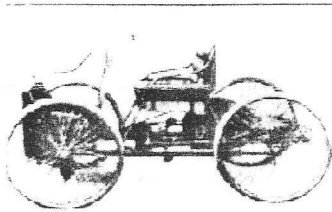


# Western Model A News

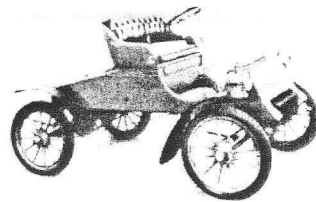


Year XXIV No III  
OCTOBER, 2003

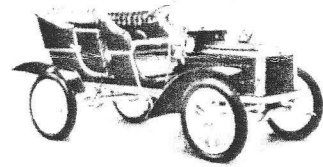
Official Newsletter of the  
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, INC



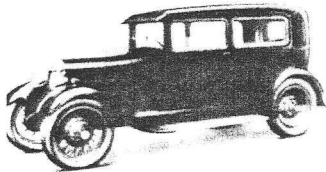
FIRST FORD CAR 1896



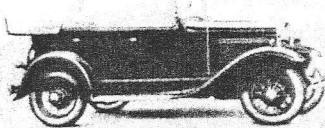
MODEL B 1905



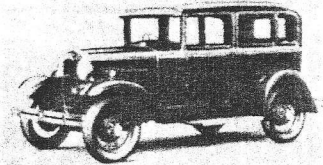
MODEL R 1907



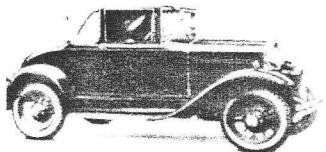
MODEL A 1928



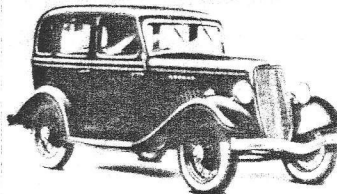
MODEL A TOURER 1932



MODEL A SALOON 1932



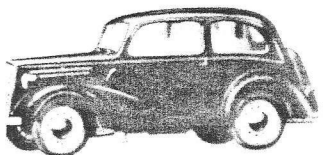
MODEL F TOURER 1932



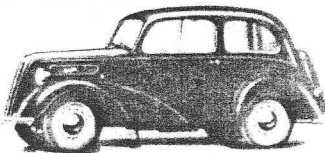
Y MODEL (POPULAR) 1933



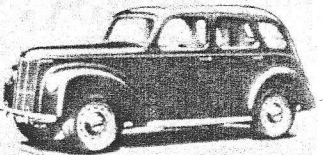
PREFECT 1953-59



ANGLIA 8 HP 1939



ANGLIA 8 HP 1949



PREFECT 10 HP 1949

**Next Run/Meeting – SUNDAY, 26th October, 2003**

**TIME: 6.30-9.00am PLACE: Bassendean Oval**

This 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 XXXXXXXXXX *Vice President* RAY MAHONY XXXXXXXXXX  
*Secretary/Treasurer* JOHN HALL XXXXXXXXXX *Vehicle Examiner* STEVE READ XXXXXXXXXX *Editor* LOUISE READ XXXXXXXXXX

Copy deadline – by the first of every month to: XXXXXXXXXX Thornlie, 6108

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

**MONDAY, 6TH OCTOBER, 2003**

**WILDFLOWER RUN**

John Laurie organising,

**SUNDAY, 12TH OCTOBER, 2003**

**VINTAGE AUTO JUMBLE**

Cannington Showgrounds

Gates open 7am Buyers 6.30am Sellers

VCC of WA [REDACTED]

**SUNDAY, 26TH OCTOBER, 2003**

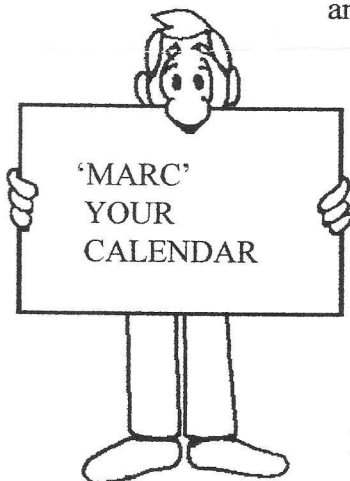
**ALL FORD DAY**

and club meeting at 1.00pm at Model A Restorers Club tent

Bassendean Oval

SEE NOTEBOOK FOR DETAILS

Steve Read to co-ordinate display Ph: [REDACTED]



**SUNDAY, 23RD NOVEMBER, 2003**

Merv & Kath Ward organising

further details next newsletter

**SUNDAY, 7TH DECEMBER, 2003**

**CHRISTMAS LUNCH**

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

Cost: \$27.50 p/p. Buy own drinks.

Get your money to Dora Annear now! Ph: [REDACTED]

PLEASE SEE NOTICE IN NOTEBOOK

Dora or Louise will be collecting money at the All Ford Day

**ONLY ONE MORE CLUB RUN!!**

**18th MODEL A FORD NATIONAL MEET**

8th - 13th April 2004

Perth, Western Australia

Entry form available from Toni Mahony or website

<http://drive.to/marcwa>

Entries are closing soon, get yours in today

to the National Meet secretary, Rally director or

any of the committee

[REDACTED] Bedford WA 6052

**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**

**GENERAL MEETING  
HELD AT JOHN & PAT LAURIE'S HOME  
SUNDAY 21 SEPTEMBER, 2003**

Meeting opened at 2.33pm.

Ray Mahony filling in for Peter Sartori, Toni Mahony and John Moorehead filling in for John Hall.

**Attendance** as per sheet.

**Apologies:** Peter & Lorraine Sartori, John and Shirley Hall, Mavis and Jack Berkshire, Glenda and Hans Hurijs, Steve & Louise Read, Pat & David Bussard, Phil Raccuia.

**Visitors:** James Ditchfield and Diane Lindsay from Qld, brought along by Colin Davidson, Nancy Myers and Liam Moore with the Mahonys.

**Minutes** were accepted as read. Proposed Dora Annear, seconded Barrie Guest. Carried.

**Treasurer's Report:** John Moorehead.

Balance end of July	\$8056.81
Income Aug/Sept	512.64
Expenditure Aug/Sept	493.15

Balances as at 21 September, 2003-10-01

Bank West	562.52
ANZ Term Deposit	7503.41
Petty Cash held	<u>4.62</u>
	\$8070.55

Moved Barrie Guest, seconded Max Annear that financial report be accepted. Carried.

**Correspondence:** Toni – nothing received from John Hall. Promotional mail received by Toni only.

**2004 National Meet:** Ray Mahony

Questions from members – Number of entries received so far? – 91 entries plus 33 from the USA. Total of about 254 people so far. 31 West Australian entries.

Lunches for volunteers (outside the club) – yes, to be supplied. Hillarys Marina – DPI parking in an enclosure, to be arranged. Barrie Guest looking for a carton of fruit for the hot cross buns – see Swan Settlers to see if they can help.

Still waiting on your entry to the run!!

**All Ford Day :** Ray (from Steve)

All people to register for this day as soon as possible. Money and forms may be given to John Moorehead today.

**Christmas Dinner:** (7/12/2003) - Please advise and pay Dora as soon as possible if you are attending the Dinner. She needs to know numbers. Cost \$27.50 a head, to be held at the Perth and Tattersalls Bowling Club in Plain Street, Perth.

St Matthews Anglican Church, Guildford are having a fair on the 12<sup>th</sup> October, 2003. Two or three people may be able to attend on this day to have vehicles on display.

John Laurie is still looking for his two tooth steering wheel.

Max and Dora thanked for an interesting, if a little damp and breezy, run – it would have been wonderful on a nice day. Also thanks to John and Pat for a dry haven in which to have our meeting and the delicious afternoon tea.

Meeting closed 2.52pm.

## SOGGY SEPTEMBER SOJOURN 21<sup>st</sup> September, 2003

The September 2003 run will be remembered for the weather. Nevertheless nine Model As and one modern turned up at Coventry's carpark in Morley for the start. It was overcast but could be a reasonable day.

We went along Walter Road to Lord Street, drove for a short time around the suburbs and then past Whiteman Park to Ellenbrook roundabout and on to West Swan Road.

We had morning tea at Bullsbrook, where Gwen & Barrie Guest joined us, and then continued on to Muchea on the west side of the railway line.

We crossed over Great Northern Highway and up through part of the Chittering Valley to the Julimar Road, which took us through to Toodyay for lunch. There were quite a lot of wild flowers growing beside the road and lots of wattle, but unfortunately the rain stopped us from taking in the many and varied lovely views.

We arrived safely at Toodyay Picnic Spot beside the river, but as we were preparing for lunch, the rain started again, so we had to move to our alternative location at the Show Grounds and had lunch under the Pavilion verandah. After lunch those who wished to refuel did so in Toodyay and then we were off again on the main Perth-Toodyay Road heading back towards Gidgegannup where we turned off into Berry Road and made our way through the hilly countryside to Pat & John Laurie's property.

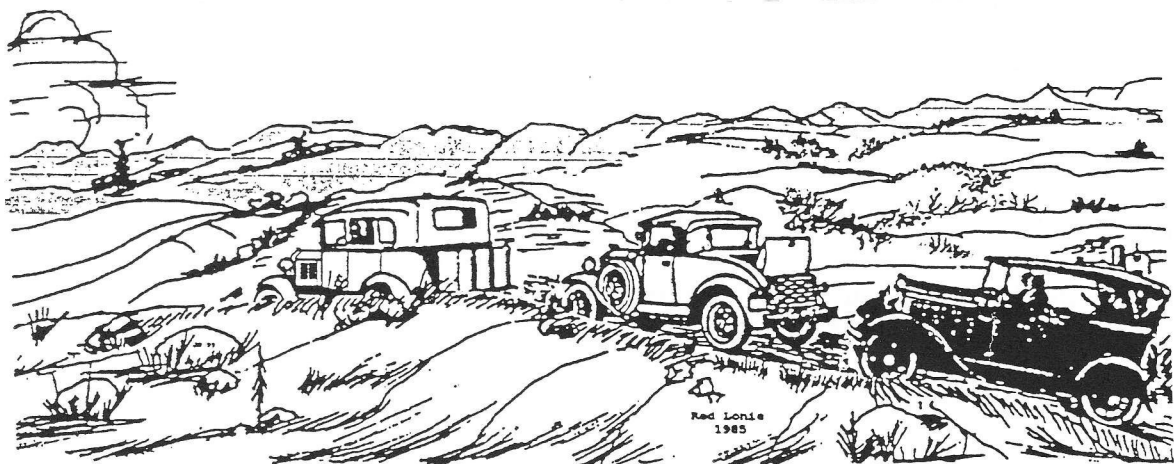
I think this section of the run from Toodyay to here was the wettest part of the trip!!

Pat & John ushered us into their warm lounge room where we held our meeting, conducted by Acting Chairman Ray Mahony and Acting Secretary Toni Mahony, who did a good job.

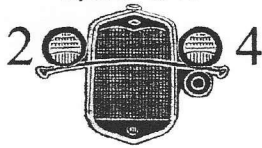
Pat put on a marvellous afternoon tea which we all thoroughly enjoyed at the conclusion of the meeting.

We were all done by approximately 3.30pm and each made their own way home.

*Max & Dora Annear*



18<sup>th</sup> National Meet of the  
Model A Ford Clubs of Australia  
April 8<sup>th</sup> to 13<sup>th</sup>



Hosted by the  
Model A Restorers Club of Western Australia

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

October, 2003

# NEWS

---

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

---

## **ONLY SIX MONTHS TO GO!**

### **Is your Entry in?**

*PLEASE support our valued sponsors,  
and mention this club when you deal with them.*

RANGE FORD (new and used vehicles) / PENRITE (lubricants)  
SHANNONS INSURANCE (car insurance) / MEGUIARS (car care products)  
WD-40 (there's always another use) / TECTALOY (coolant additive).

**JUDGING** – Chief Examiner, Steve Read, will be holding Judging Workshops for potential judges for the Concours and Red Ribbon (Touring Class) events. This is a great way to learn even more about your Model A – phone Steve for details.

**ENTERTAINMENT** – John Timmings has kindly offered to coordinate the skits for the Meet. John would welcome your input, ideas and participation – you'll have a wonderful time entertaining the troops. Please phone John if you have any ideas or can volunteer.

**PROMOTION** – To promote Range Ford and thank them for their support, we plan to put on a display of club vehicles with new model Fords during a Greyhound Meeting. We need a good turn up of a range of body styles – on a Saturday night during December (date yet to be agreed). Vehicles will need to arrive at the track in Cannington between 4-5pm and will be displayed on the centre area away from little prying fingers. The vehicles will be on display until after the last race at about 10.45pm when they can be driven off the track. There will be a free double pass for each vehicle. Several members offered to participate – please phone Bevan to confirm. Thank you.

**RALLY HQ** – If anyone has access to 20-litre urns they could loan to the club for tea/coffee for our participants – please contact Ray Mahony or Bob Newton.

Don't forget to refer any friends who are potential new or used car buyers to RANGE FORD for the right vehicle at a good price. On confirmation of the referral, a pre-arranged finder's fee will be donated towards running your National Meet.

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. *Concours 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

# Women's Fashion in the 1930's

## SOME GUIDELINES FOR OUR CLEVER LADIES MAKING AN OUTFIT FOR THE NATIONAL MEET

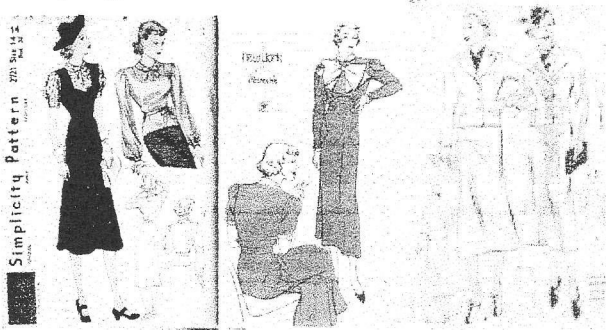
### A brief history...

Fashion of the 1930s was directly influenced by the great Wall Street Crash of October 24, 1929 and subsequent Depression. The beginning of the decade saw women sewing more. Clothing was mended and patched before being replaced. Fewer ready-to-wear garments were purchased, even though styles were dramatically changing.

### Style

A softer, more feminine style had replaced the boyish, flapper look of the twenties. At the beginning of the decade, hemlines dropped dramatically to the ankle and remained there until the end of the thirties. Necklines were lowered while torsos were sensuously moulded beneath squared shoulders. Darts were replaced by soft gathers. Dress waists returned to the natural waistline. Moderately full skirts accentuated a small waist and minimized the hips.

Dress bodices were designed with inset pieces and yokes. Necklines received dramatic attention, often with wide scallop-edged or ruffled collars.



### Hollywood

The entertainment industry continued to exert a strong influence over fashion. Movies were one of the few escapes from the harsh reality of the Depression. Movie star endorsements of styles and accessories became common, especially with evening wear. A popular formal look was the empire-waisted gown, with ties at the back. The dress might boast butterfly or large, puffy sleeves. Hemlines fell at the ankle and trains added a further formal touch. Fabric flowers might be placed at the neckline, on one shoulder, or at the centre waist or centre neckline. Bows were another popular accent. The peplum made its debut in the late thirties evening wear.

### Sportswear

Women's sportswear was influenced by a more masculine style. Sport suits, leather jackets and middy slacks became popular.

### Fur

Fur of all kinds was worn extensively during this era, both during the day and at night. Fur capes, coats, stoles wraps, accessories and trimmings adorned women's dresses. Pelts in demand were sable, mink, chinchilla, Persian lamb and silver fox.

### Accessories

Hats were worn at an angle. The cloche hat was replaced by the beret. Pill boxes became popular along with

brimmed hats. Towards the end of the decade, turbans emerged.

Handbags of the early thirties looked like those of the twenties. Beaded bags were abundant, as well as enamelled mesh bags. During the later part of the decade, leather became very popular. Three-pocket leather clutches with a generous flap over the front and the owner's initials were especially popular.

A variety of shoe styles was available during this era. Rounded toes were seen with wide, thick heels. Pumps and flat shoes were available, and ankle strap styles with moderate heels also appeared. Slip-on styles, lace-up shoes and buckle shoes were all worn. Spectator or two-tone shoes appeared in the early thirties.

### Skirts

Skirts were also designed with great detail. Upper skirt yokes appeared for the first time, designed in a v-shape and extending from one hip to the centre of the yoke and continuing to the opposite hip. Layered and ruffled looks debuted on skirts, sometimes in tiers. The skirt bottom was often full with pleats or gathers.

Underpinnings of the early thirties continued to show the influence of the corset, although most of the corsets sold boasted "no boning"; boning was available for women who felt it was necessary. The one-piece garments known as corsets consisted of a brassiere and girdle with garters. By the late thirties, the separate bra and girdle had become acceptable, but one piece corsets continued to be widely available.

The first openly synthetic fibres were developed in the 1930s. Prior to this, manufactured fibres had been developed to emulate natural fibres. In 1935 the Du Pont de Nemours Company successfully synthesized nylon. Nylon was introduced in stockings during 1939 but its use in fashion was interrupted by World War II. Widespread use of this synthetic fibre didn't occur until after World War II.

### Fastenings

The zipper's popularity continued during the 1930s. It was first commonly known as a "slide fastener". B. F. Goodrich coined the name "zipper" and used it as a fastener in an overshoe. The predominance of zippers in manufactured clothing increased toward the end of the decade, primarily as a side closing fastener.

Above Text Adapted from Copyright © 1999 Carol Nolan



1928 to 1931  
**TIME**  
**FRAME**

*What else was happening?*

*An occasional series of articles about what else was happening in the world during the Model A Era.*

## GEORGE WILKINS

*An Extraordinary Australian*

George Hubert Wilkins was born on 31 October 1888 at Mount Bryan, South Australia, 100 miles north of Adelaide. He was the youngest of 13 children. His upbringing, on the lonely farm at the edge of the Australian outback where he witnessed devastating droughts, was a motivation for his life's work. In 1903 his parents moved to Adelaide and Wilkins enrolled in the University but never completed his courses. He became interested in cinematography and moved to Sydney where he worked in Australia's pioneer film industry. He then left for England in 1909 to work as a newsreel cinematographer for Gaumont and covered many international events including the Balkans War in 1912.

But he wanted to become a polar explorer. He was offered his first trip to the Arctic as cinematographer with the Canadian Arctic Expedition of 1913 led by Vilhjamur Stefansson. He walked thousands of miles over unexplored territory, learned to live off the polar ice and developed revolutionary ideas for polar travel. In 1916 he returned to Point Barrow, Alaska, to learn the world had been at war for two years.

Wilkins went to France where he was appointed an official photographer with the Australian War Records Office. From November 1917, until the end of the War, Wilkins was responsible for Australia's photographic record of fighting at the Western Front. He constantly risked his life working forward of the front line and refused to carry firearms. He became the only Australian official photographer, in any war, to receive a combat decoration. He was awarded the Military Cross twice. At the end of the war he travelled to Turkey to make a photographic record of the battlefields of Gallipoli.

When he returned to England, Wilkins learned that the Australian government had offered 10,000 pounds for the first All-Australian crew to fly an aeroplane from England to Australia. The Blackburn Aircraft Company, which had developed a long range bomber during the war, had entered one of their planes. Wilkins was appointed navigator.

After the Air Race Wilkins returned to England determined to continue polar exploration. He joined Dr John Cope on the Imperial Antarctic Expedition. Next Wilkins was appointed Naturalist on what was to become Sir Ernest Shackleton's last expedition to the Antarctic. This expedition left London on the *Quest*, a ship that had been hastily prepared and continually gave trouble. As it was being repaired in South America, Wilkins went on ahead to South Georgia Island to photograph the flora and fauna. When the *Quest* arrived six weeks later, Wilkins learned that Sir Ernest Shackleton had died on the voyage.

Wilkins work as Naturalist on the Shackleton expedition so impressed the British Museum of Natural History that they offered him an expedition of his own. The Museum wanted to collect flora and fauna specimens from outback Australia and the islands of Torres Strait. This became the Wilkins Australia and Islands Expedition and for two years Wilkins travelled to remote areas of Queensland, Northern Territory and the Torres Strait filming, photographing and collecting specimens for the Museum. At the end of the two years he wrote to the Museum saying he wanted to continue his work in the Polar Regions.

Wilkins planned to fly over the unexplored areas north of Alaska. He purchased two Fokker aircraft but found them too large for landing on ice. He sold one to Charles Kingsford Smith who renamed it the Southern Cross and it became the first plane to fly the Pacific Ocean. *Continued*>

### GEORGE WILKINS – An Extraordinary Australian ... continued

Wilkins bought a Lockheed Vega. With pilot Carl Ben Eielson he flew across the Arctic Sea, from Barrow in Alaska to Spitsbergen, Norway. It was the first time such a plane flight had been made and the two men became international celebrities. Wilkins was knighted and chose to be known as Sir Hubert, rather than Sir George.

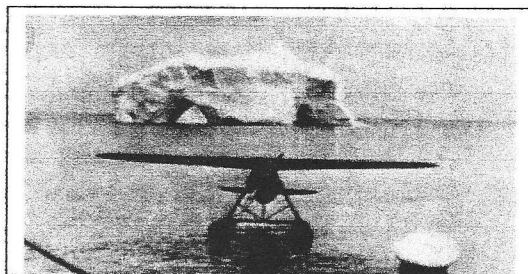
With the same Vega they had flown over the top of the world Wilkins and Eielson now travelled south to explore Antarctica. They arrived at Deception Island on the Graham Land Peninsula in November 1928. Their flights exploring the Graham Land Peninsula were the first time anyone had flown a plane in Antarctica. Wilkins had planned, if possible, to fly to the South Pole, but on Deception Island he was unable to find a runway long enough to get the Vega into the air with sufficient fuel to complete the distance. Nevertheless it was the first time in history undiscovered land was mapped from a plane.

Returning to America after his pioneering flight in Antarctica, Wilkins was invited to be aboard the largest airship of the period, the *Graf Zeppelin*, as it attempted the first around the world flight. Wilkins agreed and joined the flight to make a film record. The *Graf Zeppelin* flew from Lakehurst, New York, across the Atlantic to Germany. From Germany it made the longest non-stop flight up until that time - from Germany, across Russia to Japan. From Japan it crossed the Pacific and America to return to New York. Six years later Wilkins would be aboard the airship *Hindenburg* as it made its maiden voyage from Germany to America.

After a second season flying his Lockheed Vega in Antarctica, Wilkins planned his most ambitious expedition: to take a submarine under the Arctic ice to the North Pole. Constant delays prevented the submarine getting away on time to reach the polar ice cap before winter and the submarine constantly broke down. Still determined to prove that submarine travel under the ice was possible, Wilkins continued north to the edge of the ice pack to discover his submarine had malfunctioned again. Nevertheless, with his partly disabled submarine he was still able to sail under the ice to prove it could be achieved. Wilkins then organised three expeditions to the Antarctic to assist American millionaire explorer, Lincoln Ellsworth become the first person to fly across the Antarctic continent. When Russian aviators went missing while flying from Russia to America via the North Pole, Wilkins was called in to head the search

In 1938 he returned to the Antarctic with Lincoln Ellsworth, assisting in the discovery of new land. At the outbreak of WWII, Wilkins immediately offered his services to the Australian Government, but it had no need for a polar explorer, now aged over 50. He offered his service to the U.S. Army which retained him to teach Arctic survival skill to U.S. soldiers. After the war he remained as a consultant to the U.S. Army. The United States Navy were developing nuclear submarines for sub-ice travel in the Arctic and consulted Wilkins on his pioneering 1931 expedition.

Wilkins died on 30 November 1958 in a hotel room in Massachusetts. As a mark of respect the U.S. Navy took his ashes to the North Pole in the nuclear submarine *Skate*. On 17 March, 1959 the *Skate* became the first submarine to surface at the Pole, where it held a memorial service and scattered the ashes of Sir Hubert Wilkins. ♦



#### **SPARK CONTROL – According to the 1929 Model A Instruction Book**

For average operation the Spark Lever should be about half way down the quadrant. The spark should be advanced (pulled down), as the speed of the car increases and retarded (pushed up) when the speed decreases. The spark advanced too far will cause a sharp 'ping' or knock when a heavy load is placed on the engine. It will also cause an uneven jerking when the car is running slowly in high gear. When the spark is too far retarded, the engine will be sluggish in operation. ♦



# NOTEBOOK

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

Lionel Barendse, Irene Bell, Judy Butler, Angelo Calleja, Lorraine Cameron, David Chambers, Jeanette Hembrough, Kerry McPharlin, Phil Raccuia, Steve Read, Michael Stathy, Marget Teale, Fran Timmings, Kath Ward, Phil Wemm, Sylvia Wemm, Jim Williams & William Yates. Have a great day!

## **NEW MEMBERS:**

Welcome to our newest members Evan & Kaye Gobby, [REDACTED] Marmion 6020  
Phone [REDACTED] Evan & Kaye have recently acquired a restored 5 Window Coupe.

We look forward to seeing them on our outings. Please add their details to your club register.

## **ALL FORD DAY:**

### **IMPORTANT NOTICE - PLEASE READ**

As no general run has been organised for October, we will be holding a meeting on the All Ford Day. Meeting will be at 1.00pm at the Model A Restorers Club tent. If you intend to bring your car in the morning for display and then leave, please make sure you have your pass with you to return or you will have to pay admission.

There are quite a few people that haven't paid their entry fee, could you please do so asap, as all money should have been paid by Friday 4th October. If you have sent your entry to the All Ford Day committee direct please let me know on [REDACTED]

Remember it is **100 YEARS OF FORD**

*Steve Read*

## **STILL WANTED:**

Two tooth steering wheel with the keyway, rather than a spline

Phone John Laurie on [REDACTED]

## **CHRISTMAS LUNCH:**

Please members, would you post me your cheques for the Christmas Lunch, or at least contact me if you intend to come. I know there are still 8 weeks to go but 'time flies' and I must have some feed back!

Sorry to hassle you, but Christmas is closer than you think.

Dora Annear [REDACTED] Hillarys 6025 Ph: [REDACTED]

## **HERE'S A JOKE CONTRIBUTION FROM COLIN STRAHAN:**

A policewoman stopped a car and found the driver had been drinking. She told him to get out of the vehicle and commented, "You're staggering."

"You're not too bad yourself," said the driver.

What do you get when you cross a pit bull with a collie?

A dog that rips your leg off, then runs for help.

What do you call a water skier with no arms and no legs?

Skip.



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

BUSSARD David & Pat  
[REDACTED]  
BALDIVIS WA 6171



Western  
Model A News

**Serious car enthusiasts, professionals and concours winners insist on Meguiar's products because they are unparalleled at creating a show car shine and enduring protection**

**MEGUIAR'S  
SHOWCAR SHINE**

**For your own personalised prescription on how to wash, polish, protect and maintain all your cars, visit the Meguiar's web site on [www.meguiars.com.au](http://www.meguiars.com.au)**

*An Australian story in the 100-year history of Ford - MODEL A SUITED AUSTRALIA TO A 'T'*  
Ford Motor Company produced two very different Model A cars. The first was the company's first production model in 1903 and the second was the one that most people recognise: the 1928 car that replaced the famous Ford Model T.

Very few of the original Model A cars exist today, however there are two in Australia. One is owned by Francis Ransley from Wynyard in Tasmania and is the 31<sup>st</sup> car produced by Henry Ford after founding Ford Motor Company in 1903. It is the oldest Ford vehicle in Australia and believed to be the fourth oldest in the world still in operation. While most car makers of that era were building cars on a one-off basis and constantly changing specifications to improve them, Henry Ford designed a simple, easy to build and easy to maintain design and produced identical cars. This was the secret of his success and was the genesis of one of the most successful cars of the century, the famous Model T.

The second Model A superseded the Model T. When it was announced in Australia in May 1928 (the US launch was in December 1927) it caused a sensation and hundreds of thousands of people flocked to see it in each capital city. More than 100,000 came to see the new car at the Melbourne Town Hall in the first four days alone! The Model A had a four-cylinder, in-line engine that developed 40 horsepower – 22 more than the original A. Power was driven through the rear wheels via a three-speed manual gearbox, unlike the Model T that used a planetary gear system that required three pedals and no gear lever. The smart wire wheels had soft riding balloon tyres.

Both the Model A-s had one thing in common. They stuck to Henry Ford's idea of keeping the car as simple as possible so it would be reliable and anyone could maintain it, sound advice in those early days of motoring when there were no service stations and repairs were mostly carried out by the local blacksmith or bicycle shop owner. ♦

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