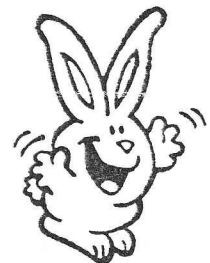
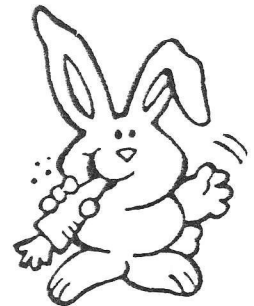
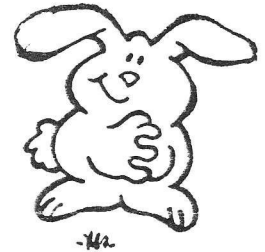
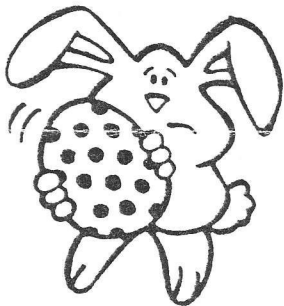


Western Model A News

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

Year XX Number IX

APRIL, 2000



*Make up your food list
for Easter*

"All bring REX Delicacies for Sandwiches"

"How many tins of REX-PYE?"

"Mum, put RED-Y-MELE on the list"

Whither for Easter? Touring, boating, camping, picnicing? No need to consider nearness to butcher—take REX Pure Foods—handy to carry and of very choicest quality.

Standalone Delicacies—
 REX Luncheon Chests
 REX Sausages
 REX Ham Pies
 REX Devilled Ham
 REX Ham and Tongues
 Etc.

Choice Canned Goods—
 REX Baked Beans
 REX Pork and Beans
 REX Lorraine Smoked Sausages
 REX Pork Sausage
 REX Devilled Kidneys
 REX Choice Soups (five kinds)
 REX Pure Britain
 REX Pig Feet
 REX Fry and Dinner
 REX Stief Sausages

REX K-be-B.
 A tasty dish of kidneys, beans and bacon, in 1lb and 5lb cans—a fine breakfast ready in a minute!

REX-PYE.
 The famous REX meat-in-jelly, in 1lb and 5lb cans. Delicious for cold lunch and for sandwiches. For quality say REX-PYE, and see that you get REX-PYE.

REX Red-y-mele.
 Hungry and tired after spring or a long walk or drive, you fancy a hot meal. Pop a can of REX Red-y-mele into boiling water and heat it thoroughly. Hey, presto! A ready meal of choice beef and vegetables!

There you are—breakfast, lunch, and dinner, all without trouble or waste of holiday time.

Do not forget REX Hams and Bacon and REX Ham-cured Shoulders.

REX Pure Foods

Always say REX

REX FOGGITT JONES PTY. LTD.
 (Division of United Provisions Ltd.)
 Curers of the Choice REX Hams and Bacon

Advertisement from *West Australian*, Easter 1930

Next Run/Meeting: Sunday 2nd April - Classic English Ford Parade - see calendar for details
 Sunday 9th April - CCC Classic Car Show - see calendar for details

This Club is the WESTERN MODEL A-s Chapter of the Model A Ford Club of America, Inc.
 MAFCA - 250 S. Cypress St., La Habra, California, 90631-5586. USA - Foreign Membership US\$34.00 per year

OFFICE BEARERS: President: DAVID BUSSARD [REDACTED] Secretary/Treasurer: PAT BUSSARD [REDACTED]
 Vice-President: PETER SARTORI [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, 2ND APRIL, 2000

Classic English Ford Parade 9.30am meet for 10.00am departure from
Houghton Ford, East Vic Park or Backshall Ford in Fremantle
BYO picnic at St James Mitchell Pk for lunch at 12 noon

SUNDAY, 2ND APRIL, 2000

Binningup Beach Car Show
Ring your secretary for further details

SUNDAY, 9TH APRIL, 2000

CCC CLASSIC CAR SHOW

Please note new date!

If you would like to participate please contact Peter Gilberthorpe
David has entry tickets for those attending.

Urgently need two marshals!!

THURSDAY 20TH - MONDAY 24TH APRIL, 2000

16TH NATIONAL MEET - WODONGA, VIC

Registration form and accommodation available from
Steve Read, [REDACTED] Thornlie. Ph: [REDACTED]

SUNDAY, 28TH MAY, 2000

organised by John Moorehead & Steve Read

Meet at Riverton Shopping Centre
10am - 10.30am departure

JUNE, 2000

organised by Peter Sartori

SUNDAY, 23RD JULY, 2000

AGM & Vehicle Examination Day

AUGUST 2000

organised by Jack & Mavis Berkshire

SEPTEMBER 2000

organised by Greg & Jill Axford

OCTOBER 2000

organised by Chris & Judy Butler

NOVEMBER 2000

organised by Barrie & Gwen Guest

SUNDAY, 10TH DECEMBER 2000

Christmas Lunch at the Air Force Assoc, Bullcreek



RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleeving * Crankshaft Grinding
Recommended by MARC member*

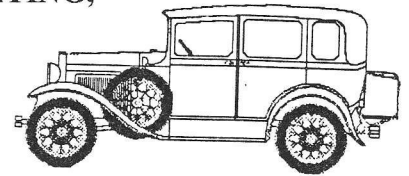
Established 1973

18 RIO STREET, BAYSWATER

9272 4566

34 years Experience

**MODEL A RESTORERS CLUB OF WA – GENERAL MEETING,
MARCH 19TH, 2000 at MINDARIE KEYS.**



Meeting opened at 12.45.

Attendance and Apologies: as per attendance book.

Welcome visitors: Elaine O'Reilly.

First runs etc: Merv Ward was showing off his 1928 Utility and Colin Davidson was driving his 1931 Town Sedan, though without indicators and other minor bits. Congratulations on completion of these vehicles!

Bill Bennie has sold his 1928 Phaeton.

News of John Laurie: M. Annear reported that John had an operation last week and is making good progress.

Previous minutes: as per newsletter report. Moved P. Sartori that the minutes be accepted. Seconded by R. Mahony. Carried.

Business arising: nil.

Financial Report: receipts and payments

Opening balance 12747.45 on 20/2/00

Receipts 255.00

Payments 856.90

Closing balance 12145.55

Moved F. Farrelly and seconded S. Read that the financial report be accepted. It was decided to roll over the ANZ Fixed Term account when it comes due early in April.

Correspondence in: email from Friends of the Club Robert and Christy McLaughlin, Bellevue WA USA, on receiving Feb newsletter; invitation to Binningup Classic Car Show and Grand Plate auction April 2; application for membership Ashley and Coral Grundy of Toodyay; minutes of CCC meeting 21/2, info on Website and special notices sheet; Shannons report and flier re auction 16th April; flier from Stickerworld; amendment to administrative matters and re-assessment of approved inspection stations; letter from Swan Brewery re cancellation of Bash on 16th April

Correspondence out: Letter of welcome to new members Ashley and Coral Grundy of Toodyay
B. Guest moved that the Correspondence in be received and the Correspondence out be endorsed. M. Annear seconded the motion.

General business: *Wodonga Fundraising Committee:* The profit from the fundraising evening was about \$1200. The planned trip to York was cancelled but no trip is planned in lieu. The group is to meet after today's general meeting. *New Members:* Ashley and Coral Grundy of Toodyay. *Vehicle Examination and Premises certification:* S. Read is one of about 20 approved vehicle examiners. David alerted the group to stipulations in the amendment to administrative matters which may affect concessional license holders, as participation in club activities is required. S. Read will investigate and report back following his training course on 25/3. *Rockingham Nursing Home:* This visit will occur in late March. David will contact those on the list. *CCC Report:* David spoke about the offer from CCC to provide a Website which may be of interest for organising the 2004 National Meet. He will get information on 9/4 and report. P. Gilberthorpe was not present but provided forms for those attending the Marlows' Classic Car Show on 9/4. Two marshals were sought but there was no response. Peter also provided a letter about a proposed protest of petrol prices in a Gas Out on April 6-8. Details included elsewhere. *Library:* The clip art CD from MAFCA has arrived and was used by David to create a poster and the Wodonga Tshirt modelled by T. Mahony. A hard copy with the index also arrived. David will pass these to Louise for the library and use in the newsletter. *Xmas Lunch 2000:* As the Bull Creek venue was already booked for 3/12, D. Annear has made our booking for 10th December. *Tony Parin wood turning sample:* J and A. Smith provided 2 objects for club members who remembered Tony and wished to have a sample of his work. Bussards and Mahonys were the lucky recipients. *T-shirts:* New stocks of club t-shirts did not include smaller sizes. R. Mahony moved and B. Guest seconded that further stocks be ordered. Ten more will be ordered.

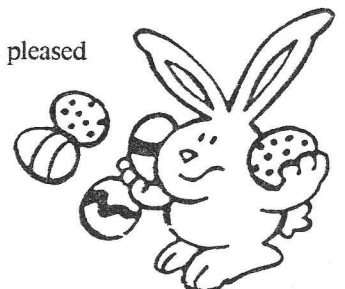
Raffle: A set of glasses donated by A. and J. Smith were won by F. Farrelly. This raised \$26 for the club.

Events: The 75th Anniversary of Ford in Australia run on 2 April has two starting venues. April 2nd Binningup classic car show. April 9th Marlows' Classic Car Show. The date of the May run is to be decided.

Bits and Pieces: Please note that the phone number for Phil Morton who advertised in the March newsletter for 2 running guards and running boards should be [REDACTED]

Thanks to M. and P. Wood for a run to a nice spot and for the good weather. J. Timmings was pleased that we had travelled to the civilised end of the city for a change.

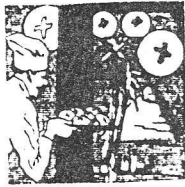
Meeting closed: 1.25 pm.



The following recipe was taken from the *West Australian* in 1937



Hot Cross Buns



Few people realise, as they munch contentedly at their toasted Hot Cross Buns on Good Friday morning or enjoy their spiced freshness with a cup of afternoon tea, that this custom has come down to us from the days of the ancient Egyptians. It is stated that one of the Egyptian rites was the worship of the Queen of Heaven to whom they made an offering of cakes. These cakes were made with protrusions supposed to typify the horns of the sacred heifer and were called "bous" and in another instance "boun". Centuries later this was Anglicised to "bun", the horns having been replaced by the symbol of the Cross. The first Hot Cross Buns served in England were made from plain dough, but later spices were added to make them a little different from the ordinary yeast bun.

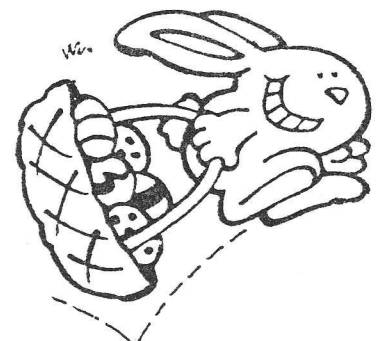
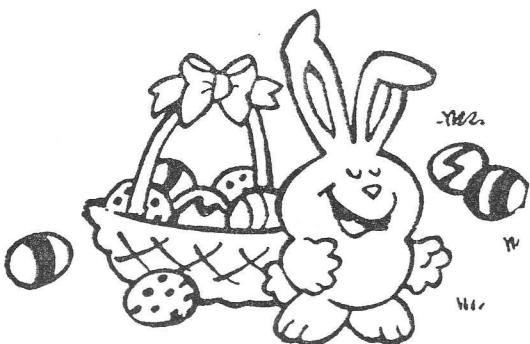
Many people prefer to make their own buns, and the following is a reliable recipe:-

1lb flour
1 level tblesp yeast
2oz butter
1 egg
1½ cups milk

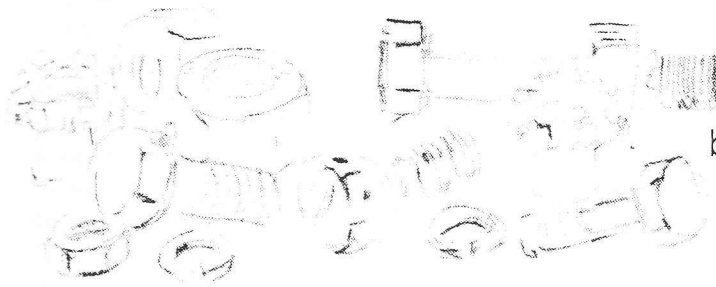
½ cup sugar
½ cup mixed fruit
level teaspn salt
pinch ea of cinnamon, spice,
ground ginger & nutmeg

Sift and warm the flour. Cream the yeast with a tablespoon of sugar. Melt the butter in a saucepan, add milk and egg, beaten. Add the warm liquid to the yeast, stir into the flour, mix until smooth and beat well. Cover and allow to rise until double the size (about an hour). Stir in sugar, spices, fruit & salt. Turn on to a floured board and knead in four to six ounces extra flour. Divide into 16 or 18 buns and quickly knead into smooth balls. Put on a greased baking tin about ½in. apart. Cover and allow to rise until double their size. Mark with a cross and bake in a hot oven for about 15 minutes. Glaze immediately the buns are removed from the oven.

(To make the glaze, beat 2 tablespns sugar, 2 tablespns water and ¼ teaspn cream of tartar for 5 minutes. Apply boiling with a brush)



NUTS & BOLTS



by John T. Shepherd, Technical Director

Every now and then in this hobby a truly great, original, and useful idea comes along. Two of my favorites are: Ed Rossig's classic piece on engine temperatures and cooling in the November/December 1966 *Restorer*; and Al Blatter's article in the January/February 1983 *Model "A" News* on calibrating carburetor jets with a home-made gadget in the kitchen sink. There are many others, but, unfortunately, too many are relatively unknown because they never received widespread national dissemination in either of the two Model A magazines, *Skinned Knuckles*, or the other car publications.

Now, another local classic has recently burst upon the Model A scene for which we are again indebted to the ingenuity, interest, and willingness-to-share of Victor Duncan and his friends in the Dallas Club.

As you will see, Victor has invented a simple and cheap gadget which takes the sting out of Model A engine removal and installation - not necessarily for the pro in his heated garage with commercial equipment and trained helpers - but for those of us who, while working under less than ideal conditions, have sweated, cursed, mashed fingers, defaced finished parts, and otherwise despaired when it came to getting an engine out of or into an assembled car, particularly when working by ourselves. The moment of truth usually comes when we have the engine hanging on the hoist ready to go back in - but it simply won't fit: there just isn't enough clearance between the rear motor mounts for the flywheel housing to slide in between them. What to do? Maybe we can take one mount off; slide the

engine in, and then hammer the mount back in place? No! That's a bad idea. Perhaps we can squeeze the rubber pads in the mounts with "C" clamps enough to pick up a little room? No! That doesn't work either. How about lots of grease on the motormounts? Forget it! Let's go borrow the local club's "frame spreader!"

Victor's invention, the "frame spreader," is easily constructed from miscellaneous junk most of us have around the house. It fits in between the two frame side rails just aft of the rear motor mounts and when its lead screw is extended, pushes the frame apart just enough to increase the gap between the mounts. With this extra room, it's much easier to remove the engine, and makes it a cinch to slide it "home" upon reinstallation.

In more detail: the main bar of the spreader drops over the rear top of the clutch housing, just forward of the gearshift lever; and its two end pads just fit into the frame channels a few inches behind the motor mounts. Gentle wrench pressure on the large nut extends the 1" x 8" "all-thread" lead screw which forces the two spreader pads outward, thereby pushing the frame apart, an eighth or quarter inch or so - or whatever you need to get sufficient clearance between the rear motor mounts to slide the flywheel housing into place. It's easy as pie!: no banging, no prying with crowbars, no sledge hammers, no cursing, or sweat - it's all smiles and happiness! As Victor says, most of our old frames have sagged and come together just enough to make this installation almost impossible without some help; and although the spreader will work even with the body bolts attached,

things go a little easier when you spend that extra minute or so to remove the right-hand body bolt, near the rear motor mount. Also, it's safe, too, because the small movement thus created is insufficient to cause any permanent deformation or other harm.

Although the sketch is self-explanatory, I would like to add a few personal comments describing my experience in "kitchen-testing" the recipe. I made one myself (in about two hours) exactly per the sketch, except that I used galvanized 1" pipe, and I could only find some 3/16" bar stock for the upper stiffener instead of the 1/4" recommended by Victor. No problem. I gas-welded it, with a No. 3 tip all the way. The only trouble I had was in finding the 1" all-thread for the lead screw until one day I happened to walk by a large power transmission pole attached to its concrete base with four 1" anchor bolts with massive washers and nuts. I then went to the warehouse of an industrial electrical contractor and asked if I could buy a short piece of 1" all-thread, whereupon the counterman, seeing the 1930 Coupe outside, pulled out a 10 foot length, power-sawed eight inches off the end, and tossed in a nut and washer. "No charge - always glad to help a Model A'er!"

The first time I used the spreader was when I pulled my engine to re-do the mains. Working alone, with everything disconnected and the spreader in place, I opened the frame up about 1/4", and hoisted the engine right out - slick as a whistle!

Speaking of engine hoists, your club might want to consider purchasing one of the hydraulic boom types which are getting cheaper all the time.

They can now be had for under \$300 and make an excellent addition to a Chapter's tool-for-loan inventory because they add so much to the simplicity and safety of any engine job. We find that it works very well to hook the hoist chain to an adapter made from an eyebolt welded into an old spark plug base which is screwed into the No. 3 spark plug hole; some people prefer to hoist the engine from two points, with adapters in the No. 1 and No. 3 plug holes: either way - whatever you prefer.

The frame spreader is an even greater help when installing an engine. Everyone agrees that there are probably as many methods as there are mechanics, so I'll merely suggest the steps I take.

To lighten the load, I leave the generator and starter off, being careful to place a plywood cover over the starter hole to prevent little goodies from dropping down into the flywheel housing. Also, the front motor mount (A-6030) and throttle control assembly (A-9725) are saved until the engine is "home." With the hoist hooked up, a small floorjack goes under the transmission which is cranked up a little higher

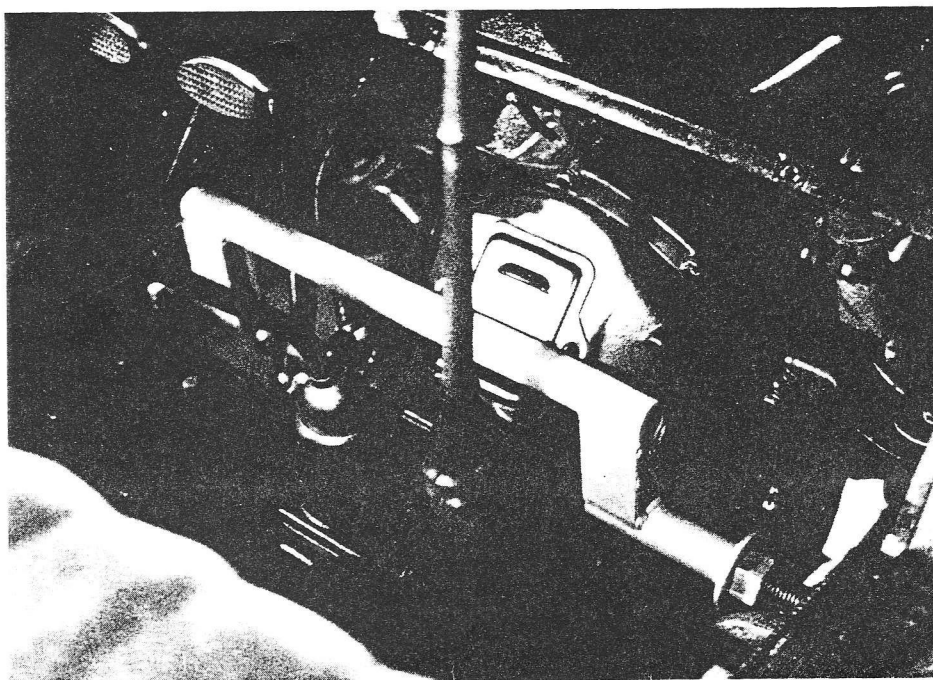
than its normal position. The slight inclination makes it easier to get the transmission main shaft properly inserted into the clutch assembly. (You might want to check the alignment article in the January/February 1984 *Restorer*, or Volume 4 of *How to Restore Your Model A*, to see how the pieces go together).

The engine is lifted up over the front cross member, and wheeled slowly rearward, and wiggled from side to side and downward until the transmission main shaft commences to line up with the clutch. The cover is off the clutch housing, so you can run back and forth and see how things are lining up. It's very helpful to have a couple of long drifts handy for inserting through the bolt holes in the clutch housing and then into the corresponding bolt holes in the flywheel housing to help steer things in the right direction.

Now, with the car in high gear and the brake off, I get my old 4' piece of 2" x 4" and wedge one end into the front cross member channel, just opposite where the generator pulley would be. Then, holding it straight up as a pry-bar, I gently push it back until it is up against the cylinder front cover (A-6019-B), using some protective padding for the paint.

Now comes the fun part: the spreader is in place with the big screw cranked out enough to give at least 1/8" clearance

on each motor mount, and I commence rocking the 2" x 4" back and forth - sometimes you have to give it quite a shove. This accomplishes two things: it not only moves the engine "homeward" towards its final position, but because the car is in gear, the slight rearward motion causes the transmission main shaft to rotate very slowly - eventually lining up its splines with those of the clutch assembly. Very soon you will hear CA-LUNK!!! - the most beautiful sound in the Model A hobby (debatable, perhaps) when the engine slides "home" with the transmission main shaft engaged, the bolt holes all lined up with the drifts, and the flywheel housing "ears" nestled down between the motor mounts. Your troubles are now over; provided, of course, that you previously chased the threads in the flywheel housing for the four A-21207, 1/2" - 13 x 1 3/8" drilled head hex rear motor mount bolts, and tested them all to see that they could be started into their holes with no more than mild finger pressure. This will spare you the agony of discovering a stripped thread *after* the engine is in place. Another little headache can crop up if you find that the engine has to come forward a little in order to line



up the rear mount bolts. This is easily rectified by applying gentle pressure with a small hand jack between the frame center cross member and the gearshift housing, or using a crowbar and a couple of blocks of wood. It also seems to work well if you do not fully lower the engine until the front mount is on, keeping the hoist high enough to allow plenty of

room to wiggle the mount behind the crank pulley, and the stud down through the hole in the cross member.

Now you can remove the frame spreader, and breathe a small prayer of thanks because Victor has made our Model A lives just a little easier!

This, admittedly, is an all-too-brief treatment of a long subject, but the goal was to acquaint you with Victor's superb idea. Any questions about any other aspects of engine installation, or suggestions of a better way, will always be welcomed.

There were 75,600 motor vehicles in Australia in 1920. By 1988 there was 9,006,542, one for every 1.76 adult and child in the country.

Australia's first tar-sealed road was built in 1822 between Prospect and Richmond, NSW.

One modern, high-tech, luxury car contains more computer power than existed in the whole world during the 1940s.

Model A Frame Spreader - the restorer's friend

by Victor Duncan, Dallas, Texas

In every Model A restoration, there comes a time when the completely restored and painstakingly finished engine will be "dropped" into the car. This typically occurs after the firewall has been gorgeously painted, the fenders all rubbed out, and the front cross member and rear motor supports finished like a marble counter top.

Too often, it is not until this moment that one discovers how the Model A frame has sagged in the middle over the years (sort of like the owner), and the rear motor supports

turn out to be too darned close together. Seems like it always lacks about 1/8 inch to be wide enough to accept the flywheel housing at the rear of the engine.

This is generally followed by a frantic and futile exercise in trying to force the engine into place by wedging 2" x 4" blocks between the engine and the frame with a lever of some kind, or by removing one rear engine mount - getting the engine bolted onto the other mount - and attempting to drive the first mount back into place with a sledgehammer.

The resultant job almost always includes broken paint on the firewall, scraped-off paint on the front of the crankcase, chipped paint at the rear mounts, and a terrible case of owner frustration.

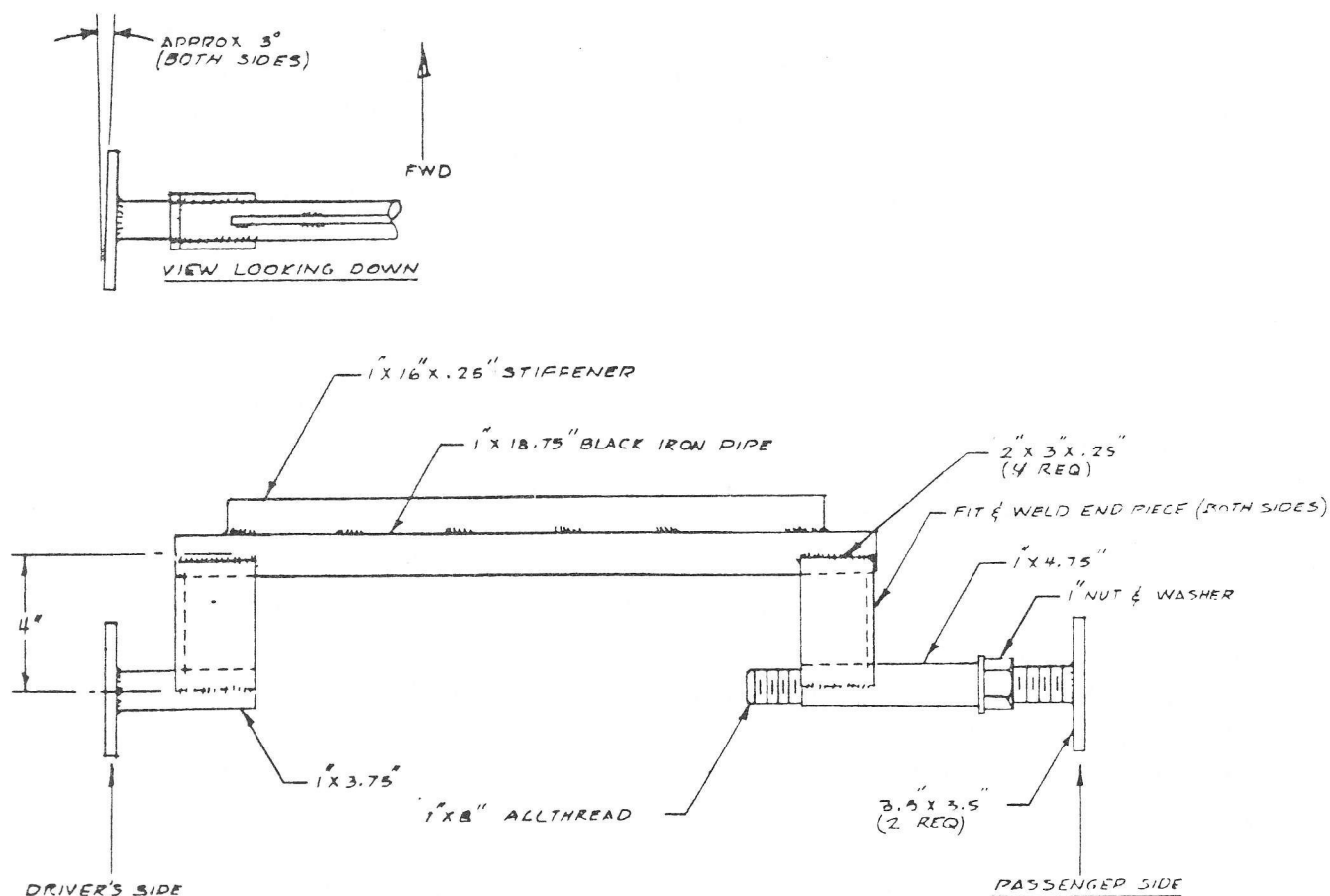
There is however, an easy way to do the job, with a simple tool which I call the "Frame Spreader." You can make one yourself if you are a welder, or any good shop can make one up for you at a nominal cost. The trick is to get one made up well ahead of time so it will be ready to use when needed.

A drawing with dimensions is included in this article, thanks to our good friend and fellow restorer, Howard Barnes.

The frame spreader fits over the top of the transmission just a few inches behind the rear motor supports. With only a little pressure, you can easily add 1/4 inch, 3/8 inch, or more to the space between the rear motor supports.

Paint it black (or engine green). Use it. Then hang it on the wall in your garage.

You can make a lot of friends with a frame spreader.



MODEL A
FRAME SPREADER
DESIGNED BY VICTOR DUNCAN
DRAWN BY HOWARD BARNES

Date: Fri, 10 Mar 2000 13:08:07 + 1100

AUSTRALIANS JOIN THE WORLD "GAS OUT" INTERNATIONAL 3 DAY PETROL BOYCOTT April 6th - 8th

Last year on April 30, across the USA the American people staged what they called a "Gas Out" across Canada & the USA to bring down the high price of petrol.....and it worked!!!!

It's time we Australians took a leaf out of the old American protest book and did something similar, only this time let's make it for THREE DAYS instead of just one. Can you imagine how this sort of action would hurt the Federal Government which rips us off blind with its World Parity Pricing Policy?

Can you imagine how this sort of action would hurt Oil Companies who also rip us off blind with their variety of fuel prices all across the nation aimed at wringing the last cent out of our pockets where ever they can do so?

The Oil Cartel has decided to slow production simply to drive up petrol prices and put our money in their pockets. Yet you don't see our Federal Government rushing to help the people do you?

John Howard, while putting on his public disapproval, must be quietly loving this scenario, as it's putting more money in his Treasury and on top of the GST.

Let's see how many Australians we can get to band together for a three day period in April, NOT TO BUY ANY PETROL, during those three days. It will take a little planning but with a small amount of self sacrifice (ie. ride your bike to work!) and some solidarity with the Canadian and American people as well, we have an opportunity to send a real message where it's going to hurt the most.

If you're happy about seeing your hard earned dollars stolen by a Middle East Oil Cartel and seeing your own Government rub its hands together while we're ripped off by them as well.....then do nothing!!!

If you're fed up with the constant rip off by Cartels and your Government tell them directly.

Tell them you've had enough and.....

JOIN AUSTRALIA'S GAS OUT

Do not buy any petrol from APRIL 6, 2000 to APRIL 8, 2000. Buy what you need before the dates listed above, or after, but practice some restraint and put off some things you were going to do and don't buy any petrol during the GAS OUT. If you want help, just ask!!! And mark these dates in your diary/organiser NOW!

SEND THIS TO EVERYONE YOU KNOW AND ASK THEM TO JOIN IN...
AND DO THE SAME.

The Americans and the Canadians achieved a price cut once before and there's no reason why we can't achieve a similar result if we band together and fight against the people who profiteer from us.



Notebook

BIRTHDAYS for April: Birthstone: Diamond; Flower: Sweet Pea

Marg Addison, Mavis Berkshire, Ken Brown, David Bussard, Jane Cocks, Laurel Cooke, Bill Cowlin, John Forbes, Ray Mahony, Toni Mahony, Jenny Perry & Rodney Spitz.
Have a great birthday.

BACK FROM THE LAND OF THE LONG WHITE CLOUD: It was nice to see Reg & Coral Blewett at the last meeting, having just returned from a holiday (by vintage car of course) from New Zealand. Perhaps an article will be forth coming? (Hint!)

TWO RESTORED CARS ON THE ROAD: and both going to Wodonga. Merv & Kath Ward in their ute attended the March meeting, also Colin Davidson in his town sedan. Both cars looking very nice and no major problems were reported by either one. Malcolm & Pauline provided the perfect long run for the vehicles to be road tested.

YELLOW CLUB T-SHIRTS are now available. If you don't have one, now is the time to purchase as any orders after the 1st June will be subject to GST!
Available sizes: XXXXL - lots of these, XXXL - lots of these, XXL - one only, XL - lots of these, L - lots of these, M - five only, S - two only. Cost is \$18 from Louise or the meetings, or \$20 posted.

WANTED:

Two guards & running boards for '28 Special coupe. Phone Phil Morton [REDACTED]

Model A parts including a bonnet Ph: Clarrie Jago [REDACTED]

FOR THOSE GOING TO WODONGA - slight change in plans, we will now be staying at Berri on Monday 17th April and not Nuriootpa for two nights.
Also **DON'T FORGET YOUR WHITE T-SHIRT!!**
See you on the train.....Have a safe & enjoyable journey.

AUTOMOBILE ACRONYMS: Taken from Restored Cars #139.

Audi: Accelerates Under Demonic Influence; Always Unsafe Designs Implemented.

BMW: Big Money Works; Bought My Wife; Brutal Money Waster.

Chevrolet: Cheap, Hardly Efficient, Virtually Runs On Luck Every Time.

Fiat: Failure In Italian Automotive Technology; Fix It Again Tony.

Ford: Fix Or Repair Daily; backwards Driver Returns on Foot; First On Race Day.

Hyundai: Hope You Understand Nothings Drivable And Inexpensive

Mercedes: Myron 'en Rachel Couldn't Ever Drive Anything Smaller.

Oldsmobile: Old Ladies Driving Slowly Make Others Behind Infuriatingly Late Everyday

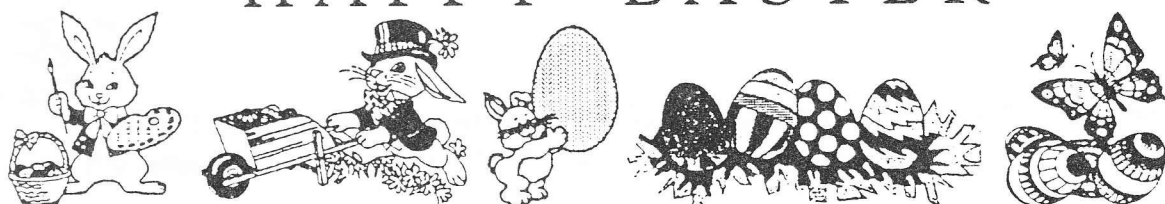
SAAB: Swedish Automobiles Always Breakdown.

Toyota: Too Often Yankees Overprice This Auto.

Volvo: Very Odd Looking Vehicular Object.

VW: Virtually Worthless.

HAPPY EASTER



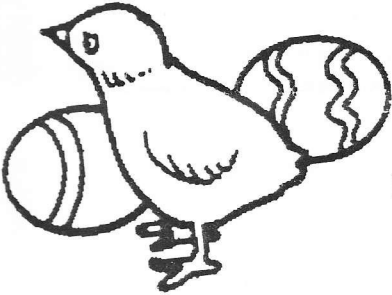


If undelivered, please return to:
Thornlie
Western Australia, 6108

BUSSARD David & Pat
BALDIVIS WA 6171



Western Model A News



MARCH MEANDERINGS TO MINDARIE KEYS

Sunday, 19 March, 2000

Organised by Malcolm & Pauline Wood

The usual gang gathered at our meeting point of the Causeway Carpark on Riverside Drive with the late arrival of Merv & Kath Ward in their newly restored ute.

Conspicuous by their absence were Hans & Glenda Hurij and John & Shirley Hall. After the inevitable gossiping, swapping news and general ribbing that is an intergral part of our club, Max blew his whistle to bring the group to order and allow route sheets to be handed out by Malcolm, and then sent the vehicles on their way (with driver and passenger/s of course) at five minute intervals. Steve phoned the Hurij household to ask if they were joining us at our destination. No one was home.

The route that the Woods had mapped out for us sent us around the river, through King's Park, through the newly developed area of the Subiaco Railway Station into Jolimont and past Edith Cowan Uni at Churchlands. Morning tea was partaken at Jackadder Lake. Whilst we were stopped, Steve rang the Halls, they were somewhat surprised to find they had overlooked the date of the run. They would see us at the lunch stop.

We continued driving through to Scarborough Beach Road and onwards up the coast, eventually passing through Joondalup, and finally arriving at Mindarie Keys.

A suitable spot at the end of the Key was found, and lunch was eaten while being amused by boaters, kids playing in the water and some large kites flying overhead. Frank Farrelly imparted some household tips on buying apples and cleaning showers. Thank you Frank! Lorraine Sartori was quick to point out, a woman's work is never done.

The meeting was over and done with in a suitable time frame and David thanked Malcolm & Pauline for their fine, long, run which was a good test for Colin Davidson's new Fordor and the Ward's ute.

Louise



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