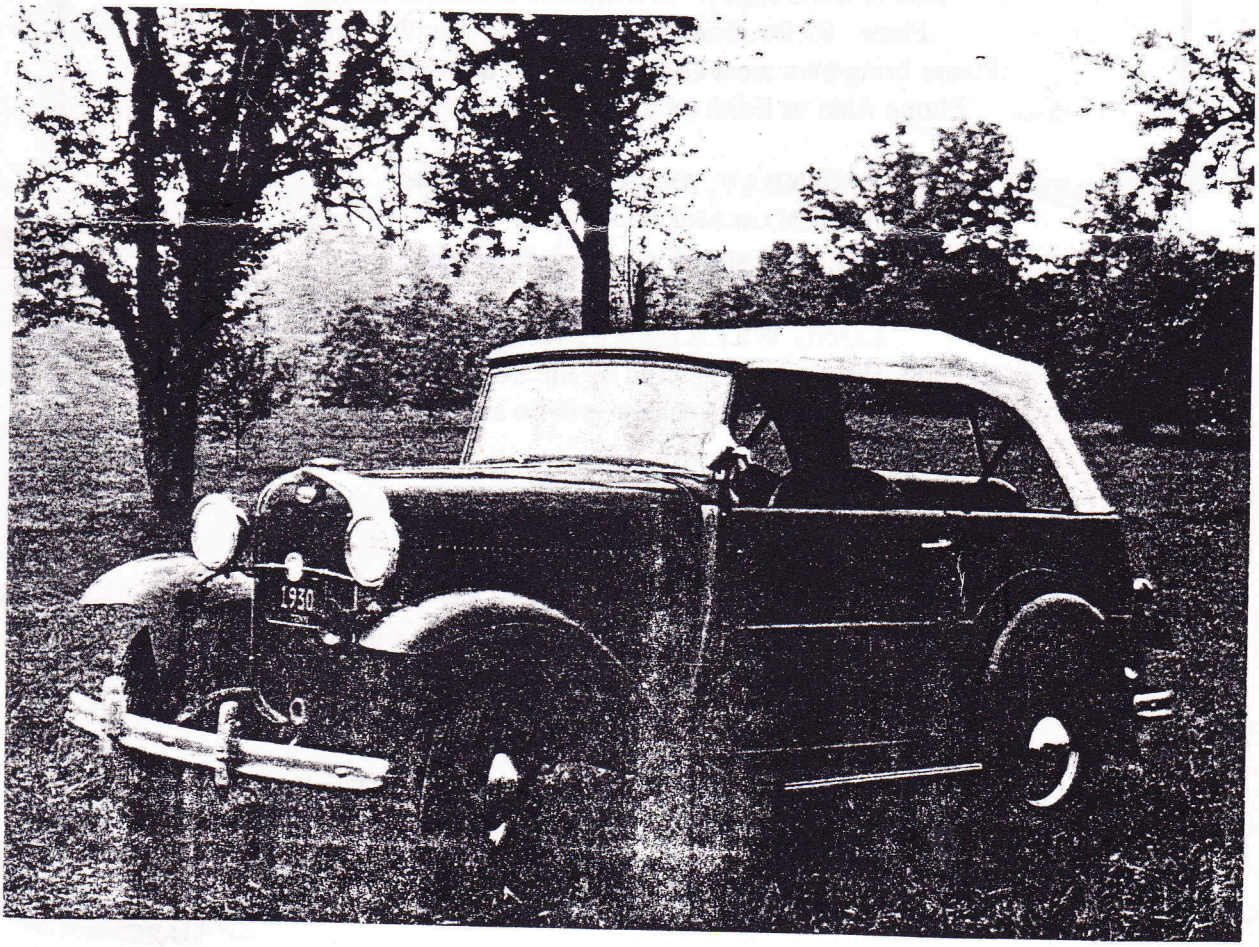
1996

Western Model A News

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

Year XVI Number VI JANUARY, 1996



1941 Model A Ford - *"The Last Model A"?*

This Ford was built in November, 1941 for Henry Ford II by the Ford Motor Company for around $15,000 for him to use on his estate. It is basically a Model A except for the body which is made of wood; the wheels are 1940 Ford, instrument panel is 1935, steering wheel from a 1940; the seats from a 1941 Ford Tudor, rear being removable and the back lowers like a station wagon tail gate. Gas tank is in the rear with electric fuel pump. Chassis, motor and fenders are 1931 Model A. Headlights are sealed beam. When it was delivered, a large man sat on the lowered rear tail gate - and both front doors flew open! It was returned to the Ford plant, body removed and the frame reinforced. BS•

NEXT MEETING/RUN: SUNDAY, JANUARY 21, 1996
SATURDAY, JANUARY 27, 1996 See calendar for details.

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

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Vice-President: STEVE REAL [redacted] *Vehicle Examiner:* STEVE READ [redacted] *Editor:* LOUISE READ [redacted]

COPY DEADLINE: By the first day of the month to: [redacted] **Thornlie, W.A., 6108**

JPP1

SUNDAY, JANUARY 21, 1996
Picnic at Manners Hill Park, Cnr Keane & Lilla Sts,
Peppermint Grove. 10:00am
Bring morning tea & picnic lunch for our first meeting of the year.

SATURDAY, JANUARY 27, 1996
BBQ at the home of Alan & Edith Jeffree to welcome Canadian members Ron & Irene Rigby. All members invited to attend.
Place: 95 Boulton St, Dianella. Time: 7.00pm
Please bring own meat & drinks. Salad & sweets provided.
Phone Alan or Edith on [redacted] to let them know .

SUNDAY, FEBRUARY 25, 1996
Breakfast BBQ at McDougall Park, Ley St., Como.
7:00am start for brekky & meeting.

LONG WEEKEND MARCH 2,3 & 4.
Leach Farm, Boyanup. Organised by the Southwest Vet. Car Club.
Entry forms for this enjoyable weekend will be available at January meeting.

MARCH, 1996
Mahony Family to organise.

5-8 APRIL, 1996 EASTER
Windsor NSW, 14th National Meet hosted by the Model A Ford Club of NSW.

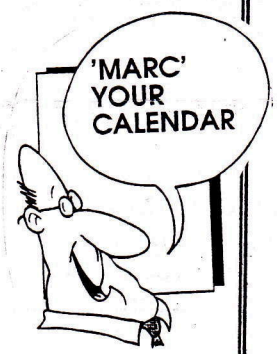
5-8 APRIL, 1996 EASTER
Kirup camp out organised by the Jeffree/Wringe Families.

MAY, 1996
Reg & Coral Blewett organising.

JUNE, 1996
Barrie & Gwen Guest organising.

JULY, 1996
M.A.R.C. A.G.M.

AUGUST, 1996
Organisers needed for this month's run.



1995 CHRISTMAS DINNER

When members arrived at [redacted] Yokine, it was a welcoming sight to see the huge marquee all lit up; decorated with streamers, balloons and coloured lights. The tables looked real festive with the red and green Santa placemats, candles etc.

As at all our functions, members milled about, chatting, catching up on news, telling stories, swapping bits for the A's, finding out what bargains they missed out on at the Bendigo Swap Meet and generally enjoying themselves.

It didn't take a second call when the gong (Alan's voice) sounded. We all headed for the wonderful mouthwatering aroma - collected our roast meat, baked spuds and selected salads, rolls and butter and heartily ate our delicious dinner - not too much talking during that time.

Lucky numbers were drawn for great prizes throughout the evening - one member complaining that she should be "entitled" to a prize that night - having been an inaugural member since way back when and never winning a prize at all! Sadly her luck didn't change - ho hum!

Edith had once again made the beautifully iced and scrumptious tasting traditional Christmas cakes - one being won by Jack & Mavis Berkshire and the other by John & Shirley Hall. The Bennies won the magical gingerbread house.

Desserts were delicious - cheesecake, apple pie etc.and followed by coffee and mints, made a lovely end to our eating for the evening.

Next the whistle sounded for more fun and games. Out came the headbands for "Who am I" - and what a lot of merriment that caused.

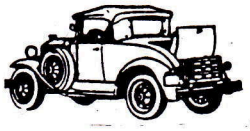
Next we all headed outside to form two straight lines for an "up and down the front game" . One member had to "pass" a large nut attached to 20ft of string down the inside of their clothing - the next had to force it up their clothing and out the top until the whole line was "stringed" together. But the string was that rough brown hairy type -what a giggle- know of one person who still has the scars of "string burn" etched on her tummy! The guys had to be particularly careful too!!

By now the time was getting closer to the next morning and members ambled off home. The usual crew stayed and helped the Jeffree/Wringe gang clean up and pack things away. Just as well the Cooke's had a large back seat in the Falcon - it was full of Christmas balloons just in time for son, Jordan's, 12th birthday.

It was great to see the Wringe country members were able to make it and we all thank them and the Jeffree clan for their usual "top stuff" in organising the Christmas Dinner. A most enjoyable time was had by all!

Elsie

"...the Mustang seems destined to be a sort of Model A of sports cars..." TIME Magazine, March, 1964



ALL FORD DAY 19th November, 1995

The day was as successful as usual. We had seven cars on display- Cooke, Cowlin, Bennie, Mahony, Wood, Jeffree, & Wringe. This gave us a range of body styles, dominated as usual by the Phaeton. Our showing was really the only older Fords at the oval, the day is dominated by the sixties and seventies vehicles.

The organisers should have been happy with the number of cars (approximately 360) and the large amount of spectators who browsed non-stop for all of the day.

Congratulations to Malcolm and Pauline Wood who had their Phaeton out for the first time. All of the years of work and restoration were rewarded by their car picking up the Top Model A award. Well done Malcolm, we look forward to having your family and Phaeton on our monthly runs.

A special thanks to the seven families who came along to support our club.

Alan Jeffree

DARK SUCKERS

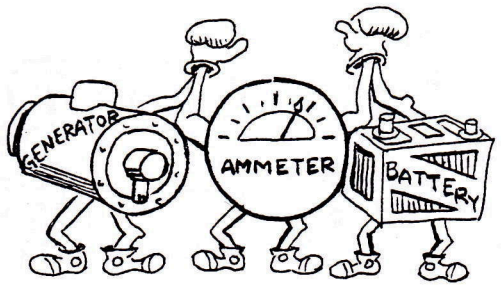
It seems that scientists have stumbled upon an amazing discovery. It was thought for many years that light bulbs emit light, but recent studies have shown that this is not the case. This major discovery has explained many never before explained phenomenon. Light bulbs do not emit light, they ***suck dark.***

Dark suckers (light bulb is now obsolete) actually suck dark. This is obvious because the closer you get to a dark sucker, the less dark there is around it. Dark suckers cannot suck dark forever, in fact, when the dark sucker is full of dark, it won't suck dark anymore. Candles are a primitive dark sucker. They have, however, played a major role in the discovery. The wick is normally white before it is lit - but, if you start the dark sucking process in the wick, then stop it, you will notice that the wick is black. This is because the wick contains the dark it has sucked out of the air.

Dark sucking isn't the only discovery scientists have made about dark. They have noticed that dark is heavier and faster than light. The evidence that dark is heavier than light is that the deeper you go in the ocean, the darker it gets. This is because dark sinks to the bottom more readily than light as it is heavier. We all thought that light was the fastest thing there was, but it has been shown that dark is faster then light. Prove this by slowly opening a cupboard door. If you look closely you will see the light rays beaming in, but the dark is so fast you won't see it coming out.

It is truly what scientists are discovering and shows how little we really know about nature!!

This enlightening information was provided by Neil Philips, Model A Torque.



"The ammeter serves as a 'referee' of current flow between the generator and the battery."

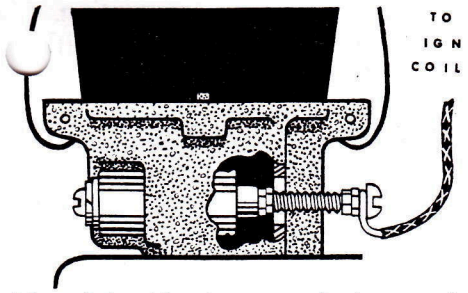
READING THE AMMETER

MODEL A ELECTRICAL SYSTEM

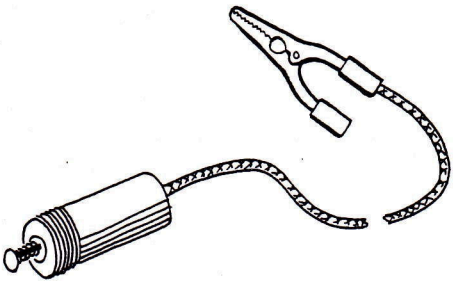
From a series of articles by Paul Moller in "The Restorer" - by Bevan Sharp

The ammeter is a very useful instrument that tells us much about the condition of the electrical system in our Model A Ford. This is especially true when we understand how current flows in the vehicle's circuits.

If no reading is seen on the ammeter scale while the engine is being cranked, then ignition current is not flowing because the low voltage circuit is open. A switch that is not turned on is the same as an open circuit. See that the ignition switch is turned on. The ignition breaker points inside the distributor may not be closing to complete the circuit, or the ignition switch or its cable may be defective. A broken pig-tail wire inside the distributor is another possible cause of an open circuit.



A long bolt with stop nuts and a jumper wire to the distributor terminals of the ignition coil will bypass a defective ignition switch or cable in an emergency.



Another emergency jumper for the ignition uses the end of an old cable and jumper wire with alligator clip.

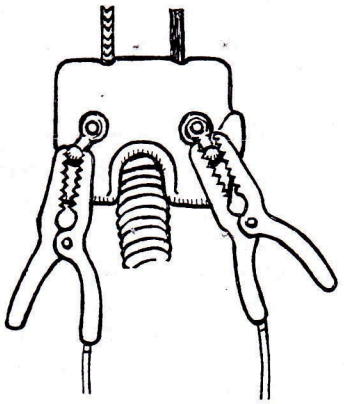
When you finish driving, stop the engine and take a final look at the ammeter before leaving the driver's seat. If any switch is not turned off, a discharge reading is seen on the ammeter. Check the ignition switch. If the breaker points are closed, with the switch turned on, current flows steadily into the ignition coil, rather than the pulses of current that are normal when the engine is running. After some time, the steady flow of current will overheat or burn out the ignition coil, and overheat the breaker points. **The ammeter warns you of a problem before it becomes serious.**

If the ammeter registers a heavy discharge when the engine is stopped, the likely cause is that the generator cut out contacts has stuck closed. Disconnect the wire from the battery terminal of the cut-out to stop the flow of current into the generator. (Sometimes a sharp rap with a wrench will dislodge the stuck contacts). Current from the battery can burn out the generator! If the vehicle is to be driven before cut-out can be repaired or replaced, ground the generator output terminal (the opposite cut-out terminal) to prevent generator from destroying itself when engine is running. With a defective cut-out, the generator output may reach 18amps, and the excess is dissipated as heat. Anytime the generator is not connected to the battery circuit, the output terminal must be grounded to protect the generator if you are not sure as to the cause of the trouble. A good battery will run the vehicle all day without charging current from the generator.

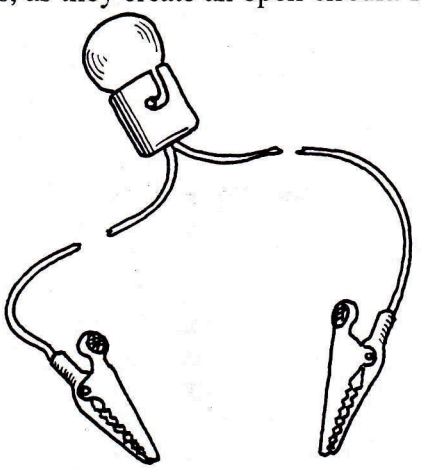
If cut-out contacts fail to close when they should - when engine is running and generator "charging" - the charge is seen on the ammeter. A jumper wire can be clipped across the cut-out terminals to all the generator to charge the battery. When the engine is not running, remove the jumper wire, as it is the same as stuck cut-out contacts.

A broken wire or connection inside the generator, worn brushes that fail to seat to the commutator bars of the armature, or open field coil windings will result in a no charge reading on the ammeter.

If no discharge reading is found on the ammeter when a switch is turned on, an open circuit is indicated. If a lighting circuit (such as parking lights) is turned on and no discharge is seen, an open circuit exists. This may be due to burned out bulbs, as they create an open circuit. If no lights burn, but the horn will operate, or the engine runs, the fault may be in the wiring harness, the light switch, or all of the bulbs are burned out. This can happen if any of the battery cable ends are loose. Loose connections at the battery posts, at the starter switch terminal, or the ground strap to the chassis allow the generator voltage to increase to a very high level, and the bulbs are burned out when the light circuits are turned on with the engine running. BS•



A jumper wire connected across the terminal wing nuts can test for loose connections or bypass a defective ammeter.



This simple home-made test light can be used to test voltage or to time the ignition breaker points.

You've heard of 'Tea-time', 'Tulsa-time', a 'Terrible' time but what about ...

"MODEL - A - TIME?" MODEL A FORD - THE TIME MACHINE!

by Bevan Sharp

Recent confidential international research has revealed a little-known but frightening fact about the humble Model A Ford. A select group of scientists, with representatives from several countries, have been quietly researching documentation in libraries, confidential files at the Henry Ford Museum in Greenwich, Michigan, USA and classified reports held in secret files by N.A.S.A. and the C.I.A. in America, archival information at MI5 in Britain and files forgotten in a bottom drawer of an old A.S.I.O. office in Canberra. Some of this documentation has been acquired by clandestine means, others released through 'Freedom of Information' legislation over a period of several years. Even now, most of this information is classified, so it is recommended that members read this page and then destroy it by either setting a lighted match to the bottom right hand corner - or by oral consumption.

Although many Model A Ford owners around the world have often noticed the peculiar effect that the Model A has on time, until recently no one had considered the quantum effects this phenomenon is having on their lives, and the lives of the human population of planet earth. The surreptitious but cumulative consequences of this Model A Ford inspired 'time warp' is that, since 1928, untold aeons of seconds, minutes, hours, days, months and even years have been lost - all disappeared into a type of Model A 'Black Hole' - gone forever.

> "I'll just work on the Model A for an hour."

SYMPTOMS

There should really be no need to explain the symptoms of this peculiar occurrence to the owners of a Model A Ford, or to their associated families (in fact, often it is the long-suffering spouse of the owner who first understands the signs of 'Model-A-Time'). However, the effects are often so subtle that some people are never even aware of the existence of this silent devourer of time.

Probably the most tangible evidence of 'Model-A-Time' is evident when someone says something like: *"I'm just going over to help Fred with his Model A - I'll be about an hour."* Now, experienced people will immediately realise that 'an hour' will probably, in 'Real Time', be more like four hours. This has lead some of the more mathematically-inclined researchers on the team to calculate the equation:-

(Real-Time) x MC^2 x 1927 = Model-A-Time.

However, a rough 'rule of thumb' is to multiply the 'Real Time' by four to arrive at the 'Model-A-Time'.

Another example is manifested when actually working on any part of a Model A. If the casual owner anticipates that it will take an hour to perform ANY particular task, it will very quickly become evident that, the actual time will be about four hours - four times the anticipated estimate. The strange fact is that, while actually doing the work, the person is totally unaware of the passage of time - although he/she may feel only an hour has elapsed - it has actually been more lil four hours.

Yet another example is demonstrated in actual travel time. The inexperienced may calculate the elapsed time to travel from 'A' to 'B' but, when attempting to comply with this anticipated estimate in a Model A, the reality will be far longer - although, once again, the driver will be blissfully unaware of the time discrepancy. In the unlikely event that a Model A 'fails to proceed' (they never 'break-down'), this is purely and simply because the vehicle itself has somehow pushed through the 'Model-A-Time' envelope and has gotten ahead of itself and the laws of nature intervene to bring it back into line.

CAUSES

Although research is still continuing, most scientists investigating this peculiarity believe that there a actually two time-frames working in concurrence. This space-time continuum ensures a contemporaneous situation exists where two sets of time are actually working together simultaneously - like a pair of railway lines disappearing up their own infinity, destined never to intersect, or even touch.

This explains why its effect are usually not noticed by those effected. They somehow cross over into the parallel time frame and emerge at some later time without any ill effects - somewhat like hypnotism.

EFFECTS

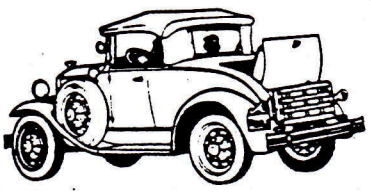
The consequences of this effect are still the subject of concentrated research by eminent scientists, but it is obvious to all concerned that, while most of the world is totally oblivious to the situation, all that time lost over the last 60 years or so (accumulated in that parallel time frame) could ultimately have a catastrophic effect on our planet. If there is ever a sufficient time shift, the consequent effects would be disastrous - the most likely consequence being to distort the world's axis and rotation, creating an Armageddon of earthquakes, tidal waves and erupting volcanoes - maybe! BS•

Meet the Men who Designed your Model A Ford

by Bevan Sharp

Based on information from: 'Engineering the Model A' by Leslie R. Henry
Also: 'Ford' by Robert Lacey and 'The Public Image of Henry Ford' by David L. Lewis.

To say that Henry Ford was reluctant to cease production of what had been the world's most successful automobile would be a gross understatement. The Model T had started rolling out of Highland Park in the early months of 1910. By 1919 one in every three cars purchased in America was a Model T Ford, and they soon represented a huge 40% of the total market. In 1923, when Henry celebrated his 60th birthday, the Ford Motor Company produced 2,120,898 Model T Fords, an unbelievable 57% of all the cars produced in America at that time, and just about half of all the cars produced on the face of the earth.



BUT, by 1926, the writing was on the wall. Sales had begun to decline, Ford dealers were changing to competing manufacturers (up to 45% in some cities). The Model T became an outmoded, obsolete vehicle, ridiculed in the press and jokes; as Ford's competitors began producing vehicles which were more glamorous and included more modern engineering.

A joke of the day went:- **Q**: 'Why is the Model T like a mistress?' **A**: 'Because you hate to be seen on the streets with one.'

The first attempt at a radical change to the Model T was as early as 1912. Henry had taken his wife, Clara, and Edsel on their first trip to Europe. When they returned, Henry's lieutenants had a surprise for him: a prototype new, low-slung Model T, which they proudly showed Henry. The vehicle sat in the middle of the factory floor with its gleaming red paint work polished to a high shine.

One eyewitness vividly remembers the occasion as Henry looked at their endeavours: 'He had his hands in his pockets,' he recalled, 'and he walked around the car three or four times, looking at it very closely.'

> 'It was a four door job, and the top was down. Finally he got to the left-hand side of the car that was facing me, and he takes his hands out, gets hold of the door, and bang! He ripped the door right off! God! How that man done it, I don't know.
>
> 'He jumped in there, and bang goes the other door. Bang goes the windshield. He jumps over the back seat and starts pounding on the top. He rips the top with the heel of his shoe. He wrecked the car as much as he could.'

Although virtually the entire world knew that the days of the Model T were numbered, Henry still took any denigration of the 'T' as an attack against himself, personally.

One executive, Ernest Kanzler, took the bull by the horns on January 26, 1926 and wrote Henry Ford a six page diplomatic memo advocating changes. He ended with: 'It is one of the handicaps of the power of your personality, which you perhaps, least of all, realise, but most people, when with you, hesitate to say what they think.'

Kanzler never received a formal reply to his memo, but he did get 'the silent treatment' from Henry. In August, 1926 Kanzler announced that he had 'resigned' but insiders knew differently.

In any event, on Thursday, May 26, 1927, as the fifteen millionth Model T Ford rolled off the Highland Park assembly line, the world heard the long-awaited news that a new Ford vehicle would be produced - the Model T belonged to the past.

Sixty thousand men were promptly put out of work, 23 regional plants were idle and 10,000 Ford dealers had to eke out a meagre existence somehow. It would be nearly a year before full production and employment was resumed.

HENRY FORD

Although the Model A was not Henry Ford's car - the way the Model T had been - naturally his input, and particularly his approval, was absolutely essential.

Henry Ford was not answerable to any shareholders outside the family, which was not necessarily an advantage as he virtually did as he pleased, regardless of consequences (or potential losses).

After closing Model T production there had not been much time left for research and staff had been reduced radically. The Company was totally controlled by Henry, who was continually assigning and reassigning staff, and there were divisions of authority, so initial development was very slow. The total cost of the change-over was a massive $250 million, but better management could have eliminated much of this loss. For instance, when Chevrolet produced the answer to the 'New Ford' in 1929, a totally new, six-cylinder model, the change-over was accomplished with only a six week shut down. By contrast, the autocratic Ford plant was practically mediaeval in its management practices.

Henry seems to have concentrated on the power plant of the new model and left the more 'aesthetic' aspects, like design, to Edsel.

The original 14 bolts on the Zenith carburettor were reduced to just one bolt on Henry's insistence.

The V-shaped forged clamp holding the exhaust pipe to the manifold is another Henry Ford personal touch.

Henry initially insisted on using many forgings as he had a new forging plant and he also felt forged parts represented quality, although they added to the cost.

A mushroom foot on the valves was another aspect Henry insisted upon, which were difficult to manufacture and required expensive split guide bushings, which further added to the overall cost.

At first Henry wanted forged X-section connecting rods, then welded tubular section rods, but neither were satisfactory until he relented and a conventional I-section was approved for subsequent production.

EDSEL FORD

It is generally considered that Edsel was instrumental in getting Henry to acknowledge that a new model had really become absolutely essential.

Edsel was closely involved with the Lincoln plant (after Henry had taken it over in 1922) and was involved with the body design. As the Model A looked so much like a scaled-down Lincoln it was probably Edsel who evolved the basic design of the Model A sedan.

Although Henry wanted to continue using the Model T's planetary transmission, Edsel forced the issue and so your Model A has a shifting gear; although Henry liked to refer to it, derogatorily, as a 'crunch gear'. The transmission was also based on the Lincoln.

Henry did not like any of the vacuum tank systems and had no faith in the fuel pumps available; but it was Edsel who designed the unique, gravity feed, fuel tank as a visible part of the body cowl.

LAWRENCE SHELDRICK

Sheldrick was assigned engine design in late 1926. He recalled that they basically followed the Model T only in respect that it was to be a four-cylinder, L-head engine. The new crankshaft was made stronger and had larger journals. However, Henry would not allow Edsel and Sheldrick to make the journals as large as they wished as he wanted the crankshaft to be: 'limber enough to follow the bearings in the block'.

Sheldrick also recalled that Henry wanted thick discs or cheeks on the original crankshaft as he wanted to retain the option to include counter-weights in the future.

HAROLD HICKS

Hicks had previously worked on the World War I Liberty aircraft engines and played a large part in developing the Model A engine.

He says he was called to a corner of the Ford engineering laboratory and shown an engine running on a block. He was told: 'Well Hicks, we've got here an engine which is 203 cubic inches *(Model T was 176)* but it is only developing 22 horsepower *(Model T developed 20 hp)*. If we should give you charge of this development, how much could you increase horse power?'

Hicks recalled: 'I took out my slide rule, did a few calculations and said, 'I think I can give you 40hp'.' He got the job; to be completed in one month. In seven days he introduced a Y-type manifold which achieved 30hp. Then he opened up the water passages around the exhaust valve ports. The valves were enlarged and horse power was up to 34. Hicks did not approve of the Holley vaporiser-type manifold and carburettor so he approached Zenith for a test carburettor. He delivered the promised 40hp.

Hick's original Y-type manifold was never used but his final manifold was more successful due to the evolution of his previous design.

The characteristic tapered muffler welded into a single unit with exhaust and tail pipe was another Hicks' design.

Hicks also made an indirect contribution to the Model A. He was road testing an experimental car when an old truck pulled out in front of him. In the accident, Hicks and his passenger were thrown through the windshield, injured and severely cut. When Henry and Edsel looked at the wreck they immediately decided on using laminated safety glass in the windshield of the Model A.

Hicks recalls being called by Lionel Woolston, Packard's chief engineer: 'Hicks, what are you fellas out there trying to do? You really make us just look silly below 30 because we can't catch those Model A-s.'

'SHEET METAL JOE' GALAMB

Galamb complained about the indiscriminate use of expensive forgings for brackets to support fenders, lamps and running board. He knew pressed metal was just and strong and cheaper. It took him nearly a year to convince Henry Ford to use pressed steel and save some $30 per Model A produced.

GENE FARKAS

Farkas was in charge of developing the suspension, all-welded wire wheels, axles and new four-wheel brakes. He progressed well in all aspects except the brakes where he was handicapped by Henry Ford whose ideas were either illegal or impractical.

The problem was that Henry insisted that Farkas design a completely new braking system which was not only simple but would not infringe any existing patents.

His first design included a cam-operated, wed; adjusted brake shoe linked directly to the foot pedal bar. Henry Ford demanded an equaliser bar and linkage which Farkas and Sheldrick then installed in a test chassis just to show Henry Ford that it made the car skid. They were then allowed to go back to the solid cross-shaft system.

Farkas had more luck with the suspension - although he had to include Mr Ford's two transverse springs, rather than the conventional four lateral springs placed along the frame. No Ford car had lateral springs from 1908 until after Henry's death in 1947. Henry *knew* that transverse suspension made the springs carry their own weight and so relieved the axles of that unsprung weight, then lighter axles and bearings could be used to advantage with lightness and strength.

Farkas chose the same Houdaille double-acting shock absorbers used on the higher-priced Lincoln.

The Model A Ford was launched with a unpreceden $1.3 million advertising campaign, and millions flocked to showrooms around the world to see the first models; they weren't disappointed. The 'New Ford' had: strong simple gears operated by a stick shift, hydraulic shock absorbers, rubber cushioning, balloon tyres, reliable electrics, an electric self-starter, safety glass, a clean design, a high cruising speed and lots of power.

This small team of designers and engineers certainly produced a durable automobile. Of the original 5 million built, it is estimated that some 900,000 still remain in use, resulting from what we might call 'over-engineering' of many of the parts. For example, the wheel bearings, clutch throw-out bearing, the clutch discs and universal joints remained standard from 1928 through to 1948 for all Fords and Mercurys, often in vehicles twice the weight and three times the horsepower of the Model A.

Today, car engineering departments employ thousands of employees and cover dozens of acres of ground and buildings. The team that produced one of the world's most enduring motor cars, the Model A Ford, consisted of 34 engineers occupying a small section of a building behind the Henry Ford Museum. BS •

Notebook

BIRTHDAYS for JANUARY: Birthstone: Garnet. Flower: Carnation
Max Annear, Russell Brandis, Gary Eva, Barrie Guest, Edith Jeffree, James Pinnington & Matthew Read. Best wishes for your birthday.

REMEMBER Dick and Marvel Washnok who brought their Tudor (with the complete kitchenette on the back) to our National Meet in 1992? Marvel is happily quilting, Dick is still restoring and showing his cars, tractors and engines. Unhappily, Marvel's leukemia is still troubling at times, however they managed trips to the Serengeti in Africa, to Germany and rafting down the Colorado through the Grand Canyon. Driving from South Dakota to Nevada to go rafting, their Model A battery exploded!! They think the cause was from overcharging and a starter spark - a timely warning to bear in mind if contemplating a long run?

MAFCA: According to the meeting highlights of October 7, 1995, MAFCA is planning an era fashion photo contest for *The Restorer* magazine. Details will be forthcoming (one presumes through *The Restorer*), the deadline for entering will be July 1, 1996, and the winning photo will be placed on the cover of *The Restorer*.
Any ladies out there interested in entering the contest? Now's the time to get those photos taken and sent off to the appropriate people.

IS YOUR FRONT END LOOSE? This question is posed by Pozsteer who are offering a savings of up to 50% on repairs to ball joints, idler arms, tie rod ends, etc. Further details from P.O. Box 864, Kalamunda, ph 300 2563, mobile 018 093897.

14TH NATIONAL MEET: Meal order and activity form is now available from your secretary if you do not have your copy. Completed form together with remittance **MUST** be returned to MAFC NSW before 1st February 1996, otherwise you might miss out!.

FOUND: One 1992 National Meet Cooler Bag left at 48 Michael Street on the night of the Christmas Dinner. If this is yours please contact Germaine on [redacted] to claim it.

BOYANUP: March, '96. For those going on this weekend, please bring your own, tent, fork, cup, bed, spoon, glass, knife, plate and bedwarmer (?) Cost for the weekend - $35 per adult, $15 for children 12 and under. Car entry fee $5
A once-a-year get-together to enjoy Gymkhana, Quiz, Rally and Raffle etc.
Lots of fun and good company, a weekend to be enjoyed by all.

SERIOUS TRIVIA/USELESS PIECES OF INFORMATION:
NAVIGATIONAL AIDS: Remember that - two wrongs don't make a right..... but three lefts do!!

SOME OF OUR POLITICALLY CORRECT NEWSPEAK:
Crazy: emotionally different
Dead: terminally inconvenienced; non-viable
Newspaper: processed tree carcass
Old: chronologically gifted, experientially enhanced.

Western Model A News

If undelivered, please return to:
[redacted] Thornlie
Western Australia, 6108

PAISLEY Ian & Dianne
[redacted]
NORANDA, 6062

HAZARDOUS MATERIALS INFORMATION BULLETIN - MATERIAL SAFETY DATA

WOMEN - A CHEMICAL ANALYSIS

Element - Woman. Symbol - WO_2. Discoverer - Adam. Occurrence - All urban areas.
Atomic Mass - Accepted as 53.6kg but known to vary from 40 to 200kg

PHYSICAL PROPERTIES
1. Visible surface usually covered with painted film.
2. Boils at nothing. Freezes without reason.
3. Melts if given special treatment.
4. Bitter if incorrectly used.
5. Found in various states from virgin metal to common ore.
6. Yields to pressure applied to correct points.

CHEMICAL PROPERTIES
1. Has a great affinity for gold, silver and precious stones.
2. Absorbs great quantities of expensive substances.
3. May explode spontaneously without prior warning and for no know reason.
4. Insoluble in liquids, activity increased by saturation in alcohol.
5. Most powerful money-reducing agent known to man.

COMMON USES
1. Highly ornamental, especially in sports cars.
2. Can be a great aid to relaxation.
3. Very effective cleaning agent.

TESTS
1. Pure specimen turns rose pink when discovered in the natural state.
2. Turns green when placed beside a better specimen.

HAZARDS
1. Highly dangerous, except in experienced hands.
2. Illegal to possess more than one, although several can be maintained at different locations as long as specimens do not come into direct contact with each other.

This Technical Information from S.A.'s Newsletter - All W.A. male members deny all knowledge of this material.