

Western Model A News

VOLUME 44, ISSUE 8

SEPTEMBER 2023



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

With about a week to go to our Déjà vu meet in Busselton, I must admit, I had hoped that we would see a few more of our members registering to come along to this event. The 2014 National Meet in Busselton was very successful in many ways, but in particular for myself and Jenni. We had not long been members of the club when I volunteered to help on the organising committee. It was within this committee and the subsequent meet, that we became friends with many members of this club, and indeed members of many clubs around Australia. I was hoping that we would see more of those friends there in September, but with so many other events on that weekend, I do understand why not everybody can make it. Just a reminder though, you can come for 1 or 2 days if you can not make all 5 nights.

A reminder that the AGM is coming up on the 1st of October, so if I don't catch up with you in Busselton, hopefully I will see you there.

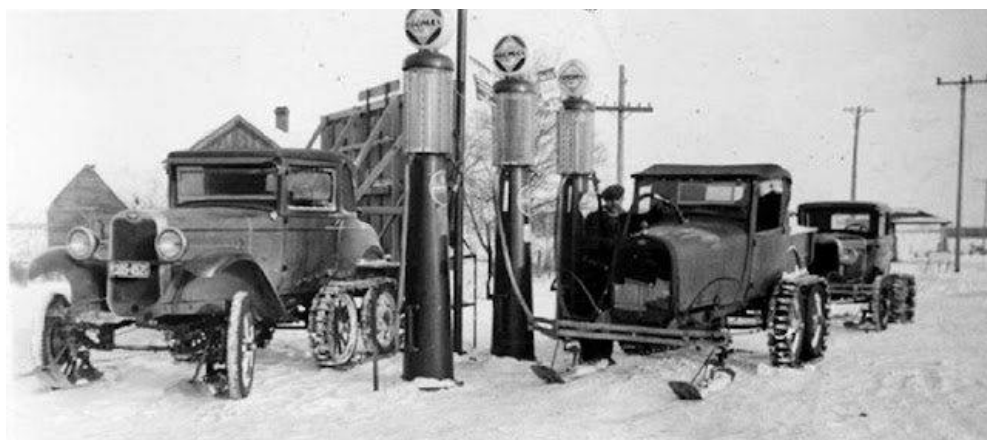
Stay Safe

Dean



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Mail carriers refuelling in Verndale, Minnesota

Front Cover: Darren Jeffree's Woody outside The Old Mill South Perth

SECRETARY COMMENTS

Kathleen Kuenzel (secretary@modelafordclub.com.au)

I sit here realizing that this is the last time I shall address MARCWA members in a newsletter as after twelve years as your secretary, I'll be relinquishing the position at the upcoming Annual General Meeting. One of the best things that has happened over those years is that I've come to know many members with whom I might not otherwise have had contact. Often the contact has been over the phone or by email, and I wouldn't recognize the people if I ran into them, but never-the-less, relationships have been formed.

Many changes have been made, and as I've had to remind you countless times, the hobby days of Model A ownership have passed, and legal requirements are likely to be encountered - especially in the areas of Concession Codes 404 and the newer 350. Since the inception of the Associations Incorporation Act 2015 (which led to the scrapping of our Constitution and the adoption of our Rules of Association in 2018) there have been more demands for us to satisfy.

I must thank you for the chance to carry out a duty that I have loved doing, and please make someone else happy by getting your upcoming membership renewals in on time.

Kathleen Kuenzel



September Birthdays

Barry Bristow-Stagg	Jo Hickey
Ashley Calhoun	Kym Knight
Phillip Craft	Beth Martin
Gail Duns	Jenni Roberts
Philip Finch	Peter Sartori
Barry Fowler	David Steptoe
Andrew Gower	Peter Trethowan
Georgina Hart	Chris Wringe
Wesley Hartley	

Western Model A News is the official newsletter of the *Model A Restorers Club of Western Australia Inc.*

Copy deadline 1st of each month to: maofwainc@gmail.com or **7 Gransmoor Way, Willetton WA 6155**

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

MARCWA (INC.) CLUB CONTACTS

ELECTED:

President:	Dean Roberts	9295 2588
Vice-President:	Allan Jeffree	9275 4106
Secretary:	Kathleen Kuenzel	9385 3887
Treasurer:	Anne Steer	0407 867 703
Committee Member:	Horace Misko	9256 1895
Committee Member:	Ian Steer	9457 4968
Committee Member:	Andrae Moore	0427 773 621

APPOINTED:

Editor / Web site:	Ian Steer	0403 811 911
Printer:	Daniel Pinnington	0400 132 445
Vehicle Registrar:	Jean Misko	0408 917 042
Events Coordinator:	Horace Misko	0417 958 311
Regalia Officer:	Marilynn Horgan	0403 434 004
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	David Bussard	9524 1086
Property Officer:	Ray Mahony	9271 7630
Delegate: CMC	Toni Mahony	9271 7630
Delegate: CMC	Dean Roberts	9295 2588

Website: www.modelafordclub.com.au **MARC Email:** info@modelafordclub.com.au

MARC WA Life Members: Bill & Mavis Spencer (1987), Max & Dora Annear (2000), Ray & Toni Mahony (2004), Barrie & Gwen Guest (2006), Reg & Coral Blewett (2020), Alan & Edith Jeffree (2020), Steve Read (2020)

EDITOR COMMENTS

Ian Steer

(editor@modelafordclub.com.au)

I have attempted to update and expand the [club history page](#) on the website to include:

- Editors
- Events Coordinators
- Examiners
- CMC Delegates
- Additional committee members

I have tried to garner this information from old newsletters, and there are gaps in the information (and even possibly - errors!). If you can add to the missing information, or correct any errors, please let me know (and indicate whether you are certain of your information - or just "think so").

Potentially interesting items out there on the web

Ray Major alerted to me to this great story of a young (at the time) WA couple living in Victoria in 1962 who decided to drive to London and bought a Model A to do it in. Read their terrific story here:

<https://www.classicandsportscar.com/features/reliving-epic-12000-mile-adventure-ford-model?mibextid=Zxz2cZ>

MARC WA BANK ACCOUNT CHANGES

Anne Steer

(treasurer@modelafordclub.com.au)

As mentioned in the July Newsletter, MARC WA needed to part ways with Bank West. Our cheque account and term deposit are now with Commonwealth Bank of Australia (CBA).

This means that **ALL deposits from members MUST now be made into the CBA account.**

When your new membership comes due at the end of the year, you will be given a new bank account number for that deposit. The new bank account details will be on the form.

The new CBA MARCWA bank account number is:

BSB: 066-164, Account: 1062 1294.

Some members may have the old Bank West bank account details 'saved' on their internet banking.

Please make sure you delete this old Bank West Account number and replace it with the new CBA account number.

If money accidentally gets paid into Bank West, we may well lose it forever.

Anne Steer (Treasurer)

NZ 2025 NATIONAL RALLY

The New Zealand National Rally in 2025 is to be held in February in Masterton (towards the bottom of the North Island). More information can be found by contacting Martin Rees (secretary of the North Island Model A Ford Club) at nimafc.secretary@gmail.com.

EVENTS COORDINATOR

Horace Misko

[\(events@modelafordclub.com.au\)](mailto:events@modelafordclub.com.au)

The good news is that there is a smorgasbord of events to choose from this month, the bad news is that most of them incorporate the 17th of September. Ah Spring - a great time to be out and about in your Model A.

Looking for a volunteer to propose a run for November.

September

Event: York Motor Show
Date: Sunday 10th September
Time: 9am to 4pm
Location: Avon Terrace and Avon Park, York
Details: Free event, MARC-sanctioned event, always a good day out.
Organiser: Horace Misko

Event: MARC WA Déjà vu Busselton Rally
Date: Thursday 14th September (arrival) - Tuesday 19th September (departure)
Location: Busselton and surrounding districts
Details: The event is based in Busselton and will feature the runs to local points of interest as used in the 2014 National Meet
Organiser: Dean Roberts (0408 913 355) and Wes Hartley (0412 425 058)

Event: Curtin FM 100.1 Car Show
Date: Sunday 17th September
Time: Gates open at 6:30am, set up by 9:30am. Public entry is at 10am
Location: 6 Elderfield Rd, Waterford
Organiser: Horace Misko (0417 958 311)

Event: Bindoon Historic Vehicle Day
Date: Sunday 17th September
Location: Bindoon Oval

Event: Port Denison Vintage Car Beach Sprints
Date: Saturday 16th and Sunday 17th September
Location: Port Denison / Dongara

Event: Great Southern Classic Car Show
Date: Sunday 24th September
Location: Strickland St, Denmark
Details: \$20 entrance fee for cars, email gsclassiccars@gmail.com for further information

October

Event: MARC WA Annual General Meeting
Date: Sunday 1st October
Time: 11:30 (for sausage sizzle), 1pm (for the General and Annual General Meetings)
Location: Ray & Toni Mahony's house, 157 The Strand, Bedford
Details: See page 7 for more details
Organiser: Ray and Toni Mahony

Cont. over

EVENTS COORDINATOR (CONT)

Horace Misko

October (cont)

Event: All Ford Day
Date: Sunday 1st October (MARC AGM day!)
Location: Steel Blue Oval, Bassendean

Event: MARC WA Nungarin Searchlight Trip
Date: Saturday night 7th October
Details: Includes the "special event" lighting of the WWII anti-aircraft searchlight. Wayne currently has 36 MARC WA and Collie VCCC members going to this event!
Organiser: Please let Wayne Millman know if you are interested ph: 0408 477 472

Event: MARC WA Hubley Racing
Date: Saturday 14th October
Time: 4pm until late
Location: Jeffree's house, Dianella
Details: BYO BBQ choice, drinks and chairs. Edith will provide salads and sweets, tea and coffee. All club members welcome (you don't have to own a racer to be part of the afternoon/evening - there are always spare cars to be allocated)
Organiser: Allan & Edith Jeffree (please RSVP)

Event: MARC WA Bay to Birdwood in South Australia
Dates: Leaving Perth/Collie 16th October, returning by 28th October - actual Bay-Birdwood Sunday 22nd October
Details: Open to pre-1993 cars, maximum number of entrants is 1700, registration to participate in the event is essential. See Bay to Birdwood website for more information. A proposed itinerary for travel to and from the event is available (contact Wayne), and contact details for accommodation options can be emailed to members who are interested in attending
Organiser: Wayne Millman (0408 477 472)

November

Event: MARC WA run & meeting
Organiser: desperately needed

December

Event: MARC WA Christmas Lunch
Date: Sunday 3rd December
Location: Mosman Park Bowling Club
Details: tba

September 2024

Event: 2024 National Meet
Date: 1 September - 8 September
Location: Maryborough, Queensland
Details: Check under the "28th Biennial Meet" heading on the Queensland club website - includes proposed itinerary, Early Bird Booking Form and accommodation options:

<https://modelafordqld.wixsite.com/website>

Organiser: Model A Ford Club of Queensland

Cont. over

EVENTS (CONT)

Monthly

Event: LBW (Leeming, Bullcreek, Willetton) Coffee Run
Date: 1st Tuesday of every month (except January)
Time: 10am
Location: RAAFA Club, Air Force Memorial Estate, 2 Bull Creek Drive, Bull Creek
Organiser: Steve Seddon (VCCC)

CALLING FOR NOMINATIONS

Nominations are called for the following positions:

- President (Dean Roberts is stepping down, Ray Mahony has been nominated)
- Vice President (Allan Jeffree is happy to accept a re-nomination if there is no-one else wanting the role)
- Secretary (Kathleen Kuenzel is stepping down, Andrae Moore has been nominated)
- Treasurer (Anne Steer is happy to continue and has been re-nominated)
- 3 Ordinary Committee Members
 - Andrae Moore will be vacating her committee position to take-up the role of Secretary
 - Horace Misko is stepping-down from his committee position
 - Darren Jeffree and Jean Misko have been nominated
 - Ian Steer has been re-nominated but is happy to withdraw if there is someone else wanting the role

Please use the form attached to the August newsletter (or from the [club website](#)) to nominate someone for any of these positions. Details of where to submit your nomination, and the deadline (**17 Sept**) are on the form.

ANNUAL GENERAL MEETING

Toni & Ray Mahony

The Annual General Meeting for MARC of WA for 2023 will be held on **Sunday, 1st October, 2023**, commencing at **1.00pm**. It will be held at the **Mahony's residence, 157 The Strand, BEDFORD**. Please feel free to park on the lawn out the front as the street gets a bit crowded sometimes.

Prior to the Meeting, the usual **sausage sizzle** will be held – commencing around **11.30am** – everything supplied to tickle your taste buds.

BRING, if you will please, some **afternoon tea** to share for later on. While we can seat a decent crowd, a **chair** might be handy, just in case we get inundated by folks – now that would be a nice turn up for the books. Tea and Coffee will be supplied, but otherwise BYO drinks.

Pray for a pleasant fine day and we will be outside; otherwise it will be sardines in the house!

COAST CRUISE FOR CLASSICS

Daniel Pinnington

To see what other treasures people had tucked away in their garage, I asked that if members had an alternate classic car available they bring that on the run - with Model A's more than welcome. The weather was spectacular and we had a decent turn-out for the start at North Coogee. Horace Misko and John Moorehead brought their old Holden's, Allan Jeffree brought his V8, John and Shirley Hall in the Tesla and Erika and I took the Jag.

The run took us along the cappuccino strip in Fremantle and up the coast to City Beach for a late morning tea. Some of the members had to depart there due to other commitments but the remainder headed inland to the Bassendean Railway Museum for lunch. The museum provided the club with an historic dining car and afterwards we went to see what the museum had on offer. An enjoyable day.



MARC SEPT ACTIVITIES IN YEARS GONE BY

10 Years Ago: Report on a long club run organised by the Paisleys from The Causeway, to the Kalamunda History Village, then back through Kings Park to the Mosman Park Men's Shed.

20 Years Ago: Report on a run by the Letches from The Causeway to Tomato Lake in Kewdale, and from there to the Farrell Grove picnic area near Mundaring.

30 Years Ago: The Gwen & Barrie Guest-organised run incorporated a tour of Alcoa's Jarrahdale mine. Keidon Ford in Victoria were having a clearance sale of Model T and Model A parts.

40 Years Ago: Run cancelled due to bad weather. Plans of various couples for their trips to the forthcoming Kiama National Meet.

MODEL A COMINGS AND GOINGS

(Non-member) Lachie Bisset sold his 1928 Panel Van (recently advertised on the Model A Restorers Club of WA Facebook page) (but not sure to whom at the time of printing).

REGALIA

Marilynn Horgan

We have plenty of stock in-hand with a range of sizes in polo shirts and jackets for all your requirements. Give me a call on 0403 434 004 or email me (marilynnhorgan@iinet.net.au) to place an order. Regalia can be posted or, if you live in the metro area, I am happy to arrange a suitable drop-off for you. Stock will also be available for purchase at the AGM on 1st October.



Polo shirts \$32.50



Jackets \$55

We now have the option of a blue Chambray shirt in both mens and womens sizes for \$55. The club logo is above the left pocket and there is an option for you to have your name embroidered above the right pocket for an extra \$5.



ERA FASHION - MEN WORKING

Melanie G. Whittington, MAFCA Website



How does the Model A man dress when he isn't a suit and tie or overall wearin' kinda guy? There are plenty of choices to give your Model A excursion an era feel. Tailored Garments by the Women's Institute of Domestic Arts and Sciences states, "Shirts for men are really of four types – the dress shirt, the negligee shirt, the outing shirt, and the work shirt." Besides the bosom on a dress shirt, the main difference between the rest is the material used to construct the shirt. A work shirt will be used rougher, laundered often, and is made to be mended to save money.

Your focus should be on the outing and work shirt. Long sleeved button up shirts made of cotton, flannel, wool, or blends of these fabrics are common. A flannel shirt in plaid or solid colours would fit in perfectly at the local general store around the checker board. A modern, long-sleeved button up dress shirt is a good start. Referencing the Fashion Guidelines, look for solid colours, striped or figured designs in harmonizing or contrasting colours. Ties were not a requirement, but don't forget you can also use bowties. One pocket, two pocket or no pocket shirts are seen in era advertisements.



If you are feeling adventurous, broadcloth short sleeved sport shirts were starting to come into existence at the end of the Model A era. Polo shirts made of knit fabric with 3 buttons also fall into this category.

Trousers can be a little more difficult if you are looking for an authentic era look. As you begin, a modern pair of trousers with or without cuffs, flat front, or a single pleat with belt loops would be appropriate. As you add to your wardrobe, look for a trouser with wide legs and a high waist. You can add suspender buttons to your trousers to enhance the look. Trousers were seen being advertised with beltloops and suspender buttons because fashion was transitioning between these styles. The most difficult to recreate is the button fly on a pair trousers. There are patterns available to make your own or see if a local tailor is willing to take the pattern and make you a pair. Zippers were a few years away from being commonly used on trousers.



Headgear for the everyday man was also diverse. Straw, sailor and boaters were worn during warmer weather with casual wear, according to the Fashion Guidelines. Boaters are still readily available in vintage shops if you can find your size. Caps are easier to find in modern men's shops and there are companies recreating them to have the correct look of the A era. A variety of patterns were used; tweed, checked, herringbone and plain. The fabric would usually be wool or linen. The Fashion Guidelines also list a variety of specialty caps including mechanics caps made of black sateen. The familiar blue striped engineer cap was also worn by mechanics. Large straw hats including those with a green celluloid

Cont. over

ERA FASHION - MEN WORKING (CONT)

Melanie G. Whittington, MAFCA Website

sun visor, or without the sun visor, are still available from garden and hardware stores.

To add to your look, a sleeveless or long-sleeved, V-neck sweater could be worn. A shawl collar long sleeve pull-over or button up sweater could be added for a cool fall drive. Plaid flannel jackets and leather or duck jackets, falling short on the waist are still available in vintage shops. Hunting and outdoor jackets made of khaki or duck are very similar to what you can find today from sporting goods stores. Red or blue cotton bandanas were popular

during our era and are easily purchased today. You could wear this around your neck or tucked into your shirt or back trouser pocket. Long underwear or union suits are in all the era magazines, usually wool, cotton or a mix. Cotton union suits in red or white are still easy to get from a variety of stores.



Lucky for you, men's era shoes have not changed much from those you can find in modern stores. Low top, high top, cap toe and plain toed shoes and boots were available. Square and round toe shoes were seen in all four years of the A era. Cowboy boots and hunting or hiking boots are also options you can look into. These shoes and boots would have been leather with leather soles, with some having rubber heels. Socks are an easier item since they may not be seen, but cotton knit or wool socks were worn with workwear. Leggings and puttees could be worn for a hunting or hiking look. These could be leather, wool or canvas and would provide warmth and protection for the lower leg.



Take a look in your closet or at your local second-hand store. You may find a suitable outfit for your next ride in the Model A. An era look does not need to include a suit or a tuxedo. You can even ditch the tie or add a bit of whimsy with a bowtie. Driving around dressed for the era will add to your enjoyment and the enjoyment of those you meet along the journey. I hope this helps you put together an easy and comfortable outfit.



TECHNICAL TIP

Horace Misko

Bush Mechanic's Brake Upgrade

The brakes on a Model A are adequate if properly adjusted and maintained correctly. I remember reading that Henry Ford wanted "metal between the pedal and the road". For him, four wheel brakes were a huge leap forward from just having rear brakes on the Model T. He wanted 60% braking on the rear and 40% on the front to, as he put it, stop the front wheels from skidding and losing steering control.

There are so many joints and pins that become worn in the braking system that trying to achieve equal braking on each wheel is difficult. The best way to achieve this is use the brake adjusting method developed by Club Legend, Steve Read.

1. Put the car up on 4 stands.
2. Adjust all 4 wheels so they are locked up.
3. Check front brake levers are 15 degrees forward, brake cross shaft is vertical, adjust the brake rods lengths until they are a "thumb push fit" in the clevis.
4. Back off all 4 brake adjusters one or two clicks.
5. Road test and adjust if necessary if pulling to one side.

This method works well because it compensates for all the wear in all the components.

The AR Model had the 3 piece brake shaft to apply even pressure to both sides. That got me thinking about how I could achieve even braking pressure on the front wheels without locking them up into a skid. The rear brakes on a Model A are self energising during braking. A modern addition of brake floaters to the front makes sure there is even pressure on the shoes. To get even pressure on the brake rods for the front, I made two compressed spring devices (see photos) that can be adjusted to allow the brake rod to "stretch" by compressing an enclosed heavy spring (3-4mm only). This ensures that even pressure is applied to both of the front brake levers. I have tested these on my "near concours 1928 Ute" over the last couple of years and am still pleased with the improvement to its braking.

Materials: 1" pipe and 1" cap from the big green shed, scrap steel turned and threaded on the lathe and most importantly a Model A valve spring inside each. The threaded end of the short brake rod and locknut is used to adjust the travel of the spring to only 3-4mm.

The engineering is rustic, it's not pretty, but it works!



STIPE MODEL A OHV CONVERSION

Bill Stipe Jr. Plymouth, WI (via Ray Major)

My dad gave me a 1930 Tudor Model A when I was in 9th grade. By the time I was a senior at high school, I fixed it up and was driving it all over the place. My friends kept telling me to put a V8 in it and throw the four cylinders away, but my dad always told me not to butcher-up that car.

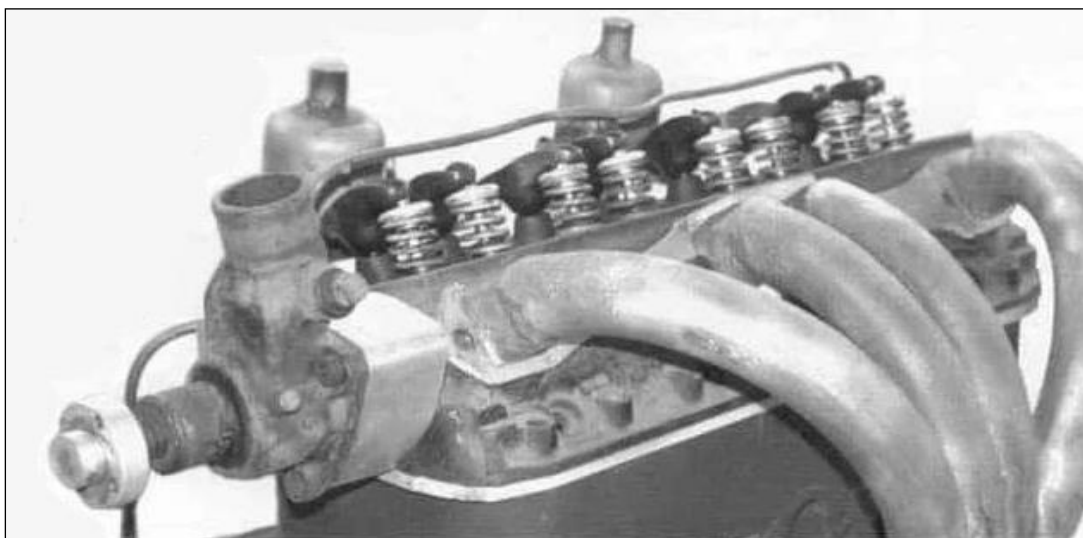
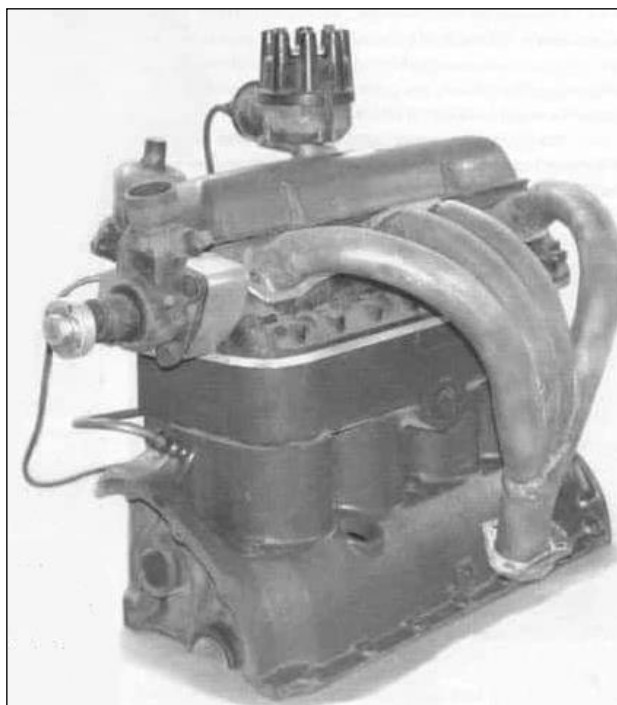
I had a book, "Model A Ford Construction, Operation and Repair for the Restorer", by Victor W. Page. In the back, were articles and pictures of speed products like HAL overheads, George Riley Co., R&R Mfg., Rucksteil, Miller and Amber Super Valve in Head.

I wanted one of these so bad that I started to dream about how I could make one of my own. After starting my tool and die apprenticeship in 1970, the year I graduated, I bought a Bridgeport Milling Machine in 1971, and started to make my overhead valve conversion for my Model A Ford.

I started with a 327 Chevrolet cylinder head. It was the closest head I could find that lined-up with the Ford cylinders....if the chambers were spread 1" apart in the centre of the head.

The first thing I had to do was saw the cylinder head in two pieces through the exhaust gas heat riser port and weld this port shut. My dad made a reciprocating hack saw using an old furnace stoker gearbox and other junk he had lying around. It was very handy.

I then fabricated a 1" wide and 1 1/4" thick steel band to join them back together. This would line-up the head combustion chambers with the Model A cylinders. Also, a tube was added for the distributor mount (I used a Maytag washing machine agitator tube from dad's junk pile behind the barn). The head was then welded back together using nickel alloy rod.



Ed's Note: Bill went on to start his own machine shop Specialty Motor Cams (<http://www.stipemachine.com/>), reviewed at Ford Garage (<https://www.fordgarage.com/pages/stipemachine.htm>).

BOOK REVIEW: FORDLANDIA

Jack Wilson, The Quail, April 2023

The rise and fall of Henry Ford's forgotten jungle city, by Greg Grandin. Published by Picador and Icon Books (various formats) ISBN 9780312429621 first published 2010

Henry Ford thought he knew everything; he was always right, others were wrong. Want to stop the Great War? Easy, charter a shipful of peace activists to Europe. Want people to enjoy simple pleasures? Easy, teach them square dancing. Want to eliminate cows? Easy, just grow soya beans. Want to stop organised protest marchers? Easy, permit Harry Bennet to machine-gun them.

Ah, but go back to 1927 and what if one wants to break the commercial hold that South East Asia had on rubber production at that time? The Ford answer was obvious; buy an enormous tract of Amazonian jungle and introduce Ford methodology, standards and mores. Which is exactly what Ford did. With the connivance of the Brazilian government, Ford bought a 5000 square mile tract of the Amazon jungle. But like many of his schemes it went way off course.

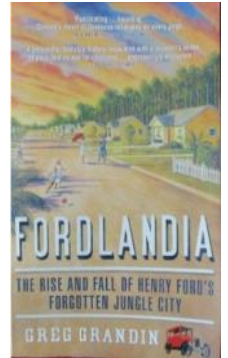
Henry Ford believed he was striding towards a new world-wide dawn, in which industry and agriculture would be integrated. Surely, what could be achieved in Dearborn and the USA could be achieved anywhere else on the planet?

In 1927 rubber was needed; there had been an upsurge in demand for rubber after the First World War. With fatal uninformed enthusiasm, Ford's advisers pointed him towards Brazil, the origin of the rubber tree, which was obviously the best place to grow it, or so they thought. In fact rubber's success in South East Asia was largely due to the absence of natural pests, something it had in abundance back in its native lands. One element significantly lacking in Ford's first steps into the jungle was science. No agronomists or botanists were consulted – such was the hubris and power of the Ford Motor Company that none were deemed necessary. Ford developed a town for 5000 people in the heart of the Amazon, (naming it Fordlandia of course!) But little local knowledge was taken to heart by Ford: houses built to suit Detroit families were shipped out. Ford reckoned that what was right for Michigan was right for everywhere, and Ford wished to export set American standards. In Brazil, a country he never visited, he wanted the idealised regimented dream for families, housing, silviculture and factories too. His decision to make the staff eat the food he considered appropriate in a plantation canteen, led to a serious riot in 1930 which devastated the settlement. Undaunted the Ford teams were still inspired, and continued with renewed zeal, planting vast areas with rubber trees, laying roads, constructing neat little rows of houses. All the entertainment was Ford-approved: a golf course was built, a competition for "Best Home Garden" inaugurated, the dance hall was encouraged to hold traditional American dances - and even a manual of dancefloor etiquette was distributed.

Amid all this carefully choreographed social engineering, the business of rubber was almost forgotten at times; Fordlandia had become a mission, and an expensive one. The reason for the economic failure was simple - caterpillars, fungi and insects. These pests were normally held in check by the natural distribution of rubber trees which in their natural state were isolated miles apart. However, in the closely packed Ford plantations, tree disease and tree blight spread rapidly.

The plantations suffered devastating crop failure, the Ford supervisors from USA suffered devastating tropical diseases, the indigenous population suffered devastating Ford regimentation. It all went horribly wrong and in 1945 it was decided to abandon Fordlandia; overnight its American residents packed their bags and departed, leaving the locals to fend for themselves.

This is a fine book, a merciless exposé of misplaced idealism and Henry Ford's arrogance.





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