrooms and pit on July 25. S. Read notified the meeting that it is now a requirement that you have a fire extinguisher in your vehicle.

Sartori's are organising the August run, on Aug 23rd. It will be long enough to be a manifold run.

Bits and Pieces: Pat Laurie offers a reward for the return of J. Laurie's hearing aid, lost on Warnbro run in May. He wishes to borrow the rear body sub-frame for a coupe. A. Jeffree offered to help.

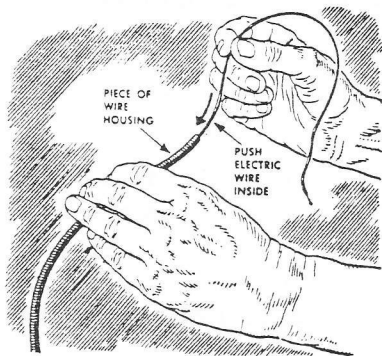
Thanks #2: David also thanked the Moorehead's for showing us parts of the countryside in a near city run.

Meeting closed: 1.58 p.m.

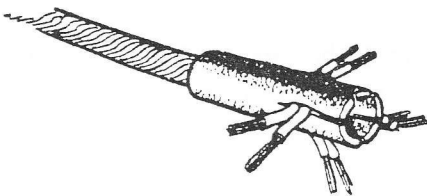
RESTORATION TIPS & TECHNIQUES

~ taken from Restored Cars, Editions 86, 91 & 108

- **Eye on the ball:** A convex mirror on the front of your trailer can be a big help when backing up to the hitch by yourself. It sure saves a lot of frustration and dents in the rear bumper.
- **Protecting Wiring:** To protect car wiring in exposed places from abrasion, make up your own armoured cable. Thread the wires into the outer sheath of the type used in speedometer cables.

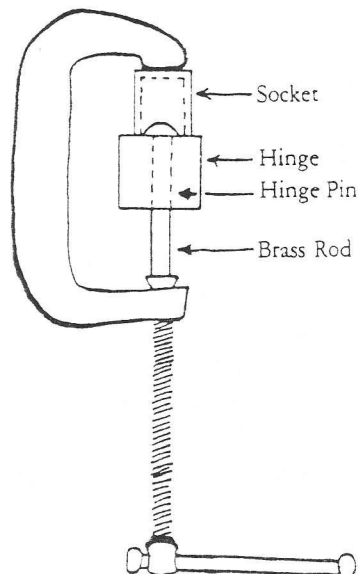


- **Wire Separator:** A piece of hose pipe about 3" long can be made into an excellent holder to keep the various wires of a multi-core cable separate when working on a switch or fuse holder.

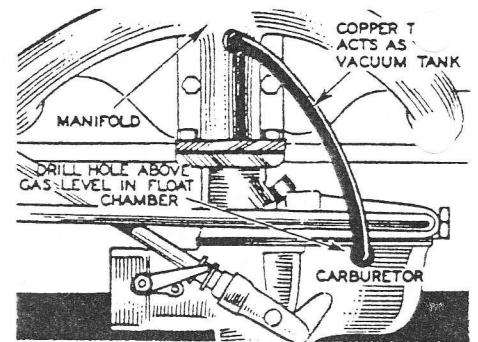


- **Hinge Pin Removal:** Don't pound out those hinge pins. Pounding mushrooms the end of the pin and makes the job harder. To remove the pins, use a C-clamp, a deep socket and a brass or other soft metal rod to press out the pin. The clamp must be large enough to hold the socket, brass rod and the hinge. The brass rod should be

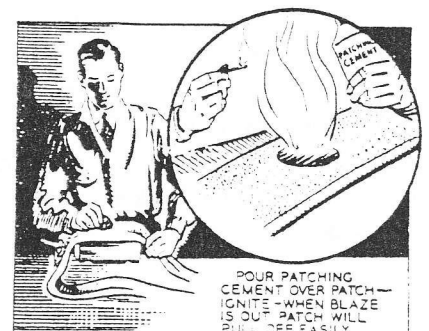
3/16" or 1/4" in diameter. The deep socket must be large enough to receive the head of the pin without binding and long enough to take most of the pin. A soft metal pin is used to prevent spreading the end of the pin. This can happen even though the pin is hardened steel. First soak the pins in penetrating oil. While waiting for the oil to do its job, examine the end of the pin for mushrooming. This can be removed by filing the end of the pin even with the hinge. Place the socket on top of the hinge so that the head of the pin will go into the socket. Now put the clamp and rod in position to push the pin out. Tighten the clamp and the pin should move up into the socket. If you have an extra stubborn one leave the pressure on and apply more oil. This may take more than a day to work. If the pin still resists your efforts, tap the bottom end of the clamp with pressure on the pin. This will help to break loose the rust holding the pin and allow the oil to penetrate further. Packing the hinge in dry ice can be tried as a last resort if these methods don't work.

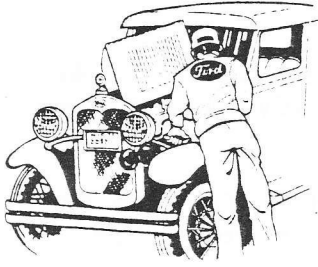


- **Ford Vacuum Tank:** With gravity feed for petrol as used on Model A Fords, it is sometimes necessary to back the car up on a steep hill when the petrol supply is low. By installing a copper tube between the upper part of the intake manifold and the carburettor bowl the vacuum set up by the engine pistons on the intake stroke will draw petrol from the tank to the carburettor.



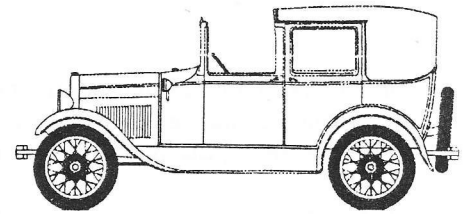
- **Loosen inner tube patches with heat:** Defective inner tube patches can be removed in a few minutes by taking advantage of the fact that the patching cement will burn. Simply apply a thin coat of the patching cement to the surface of the patch, being careful not to get any on the inner tube itself. Ignite this cement with a match. When the flame has died down, the patch can be peeled off easily, without damaging the inner tube. The heat penetrates through the old patch and softens the old cement. A large patch can then be applied.





Service Hints

Les Andrews - Technical Director



Ignition Circuit Maintenance

The Model A seems to be able to run with a wide range of point and spark plug gap settings. But that doesn't lend to an efficient or smooth running engine, and if incorrectly set, will result in premature failure of both the points and the coil. Three (3) gap settings need to be checked and properly adjusted to provide a smooth and efficient running engine.

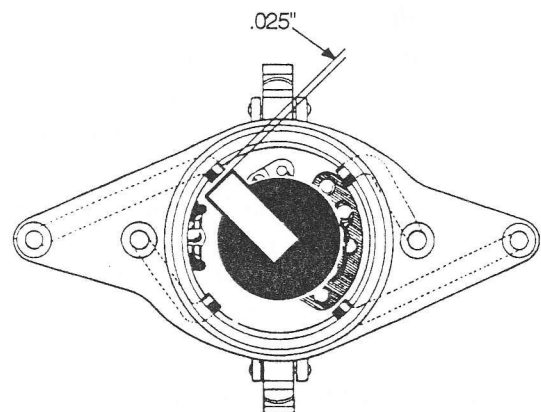
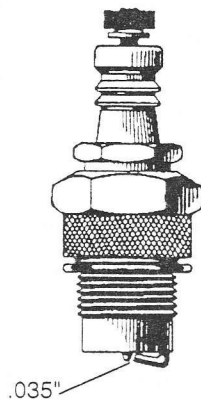
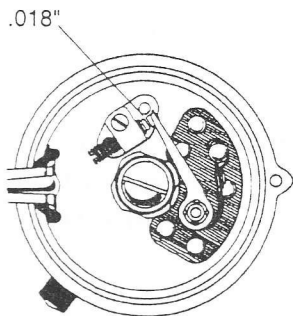
1.) Point Gap. The point gap setting determines the ignition dwell time. The dwell should be about 31° . The closer the point gap is set, the larger the dwell. Therefore, the wider the point gap, the smaller the dwell. The dwell is the amount of time the points are closed, allowing full saturation of the coil for spark plug firing. I have found that a point gap setting of $.018''$ gives the best performance. This provides a dwell time of about 31 degrees. A point setting of $.014''$ or less allows extended current flow through the coil, resulting in overheating and coil failure or intermittent voltage break down of the coil. Maintaining correct point gap can extend the life of the coil.

2.) Spark Plug Gap. The spark plug gap in part determines the amount of high voltage released from the coil. A spark plug gap setting of $.035''$ will result in about 20,000 volts to the spark plug. A spark plug gap of $.050''$ can result in as much as 40,000 volts from the coil. The wider gap offers more resistance, thereby requiring a higher voltage to jump the plug gap (based on capacity of the coil and point gap setting to allow full saturation of the coil). Most standard coils are rated at 20,000 volts with a 50% safety factor. Murray Fahnestock (Henry Ford's Director of Dealer Service), reported that some of

Ford's mechanics advocated setting the spark plug gap at $.050''$ for smoother engine performance and improved gas mileage. I have tried this and it works. My gas mileage improved almost 3 mpg and my engine ran much smoother. But CAUTION, I do not recommend doing this unless you carry a spare coil. This produces about 35,000 volts or more from the coil and could reduce coil life. (Mallory makes a coil that is rated at 50,000 volts).

3.) Rotor Gap. The third and most over looked gap setting is the rotor gap. This gap is measured between the tip of the rotor and each of the four (4) prongs inside the distributor body. These will often vary from $.002''$ to as much as $.060''$ on the same distributor body. This variation in gap will result in delayed firing of some cylinders and changes in high tension voltage from the coil, resulting in a rough running engine. Rotor gap should be set at $.025''$ at all four distributor body prongs. This can be done by starting at the prong with the widest gap and carefully bending the brass tab on the rotor up until the clearance is at $.025''$. Then file down each of the other three prongs on the body until a measurement of $.025''$ is obtained. Most of the reproduction distributor bodies and the rotors are inconsistent in the clearances. (Before making this adjustment, make sure the distributor shaft bushing is not worn, causing lateral movement of the shaft and causing inconsistent readings)

Summary The point gap should be checked at every maintenance interval to ensure the point block has not worn significantly to reduce point gap. Rotor gap should be checked and readjusted anytime the rotor or distribu-



tor body is replaced. Spark plug gap should be checked at each maintenance interval. The following table list the suggested ignition circuit gap settings.

Standard Ignition Gap Settings

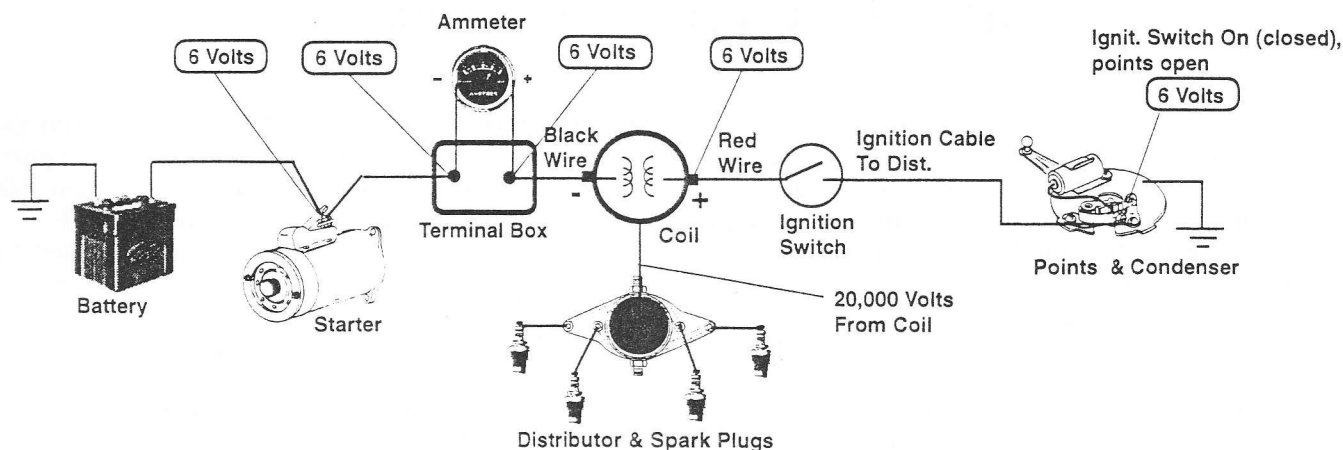
Point Gap	.020"
Rotor Gap	.025"
Spark Plug Gap	.035"

Added Performance Gap Settings

Point Gap	.018"
Rotor Gap	.025"
Spark Plug Gap	.040"

Note: Check the point gap on each cam lobe to make sure the distributor cam is correctly ground on all four lobes.

Check all connections in the Ignition Circuit (shown below) to make sure they are tight and free of corrosion. Check for correct polarity connection of the coil. Make sure ammeter connections are tight. Check for correct voltage (6 volts) at each connection point.



IGNITION SYSTEM SCHEMATIC



CLUB EVENT - SUNDAY 27TH JUNE, 1999

Whilst the weather forecast was for showers and windy conditions, some 39 members and 2 visitors attended our luncheon meeting at the Army Museum in Fremantle - a great effort by members. A total of 12 Model A-s, 1 Ford Coupe, 1 Daimler and 6 assorted moderns were counted with a few members joining us en-route or at the finish.

The majority of members started to assemble at the No. 4 Causeway Carpark in Perth from 9.30am for a 10.30am departure. The cups of tea and coffee seemed to keep the rain away and while some areas received heavy rain throughout the day, we dodged the showers successfully all day.

After leaving Perth the route sheet took us via South Perth, and then along the foreshores at Mt Pleasant, Rossmoyne and Shelley before heading south via Willetton and Jandakot. From there we travelled via new housing estates, hobby farms and market gardens in the vicinity of Atwell and Hope Valley before heading north on Rockingham Road. The remainder of the run was north along the coast road passing the ship building activities at Henderson and finally arriving at the Army Museum in Burt Street, Fremantle.

The administration officer at the Museum arranged for a meeting room to be available for our lunch and meeting which was appreciated considering the nature of the weather. After lunch and formalities many of our members visited the Museum which includes galleries encompassing World War One and Two, together with special displays and vehicles. Most members were on their way home by about 3.30pm.

Once again Phil and Sylvia Wemm joined us at the start in their modern car and hopefully they will be joining us on the next run in their '29 Coupe. Thank you to everyone who joined us on this run.

John & Helen Moorehead

“There’s A Pick-up In The Container”

By Steve Read

MODEL A FORDS have been a part of my life for more years than I care to remember. I even began importing assorted Model A bits from America to Australia with the assistance of Mark Eckerich from Cheney, Wa. A container was shipped from Seattle to Fremantle in Western Australia in 1996 and I had received a note from Mark saying: “There’s a Pick-up in the container.”

We all know the old joke about the classic car restorer who built up a complete car starting with just the bonnet ornament; well, if I was to have the Model A Closed Cab Pick-up that I had coveted for many years, it was about to start from about the same basics. Included in the assorted parts in the shipping container were: three rusted-out Pick-up beds, assorted sad body panels of indeterminate year and a new, complete, wood kit for a Pick-up cab. Some of the panels were cracked and crunched and had been used for target practice. They were bits of old metal, attacked by “tin worm”, that anyone with an ounce of sense would consign to the “too hard basket” ... but fanatics like you and me see only the potential.

There were not enough panels and parts to make a new vehicle and I considered selling them – for about three seconds. I knew where I could get a pretty good 1929 chassis and I had assorted 1929 parts, so that decided the appropriate year. The die was cast: I was committed to have a go at creating a 1929 Model A Ford Closed Cab Pick-up.

So, work commenced in April of 1997.

The chassis was sand-blasted and primed. Rummaging around in some assorted parts that I had accumulated locally, I found a good front end that had new king pins and just needed new bushes. The hand went into the pocket for the grand total of \$10 and we were under way. The transmission was assembled from appropriate pieces in various boxes of parts.

I had rebuilt a motor for a fellow club member and obtained his old motor in exchange. The motor had been lying on its side for years with the pistons out and it had a good dose of rust. The cylinders were 20 thou. oversize and the babbits were in good condition and undersize. I line-bored the bearings back to 10 thou. undersize, then ground and fitted a crankshaft to fit. I bored the cylinders to suit a mint set of second-hand pistons; fitted eight good, second-hand stainless steel valves; with a new timing gear, rings and gaskets the motor was looking functional. I did the machining and rebuilding myself and the total cost of the motor was about \$150.

The transmission was in good condition and I had the necessary spare bits lying around, so with new bearings – and just \$40 more - another step was completed.

The rear axle had been found in a swamp, half-submerged in the ground ... perhaps it was an up-market home for frogs? The bottom half of the backing plates were rusted out but the condition inside was remarkably good. So, backing plates were resurrected from the “junk” behind the shed and reconditioned, plus another \$40 and project was looking promising.

I located a rear spring from a Phaeton, which is not strictly correct, but certainly gives a comfortable ride. The brake shoes came from another club member who had them relined. The shoes were fitted to standard drums and the hand went into the pocket for another \$10.

The steering gear was obtained from my Tudor (to which I had fitted a two-tooth) and was already restored. New balls were fitted to the steering arms. Additional cost just \$28.00

The running gear was assembled on the chassis and I started on the body. I had located a pair of good front guards at a swap meet at Portland, Or.; plus a near perfect windscreen at good prices. I then acquired an almost perfect welled front fender. Although not personally keen on welled fenders they were standard on Pick-ups so I had to curb my prejudices.

The firewall was for a left-hand drive vehicle, naturally enough, but in Australia we drive on the "correct" side of the road: the left. So, I cut the necessary pieces from a right hand drive firewall and welded it all together to create an "instant" right-hand drive configuration.

I visited a street-rodder who was rodding a 1929 Closed Cab Pick-up and needed a pair of front door pillars; so I swapped him for a mint condition fuel tank and a new wood kit with metal runners for the bed – I think I definitely got the best of that deal.

Things were moving along, slowly but surely, and I assembled the Pick-up roughly to see how it was looking, and to work out where all the bits were going to finish up. I had never even seen a 1929 Closed Cab Pick-up, let alone restored one; in fact, to my knowledge, they were never imported into Australia. Mark Eckerich had sent me a copy of Mac's "How To Restore a Model A Pick-up" and I would study the photographs at night to send me off to sleep, perchance to dream: of a completed Pick-up.

Time for the actual body restoration. The floor rails were rusted out and badly bent so new ends were fitted to a new floor and riveted in place. The front pillars were broken and bent and the door hinges had been broken off. The doors were rusted, bent, broken and twisted, requiring two lower door skins, plus each door required about 20 patches each. The two replacement cab corner panels were reproductions made in Australia which were not of a good quality, but useable. The rear cab panels required straightening and extensive repair.

It was starting to look like a real vehicle when the cab was blasted, primed and bolted into place – although this was only the first of dozens of times it was assembled.

Then it was time to work on the tray and the best of the three I had was burned, twisted, squashed and bent diagonally – in "pretty good shape" in other words. The rear panels were then made – which I shaped using the base of my bench grinder as it just happened to have the correct radius. The back was all welded together after leaving a "time capsule" sealed into the back of the tray for someone to, hopefully, find during its next restoration in a hundred or so years from now.

The wood was then fitted to the cab and bed, which should have been painted but I could not bring myself to cover the beautiful grain, so it was all varnished. Long short grain upholstery was ordered from Snyders as the local product was not wide enough and I did not want a join down the middle.

Fellow club member Phil Wemm was restoring a Special Coupe and he helped me with the roof – oh, the fact that Phil is also an upholsterer was a definite blessing. New gutters were fitted – annealing the aluminium prior to fitting to soften the material and get the correct shape. The interior was finished by a local motor trimmer.

to be continued

Notebook

BIRTHDAYS for JULY: Birthstone: Ruby; Flower: Larkspur

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

NEW MEMBERS: Welcome this month to:

Barrie & Anne Byers and daughters Kendall & Sophie, [REDACTED]
Waterman's Bay. Ph: [REDACTED] The Byers own a '31 Deluxe Roadster, full restored.

VOLUNTEERS: If you would like to offer your services to the car movement then attend the CCC AGM and become a committee member, go on get involved. Your efforts will be appreciated by everyone. Contact Peter Gilberthorpe for details.

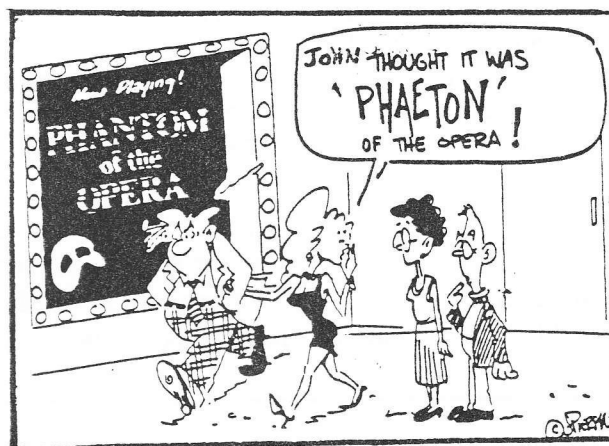
WHO IS DOING THE NOVEMBER RUN?? Please be assured that Tim Halden was and is still doing the November outing. We confused John Timmings by printing his name as the convenor for the afore-mentioned event. Apologies to both parties involved, but nice to see most club members do read their newsletter!

20TH ANNIVERSARY CELEBRATIONS: Pat and I have had a get together to discuss a picnic-style celebration for this event. However, as we would like to invite all past members and their families we need your help to contact quite a few people who are no longer listed in the telephone directory. Pat will have a list of 'missing people' at the AGM. Please take the time to have a quick look at the list to see if you can help with current whereabouts. *Louise*

HENRY FORD: As July is Henry's birth month, here's a few facts about our founder:

- ◆ Henry was born on the 30th July, 1863 in Michigan.
- ◆ He attended the Dearborn School until he left at age sixteen to become an apprentice in the Flower Bros. Machine shop.
- ◆ In 1888, he married Clara Jane Bryant.
- ◆ Ford built the quadricycle in 1896 and built the first Model A in 1903.
- ◆ He died in 1947, aged 84.

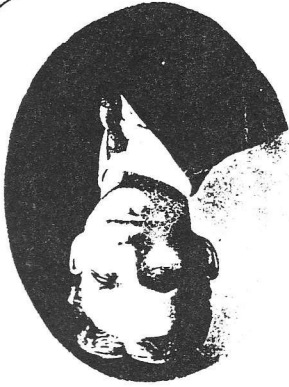
DID YOU KNOW? The name "Holden" came from James Alexander Holden who formed a leather work company in Adelaide in 1856. J.A. Holden & Co developed into Holden's Motor Body Builders which merged with General Motors-Holden in 1931. The first "Holden" was made in 1948. The Holden emblem depicts a man's invention of the wheel, which legend suggests happened when a caveman saw a lion rolling a rock along the ground. The symbol was designed by Australian sculptor Rayner Hoff for Holden's Motor Body Builders Company in 1928.



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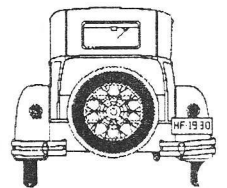


Following on from the brief discussion about lead additive at the June meeting, John Laurie provided this item from The Restorer.

Q: Is it necessary or recommended to include a lead additive with each tank of non-lead gas in a Model A?

A: Lead additive is not needed in the Model A engine. When an engine is rebuilt they will sometimes install stainless steel valves and hardened seats. It doesn't hurt anything but it is not necessary. The lead in the fuel served as a lubricant for the valves to keep from burning a valve. This was needed in higher compression engines. The Model A engine is very low compression. Stainless valves, hardened seats and lead in the fuel is not needed. The Model A engine has a 4.22:1 ratio. When the engine compression ratio gets to 8:1 compression and higher, the stainless steel valves and hardened seats are needed. I have been driving my Model A for the past 15 years in Calif on unleaded gas with no additives and standard valves and seats. I disassembled the engine last year for inspection and absolutely no adverse effects using the unleaded gas were detected.

- Technical Director of MAFCA, Les Andrews.



THE FIRST



British Petrol-driven Motor Car

... was built by a young plumber called Frederick William Bremmer in his workshop at the back of his mother's house in Connaught Street, Walthamstow. His original idea was to fit a gas-engine to a bicycle to reduce the effort of pedalling, but he abandoned this idea in favour of a four-wheeled motor car, which he began work on in 1892, when he was 20 years old. Bremmer's father was a Berliner and is known to have made trips home. Certain design features of the Bremmer car suggest it may have been inspired by Benz.

The car was a very small two-seater with a single-cylinder, water-cooled engine driving the rear wheels by means of crossed belts from flywheel pulleys to fast and loose pulleys on the counter shaft, then by endless chain. Ignition was by trembler-coil and wipe-contact, and was variable. The sparking plug was improvised from glass, clay-pipe stems, mica and fibre.

Bremmer's car first ran on the public highway in December, 1894, a month after the first imported car braved the Locomotives on Highways Act. Bremmer had no influential connections, no monetary backing and the most basic training in mechanical engineering. When the Motor Registration Act was passed in 1903, he did not register the car. It was presented to the Walthamstow Museum in 1931, where its condition deteriorated. In 1961 two local car enthusiasts sought permission to restore the car - it took them nearly two years. In 1964 it was permitted to enter the London to Brighton Rally and the Dating Committee warranted the car as having been built in 1894. ^{BS} •

NEWS FLASH — Late news just to hand from our medical correspondent, Ross Chamberlain, **Jack Berkshire** has been given a clean bill of health and **Barry Fowler** has successfully finished his chemo-therapy and is back on the road to good health. Great news guys!