

# Model "A" News

Magazine of the  
Model A Restorers' Club Australia Inc  
Founded 1969

October to December 2018

*90<sup>th</sup> Year of the Model A Ford*



*As It Was:*

## IN THE FORD DEALER'S SHOWROOM IN 1928

*This wonderful, clear photograph depicts the Cowra, NSW Ford dealership, Cowra Motor Garage, at the introduction of the 1928 Model A Ford. You will note that in the lower left corner of the windscreen of every car in the showroom, there is a sign. The words are 'The New Car'. More on this dealership inside this issue.*

# *Model A Restorers Club (Australia) Inc*

The Model A Restorers Club (Australia) Inc was founded in 1969 in Canberra. The club hosted four National Meets in 1972, 1975, 1978 and 1998. MARC(A) Inc., was the first dedicated club formed in the modern era to cater exclusively for Model A Ford cars and their owners. The New South Wales club was the next to be formed. MARC(A) grew to cater for owners of Model A Fords in all other states of Australia, with a sprinkling of members from New Zealand. At its peak, MARC(A) Inc. had a membership of just short of 300. In the 1980s, Model A Ford clubs spawned from this club were founded in Victoria, Queensland, South Australia, and Western Australia.

Members possess a wide variety of Model A Fords including examples of Phaeton, Roadster, Sedan Delivery, Sports Coupe, Victoria etc. Australian-delivery Model A Fords are of Canadian origin with assembly of many body styles having been undertaken in Australia.

*Model A News* is the journal of the Model A Restorers Club (Australia) Inc. The Editor welcomes all contributions of articles, anecdotes, period and current photos and associated memorabilia for publication.

Advertisements from club members related to cars or parts wanted or for sale are published free of charge.

Advertisements from club members related to cars (or incomplete cars) for sale must contain either the registration number, the VIN number or the engine number together with the price asked. Unless such detail is included, advertisements will not be accepted for publication.

Views expressed in *Model A News* are those of the authors and not necessarily those of the Model A Restorers Club (Australia) Inc. No responsibility is either given or implied as to the accuracy of technical information published in this newsletter.

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## *Elected Office Bearers 2017-18*

|                                 |                                |
|---------------------------------|--------------------------------|
| President                       | Bill Hopkins – (02) 6297 4612  |
| Vice-President                  | Ian Irwin – 0413 582 687       |
| Secretary                       | Jean McDonald – (02) 6254 3248 |
| Treasurer                       | Bob McDonald – (02) 6254 3248  |
| Editor                          | Ian Irwin – 0413 582 687       |
| Public Officer                  | Rob Scott – (02) 6254 5144     |
| Registrar &<br>Council Delegate | Bob McDonald – (02) 6254 3248  |

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## *Life Members*

In chronological order:

Ian Irwin O.A.M (A.C.T., Founder)  
Michael Livingston (N.S.W., deceased)  
Kevin Churchill (VIC)  
Neil Phillips (S.A)  
Allen Stafford (A.C.T.)  
Jean McDonald (A.C.T.)  
Bob McDonald (A.C.T.)

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## *Concessional Registration*

Club vehicles can be concessionally registered in the ACT (or in the case of NSW members, in that state), for restricted use. Details of all aspects of Model A concessional registration requirements are obtainable from the Club Registrar, Bob McDonald on (02) 6254 3248 or [robjean5@bigpond.com](mailto:robjean5@bigpond.com)

MARC (Australia) Inc is also able to approve other appropriate veteran or vintage vehicles owned by its club members or concessional registration.

## *From the President*

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Greetings to all! My thanks to all members who attended the recent meeting and AGM. We had a most pleasant day. Also my thanks to all members who have hosted a meeting, a visit, written an article, sent photos, organised an event, or otherwise contributed to the operations of the club in some way in the year 2018.

The run to Murrumbateman was well attended, and enjoyed by all.

It looks like the Wagga June Queen's Birthday Weekend Rally was also enjoyable, and thanks to Allen for the interesting spread of photos.

Don't forget our Xmas run to Boorowa on 25<sup>th</sup> November. It's always a good run, and a good time for us to get together with members from further afield.

As this festive season approaches we send Doug & Ruth Foster our very best wishes and regards, and hope all is going well for them both.

The committee and I wish all members and families a Very Joyous Christmas and a Happy & Healthy New Year. Regards, Bill.

## *From the Editor*

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Apology:

This issue of Model A News, the last for the year 2018, is regrettably late. For this I sincerely apologise. It was well advanced by end November, and contained Xmas Greetings, but unfortunately I succumbed in early December to a serious bout of pneumonia, as a result of which found me in hospital. You may already be aware of this, for I advised the committee as soon as I could.

The fragility of our existence became very apparent. Somehow, I acquired what is known as 'community acquired' pneumonia, which anyone can unwittingly acquire from hand rails, a door knob or even a coin in circulation. As simple as that. But the effects were far reaching, causing body temperatures to range wildly and up to 41 degrees. Thankfully, with good care, I was home again after a week in hospital, but I am advised that while the worst is now over, the recuperation could take six months or more.

Thanks to the members of the Committee, who, to a person, have lined up for another year in their respective roles.

In this issue we have had most welcome contributions from quite a few of our members. Thank you to Allen Stafford, Bob & Jean McDonald, Tom Bryant, Ian Whittle and Steve Edwards for the written materials and photographs submitted. Nothing pleases an editor more than materials sent in by members. Magazines with their reports and photos are the glue that holds a club together.

I have often wondered how many Model A Fords are still in the hands of families to which they were originally delivered. Tony Goninan has told me that his 1928 Phaeton has been in the family since new. Are there others out there in our Club, or in the wider Model A Land? And while thinking along these lines, is there a Model A Ford owner out there somewhere who has personally owned a particular

Model A Ford for more than say 50 years? Why not drop us a line, hopefully with photos, and tell us. We will print all responses. Emails please, to [eleanor.11@bigpond.com](mailto:eleanor.11@bigpond.com) Also feel free to tell us about obscure Australian Model A stories, especially re old family cars, Model As that were part of your childhood, anecdotes or what you will.

Cheers, Ian



*The year 2019 marks the 50<sup>th</sup> Anniversary of the Model A Restorers' Club (Australia) Inc. The Founder Club of the Australian Model A Ford Movement*

*We are planning a re-enactment of the Club's first official club run when our five mobile Model As participated*

*There will be a 50<sup>th</sup> Anniversary Lunch occasion to which Founder and early members, local and interstate will be invited.*

*We are preparing a 50<sup>th</sup> Anniversary Commemorative Badge*

*The Committee welcomes further suggestions.*



## *Letter to the Editor.*

Hi Ian,

I found the article on Model A [Hassler] shock absorbers most interesting. The ones I have don't work with a fabric strap and spring, but with a friction disc that is made of hardwood. I had some more of these years ago but foolishly got rid of them. There are two slightly different methods of manufacture among mine. One is made in two pieces welded together, the others a one-piece forging. Unfortunately, the aluminium plate is missing off mine. They corroded and fell off.



Image 1.

I found this image of original  
Model A Hasslers on the web.

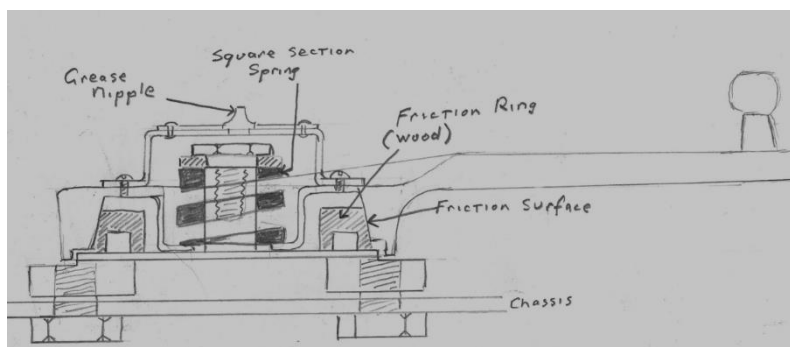


Image 2. This is a cross-section  
of the Model A Hassler drawn by  
Tom Bryant.



Image 3.

This shows the stiff square section spring that puts  
load onto the wooden friction disc.

Not Adjustable.



Image 4.

The Hassler shock absorber dismantled, showing the various parts that make up the unit.

Note the cover attaches with four screws.



Image 5.

The cover fitted with four screws.



Image 6.

The two-piece construction Hassler welded together. Cover missing, attaches with three screws.



Image 7.

**Upper:** The one- piece construction Model A Ford Hassler.

**Lower:** The two-piece construction Model A Ford Hassler.

Best regards, Tom Bryant.

*[Tom, Many thanks for this interesting illustrated walk through the construction of these Hassler Model A Ford shock absorbers. There was that factory recall / replacement in the early months after the car was released, so I wonder how many owners of the earliest AR cars still run their cars with these now quite rare shocks, that were leftovers from the late Model T era in Australia. Ed.]*

## *90 Years Ago: The Model A in Australia*

**Background:** Here we have been looking at the happenings within the Ford network in the era of the original Model A Ford. The basis for this, is a surviving full set of monthly reports sent from Queensland's State Manager of the Ford Motor Co, to the Managing Director in Victoria. This is the only set that has survived, but we can assume the issues dealt with in the monthly reports bear many similarities to what was being experienced in the other States. Ed.]

In the monthly report of October, 1928, there were two reports that had not arrived in time for the September report. Both of these are quite interesting:

**'On September 12 at Roma,** Western Queensland's Sports Program included two motor events, one being a "Figure 8 Race", and the other an Acceleration Test. Our dealers at Roma entered a New Ford Phaeton in both these events, and were successful in winning both. In the Acceleration Test, the New Ford Phaeton was driven by three different drivers, against a competitive field of new cars which included Studebaker, Dodge 6, Chrysler, Nash, Whippet, Chevrolet and Buick, and was successful in gaining the first, second and third places.

*The*  
**NEW CAR**

*You will like its  
Fine Appearance  
and marvel at  
its Performance*

*The New Phaeton*

ON first inspection the New Car wins your instant approval. Its graceful body lines and rich, lustrous finish proclaim a quality car in every detail. ¶ But more important than all externals are its remarkable road qualities. Low-hung weight; positive irreversible steering; smooth clutch action; instant acceleration; a silent, fully-balanced motor—these give performance to a degree hitherto unknown in the field of lightweight cars. ¶ And comfort! Fully to appreciate this you must ride in the car, drive it yourself. Four shock absorbers cushion every road shock. Deep, springy cushions, ample leg room, accessibility of controls—these features emphasise the fact that nothing which would tend to make this New Car truly a quality car has been omitted. ¶ Your nearest Ford Dealer will demonstrate this New Car without the slightest obligation.

Models are now on display at Dealers' Showrooms.

**Ford**

FORD MOTOR CO. OF AUSTRALIA PTY. LTD., BRANCHES IN ALL STATES

**Left:** Throughout 1928, from late April and early May, The Ford Motor Company of Australia Ltd, conducted an aggressive, coordinated national promotion for the New Car. While most body styles were afforded independent advertisements in the coming months, like this one, it seems that some were a shade out of step with the Company's ability to deliver the goods. But the program started with the 1928 Phaeton in early August and continued into 1929.

For instance, the Sport Coupe was given a neat advertisement, that featured in all the major capital city daily press, but the cars did not arrive on the market to coincide. Another case was the placement of advertisements for the five-window Coupe which the Company did not ever market within Australia.

'In the "Figure 8 Race" where a course was placed in the form of a figure eight, competitors had to drive through markers without knocking them over. The car doing the fastest time being the winner. There were ten competitors, including the same cars as above, and also including a Bugatti. Here again, the Ford came in first.'

OK, there is some degree of driver skill in each of those events, but the Mt Gravatt Hillclimb conducted **on October 20**, in Brisbane yielded most impressive performances by the Model A Fords. "The East Brisbane Automobile Club, which is a local club affiliated with the Royal Automobile Club of Queensland held a Hillclimb Test of Mt Gravatt. This course, known here as spectacular and tough climb of half a mile, is used frequently for similar tests. For the first time, our dealers entered New Ford Cars, and you will be pleased to know that in the Restricted Class, they were placed 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup>.

'On the same day, a Fuel Consumption Test was conducted at Toowoomba. Falconer Motors entered a New Ford Tudor Sedan and a New Ford Phaeton. In the Trade Class, Ford came 1<sup>st</sup> and 2<sup>nd</sup> on Formula and in actual mileage to the gallon, they came in the same order – 1<sup>st</sup> and 2<sup>nd</sup> with a consumption of 50.8 and 48.5 miles per gallon respectively. We have written to Mt Falconer congratulating him on this performance.'

The Ford Motor Company in Australia, as similar Ford operations elsewhere, were at the forefront of promoting the **New Ford** to women in the community. On Friday 19 October, the Company had arranged a visit by the women delegates to Country Womens' Association in Brisbane.' The two Brisbane dealers put a 'very imposing procession of New Ford Cars for the occasion.'

**'DELIVERIES** [C.K.D from Canada. Ed.] last month were affected considerably by the shipping strike. Total deliveries made (to the Qld HQ) were 150 "A" Models only, comprising Phaetons, 105, Sport Coupes, 5, Tudors 10, and Commercial Chassis 29.'

**BODIES CONSIGNED BY RAIL.** During the month we received 60 Phaeton Bodies, and 24 Light Delivery bodies.

We have already written to Mr Lee and told him that it has taken on an average between two and three weeks for the bodies to arrive by rail. It was very unfortunate that with the first lot of Light Deliveries, viz, 3 Well-Type and 9 Standard bodies from Egans, the trim material was not forwarded, as this delayed delivery of completed jobs which were urgently required. '

[**Comment:** From other information, we know that the bodies referred to here, were unassembled. From that paragraph, we detect an emerging sense of frustration regarding quality control. and in future reports you will read of serious delays in the assembly plants (and thus also, dealerships) being unable to deliver finished cars. **Ed.**]

**In November**, the Queensland Branch Manager travelled 3,246 miles in his Model A, and recorded a fuel consumption of 24.5 miles per gallon. Oil consumption averaged 912 miles per gallon. He had ventured into far western Queensland visiting dealerships, as well as closer dealerships in southern Queensland and northern NSW, including Byron Bay, Lismore, Ballina, Murwillumbah, Casino and Kyogle.

The Brisbane Plant had provided vehicles to far northern NSW, as the proximity of the towns mentioned above to Brisbane, was far closer to the Brisbane operations than many remote Queensland towns, and also to that of the Sydney Assembly plant.

The November Report includes a hint. Mention is made the G.M. Brisbane Office have been gifted free passage for a trip to America to inspect the operations of G.M. plants there. This hint was followed

by: 'Thought this information would be of interest to you.' [Not surprisingly, the hint passed without apparent comment. Ed. ]

**'NOVEMBER SALES.** Deliveries for the month [ex Canada] totalled 272, of which 269 were cars and 4 truck Chassis. Of the A Models, we delivered [to dealerships] 182 Phaetons, 21 Tudor Sedans, 7 Sport Coupes, 36 Well-Type Light Deliveries, 9 Standard Deliveries and 13 Commercial Chassis.

**'STANDARD ROADSTERS.** We have regular enquiries for the Standard Roadster, and notwithstanding the fact that we have advised all Dealers at various times that we will not be in production of this model until the beginning of the new year, we now have 66 undelivered orders. We would appreciate any official you can give us as to when we are likely to have this model ready for delivery.'

**LIGHT DELIVERIES.** With reference to this model, we note than, from latest advices, Egans Body Works will still be supplying us with bodies, so we will do nothing at the present time with any body builders in Brisbane, beyond getting a quote for building similar bodies.'

[**Comment: Egans Body Works** was a Geelong firm that was founded in 1916. When the Ford Motor Company of Australia created its Victorian assembly plant in Geelong, Egans Body Works Ltd were contracted to build commercial bodies for Ford. By the end of 1930, when the effects of the Great Depression impinged upon sales, the company was forced to ceased production. The firm had constructed some 8,000 motor bodies, many of which were for the Ford Motor Company, both Model T Fords, and Model A Fords. The report from the Queensland Branch Manager to the Managing Director, for the month of November 1928, revealed a link that hitherto had not been known to the writer. Ed.]

**CLOSED MODELS.** Advice received from Home Office [i.e. Geelong HQ,] during August was to the effect that you had ordered for us 10 Fordors for early Delivery, five of which were included in September specifications [which may be read as scheduled deliveries. Ed.], together with 10 Sport Coupes. Latest advice is to the effect that 5 Sport Coupes and no Fordors are arriving by the "Sheaf Mead" [British steam merchant ship, from Canada. Tudor Sedans, Fordor Sedans and Sport Coupes were fully imported cars. Ed.]

**FRONT HINGE PILLARS.** The Qld Branch Manager reported that 'we have had quite a number of complaints about cracks on the top of the front hinge pillars where the windscreen standards are fitted, and sought comment from the Head Office.

**From the December 1928 Report,** we learn that the numbers of deliveries from Canada had risen relative to the November numbers. It was the largest number of deliveries in any month to date. A total of 250 vehicles had arrived, made up of 167 Phaetons, 4 Sport Coupes, 19 Tudor Sedans, 36 Well-sided Deliveries, 1 Van, 14 Commercial chassis, 5 Passenger chassis, and 3 Fordor Sedans. And one (1) AA Truck Chassis. While there was a greater diversification in models delivered, the much needed Sport Coupes and Fordor Sedans had not yet been appropriately addressed. There was no mention of stock sold to dealers in the month of December.

Under State legislation, the plant was required to close over the Xmas New Year period. Workers were entitled to 15½ days leave, and the plant was shut from 21 December to 6 January.

With minimal detail on in-house affairs to be related, attention turned to that of competitor's businesses. The activities gleaned from various sources enabled comment on Rugby and Bean cars, and their franchisees, as well as Oldsmobile, La Salle, Hupmobile and Morris cars. And the accountant announced to all staff, that they would receive an increase in their pay from 1 January, 1929.

While the Ford Motor Company's passenger car advertisements for **The New Car** in 1928 featured Phaetons, Tudor Sedans, Roadsters, and the Sport Coupe, it would appear that the advertising Department were ahead of the game. There is no explanation given for the non-arrival of the Fordor Sedans into Queensland until December 1928 (and then only 3 delivered), but it could perhaps be explained by domestic Canadian demand for closed cars for sales to meet the anticipated demand in the northern winter of 1928.

In the next edition of **Model A News**, we will again look back 90 years, at the first quarter of the year 1929, and take a look at more information gleaned from these telling Queensland reports.

Summarised by Ian Irwin.

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## *The Run to Murrumbateman*

Some candid shots with thanks to Steve Edwards





Paul Cuneen works his magic skills as chef



It is looking a bit like winter's coming as the participants on the Murrumbateman run enjoy their lunch and warm coffee at the home of Steve and Jenny Edwards. Left to right. Geoff Nicholas and Lyn Nicholas, Jean and Bob McDonald, Sophia Notaras, Rob Scott and Fay Cuneen.



**Left:** Steve and Jenny's lovely 1928 Sports Coupe.



**Above:** The Model As that participated on the Murrumbateman Run were from left to right: The Edwards' 1929 Sports Coupe, the Whittle's 1929 Tudor Sedan, the McDonald's 1929 DeLuxe Delivery and the Cuneen's 1928 Phaeton. No duplication of body styles on this run!

[Thanks for the photos Steve. Ed.]

## *Did you know?*

There were numerous forms of Ford Motor Company media advertisements throughout the Model A era. Most of those in the daily press, but not all, had an alpha-numero code in the extreme lower right corner. Usually of 2 letters and 1, 2 or 3 numbers. Those that were distributed in all major national daily papers from the time of the launch in May 1928, had the code prefix **NC** for New Car. Those that carried the code letters **FD**, were “shells” for Ford Dealerships and had a blank space provided for Dealerships to use in their local media, and add the name of the firm, address etc. The Light Delivery advertisements carried the prefix code **LD**. Some AA Truck advertisements were issued with the NC prefix, while some had no code. Tractors sometimes carried the FD code.

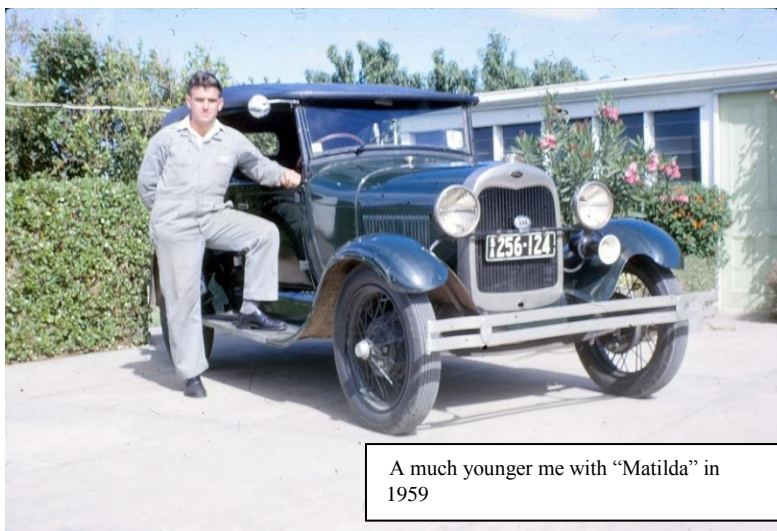
In all of these series, the numbers were consecutive so an undated advertisement can usually be placed in the sequence of time. The NC prefixed codes run to NC58 and perhaps beyond.

There are no known colour advertisements, nor colour charts of, nor any details of the actual colours used on the New Car in 1928. The first colour advertisements appeared early in 1929, but none have been found to date in the daily press. Colour advertisements were more expensive, and usually appeared in monthly motor magazines, trade journals, and some society journals. We will begin to see some of these in Model A News in coming months in Model A News.

## *Members Stories. Part 1. Our 1928 Model A Ford Phaeton*

### **Bob and Jean McDonald**

I guess I should first explain the circumstances surrounding the acquisition of this vehicle which I have owned since June 1959. My maternal grandfather and his business partner ran a fairly large service station/repair workshop called Meegan Motors at Glanville near Port Adelaide. I worked there as a youth during weekends and school holidays selling petrol and helping in the



A much younger me with “Matilda” in 1959

workshop and lube bay. The business vehicles were a 1940 Ford V8 Deluxe Sedan and a 1930 DA Dodge buckboard which my grandfather and his business partner shared for personal use after hours. In 1959 my grandfather’s business partner won an FC Holden station wagon in a raffle, and the 1940 Ford V8 was up for sale at 246 pounds. I really wanted this car, but at a few months under 16 years of age

(yes that’s right I am 75 years old) the price was beyond my reach. The legal driving age in South Australia at that time was 16 years of age. So in June 1959 I saw an ad in the “Advertiser” for what was listed as a 1930 Model A Ford at Monarch Motors on the Port Road at Hindmarsh. The price was 85 pounds. The rest, as they say, is history. As it turned out, the Model A was

1928, not 1930, but at the time I didn't know the difference. I now wish that I had then traced the vehicle's history through the registration authorities, as I often wonder whether it could have been first registered in 1930, having sat around in a dealership for a couple of years. After all, it was the period of the Great Depression. Incidentally, a bit of trivia, but the actual purchase day was the same date as my wife Jean's birthday, although it was to be 6 years before I met her!

I was now the proud owner of a green Model A Ford Tourer. We christened the car "Matilda" In a few months' time I gained my driver's licence, and the Model A was pressed into daily use. It needed a bit of work doing to it, and I can remember having the front seat re-upholstered for 10 pounds, and a new hood fitted for 25 pounds. Engine work that I can remember having done was checking and adjusting bearing clearances, expanding pistons, grinding valves, fitting a new camshaft timing gear. I also fitted new bearings and cluster gear shaft to the gearbox, but was unable to replace the cluster gear which had a very worn and pitted second gear that kicked up



one heck of a racket. In the 1960's, parts for the Model A were not as readily available as they are today. I will always remember going to Eclipse Motors, a major Adelaide Ford Dealership to get the camshaft timing gear. The spares salesman held out little hope of having any, let alone one with .003" oversize teeth which was listed in the Ford Parts Catalogue. Imagine his surprise and my delight when he returned to the counter with one. I don't think he

or I could believe my luck!! That new old stock gear is still fitted to the engine. Other work such as brake relining and renewal of king pin bushes was also carried out. The speedo was showing about 99,000 miles when purchased, but the inner cable was broken, so who knows what the true mileage was?

The car was used until the end of 1966 when I finished university and moved to a job with the Department of Navy in Sydney. From then until Easter 1982 it sat in my parents' garage in Adelaide. My father used to start it up occasionally until the battery went flat, after which he used to pour some Redex into the bores and hand crank the engine over. More of this later! I even used to receive audio tapes from my father recording the sound of the engine during test runs. From 1966 to 1982 I was preoccupied in developing a career (including several posting moves) and raising a family, with little time available for



indulging in a vintage car. But with the death of my mother, and health problems for my father, it was time to clear out the family home, so at Easter 1982, a friend and I set off from Canberra with a car trailer to collect “Matilda” and bring her to Canberra. This mission successfully completed, I set about re-commissioning her. This involved removing the cylinder head to free a couple of stuck engine valves and fitting a new water pump kit. It was at this time that I discovered the Model A Restorers Club(Aust) (MARC(Aust)) and joined up. They were able to help me source some parts. The engine started on about the second crank after all those years of idleness, but you will remember my reference to the Redex earlier. Well, all those years of my father religiously pouring this elixir into the cylinders followed by hand cranking had deposited Redex in the inlet and exhaust manifolds and exhaust system. Can you imagine the smoke screen that followed once the engine fired up – it almost obliterated the Canberra suburb of Weetangera!! Anyway, from 1982 until 1996 the car was used locally, and participated in the 1988 Castrol Rally Model A Ford Marque run to Gunning hosted by MARC(Aust). By 1996, I found that I had a little more time available, and decided to do a complete body off restoration on the car, as everything was getting a little tired.

I removed the body from the chassis and placed it on a truncated chassis on castor wheels owned by MARC(Aust). As my forte is not body work or painting, I transported the body to Sydney where it was restored and sprayed by a person well experienced in Model A's and early Ford V8's. I had seen examples of his work done for members of the NSW Model A Ford Club. I was well pleased with the final result. Whilst he was working with the body, I set about a complete rebuild of the chassis and running gear. The motor was rebored, crankshaft ground, main and conrod bearings repoured and line-bored. New pistons were fitted. Valve seat inserts were fitted, along with a Model B camshaft to give better performance. A set of new old stock gears, except for the reverse idler was fitted the gearbox. At last I did not have to put up with the horrible grinding noise of that worn cluster gear! Everything was examined and refurbished as necessary. I guess that a big advantage in restoring a Model A is the ready availability of second-hand and new reproduction parts – although one has to be wary of some of the reproduction parts which can only be described as rubbish.

Having completed the running gear in time, the body was retrieved from Sydney and with the help of a few MARC(Aust) members it was easily transferred from the club chassis to the refurbished chassis. Only minor adjustment to one body bolt hole had to be made in the process of bolting the main body section to the chassis. This was followed by the running boards, mudguards and bonnet. No major problems were encountered on setting everything to work and during the test drive.



Body on running gear

The next step was the upholstery. For this the car was taken back to Sydney where the seats and door linings were reupholstered in black leather. And a new vinyl hood was fitted. The restoration was completed in late 1998, and its first official outing was for the wedding of a MARC(Aust) club member in November 1998.

Since then the car proven to be very reliable and has attended numerous outings in and around Canberra, with MARC(Aust) and VVCCA, including a run to Wagga for their annual June long weekend rally. I must admit to one major modification carried out a few years ago with the installation of a Mitchell synchromesh gearbox having 15% higher first and second gear ratios, making downshifts on hills a much easier operation involving very little loss of momentum. I have owned this car for 59 years now, and it is like a member of the family. Little did I realise what was in store on that fateful day in June 1959 at Monarch Motors.



[Thanks for this interesting report, Bob. In a later issue, we will feature Bob & Jean's article on their 1929 Model A Ford DeLuxe Delivery. It's a rather uncommon sight on the Australian Model A Ford landscape. Ed.]

## *Cowra Motor Garage.*



Our cover photo for this edition of Model A News, is of the only showroom photo known to the editor, of an Australian Ford Dealership at the time of the introduction of the Model A Ford in 1928. It's a truly evocative photo capturing the decorative building, the panelled ceiling, and the period style windows that provided the best in air conditioning of the era.

The writer spent some time in Cowra recently trying to locate the premises or the site of this business. It was hoped the building may have survived intact. Unfortunately, this was not to be the case. The Cowra Motor Garage was founded in 1910, and by the 1920s the firm had become Ford dealers. The business was located in Kendal Street, the main street of Cowra. The original construction was typical of the period, and with time, and growing success in sales of Ford cars, the premises were replaced by a larger business spread over quite some distance.



*Cowra Motor Garage Co. was established in 1910.*

In the adjacent photograph, we see the premises in the 1920s, with a post-War Model T on the left and a c1924 Dodge on the right.

The Model A Ford era was one of the most successful periods in the business and the successes continued into the early Ford V8 years.



This photo shows the façade of the enlarged Cowra Motor Garage premises in the early 1950s. Bowers provided three different brands of petrol. A couple of early Holdens are visible in this photo.

But sadly progress and increasing land values on Kendal Street, [Mid-Western Highway] Cowra's main road, as in many other locations, appear to have forced the Cowra Motor Garage to relocate.

Most of the buildings visible in this last photograph have been demolished. The site is now occupied along the frontage with a number of smaller shops and the current Ford dealership has moved to larger new modern premises on Young Road, [The Olympic Highway], Cowra.

*Some 1928 Model A Memories in period photos.*

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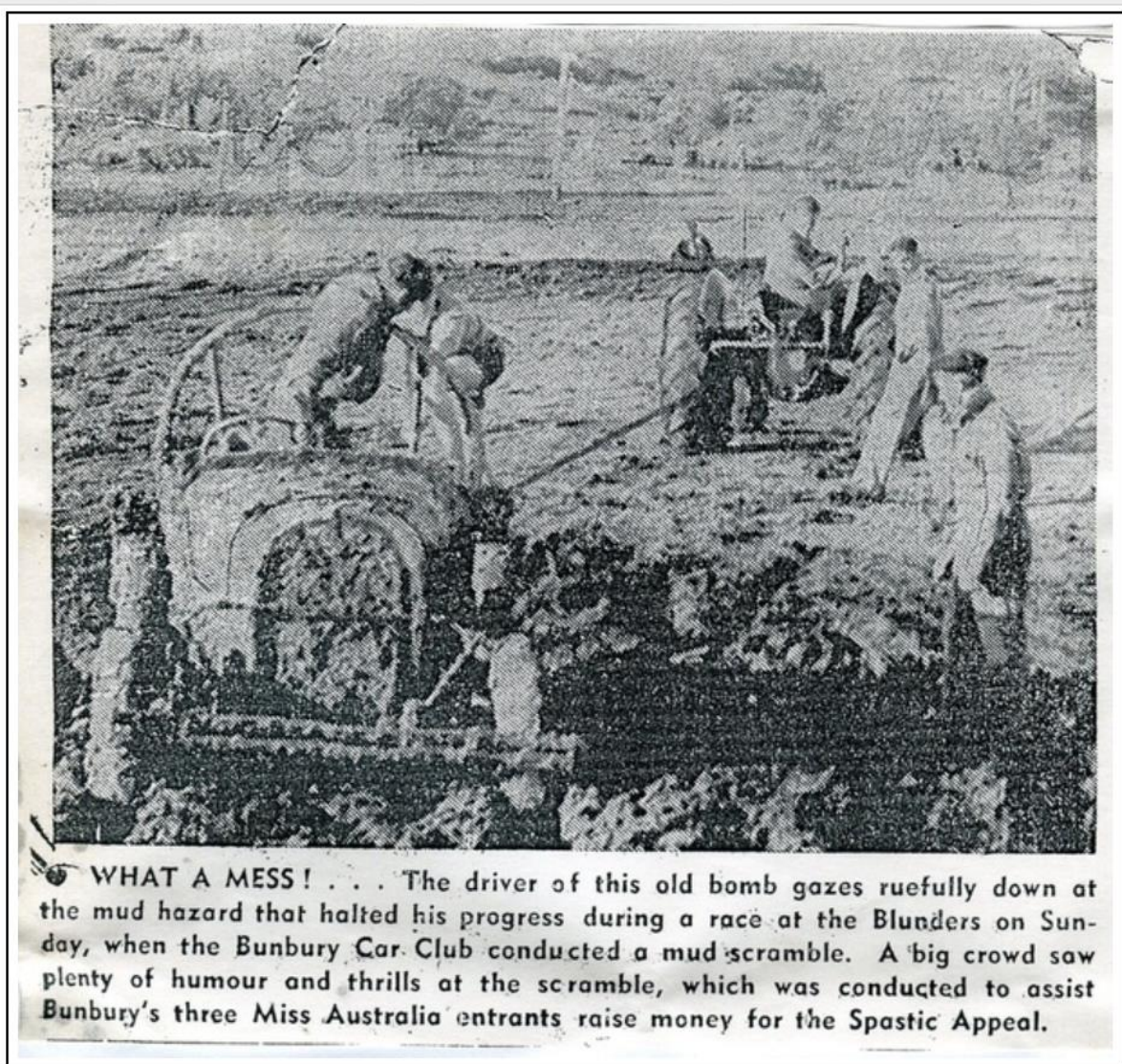


Loading the 1928 ute to go to the railway. Oberon, 1943

And unloading again at the Station.

Note the Black on White commercial vehicle (L / Lorry) registration plate L.50.708 as used on vehicles used by businesses.

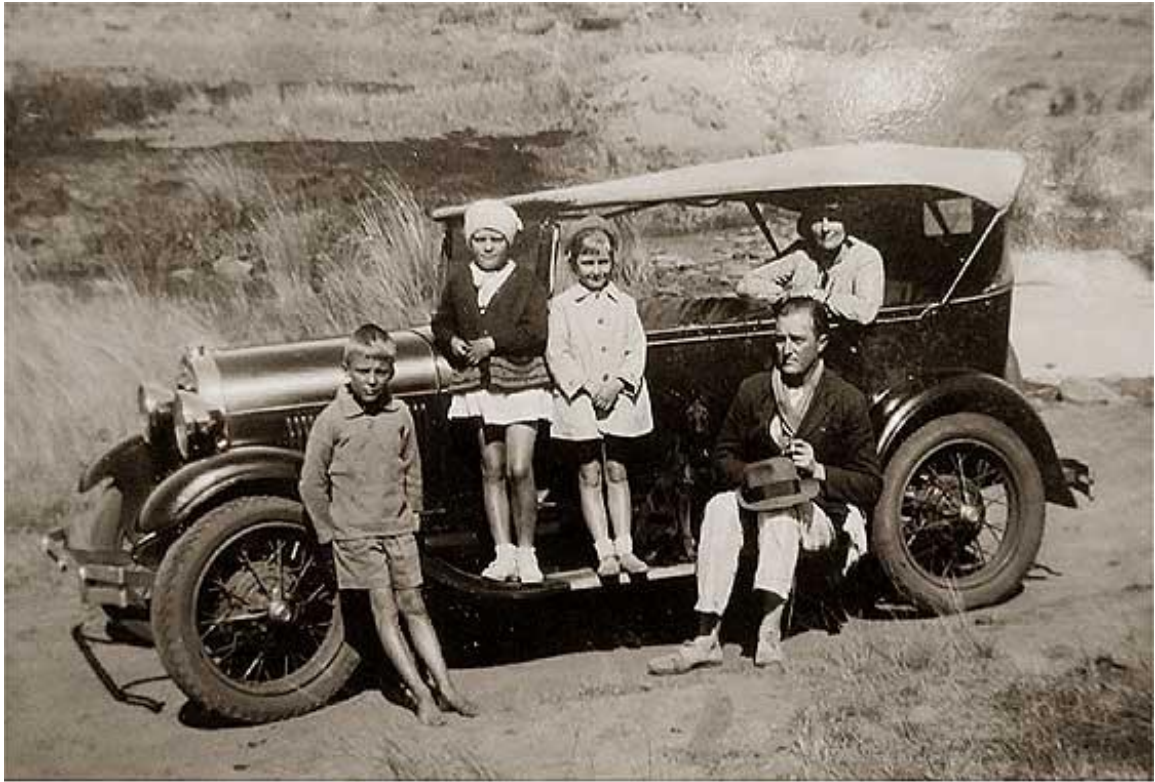




A late 1940s or early 1950s mud-scramble event with 1928 'old bombs' in Bunbury W.A.



Reverend Halford, later Bishop of Brisbane with his 1928 Model A Ford Roadster



A delightful pair of photos with three generations of a family with their 1928 Model A Ford. Taken on two separate occasions, the photos are believed to have been taken in Tasmania. But it's a real shame we don't know who they are, or where. The rather dark paintwork is quite unusual for a Model A Phaeton, and more characteristic of Tudor Sedans, Fordor Sedan and Sports Coupes.

# *The Wagga Wagga June Rally 2018*

This selection of photos was sent in by member Allen Stafford.



Also sent by Allen Stafford, were these two photographs of a 1930 Model A DeLuxe Roadster in what appears to be very original condition. We can learn a great deal about the colour schemes, despite the faded paintwork. The editor saw a similar 1930 roadster some years ago, stored in the open, in a private collection near Swan Hill. The state of the deterioration of the original paintwork was fare more serious than on this car, but the stainless steel headlamps, side lamps and radiator shell shone like beacons in the night. If you have taken an interesting photo of a Model A Ford, in what you believe may be its original livery, why not email it to us for inclusion in Model A News. Email please, to [eleanor.11@bigpond.com](mailto:eleanor.11@bigpond.com)



## *A Touch of Humour*

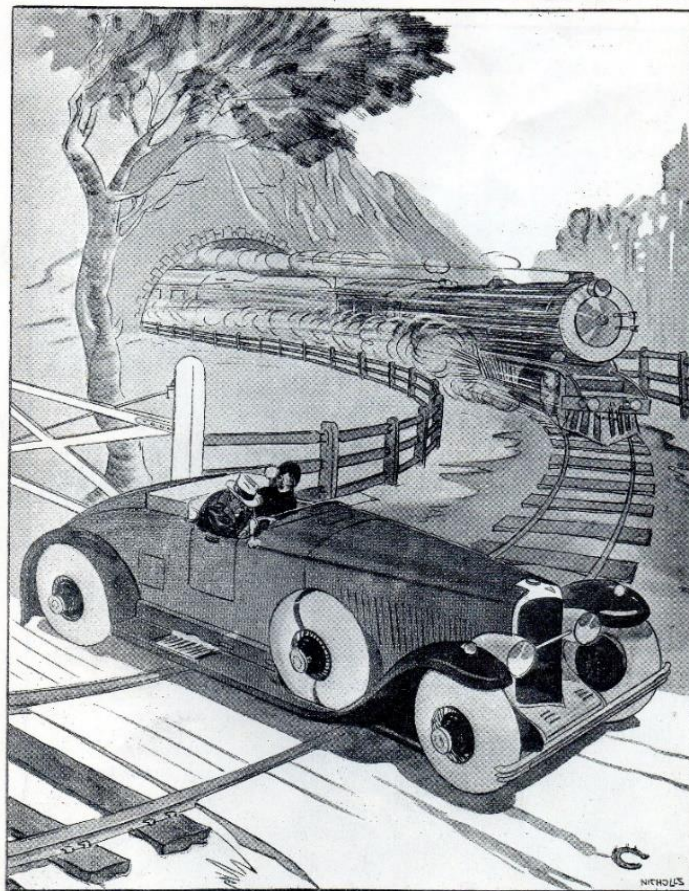
NOVEMBER 9, 1929.

THE AUSTRALIAN: SPORTING AND DRAMATIC NEWS.

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### TIME WAITS FOR NO MAN

—BY SYD. NICHOLLS.



New Motorist: "The engine's stalled!"  
Wife: "Does that mean we'll be here indefinitely?"

### Lawyers should never ask a Mississippi grandma a question if they aren't prepared for the answer.

In a trial, a Southern small-town prosecuting attorney called his first witness, a grandmotherly, elderly woman to the stand. He approached her and asked, 'Mrs. Jones, do you know me?' She responded, 'Why, yes, I do know you, Mr. Williams. I've known you since you were a boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you'll never amount to anything more than a two-bit paper pusher. Yes, I know you.'

The lawyer was stunned. Not knowing what else to do, he pointed across the room and asked, 'Mrs. Jones, do you know the defense attorney?'

She again replied, 'Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone, and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him.'

The defense attorney nearly died.

The judge asked both counselors to approach the bench and, in a very quiet voice, said, 'If either of you idiots asks her if she knows me, I'll send you both to the electric chair.'



## *It happened 90 years ago, in 1928*

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- Discovery of DNA
- John Logie Baird transmits TV signal across Atlantic from London to New York
- Charles Lindbergh received the Medal of Honour for first Trans-Atlantic flight
- The Royal Flying Doctor Service commenced in Australia
- Charles Kingsford-Smith first to fly across the Pacific Ocean from California to Brisbane
- Amelia Earhart first woman to complete transatlantic flight
- Logie Baird demonstrates first colour Television trial broadcast
- First machine-sliced and machine wrapped bread
- First fish and chip shop opened in Britain
- Discovery of a snail in a bottle of ginger beer leads to landmark negligence laws
- An iron lung used for the first time in a Boston Childrens' Hospital
- Walt Disney's Mickey Mouse made his debut in *Steamboat Willie*
- First talking movies shown in Sydney cinemas
- The world's largest integrated factory, Ford's River Rouge Plant, completed. (1917-1928)
- Bert Hinkler completes solo flight from London to Darwin and then to Bundaberg
- First Speedo swimming costumes produced
- Francis Birtles arrived in Melbourne on first motoring overland journey from UK
- Hubert Wilkins makes first flight over Antarctica
- Amazing Stories was the first Science Fiction magazine
- First Australian Grand Prix conducted at Phillip Island, Victoria
- First desk set telephone available, with combined receiver and transmitter
- The airship Italia, crashed while exploring in the Arctic
- First traffic lights in Australia installed in Melbourne
- Alexander Fleming discovered penicillin
- Horohito crowned Emperor of Japan
- Australian Iron and Steel blast furnace commenced at Port Kembla
- The Graf-Zeppelin LZ-127 arrived in Lakehurst, New Jersey, after Trans-Atlantic flight
- Australia's population approached 6,356,000
- Louis Chiron completed seven Grand Prix victories in calendar, driving a Bugatti
- Al Jolson's 'Sonny Boy' was first song from a movie to sell over a million copies
- Cadbury's produce first Dairy Milk chocolate in Claremont, Tasmania

*and*

- Many thousands turned out to view the first displays of Model A Fords in Australian cities and towns from May onwards
- The first Model A Fords available for sale to the public were in Australian dealerships in July-August, 1928

## *For Sale*

### Model A Ford Victoria Coupe.



The advertisement has been circulated to members of MARC(A) but as the magazine goes to a wider circulation, it is included here to reach a broader clientele.

**Contact** Ron for a full rundown on the rebuild. Engine No A4627974.

Price: \$35,000

Mob: 0407303355. Home 0397231468

### 1930 Steering column and box complete

Complete with plated levers. Was in my car until recently and has been replaced by a Gemmer column and box. (No steering wheel or horn button.)

Contact Ian 0413 582 687.

### 1929 Model A Phaeton



Our much loved family 1929 Model A Ford Phaeton is reluctantly for sale. Deceased estate. Reliable car and good performer. Fitted with 12 Volt system, Alternator, Heater, 3-speed synchromesh and Mitchell overdrive. High Speed diff. Engine No CA42804; currently on full registration in Victoria (STP.483). This car was originally restored by MARCA members Doug & Ruth Foster.

Car located in North-East Victoria.

**For full particulars, please contact Janelle Kiss, on 0407 608996**

**or [janellekiss@bigpond.com](mailto:janellekiss@bigpond.com)**

**Price: Negotiable.**

## *Wanted*

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### **Original (or good quality replica) Coachwork Ford Geelong badge**

Seeking badge (see illustration) to replace one that has been believed stolen. This is for a genuine Geelong 1933 Ford V8 Milkman's Truck. Advertising on behalf of the owner.

Please call Francis Ransley, (Tasmania) (03) 64423965.



### **Articles on your Model A or anything of Australian Model A interest.**

Please contact the Editor.

## *Club Event*

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We will be displaying our Model A Fords at the  
**Wheels Day at Queanbeyan on Sunday 3<sup>rd</sup> March, 2019**

**All members are encouraged to bring their Model A Fords for this occasion.** We have not displayed at Wheels for many years, and in this 50<sup>th</sup> Anniversary Year of our Club, it's an ideal opportunity to present our cars in the public arena.

It would be greatly appreciated if all members could make a special effort to bring their car on the day.

We have examples of 1928, 1929 and 1930 Phaetons, 1929 and 1930 Sports Coupes, 1930 Deluxe and Standard Roadsters, 1930 Town Sedan, 1928 Tudor Sedans, 1929 Deluxe Delivery, 1930 Deluxe Two-Door Phaeton, etc. A wonderful array if we can get them all out on this day. Even if your car is not 'on the road', a static display car would be most welcome.

*Mark your calendar for the day now!*

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