



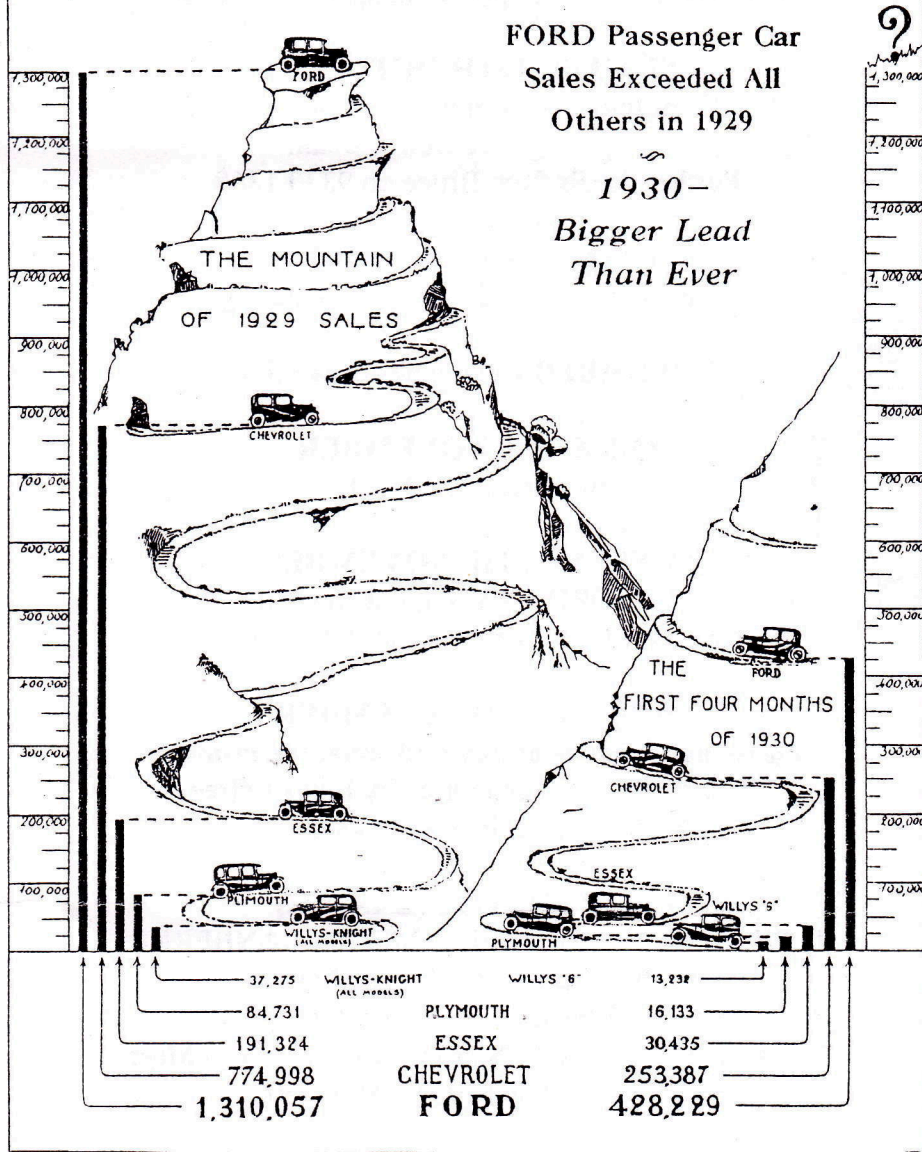
Western Model A News

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

Year XVIII Number II

SEPTEMBER, 1997

FORD LEADS THEM ALL



From 'Truckfax and Passenger Car Manual' - 1929/30

Next Run/Meeting: Sunday, 21st September
Meet at Westfield (Carousel) Shopping Centre, Cannington, 10:30am

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:* STEVE READ XXXXXXXXXX *Secretary/Treasurer:* JOHN & SHIRLEY HALL XXXXXXXXXX
Vice-President: RON ANDREWS XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

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

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

8TH - 12/13TH SEPTEMBER

Wildflower Run organised by families Smith & Williams
Meet on Monday the 8th at 9:30am for a 10:00am departure
at Wanneroo Shopping Centre, Conlan Avenue.
Accommodation has been booked & deposits paid by Alan Smith.
Anyone else interested will have to make own arrangements

SUNDAY, 21ST SEPTEMBER

Organised by Jack & Mavis Berkshire
Meet at Westfield (Carousel) Shopping Centre, Cannington at 10:30am,
a short drive to Armadale to the Signal Box and then on to Whitby Falls where
our cars will be on display until approx. 3:00pm.

SUNDAY, 12TH OCTOBER

V.C.C. Autojumble, Cannington Showgrounds
Car parts galore from 7:00am
Further details from Bruce on [REDACTED]

SUNDAY, 26TH OCTOBER

Sartori/Moorehead Families organising

NOVEMBER - Timmings organising

15th & 16th NOVEMBER

Bendigo Swap Meet

SUNDAY, 16TH NOVEMBER

ALL FORD DAY - Lathlain Oval
Entrance/Trade Bay enquiries [REDACTED]

SUNDAY, 7TH DECEMBER

Please note change of day and time, see minutes
Christmas Lunch organised by Edith Jeffree
Further details in next newsletter

9-13 APRIL, 1998 (EASTER)

15TH NATIONAL MODEL A MEET - CANBERRA
Hosted by Model A Restorers Club (Aust)
Entry forms available from your secretary, or write to:
The Rally Director, 15th National Model A Ford Meet
[REDACTED] DICKSON, ACT 2602.



RAY ABBOTT ENGINE RECONDITIONING

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MINUTES OF GENERAL MEETING HELD AT MRS HUBERTS PARK

Victoria Avenue, Claremont on Sunday 31st August 1997

Meeting opened by Steve Read at 1.45pm. Attendance and apologies as per book.

Previous Minutes as per newsletter report.
Moved John Timmings, Seconded Alan Smith

Business arising: John Hall to send out letters advising new committee.

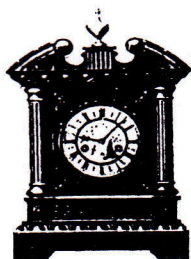
Correspondence in: Letter from A.C.T. Branch requesting donation of \$65.00 towards trophies for National Meet next Easter.
Members list from Victorian Branch.

Nil correspondence out.
Moved Ray Mahoney, Seconded Pat Laurie.

Financial Report.

No change since last meeting.
Accounts for payment. \$65.00 A.C.T. Branch Donation. \$165.11 for Louise Read for T Shirts & Photo Album Dividers.
Moved John Timmings, Seconded Coral Blewett.

General Business: Steve welcomed visitors Jock & Elaine Lovatt.
John & Pat Laurie had their car on its first long run from Gidgieganup.
John & Fran Timmings have just returned from the USA where they attended the North West Regional Meet.
Reg & Coral Blewett have been away for 5 weeks.
Dora Annear was sick and we wished her all the best and a speedy recovery.
David Bussard has agreed to store the clubs 5 drawer filing cabinet containing our old records.
Steve Read reported that there are 46 unrestored Model A's in the Club.
Jim Williams advised of a bigger & better Autojumble to be held on 12/10/97 at Cannington Showgrounds.
Alan Smith spoke on visiting the Holmes A'court collection.
Dave Lucas from Northam has suggested an October long weekend at Northam.
Peter Gilberthorpe reported on the CCC AGM. and advised the following office bearers.
President: Maurice Brockwell
Secretary: Fred Belford
Sports Register: Andrew Stevens
Each delegate can represent no more than 2 clubs.
2nd Motion limiting a quorum to 10 clubs was defeated.
Jim Williams spoke re the Wildflower Run.
June Smith won the raffle which raised \$39.00
Next run organised by Jack & Mavis Berkshire on 21/9/97 starting at Carousel Shopping Centre at 10.30am.
Alan Smith has 2 1929 headlight lenses for sale.
There being no further business Steve closed the meeting at 2.05pm.



A TOUR AROUND THE RIVER

The last three outings of the Model A Club have been cold, wet days. Sunday the 31st August was a cloudless, lazy day.

Thirteen Model A's and a few others turned up (some very early) for a leisurely drive. A restart at the Raffles Hotel was necessary because of roadworks and forgotten cameras. Max blew the whistle again and we followed the leader around the river. We passed some magnificent homes and lots and lots of boats going nowhere. We had a brief stop at Chidley Point for a cuppa. Sadly this is where we heard the unbelievable news of Princess Diana.

Another whistle blow and we made our way to Mrs Hubert's Park in Claremont. Claremont claims to be the oldest and one of the most elegant suburbs of Perth. It certainly looked beautiful where we were on the shady riverside picnic area.

Following lunch and the meeting we went on a guided tour of the Old Boatshed. This was an old shed inside a new shed full of old things that fascinated the boys. Then we visited the museum to explore some of the history of Claremont. Points of interest were the old school room, barber shop, bootmakers and drapery. The old kitchen and wash-house made me feel pleased that the 'good old days' are a thing of the past.

Some of us walked down to the waters edge and just talked and took in the view ending a pleasant day.

Shirley Hall

Members may remember our casserole night held at Alan & Edith's home at the end of June this year. I have been asked on a couple of occasions to supply the recipe for that Vegetarian Casserole.

Pumpkin Bake

Ingredients: (Casserole)

About ¼ of a medium sized pumpkin	1 medium sized onion (chopped)
½ teaspoon ginger	¼ teaspoon nutmeg
½ red capsicum (chopped)	sweet basil (to taste)
1 teaspoon butter	salt & pepper to taste
1 clove garlic	2 tablespoons fruit chutney
430g can of red kidney beans	



Topping: 4 weetbix 90g melted butter ½ cup grated cheese

Method for Casserole: Cube the pumpkin into bite size pieces (boil or micro wave until partially cooked), meanwhile sauté in butter the onion, garlic, capsicum, seasoning, nutmeg and sweet basil. Add the pumpkin and cook until tender. Add fruit chutney and red kidney beans. Place into greased casserole dish and sprinkle the topping evenly over it.

Topping: Crumble weetbix, add melted butter and mix together well. Either add the grated cheese to the mixture or if you prefer you can add the cheese after.

Bake at 180° C for about 30 minutes. Serve hot.

Note: A variation of flavours can be obtained by the addition of mushrooms or replace the kidney beans with soya beans or even replace the fruit chutney with corn relish. The variations are limitless..... Eat and enjoy.

Elaine Gilberthorpe

Here's a handy bunch of Tips and Ideas

Source unknown but it's pinched from South Australia's "Model 'A' Torque"

TIMING GEAR

Timing Gear Knock? - Idle engine and slowly open and close throttle. The knock won't go away, but as the throttle is closed, the knock becomes a muffled rattle.

Timing Gear - An ominous knock emanating from the engine compartment could well be a loose or worn timing gear. This can be checked by idling the car and, being ever so careful of the rotating fan, move, reverse and insert the timing pin. When pressing it in firmly, if the knock disappears you have found the noise. (See page 422 of the Ford Service Bulletins.)

Metal versus Fibre Gear - They both do the same job, but the old fibre gear does it more quietly. The metal gear has a longer service life.

Timing Gear Mark - The identification on the timing gear front surface should match with the Ford script on the tooth of the crankshaft gear. If the crankshaft gear is a replacement gear, the identifying tooth may be marked with a punch or check mark. (See page 288 of Ford Service Bulletins.)

Improper fitting Gear - An improper fit of a timing gear (camshaft gear) to the crankshaft gear causes noisy operation and a very short life of the timing gear.

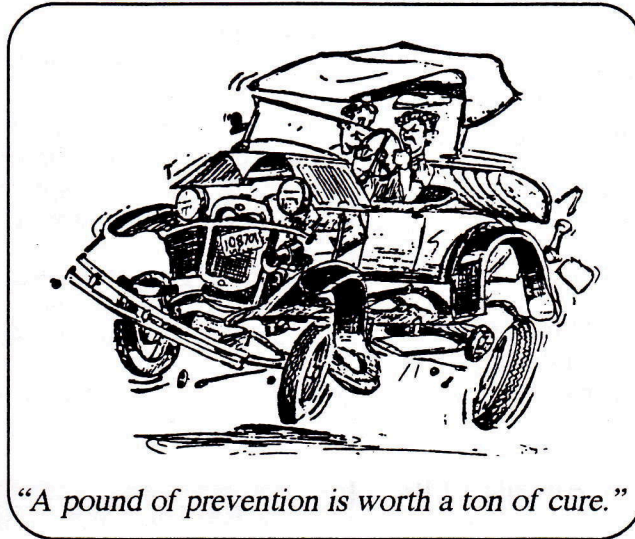
Oversize Timing Gear - Timing gears can be purchased in oversize sizes up to .010. If the crank gear is not replaced, or if there are loose cam bearings in your engine, probably a .003 oversize timing gear should be used.

Tightening Timing Gear - Tightening the cam-nut will not eliminate too-tight meshing of gears which wear teeth, making a loose fit.

Remove Timing Gear - The camshaft rotates counter-clockwise. The timing gear retaining nut (the big one) is a standard right-hand nut which can be removed by use of a standard Ford monkey wrench. The use of a punch and hammer in removal of this nut is not recommended.

STEERING

Drag Link Ends - The drag link contains two different ends. At one end the ball arm opening is approximately 3/8" from the end, but on the other it is



1-3/8". The end with the longer distance is the end attached to the pitman arm. The early 1928 drag link is hard to lubricate when installed this way, a later change relocated these lubrication fittings.

King Pins - Model A Ford king pins (spindle bolts) are not interchangeable. There is a left; there is a right.

Pull to one Side Causes: - under-inflation, unequal tyre diameters, unequal caster or camber or incorrect toe-in adjustment. Also, dragging brakes or tight wheel bearings would cause the car to pull to one side.

Rear Wheels - Any condition causing the rear wheels to fail to follow in the tracks of the front wheels would create a tendency to pull to one side.

Erratic Steering - Occurs when brakes are applied because brakes are unequal in adjustment or drums are out of round, or there is grease on the brake lining.

Loose Steering - Looseness in steering connections will result in a low speed shimmy as well as increase the amount of steering wheel free movement.

Steering Adjustment - This should always be made with the drag link disconnected, and the steering gear in mid centre (dead centre) position.

MORE TIPS

Spark and Throttle - When installing the spark and throttle rods, the lever for the spark rod should point down, the lever for the throttle rod should point up.

Light Switch - In order to have enough slack to hook up the light switch spider, depress the horn button by placing a measuring or wood slat between the spaces of the steering wheel. In doing this be careful to protect the wheel with soft cloth.

SUBSTITUTES

Part Numbers - A word of caution for the successful use of part numbers is sometimes necessary, because part numbers are frequently changed. When you ask your Ford dealer for a specific part number and you are told it is no longer available, ask what the replacement number is. Often, an old number is obsolete, but the part will continue to be carried under a replacement number.

more >

Permatex - The four types of "Permatex" and their various uses are:-

- a) #1 Fast drying, hard setting, should not be used where there is movement.
- b) #2 Non hardening (pliable), use where movement may occur.
- c) #3 All around sealer (aviation).
- d) #4 "High tack" (spray can), this is an adhesive which holds gaskets and other objects in place for easier installation.

Read label, follow directions on all the above. In its modern usage, "Permatex" is one of the best cures in the mechanics' garage.

Hood Clamps - Small sections of windshield wiper hose placed on the tips of the hood clamps will protect the area the hood clamp comes into contact with.

Spark Plug - A good substitute for the Champion 3 X spark plug is Champion W-18-3, or Autolite TT10.

Coil - The Ford Motor Company makes a replacement coil with good performance at low engine RPM for use on the Model A Ford. Ask for part #DOPZ 12029-A. This is a 6-volt coil. In order to use it satisfactorily, an adaptor (COAF-12043-A) has to be used.

Fuel Gauge Gasket - A good replacement can be made by cutting the centre ring from a Carter fuel filter gasket #F23-A16. This is a neoprene gasket which makes it easier to seal leaks as well as tighten the gauge without the problem of having the gauge turn in the gas tank. A new kit is also available for repairing the gauge; the kit contains "O" rings for a leakproof job and is available at your obsolete parts dealer.

Magnet - perhaps the handiest mechanics' assistant.

Sinker - In an emergency a split-shot fishing sinker slipped over joined wires, closed firmly with pliers and wrapped with friction tape makes a reliable connection.

Silicone Spray - has many uses and is particularly useful when working with rubber as it will not cause rubber to deteriorate.

Starter Bushings - from 1941-50 Chevrolet are excellent for Model A distributor shaft bushings.

Water Pump - A good grease for lubricating the rear fitting is Ford Chassis Lubricant (R-156-A).

Water Pump Packing - Teflon valve packing cord is good as it is heat and water resistant.

Bearings - Bushings - If you have the correct Ford part number, try your local bearing supplier who should be able to supply a cheaper replacement.

Horn Brushes - Ask your Ford Motor-Craft dealer for brush #EW-12 - with pliers, remove the small wire that is attached and discard. •

The Voice of Experience

by Bill Furness, Toronto
taken from an article in "The Restorer"

Shackle Bushings - An effective tool for installing shackle bushings can be made by removing the grease fitting from an old stock type shackle. Slide the new bushings on old shackle and insert threaded portion of the shackle inside the old bushing as a guide. The old bushing should be split with a hacksaw blade first and driven out with a hammer. Follow up with new bushing.

Head Light Retainer Springs - beyond using can be made from new piano wire. Use wire as close to the original and bend into shape with needle-nose pliers.

Slow Idle - Try this. Use a fine Swiss file and open the idle port above the butterfly in the cast body of the carburettor to 1/32". This will help in most cases.

New Engine - When filling the pan for the first time on a rebuilt engine, put oil through the distributor hole in the head to be sure the main bearings receive oil at once.

Steering Wheel Puller - can be made from a 5/8 x 3 SAE capscrew and two 5/8" SAE nuts, one used as a lock nut. Keep puller tight on end of steering post. A few sharp blows will loosen it off.

600w Oil - heavy-duty oil can be used in transmission for quieter operation, but not for colder weather driving.

Radiator Emblem - can be removed by inserting a piece of broom handle that will fit inside the rear of the emblem to force it out. The 1928-29 emblem can be nickle-plated without damage to the blue or black enamel if handled carefully by a good plater.

Junction Box Insulators - A 2" section of heater hose makes an excellent insulator to replace those hard to find insulators inside the junction box.

Gearshift Lever Replacement - Carefully compress spring in a vice and tie with safety wire in two to three places. Install compressed spring, slip keeper into place, then cut and remove wire.

Rear Axle Seals - 1947-48 Mercury rear axle inner seals are the same as Model A.

Fan Belts - 1937-48 Chevrolet, Gates, Vulco No 700 are the same as Model A.

Ring Gear and Throw-out Bearings - 1928-1948 Ford are inter-changable.

Camshaft Thrust Plunger Spring - Replacement is Dodge oil relief spring #119996. •

To prevent your hood working its way forward and closing the gap between hood and radiator shell - cut a short piece of wood dowel and insert between radiator shell "eye" and centre hinge rod (like an extension of the rod) to keep it 'centred.' *Jim Brierly, California* •

The smooth polished surface found on cylinder walls when engines are dismantled for service is usually referred to as 'glaze'. This 'glaze' is a work-hardened surface and is the result of the continual rubbing action of the rings on cylinder walls. It is a durable, anti-frictional surface automatically established with running, and is compatible with minimum wear and high scuff-resistance of both rings and cylinders. The exact nature and hardness of 'glaze' and whether it differs from one engine to another need not concern us here, provided the effect of 'glaze' on ring operation is understood and its associated problems can be dealt with in a satisfactory manner.

CYLINDER GLAZE - its effects on re-ringing

from June-July, 1981 issue of Model 'A' News

If new rings are to be installed in engines with ordinary cast iron bores, honing is not necessary to 'break the glaze' unless the cylinder walls are wavy or scuffed.

'BED-IN' OF RINGS

Some initial wear of new piston rings or cylinder walls, or both, is essential if the rings are to mate with the cylinder walls and provide satisfactory oil control and seal against blow-by.

Rapid 'bed-in' of rings to cylinder walls is dependent on the following factors:-

- a) The surface finish of rings and cylinder walls
- b) The hardness of rings and cylinder walls
- c) The load imposed between rings and cylinders during 'running-in' period.

A smooth cylinder wall finish will give satisfactory results in any engine fitted with new rings provided a sufficiently high load can be imposed during the early stages of 'running-in'.

New and Reconditioned Engines: With regard to new and reconditioned engines, the surface finish and close fits of all mating parts demand a 'running-in' procedure which will not overload bearing surfaces of components until these surfaces and clearances become stabilised. Hence a highly-polished cylinder wall finish is unsatisfactory in newly-built engines as it will prolong 'run-in' period and may result in high oil consumption, blow-by, ring scuffing or piston seizure.

RE-RINGING

However, in any engine which is merely fitted with new rings and perhaps new connecting rod bearings, it is possible to adopt a different 'run-in' procedure. Recommended methods for 'running-in' provides for ring loading, sufficient to permit the slight wear necessary for the mating of rings to cylinder walls - the top compression rings in particular.

In this way, the need for 'deglazing' the cylinders is obviated. The 'glaze' found on cylinder walls after considerable service is an excellent anti-scuff material for new rings and it is recommended that it is not removed by honing. Also the elimination of the honing process greatly lessens the danger of abrasive material remaining in the engine and causing early ring failure.

If new rings are fitted to engines with steel liners or hardened cast iron sleeves, the cylinder wall surface should be 'deglazed' with a hone. If cylinder walls have such smooth surfaces of hard steel or hardened cast iron, new rings may 'skate' over the surface; no wear will take place, rings will not 'bed-in', high oil consumption and blow-by will result.

Honing or 'deglazing' of these hard cylinders sufficiently roughens the surface in order to promote the slight initial wear essential for correct seating of rings.

Abrasive Contamination and Cleaning: When

cylinder walls are honed, they must be thoroughly cleaned before assembly. Too often, honing is not performed carefully and cleaning is not thorough.

In the event of improper cleaning after 'deglazing', a considerable amount of abrasive honing grit is allowed to remain in the engine. This abrasive material prevents the rings from seating and hence poor oil control and blow-by will result. Such abrasive conditions will cause rapid wear of rings, cylinder walls and the bearing surfaces of all parts lubricated by the crankcase system.

Do not use petrol or kerosene to clean cylinders after honing, as solvents of this nature will not remove grit from the walls. A light oil of SAE 10 viscosity is far more effective in this respect. Cylinders should be swabbed with the oil and carefully wiped with a clean cloth. Several applications will be necessary and the process should be continued until a clean, white cloth remains absolutely unsoiled when rubbed on the cylinder walls.

Recommended Running-in Procedure for Re-ringing:-

1. DO NOT ALLOW THE ENGINE TO IDLE ON FIRST START-UP AFTER ASSEMBLY.

Accelerate it immediately to a speed comparable to a road speed of not less than 25mph and maintain this speed until engine temperature reaches 160° to 180°F.

Failure of a ring job can be caused by the obsolete practice of allowing the engine to idle slowly during the first warm-up period immediately following the assembly of the engine. At idle speeds there is insufficient oil thrown onto the rings, pistons and cylinder walls to adequately lubricate them during the running-in period.

The recommended engine speed of 25mph will ensure sufficient lubrication to prevent ring scuffing during this critical period.

2. WHEN THE ENGINE IS PROPERLY WARMED UP accelerate the car on the road several times in top gear at full throttle from 25mph to 35mph. This procedure allows full gas pressure to build up behind the top ring and thus provide sufficient load to cause rapid seating of the rings on the cylinder walls. The Chrome-X compression ring responds particularly well to this 'quick-seating' treatment and the chrome surface provides added assurance against any initial scuffing.

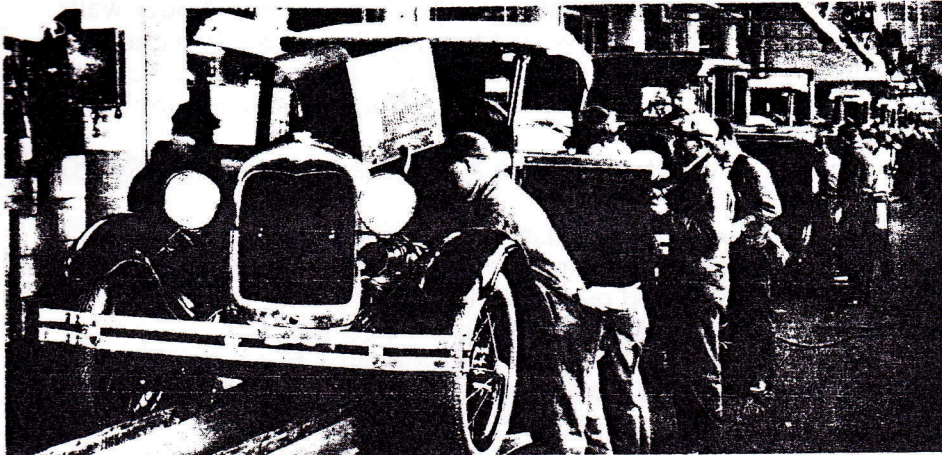
3. DRIVING PROCEDURE DURING FIRST 200 MILES.

- a) Avoid full throttle operation in top gear at low speeds in order to prevent overloading the rings; and
- b) Avoid prolonged top-speed operation to prevent damage of the rings by over-heating.

For best results drive normally, but not at speeds in excess of 60% of top speed during the first 200 miles. •

Further to the, previously published, interesting article:-
'Distinctive Features of the Early A'
 Here are some Other Early 1928 Features:-

- * Brass pan plug.
- * Forged hood hook clamps.
- * Rectangular manifold washers.
- * Generator end cover - aluminium, or cadmium plated, or nickel plated.
- * Powerhouse generator with cut-out on side and attachment strap.
- * Longer attachment bolt on timing cover for strap from generator.
- * Black stanchion post and windshield frames on open models.
- * Absence of finger pulls on open windshield frames.
- * Paint stripe on cowl, closed or open.
- * 'X'-beam rods.
- * Choke rod end with large ear, no knurling.
- * Low profile, or low crown gas and radiator cap (some assembly plants).
- * Side curtain tray beneath rear floor in Phaeton.
- * Model T-like centre bumper clamp: Ford Made in USA.
- * Shock adjustment stamped numbers 1-7.
- * 10-37 pinion to ring gear ratio 3.70.
- * Pot metal wsw motor cover - Ford script.
- * Baffle plate in pan held by 4 screws thin slots for dippers
- * No strengthening bars on rear axle banjo housing.
- * Steel gas gauge carriage, offset float bracket, thick black numbers with red 'F' and 'O'.
- * Gas gauge has flat glass and round opening (not oval).
- * Completely round steel cap shock link seal.
- * Shock link lub. fitting opposite shock arm opening.
- * Lower cowl hood lacing riveted through the firewall, not to extension.
- * Timing pin has hexagonal section.
- * Oil dip stick has elongated oval handle.
- * Smooth clutch and brake pedal pans, no raised boss on ends.
- * Rubber plate about clutch and brake pedals.
- * Completely round accelerator foot rest floor plate.
- * Choke rod support on bottom and middle of gas tank.
- * Narrow rear radius rods.
- * Front head lamp support rod curved out about radiator (some assembly plants).
- * Front bumper plants with **very slight** outside ridge.
- * Rear bumper clamp with Ford script (before engine number 100,000).
- * Shock absorbers with Ford script on top and Ford Motor Company beneath centre shaft.
- * Steering arm with narrow neck.
- * Thin, 9/32-in diameter brake rods.
- * Spindle assembly with round plate (where backing plate mounts).
- * Front and rear spring hangers with paired Ford scripts running **parallel** with long axis of face of hanger, between the coned zerks. BS •



This photograph shows a view of the Rouge assembly line on December 9, 1927. The centre bumper clamp is round, the windshield frame was painted body colour. 155 cars were built that day. The lowest engine number was 641 and the highest was 1748. BS •



Notebook

BIRTHDAYS for SEPTEMBER: Birthstone: Sapphire; Flower: Aster

Lance Barker, Barry Bristow-Stagg, Gail Duns, Germaine Jeffree, Beth Martin, Peter Sartori, Margaret Strahan, John Teale, Malcolm Wood & Chris Wringe.
Happy birthday!!

CONGRATULATIONS - Model A Wins

Two of our members, Ron & Jenny Perry won the June Time Trial, run by the V.A.A. (Vintage Automobile Association).

In a field of 12 - 15 vintage cars of varied makes and years Ron & Jenny were only 3 minutes out in 2½ hours of driving and navigating. Included in the route of 96 kms was a self-timed lunch stop of 30 minutes.

We are told the win came without the usual arguments and harsh words!

VISITORS FROM OVER THE BORDER

It is wonderful to see Maurie & Maxine Creedy in the West to participate in the Wildflower Run. Maurie & Maxine will be in Perth for a week or so after the run for those who would like to catch up with them.


A LITTLE BIRDIE told me that the new owners and prospective new club members of the Cooke's Tudor will get to meet the 'Wild'flower Bunch over the coming week. Hope they don't get to 'know' them too well, they may never become members!

CONDOLENCES to members of the Model A Ford Club of South Australia on the recent passing of long standing member Murray Hilder. Murray passed away on the 25th August. Our sincerest sympathy.

TIMMINGS TRAVELS: Also heard on the grapevine that John & Fran spent time at the North West Regional Meet in the USA. Hope to bring you a full report on that in the next newsletter..... and also the trials and tribulations of the **BLEWETT** five week sojourn. Standby for your travel brochure in October.

GET WELL wishes are sent to Dora Annear. Hope you are on the mend and are well enough to go on the Wildflower Run.

FOR SALE:

2 x 1929 headlight lenses. Phone: Alan Smith 

HOW TO INTERPRET A CAR ADVERTISEMENT CORRECTLY

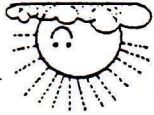
ALL ORIGINAL - Needs new everything

ANTIQUÉ - Any used car with at least three previous owners

CLASSIC - Manufacturer went broke during the depression

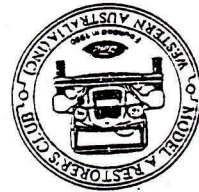
LOW MILEAGE - Odometer does not work

MINT - There's a roll of Lifesavers under the front seat



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Western Model A News

COLLECT AUSTRALIAN STAMPS



Believe it or not: This story comes from the latest edition of the HMAS Shropshire's Association Newsletter with no source given.

It names the six top World War II leaders, the year they were born, the year they took office, their ages in 1944 and the number of years they served as National Leader, and totals all these figures. It reads:

Name:	Churchill	Hitler	Roosevelt	Il Duce	Stalin	Tojo
Born:	1874	1889	1882	1883	1879	1884
Office:	1940	1933	1933	1922	1924	1941
Age '44:	70	55	62	61	65	60
Served:	4	11	11	22	20	3
Totals:	3888	3888	3888	3888	3888	3888

If you divide the common total of 3888 by two you get 1944, the most relevant year of the war as far as the six men were concerned, and if you take the initial letter of each of the leaders' names, they make up the word
C H R I S T
- Model A Ford Club Qld.

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