

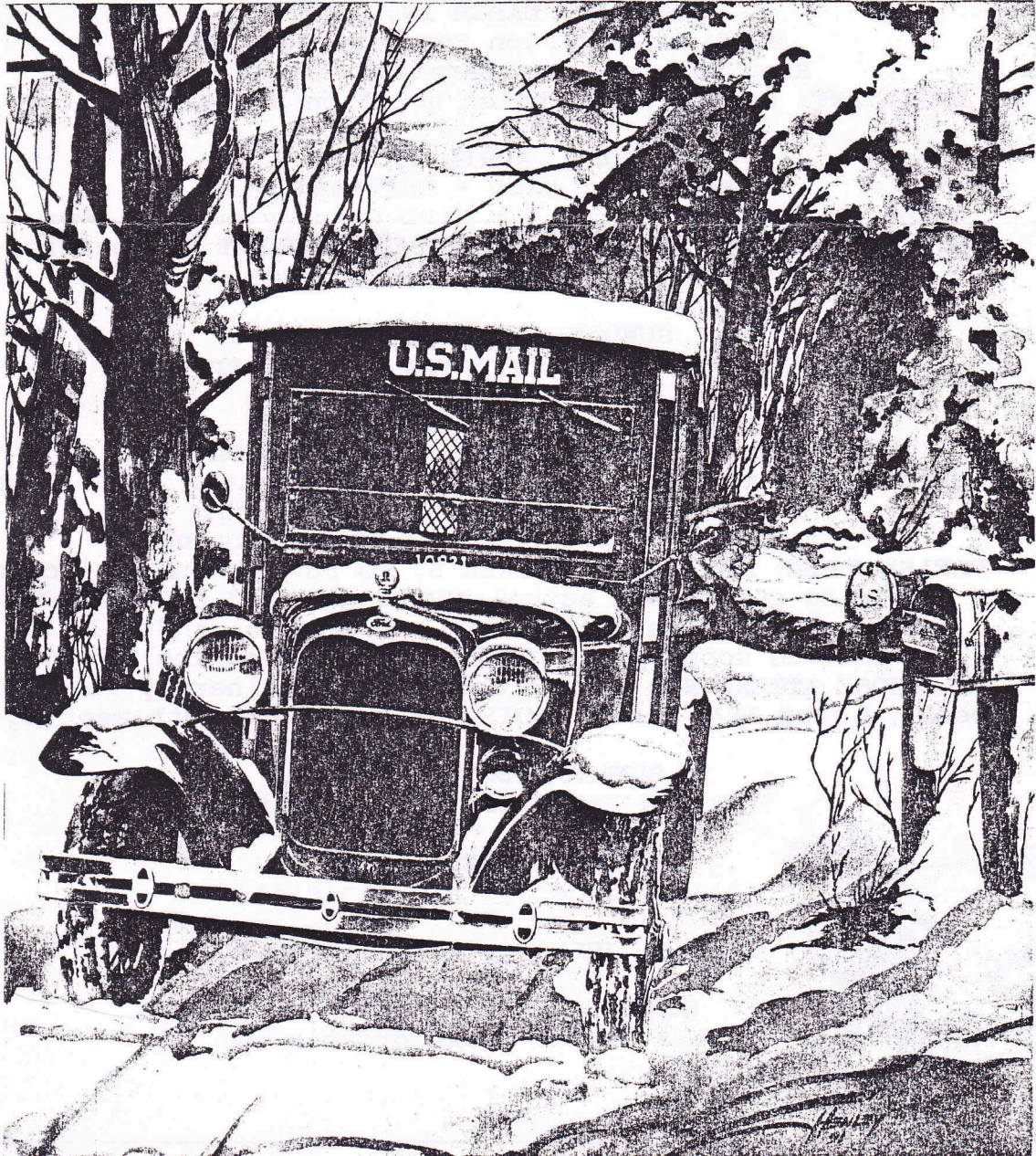


Western Model A News

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

Year XV Number VIII

MARCH, 1995



"Running the Route" 1931 Model A Mail Truck
Illustration by Fred L. Henley

NEXT MEETING / RUN

March 4, 5 & 6 Boyanup Weekend - See calendar for details
Sunday, March 19 - Meet Riverton Forum at 10.00am

This Club is the **WESTERN MODEL A-s** Chapter of the Model A Ford Club of America, Inc.

MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA. - Foreign membership: - US\$24.00 per year.

OFFICE BEARERS: *President:* ALAN JEFFREE XXXXXXXXXX *Secretary/Treasurer:* RAY MAHONY XXXXXXXXXX
Vice-President: STEVE READ XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

COPY DEADLINE: By the first day of the month to: XXXXXXXXXX Thornlie, 6108

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

MARCH 4,5 and 6, 1995

BOYANUP GYMKHANA-CAMPING LONG WEEKEND

MEET: PIONEER VILLAGE CARPARK, ARMADALE

TIME: 9AM-9:30AM for departure shortly thereafter.

Don't forget BYO eat'n irons, your Bluey, good sense of fun and driving skills - all for a great weekend away !!

SUNDAY, MARCH 5, 1995

Avon Valley Vintage & Classic Fair - Northam.

SUNDAY, MARCH 19, 1995

MEET: at Riverton Forum at 10:00AM

Run Organised By: Barrie & Gwen Guest

IMPORTANT: Constitution to be voted on at this meeting.

SUNDAY, APRIL 2, 1995

Classic Car Show - Whiteman Park

Ten Model A's required for Club Display on this day.

Please contact ALAN JEFFREE or BARRIE GUEST to register your vehicle for this display.

SUNDAY, APRIL 2, 1995

Wyalkatchem Vintage Tractor & Machinery Fair

APRIL 14 - 17, 1995 (EASTER)

Kirup at Mike Wringe's Shearing Shed

MEET: Friday at Pioneer Village Carpark 9:15am for 9:30am departure. Take a packed lunch.

Saturday - Apple Festival at Donnybrook.

PLEASE PHONE [REDACTED] (JEFFREE'S) to advise numbers going for catering purposes - actual numbers needed PRIOR to MARCH meeting. Cost per person will be minimal and will be advised as soon as all families attending are known.

FOR THOSE ATTENDING: Please collect the itinerary for this weekend from ALAN J. or LOUISE at the MARCH 19th meeting.

SUNDAY, MAY 21, 1995

David & Pat Bussard organising.

SUNDAY, JUNE 18, 1995

Alan & June Smith organising.

SUNDAY, JULY 30, 1995 - A.G.M.

SUNDAY, AUGUST 20, 1995

Mike & Laurel Cooke organising.



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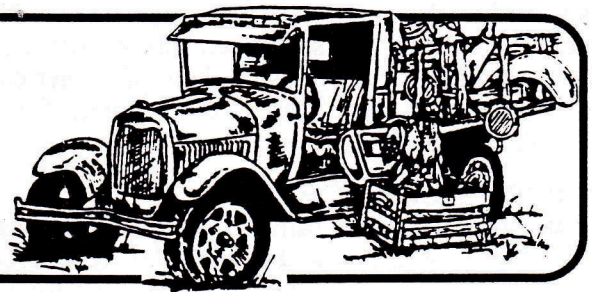
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34 years Experience

FORD AA TRUCKS

Some *more* History

From the Jan., 1982 issue of Australia's 'Model A News'
 Author unknown - possibly R.L. (Bill) Abbott.



1930-1931 AA TRUCKS

The fitting of the 4-speed Warner Tq-type truck transmission was a major design improvement in the AA. It provided a wider range of gear ratios, with a final gear reduction sufficient to start a heavy load under adverse conditions. The selection of the right transmission and axle ratios for a truck is one of the most important specification items, as the wrong ratios for the loads and grades can make it a 'lead sled' performer.

In 1930, a two-ton, dual-wheel long wheelbase model was introduced, using a different rear axle. This axle construction typified Ford trucks right through the 1940s. The split malleable iron centre housing construction, with pressed in tubes, has a number of production advantages; but it needs very accurate tooling and gauging as there is no adjustment for the differential side bearings, other than the housing joint sket thickness for pre-load. It is easy and quick to assemble and allows flexibility of design in relation to the track and the load carrying capacity by adjusting tube length and wall thickness. In 1934, the design was modified from 3/4 floating axle shafts to full floating. The wheel bearing loads are taken on the axle housing, and the shaft only transmits engine torque. The full floating axle can be identified by the large diameter driving flange on the end of the axle shaft, bolted to the hub 'barrel' with 6 or 8 bolts.

The gear set also had some advanced features for the day, which were not adopted on some other truck axles until several years later. It had a 'straddle' mounted pinion, with bearings fore and aft, giving it better support than the more common 'overbearing' pinion of older axles. There was also a thrust block behind the ring gear to limit gear deflection during maximum torque/low gear operation. Rigid support and accurate masking of spiral bevel gears is the secret to quietness operation and long life. This axle was also a pioneer user of a 5-tooth pinion in the 6.60 (33/5) option. 5-tooth pinions, for a given pitch diameter, give a stronger tooth than the then usual 6-, 7- or 8-tooth pinions, but they are more sensitive to correct lubrication, due to the high unit surface pressures. They may score or 'gall' on the surface under very high torques if straight mineral oil is used, so some extreme pressure additives are needed in the axle oil. In the 1930s, Timken's 53,000 Series used by Federal and GMC, and under the 1940-45 familiar U.S. Army 6x6 2-1/2 ton GMC and Studebaker trucks, was a very similar design. The table below compares the main differences between the 1930 1-1/2 ton model and the new 2 ton model:-

Specification	1-1/2 ton	2 ton
Wheelbase (ins)	131-1/2	157
Back cab to axle c.l.	51-3/4	77-1/4
Max body length	8' 6"	12' 0"
Frame channel size	6x2-3/4x7/32	7x2-3/4x7/32
Axle ratios	5.14	6.60
Rear tyre size	32x 6, 8 ply	30x5*
	single	dual
Est G.V.W. (lbs)	7500	10,000

* Local size - U.S. specs give 6.00-20

The longer 157" W.B. and higher GVW would throw more load on the front axle, about another 250 lbs, bringing the front loading to about 2100 lbs, which is some 500 lbs over the A car rating. Presumably a special axle was now essential on the AA truck, with larger brakes.

The fitment of dual rear wheels requires an offset type wheel disc to give proper dual spacing. Offset was 3-3/4", which is standard for 6.00-20 or 30x5 tyres, and gives 7-1/2" dual spacing, incasured to centre line of the tyres. For 32x6 8 ply duals, recommended spacing was 8-1/2", and for 32x6 10 ply duals: 9". Ford trucks used the Budd-type dual wheels but mountings had a 5-stud hub with double cap nuts with left-hand threads on the L.H. wheel and right-hand threads on the R.H. wheel. The hub stubs take the load, unlike some other trucks (Chevrolet and early model Bedford) where the wheel bore was a very close fit on the hub, relieving the studs of load, but sometimes causing removal or fitting difficulties with rusty or dirty hub bands.

The Budd inner dual wheel is individually held by the sleeve shaped inner wheel nut (square head) to ensure positive drive and alignment. The inner wheel must be mounted and tightened before the outer wheel is put on. The outer wheel slips over the inner wheel sleeve nuts, and is independently held by the outer nuts (hexagon), which are screwed on to the threaded extension of the inner wheel nuts. The front wheels, or single rear wheels, are held by a single hexagon nut, with a ball face which seats in the countersink of the wheel disc.

As far as the writer knows, the Eric malleable iron spoke dual wheel AAC-1016-CR was never used on the Australian AAs. The dual disc wheels would be AA-1015-C, effective 1-1-30, with the large diameter bolt holes to fit over the Budd inner sleeve nuts. Disc wheel AA-1015-BR appears to be a single wheel only, with smaller bolt holes and a centre disc with less offset, making it unsuitable for dual fitment.

The variation in wheel offsets - single v dual - brings up the interesting question of the front and rear tracks of 1930-31 AA trucks. With 3-3/4" offset wheels, the track of the inner wheels is $61-1/2-2 \times 3-3/4 = 54$, or about 2-1/2" less than that of the front axle.

There were some other differences in the 1930-31 power unit compared with the A car. The truck had a 9-3/4" diameter single plate clutch, against the car's 9". Clutch total spring pressure was also higher at 1340 lbs from 1100 lbs. According to P.R. Woudenberg's 'Ford in the Thirties' (Peterson 0644-X), the chapter titled 'Trucks and Ford', a four row flat tube radiator

was introduced in mid-1930, to improve the cooling, in place of the car's 3 rows of tubes core. Unlike some other light truck manufacturers using their passenger car engine, Ford did not fit a larger fan, and continued the A 16" 2-blade fan on AA production.

AA PERFORMANCE

A truck needs a wider range of axle ratios than a car, and in, the AA, 5.14 (36/7) and 6.60 (33/5) were offered. Two critical requirements must be met: top gear tractive effort sufficient to give a grade ability of about 3 to 5% and first gear tractive effort to start when fully loaded on at least a 20% grade (1 in 5) or climb 25% (1 in 4) at max. torque.

A standard 3-speed passenger car transmission with a first speed ratio 3.0-3.4 (Model A 3.09) could rarely meet the latter requirement, even with a very low rear axle ratio. Ford tried it in 1928 but had to go to the 4-speed transmission in late 1929. International in their 1928 'Six speed special', with a rather small 173 cu. in. XA engine, took a different approach and fitted an early version of the Eaton 2-speed axle, with ratios of 5.28 and 15.46, in conjunction with a 3-speed transmission. It was dropped about 1932 and a regular 4-speed transmission (also a Warner Tq) gave better results with less complication.

The very first Bedford 2-tonner was, in many respects, an Anglicised Chevrolet, and used many Chevrolet part numbers. One difference was a 4-bearing crankshaft

compared with Chevrolet's 3-bearing splash system.

Calculating the grade ability of a truck or car is:
Step 1 - obtain tractive effort per 100 lbs of GVW from:

$$T.E./1000 = \frac{\text{Engine torque (lb/ft)} \times \text{F.G.R.} \times \text{Effic. factor (lbs)}}{\text{GVW (1000lbs)} \times \text{tyre radius (inches)}}$$

F.G.R. = final gear ratio.

Efficiency factor = 10.8 in top gear and 10.2 in other gears.

Step 2 - Calculate the grade ability from:

$$\text{Grade Ability \%} = \frac{\text{TE}/1000\text{lbs-rolling resist}/1000\text{lbs}}{10}$$

The usual RR/1000 for bad surfaced roads is 15 lbs, but for earth or poor gravel: 25 lbs.

The original 3-speed AA was very deficient in first. It was also slow for a 1-1/2 tonner at 33 mph, due to the 6.60 axle, but this was corrected with the 5.14/4 speed combination of 1930.

SUMMARY

The Ford AA truck as developed by 1930-31 was a good example of light truck design in the period. In the U.K. the 4-cylinder BB engine continued the AA tradition of simplicity, strength and economy right up to 1940. The AA and BB trucks would today be good vehicles for developing countries where ruggedness and ease of maintenance - rather than sophistication and hot rod performance - are prime requirements. •

Here's another interesting article from the January, 1982 issue of 'Model A News' by BILL BENNIE

- A WESTERN 'A' -

As a member of the Veteran Car Club of Western Australia for years, I had listened with amusement to the ribbing and general leg-pulling that went on between the rival factions of Chevrolet and Ford enthusiasts. For me at the time, the Chevrolet was 'the' car as I had purchased the remains of 5 vehicles a princely \$50. One year later, with a Chev chassis and running gear finished in gleaming black paint sitting in the garage, I finally became fed up with the lack of information and parts, etc that were available for Chevs (the situation has changed now in 1981).

I dropped the word at a Club meeting that I was disposing of all my Chev gear and was immediately inundated with buyers - no accounting for taste! The following weekend I helped 3 heavy guys load 4 trailers and happily watched them depart as I muttered to myself that old adage that there is 'one born every day'. The \$300 they paid me was banked and earmarked for my eventual 'dream' car although, at that stage, I didn't know what that would be.

I think most of us come into this hobby by a certain amount of chance. At an undetermined interval of time my wife, Dorothy, noticed a Model A Ford advertised in the local 'Sunday Times' for \$750. Now normally you would have to purchase this paper on a Saturday night to get the bargains and lazily getting your backside into gear at 10am Sunday morning usually means missing out. However, over breakfast, Dorothy insisted I go and at least look at it. I did, and it was still unsold. After a quick drive around the block, and a weak attempt at a haggle over the price, we drove a very complete and fully original 1928 Phaeton home. Proving once again that desire has a price!

As the car was on full licence it was back on the road after lunch that first day with Dorothy and the 4 children aboard. After a 10 mile run I found the oil level down by 1 pint. For the next month I monitored oil consumption and it was a steady 1 pint to each 10 miles. I wondered why it had 'Kuwait' number plates. The decision was made to give the engine a complete rebuild. An old-time mechanic

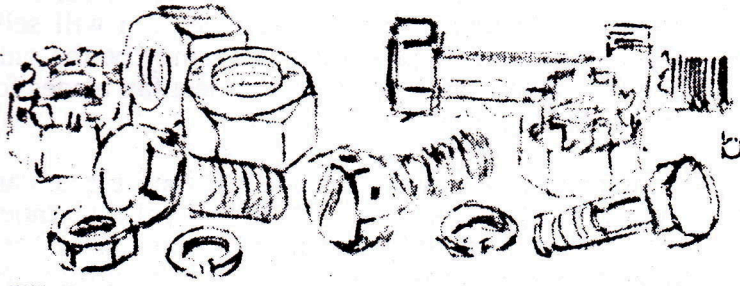
was located. A list of parts drawn up and work started. After the engine was rebored to 60 thousandths oversize, I bought a couple of boxes of Model A parts from an elderly gentleman for \$30 (which included an engine) and when the boxes were unpacked a dirty cloth bag in the bottom of one box revealed four brand new 'Polson' aluminium pistons and pins wrapped in greaseproof paper, the size - .060. The old-time mechanic was used to working at an old-time pace and it took 6 months to do the job, but the finish was first class and for \$200 labour, I could not complain.

Apart from the colour of the paint - a light shade of British Racing Green - and the upholstery - tan vinyl - rest of the car is original. The body has not been removed from the chassis so, at this stage, I don't know if the engine and chassis numbers match. The engine number is CA2071 which I would imagine to be early 1928, but as we lack a list of Canadian production figures any further accurate dating would be a guess. All the usual 'AR' features are present: multiple disc clutch, right-hand hand brake, wheels, etc.

Since the engine was done up in 1974 I have driven the car 9500 miles and, with the exception of the cork float in the fuel tank disintegrating and causing blockages from time to time, they have been trouble free miles.

I use the car regularly and in all weathers on both bitumen and gravel roads. Dorothy thinks I am trying to wear it out so I will have an excuse to restore it but I don't think I would live that long. Model A-s are damn near indestructible!

To satisfy the physical restoration urge (and you all know what that feels like, I am sure), I recently purchased another 1928 'AR' Phaeton, engine No. CA5897. This car will, I hope, be the subject of an article in the future when it is fully restored. Engine and chassis numbers match and the whole car is in excellent, rust free condition and should be a pleasure to restore. •



Often a simple hint or procedure can save disappointment and frustration. Many of us working on the mechanics of our Model A have become experts "after-the-fact". Following is a personal on-the-job compilation of brief and to-the-point suggestions. These might be helpful in an endeavour to become a "before-the-fact" expert. An honest attempt has been made to avoid "old hat" and debatable ideas.

TINKERING WITH OUR TOYS

by Arnold "Bud" Dodge, Yakima, Washington - possibly from "Model A News"

ENGINE

- Many poorly-idling engines simply need new intake-exhaust gaskets. Some current composition replacements split after little use. Metal clad gaskets are best. Check compression and timing and don't be afraid to turn the idle jet down to its seat. Some Model A-s idle best at or near this setting.

- Wasps and insects crawl into dark hiding places, like crankcases of Model A Fords. Entry point is oil filler tube during storage periods. The oil screen on the oil pump can grab these pests, and they are not drained out with the oil. Solder a copper screen on bottom of filler cap, or cover filler opening with a single layer of cheese cloth, or similar.

- When removing engine head, first flush out any antifreeze with a couple of water changes before loosening head bolts. This will save clean-up of a disagreeable mess on parts, engine block and floor.

- When replacing front crankcase oil seal, soak it overnight in STP (or equal parts STP and motor oil). This will help to avoid an excessive smoky burn-in and a future oil leak.

- A 15/32" drill will clear rust and residue from the bolt holes in cylinder head. This avoids messing up gasket surfaces and allows easier installation.

- Ford put out a "high compression" head as a standard parts item, Part #A-6050-B, with a compression ratio of around 5.5, about the same as the Model B. Fits all Model A-s.

- A .125" overbore increases the displacement of a Model A about 13 cubic inches, or about 6.5% over standard. This increases compression ratio about 5% with standard head.

- Some Model A owners obtain a bit more power from their engines by installing a Model B camshaft. This requires the Model B pushrods which are a fraction longer, or adjustables. This seems to cause no side effects and will permit some improved "top end" performance.

- The cylinder head makes an excellent guide for drilling the primary hole for Heli-coil insert installation to repair stripped block threads.

- Removal of .065" from surface of an original head was a way to pick up a few "horses" in the 1930s. As long as at least .035" remained of the original recess in the cylinder head, no identifiable problems came up since the head gasket added another .065" of clearance. Some rebuilds permit piston tops to rise a bit above the block and should be considered in any "shaving off."

- Headbolts and nuts chased and oiled will provide an adequate gasket seal when finally torqued to 50-55 foot pounds on a warm engine. Strong arm tightening can cause gasket leakage by warping the block. Any headbolts that are stretched must be replaced.

- Castellated nuts do not always line up with the cotter pin hole in the bolt. Switch about the nuts if working on rod bearings, or try another. A gentle facing on the flat side of a grinding wheel often works. Do not loosen or go grossly over the torque range to align.

- When inspecting a set of rebabbitted rods, never swap or reverse the various caps. The babbitt on some remakes is not centred, nor are they sufficiently standardised from rod to rod to permit this.

- When installing crankshaft do not swap or reverse #1 rod and #2 main bearing caps.

- Engines rebored in the range of .100-.125" may not accept some replacement head gaskets. If pistons have square shoulders, in the upstroke position the piston will contact the gasket, resulting in an elusive, but positive, knock. Pistons with bevelled edges avoid this problem, cut a 45-degree bevel on top edges to a width of about .135". This knock has confused some of the best.

- Before installing cylinder head, check each cylinder for small parts and avoid some unusual experiences.

- Threads on replacement exhaust pipe clamp bolts can run out before clamp halves are in tightened position.

- Some replacement front engine pulleys are off-centre, both at the packing seal surface and belt groove. A permanent oil leak and fan belt whip results. A truing cut on a lathe up to .010-.015" (diameter reduction - new pulley) and a reasonable cut on pulley groove may salvage the pulley. It is best to identify the problem prior to original installation by chucking the unit in a metal lathe to measure run-out.

continued >

Tinkering with our Toys - continued.

- New rear motor mount rubber cushions can cause a frustratingly tight squeeze when installing an engine. Two 6" C-clamps will usually draw the motor into place. Locate the clamps between the flywheel housing lug and frame motor mounts.
- To remove fan blade from water pump shaft, remove blade retaining nut, screw on a headbolt nut about half its depth, follow with a headbolt stud, tighten, rap bolt sharply with hammer while holding fan blade. The fan blade will loosen and pump shaft will not be damaged.
- Some adjustable pushrods (tappets) can be adjusted only in the up (toe of cam) position. Some extra trial and error is required, but results are satisfactory.
- *General Rule.* Your engine will always keep its poise with a little valve noise. Or, "It's better to hear 'em than repair 'em." Never less than .010" on intake and .015" on exhaust. Err on the higher side, never adjust closer than specifications to remove noise.

NOISES

- A strange idle knock can come from a crankshaft pulley that is slightly short. The ratchet nut cannot be drawn up enough to tighten pulley on the crankshaft. A thin washer under the ratchet nut (or a new pulley) will repair this and stop the oil leak at the same time. A loose pulley can be found by rocking the fan blade.
- Intermittent noises in flywheel region can be from starter Bendix drive working its way into flywheel ring gear while driving. A small spring-loaded retaining lug located at edge of the Bendix gear is usually at fault. If stuck, light oil will free it up. If broken or worn out it will no longer hold the idle gear in "home" position.
- Constant or intermittent valve noise after installation of adjustable pushrods is not uncommon. The lifter surfaces are not always square with the valve base and the oil cushion is lost. While this is annoying, there is no harm if valve adjustment is within specifications. With wear-in, the noise often quiets down.
- An unexplained intermittent noise in front of engine can be caused by omission of the tension plunger on the end of the camshaft. The side cap of the timing gear cover can be carefully removed to check.
- Many disconcerting sounds can originate from the front motor mounting and side splash pans. Pushing in the clutch can aggravate these sounds, especially when motor is warm. With a bit of patience these nuisance noises can be eliminated.
- One source of hard-to-locate engine noise can be the fan. Even slightly loose fan front roller bearings can set up a nasty resonance or clatter at certain engine speeds due to a small degree of blade imbalance, a whipping fan belt on an out-of-round pulley. The noise that sounds like piston slap and usually occurs in the higher

speed ranges can be detected by temporary removal of the fan belt. While the noise, once identified, is of minor consequence, it may mean the fan will self-destruct in time. Replacement parts may be the only answer. In any case, frequently inspect fan blades for cracks and loose rivets if of that type.

- Some fibre replacement camshaft timing gears are off-centre. This can create some unusual idle knock frequencies. A faulty gear can be readily noted during engine assembly by observation while turning the engine over. Replacement with a quality gear is best. A rat tail file can be used to adjust and centre the gear mounting holes. It is essential to draw up the large mounting nut very securely.

WATER PUMP

- New or rebuilt water pumps take a while to settle down and stop leaking. Leverage with a large screw driver on the gland nut can break off tightening lugs, especially if you run out of threads. Back off and add a packing ring or two. Tighten slowly over several hours of operation. This can be done very effectively while motor is idling, if due respect is given fan blade and tightening is not overdone. Leaking will stop.

WATER OUTLET

- Save your nerves and the flanges on the upper water outlet. File head (usually not needed) and outlet mating surfaces square. Use a thin layer of non-setting Permatex, no gasket. You can now tighten all headbolts without wincing. Replacement outlet gaskets often squeeze out on the ends and can eventually cause a break in outlet casting as head is drawn up.

OVER HEATING

- Many Model A-s have been accused of over heating just because a leaky radiator cap gasket permitted windshield spotting from expanding coolant from a normally operating engine.
- Air bubbles showing at the radiator filler neck may not be a leaky head gasket, but air pulled in through water pump grease fitting, or past the pump packing. Always use a capped-type grease fitting at pump base fitted with a gasket under screw cap. Properly packed and maintained pumps should not leak air.

COOLING SYSTEM

- A leaky gasket on the water inlet on side of engine is just in the right place to trickle coolant on the dipstick and into crankcase; an unfounded worry.
- No use filling your radiator to the top as it will just bubble out overflow tube seeking an operating level. Don't be over-confident, add a bit of coolant now and then to assure a safe level. A rubber tube extension on overflow tube keeps water marks off firewall. •

Even more of these helpful 'Tinkering with our Toys' tips in future issues ...

Notebook

BIRTHDAYS: HAPPY MARCH BIRTHDAY to the following members:
Marg ADDISON, Tom BARRY, Michael BELLETTE, Maxine
CREEDY, Maxine DAVIDSON, Frank FARRELLY, Shirley HALL,
Alex KIRKWOOD, Ruth LUCAS, Ivy McLEAN, Sandra NETHERWAY,
Daniel PINNINGTON, Lesley POLLEY, Doreen STATHY and May
WILSON.

NEW MEMBERS: TOM & GEORGINA HART, [REDACTED] ONGERUP, 6336
Great to have Tom & Georgina back in the Club again and
we look forward to the enthusiastic restoration of the
Model A. Keep us posted !!
Members: please add the Harts to your Register.

CONSTIPATION: A NOTE FROM YOUR COMMITTEE.....
Please help our problem - we are trying to get the
changes to the CONSTITUTION 'passed' .. BUT WE CANNOT
DO THAT ON OUR OWN! Members need to attend the MARCH
19th meeting in order to VOTE on the changes. Country
members please send your PROXY VOTE care of the
President or Secretary. Let's get this finalised NOW!

MINUTES OF FEBRUARY 19th MEETING:
Due to our Secretary being heavily involved in the S.E.S.
emergency work carried out over the last couple of days -
the Minutes will not appear in this Newsletter. They
will be printed, for your enjoyment, next Newsletter !

19th FEBRUARY - BREAKFAST BBQ

Another scorching PERTH day arrived real early, consequently
only four brave families rolled up in their MODEL A's to our
Breakfast BBQ at Ley Street in Como....the rest of US whimps
turned up with the airconditioners on HIGH !!

After delicious toast, greasy bacon, hard eggs, sloppy
tomatoes (some champagne from down Baldivis way), several
cuppas from miniature teapots, complete with miniature cosy
(why on a 110 degree day!?) and items from a couple of
McDonalds packets - our rather small group began the
meeting. Alan and Ray did well to be heard above the
raucous birds brigade (no, not Louise & Laurel!).

As there were not enough members present to make up a
Quorum, the Constitution changes could not be voted on -
THEREFORE, JOY OH JOY - MARCH is THE magic meeting to get
this finalised - PLEASE.

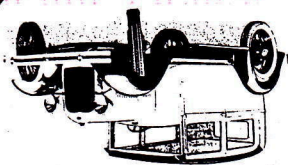
After the rather short meeting, members chatted for a while
then packed up and the last of us had left the park around
about 10am - after an enjoyable but HOT Sunday morning.



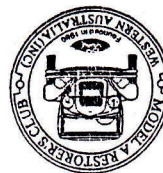
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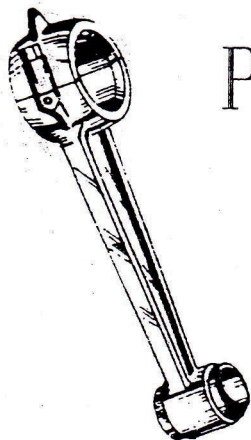
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**Western
Model A News**

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Just a line to say I'm living, that I'm not alone or dead,
Tho I'm getting more forgetful and more mixed up in the head
For sometimes I don't remember when I stand at the foot of the stairs
If I must go up for something, or have I just come down from there.
And before the fridge so often my mind is filled with doubt...
have I just put food away or have I come to take some out.
And there are times when it is dark, with my night cap on my head
I don't know if I'm retiring or just getting out of bed
So, if it's my turn to write to you, there's no need of getting sore
I may think that I have written and don't want to be a bore
So remember, I do love you and wish that you were here,
And now it's nearly mail time, so I must say "goodnight" dear.
There I stood before the mailbox with my face so very red...
Instead of mailing you my letter, I opened it instead !
My bi-focals I can manage. My dentures fit just fine;
I can turn up my hearing...but my, how I miss my mind !