

Western Model A News

Official Newsletter of the
MODEL A RESTORERS CLUB OF WESTERN AUSTRALIA, Inc

Year XIII Number IX

APRIL, 1993



The
NEW CAR

Book Your Order Today
at Linacre's



THE Advance Showing of the New Car at the Town Hall has convinced Melbourne that the new Ford is far in advance of any automobile yet produced. So book your order now at Linacre's Showrooms.

Take the Swanston Street tram from the Town Hall to Franklin Street—we are just at the corner of Franklin and Elizabeth Streets.

Advance showing open daily to Friday, 9 a.m. to 10 p.m. Prices, terms, and full particulars are available here between these hours

J. A. LINACRE
Selling Ford Products Exclusively
452-456 ELIZABETH STREET, CITY, C.1

Phone: F.2814-5, F.5213



WHENEVER YOU THINK FORD -- THINK LINACRE

THE PURCHASE

The local car dealer, who was known to have taken advantage of several people in the community, informed a farmer that he was coming over to purchase a cow. The farmer priced the cow as follows:-

- BASIC COW - \$499.95
- Shipping and handling - \$35.75
- Extra stomach - \$79.25
- Two-tone exterior - \$142.10
- Produce storage compartment - \$126.50
- Heavy-duty straw chomper - \$189.60
- Four-spigot/high-output drain system - \$149.20
- Automatic flyswatter - \$88.50
- Genuine cowhide upholstery - \$170.90
- Deluxe dual horns - \$59.25
- Automatic fertilizer attachment - \$339.40
- 4 x 4 traction drive assembly - \$884.16
- Pre-delivery wash and comb - \$69.80
- Farmer's Suggested List Price - \$2,843.36
- Additional dealer adjustment - \$300.00
- TOTAL LIST PRICE (including options) - \$3,143.36.**

This article via South Australia's "Model A Torque" submitted by MAXINE CREEDY who got it from Ethel Zelambo in Downey, California.

"NEW FORD" ROAD TEST

The advertisement shown at the left was featured when the "New Ford" was released to an eager Australian motoring public in Melbourne in 1928. Although there is no actual date shown, the "New Ford" was revealed around Australia on the 15th of May, 1928 - so it must have been about then. This particular supplier supplied the vehicle for a Road Test by "The Australian Motorist" on October 1, 1928 - full details of the actual Road Test are featured in this issue of your Newsletter.

EASTER RUN: APRIL 9th 1993 - see Calendar
MONTHLY RUN - 25th APRIL 1993 - see Calendar

OFFICE BEARERS: President: LAUREL COOKE [REDACTED] Relief Secretary/Treasurer: LOUISE READ [REDACTED]
Vice-President: ANGELO CALLEJA [REDACTED] Vehicle Examiner: STEVE READ [REDACTED] Editor: LOUISE READ [REDACTED]

COPY DEADLINE: by the 1st of every month to: [REDACTED] Thornlie, 6108

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF M.A.R.C. of W.A.

**FRIDAY 9th - MONDAY 12th APRIL 1993
EASTER RUN to Southern Cross & Merredin**

Organised by the ANDREWS family (Ph: [REDACTED])

MEET at MIDLAND GATE SHOPPING CENTRE (near Lloyd St & G.E.Hwy).

AT : 8:00AM for 8:15AM departure.

Bring your own dinner for Friday evening at Sthn Cross. Will buy dinner out on Saturday night. Sunday dinner will be at the Merredin Motel for \$12.50 each - like we had before!!

FAMILIES listed as attending: Andrews/Cooke/Guest/ Read/Smith & Williams. There is one onsite van available at both Merredin & Southern Cross if there is anyone else who may like to come along for the run.

SUNDAY, 25th APRIL 1993 (Yes, Anzac Day!!)

Organised by the PEPPER family.

MEET at DOG SWAMP SHOPPING CENTRE

at 9:30 AM for 10:00AM Departure.

SATURDAY 29th and SUNDAY 30th MAY 1993

MODEL 'A' MANIFOLD MUNCHERS LUNCHEES OVERNITE RUN TO HARVEY

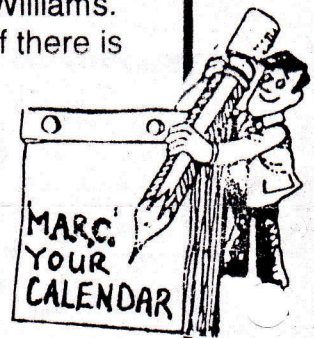
Find further details of this run in "THE NOTE BOOK".

Organised by READ family.

SUNDAY, 20th JUNE 1993 - SMITH family organising.

SUNDAY, 25th JULY 1993 - Annual General Meeting.

AUGUST 1993 - GUEST family organising.



Manifold Cookery

Blackened Roadfish

(Distance: 50 miles)

1 lb. firm white fish fillets,
cut thin

Your choice of premixed
"Cajun" spices

At home, cover the fish on both sides with a heavy layer of spices, pressing them in with your hands. Place on foil, spread with butter and wrap tightly. Cook about 25 minutes per side.

Roadside Stew

(Distance: 85 miles)

1/4 lb. meat (any kind),
cut in 1/2" dice

Salt & pepper (to taste)

3 vegetables of choice
(potatoes, onions, carrots,
etc.), cut in 1/2" dice

At home, mix ingredients and wrap in foil. Put foil-wrapped package on the manifold and drive 1-1/2 hours, turning package once.

Rumbleseat Cabbage

(Distance: 55 miles)

1 sm. green cabbage

2 cubes beef bouillon

1 lb. ground beef

2 cans tomato soup

1 c. uncooked rice

Salt & pepper (to taste)

At home, separate the leaves of the cabbage, discarding the tough outer ones and removing the inner ones intact. Drop into boiling water. After 10 minutes, drain and rinse with cold water. Cook beef in a skillet, breaking up with a spoon, until pink color is gone. Do not drain fat. Meanwhile, cook rice in 2 cups of water along with the bouillon cubes until water is absorbed and rice is done. Combine rice, meat and 1 can soup (do not add water) and season with salt and pepper. One by one, lay a blanched cabbage leaf flat, drop some stuffing on it and roll up, forming a neat bundle with both ends sealed. Repeat until you run out of cabbage or stuffing. Place the rolls on foil in pairs, smearing each with a generous amount of soup from the second can. Wrap. Find a good place for them on the manifold and drive for about 1 hour.

MODEL 'A' FORD CLUB

Minutes of the National Delegates Meeting held in Bendigo, November, 1992
(Saturday 14th).

The meeting was chaired by Neil Phillips

Present: Qld - Margaret Gibson and Brian Waters

Canberra - Allan Stafford and Bob McDonald

Victoria - Kevin Wright and Allan Wilson. Frank Smith (Concours)

S.A. - Bill Neck & Neil Phillips. Bob Moylan (Concours).

N.S.W. - absent

W.A. - Bill Bennie and Steve Read.

The Minutes of the previous delegates meeting were read and moved to be accepted - Allan, 2nd Brian / passed.

1. Concours Judging: Concours Judging was discussed at length along with the proposed Phone hook-up.

Decided: the cars are to be judged as original in future and not like show cars, as in Elegance.

2. 1994 Rally: The Rally progressing well. States have accom. details and information. Venue Glenelg, Presentation Dinner organised. There is only one mandatory run with shorter runs to be organised if you wish to partake in them.

Re the use of the word 'Rally' or 'Meet' to describe the gathering.

Decided: that individual clubs decide which word they wish to use for their event.

3. 1996 Rally: No actual report tabled but still proceeding in NSW.

4. 1998 Rally: Canberra Club expressed interest in hosting the rally as it would be the 70th year of Model 'A' and 20 years since their highly successful rally in 1978. Decided: by all delegates present that Canberra should host the rally in 1998.

5. Becoming a Region of America: After much discussion on the benefits and non-benefits of becoming a region of the American Model 'A' movement, a motion was moved by the Victorian delegate - 2nd by W.A. delegate -

"That we do not persue becoming a region of the American Model 'A' movement." Passed.

6. Phone Hook-up: Decided: that clubs discuss concours judging on the night of the phone hook-up which would be December 4th 1992.

7. Club History: All clubs reported that they are working on compiling their own histories.

8. Item 10 on the agenda was decided to be carried over till the next Delegates Meeting in Bendigo, 1993.

As there was no further business the meeting closed.

Signed.....

Minutes compiled by Bob Moylan.

Summary of Engine Troubles and Their Causes

from the 1929, Canadian, right-hand-drive edition of the Model A Ford Manual

Engine Fails to Start

If starter turns engine over freely, check:

Ignition switch.

Petrol tank empty or supply shut off.

If engine is cold, mixture may not be rich enough - choke button not pulled back.

If engine is warm - beware of over-choking.

Breaker points too close. The correct adjustment is .018" to .022".

Spark plug gaps too wide. Correct gap is .0215" to .030" (later amended to .035").

Water in sediment bulb or carburettor.

Starter Fails to Turn Engine Over

Battery run down. Quick way to check is to turn on lights and depress starter switch. If battery is weak lights will go out or quite dim. If battery run down, have it recharged.

Loose or dirty battery connections. See that both the negative and positive battery terminal connections are clean and tight. Connections should be checked regularly.

Missing at Low Speed

Petrol mixture too rich or too lean.

Too close a gap between spark plug points.

Breaker points improperly adjusted, badly burned or pitted.

Fouled spark plug. Plugs should be occasionally cleaned and gaps checked.

Water in petrol.

Missing at High Speed

Insufficient petrol flowing to carburettor due to petrol line or filter screen being partly

clogged.

Petrol mixture too rich or too lean.

Water in petrol. Drain sediment bulb and carburettor.

Engine Stops Suddenly

Petrol tank empty.

Dirt in fuel line or carburettor.

Petrol mixture too lean.

Ignition switch not working properly.

Engine Overheats

Lack of water - radiator should be kept filled.

Lack of oil - check level.

Fan belt loose or slipping.

Carbon deposits on piston heads and in combustion chamber. Take off head to clean.

Incorrect spark timing.

Petrol mixture too rich.

Water circulation retarded by sediment in radiator.

Engine Knocks

Carbon knock - caused by deposit of carbon in combustion chamber and on piston heads.

Ignition knock - if occurs under ordinary driving, check ignition timing.

Loose bearing.

Do not mistake an ignition knock for a loose bearing. Ignition knocks usually occur when the car is suddenly accelerated or when ascending steep grades or travelling through heavy sand with the spark lever fully advanced. The spark should be advanced as soon as normal road conditions are encountered.

Apparently most of us retard the spark to start our Model A then pull the lever down to full advance and leave it there until we turn off the engine. We probably all realise that we are supposed to use the advance/retard lever to gain maximum performance from our Model A engine.

This is the official word from the 1929 Model A Ford Manual.

SPARK CONTROL

"For average operation the Spark Plug lever should be about half way down the quadrant. The spark should be advanced (pulled down), as the speed of the car increases, and retarded (pushed up) when the speed decreases. The spark advanced too far will cause a sharp "ping" or knock when a heavy load is placed on the engine. It will also cause an uneven jerking when the car is running slowly in high gear. When the spark is too far retarded, the engine will be sluggish in operation. Familiarity with the proper positions of the Spark Lever for most satisfactory performance will soon be acquired from observing their effects."

THE NEW FORD

"This car proved, on road test, a high-grade job, bristling with excellent points in car engineering".

Through the courtesy of Mr J. A. Linacre, the Melbourne distributor of Ford products, we have had the opportunity of testing out the new production.

We had previously heard many opinions expressed by those who had driven one of these new models, but we have declined to say anything for or against the car until we had handled it, as our readers expect authentic statements from us concerning new productions.

Everyone will admit that the Ford company was two years late in producing a new model, but at the same time the old Ford policy of not changing models annually and giving people with moderate purses a vehicle which could be run with a minimum of expenditure, was one that undoubtedly helped rapidly to establish the motor industry throughout the world.

Mr Ford's dominant policy has always been to produce a vehicle which the owner-driver can cheaply maintain himself; this made the old Ford model an extremely popular one in country districts. As a matter of fact, the old model was a really accessible car, and the extraordinarily efficient parts service, which was developed and perfected by the old Australian distributors, so reduced the cost of operating that the Ford became the greatest seller Australia has ever seen.

The Ford company have now produced a car which not only bristles with excellent points in engineering, but is a car even more accessible and even more easily looked after by the owner-driver, and at the same time a car which gives a performance which is better than some cars selling at four times the price. This statement may sound exaggerated until the customer drives the car.

A great deal is being said concerning the high speed obtainable, and although we can without hesitation support these claims we think that it is a wise policy not to stress the car's ability for speed too much. High speed makes for dearer motoring, and excessive road speeds are not in the best interest of motoring.

Before mentioning our impression on the road we will outline some of the novelties built into the design. Many motorists have experienced the annoyance and delays which frequently occur when a carburettor has to be removed and dismantled. On the new Ford a really accessible nut is

unscrewed; a sliding sleeve is moved along the control rod, and the jets in position with the lower half of the carburettor are comfortably removed, together with control couplings. These quickly detachable controls represent simplicity itself, and they can be uncoupled and recoupled in less than one second; the split pin has been banished.

One of the many things on most cars that the owner-driver will not attend to, due to poor accessibility, is the regular cleaning of his generator brushes. To many, the generator remains a mystery until it actually breaks down - usually through dirt. The Ford generator is short and of large diameter, and is readily accessible, standing high up above the chassis frame. With a screwdriver the holding clip is lifted out of position, and then the brushes are in clear view, and if it is desirable to remove the armature a single nut is undone and the part withdrawn, leaving the casing in position.

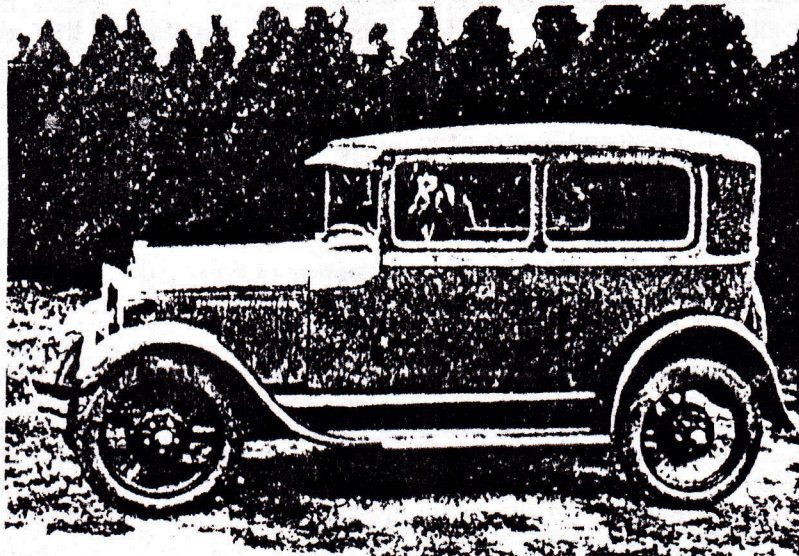
Ignition is by battery. The current is built up to 20,000 volts, and is passed through the distributor, which is located on the top and at the centre of the engine block, which is a really accessible position. Its close proximity to the plugs eliminates high tension wires, current being taken to the plugs through short copper strips, and are so located that short circuits are impossible, whilst, due to the distances between plug and distributor the amateur cannot wrongly replace if he uncouples all connections at the one time. The distributor is not only easily

disassembled, but when this is done the contact points are completely exposed, and to give ease of adjustment the contact points can be operated with a screwdriver in place of miniature spanners, which are not very comfortable to handle. By a simple method of slotting off-centre, the distributor shaft removed cannot be incorrectly replaced. Coupled to this accessible ignition mechanism is the case-hardened steel conduit coupled to the dashboard switch control box, which is also of hardened steel, which makes it impossible for a thief to get access to it when locked by the driver. Furthermore, it is impossible to couple up wiring around the switch to short the locking device, which provides an effective barrier to the car thief.

Another point of great interest to the owner-driver is the simple method by which it is impossible for him to wrongly retime his engine if he dismantles it. Whilst we have not the space at our disposal to go through every detail it is sufficient to say that if the amateur dismantles the Ford engine he has no retiming problems ahead of him.

The Ford engine is lubricated with a combined system of pump and splash, the oil being filtered during circulation. The oil pump is very easily removed together with its screen. Oil is circulated at high speed; it is claimed that one gallon of oil passes through the oiling system per minute with the engine running at one thousand revs.

To avoid irritating road stops which



The New Ford Closed Model.

ROAD TEST - continued

occur through dirty petrol a very excellent system of filters is employed, there being a sediment catchment on the dash and one close to the carburettor.

The carburettor is the Zenith vertical type with two jets, but specially-designed for the Ford car, incorporated in which are accessible features previously mentioned. A hot spot is provided for good vaporisation in cold weather.

The transmission system includes a multiple dry disc clutch completely enclosed, while effective measures have been taken to prevent any oil creeping into it. The clutch shaft is mounted on ball bearings; the thrust is taken also by ball bearings.

The gearbox and clutch housing are of unit construction. The gears are of heavy forged steel, the main shaft being mounted on ball bearings and the countershaft on flexible rollers bearings. The universal joints are lubricated, and are of heavy dimensions. The rear end of the universal joint has a spiral gear for operating the speedometer.

Steering is irreversible worm and sector type all enclosed, the worm being fitted with ball thrust bearings, whilst the steering rods are fitted with ball and socket joints for absorption of road shocks. Attention should also be drawn to the fact that the engine controls are all fitted with spring retained ball and socket joints, which take up any slight wear, giving the driver a fine definite control over his ignition and throttle, which provides for steady running on rough roads.

The cooling at normal speed is on the thermo-syphon system, but when engine speed increases over 1000 an impeller functions which increases the rate of flow. This means that the engine can be quickly warmed up for starting and the right working temperature is maintained by automatic increase or slowing down of water circulation.

The engine crankcase and the cylinder head are detachable, this enables an engine overhaul to take place without removing the engine block from the frame.

The Car on the Road

The wheelbase of 103-1/2 in. enables comfortable body work to be fitted, and the steering wheel is so located that the driving position is really comfortable. The steering is pleasant to handle, the steering wheel being semi-flexible.

The Ford company has been criticised because of its retention of the transverse front and rear springing, but experience on rough roads proves that this form of springing gives ideal suspension, and we can say without fear of contradiction that the springing on the

new Ford could not be improved upon. We found an entire absence of dipping. The spring leaves are of wide section and thin, whilst another good point in the transverse springing is that the spring shackles are close to the axle extremities, which minimise axle strain. The two transverse springs also result in a reduction in weight, and the axles can be well anchored, so that there is practically no axle deflection. We therefore found the springing ideal and the front brakes functioning satisfactorily.

The brakes are automatically equalised in a simple and effective way, so that even if a rod breaks the remaining brakes operate effectively. The brakes are so designed that 60 per cent of the braking effort affects the rear wheels. The brakes are completely enclosed and are very easily adjusted, and there is a well designed oil and grease retainer to prevent leakage of lubricant to the brake shoes, while cadmium plating is employed to prevent rust of the brake mechanism. We therefore found the braking during the road test completely effective.

A notable feature on the test run was the perfect balance of the motor and its acceleration. On the car under test we could find no periodic vibration. We had been told that the Ford gearbox was silent in operation on all gears. We have never operated a car with a smoother running second gear. It is claimed that a speed exceeding 40 miles an hour is obtainable on second, but we were quite satisfied when 35 miles per hour on second was reached, due to the fact that the winding hill on which we made a special test of the second gear was not safe for faster speed.

To top gear the ratio is fairly high, being 3-7/10ths to 1, whereas the second gear is 6-7/10ths to 1 and low 11 to 1. It must be admitted that the choice of gear ratios in relation to weight and engine power has been very wisely made. Although the top gear ratio may appear to be high, the engine develops such excellent power that there is no evidence of it being too high on normal give and take roads.

Taking a right hand turn off a bad road into an ascent of a long and steep hill about one mile in length, we changed down to second and drove the car over a mile on second gear, with the objective of finding out any periods of vibration in that gear. We found none. As a matter of fact, second gear on this car is as silent as top on any other car; driving in second gear on the new Ford is delightful, due to the unusually good acceleration and the wide range of speeds and excellent pulling available. Low gear is also very silent, whilst the top gear will be mostly used in spite of its high ratio.

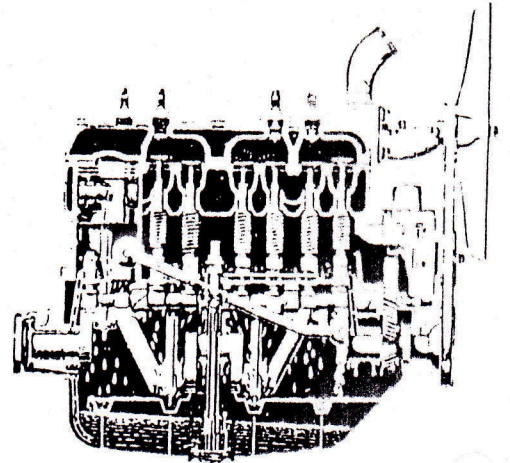
It might be said that due to the light weight of the vehicle, the tyre upkeep will not be adversely affected by

continued high speed, but as one cannot avoid the fact that operating costs are affected by speed it must be left to the owner to determine whether he is prepared to pay for continuous high speed the new Ford is capable of.

We continued our test over all types of roads, and chose tracks where the gradients were exceedingly steep.

We anticipated a much higher petrol consumption than we obtained. A mileage of 28 to 30 miles a gallon is claimed; we obtained 24 with no effort to economise.

Summed up, the "Australian Motorist" can thoroughly recommend the Ford car without qualifications. We think that it would be a wise policy for the Ford company to supply chassis, where required, so that purchasers requiring a special choice of coachwork can have it. Whilst the enclosed models leave little or nothing to be desired as regards body work, the chassis gives such an excellent performance that there are many buyers who would be more lavish in the body construction for open cars, particularly as there are many motorists who like an exclusive type of body, and the Ford chassis is well worth it.



A Section of the Ford Engine.

A FEW ERA JOKES WHILE YOU'RE IN THE MOOD

PATIENCE is the ability to idle your motor when you feel like stripping your gears.

Sign on a tyre store: "We skid you not."

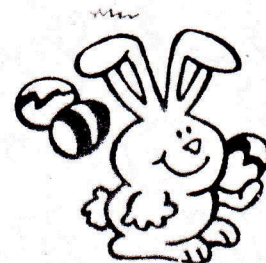
Sign on a Panel Beating Shop: "Save the next dents for me."

Police Officer to couple in parked car: "Don't you see that sign 'Fine For Parking'?" **Driver**: "Yes Officer, and I heartily agree with it."

Policeman: "How did you knock him down?" **Motorist**: "I didn't! I pulled up to let him go across and he fainted."

Battered motorist (waking up): "Where am I?" **Nurse**: "This is number 127." **Motorist**: "Room or Cell?"

HAPPY EASTER



. . . Notebook . . .

April birthdays: MARG ADDISON, RON ANDREWS, KEN BROWN, LAUREL COOKE, PETER KRIKKE, TONI & RAY MAHONY and DOUG QUINN....hope you all have a great day!

New Members: Robert and Jenny SCAFIDI of [REDACTED] Armadale 6112. Phone: [REDACTED] They have an unrestored 1929 utility and any advice would be appreciated by Robert to enable him to get on with the restoration. PS: does Robert know his place is on the calendar for the next restoration run !!??!

CAST YOUR MIND BACK - Do you remember the 25th of November 1984 ?? This was planned as a run to Harvey but was "postponed to cooler weather next year." WELL - this isn't quite the "next year" but the RUN TO HARVEY is on!! Plans are to cook our Manifold Lunches on the trip down - with a half way stop to savour the aroma's wafting from under those bonnets (or check out the disgusting looking undercooked snaggers!) Recipes also in Feb. 1993 News. Overnight stay at the HARVEY HOTEL -6 double/twin rooms available . Also a Motel available . Hotel is \$30 per night for double room; some singles available. Counter tea Saturday night at hotel for \$10.50 eg Steak/Fish or Chicken plus salad or veges. PLEASE PHONE LOUISE or STEVE ON [REDACTED] so they can make bookings ASAPfurther details next Newsletter.

WANTED: by Club Library - copies of Club newsletters prior to December 1985. Please phone Louise Read [REDACTED] so that arrangements can be made to have photocopies done to include in our Archives.

THE BROTHERS DE SOUSA (Carlos & Miguel) from Brazil in their 1928 Model A Roadster arrived in Durban, South Africa (Sept 1992) and are on their way to Cape Town where they will proceed from this most southern point of the continent up to North Africa. From there they will proceed through the Middle East countries to India, Pakistan, Russia, Scandinavia, across Europe to Portugal and finally, they will ship their car to New York by which time they will have covered 140,000 kilometres. Their car is absolutely standard in every way and so far has given them no trouble at all. A fine achievement and of which all Model A owners can be justifiably proud. We here in South Africa have given them all the support we can. We wish them well for the rest of their journey and trust that they will arrive at their final destination safely, as the rest of their trip is not without hazards.....Neville O'Hagan, Hillcrest, Natal, South Africa.
....extracted from THE RESTORER Jan/Feb 1993 edition for the interest of our members who may have met or remember their visit to Perth last September.

MODEL A FORD CLUB OF AMERICA - CHAPTER

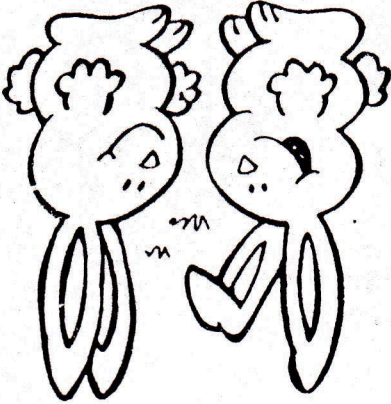
The Model A Restorers Club of W.A. has now officially been accepted as a Chapter of M.A.F.C.A., Our Chapter name is : WESTERN MODEL 'A's.

KALAMUNDA CAR SHOW - 28th March 1993.

AVON VALLEY VINTAGE & CLASSIC FAIR at Northam - 14th March 1993.

Did any of our members attend these car shows? If so, could you please supply a brief report on the day to our Secretary, to be included in next newsletter.





If undelivered, please return to:
Palmyra
Western Australia, 6157

NORANDA 6062
PAISLEY Ian and Dianne

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Western
Model A News

DO YOU BUY FROM AUSTRALIAN-OWNED COMPANIES?

If every Australian averaged \$50 per week buying Australian-made products and buying from Australian-owned companies - instead of spending the same amount buying imported products from foreign-owned companies - Australia would:-

- * Save \$20 billion a year foreign debt
- * Create 50,000 new jobs
- * Not have a recession.

Did you know that these products are from foreign-owned and/or controlled companies? ... Vegemite, Aspro, Cottees, Bushells Tea, Billy Tea, Drizabone, Rosella, Bundaberg Rum, Kiwi Bootpolish, Henry Jones/IXL, Life Savers, Mintics, Jaffas, Fantales, Speedo, King Gee, Selleys, Sidchrome, Violet Crumble, Coolabah Wine, John West, Go-Cat, Friskies, Ruffles, Smiths, BP, Castrol, Caltex, Mobil, Esso, Cascade, Tooheys, Guinness, Heinz, Pampers, PMU, Westons, Cadbury, Sunblest, Kellogs, Carnation, Bear Brand, Flora, Stork, Miracle, Daffodil, Astra, Philadelphia, Streets, Sara Lee, Yoplait, Campbells, Weight Watchers, Rosella, Continental, Maggi, Flora, Sunbeam, Nestle, Mars, Green seas, Safcol, I & J, McCains, Findus, Ribena, Gravox, Comfort, Drive, Handy Andy, Huggie, Domestos, Sunlight, Rexona, Cashmere, Cold Power, Colgate, Cuddly, Dynamo, Palmolive, Aim, Cleopatra, Morning Fresh, Radiant, Imperial Leather, Pepsi, Solo, Schweppes, Passiona, Coca Cola., Fanta, Sorbent, Scotties, Robert Timms, Maxwell House, Moccona, McLeans, Orlando, Wyndham Estate, Jacob's Creek, Morris, Amway, Avon, etc, etc....

THIS INFORMATION FROM THE AUSTRALIAN OWNED COMPANIES ASSOCIATION for more information, contact: PO Box 440, Rydalmere, NSW, 2116 - or copies at most AMPOL Stations.

Adapted from "Probus News"

The Secretary's Lament

If the secretary

- writes a letter, it's too long - sends a post card it's too short.
- speaks at a meeting, that's interrupting - if not, that's shirking responsibility.
- offers a suggestion, that's a know-all - says nothing, then that's useless.
- reminds members to pay, that's insulting - if does not remind them, that's laziness.
- seeks advice, that's incompetence - if not, that's big-headedness.

If the meeting is a success, the committee is praised - if a disaster, the secretary is blamed.
If attendance is low, the secretary should have phoned - but if did phone, that's a nuisance.

Ashes to ashes, dust to dust - if others won't do it, the secretary must.