

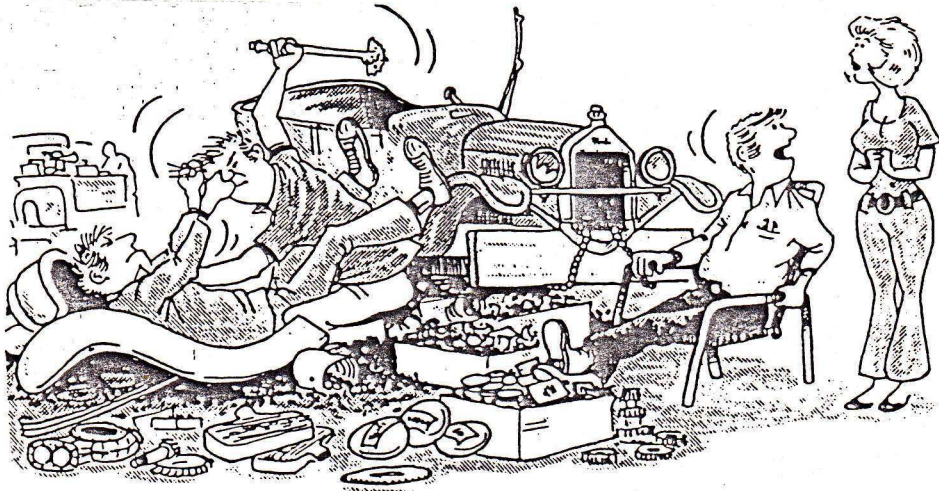


Western Model A News

The Official Newsletter of
THE MODEL A RESTORERS' CLUB (WESTERN AUSTRALIA BRANCH) INC.

Year XII Number IX

APRIL, 1992



"I think they've just about got the price worked out."

Well, the time has finally arrived folks...
the Model A Ford 12th National Meet
is in Perth and it's THIS MONTH

It's even too late to panic now, there are people on their way from around the world to the most remote capital city in the world to join in the Australian celebrations for Henry's Lady. Bill and Joyce Mitchell from Spokane, Washington have been in Perth for a couple of weeks, Dick and Marvel Washnok from South Dakota have shipped their '31 Tudor into Brisbane and are right now in the process of driving it to Perth. There are people all over Australia attending to the final touches on their Model A Fords and heading for Perth. Various business around Perth still have assorted Model A parts in their workshops.

As I write, we have received 151 entries totalling around 300 people and we should have 100 Model A Fords in Perth for the event. You can still enter but you will need to be VERY quick so you don't miss the best show in town since 1928 - and it will not happen again until 2002!!!

The 'A-Train' arrives in Perth on April 16th with nearly 100 of our people and 34 Model A Fords.

Back to more mundane business we still need some volunteers to cover the Secretary, Treasurer and Editor positions from about June until September, this year (like in 2 months!!!)

Sunday, April 5, 1992 - Classic Car Show
April 16-21 - Model A Ford 12th National Meet

OFFICE BEARERS: *President:* LAUREL COOKE [REDACTED] *Secretary/Treasurer:* HELEN SHARP [REDACTED]
Vice-President: ANGELO CALLEJA [REDACTED] *Editor:* BEVAN SHARP [REDACTED]

COPY DEADLINE: by the 1st of each month to: [REDACTED] Palmyra, W.A. 6157

VIEWS EXPRESSED ARE NOT NECESSARILY THOSE OF M.A.R.C. (W.A.)

Sunday, April 5, 1992
 Combined Car Club's CLASSIC CAR SHOW
 Whiteman Park.

Cars offered by: REG BLEWETT, KELVIN PEPPER, ALAN SMITH,
 MIKE COOKE, BILL BENNIE, ANGELO CALLEJA.

You will need a completed Exhibitor's Pass to enter the Park at the Dulwich Street entrance (off Marshall Road) from 6am to 9am. You will need to enter the park before 9am or you may have to pay - do not enter by this entrance after 9am or you will sustain tyre damage.

Thursday, April 16 - 21, 1992
The Major Event of the Decade!

MODEL A FORD 12th NATIONAL MEET

Headquarters: Noalimba Centre, Venus Street, Bateman.

Please note that it would be preferred if members could keep the location of Rally Headquarters as confidential as possible for security reasons.

Refer anyone interested in seeing the cars to the public displays as follows:

Friday pm - Sorrento Quay
 Saturday - Whiteman Park
 Sunday - Fremantle Esplanade

Sunday, April 26, 1992 - 5pm

FAREWELL TO MAXINE and COLIN DAVIDSON

COLIN is returning to Oman and MAXINE is going with him this time.

At the SMITH residence - [REDACTED] Marmion, 6020

Please BYO drink, chairs and some food to share with everyone.

after that the world seems to have come to a temporary end....

Volunteer wanted urgently to organise a May run - apply:- "The President"



LOCATION OF THE FORD MODEL A POWER PLANT TROUBLES MADE EASY

Authorative Chart Outlining the Common Derangements That Interfere With Proper Action of Engine and Auxilary Systems
 Chart Arranged by VICTOR W. PAGE, ME, Author of "The Ford Models T and A Cars", Etc, Etc.

MOTOR WILL NOT SPEED UP

- Air choke valve in carburettor air pipe stuck closed.
- Pistons binding in cylinder.
- Not enough oil in engine base.
- Bent or sticking valve stem.
- Too much play in valve operating plungers.
- Too much space between valve stems and push rods.
- Valves timed late.
- Spark timed late.
- Throttle stuck closed.
- Timer stuck in retarded position.
- Binding contact bell crank.
- Dragging brakes in hubs.
- Driving system parts not aligned.

MOTOR WILL NOT STOP

- Throttle remains open.
- Spark interrupting switch out of order.
- Incandescent carbon deposits fire charge.

Overheated engine.

MOTOR SPEEDS UP SUDDENLY

- Timer Casing Advanced.
- Clutch slipping or released.
- Throttle has jarred open.

MOTOR RUNS IRREGULARLY OR MISFIRES

- a-Defects in Motor Mechanism
- Carbon deposits in combustion chamber.
- Weak, or broken, valve springs.
- Sticky valve stems.
- Carbon under valve heads.
- Worn push rods or guide.
- No clearance between valve stem and plungers.
- Air leak in inlet piping.
- Broken cylinder head gasket.
- Air leak through inlet valve guides.
- b - Faults in Fuel Supply System
- Carburettor float chamber getting dry.
- Water or dirt in gasoline.
- Poor gasoline adjustment.

Not enough gasoline in float chamber.

- Too much gasoline - flooding.
- Poor gasoline.
- c- Ignition System Faults
- Loose wiring or terminals anywhere
- Broken spark plug insulator.
- Spark plug points sooted or oily.
- Wrong spark gap at plug points.
- Leaking secondary distributor head.
- Prematurely grounded primary wire.
- Battery running down.
- Poor adjustment of contact points at timer.
- Wire broken inside of insulation.
- Pitted platinum points on timer
- Weak spring, timer bell crank.
- Dirt in battery timer.
- Worn points in timer.
- Gummed oil in timer or distributor.
- Defective condenser in coil.

MORE NEXT MONTH

MINUTES
of meeting held at Noranda School on Sunday, March 22, 1992
with 42 members, 6 Model A-s

President LAUREL COOKE opened the meeting at 9.30 am.

Apologies received from: ALAN & JUNE SMITH, JIM & NINA WILLIAMS, REG BLEWETT.

Secretary HELEN read minutes of previous Meeting - moved BILL BENNIE, seconded MAX ANNEAR.

Business Arising: After considerable discussion concerning the inspection of Mr Phil Rebe's Model A Fords which were not passed as roadworthy and considering an anomaly concerning licencing requirements, and in accordance with the Club's Constitution it was moved BILL BENNIE, seconded JOHN LUCA and passed overwhelmingly by secret ballot that this Club suspend Mr Phil Rebe indefinitely.

STEVE READ pointed out that any suggestion of "licence sharing" between vehicles and Concessionally licenced vehicle's plates not being handed in on sale of the vehicle (unless to a fellow Club member) was being investigated by the police.

General Business - Titan Ford require about 6 cars on March 28 for an Open Day. The following offered their cars: BILL BENNIE, MAX ANNEAR, MIKE COOKE, BEVAN SHARP, PETER LYNCH, RAY MAHONY (?), MAXINE DAVIDSON(?).

JOHN LAURIE has some spare wheels and needs a solid 'brake shaft'.

JOHN LUCA requested some cars for a Fete on April 12.

C.C.C. had requested some cars for the Symphony of Cars but notice was too short.

National Meet Report - BILL BENNIE gave a run down of the Meet program and the current situation. Members were then asked for their assistance on various occasions to help spread the tasks among as many Club members as possible. Many members obliged and a list of names was successfully compiled to cover all the vacant positions. *The list appears in this issue.*

RAY MAHONY advised that from 7pm until 7am during the Meet, members can only visit the secured car park if they are wearing their identification Rally badge.

Coming Events - Farewell Party for the DAVIDSONS on Sunday, April 26 - venue to be announced soon.

There being no further business the meeting closed at 11.15am.



“AHOY!”

From The Weekend Australian of March 7, 1992

Ever wonder why Stanley did not simply say "hello" to Livingston? Because the term did not exist.

In those times polite people did not speak until they were properly introduced. This produced a quandary for the first users of the revolutionary telephone at the end of last century.

The telephone's inventor, Alexander Graham Bell, wanted people to get around the etiquette problem by beginning their conversation with "ahoy", an utterance he would have learnt in his Scottish childhood. And, in fact, if it had not been for his colleague, the inventor of electricity, Thomas Edison, we may all have been going around today saying "ahoy" to everyone.

In a letter in August, 1877, a year after Bell patented the telephone, Edison told a friend that a hearty "hello" which he had used when he discovered the phonograph seemed the best way for answering the new device. Edison adapted the word from the older hunting call "hullo" and the British "hallo", an expression of surprise. Before then neither term had been used as a greeting. When the first exchange opened it was the snappy "hello" which prevailed over both "ahoy" and the the official "what is wanted" recommended by the manual....

That Was March...

Concessional..

The ever-helpful JIM WILLIAMS very kindly volunteered to drive his Woodie Wagon from the William's Homestead up into the mountains of Kalamunda to a school as a favour and to show the Model A flag for some photos with children in the local press to promote their school fete - Onya Jimmy.

Meeting

A most impressive turn up at the February meeting - particularly as jobs were being handed out. It was heart-warming to achieve so many willing volunteers to help during the National Meet in such a short time. It is certainly encouraging to see so many members keen to help ensure a very successful event.

Like the magician who got everyone to applaud when the lights went out in the theatre:- MANY HANDS MAKE LIGHT WORK!

Certainly was great to see DARREN JEFFREE arrive in his VERY newly restored Phaeton. It looks really good DARREN, one can easily see the result of hours of patient work. The hood had not been fitted so ALAN and EDITH rode in the back seat in Royal splendour - really created an impressive, formal atmosphere - until DARREN drove under some low branches of a tree to park!!

MAXINE DAVIDSON was still not allowed to speak and communicated silently. STEVE READ did some dubious translating - get well MAXINE and talk before COLIN arrives!!

Thanks to ALAN JEFFREE for the use of 'his' school for the meeting. It was interesting to note the reaction of all our other school teacher members, they looked right at home - assuming that the glazed look in their eyes is absolutely normal. Incidentally, one of them listed their occupation on the Club Update form as "professional baby sitter".

The following stalwart members kindly supplied themselves and their Model A-s for a display at our major sponsor, Titan Ford, on Saturday, March 28:- JIM WILLIAMS, RAY MAHONY, MIKE COOKE, BILL BENNIE, BEVAN SHARP. The event was not very successful for Titan but we took the opportunity to tie up some loose ends and elicit some additional support from the ever-helpful crew at Titan Ford.

A special meeting of the Combined Car Clubs Association attended by Club members STEVE READ, BEVAN SHARP and BILL BENNIE was devoted entirely to the machinations of the Concessional Licence situation in Western Australia.

There are now about 26 Clubs authorised to issue Concessional Licences and there are around 1,200 Licences issued at this stage.

It was again stressed that we all only hold this privilege due to the efforts of organisations like the C.C.C. and the V.C.C. continually ensuring that the police are convinced that the minimal rules and regulations are complied with at all times. There would seem to be an element that would like to bring in more regulations and to increase the fees and they only need a few minor infractions to turn into ammunition to shoot down the Concessional Licence arrangement.

One point clarified concerned weddings - there must be absolutely NO fee charged by a Concessionally licenced vehicle and such a car can only participate in a wedding (or any similar event) if the occasion has been classified as a Club Event and entered in the Club Calendar as such. Even if the event is classified as a Club event, and a donation made to the Club, a Concessional Licenced vehicle cannot participate if included in the fee.

A proposal that ALL Clubs follow the lead of our Club and road test every vehicle at a Vehicle Inspection was passed unanimously and accepted by all Clubs present.

Every Club which can use Concessionally licenced vehicles must abide by several rules. Including advising the police if a Concessional vehicle in the club has been sold, or the owner is no longer a financial member of the Club.

Maurice Brockwell also mentioned the vocal lobby (mostly initiated by car makers) who are stressing the increasing average age of cars in Australia and attempting to equate that with a detrimental effect on the environment. Maurice pointed out that it had been proven that in many cases an older car could be safer than a new one. Also that the damage to the environment in producing millions of new cars (through pollution, using decreasing resources, etc) was far greater than keeping the older cars running for a longer period.

At a highly-productive meeting, many members volunteered to spread the load during the Meet. Please advise of any changes and check with the organiser for times you will be required. Many thanks to the following - to whom this will also serve as a reminder.

TUESDAY, APRIL 14

JIM WILLIAMS, ALAN SMITH & RAY MAHONY will collect the portable bar, cooler and beer from Swan Brewery at 9.30am. Then collect the bar stocks and place them in the cooler.

WEDNESDAY, APRIL 15

Supplies are being both delivered and collected today. Facilities will be arranged. Helpers: BILL COWLIN, RAY MAHONY, ANGELO & JUDY CALLEJA, BILL & DOROTHY BENNIE.

The REPAIR MARQUEE will be set up by ALAN & DARREN JEFFREE. STEVE READ will be collecting people from the Airports.

THURSDAY, APRIL 16

'A-train' met at East Perth Station by: BILL COWLIN, ALAN JEFFREE, KELVIN PEPPER, BILL BENNIE, ANGELO CALLEJA, MIKE COOKE, MAX ANNEAR, JOHN LUCA.

Arrangements for daily ride-sharing by: JOHN LUCA and PETER LYNCH.

The REGISTRATION/ENQUIRY/SOUVENIR DESK will be run by HELEN SHARP and LOUISE READ with assistance from: NINA KITCHENS, FAYE LYNCH, JUDY CALLEJA, CORAL BLEWETT, JUNE SMITH, DORA ANNEAR, GWEN GUEST, GAIL ANDREWS, VAL COWLIN, TONY PARIN in separate shifts - see HELEN or LOUISE for details of when you will be on duty - the more people, the shorter the time on duty.

The BAR will be operated by JIM and NINA WILLIAMS with help from: ALAN JEFFREE, BARRIE GUEST, DOUG and SANDRA NETHERWAY, BILL COWLIN, STEVE READ, CHRIS WRINGE, LINDSAY BLACKLOCK, COLIN DAVIDSON, JOHN LAURIE, JOHN McLEAN, ROBERT TEALE, MIKE COOKE.

The WELCOME PARTY is being catered for by EDITH JEFFREE with assistance from her family, MAXINE DAVIDSON and FIL LUCA.

FRIDAY, APRIL 17

KATH PEPPER and DOROTHY BENNIE will take morning tea to the Judges.

Marshals for afternoon BEACHES RUN:- DOROTHY BENNIE, PETER LYNCH, JOHN LAURIE and LINDSAY BLACKLOCK. LOUISE will distribute tickets. STEVE READ and KELVIN PEPPER will stay on to clean up any oil puddles. Organised by the BENNIES.

SATURDAY, APRIL 18

Marshals for PETER LYNCH's Whiteman Park Run will include; JOHN LAURIE, MAX ANNEAR, ROSS LETCH, ALAN ANNEAR, BILL COWLIN, RAY MAHONY.

Helpers to set up the Noalimba Hall for MAXINE DAVIDSON:- DORA ANNEAR, DOROTHY BENNIE, RAY MAHONY, EDITH JEFFREE, ALMA LETCH.

SUNDAY, APRIL 19

Marshals for Fremantle: REG BLEWETT, MIKE & LAUREL COOKE, BILL COWLIN.

Setting up for AWARDS DINNER: DOROTHY BENNIE, TONI MAHONY, GWEN GUEST, HELEN SHARP

FASHION JUDGES - IVY McLEAN, FIL LUCA, BILL BENNIE.

MONDAY, APRIL 20

BILL BENNIE's YORK RUN: JOHN LAURIE will take the lunches.

TUESDAY, APRIL 21

Many members volunteered to help clean-up Noalimba before leaving.

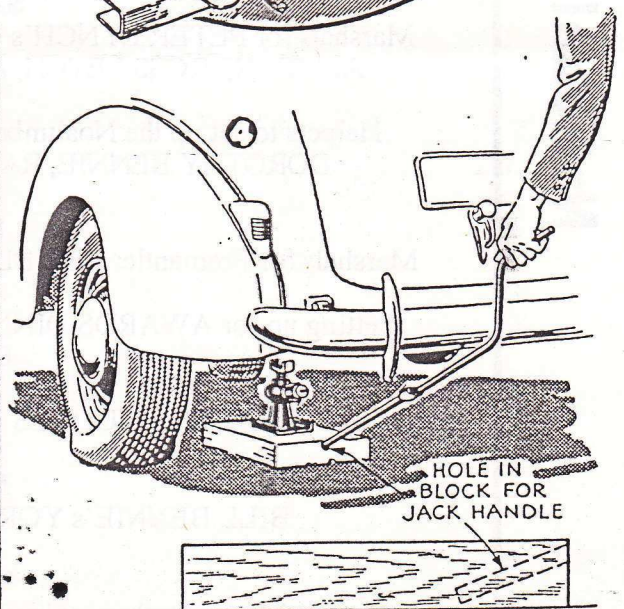
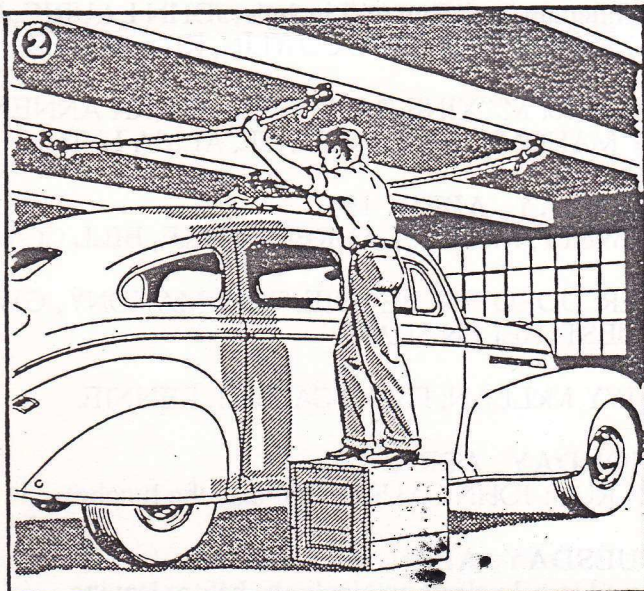
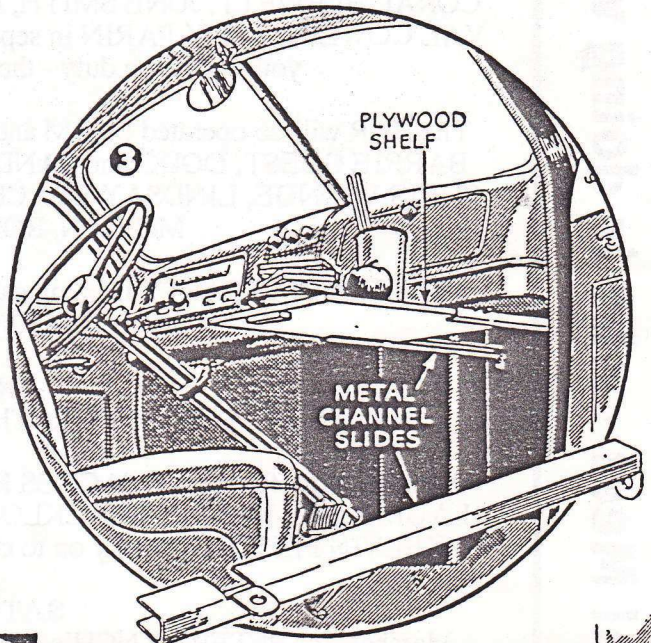
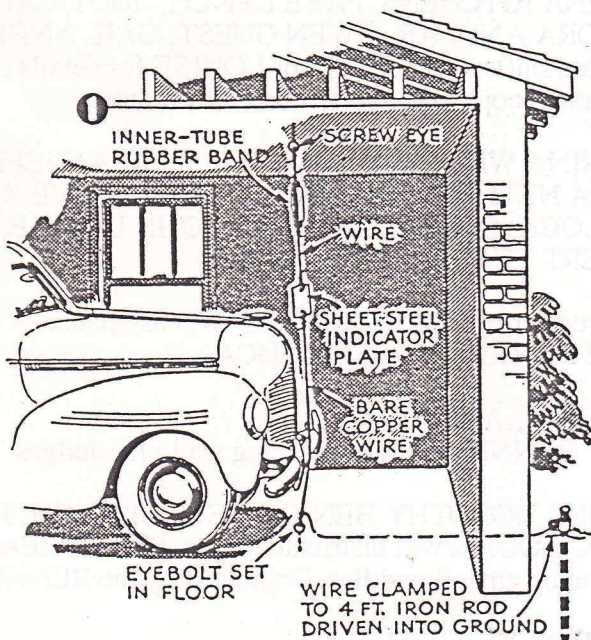
EIGHT TIMESAVERS

1 ANNOYING CAR STATIC is grounded by running a bare wire from the garage ceiling through an eyebolt in the floor to a pipe driven four feet into the ground and making contact with the car bumper. Connect a length of inner-tube rubber and a small plate of sheet steel or tin high in the wire for stretch and visibility.—E.G.M.

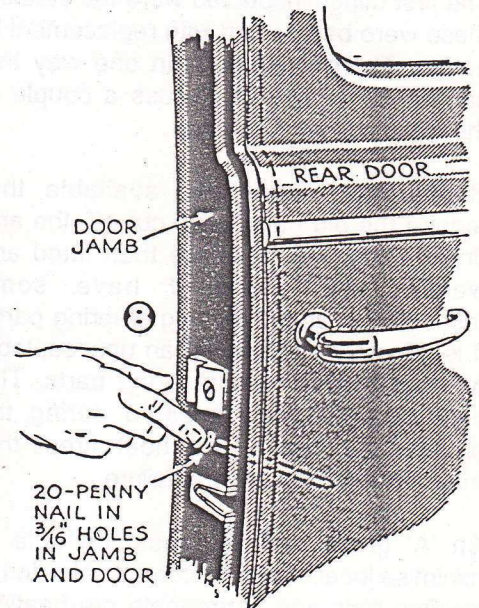
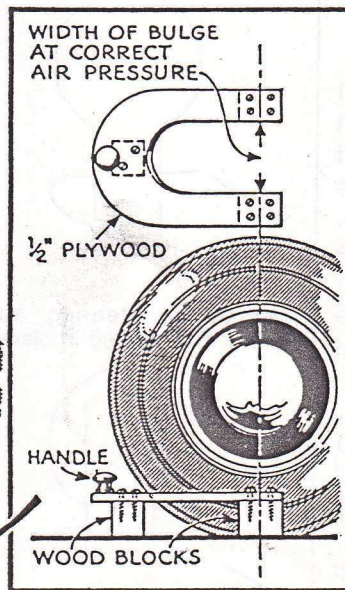
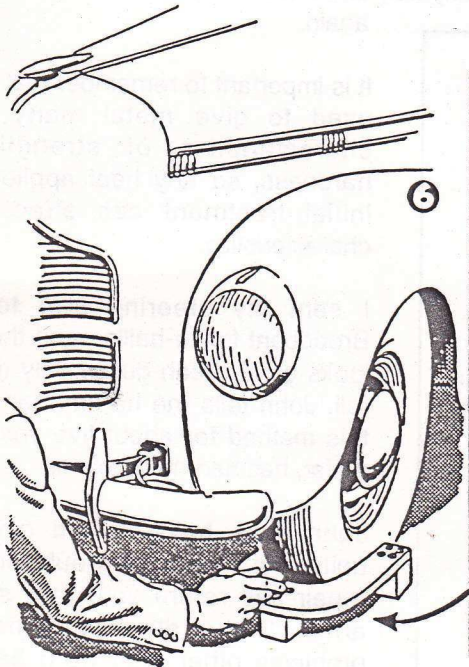
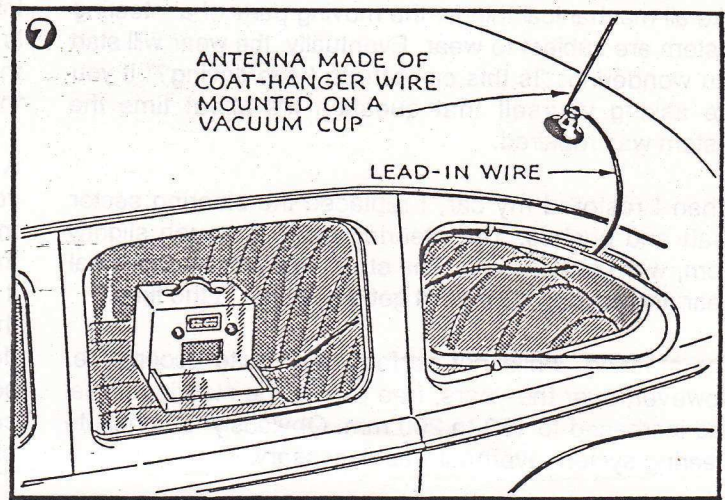
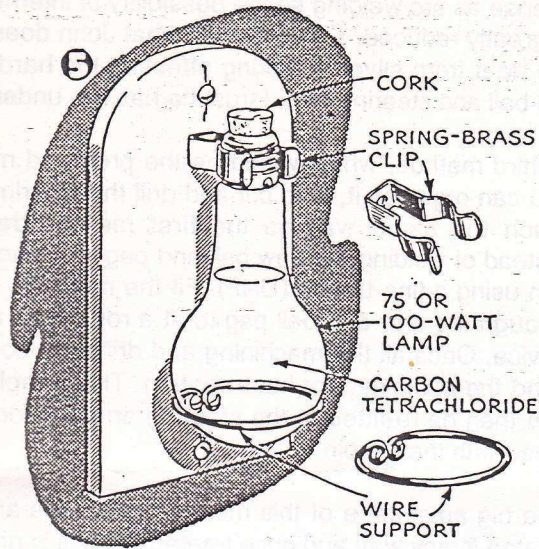
2 A CAR-WASHING AID, especially for cars built without running boards, is provided by stringing ropes across the garage ceiling. Standing on a box, you can hold on to a rope with one free hand while cleaning the top.—W.C.W.

3 MANY USES ARE FOUND for a shelf that slides in or out beneath the dashboard. Made of three-ply wood sawed to fit the space available, it runs in channels of sheet metal which are bolted to the bottom of the dashboard. Drawn out, it is handy for lunching, writing, or other purposes. A small handle should be attached near the front of the underside.—J.S.

4 YOUR TIRE JACK can be slid under the axle more easily by putting it on a block of wood. Drill a hole at an angle to fit the jack handle, and use it to push the block under the car.—C.W.



FOR CAR OWNERS



Drawings by
STEWART ROUSE

5 A FIRE EXTINGUISHER for your car can be made simply out of an old 75 or 100-watt electric light bulb. Saw off the inside of the base and remove the porcelain. Then break the end of the glass bulb in the base and shake out the inside parts. Fill with carbon tetrachloride, leaving space for expansion, seal with a cork, and mount under the dashboard. To use, throw the bulb hard at the center of the flames.—W.A.E.

6 TO TEST TIRE PRESSURE QUICKLY, a simple U-shape gauge cut from plywood to the exact width of your tires when pumped up to recommended pressure will be found useful. Mount the unit on three blocks of wood about three inches in height.—S.R.

7 PORTABLE RADIOS with built-in loop antennas will perform better in metal-roofed cars if used with an antenna which may be shaped as shown from coat-hanger wire and mounted on a vacuum cup outside a rear window. The insulated lead-in wire should be clipped to the antenna contact that deadens reception when touched with a bare finger.—R.E.C.

8 YOUNGSTERS CANNOT OPEN rear car doors with this lock. Drill a hole through the separating door post and into the edge of the rear door. Insert a heavy nail through the post into the door, which is then, in effect, nailed shut, and cannot be opened until the nail is removed.—N.F.W.

Servicing the Model A Steering Box

by RAY MAHONY

Part One

Like all mechanical things, the moving parts of a steering system are subject to wear. Eventually the wear will start you wondering: "Is this car safe to keep driving?" If you are asking yourself that question it's about time the system was repaired.

When I restored my car, I replaced the steering sector shaft and bushes. The steering balls, although slightly worn, were serviceable. The steering worm had minimal wear and anyway, I couldn't get a new one at the time.

The steering, while not perfect, was quite acceptable. However, over the years, free play in the steering wheel had increased to 150 to 200 mm. Obviously a complete steering system overhaul was necessary.

The first things inspected were the steering arm balls. All these were badly worn with replacement being the only option. There is more than one way this can be done, so will discuss a couple of the more common methods.

Replacement balls are available that require the old balls to be cut off, the arm drilled and new balls are then fitted and welded into place. I have some reservations about welding steering parts. It is generally considered an unacceptable practice to weld any steering parts. The high localised heat created during the process can cause local heat stress that may result in fracture and failure.

An 'A' grade welder should be able to minimise local stress by correct selection of welding rods and appropriate pre-heating. However, there is still the problem of maintaining or re-establishing the correct degree of hardness and, given that the material used in old vehicles while probably of good quality, is an unknown quantity. Even an 'A' grade welder may have difficulty selecting the appropriate rod. This method must remain the least preferred.

An alternative is the method developed and used by John Broadbent of 9 Gibson Street, Eagle Hawk, Victoria, 3556. John's method involves machining the worn ball to a parallel peg. A steel ball bearing of the appropriate size is softened and drilled to fit the peg. Once drilled, the ball is re-hardened and silver soldered into place. The heat used for silver soldering is much more general and no where near as

intense as arc welding so the possibility of internal stress is greatly reduced. I am not sure what John does to stop the heat from silver soldering effecting the hardening of the ball and steering arm, I trust he has this under control.

A third method, which would be the preferred method if you can organise it, is to cut and drill the steering arm much the same way as the first method described. Instead of welding the new ball and peg into place, screw it in using a fine thread (UNF). Fit the new ball, then drill through the arm and ball peg to fit a roll pin as a locking device. Once all the machining and drilling is completed, send the ball away for heat treating. The completed ball can then be re-fitted to the steering arm and locked into place with the roll pin.

The big advantage of this method is that the arm is not heated in any way and once treated the ball is not heated again.

It is important to remember that heat is used to give metal many of its characteristics of strength and hardness, so any heat applied after initial treatment can effect those characteristics.

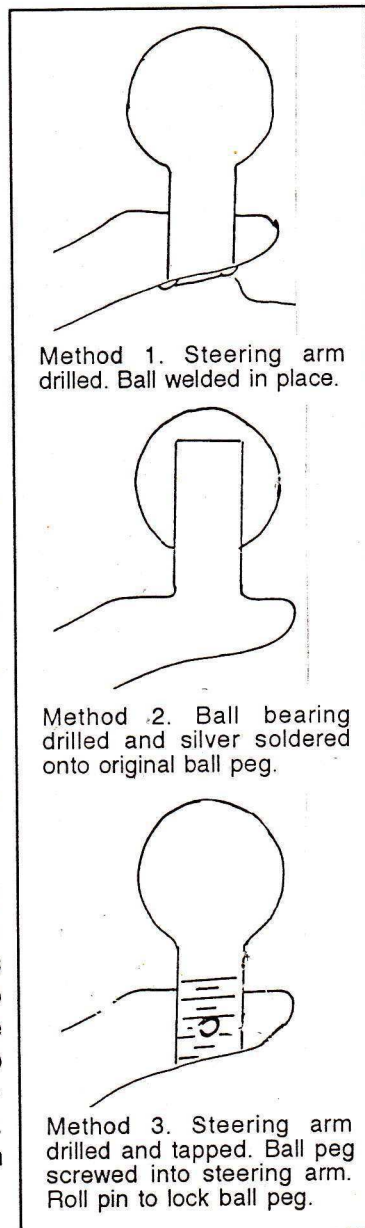
I sent my steering arm to John Broadbent for re-balling and the result looks good. I can guess only time will tell. John tells me he has been using this method for about five years and, so far, has had no problems.

John does have limited exchange units, but I think he would prefer to repair and return your own steering arms. If the steering arms have problems other than worn balls, eg: damaged threads, etc. don't even bother to send them away because they can't be used.

If you have steering arms needing re-balling, give John a ring on (054) 437696, I am sure you will find him most helpful.

That's probably enough for this issue, next month I'll talk about over-hauling the steering box.

Thanks RAY - Don't forget folks, tune in next month for the next instalment.
Ed



Method 1. Steering arm drilled. Ball welded in place.

Method 2. Ball bearing drilled and silver soldered onto original ball peg.

Method 3. Steering arm drilled and tapped. Ball peg screwed into steering arm. Roll pin to lock ball peg.

. . . Notebook . . .

It is our sad duty to report that Mrs KATH DAVIES recently passed away and we extend out sincere condolences to the family.

The National Meet continues to generate interest in Henry's Lady. Had a phone call recently from John Cozins who would like to acquire an unrestored Model A as complete as possible with a view to restoration - call him on [REDACTED] if you have something which may be of interest.

JOHN LAURIE has some 21-in B wheels to give away. He is seeking a one-piece brake shaft for his restoration.

FOR SALE - 1928 Model A Ford Roadster, Complete -ready for restoration. Contact John Burton on [REDACTED]

And YOU Thought YOU Had Problems Department - One of our National Meet entrants from Victoria had to reluctantly cancel their trip to Perth for the Meet as they had booked their tickets on Compass Airlines and consequently lost their money. However, they were still determined to make the trip, so what did they do? Booked a camper van, that's what - with Budget!!! We breed a plucky lot in Australia - they may still get here somehow. Your Editor did "tactfully" ask who they were going to book with next to make sure to steer clear of that particular Company....

One of our South Australian members, MAXINE, CREEDY, is unwell. Unfortunately the CREEDY's will not now be able to come to Perth for the Meet. We wish MAXINE a speedy recovery, and hope to see them soon.

HAPPY BIRTHDAY this month to: MARG ADDISON, RON ANDREWS, KEN BROWN, LAUREL COOKE, PETER KRIKKE, RAY & TONI MAHONY, and DOUGLAS QUINN.

WANTED - PLEASE. Telephone Secretary HELEN real soon on [REDACTED] if you can offer the loan of ANY or all of the following items for the Saturday night of the National Meet:- a baby's bath, 3 straw brooms, a child's hobby horse, two empty Coolabah wine casks and/or a child's sheepskin - **Don't Ask Why** - please just let's know, it's for a worthy cause (believe it or not!!!!) We also require the loan of a 12-foot step ladder so we can decorate the Hall at Noalimba on the Saturday - any offers PLEASE.....?

The WA Sporting Car Club are offering half price tickets to Round Eight of the 1992 Shell Australian Touring Car Championship at Wanneroo Raceway on Sunday, June 7, if you order 20 or more tickets prior to May 8. Adult prices at the gate on Sunday are \$15, pre-sale they are \$12 - phone [REDACTED] if you are interested.

More Meet News - Unfortunately we cannot now visit the Heytesbury Classic Car Collection during the National Meet as the cars are in the process of being sold. Instead we shall have two alternative runs on the Monday:- a trip to York or a bridge-to-bridge drive around the Swan River.

PPST Department - Who is the Maddington mechanic who was fed up with people speeding past his workshop so he asked the police to set up a radar trap? Guess who was one of the first people they caught? You got it in one!!

Western Australia, 6157
Palmyra, [REDACTED]
If undelivered, please return to:

PAISLEY [REDACTED] and Dianne
6082



Western
Model A News

COLLECT
AUSTRALIAN
STAMPS



Model A Ford

Distributors - Water Pumps - Rear Ends - Steering Boxes - Rear Hubs
Shock Absorbers - Generators - Starters - Universal Joints - Oil Pumps
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*Enthusiast specialising in quality re-built 1928 - 1934 4cyl Ford exchange units.
Most items in stock for immediate exchange.*

DAVE'S EARLY FORD EXCHANGE SERVICE

7 PARKSTONE DRIVE, BAYSWATER NORTH, VICTORIA, 3153. Phone: (03) 729 0049

FROM THE WIT'S DICTIONARY

BACHELOR - a man who believes it is better to have loved and lost than get up for a 2am feeding.

TEENAGER - someone who is young enough to know everything.

TOURIST - someone who travels to see things that are different, and then complains when they aren't the same.

INTERIOR DECORATOR - someone who gets paid for playing practical jokes on other people's homes.

MANAGING DIRECTOR - someone who is known by the Company he keeps.

SALES MANAGER - a manic depressive on the upswing.

SCEPTIC - someone who once lost his wallet in a church while standing between a policeman and a nun.

MECHANIC - a person who picks your wallet from underneath your car.