

# Western Model A News



Year XXIII No XII  
JULY, 2003

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

With the Vehicle Inspections just around the corner  
now is the time to align your headlights

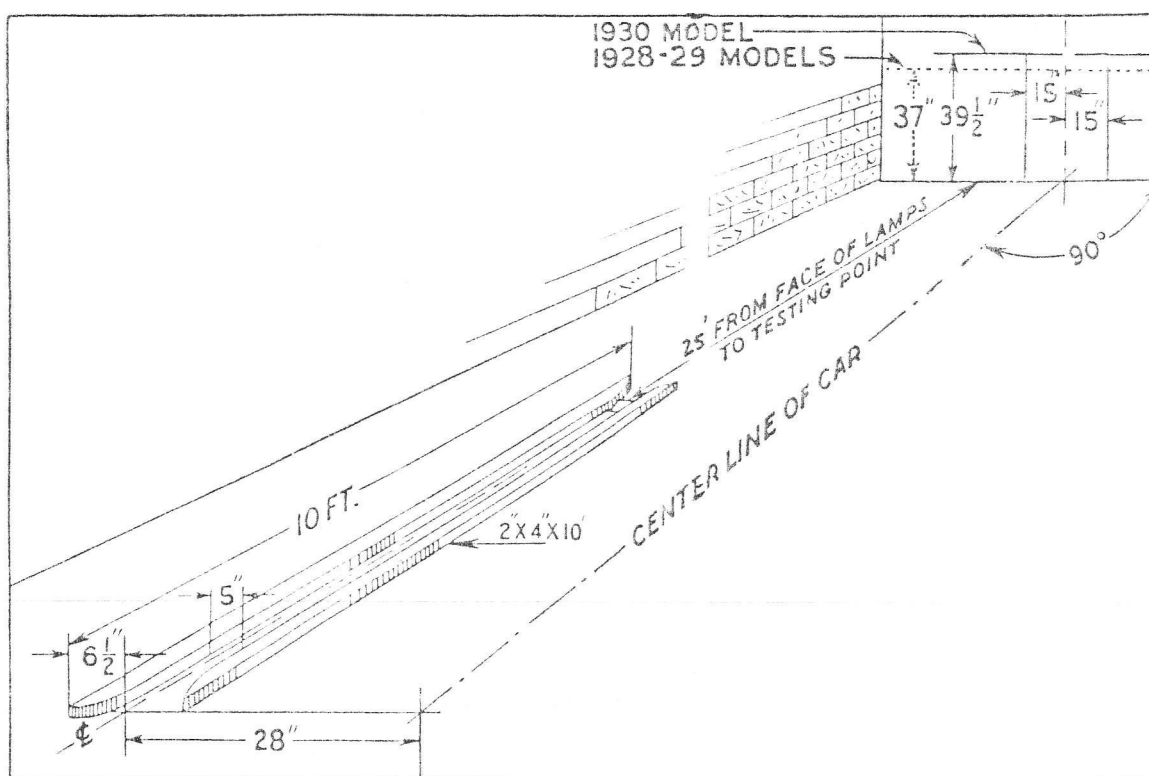


Figure 20

Shop Layout for Focusing and Adjusting Headlamps

**Next Run / Meeting – SUNDAY, 20th July, 2003**  
**AGM - VCC Clubrooms, Hale Rd, Forreestfield**

This club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of American, Inc  
250 S. Cypress Street, La Habra, California, 90631-5586, USA. Foreign Membership US\$34 per year

OFFICE BEARERS: *President* PETER SARTORI [REDACTED] *Vice President* RAY MAHONY [REDACTED]  
*Secretary/Treasurer* JOHN HALL [REDACTED] *Vehicle Examiner* STEVE READ [REDACTED] *Editor* LOUISE READ [REDACTED]

Copy deadline – by the first of every month to: [REDACTED] Thornlie, 6108

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF MARC of WA, Inc

**SUNDAY, 6TH JULY, 2003**

**FESTIVAL OF MOTORING**

Presented by York Museum and Shannons Insurance

Lots of displays and activities at York

Grand parade of vehicles

For more information contact Peter Harbin: [REDACTED]

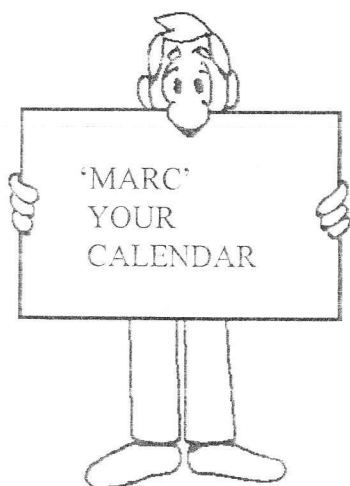
**SUNDAY, 20TH JULY, 2003**

**AGM & ANNUAL VEHICLE INSPECTION**

Place: VCC Clubrooms, Hale Road, Forrestfield

Time: Vehicle Inspections from 10.00am AGM starts 2.00pm

Please join us for a free sausage sizzle lunch when you bring your car for its mandatory inspection and stay for the AGM. A plate of goodies to share for afternoon tea would be appreciated. See you there!



**AUGUST, 2003**

Ross & Alma Letch organising

**SUNDAY, 14TH SEPTEMBER, 2003**

**FABULOUS FORDS IN THE LOOP**

Invitation from Yarloop Progress Group

Displays, prizes & entertainment

**SUNDAY, 21ST SEPTEMBER, 2003**

Max & Dora Annear organising

**MONDAY, 6TH OCTOBER, 2003**

**WILDFLOWER RUN**

Contact John Laurie for details

**SUNDAY, 26TH OCTOBER, 2003**

**ALL FORD DAY**

Bassendean Oval

Steve Read to co-ordinate display

**SUNDAY, 7TH DECEMBER, 2003**

**CHRISTMAS LUNCH**

Place: Perth & Tattersalls Bowling Club, Plain St, Perth

Organised by Dora Annear

**RAY ABBOTT ENGINE RECONDITIONING**

\*Specialising in Veteran and Vintage engines

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

Recommended by MARC member

Established 1973

**18 RIO STREET, BAYSWATER 9272 4566**

**MODEL A RESTORER'S CLUB OF WESTERN AUSTRALIA (INC.)**  
**MINUTES OF MEETING HELD AT CHITTERING**  
**SUNDAY 15<sup>TH</sup> JUNE 2003**

**Meeting Opened:** 1.00 PM

President Peter Sartori was in the Chair

**Members present:** John & Shirley Hall, Lindsay Blacklock, David & Pat Bussard, Dora & Max Annear, John Moorehead, Merv & Kath Ward, Ray & Toni Mahony, June & Alan Smith, Bob & Jeanette Hembrough, Kath & Kelvin Pepper, Hans & Glenda Huriy, Peter Sartori, Alan & Edith Jeffree, Darren, Germaine & Teneille Jeffree, Bob & Val Newton, Jim & Nina Williams.

**Apologies:** Mavis & Jack Berkshire, Pat & John Laurie, Helen Moorehead, Reg & Coral Blewett, Peter & Elaine Gilberthorpe, Lorraine Sartori, Barrie & Gwen Guest.

**Visitors:** Alan Annear, Kim & Julie Mahony, Jean Jeffree.

**Minutes from previous meeting:** Accepted as printed

**Moved:** Toni Mahony                      **Seconded:** Kelvin Pepper

No business arising.

**Treasurers Report: Financial Report as at 31<sup>st</sup> May 2003**

Balance brought forward April 2003	11455.15
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PLUS: Income May

Members Subscriptions	110.00	
T/Shirt	18.00	
Postage of T/Shirt	7.00	135.00
		11590.15

LESS: Payments May 2003

Postage Newsletter	51.40	
Public Liability Insurance	470.80	
Copy paper (Newsletter)	34.75	
Bank Maintenance Fee	6.00	
State Debit Tax	1.60	564.55
		11025.60

Account balances as at the 31<sup>st</sup> May 2003

Bank West	1203.55	
ANZ Term Deposit	9822.05	11025.60

Petty Cash Reconciliation as at 31<sup>st</sup> May 2003

Balance brought forward April 2003	41.65	
Postage T/Shirt	4.00	
Refund to member (postage)	3.00	7.00
Cash-in-Hand	34.65	

**Correspondence out:** Nil

**Correspondence In:** Letter from Yarloop Progress Association informing us of "Fabulous Fords in the Loop" to be held on Sunday 15<sup>th</sup> September 2003. Letter from South West Veteran Car Club re Classic Car, Motorcycle & Machinery Day at Bunbury Racecourse, Bussell Highway, Bunbury to be held on Sunday 9<sup>th</sup> November 2003.

**Moved:** Ray Mahony.                      **Seconded:** Pat Bussard.

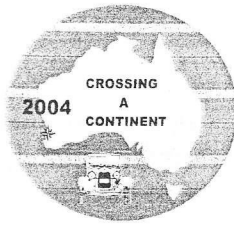
**2004 Meet Report:** Ray Mahony stated everything was going well. 97 entrants so far. Urges members to put in entries so we can gauge catering requirements etc. Alan Jeffree has runs organised. Steve Read working on engine and things for Rally Headquarters. Germaine has fundraising Chocolates for sale. Bob Newton has sausage sizzles organised. Peter Sartori will soon know about Movie Night. 60- 2003 Streetsmart Road Directories to be ordered by John Hall for Sale at \$10.00 each. Members to trade in old ones for issue to overseas and interstate entrants.

**General Business:** 100 years of Ford event to be held on 22<sup>nd</sup> June. Members urged to attend.

Box for gold coin donation passed around for our hosts for the day.

Thanks to Alan & June for organising the day.

**Meeting Closed** 1.20 PM.



Model A Ford Clubs of Australia  
18<sup>th</sup> Model A Ford National Meet

July, 2003

# NEWS

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Perth, Western Australia - Thursday 8<sup>th</sup> to Tuesday 13<sup>th</sup> April 2004

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At the time of writing this we have a total of 100 entrants - 63 Australian and 37 from the USA have confirmed. Thank you to those who have put in their entries - it assists our planning for the event.

Congratulation to Ken & Sandra Hodson of NSW who are the winners of the Early Bird prize of two free Presentation Dinners during the Meet.

**Quiz night** - A big thank you from the 2004 committee to those members who gave their time and work before and during the night, and to those who gave donations or procured prizes from others. The number and quality of prizes was excellent. A full report will be given in the newsletter.

**Chocolates** - M&Ms and Maltesers are being sold to raise funds. Please contact Germaine Jeffree for your supplies.

**Film night** - Saturday 26th July - Organised by Peter Sartori.

**Sausage sizzles** are well under way - If you have volunteered to assist, you will be contacted by Bob Newton for your day "on duty".

**First Aid Course** - In order to have a number of first aid qualified people available during our rally a venue has been booked for 16th - 17th August for interested members to gain a St John Ambulance Senior First Aid Certificate. Five or six people have so far indicated an interest. The course can take 12 members. The cost will be \$60 per person, which is approximately half the standard cost of doing the course with St John's. No previous experience is needed. Names will be needed by AGM.

**Skit Night** - a couple of skits have been identified as possible for our presentation. If you are interested in being a part of this fun event contact Ray Mahony. Also we would like a small electronic key-board that can be played as piano. Someone to play a simple piece of music would also be appreciated.

Remember, details, forms, etc from our official web site: <http://drive.to/marcwa>.

- 2004 National Meet Committee -

*Rally Director* - RAY MAHONY. *Secretary* - TONI MAHONY  
*Treasurer* - JOHN MOOREHEAD. *Concourse Judging* - STEVE READ  
*Overseas Participants* - DAVID BUSSARD. *Daily Tours* - ALAN JEFFREE  
*Meals* - SHIRLEY HALL. *Presentation Dinner* - GERMAINE JEFFREE.  
PETER SARTORI - PAT BUSSARD - MERV WARD - BEVAN SHARP

GEORGE B SELDON versus HENRY FORD

## The Patent for the Automobile in America

Ford Motor Company's battle with the Association of Licensed Automobile Manufacturers

George B. Seldon was a Civil War veteran. After the war he studied engineering at Yale, but had to drop out when his father died, so he studied law and passed the bar exam in 1871. Seldon's abilities as both an inventor and lawyer far outstripped his abilities as an engineer. However, noting the advances in Europe, he realised the huge potential of a successful patent on what was to become the automobile. He took out U.S. Patent No 549,160 which refers to his possession of the right to royalties on any hydrocarbon gas engine built for the purpose of propelling road cars and horseless carriages. Seldon did not physically produce a car at the time but his patent's legitimacy was upheld in several federal courts.

In 1903, as the Ford Motor Company was being formed, a group of ten prominent automobile manufacturers decided to pay for rights to the patent rather than face a legal fight with Seldon and his group of Wall Street investors. They formed the Association of Licensed Automobile Manufacturers (ALAM). A few months later 18 other firms joined. The Electric Vehicle Company had purchased partial rights to the Seldon patent and on March 5, 1903 they joined with ALAM and agreed to pay 1.25% of each vehicle's catalogue price. One-fifth of the revenue went direct to Seldon, two-fifths to Electric Vehicle and two-fifths were paid to the Association. By April ALAM had 28 members. ALAM was the first organisation of automobile manufacturers and was greatly responsible for early standardisation of parts such as nuts, bolts, screw threads, spark plugs, etc, that allowed the industry to progress so quickly.

The Ford Motor Company did not join ALAM, nor did it pay any royalties to Seldon. At a meeting of the Association, Henry Couzins, Ford's business manager, had shouted: "Tell Seldon to take his patent and go to hell with it." Henry Ford just said: "Couzins has answered you."

On September 11, 1909, as Ford's hugely successful Model T was approaching its first birthday and breaking sales records, ALAM bought suit against the Ford Motor Company claiming patent infringement. Their success in the courts would mean Ford admitting defeat in a bitter battle which had been ranging since 1903, and payment of million of dollars in back royalties. Ford had guaranteed to protect its vital dealers and agents against any prosecution for alleged patent infringement.

Ford ran an advertisement dismissing Seldon's patent by saying: "... no practicable machine can be made from it and never was."

The battle raged for nearly six years of closed hearings. On one memorable occasion at a race track in New Jersey, on June 14, 1907, Seldon solemnly produced a full-scale working version of his horseless carriage he claimed he had been working on all those years before. The vehicle was started by a compressor, coughed into life, ran for five yards and stopped dead. However Judge Charles Merrill Hough felt that the mechanical failure had little relevance to the case. He upheld the patent on the claim that Seldon had combined existing elements into a new "harmonious whole capable of results never before achieved." *Continued >*

This was a significant blow to Ford who had been confident of victory.

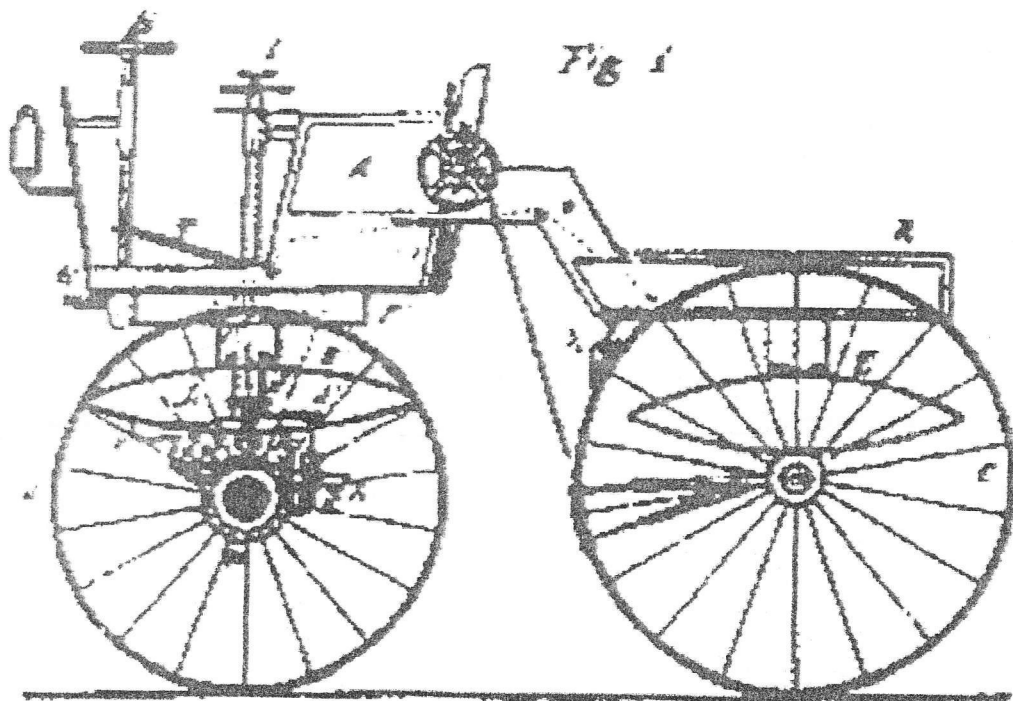
Suddenly the Ford Motor Company stood alone. Other car makers had been standing back, cheering Ford on in his quest. They were now suddenly silent and, within a matter of weeks following the judgement, no less than thirty independent car makers caved in and payed royalties to ALAM. On October 19, 1909, a new automobile entrepreneur, William Durant of the General Motors Corporation (making Cadillac, Buick and Oldsmobile) announced that they had paid ALAM \$1 million in back royalties.

But Henry held firm, he telegraphed his dealers that: "We will fight to a finish" and he had put up \$12 million to indemnify any Ford dealer or customer who might be prosecuted by the ALAM.

Ford declared that "There will be no let up in the legal fight". He said that Ford had done more to advance the industry than any dozen other manufacturers and the patent was a freak among alleged inventions .... worthless as a patent and worthless as a device.

On January 9, 1911 Henry Ford's stand was finally vindicated. The appeals court found for him and in terms so absolute there was clearly little point in the Seldon forces fighting on. Judge Hough's decision was dismissed, the ALAM was disbanded and, thanks almost entirely to Henry Ford, the American car industry was liberated from what soon became to be seen as an audacious and shameless conspiracy to limit its freedom. ♦

*Researched from "Ford" by Robert Lacy and an article by John Lienhard of the University of Houston.*



COURTESY OF BROWN, PINNISI & MICHAELS, PC

**George Selden's patent for the 'Road Engine' in 1895.**

In 1934, Ford received a letter that claimed to be from the notorious Clyde Barrow of Bonnie and Clyde:  
"Dear Sir:

"While I still have breath in my lungs I will tell you what a dandy car you make. I have drove Fords exclusively when I could get away with one. For sustained speed and freedom from trouble the Ford has got every other car skinned and even if my business hasn't been strickly legal it don't hurt anything to tell you what a fine car you got in the V-8.

Yours truly, Clyde Champion Barrow."

## ENGINE ANALYSIS – READING YOUR SPARK PLUGS

Condensed from an article in the January/February, 2000 issue of  
*The Restorer* by Les Andrews, MAFCA Technical Director

The single most accurate indicator of the engine's condition is the firing end of the spark plugs. Although the spark plug has no moving parts, it is exposed to more stress than any other engine part. It is required to deliver a high voltage spark thousands of times a minute, at precisely timed intervals, under wildly varying conditions. Because it is set inside the combustion chamber, it is exposed to corrosive effects from chemical additives in the fuel and oil and to extremes of temperature and pressure. The terminal end (top) may be cold but the firing tip will be exposed to flame temperatures in excess of 3,000 degrees F (1,650C). A quick inspection can identify engine performance.

**NORMAL** – If the indicator nose varies from a light tan to greyish colour. The spark plug heat range is correct and the engine is running correctly with good carburation.

**BLISTERING** – A plug that is too hot will blister and ignite the fuel mixture prematurely by its white hot insulator. This can be accompanied by excessive wear of the electrode and the absence of deposits. A car operated at higher speeds can require a colder plug. Other causes are advanced timing, poor engine cooling system, lean fuel mixture, or intake manifold leak.

**LIGHT CARBON** - This plug could be running too cool. If running short, slow speed trips, a hotter range plug may be needed. A soft carbon coating also shows that the air-fuel mixture was too rich. If the insulator is a light grey and the shell is coated with carbon soot only, low speed and idle circuit in the carburettor is too rich. Change cap jet orifice to next smaller size.

**OIL DEPOSITS** - The firing end of the plug is covered with a wet, oily coating. On high mileage engines, oil is leaking past the rings or valve guides into the combustion chamber. Engine overhaul is probably needed. New rings and valve guides will improve oil consumption.

**CARBON DEPOSITS** – Carbon fouling is easily identified by the presence of dry, soft, black, sooty deposits. Changing the plug to a higher heat range can lead to carbon fouling, as can prolonged slow, start-and-stop driving. If the heat range is correct, carbon fouling can be attributed to a rich fuel mixture, retarded timing, or low compression. If only one or two plugs are carbon fouled, look for

cracks in the distributor cap. Incorrectly adjusted carburettor float or fuel mixture can cause a rich air/fuel mixture and carbon fouling.

**SPLASH DEPOSITS** – Occur in varying degrees as spotty deposits on the insulator. By-products of combustion have accumulated on the pistons and valves because of delayed tune up. During hard acceleration, the deposits loosen and are thrown against the hot surface of the plug. If sufficient deposits accumulate, misfiring occurs. Clean plugs and reinstall.

**ASH DEPOSITS** – These are characterised by light brown or white coloured deposits crusted on the side or centre electrode. The deposits are usually derived from fuel or oil additives burned during combustion. If deposits are excessive in short mileage, the valve guides may be worn.

**DETONATION** – Characterised by a white blistered and broken insulator. A portion of the fuel charge begins to burn spontaneously from the increased heat following ignition. The explosion that results applies extreme pressure to the engine components, frequently damaging spark plugs and pistons. Detonation results from over advanced ignition timing, lean air/fuel mixture, engine lugging, or an increase in compression ratio due to combustion chamber deposits or high compression head.

**GLAZING** – Glazing appears as a shiny coating on the plug, either tan or yellow. During hard acceleration, plug temperatures rise suddenly. Deposits from normal combustion have no chance to burn off. Instead they melt on the insulator, forming an electrical conductive coating that causes misfiring. Replace spark plug with a cooler heat range. ◇

An Article from the Literary Digest, July 12<sup>th</sup>, 1930

## FORD'S RUSTLESS METAL

No, Henry Ford didn't invent it, we are hastily assured by *Current Science* (Columbus, Ohio) but he "saw it first" for the automobile industry. This paper proceeds to give us these details.

The new product is "Allegheny metal" and it is an alloy of the finest steel with about 18 per cent chromium, 8 per cent nickel, and smaller amounts of magnesium, silicon, phosphorus and sulphur. Being steel, it, of course, has carbon in its mixture too.

An alloy, you remember, is an intimate combination of metals to form new properties. There may be a chemical union, or a mere physical mixture, or a combination of both, in a complex alloy such as Allegheny metal. Not only the constituents, but the manner of their melting, mixing and cooling, affect the properties of the final product. It is like making tasty soup – there must be the proper ingredients and a good cook as well.

Allegheny metal was invented in Germany during the Great War as a type of armour. The British discovered

it about the same time. Only a few years ago were the methods of making it in large quantities worked out, then Henry Ford made a contract for most of the American production. He uses about 1,000 tons of it a month.

You will see this metal on the bright parts of the newest Ford cars. It won't rust, won't tarnish, and won't weather. Being one of the hardest forms of steel ever invented, it won't scratch. Nickel, once the premier of bright metal plating, is hardly used at all today in the automobile industry. This is the second time Henry Ford saw something first in the business he is in.

Many years ago he picked up a broken axle of a wrecked French racing car and found a part of it to be unusually hard. He had the metal analysed and discovered vanadium in the alloy. Up to that time it was a secret with the French, but soon all the "Lizzies" had castings at the ends of their axles of finger-thinness – but they never broke! They were of vanadium steel – the first light, tough alloy to be used in automobile manufacture. ♦

July 12<sup>th</sup>, 1930

Taken from the Original Model A Ford Manual of 1929,  
which includes the immortal opening paragraph:

*Your automobile is something like a miniature city. There is an electric light and power system, a water system, a fuel system.*

### To Stop Car

"Remove the foot from the Accelerator and press gradually on the right hand or Brake Pedal. When the engine has slowed down to practically idling speed, release the clutch and bring the car to a full stop with the brakes. Keep the clutch disengaged until the Gear Shift Lever has been moved to the neutral position. Except in emergencies where sudden stops are necessary, the car should always be brought to a stop gradually. New drivers should spend considerable time familiarising themselves with shifting gears and stopping the car, so that these operations become automatic, the natural thing to do in case of emergency. When the Brake Pedal is depressed, the stop light at the rear of the car is turned on by a small switch under the Floor Board, controlled by the Brake Pedal movement." ♦

SO – if you wondered how to stop your Model A Ford – NOW YOU KNOW!



# NOTEBOOK

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

Reg Blewett, Chris Butler, Ian Cocks, Pauline Edwards, Henry Ford, Glenda Hurij, Hans Hurij, Bob Newton, Kelvin Pepper, Lorraine Sartori and Ron West. Happy birthday to you all!

## **CHANGE OF ADDRESS:**

Neil & Joyce Munro have moved to [REDACTED] Merriwa 6030

Phone: [REDACTED]

Ross & Alma Letch have a new email address: [REDACTED]

Please alter your registers.

## **MOVIE TICKETS:**

Included in your newsletter is a sheet of movie tickets to sell to friends and family.

Help to raise funds for the 2004 National Meet and enjoy a night out.

Join us on Saturday the 26th July at 6.15pm at the Cygnet Cinema, Como.

## **FIRST AID COURSE:**

Ray Mahony, who is a qualified First Aid Officer, is running a course over the weekend of the 16th & 17th August. There are still some places available so anyone who has an interest in taking the course please contact Ray on [REDACTED]

## **STREET DIRECTORIES:**

John Hall has for sale 60 - 2003 street directories for \$10 ea. We encourage all those who would like to buy one of these, to trade in their old map book. Books available at the AGM from John.

## **RECENTLY JOINED MEMBERS:**

If you have joined the club in the last 12 months and have not received a copy of the club constitution, by-laws, members directory, library listing, etc. please let me know via mail at [REDACTED] Thornlie, via phone on [REDACTED] or via email at [REDACTED]

All members should have this paperwork.

## **A NOTE FROM YOUR EDITOR:**

For those who gasped and cried, "No not again!", I'd like to let you all know that this is only a temporary position for me up until the AGM in 2004. It will then be taken on by someone else, so take heart, and if you would like the job, see the President.

## **GOODBYE & GOOD LUCK:**

to John & Gayle Easterbrook as they head off on their around Australia trip.

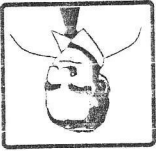
Happy travelling and don't forget to keep in touch.

from all the members of the Model A Restorers Club.

## **CLUB PHOTO ALBUM:**

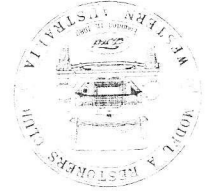
is being updated and will be available for perusal at the AGM.

Do you have a photo of your car in the album?



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

BALDIVIS WA 6171  
[REDACTED]  
BUSSARD David & Pat



Western  
Model A News

## MOTOR BIKE RUN Sunday 15th June, 2003

*Alan Smith*

We had a good turnout of approx. fourteen Model A cars and one truck.

The weather was very good, sunny and no wind.

Travelling on the back roads and seeing different country on the way to Bullsbrook is a pleasure.

The paddocks are at their best this time of the year. For the members who didn't come on this run

I don't know if they were lucky or unlucky to have not seen this motor bike collection.

About three hundred give or take a few were on display. None have been restored and every thing covered in dust. (No doubt the ladies enjoyed them!!!).

June's nephew Tom Constant owns the collection which includes a lot of old Telecom equipment like exchanges, telephones, etc., a radial engine ex General Grant tank, a motor bike and sidecar powered by a V8 engine and automatic gearbox, a replica Morgan three wheeler and several stationary engines in various stages of rust.

Tom Constant welcomed us and Rosie his partner had the urn going and chairs set out. After lunch the meeting was held.

### FORD CRUISE 22/06/2003

We gathered at Fast Eddie's at Carousel from 8.30am under a rather threatening sky – Fords of all variety, shapes, sizes and colours. From the totally original to the highly modified. The young Jeffrees brought the Model A Woody to the start, along with Hall, Smith, Ward, Mahony A's and the Bussards and Ron Andrews in other beasts. I think there may have been a few other members there as well. I know the Gilberthorpes were in the museum on the day.

We set off around 10am and headed for the hills up Lesmurdie way and then down to the Brookton Hwy, and then to Armadale, before heading across country to the Kwinana Freeway. We expected to be passed by many other vehicles along the way, but it was far less than we thought – we reckoned that some might have taken some short cuts. It started to rain for us while we were heading into the city – didn't have the front side curtains on, so we got somewhat damp and cold. Off the Freeway and out to Scarborough and headed up the coast, raining all the way, to Burns Beach Rd and then back inland to end up at Whiteman Park.

It was quite a long run and I believe a couple of our fellows were caught a little short and had to make some 'detours' along the way. Something about the wildflowers in Whiteman Park getting a little extra.

I don't know what the number participating was, but think it exceeded the organiser's expectations of 500 as the parking at Whiteman Park spilt over to the Tractor museum and behind the motor museum as well. Shelter while having lunch was also a problem. We all had a raffle ticket and two minutes after the Wards left their number was drawn – we have your stubby holder Merv. We headed off again around 2.30, home for a shower to warm up. We enjoyed the run, rain and all, and it was great to see so many types of Fords out and about on such a day.

*Toni*

Secretary/Treasurer: John Hall, [REDACTED] Salter Point, WA 6152  
Phone: [REDACTED]