

Model A Flyer



Model A Ford Club of NSW Inc

Web site www.modelafordclubofnsw.com.au

August 2020

Club Meetings are held at Holroyd Community Centre, Miller St., Merrylands. The parking entrance is in Newman Street. Meetings are held from 8 pm on the second Friday of each month unless otherwise stated.

PRESIDENT'S REPORT



August has arrived and we are still in lockdown with this ugly virus. I received the sad news of Les Booth's passing. I rang Joan and passed on condolences from myself and the club. It is a very sad time to loose a club member and part of our

extended family.

Tom and Carol Virgona sent out an email that they were having a picnic at Parramatta Lake and it would be fun if they saw anyone they knew. Trish and I were surprised by the number of members that were having a picnic at the Lake that day, and of course social

distancing was maintained and a great time was had by all.

As this virus is spreading again it looks like it will be sometime before we get back to normal. Last month I spoke about my life with the Model A Ford, if any member has a story or an adventure they have had with their Model A and would like to share, please pass it onto our editor Rob Taylor for inclusion in future flyers. If we can't be together we can still share our experiences.

Until next time, stay safe
Col Bootle

- A cold seat in a public restroom is unpleasant. A warm seat in a public restroom is worse.
- It turns out that being an adult is mostly just googling how to do stuff.
- I really don't mind getting older, but my body is taking it badly.

Your 2020 committee

President	Col Bootle	0492 872 477	CFC & CMC	Phil Dalton	0413 970 704
V/President	John Hyland	4657 1734		Ron Elks	0419 296 201
Treasurer	Robert Brown	0439 731 066	Librarian	Carol Butler	4739 5723
Secretary	Rob Taylor	0434 314 198	Wanderers	Tom Virgona	0420 342 392
Committee #1	Ken Young	0428 697 717	Newsletter	Rob Taylor	0434 314 198
Committee #2	Ron Elks	0419 296 201			
Public Officer	Rob Taylor	0434 314 198			
Membership	Robert Brown	0439 731 066			

thetaylors79@bigpond.com

Mail: PO Box 1038 MERRYLANDS 2160

Current COVID-19 Restrictions.

The NSW Government website regarding COVID-19 still states:

1. When visiting friends and family, if you are over 70 or have a pre-existing medical condition you should limit the number of visitors and take care at all times.
2. Government strongly encouraging use of face masks in indoor settings where physical distancing is hard to maintain, such as public transport or in super markets.
3. It is imperative that if people have symptoms they should immediately be tested and self isolate.

Obviously all club meetings are on hold for the near future.

2020 Model A Ford Club Events Wish List

Sunday 11th October - Mt Tomah Botanical Gardens - very doubtful

Saturday 24th October - Maintenance Day - very doubtful

Club 50th Anniversary Celebration Weekend On hold at the moment

Friday 13th November - AGM

Saturday 14th November - 50th Anniversary Luncheon at Lilly's Function Centre Seven Hills

Sunday 15th November - 50th Anniversary Run to Prospect Reservoir.

Sunday 13th December - Christmas Luncheon Run to Berowra Waters Fish Café.



COVID19 NSW Government Website Rules:

<https://www.nsw.gov.au/covid-19/latest-news-and-updates>

November AGM

The committee is discussing the upcoming November AGM situation at the moment.

The NSW Fair Trading website states: *"In the current COVID-19 circumstances, associations no longer have to apply for extensions of time to hold their 2020 annual general meetings or submit annual summaries of financial affairs. Associations may conduct their AGM when restrictions are lifted or present 2020 financial information to members at the 2021 AGM."*

We will officially ask for nominations for committee in the September Flyer. We have sent a request to all existing committee members to confirm if they are happy to continue in their current position in 2021. That takes the burden away from having a vote, unless a member not currently on committee wishes to nominate.

The Treasurer will complete the AGM Financial Report, which will be sent to all members with their November Flyer. The Public Officer will then also submit the annual summaries of financial affairs to NSW Fair Trading.

We believe if this occurs we have fulfilled our due diligence, and can move on into 2021.

Smoked Ocean Trout Brandade

Can be made in advance and finished in the oven on the day. Serve this with croutons and other goodies as mentioned below!



INGREDIENTS - SERVES 4

- 300g desiree potatoes skin on
- 1 teaspoon plus ½ cup olive oil
- 2 garlic cloves, peeled
- 200g smoked ocean trout, skin removed
- ¾ cup milk
- 2 tablespoons lemon juice
- ¼ teaspoon smoked paprika (optional)
- Sea salt and freshly ground black pepper
- 2 tablespoons finely grated parmesan cheese
- 1 baguette, sliced, toasted
- Cured meats, cheeses, and grapes (for serving) extras as condiment

METHOD

- Heat oven to 200°C. Rub potatoes with 1 tsp. oil and bake directly on oven rack until tender, 50–60 minutes avg. Let cool slightly, then peel. Mash potato until nearly smooth.
- Meanwhile, bring garlic, trout, and milk to a simmer in a medium saucepan. Remove from heat; let sit 10 minutes. Using a slotted spoon, transfer **half** of trout to a plate; flake.
- Place garlic, milk, and remaining trout in a food processor along with lemon juice, paprika, if using, and remaining ½ cup oil; process until smooth. Transfer to a large bowl and gently fold in mashed potato and flaked trout the **other half**; season with salt and pepper.
- Transfer trout mixture to a shallow baking dish 1lt size, or four 200ml ramekins and top with Parmesan. Bake until cheese is melted and golden brown and brandade is heated through, 15–20 minutes. Serve with bread, meats, cheeses, and grapes.
- **DO AHEAD:** Brandade can be made (but not baked) 1 day ahead; cover and chill. Bring to room temperature before baking.



50th Anniversary Badges Set Selling Strongly

Iron on Cloth badge, Gold Metal Radiator Badge & Smaller hat badge. Total price \$25 which includes postage. Please contact Robert Brown to order your set on 0439 731 066



Farewell Les Booth



Club members will be saddened to learn of the death of 82 year old Les Booth from cancer. We send commiserations on behalf of all members to Joan and their three daughters.

Les and Joan's initial membership of the Model A Ford Club of NSW was recorded in the minutes of the Club's January 1980 general meeting. Over the following 40 years our members were privileged to get to know Les and Joan

at many Model A National Meets. Les owned numerous Model A's and entered them for judging at National Meets from 1986 to 2008. All of Les's Fords were lovingly restored and well presented.

April 1986: Joint second place with Bryan Wyborn as Best 28/29 Open Car at National Meet at Barossa Valley.

December 1986: Restoration of the Year with a 1928 Model A Phaeton.

April 1988: Rally Director's Choice at Model A Ford National Meet at Wangaratta.

August 1988: CFC Day at Warwick Farm Sydney – Longest distance travelled trophy.

July 1990: Prize winner at 11th National Meet Cleveland Qld with best 28/29 with 1928 Roadster.

November 1990: CFC Concourse entry award of Best Club Restoration of the Year.

April 1996: National Meet at Windsor NSW. Best Commercial 1928 Pickup.

April 1997: 1928 Roadster- Runner up Best Ford at Bi-Centenary Rally at Newcastle District Vintage Car Club in conjunction with the Council of Country Antique Motor Clubs.

April 1998: 15th National Meet at Canberra. Best Commercial 1928-1931 with 1928 Roadster Utility.

April 2008 20th Model A National Meet at Bathurst NSW. Best Commercial 1928 Pickup.

Les also appeared in the April 2018 Model A Ford Club of NSW Club Flyer with the best wishes from club members for his 80th birthday.

Rest in peace Les, you will be missed by many of us.

Trevor Davis

50TH ANNIVERSARY LUNCH — ON HOLD

LILLY'S RESTAURANT, BAR, FUNCTION CENTRE
5 QUINN AVE, SEVEN HILLS

14TH NOVEMBER

Robert Brown's 1930 Town Sedan

My A Model is a 1930 Town Sedan. The car was restored at North Rooty Hill by Bernie Grieg and his son Trevor. Unknown to me, my father saw this car being restored and assisted Bernie and Trevor in the restoration by supplying and providing guidance when asked. Bernie's other son Alan purchased the car from his dad in the late eighties after his father became unwell. I met Alan through ballroom dancing and when I heard he was going to sell the car, I asked him to give me first option. Two years later Alan called me advising he was ready to sell the Town Sedan. Dad and mum talked me into buying the car as my dad said "*there was nothing he could not fix*".

Upon purchasing the car in 1990 I joined the Model A Ford Club of NSW. Two years later in 1992 we drove the car to Perth and back to the National Model A Rally. My mum and dad travelled with me, and I would not have gone unless dad was there to help repair the car if it broke down. We travelled to Perth and back without any problems. I have used my Model A on many trips with the Model A Ford Club of NSW and enjoyed every outing with the club.



Market Place

For Sale: 10 shocks, 12 linkages, 3 small linkages & 6 dog bones \$600 the lot contact Craig Finney 0438 881 417

For Sale: 2 AR Rims & 4 x 21" tyres. Jim Follan jindera1@yahoo.com.au

For Sale: 1928 Phaeton, fully restored. \$25,000 ONO Rolfe Chrystal m: 0414653250 w: 02 9653 1715



For Sale Club Badges

Metal Radiator Badges \$25 Cloth Badges \$10 Window Stickers \$5

Speak to Robert Brown, 0439 731 066 if interested please.

For Sale in Sydney

1928 Phaeton

Original except for new upholstery, top, side curtains, tyres and battery

Reasonable Offers Considered

Rolfe Chrystal

m: 0414653250

w: 02 9653 1715



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Henry's Model 'A' Catalogue

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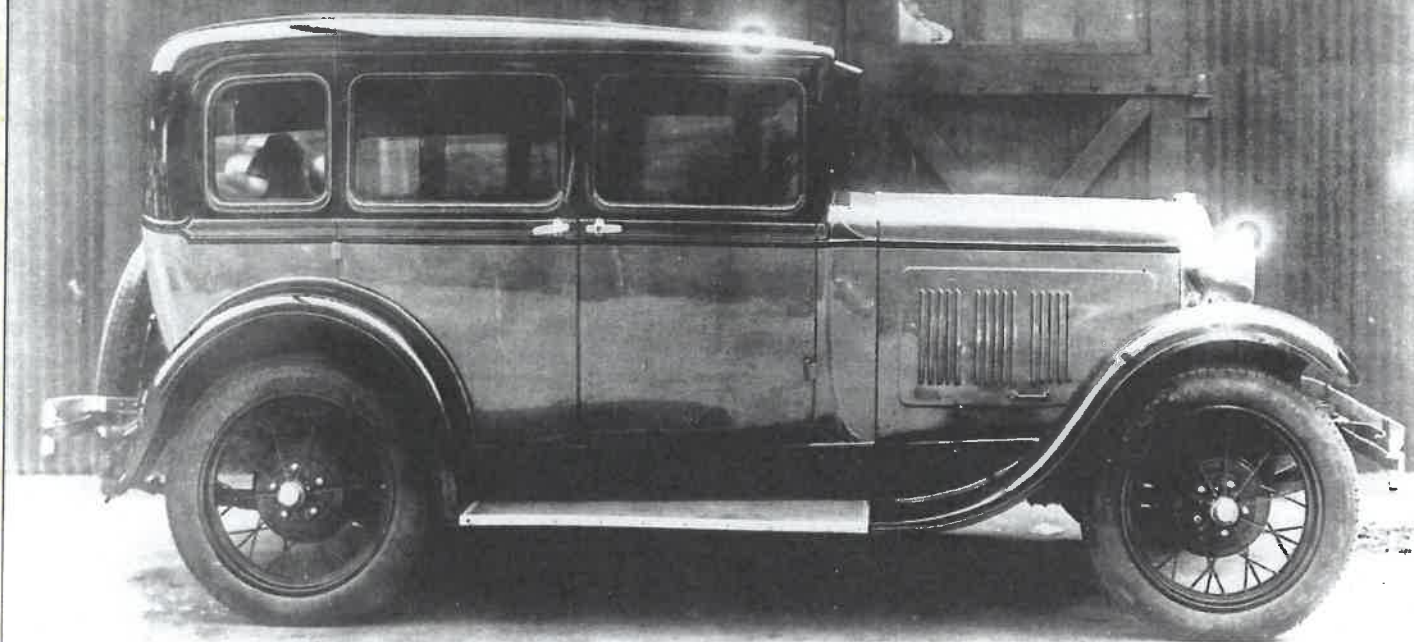
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MARC Showcase



The Model A Ford That Never Made It!

by Douglas Skinner
Charleston Hts, South Carolina

The Ford Motor Company built many bodies for the new Model A Ford. Ford built the very popular Tudor, Coupe, and some of the related bodies such as the business coupe and sport coupe. These were high production bodies and very profitable for Ford. The Fordor Sedans consisted of a framework of wood with sheet metal panels formed and wrapped around the wood frame. There were two companies that produced these bodies for Ford and they were Briggs and Murray. Many Model A Restorers are aware of these two companies but here is a brief history.

Ford built most of their own production bodies for the Model A, however both Briggs and Murray were their largest outside suppliers of complete bodies, producing all of Ford's Model 155 Town



Sedans and Model 165 Fordor Sedans. Four Door Model A body style suffixes indicate who made the body. An A indicates a 1929 Murray body, B indicates a 1929 Briggs body, C indicates 1930-1931 (early) Murray body, and D indicates 1930-1931 (early) Briggs.

Budd Mfg., Hayes Body Co. and Midland Steel Corp. all supplied Model A stampings and steel sub-assemblies and later on Budd built complete truck cabs and van bodies as well.

Briggs Body Company, 1909 -1954

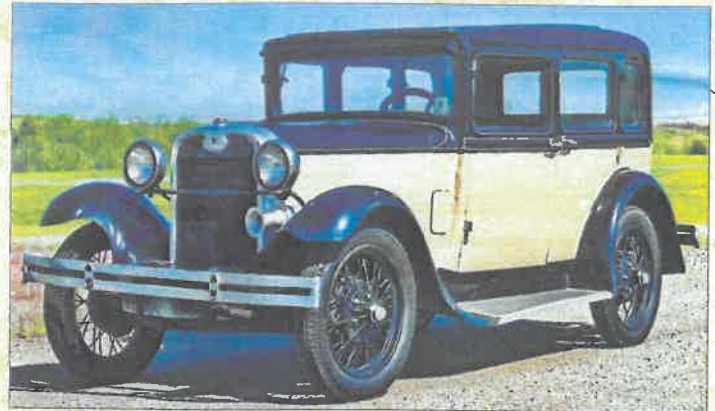
Detroit Michigan Walter O. Briggs was born in Ypsilanti, MI on February 27, 1877. In 1909 Walter bought the B. F. Everitt Co. for the sum of \$50,000. Following the sale, Briggs reorganized it as the Briggs Mfg Co. who at that time were providing upholstery for many early Detroit-based automakers such as Abbott, Chalmers,

E-M-F, Ford and Paige. Ford played a larger role in the fortunes of Briggs Mfg. starting in 1910 when they got a large order for 10,000 Model T interiors.

Briggs built all of Ford's open-cab pickup truck bodies from 1925 through 1932 as well as the Model T and Model A pickup beds, plus a large portion of Ford's closed truck cabs. Ford's early pickups used a non-retractable canvas top with integral canvas and isinglass side curtains to keep out the elements.

Briggs supplied the Type 135A taxicab bodies for the 1928-1930 Ford Model A. The body differed from regular 4-dr sedans in that it included a rear compartment divider that included jump seats and a small storage compartment that extended in the space normally occupied by the front seat passenger. The rear quarter window was slightly larger giving the rear passengers more viewing capability.

Ford's beautiful new Model A Type 295-A Town Car Delivery that was introduced in 1930 was also built by Briggs. Designed for exclusive shops and small parcel delivery services, it was loosely based on the Ford's tudor sedan, and featured an open driver's compartment, coach lights, and stainless steel trim.



During 1929 Murray supplied bodies for Ford as well as Chrysler, Hupmobile, and Reo as well as body framing and stampings for Ford, Dodge, Peerless, and Chryslers. They were using so much wood, that they purchased their own mill in Memphis, Tennessee to ensure a constant supply was available to meet their heavy production schedules. They acquired contracts to build Hudson and Essex bodies the following year.

Starting in 1931, Murray began to build some of Ford's more limited production bodies, including the highly treasured Model 190A Victoria and Model 400A convertible Sedan. Budd had traditionally handled all of Ford's commercial bodies, but Murray was given the job of building a few low-volume specials.

Prior to 1929, all of Ford's station wagons were produced by custom body shops such as Cantrell, York-Hoover, Waterloo and others utilizing chassis purchased from independent Ford dealers. Ford decided to provide a factory station wagon for the new Model A, marking the first time a manufacturer mass-produced a station wagon on their own assembly line. Murray produced 4,954 examples of Ford's new \$695 Model 150-A Station Wagon in 1929. The following year, a new body style, the 150-B, was introduced and the contract was split between Murray and Baker-Raulang in Cleveland, Ohio. Murray was swamped with other Ford projects so Baker-Raulang built the lion's share of the 6,363 Model 150-B bodies built in 1930-1931. 1932 Ford Model B station wagon bodies were all built by Baker-Raulang, as Murray was still overwhelmed with bodywork destined for the new 1932 Ford.

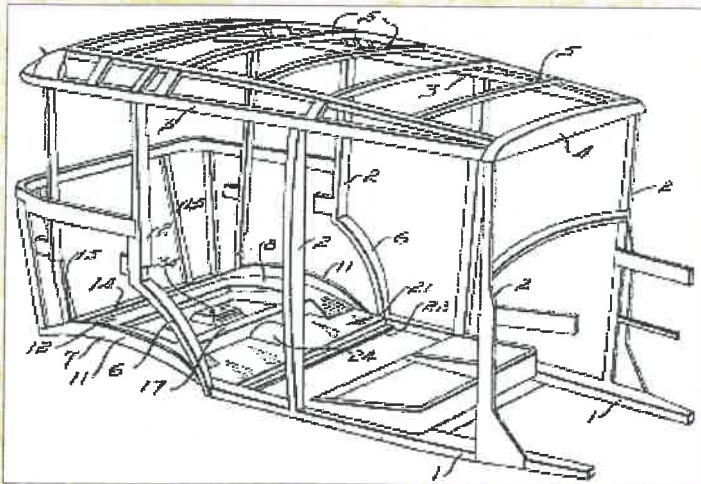
While Briggs and Murray were getting the big share of the Ford body business, there was another Body builder company that was trying to get their portion of the business and it was known as the Budd Body Company. We have mentioned it earlier but let's take a closer look.

Budd Body Company, 1912 – 2014 Philadelphia - Founded by Edward G. Budd whose fame came from his development of the first all-steel automobile bodies in 1913, and his company's invention of the "shotweld" technique for joining pieces of stainless steel without damaging its anti-corrosion properties in the 1930s.

The Budd Body Company was a major supplier of body components to the automobile industry, and a manufacturer of stainless steel passenger rail cars, airframes, missile and space vehicles, and various defense products.

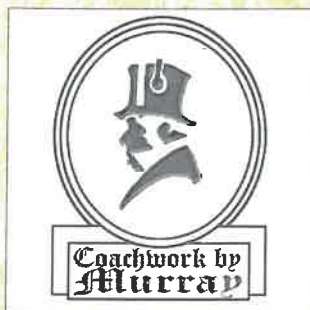
It seems the Budd Company developed some specially designed Fordor Sedans and presented them for approval to Henry Ford. The Budd Company manufactured several of these "prototype fordors" in 1929 but as many prototypes go they never made it into production and this is where the story begins....

This story started over 40 years ago after my twin brother Donald and I (Douglas) Skinner purchased our 1930 Town Sedan 155C for \$450. In February of 1965 in Brooklyn, NY. That spring our parents drove from Babylon, NY to Stuart FL for our Aunt and



Briggs also built another rare Ford commercial body, the 1931 Ford Model 66A Deluxe Pickup, the first swept-side pickup available, and the forerunner of the Ford Rancheros and Chevrolet El Caminos of the 1950s, 60s and 70s.

Murray Corporation of America, 1926-1965 Detroit Michigan. John William Murray, born in Ann Arbor Michigan, in



1913 started the J.W. Murray stamping Company. Amongst J.W. Murray's first customers were Ford, Hudson, Hupmobile, King and Studebaker for whom they manufactured stamped fenders and other large sheet metal stampings such as hoods, cowls and frames.

Uncles funeral via I-95 and Hwy 301 since the new Interstate wasn't completed. They stopped in Effingham, SC at a house that had numerous old cars, T's, A's, and V8 Fords lining both sides of Hwy 301. Upon getting home they told us of this great car place. The following Easter vacation we rode with our parents to Stuart FL, and stopped to get photos and much needed A parts.

Then in 1967-68 my brother and I were in the US Navy serving aboard the USS Pandemus ARL-18 stationed in Charleston, SC. We would travel from there, 100 miles to Effingham, to get some parts for our Model A. Upon arrival we noticed a strange (Canadian)? Model A. It was a four door sedan. So we documented it and took a lot of photos, placed them in a photo album and then forgot all about this strange looking Model A Ford.

Oct/Nov 2008 Low Country A member Mitch Roberts called me to ask if I knew anything of a 1929 Budd Ford 4 door Model A? I said I had just purchased an article on this car from "Old Cars" Magazine dated May 1973. I collect odd Model A paper stuff. He gave me Terry Hutchins phone number of McColl, SC, who has owned the car since 1972. It had been stored in a shed for the last twenty years and he would like to for me to see it again.

On April 24, 2009 I drove my 1930 speedster 150 miles from Charleston to see Terry and his 1929 Budd-Ford Fordor. I showed him the photo album of Effingham, SC and the documented car photos and had a drawing of Patent Plate Budd All Steel Body and was for sale for \$800, the same price Terry had paid for it in 1972.

This car has an all steel different body for a Fordor Sedan and frame. It has four semi elliptical springs, early 1928 brake system with a complete Model A running gear. The Ford steering gear box is mounted above the frame because of the front spring design. This car is lower than a standard Model A Fordor with wider doors. It has lower seats and no rear floor pan just ply wood floor like a tudor. The interior is of white and red leatherette which is not original. The rear quarter windows are movable like those of 1931S/W Fordor. This car has wider and longer running boards made of wood. It has a Model A gas tank and 1929 instrument panel and steering wheel. The hood width is longer with different louvers. Note the gas tank is under the hood and is filled from the passenger side. The battery is mounted on the firewall on the driver's side and not likely original.

This car has different door handles and trim on each side, plain on the right side and fancy on the driver's side showing two different styles on this prototype car. The driver side cowl has a foot vent door. This car has a different radiator shell similar to a Dodge of that era but the headlights, taillight and bumpers are Model A. The Houdaille shocks are attached to the front axle by Ford spring perches and the rear axle has a totally different setup. The front and rear Radius rods aren't needed. This car has a complete steel top but it was changed sometime because originally it has soft top.

This prototype car was shown to Henry Ford so the Budd Company could get some additional Ford business in the Fordor Sedan Body lineup. Thank goodness Henry did not go along with Budd for this car is to radical for a Model A.

Terry did research on this car, once purchased, and contacted the Budd Company. He found a Mr. A.C. Maul who worked for Budd in 1929. He sent three original factory photos dated June 17, 1929 identified as a Ford Model G2. Terry painted the car Cream and Black like the original Black and white photos. The Ford Engine has

been changed and original serial number is not known.

It is surprising that this odd prototype Model A has survived all these years. This is some historical car and I took over 40 photos for documentation. It is so strange and odd that I was a large part in Terry Hutchins puzzle on the history of his Budd Ford and have written this article for the Model A Community. Note: I still own that 1930 155C Model A.

This vehicle was originally owned by Leroy Connally in 1958 from North, South Carolina. My Brother and I first saw this Model A in the junkyard in 1967-68 time frame. Then, it was sold to James Tadlock in the mid to late Sixties. It was then sold to Douglas Peavy of Hartsville S. C. and then on to a Billy Dial in McColl S. C. Terry Hutchins came along and bought it in 1972 and still owns it to this day. Terry is the one who stored it in a barn and did some research into the history in 1972. Terry contacted the Budd Company who made many projects for Ford in the Model A era including a 1931 Model A Truck cab. He reached out to a gentleman by the name of A. C. Maul, who was the manager of Body Engineering at Budd's Philadelphia plant. A. C. Maul confirmed that he had worked on this Model A referred to as Model G-2 in the spring of 1929. This

car was built to present to Ford an "all steel" body design. Of course, this never went into production and only 4 units were built and this is the only one still in existence. Ahead of its time it probably led the way for Ford engineering to start making all steel Fordor bodies within the next two years by 1931. Perhaps the inspiration came from this old Model G-2 Budd Model A that ended up in the ownership of Terry Hutchins. It was the deep draw stamping capability that made Budd famous so they could make "All Steel" bodies for Oakland, Dodge, Wills Sainte Clair and others.

Things to watch for in the photos. First of all, you will see the four transverse semi elliptical springs and by doing it this way you will also notice that it does not have front or rear radius rods as they have been removed. Not needed with the semi elliptical springs. Next you



will notice a longer and higher hood covering the gas tank inlet. Of course, this means a shorter cowl which is evident. The left front fender has been heavily modified so the steering box fits on top of the frame so the steering rods go over the top of the springs. The rear of the frame has an upper kick to it so it does not look like an original Model A frame. Unique body features to note, first of all, Budd was famous for manufacturing an all steel body. Did Ford take note of this, and two years later come out with the all steel Slant window sedan body? In the photos you will see rounded corners on the door window frames and the bottom of the doors themselves. Take careful note of this. Note the very large rear window and the large rear side windows giving much more vision for the driver out of the rear of the car. You will notice a cowl vent on the driver's side and a left hand emergency brake in the interior. Looking at the car overall the high, long hood makes you think that Ford possibly took this into consideration when developing the new Model A for 1930. This car is a prototype built in 1929 and has many new features to be found in the Model A Ford in just a couple of years into the future.

When thinking about what affected the Ford Motor Company in the formative years before the Model A it comes to mind the purchase of the Lincoln Motor Car Company. This single purchase inspired Edsal to design the new Baby Lincoln, The Model A, and could this Budd sedan be the car that inspired all steel construction for the future of the Ford Motor Company? It is anybody's guess!

