

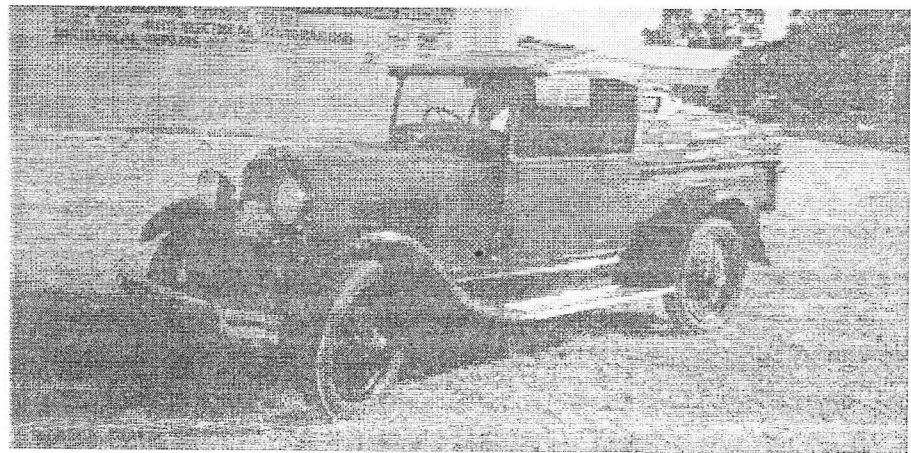
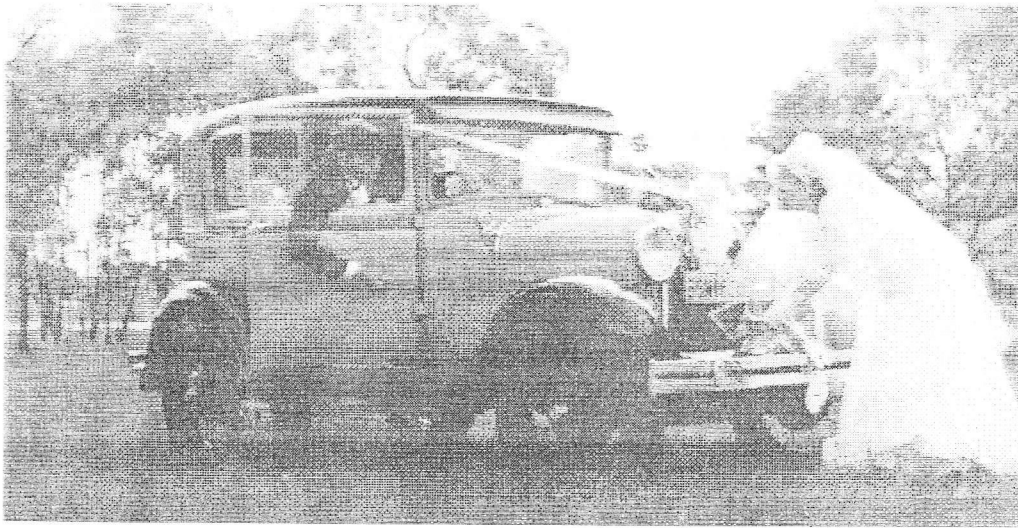


Western Model A News

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

Year XXI Number III

OCTOBER, 2000



John and Margret Teale's 1928 Tudor and 1929 Utility.
The Ute won third place in the Commercial Section at the 1992 National Meet.

Next Run/Meeting: See calendar of events for what is happening in October.

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:* PETER SARTORI [REDACTED] *Secretary/Treasurer:* TONI MAHONY [REDACTED]
Vice-President: RAY MAHONY [REDACTED] *Vehicle Examiner:* STEVE READ [REDACTED] *Editor:* LOUISE READ [REDACTED]

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

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

FRIDAY, 6TH OCTOBER, 2000

2000 OLYMPIC PARADE

56 Open cars are required to carry approximately 112 Australian Olympic athletes and officials through Perth, commencing at 12.30pm.

Details and to register availability of your car contact Maurice Brockwell on [REDACTED] or Fred Belford on [REDACTED]. Vehicles would need to be available 2 hours prior to the parade to enable decorations etc to be affixed.

SUNDAY, 8TH OCTOBER, 2000

VCC AUTO JUMBLE

Cannington Showgrounds. Gates open 7am to buyers.

Contact [REDACTED] for any other details.

SUNDAY, 15TH OCTOBER, 2000

organised by Greg & Jill Axford

Meet Causeway Carpark 9.30am for 10.00am departure.

SUNDAY, 29TH OCTOBER, 2000

ALL FORD DAY

Co-ordinated by David Bussard.

FRIDAY, 3RD NOVEMBER, 2000

26 open cars are required to carry 53 Australian Paralympic athletes and officials through Perth commencing 12.30pm.

For further details and to register availability of your car, contact Maurice Brockwell on [REDACTED] or Fred Belford on [REDACTED]. Vehicles would need to be available two hours prior to parade to enable decorations etc to be affixed.

SATURDAY 18TH & SUNDAY 19TH NOVEMBER, 2000

BENDIGO SWAP MEET

SUNDAY, 29TH NOVEMBER, 2000

organised by John Laurie

meeting time and place to be advised

SUNDAY, 10TH DECEMBER, 2000

CHRISTMAS LUNCH

to be held at the RAAF Association, Bullcreek

Co-ordinator: Dora Annear

SUNDAY, 18TH FEBRUARY, 2001

AVON VALLEY VINTAGE & CLASSIC FAIR

Secretary has details



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34 years Experience

The following is extracted from an article written by Michael Sedgwick in an English "Veteran & Vintage" Magazine, January 1978 Vol 22 Number 5 that relates to the English Fords. Kindly donated by Alan Duns

On The Occasion of Ford's Seventy-Fifth Anniversary

Michael Sedgwick takes a look at some of the company's foreign operations.

For 73 of Ford's 75 years of corporate existence, the *marque* has been represented in the United Kingdom.

The story begins with the four-cylinder Model B, intended for cab service in London. Though nothing came of this project, later Fords followed in quick succession, even Model K being listed at £650. Under the energetic guidance of Percival Perry, the name had become familiar to Britons by the time Model T went on show at Olympia in 1908, and two years later, the new Trafford Park plant at Manchester was turning out r.h.d. Lizzies. In 1913, she was the best selling 'British' car with deliveries of 6,139 units, as against 3,000-odd for the second- place Wolseley.

Thereafter, of course, the breed disappeared from S.M.M.T. Shows. Old Henry was never a joiner, and it wasn't until 1937 that he relented to the extent of permitting a Lincoln stand at Earls Court; but for the war, Dagenham's own wares would have followed suit in 1939. In the meanwhile, the company staged its own exhibitions; early ones were in the Holland Hall, Shepherd's Bush, but from 1932 to 1937 the venue was the Albert Hall. The atmosphere was more Motorfair than S.M.M.T., with such attractions as a 'V8 Shadow Symphony Orchestra', and even a Ford Ten-powered Flying Flea at the height of the aerial-cyclecar craze in 1935.

Not that more official show-goers were allowed to forget the Ford. In 1919, Lizzie commanded 41% of the nation's combined *car and truck* registrations - a stranglehold only rivalled by Holden in the Australia of the early 60s - and she and her successors would sit happily at the top of the light truck league for many a moon.

Custom-body business was brisk. Speedsters were seldom encountered, but everything else was, from job-master's Landauettes to Stanley's Fire-Engines. Gordon of Birmingham offered some smart all-weathers concealed behind lipped radiators resembling a cross between Argyll and Hampton, but William Lawrence, a Nottingham furniture maker, declined to camouflage *his* Fords, relying on well-balanced lines. Car-van adapters were legion, from the simple clip-on tray marketed by Cann of Camden Town to the rear end chops favoured by Ellison and Smith (Magnet) of Gatley, and their hated rivals, Whitehead and Furness of nearby Dukinfield.

Ford's own English policy did nothing to discourage this thriving industry. Though early cars had featured r.h.d., the advent of electric starters in September 1919 meant left hook, even when the client was content to crank.

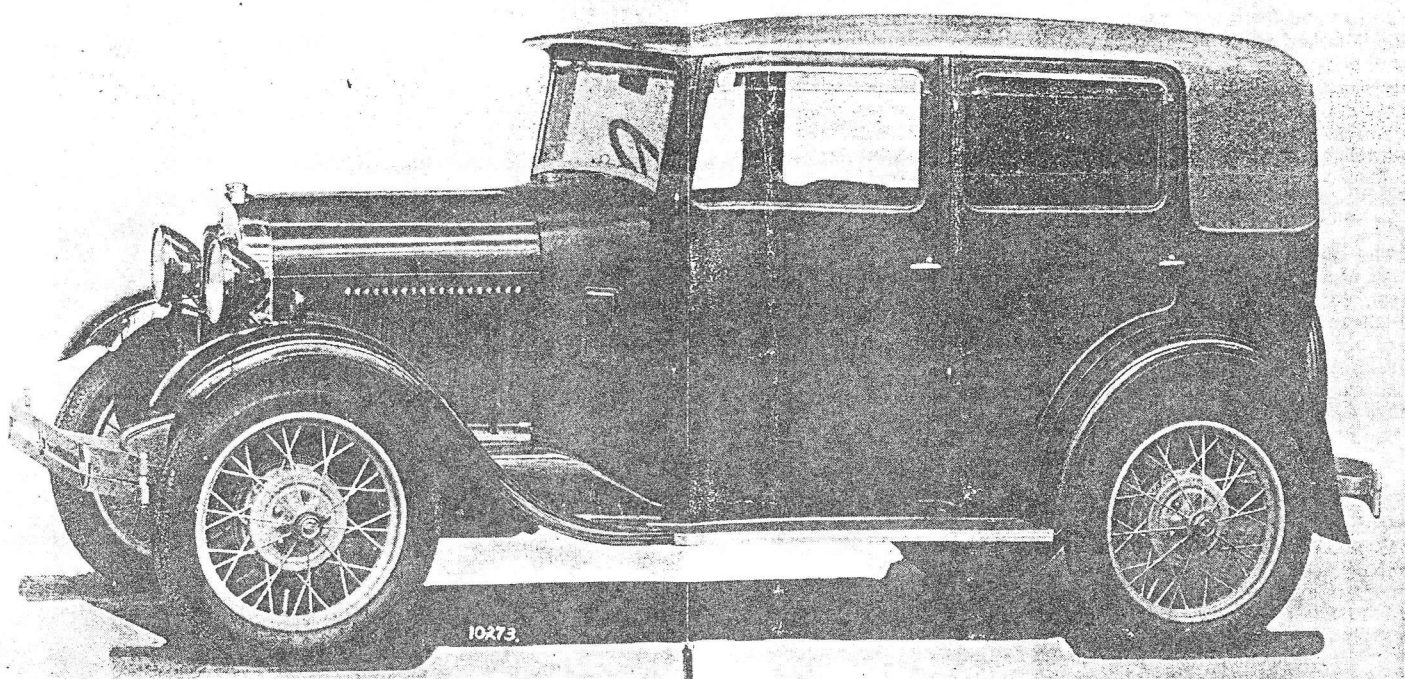
The A and B Families

When Henry Ford went conventional, we lost a lot of fun; "special Ford Screwing Sets" were gone for good. Not that the A was anymore British in concept than Lizzie, though for the tax-conscious Englishman, Ford devised a small-bore two litre unit of 14.9 R.A.C. rating. This AF was a regular option, fitted to the majority of the 14,516 private car models turned out between 1928 and 1931. It wasn't of course peculiar to Britain, occurring across the Channel as a 12CV.

Otherwise, differences between American and English strains were negligible. We got 1931's painted inner radiator shell (the Australians didn't), though with their low sales, Trafford Park didn't bother about the slant windshields found on some later American Fordors and Cabriolets. Body styles never encountered in Britain included both Victorias and the Woody family, though the much-prized and rare *de luxe* Phaeton with two doors and side mounted spare was available. Customs were even rarer, though Weymann (and Davidson of Manchester) built a few fabric saloons, and another Mancunian coachbuilder offered a job master's Landaulette on an extended chassis; at least it looked better than the contemporary Chevrolet, which paid for a stock frame in terms of ungainly overhang and (probably) a diabolical rear-seat ride.

The B arrived in the late Spring of 1932, and was once again the good old American theme. The B was sold in England only as a Tudor or Fordor sedan; anything else was imported complete from Canada, though some UK survivors started as Model-18s, being derated in the interests of fuel economy.

The V8 also got all the exciting British customs, though two London Ford agents, Goulds of Regent Street, and Reynolds of Barking, offered their sports tourers on B chassis, the latter firm showing such a car at the Albert Hall in 1933. The last of 8,784 B sedans were delivered in 1934, though the 10-cwt vans lingered on into 1935.



Uncommon Variation: 1929 Model A with four-light fabric saloon body by Weymann of Addlestone

CLUB MEMBER PROFILES

Where does the time go? There has been a long break since the last *Club Member Profile*, that of Nina and Jim Williams in the March newsletter. The Wodonga trip put me well behind in all my projects and at work, but now I have some time so will finish the Teale Story. Margret and John joined the group attending the national Meet in Adelaide in 1994. They keep very busy in Busselton, running a caravan park and a dairy farm. I have information from a few members of long standing in the club to work on, but ask that those members who still have the form consider providing their details so I can process it in the summer holidays! As in previous Club Member Profiles, I have included some personal comments in italics and in brackets.

Pat Bussard

Names: John and Margret Teale

First meeting attended: Pioneer Village, Armadale, sometime in the early 80s. (*September 1981 according to Louise Read*).

How did you become involved? How did you learn about the Model A Restorers Club of Western Australia (Inc)? We learned of the club when our son Robert very excitedly joined us after he had been participating with the Scouts in the Australia Day parade for the 75th Anniversary of Scouting which coincided with Western Australia's 150th in 1976. Rob had been invited to join the Bruans on the V.C.C. Busselton Rally. The Bruans had kindly taken Rob off for the day and returned him to us afterwards. We joined the V.C.C., then MARC, which we heard about via others with dual membership. Rob says the original membership was with Canberra until the WA branch was formed. (*Their membership form is dated 4/6/81*)

National and International Meets attended: 1994 Adelaide National Meet. Son Rob and his then fiancée Deb attended the 1992 Perth National Meet.

Memorable club events or runs or Highlights: Being dairy farmers, we've had little opportunity to participate in events, so any outing in 'Jessica' our Tudor is special. Of course, Adelaide was the highlight, not only because of the lovely people we met and the fun we had, but because it was only the third holiday we had been on in 31 years. We left straight after the Meet and headed for Echuca to treat ourselves to a longed for trip down the Murray on a paddle steamer. Then it was time to head back home – John to "rescue" the farm from our lads and I (*Margret*) to go back to work at the hospital the morning after arriving home.

Funniest memory: Flying down the Princes Highway Hill (*Adelaide*) with very little brakes, dodging trucks that were burning brakes, while the visiting Americans in the back were gasping "Oh Martha, Oh Martha!"

Family and personal history: John's grandfather arrived as a settler in Western Australia to take up 'Group Settlement' land in the mid 1920s. The 90 acres he battled with, and grew five sons on, is now the 'home' block of our 1500 acre farm, where we raised our five sons. The patriarch of Margret's family was 'assisted' in a less talked about way to Australia when, as a nine year old he found a way to survive in the cruel city that London was.

Our lives revolved around the farm mainly until Rob's enthusiasm drew John and I in, and we started travelling around chasing bits and pieces all over the lower half of Western Australia. It took about ten years to piece together the jigsaw that became the pickup truck that Rob and Deb took to the Perth Meet in 1992. Then we saw an ad in the VCC's *Early Auto* for the Tudor which we bought from Tom Fernihough in Perth.

We completely pulled this back to ground level and Rob (who by then was managing our Auto Repair Shop) lovingly restored every small piece. He stripped and painted, rubbed down and repainted every body part, until it met his high standard of perfection. John would fit in as much time as milking would allow, sharing in the excitement. Exciting boxes arrived from the States. Long phone calls between Rob and Snyders or Rob and Mark Eckerich, from the Washington MARC took place. Many an evening, Debbie and I, with baby William, would join them with fish and chips for tea so that progress was made. On the night before John and I were due to leave for Adelaide, 'Jessica', in all her glory, made her first trip out to the farm. Only a fellow enthusiast could relate to the euphoria of the moment.

Strangely our other four boys showed little interest in Model As, preferring instead, electronics, racing cars, girls, etc. etc.

Now that the boys have left home, we are selling the farm (if we can). We have bought a caravan park in Busselton which I run while John runs the farm. Although it is hectic now, once the farm has gone we hope to spend some of the off season time travelling around. We plan to buy a decent sized shed somewhere so that Rob and John can "play" with all the other bits and pieces they have collected.

Family members: Our sons are Mike, Rob (who with Deb was a member of MARC), Darren, Dennis and Simon. All except Mike are married and we have five grandsons and five granddaughters. Rob's three year old, Becky, likes nothing better than talking with Daddy about the "Om buck cars". She pointed out a Model A to her Great Gran during Rally West and got it right (She knows her cars!)

What music do you listen to? Any except "heavy metal", preferring the ballads or Country and Western.

The most memorable concert(s) you have attended. We've not been to many, but really enjoyed *Foster and Allen on Tour* while they were in Bunbury.

Other interests: When we can manage, both of us like nothing better than driving out into the real "bush" to spot wild flowers and birds. We enjoy the solitude of being in natural bushland.

About your car: Model: 1929 Tudor and 1928 Pickup Truck.

Colour: green and black (both).

The Tudor was purchased from Tom Fernihough, then stripped and restored. The Pickup was made up of pieces found all over. The Tudor was licensed in 1994, the Pickup in 1992.

While the boys were still at home we all travelled together to "suss" out leads we were told about by members of the South West VCC, but it took so long to do that most of them had other things to do by the time the pickup took shape.

Membership of other clubs: S.W.V.C.C.

Current projects: Just getting though each day, John on the farm and me at the park.

Suggestions for newer members: Get out and enjoy the club activities – I'm sure it must be more fun than just reading about them in the newsletters.



THE FIRST



Diesel-engined Motor Lorry

... was a 5-ton vehicle with a 50hp pre-combustion chamber engine, produced by Benz at Stuttgart in August, 1923.

In Britain, six different designs of diesel truck, ranging from 1-1/2 to 5 tons, were produced by the Caledon Motor Co of Glasgow in early 1927. The firm appears to have over-reached itself and went into liquidation a few months later, the diesel wagon plant being acquired by Garrett's of Leiston, Suffolk, an old established agricultural engineers. Garrett's then proceeded to build two more lorries to Caledon designs, 4 and 5 tons in weight, both with Dorman engines in Thompson frames. In September, 1927, the smaller of these two vehicles became the first diesel lorry in regular operation when it was purchased by Scottish Commercial Cars Co. The first production models, Garrett four-and six-wheelers fitted with McLaren engines, were marketed the following year. BS •

Notebook

BIRTHDAYS for October: Birthstone: Opal; Flower: Calendula

Lionel Barendse, Irene Bell, Judith Butler, Angelo Calleja, Lorraine Cameron, David Chambers, Nick Ferreira, Jeanette Hembrough, Ron Perry, Philip Raccuia, Steve Read, Margaret Roy, Michael Stathy, Margret Teale, Fran Timmings, Keith Upton, Kath Ward, Phill Wemm, Sylvia Wemm and Jim Williams. Happy Birthday!

CHANGE OF ADDRESS: Craig Davidson & Daphne have now moved to the city. Their postal address is [REDACTED] Mirrabooka 6941. Phone [REDACTED] Hope to see you at the next meeting.

WANTED TO SWAP: Gary Eva has a black steering wheel. He wishes to swap for a red one. If you are in the market for this exchange please phone Gary on [REDACTED]

ANYONE INTERESTED IN TRAVELLING TO BENDIGO?: Michael Bell is planning to drive to the Bendigo Swap, via Sydney, in November. He will be away for three weeks and has arranged to pick up a trailer load of parts along the way. If anyone would like to travel with him, for the whole trip or perhaps just to Sydney, please contact him on phone/fax [REDACTED]

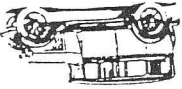
2000 OLYMPIC AND PARALYMIC PARADES: As mentioned in the calendar, the first of these is Friday 6th October, which is this week. If you want to be involved, phone the contacts today.

ALL FORD DAY: Your photograph and application form should already be submitted. Contact David if you're interested in joining the group.

FOR THE TECHNOLOGICALLY CHALLENGED: It is essential to understand that new innovative technology is around us all the time, but most importantly, most of it does not require a lot of manual control. A good example of this is a fax machine. All you have to do is put in what you want to send, dial the number, and press Start. It is really not necessary to ring the place you're going to send the fax, and inform them of its imminent arrival. Nor is it required to send the fax, then ring to see if the fax went through. If a little message comes up that says "OK" after you've sent the fax, you can assume the person the other end will have it. As a final note, if you do telephone a place and, after having a conversation with the person, want to send a fax, this is not a big deal. Simply press the Start key BEFORE you hang up. The receiver will also press their Start key, and there you go, the process is done. (Check for that OK note!) Here endeth today's lesson

WAS THIS YOU?: It has come to the Editor's attention that recently members of our esteemed club have come under close scrutiny in King's Park. Apparently, whilst having photographs of the car taken in front of a War Memorial, these people were threatened with a heavy fine for performing illegal activities. Were they arrested, or did they pay the fine?

CHRISTMAS DINNER: Dora will be at the next meeting on the 15th of this month to collect money (\$20-\$25 per head) and names for those intending to go the Christmas Dinner.



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



BALDIVIS WA 6171
BUSSARD David & Pat

Western Model A News

A Mystery Solved

It was a sweltering August day when the Cohen brothers entered the posh Dearborn, Michigan offices of Henry Ford (an infamous anti-Semite), the car maker. "Mr Ford," announced Norman Cohen, the eldest of the three. "We have a remarkable invention that will revolutionize the automobile industry." Ford looked sceptical, but their threat to offer it to the competition kept his interest piqued. "We would like to demonstrate it to you in person." After a little cajoling, they brought Mr Ford outside and asked him to enter a black automobile parked in front of the building.

Hymen Cohen, the middle brother, opened the door of the car. "Please step inside, Mr Ford."

"What!" shouted the tycoon. "Are you crazy? It must be a hundred degrees in that car!"

"It is," smiled the youngest brother, "but sit down Mr Ford, and push the white button."

Intrigued, Ford pushed the button. All of a sudden a whoosh of freezing air started blowing from vents all around the car, and within seconds the automobile was not only comfortable, it was quite cool.

"This is amazing!" exclaimed Ford. "How much do you want for the patent?"

One of the brothers spoke up. "The price is one million dollars." Then he paused.

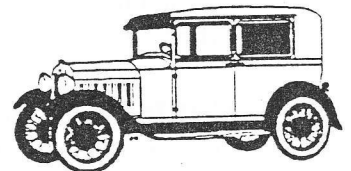
"And there is something else. The name 'Cohen Brothers Air Conditioning' must be stamped right next to the Ford logo."

"Money is no problem," retorted Ford, "but there is no way I will have a Jewish name next to my logo on my cars!"

They haggled back and forth for a while and finally they settled. Five million dollars, but the Cohens' name would be left off. However, the first names of the Cohen brothers would be forever emblazoned upon the console of every Ford air conditioning system.

And that is why, even today, whenever you enter a Ford vehicle, you will see those three names clearly printed on the air conditioning control panel:

NORM, HI and MAX.



Secretary/Treasurer: Toni Mahony. Bedford WA, 6052.
Telephone: