

MODEL A'S

In WA

1929 Flared Side Light Delivery

GN. 01

Engine number CA81121

Owned by Paul Terry sold to unknown buyer 1993

Purchased from Glen Parker by Darlene Mallett 2004



"Gretal" as she is today! She gives me so much joy!

Thank you to Ray and Toni Mahony for their assistance with this article and the endless sharing of Knowledge and time which enabled me to enjoy driving my car again.

They say a picture paints a thousand words—it does for me!

My interest in cars began at an early age when I learnt my mum had raced modified sedans at the Albany Speed Way when she was 17 years old (1964). My older brother also had a passion for cars and taught me how to recognise (and love), early Ford and Holden models from a young age.

In January 2004 I was browsing the local paper and saw a Model A Ford for sale. I didn't even know what one was, but being a car person I was intrigued. I arranged to meet the seller and after much discussion I asked to see the vehicle. I was shown a small photo and was told it looked the same, was registered but wasn't running and was housed in a shed in Gnowangerup. The seller explained I needed to make a decision as there were other buyers coming to "see" the car! (Not that he were trying to pressure me at all!)

Fortunately I knew someone through a good friend, who I could phone for advice. They told me, if what I saw and was told was true, it sounded like a fair deal. I am ever so grateful. I decided there and then to buy the car before anyone else decided they liked what they saw! Without my dad's help financially it wouldn't have been possible. When I spoke to dad his comment—“I've always liked the Model A Ford”.

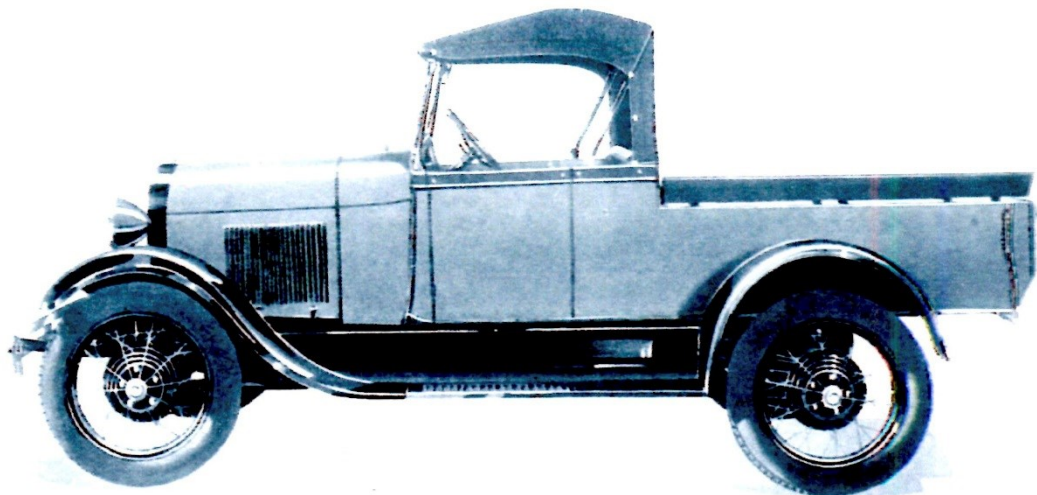
It was delivered on a car trailer and with a little help it didn't take long to get it running. The car had dirty fuel so lines had to be flushed, carburettor cleaned, residue on the points and plug removed. Although the car had been sitting for some time (who knows how long), it didn't take much to get it going.

During the negotiations to buy the car, which I now call “Gretal”, meaning “Pearl”, (I thought she was a “Pearler”) I was told that the car bodywork was made by Bolton's in Fremantle, WA. It has Canadian compliance plates and when shipped to Fremantle the whole wooden box it arrived in was used in its body build—flooring, tray lining etc.

I was happy to accept this information, although it didn't mean much to me at the time. After an unknown period of time and unknown history of my Model A, it became a part of Paul Terry's “Esplanade Extravaganza” Car Museum in Albany, WA.

After Paul Terry's untimely death in a helicopter accident, July 1993, his private collection of over 70 vehicles were sold at auction in Perth, 12th December 1993. Except his treasured “Genevieve” which was sent to London and sold for about 150,000 Pounds Sterling, to the Dutch National Motor Museum. What Paul paid when he bought it is unknown but he is quoted as saying he considered it a “bargain” even though it was run down.

My car was bought from this auction, buyer unknown to date, and some eleven years later I became the owner. I treasure the limited information the seller provided me with regarding its manufacture, and have since found out from an Albany Veteran Car Club member who did work at the “Esplanade Extravaganza” Car Museum, that my car only required repairs to one tail light and hood rubbers to go on display. Upon close inspection of the tailgate I can see where there has been the “Extravaganza” logo emblazoned across it! This makes me think the car could have been used for promotion or advertising.



TYPE No. 303.—FORD FLARE SIDE LIGHT DELIVERY

Some interesting facts: We probably need to go back to around 1917 when the Australian Govt imposed tariff on fully imported vehicles to help boost the Australian industry after WW1. To avoid the tax, vehicle manufacturers imported semi-knocked down vehicles which would be completed in Australia by local builders, following Ford Specifications.

Ford also imported chassis-firewall units. These were shipped to Geelong in Victoria, and then onto Ford Plants here in our various states for assembly/production. It seems that some chassis/firewalls went to various independent body builders who fitted commercial bodies as required.

Bolton's in Fremantle built a range of truck and light commercial bodies for Ford. We know of 19 different configurations. In the USA Ford also made a vehicle they called, a "Pickup" which had a separate distinctive removable goods section, hence the identification name given to my vehicle. "flared side light delivery".

Our research shows that at least two body types made by Bolton's, were also available in Qld. Those bodies, however, were made by Egan's Body Works in Geelong. As the same bodies were being made by at least two different manufacturers on opposite sides of Australia, it may be that these bodies were made to Ford design and specifications with Ford Identification names.

My car has mostly been driven on short runs-locally or attending Club meetings or events. Due to family and work commitments I cannot drive "Gretal" as frequently as I would like, however, given the opportunity I would drive it as my town car!

The vehicle remains basically unrestored. It has the original engine-number, CA81121 manufactured on 1/1/1929 in Canada. Interestingly, because it was produced in January 1929, some components used in production included 1928 parts hence it had the squeeze hand brake. Ford always used previous year parts until stock ran out!

Without the Model A Club (MARC WA), members assistance, particularly with advice during our annual inspections, my car would not be the standard it is today! Having said that-in 2018 I came aware of oil and water on the spark plugs, which proved to be two, not small cracks in the cylinder head. One on the outside and one on the inside combustion chamber.



Members were amazed at the position and size of the two cracks! A replacement head was found to keep "Gretal" going.

Since then

Engine repairs, (Galway's engine workshop- Pinjarra) who refaced valves and seats, fitting new rings

All round brake service -new hand brake linings, brake rods, and anti rattlers, rear hub seals and new front wheel bearings. Other general services and tidying up of minor nature were done.

In conclusion I would like to hear from any person who reads my Model A (Gretal) story who remembers my car being at the "Esplanade Extravaganza" car museum in Albany or has and information about this vehicle and/or previous owners!



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