

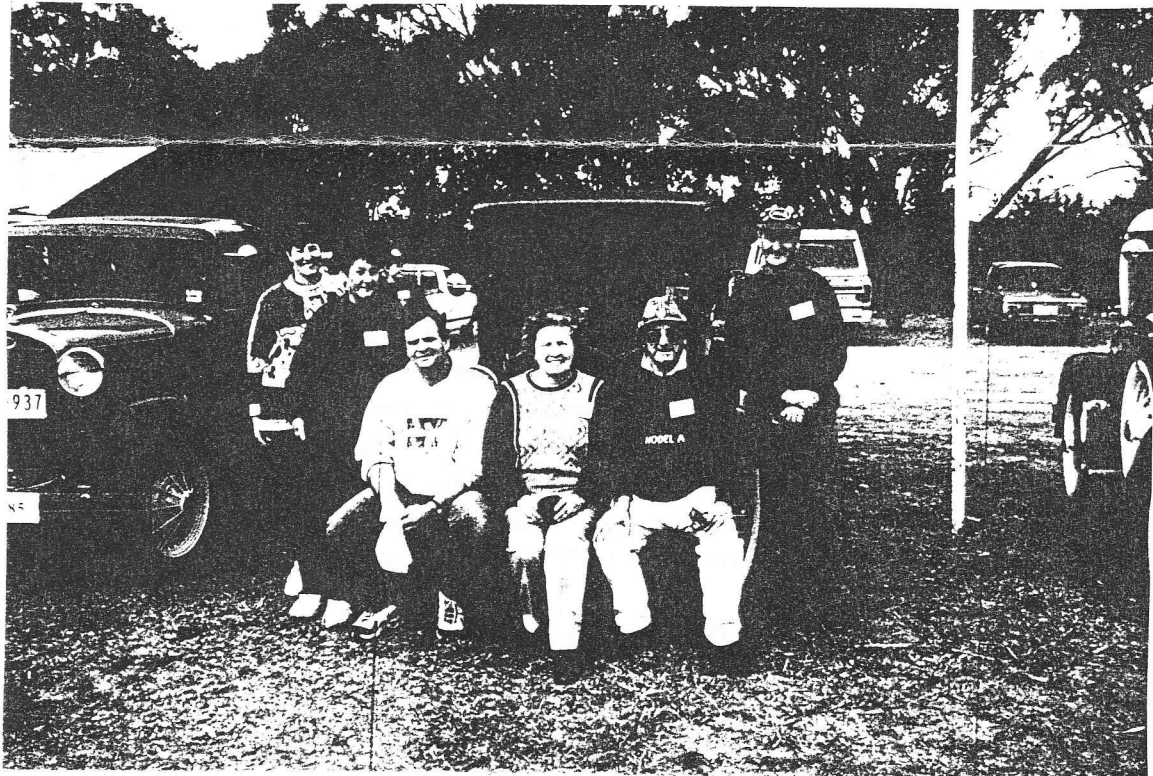


# Western Model A News

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

Year XVIII Number XI

JUNE, 1998



*The West Australian contingent who attended the 15th National Meet in Canberra, standing in front of the only Western Australian vehicle to attend the Meet. This photo was taken at Hall, a small village about seven miles out of Canberra, on Sunday, 12th April, 1998.*

**Next Run/Meeting:** Sunday, 28th June, 1998

Place: Meet at Midland Gate Shopping Centre Time: 8:00am

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\$34.00 per year

OFFICE BEARERS: *President:* STEVE READ [REDACTED] *Secretary/Treasurer:* JOHN & SHIRLEY HALL [REDACTED]  
*Vice-President:* RON ANDREWS [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

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

**SUNDAY, 28TH JUNE, 1998**

**Manifold Lunch Run to Cunderdin**

Peter & Lorraine Sartori have organised this run to visit the machinery museum at Cunderdin. The cost of entry to the museum is \$3:00 per person. We have been invited to have lunch and our meeting in an old train carriage, so there is no need to bring chairs or fold-up tables.

The drive is approx 100 miles one way and we will be stopping along the way for morning tea and to check on our lunches cooking on the manifold.

(See ~~Notebook~~ for cooking trays & recipes.)

Meeting time will be 8:00am (sorry!) for an 8:15 departure from Midland Gate Shopping Centre, Gt Eastern H'Way & Brockman Rd.

**JUNE 28 - JULY 2, 1998**

**MAFCA NATIONAL CONVENTION - A Reno Date in '98**

Join David & Pat Bussard in attending this Meet in Reno, California.

You still have time if you really want to go!!

**SATURDAY, 11TH JULY, 1998**

**Celebrate 70 years of the Model A in Australia** by joining members and friends at

Dorchester Lodge Reception & Function Centre situated in Melville for a Christmas in July outing

Arrival time should be no later than 7:00pm to be seated by 7:15pm

~ **Please note time change** ~

The price is a very reasonable \$32.50 per person which includes the show, drinks & meal

The Theatre Restaurant presents a 60's/70's style variety show

You are all invited to wear costumes from the 20's/30's era

Phone Dora now on [REDACTED] to reserve your place

**FRIDAY, 17TH JULY, 1998**

**CCC QUIZ NIGHT**

**SUNDAY, 26TH JULY, 1998**

**AGM & VEHICLE INSPECTION DAY**

*Inspections* will take place at D & S Engine Reconditioning, 10 Davison St, Maddington from 10:00am to 1:45pm.

Bring your current vehicle licence. If your vehicle has been inspected by another approved club, please forward a copy of the Examination Certificate.

The sausage sizzle and AGM will be held at the Read residence:

39 Sovereign Drive, Thornlie. Phone [REDACTED]

*Lunch:* 12:30pm. *AGM:* 2:00pm

Please bring a plate of afternoon tea to share, your cup & your chair.

**SUNDAY, 11TH OCTOBER**

**AUTO JUMBLE**

Organised by the Veteran Car Club



**RAY ABBOTT ENGINE RECONDITIONING**

*\* Specialising in Veteran and Vintage engines*

*\* Cylinder Head Service \* Reboring and Sleaving \* Crankshaft Grinding*

*Recommended by MARC member*

Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

**Minutes of General Meeting held at Jabe Dodd Park  
Sunday 24th May, 1998**

Meeting opened by Steve Read at 1:45pm.

Attendance and apologies as per attached list due to non availability of attendance book.

President welcomed visitor Nicola Sartori, daughter of Peter & Lorraine.

**Previous minutes:** As per newsletter. Moved Frank Farrelly, sec'd Fran Timmings.

**Business arising:** Shade/shelter brochure provided to club members to view. Two options recommended, two prices provided. Consideration to be given to hiring such type installation, if and when needed. Further discussion at AGM.

**Correspondence In:** C.C.C.inc. letter from Assoc. of Motoring Club; R.A.A.H.S.of WA; various newsletters.

**Correspondence Out:** Nil.

**General Business:** Combined Car Clubs - notice to clubs read through. Association of Motoring Club - Tax Status Discussion Paper for car clubs outlined by S.Read. Club members to be kept informed of future developments. Club members reminded to return all borrowed items to Club Property Officer/Librarian, eg: outstanding video tapes.

Frank Farrelly has donated a Falcon & another modern radiator to the club. Steve Read recommended the items be placed for sale in the Quokka newspaper.

Steve Read advised members to check Shannons Insurance policy regarding clauses relating to concessional licence. National Rally 1998 (Canberra) - 140cars attended.

National Rally (Perth) year 2004. - At the 1998 National Rally in Canberra, Steve Read accepted an invitation on behalf of WA to host the rally in Perth in 2004. To be discussed further at the AGM.

Model A around Australia rally (organised by N.Phillips & M. Livingstone) arriving in Perth sometime August/September 1998. Casserole night/craft day to be organised upon notice of their arrival.

**Financial report:**

Balance per bank statement to 01/05/98 1139.55

Unpresented cheques no. 33 50.00

34 41.75

91.75 91.75

Bank balance 1047.80

Investment account 11,438.33

Deposit by D. Annear for July dinner total \$390 which will reduce this balance when paid.

Moved to be correct by P. Sartori, seconded by F. Farrelly.

**Coming Events:** Christmas in July - Dora Annear confirmed 34 attendees to date. Venue advised accordingly. All members who have advised their attendance are asked to finalise payment with Dora as soon as possible. Members to be encouraged to dress in period costume for this evening.

Peter & Lorraine Sartori have volunteered to organise the June run to the Cunderdin Machinery Museum to be incorporated with a manifold munch. (3 hr trip each way). Actual date to be confirmed.

**Bits & Pieces:** Model A horn (original) for sale - refer S. Read.

Manifold cooking trays are available via S. Read or D. Jeffree at a cost of \$25:00.

The winner of the 'Steve Read photo caption' was Jim Williams with "That looks like my Bank Manager". Jim's prize - 2 National Meet mugs. Steve would not disclose what his thoughts were at the time of the photograph being taken. Jim was also the recipient of the monthly raffle; a wooden biro, turned by Barrie Guest.

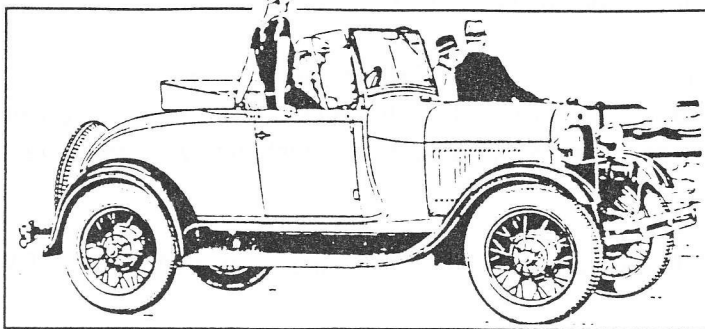
**Meeting closed:** 2:10pm.



# The Australian Model A Ford Colours

From 'Ramblings on the Australian Model A colour changes and related optional extras' by Ian Irwin in Canberra's 'Model A News' of June-July, 1981. Resurrected by Bevan Sharp

The Australian Model A Ford is, in many ways, quite a different car to its counterparts in other parts of the globe. The U.S. and Canadian cars differ in many small details, the British version differs again in some small areas, but most particularly with its smaller h.p. engine.



Continental versions in Coupe de Ville body styles also existed, and some European cars of 1930-31 had been fitted with 21-inch wheels, apparently surplus stock left over from the earlier production.

Perhaps the two main differences between Australian and American Model A Fords lie in the timber framework of the bodies, and in the colour schemes.

To date we have had great difficulty gaining any authentic information on the Australian colour schemes for 1928. The closed versions were fully imported in some instances, and in most cases were imported in C.K.D. form and assembled at Geelong. In 1928, the Ford Motor Company of Canada exported to Australia: 6 each of Phaeton and Roadster, 11 Business Coupes, 498 Sports Coupes, 1,251 Tudor Sedans and a large quantity of rolling chassis with cowl sections mounted. These included 8,860 Phaeton chassis, 790 Roadster chassis, 2,013 Light Commercial chassis and 2,367 AA Truck chassis. We do not have absolute detail on the state in which these reached Australia.

We have digressed, but it should appear now that there were quite a few cars imported into Australia in ready-for-the-road order, and their colour schemes would have been Canadian. We do not have details on these schemes, but will be trying to locate this information. The commonly available colour chip charts of U.S. schemes can only be of academic value to us, as no cars were imported from the U.S.A. into the Geelong plant, although it is known that some private imports did take place. The 1928 cars then, present us with some problems. We would hope that some member somewhere has access to original and authentic information on those colour schemes used on Australian-assembled cars in 1928. What little information we do have is not worth placing on record at present, for it is unreliable and scant.

1929 is another matter, and we are happy to advise that we have quite extensive and reliable detail on this year's Australian colour schemes.

By the close of 1928, the magnitude of decline of the international economy was recognised in Australian automobile sales. Clearly there was a need for a distinctive sales approach to permit young Ford plants to survive. A most significant part of that sales thrust was afforded by a new attitude to detail and presentation of the 'New Car' through the medium of colour.

'Today the whole world of industry is being revolutionised by demands not only for simplicity and

more attractive form in all classes of products but, more particularly, for brighter colours' reported the 1929 Australian Model A Ford sales brochure-come-colour chart: 'Colour Harmony'. The brochure stated that: '... the motor car buyer ... frequently attempts to dictate his own

colour scheme, and with disastrous results.'

In response to this, the Ford Motor Company of Australia commissioned three celebrated Australian artists: Mr George W. Lambert ARA, Mr Sydney Ure Smith and Miss Thea Proctor, to make the new Ford product: '**not only a thing of speed, but a thing of beauty as well.**' Mr Lambert was renowned for the superb painting 'Across The Black Soil Plains' done in the year 1900, as well as an extensive collection of paintings done in Palestine whilst a member of the Australian Light Horse Regiment in the Great War. The former work hangs today in the Art Gallery of NSW, and the latter works in the Australian War Memorial Museum in Canberra. Mr Ure Smith had established himself as Australia's greatest etcher. He was President of the Society of Artists, NSW and a Trustee of the Art Gallery of NSW. Miss Proctor was an enthusiastic young artist with an excellent flair for colour, and achieved national acclaim for her water colour, crayon and pencil works as well as achievements in the application of the modern form and colour to interior decoration.

In the latter months of 1928, this panel was charged with the task of producing tasteful combinations of colour schemes in keeping with the times.

With the release of the 1929 Fords, the buyer could now be assured of a wide choice of colours for either the sports types or the more conservative sedans. The range of colours was developed through 1929 and expanded in 1930-31. The full range of Australian Model A colours was not compatible with that offered in the United States and Canada.

These colourings were unique to Australia and, if anything, were even more imaginative and attractive than some of the American schemes which are well illustrated in publications such as *Henry's Lady*. The reader should note that assertions that all guards must be black are not true. In 1929 for example, at least three shades of green were used on guards, as well as Fallow Field Brown. Closed cars all had black guards and wheels in 1929 and 1930 from Geelong.

One should remember however that then, as today, one could order the colour scheme of one's choice, and order also the DeLuxe options on a Standard chassis, hence it was not uncommon that cars would be ordered with coloured wheels and guards to suit the whims of the buyer.

[Details of 1929-30 colour schemes are available]. •



# Restoring the Model A Ford Speedometers

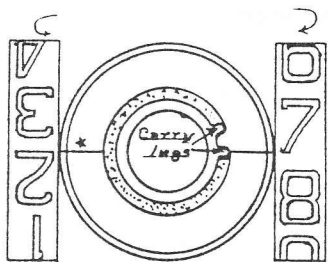
Courtesy of the Beaver Chapter, MAFCA, Portland, Oregon.

Article and sketches by Gordon Fletcher.

## PART FOUR

### CLEANING

Paint thinner does a fair job of cleaning. Make a cleaning brush out of a cheap 1/2" paint brush by cutting bristles to a 3/4" length. Use a toothpick to dig out the old hard grease around the number wheel carry lugs and gear teeth. All the parts can be cleaned with the paint thinner. Wipe them dry, then blow them dry with compressed air. While cleaning, examine the condition of all parts, especially the carry lugs on the number wheels from the right end of the shaft, and those on the red wheel. When you assemble, put all wheels with worn or damaged carry lugs on the left end where they will seldom if ever operate. If the lugs on the red wheel are more than half worn away, or have been damaged, you may have to restore the wheel. See restoring red numeral wheel, page 10. By this time you will have decided whether or not you will be installing new decals. If so, you should make tool #4, or mark all the wheels as shown in figure 11, so you can correctly position the



Number wheel showing relationship of carry lug to #7. I prefer to make a pencil mark \* aligned with the bottom of #2. The new decal is then applied with #2 aligned with the pencil mark.

Figure 11

decals. The speed cup must also be marked on the inside at 0 MPH. As a matter of interest I also mark the 25 MPH and the 50 MPH positions. Usually the new decals will be off a little, apparently due to imperfect decals.

Once you have marked the number wheels and the speed cup, they can be cleaned with lacquer thinner, which will remove the old numbers. Put the number wheels in tool #4 without the wooden dowel, put the tool in a drill and carefully sand the wheels, using 220 aluminium oxide sandpaper, or an equivalent. The speed cup will have to be hand sanded. Lay the number wheels on their side on a flat piece of sandpaper and draw them back and forth

about one time, just to knock off any rough edges. Go to INSTALLING DECALS.

### ASSEMBLY

Remove the brass plug W (fig 2) by turning a #39 drill about 1/4 turn into it. Pull it out. With a pair of thin nosed tweezers, pull the wick out. Put in three drops of oil, turn the wick end for end and reinstall it and the brass plug. The magnet and the main shaft should spin freely with no binds. If there is a bind, try tapping the bevel gear end with a punch and hammer, also tap the top end with a punch and hammer. This often seems to clear up the bind. Put a couple of drops of oil at point X (fig. 4) and a couple more around the bevel gear. Spin, oil, clean, and tap until the shaft has **no bind**. Grease the bevel gear and install the drive sleeve S, turning it in until the gear teeth bottom, back it out 1/4 turn while looking in the tapped holes until you see where the drill hit the brass threads. There should be a very small amount of play between the gears. Install and tighten two Allen setscrews. The main shaft and magnet must still be free of any binds. Install the bevel gear cover K with its gasket (fig. 1), peen lightly to lock it in, or run a bead of silicone around it.

Refer to figure 9 when beginning assembly of the upper odometer wheels. Lubricate all parts as you assemble them. Slip on the drive gear, followed by the carry wheel disc, with the brass side to the right. The **short** tooth of the carry wheel must be **down**, toward the centre, which positions a full tooth straight up. The drive gear should now turn freely, turning the carry wheel one time per drive gear revolution. Install a bushing followed

by a number wheel with the 0 positioned 90 degrees from the groove. Have it perfectly in line with the screw hole in the left end of the shaft. Turn the drive gear back and forth, the number wheel should change from 0 to 1, or from 0 to 9. Turn it to 9 and leave it there. Install the next carry wheel disc, making sure the short tooth is down, follow with a bushing and another number wheel, keeping the 9s in line. Turn the drive gear back and forth, the numeral wheels should turn from 99 to 00 and back, staying in line. It is possible (and likely), that the first wheel will be 1/2 a number off. Remove the second number wheel and pull the next carry wheel disc to the left a little, pull the first number wheel slightly to the left and turn it one tooth in the desired direction, reposition the carry wheel disc and the next wheel in line with the first wheel. Turn the drive gear back and forth again, numbers should change from 99 to 00 and be perfectly in line. Continue assembling to the left, remember that the 5th carry wheel disc is the special one with the spring. After it is installed you can no longer turn the wheels back and forth from 9s to 0s. With the 5th numeral wheel in place, install the press fit retaining washer, using one part of tool #6. Press against the right **end of the shaft** (not against the washer on that end). Press the left washer **just up to** the wheel. Be very careful not to let any of the wheels spread apart while doing this. Slip the other part of tool #6 on the right end of the shaft, now with one part of the tool on the left end, the other on the right end, very gently squeeze the assembly together. Wiggle the wheels to be sure they are all free. Make an upset as close to the left washer as possible, and/or, put a drop of Loctite on the washer and shaft. It is important that the retaining washer does not allow the number wheels to spread apart. Figure 15 shows a suggested tool, and method, to make the upsets.

Follow the same procedure when assembling the trip wheel assembly. Use the red wheel in place of the drive gear to turn the wheels from 00 to 99.

It is very simple to assemble the odometer showing the original mileage. Simply assemble with the desired numbers in line with the hole in the left end of the shaft. Be very careful when assembling, making very sure that the short tooth of the carry wheel is positioned down, over step one of the wheel to its right. Turn the number wheel back and forth slightly to be sure it is free. Be sure the carry wheel disc is tight up against the number wheel and its bushing. Continue adding the next bushing, wheel, and disc with the desired numbers in line with the rivet hole in the left end of the shaft.

Figure 10 shows the worm drive gears. The secondary gear P is the shortest one. Coat the gear and worm teeth with grease, insert the gear into the rear of the casting at P (fig 2 & 4), followed by its bushing. Lock it in place with a short 3-48 screw with Loctite. Tighten the screw just enough to hold the bushing in. Coat the primary gear and worm M with grease, insert it at M (fig 3), followed by its bushing and a set screw.

Set the odometer assembly in place in the frame, and install the 3-48 x 1/2" screw and lock washer. Tighten the screw just nice and snug.

Assemble the springs and trip drive gear in the order shown in figure 12. While holding the drive gear in far enough to engage the red wheel, set the assembly in place, and install the clamp and screw, leave the screw a little loose. Set the face plate in place on its three studs A (figs. 1, 3 & 4). With pliers, turn the left end of the trip shaft to align numbers perfectly in the face plate, move the shaft right or left to centre wheels exactly in the face plate. Tighten the clamp screw.

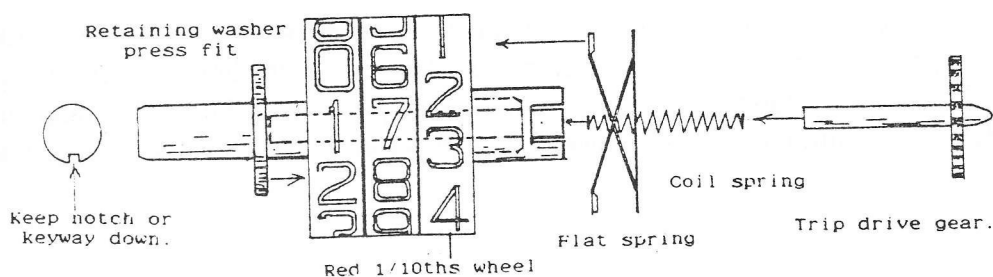


Figure 12

If you have disassembled the speed cup (fig 5,6 & 7, page 5) to install new decals, assemble as follows. Feed the speed cup (fig. 7) over the lower leg of the field plate (fig.6). Guide the upper shaft through the jewel ring bearing (don't forget the drop of oil). Now feed the drilled end of the nail (tool #2) up through the lower leg and over the lower end of speed cup shaft. Place the tool (nail) in a vise. Turn the speed cup to 0 mph. Use the screwdriver (tool #3) to centre the hair spring collet over the upper end of the shaft. With a small hammer tap the collet, it should fit easily over the shaft. Remove the nail. **(WARNING if you install the lower jewelled sleeve and then tap the spring collet in place, you will probably ruin the jewel in the pivot screw.)** Install the lower jewelled sleeve, screwing it in (be sure the pivot is in its jewelled bearing) until the speed cup has .015 to .020 up and down play, this is not critical, just guess. Put a drop of Loctite on the threads. With the screwdriver (tool #3), turn the hair spring collet (in very small increments) to give the spring just enough tension to return the speed cup positively to its 0 position every time. Set the assembly in place, and install four screws.

**To be continued.....**

**THE FIRST**



**Motoring  
Offence**

... in Britain resulting in a summons was committed on 17 October, 1895, by John Henry Knight of Barfield, Farnham, who was charged with permitting a 'locomotive' to be 'at work' in Castle Street, Farnham without a licence; and, James Pullinger, charged with 'working the same during prohibited hours'. The case was heard before R.H. Combe at Farnham Petty Sessions on 31 October, the prosecution submitting that the summons had been brought under a Surrey County Council by-law. This required that all locomotives other than those used in road maintenance or agriculture should be licensed by the Council, and that locomotives might be driven on public highways only during prescribed hours. The locomotive in question was, in fact, a three-wheeled, tiller-controlled, petrol-driven motor vehicle designed and owned by Knight who, at the time of the offence, was watching from the pavement while Pullinger drove. Both defendants were found guilty and fined 2s 6d each and costs. BS •

Some people may have the, mistaken, belief that the Ford Motor Motor Company was an instant success - producing Model T Fords by the millions and guided by the financial genius of its founder: Mr Henry Ford. This image may be ideal for publicity and promotion but it is not a true depiction of the actual events which preceded what was to become the hugely successful Ford Motor Company.

Henry Ford built his first automobile, the Quadricycle in 1896 - it looked remarkably like a baby carriage on bicycle wheels and was steered with a tiller.

The first automobile manufacturing company in Detroit, the Detroit Automobile Company, was formed on August 5, 1899 - mechanical super-intendant: Henry Ford; with the backing of some influential people from the Mayor to multi-millionaires. On January 12, 1900 they unveiled their first vehicle: a slab-sided delivery wagon with a little balcony projecting from the front to hold the driver.

The company had big plans but by February it was dissolved. Henry had only been a power station supervisor, and he muffed his first attempt at the complex business of automobile manufacture.

Automobile racing had become very popular, so that's where Henry turned his talents. He built a two-cylinder, 26-horsepower vehicle, which defeated a famous 40 hp competitor. Just 7 weeks later, on November 30, 1901, the Henry Ford Company was formed with 6,000 \$10 shares, 1,000 of which were awarded to Henry Ford for his designs and expertise.

However, Henry was 'moonlighting' on his own

company. Instead of pushing ahead with a production vehicle for the general market, he set about building a larger, faster racing car. Henry had filched time from his employees to build his Quadricycle, now he had reverted to the same habit.

The directors secured the services of Henry Leyland to supervise problems on the shop floor. The two Henrys soon clashed and the directors took Leyland's side. Only 4 months after formation of the company, in early March, 1902, Henry Ford was shown the door. He got a \$900 settlement, design of his new racing car, but not the design of the car he was supposed to put into production. They lost no time in changing the name of the company, to Cadillac Automobile Company, Cadillac became the flagship of General Motors Corporation, but it started life as a Ford!

Between 1900-1908 there were 502 automobile companies in America!

On August 20 1902 Ford & Malcomson Ltd was formed (Henry was 39 years old) to produce a passenger car, developed from Henry's successful racing cars, called it the Model A and changed the name to the Ford Motor Company.

*Adapted from Robert Lacey's 'Ford' by Bevan Sharp •*

**THE ECCENTRIC  
HENRY FORD**



**No 16 - Early Business**

## Bucketmouth's Page

~ a little more nonsense and useless information ~

Not having received any poison pen letters or abusive phone calls after my first effort, I've decided to do it again! I guess I'll have to eat my words about my comments about Steve's ute. He did get it finished on time and it's a beauty. Well done, Steve! At the National Meet there were only a few utes and Steve's was one of the good ones.

Jack and Mavis Berkshire recently celebrated their fourth wedding anniversary at the Taworri restaurant as guests of Max and Dora. Max tells us that he nearly had to get a bank loan to pay the food bill - didn't realize that Jack could eat so much. Jack and Mavis are on holiday in South Australia for a few weeks, digging up some old friends and swapping a few lies, etc. You've got to take your hat off to Mavis - four years with Jack! What a gutsy effort!

Jim Williams was recently heard to say that he must be getting old, because his back goes out more than he does. Nina agrees and reckons that now when they go to a restaurant, Jim studies the menu and not the waitress.

On the great East-West trek in Steve's ute after the Canberra bash, Peter Sartori met Steve in Adelaide to drive back to Perth with him (brave, foolish lad). At an overnight stop at Nullabor, Steve happened to awaken in the wee small hours, glanced towards Peter's bed and noticed he was A.W.O.L. Fearing that Peter may have been kidnapped by the local Marratjabarrage tribesmen, Steve immediately mounted a search and was surprised to learn that it is possible for a full grown man to sleep in a Model A ute. Apparently the Read snoring had been independently described as similar to a large panel beating shop or a "Rolling Stones" concert and has been assessed at 163 decibels (on a good night). Peter evidently preferred to sleep in an upright position leaning on a gear stick.

Colin Davidson was telling us that last month, an elderly neighbour of his fell into a  $\frac{3}{4}$  full septic tank. Apparently he couldn't swim, but went through all the motions!

Help wanted department. John Timmo wonders if someone could lend him a lathe or similar machine tool to drop on his newly painted mudguards. As he has dropped all his small tools on them, he feels it may be a pleasant change to drop something large and heavy.

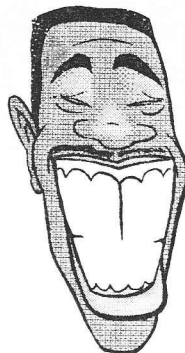
Heard about the Irishman who locked his keys in his car? It took him two hours to get his wife and kids out.

Model A owners should remember to check their wheel nuts for tightness every so often. Losing a wheel can cause all sorts of havoc. One of our members nearly lost a front wheel in this way quite recently and he is too embarrassed to be identified. So we're not going to tell who he is and neither will his wife Gwen.

Did you know that the doctors tell us that the first three minutes of your life are the most dangerous? The last three are regarded as fairly dodgy, as well.

Thought for the month: It doesn't matter whether you are rich or poor as long as you have plenty of money.

Bye for now.....Bucketmouth







# Notebook

## **BIRTHDAYS for JUNE: Birthstone: Pearl ; Flower: Rose**

Bill Bennie, Wendy Blacklock, Maurie Creedy, Zorica Demiris, John Hall, Darren Jeffree  
John Laurie, Dianne Paisley, John Roy, June Smith, Colin Strahan & Leanne Wringle.  
Many returns of the day.

**CHRISTMAS IN JULY** Don't forget this important function to celebrate the Model A's 70th Birthday in Australia. All details are now in the calendar so please contact Dora *immediately* to secure your place and if you have already indicated that you will be going, please get your money to her. We have only one more club meeting before the event, and Dora would like the funds by then. We are still short of the fifty we booked for, so we really need your support on this. It will be a great night, so c'mon, make the effort for your Model A's birthday! you can even dress in 20's style for the occasion. Dora's phone number is [REDACTED]

**LUNCH COOKED ON THE MANIFOLD** - first and foremost if you intend to join the run to Cunderdin, you will need a tray, which, if you don't own one, is available from Darren Jeffree for a mere \$25. Made from stainless it's great value at this price. Secondly, here's a little advice from those who have tried this unique way of cooking their lunch. Meals wired to the back of the manifold obviously cook much better than those on the front; due, naturally enough, to the cooling effect of the fan affecting the meal attached to the front of the manifold. The amount of miles travelled increases cooking time and thus if the recipe suggests 85 miles, that extra 15 doesn't overdo the meal. Food needs to be wrapped in foil and placed in the tray. If you don't have a tray, food needs to be triple-wrapped in foil, and attached with soft wire. A couple of recipes are printed on the back cover of the magazine.

**GREAT GIFTS:** We have the latest list of Model A items available from MAFCA. Denim shirts -\$35:00, Jackets - \$50:00; both have embroidered silver & black logo with gold lettering. Era fashion pins - \$5:00. Model A Ford Judging Standards & Restoration Guidelines (Revisions II (1998) - \$15:00. All these are available from MAFCA, 250 South Cypress St, La Habra, CA 90631. and prices quoted are in US\$.

**BUCKLAND HILLS TUNNEL TOUR:** The weather was perfect for our tour of these historic military defence tunnels. A small turn out of club members met at the Raffles Hotel and leisurely made their way to Boundary Rd, where we were met by the Annears. After being joined by a few non-members, we were split into two groups and shown through the newly completed works by voluntary guides. A tremendous amount of work has been done to allow access by the public. The tour lasted approx. an hour and then we all tootled off to a nearby park for a picnic lunch under the shade of the trees. Jim & Nina Williams arrived in time for the meeting, which was just as well as Jim carried off both prizes for the day. Meeting had adjourned by about 2:00pm and most of us left thereafter.

03/05/98 PERTH MAIL CENTRE WA 6000

*Foundation Day*



If undelivered, please return to:  
Thornlie  
Western Australia, 6108

BUSSARD David & Pat  
BALDIVIS WA 6171



**Western  
Model A News**

**Manifold Cookery**

**Roadside Stew**

(Distance: 85 miles)

¼lb meat (any kind) cut into ½” dice  
3 vegetables of choice  
(potatoes, onions, carrots, etc.)  
cut in ½” dice  
salt & pepper to taste

At home, mix ingredients and wrap in foil.  
Put foil-wrapped package on the manifold &  
drive 1½ hours, turning package once.

**Blackened Roadfish**

(Distance: 50 miles)

1lb firm white fish fillets,  
cut thin.  
your choice of premixed  
herbs & spices

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

**Marinated Chicken Wings**

18 chicken wings, ½cup catsup, 1 cup red wine vinegar, 4-6 jalapeno peppers,  
3 cloves minced garlic, a teaspoon of oregano, a tablespoon of red pepper flakes,  
salt to taste.

Blend ingredients in a bowl and pour over chicken wings. Cover tightly and  
refrigerate for 24 hours, stirring occasionally. Drain (retain liquid) and divide  
into three sheets of foil. Brush with remaining marinade. Cooking time 2½ hrs.

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Apart from these couple of recipes, you can use any sort of meat, sausages, chops, steak, etc. and  
add some bay leaves, wine or spirit to taste, add vegetables, uncooked rice, noodles. Just makes sure  
you have some liquid in the mixture so the food doesn't dry out.  
Also try some dessert. Shirley has tried baked apples and they turned out well.  
So go ahead, just use your imagination.