



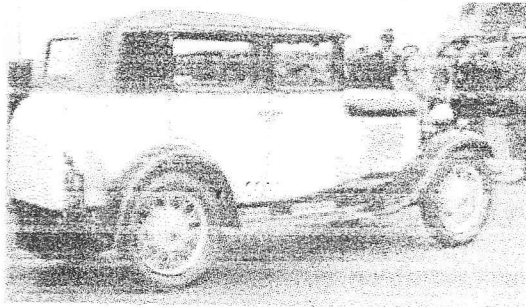
Western Model A News

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

Year XX Number XII

JULY, 2000

Unknown Ford A Model Swallow uncovered! An extraordinary revelation



Dick Stever in the US is the Secretary of the International Classic Jaguar Association, a group which specialises in pushrod engined SS and Jaguar cars, and in a recent edition of their News and Technical Bulletin magazine, Dick reported on an extraordinary find. While he was in England for the famous Beaulieu Autojumble held each September, a Ford Model A enthusiast approached him with published late 1920s or early 1930s period photographs of a Swallow bodied car which is undoubtedly a Model A Ford with a Swallow body! It is certainly recognised that Swallow bodies were built on a number of marques including Wolseley, Swift, Standard, Fiat and, of course, Austin, but there had never been evidence of this occurring on a Ford!

It seems that in the book they were published the car is misnamed as being an Austin Swallow, but the Ford script is seen on the bumpers and the wheels, while the radiator cowl appears to be an original Ford Model A item!

If any readers have more information on this previously unrecorded variation we would be very pleased to hear from them, and will pass it on.

This article was found in The Jaguar Magazine, Edition 90, Year 2000. Courtesy of Don Sutherland.

Next Run/Meeting: Sunday, 23rd July, 2000 AGM Place: VCC Clubrooms, Hale Rd, Forrestfield
Vehicle inspections from 10.00am. Meeting 2.00pm

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 XXXXXXXXXX *Secretary/Treasurer:* PAT BUSSARD XXXXXXXXXX
Vice-President: PETER SARTORI 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.

SUNDAY, 23RD JULY, 2000

AGM & Vehicle Examination Day

Inspections from 10.00am.

Sausage sizzle for lunch. Meeting to start at 2.00pm

Please bring a plate of goodies to share for afternoon tea

WEDNESDAY, 26TH JULY, 2000

CCC ANNUAL QUIZ NIGHT

Time: 7.00pm for 7.30pm start

Where: Swan Districts Football Club, Bassendean Oval, Old Perth Rd

Tickets: 7.50ea Tables of up to 8

Tickets avail. secretary or by phoning [REDACTED]

SUNDAY, 28TH 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

to be held at the RAAF Association, Bullcreek

Co-ordinator: Dora Annear

EASTER 2001

5TH NATIONAL RALLY - WANGANUI, NZ

Co-ordinator for the Australian contingent planning to attend
this rally, including discount fares, etc is

Neville Jones, [REDACTED] Baulkam Hills, NSW 2153

Ph: [REDACTED] Fax: [REDACTED] Mobile [REDACTED]

Anyone interested in joining the party please contact Neville immediately

THURSDAY 26TH - SUNDAY 29TH APRIL, 2001

SHANNONS 2001 TOUR

Celebrating the Centenary of Federation in Association with
Australian Historic Motoring Federation.

Entry form & further information available from your secretary
or State Tour Co-ordinator, Andrew Wells Ph [REDACTED]

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

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34 years Experience

Model A Restorers Club of WA – meeting, 18th June, 2000
Residence of Barry & Sylvia Bristow-Stagg, Northam

Due to the absence of the President, Vice-president Peter Sartori chaired the meeting; Louise Read took the minutes.

Meeting opened at 1.00pm. Peter thanked the Bristow-Staggs for the use of their home for our meeting.

Attendance and Apologies as per sheet.

Welcome visitors: Kim Mahony & Julie Crosbie - Ray & Toni's son and his fiancée.

Previous minutes as per newsletter report. Moved D. Annear that the minutes be accepted. Seconded by Barry Bristow-Stagg. Carried.

Business arising: nil.

Financial Report: receipts and payments as of 30/5/00

Subs	30.00	Paper & staples	36.70
Raffle	45.60	MAFCA Vic Rally trophies	65.00
Total	75.60	Total	101.70

ANZ	11425.80		
BankWest	753.47		
Petty Cash	144.60	Unpresented chq	65.00
Balance as at 30/5/00	\$12258.87		

Moved J. Berkshire and seconded J. Laurie that the financial report be accepted.

Correspondence In: Amaroo Foundation request for Sunday, 22nd October; MARC (Aust) minutes of Delegates meeting, request for \$65 for trophies to MAFC Vic; Invitation for President's Reception at Kansas City 2000; E-mail from Friends of the Club in USA; Letter of thanks from Whiteman Park; Reply to our letter of thanks from RPH.

Correspondence Out: Letter of thanks to Shenton Park Nurse Co-ordinator for use of facilities and grounds; DOT form to Darren Jeffree.

General Business: Club Officers – Peter Sartori asked for nominations for any club positions. J Laurie nominated Peter Sartori for President, Peter accepted the nomination.

Jack Berkshire nominated John Moorehead for Secretary/Treasurer, seconded by Peter Sartori, John declined the nomination. John Laurie nominated David Blewett, David declined. Dora Annear suggested two people take on the position of Secretary/Treasurer. Louise Read explained that due to the small amount of work involved in the club it didn't really warrant two people.

Peter Sartori nominated Ray Mahony for Vice-president. Ray accepted the nomination.

Peter Gilberthorpe suggested that nominations be asked for in the newsletter from any other club members not present today.

National Meet – Alan Smith asked if the 2004 committee had looked at Busselton as a venue for the Rally. Dora Annear explained that accommodation in the metropolitan area was scarce. Sylvia Bristow-Stagg to check Northam for possible venues. John Laurie asked if Noalimba had been tentatively booked. **Angelo Calleja** – was at Midland Gate, talking to members and asked to be remembered to all.

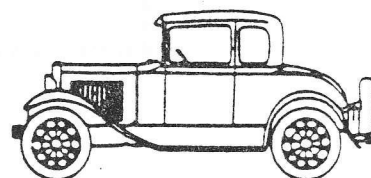
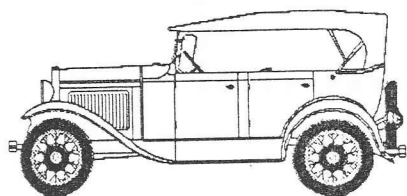
Coming Events: 23rd July AGM, vehicle inspections from 10.00am, meeting 2.00pm.

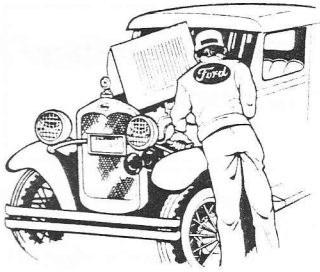
28th August event organised by J. & M. Berkshire. J.Laurie inquired about details for the Wyalkatchem day. Edith Jeffree advised Kirup would be on for next Easter.

Bits & Pieces: P. Sartori requires a reasonably chromed radiator cap. A. Calleja wanted parts on behalf of the Ag. College and bits for himself. List in Notebook. J.Laurie wanted U.S. steering wheel, two tooth outer tube for a '29 steering column.

Peter Gilberthorpe: imparted this little piece of wisdom – Last night I dreamt I was a muffler and this morning I woke up exhausted!

Meeting closed: 1.30pm.





SERVICE HINTS

Les Andrews - Technical Director

Improving Model A Stopping Power

With modern technology such as high compression heads and electronic ignitions for the Model A, it's now easy to get a Model A going really fast. Is that 70 year old braking system able to stop this new horsepower, or even stop the stock horsepower? A part of going faster or just carrying friends and family passengers is to do it with improved safety. During the Model A era, the brake system on the Model A was very good for the horsepower and road conditions of that time. Today we can use "modern know how" to improve the mechanical brakes stopping power. The expense involved in changing over to hydraulic brakes is not warranted when the two systems are compared. A well maintained mechanical brake system with improved technology can be made better than new and will control increased horsepower and add safety for the driver and passengers.

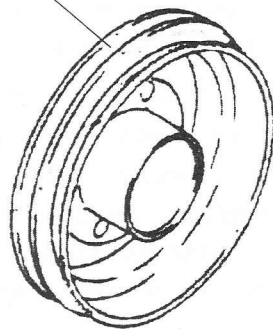
To improve the braking system of the Model A, we must improve the drums (make them dissipate the heat better), the linings (make them more efficient), and the linkage (increase the leverage), and learn to keep it properly adjusted.

DRUMS

Many of the original drums are beyond saving. The original Model A drums are made of pressed steel and had a wall thickness of about .145". The minimum safe wall thickness for steel drums is .120". Reinforcing bands should be installed on *all* pressed steel drums. This will prevent belling and dramatically increase heat dissipation, thereby lessening brake fading. The bands are available from most Model A parts suppliers. The bands are easily installed by heating cherry red with a torch and dropping over the drums. The front band can be slipped on all the way to the rolled outer edge of the drum. The band on the rear drums must be kept back 1/8" to 3/16" to clear the lip on the backing plate. After the bands cool they will shrink to a very tight fit to the drum. After installing the bands, the drums must be turned on a brake lathe to true them up.

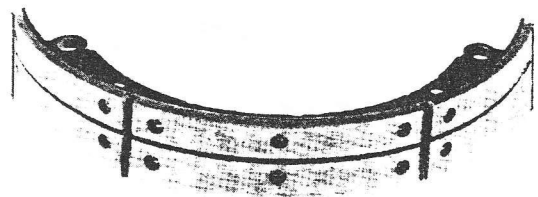
Original drums that are too thin and out of tolerance should be replaced with the new cast iron drums made by Plasmeter Corporation. All modern drums today are cast iron and dissipate the heat much better than the old pressed steel drums. The new cast iron drums do not need the reinforcing bands.

Reinforcing Band



LININGS

Segmented Linings cool better by ventilating brake dust from between the shoe and drum. The linings can be cut into three segments (after riveting) if four extra holes are drilled in the shoes. Countersink and rivet the linings to the shoe with tubular rivets. Tubular rivets will also help ventilate the dust. About 1/4" wide grooves can be cut between segments with a hacksaw.



The linings must then be arced or cam ground to fit the curvature of the drum. Arced linings will break-in faster and get more shoe contact and seating right away.

LINKAGE

The linkage is an important area and must be done thoroughly. All excess play in the mechanical linkage must be removed. Start at the brake pedal and work from there to each wheel. Check clevises, clevis pins, and bushings. Check that holes are not egg shaped or enlarged. Over size clevis pins should be used if needed. Roller tracks are often greatly worn. Remove, weld and reshape all roller tracks. Adjuster wedges need to work freely and easily. Years of use, dirt and grease can build up behind the adjuster so the wedges can't be backed off all the way. When this happens and new linings are installed, the drum will not go on properly.

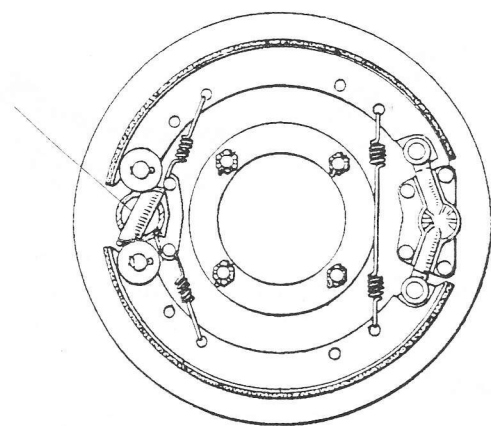
Check the front brake lever to make sure that when the lever is pulled back to where the operating pin is seated in the operation wedge (free play eliminated), the lever is forward of center about 15 degrees. This is adjusted by adding "pill" shims between the operating pin and operating wedge.

Self energizing brakes for increased leverage and greater stopping power

Did you ever wonder why Ford specified 60% braking adjustment of the rear and 40% braking on the front, just opposite of modern car adjustment? Or why the rear brakes seem to work better than the front? The law of physics tells us that a moving mass is more easily and effectively stopped at the front of the mass rather than the rear. Did Ford engineers not understand the physics of an effective way of stopping an automobile? What Ford engineers understood was that the Model A rear brakes were full floating and self energizing, and the front brakes were not. The rear floating brakes offered greater stopping power than the front. The rear brakes are operated by a floating cam and shaft mechanism. The rear shoes expand when the camshaft rotates and the floating cam contacts the front end of the shoes and pushes them into the rotating drum. The upper shoe picks up the rotation of the drum and forces the lower shoe into the drum. This floating cam allows the upper shoe to self energize the lower shoe, which multiplies the stopping power of the rear brake.

The front brakes operate by a solid wedge mecha-

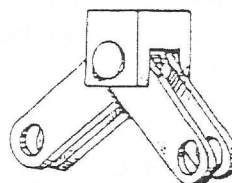
Rear Brake Floating Cam



nism that expands the lower ends of the shoes into the rotating drum. Unlike the rear brakes, the front shoes are anchored at the top by the adjuster wedge and at the bottom by the operating wedge. This does not allow any centrifugal movement of the shoes and no self energizing occurs. With the front operating wedge, when either brake shoe contacts the drum, brake shoe expansion is halted, with possibly only 40% shoe contact to the drum.

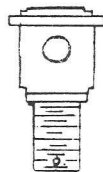
Front brake floaters offer single greatest improvement for stopping power

A front brake floater is sold by **Specialty Ford Parts 626-288-2121** in Rosemead, California that replaces the solid operating wedge. It is a floating assembly that allows both shoes to move independently, allowing full contact of both shoes to the drum. This greatly reduces pedal effort and increases front brake shoe contact by as much

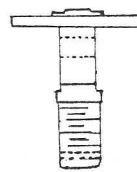


as 40%. It is not self energizing but is a great improvement over the solid operating wedge. The operating pin pushes down on the top hinge block, driving both shoes out for full contact with the drum.

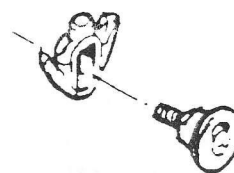
Another style of front brake floater is sold by **AC&R (Pete Westler) 1-800-452-1027** in Redding, California (see ad in this issue). This is a modified "T-Bolt" that holds the operating wedge to the backing plate. The original operating wedge is retained and only the "T-Bolt" is replaced. The original bolt only lets the operating wedge move down to spread the shoes, and up to release the shoes. The modified T-Bolt floater lets the wedge move up, down, and sideways. This connects the front and rear shoe, making them self energizing, increasing the stopping power. The floating wedge in front then works the same as the floating cam in the rear brakes. The stopping power is increased and the pedal effort is decreased. With all of the above described improvements, you can now feel confident and safe that your Model A will stop when the brakes are applied, even with added horsepower.



**MODIFIED T- BOLT
BRAKE FLOATER**



Operating Wedge



Wedge Stud
(T-Bolt)

With the floating and self energizing front brakes you can now adjust the front brakes for 60% braking force, and the rear for 40% braking force, greatly improving stopping power.

Notebook

BIRTHDAYS for July: Birthstone: Ruby; Flower: Larkspur

Reg Blewett, Chris Butler, Ian Cocks, Craig Davidson, Pauline Edwards, Henry Ford, Glenda Hurij, Hans Hurij, Phillip Morton, Kelvin Pepper, Daphne Pinakis and Lorraine Sartori Enjoy!!

GET WELL SOON: Barrie & Gwen Guest were in a car accident recently resulting in Gwen being hospitalised. We send best wishes and hopes for a speedy recovery to them both from club members.

OLD GOSSIP: Heard on the grapevine that Greg & Jill Axford are proud grandparents again. Also that Bob & Jeanette Hembrough are grandparents. New grandsons for both couples!

Tom Eastough phoned me the other night and suggested that next time Sylvia Bristow-Stagg came to visit he would appreciate her using the drive like most people, although he did enjoy the minties and mandarines that were left. And the crows liked the sausages.

John Hall had his photo in the local paper way back in April, advertising the C C Show.

NEW GOSSIP: There seems to be a spate of incidents involving cars lately, what with Barry & Sylvia's four wheel drive 'falling' over, Barrie & Gwen's accident, Chris Butler's taxi being backed in to, and now Peter & Lorraine Sartori having their car stolen. Please be careful out there!

SHOPPING ANYONE? Any ladies (or men) who are interested in a shopping tour of warehouse and wholesale outlets in Perth, please let me know. I am organising this outing for around October in time for Christmas shopping. We will be bussed to 6-10 places, morning tea and lunch is included in the price. *Louise*

FOR SALE: 1928 Phaeton. Good condition. P.O.A. Contact Peter Sartori [REDACTED]

1928 Phaeton. \$16850 ono. Contact Frank Farrelly [REDACTED]

WANTED: Jack shaft (short drive shaft), clutch pressure plate for '29 Truck Denmark Ag College phone Angelo [REDACTED]

For '28 Roadster - tail light; windscreen frame; door hinges; door locks & catches; door handles; head light rims, bodies, reflectors; front bumper & irons. Contact Angelo Calleja [REDACTED]

Radiator cap with a reasonable amount of chrome Peter Sartori [REDACTED]

Speedo drive housing for '28 Phaeton Ph Frank Farrelly [REDACTED]

US Steering wheel, two tooth outer tube for '29 steering column
Contact John Laurie [REDACTED]

NOMINATIONS: All office bearer positions become vacant in July. If you would like to nominate someone for any of these, and are unable to attend the AGM please send your nomination in writing to the secretary.

EASTER PERAMBULATION ~ cont....

to Wodonga, Victoria. 14th April - 2nd May. (as perceived by Louise)

'it's not a holiday, it's an adventure'

So here we started our return trip. It was cold and dark and it wasn't too long before a pit stop was required. I was amused to watch several men streak from cars, across the road at breakneck speed, and disappear into a small brick building. Some women followed at a sedate pace, and I would have liked to read the thoughts of the cop in the police car who watched the performance. He probably noticed number plates and thought no more. Steve strolled over to chat to him and asked if he was broken down and if we could help. Mr Plod was not amused in the slightest. As the day warmed we drove through some pretty outback country, we stopped a couple of times to 'play' with the carby on Han's tudor, and got further and further behind the others. We regrouped about half way between Wodonga and Mildura, possibly Tooleybuc or maybe Moulamein, for a lunch stop. The cars were arranged on the riverbank and a photo of the group was taken before crossing over a bridge and setting off on the second leg of the day. I opted to ride with Peter and allowed John De Vries to accompany Steve in a car with wind-up windows. After a rather long day and losing several cars between Mildura and Red Hills, we eventually booked into the motel. Hans was delighted to make the acquaintance of the German owner and shared a couple of schnapps with him before we gathered across the road at a club for dinner. Barry had phoned through to John & Audrey Hunt in Jamestown and told them to expect us the next day. So with our longest day behind us we settled in for the night. By the way, the spa was great!

Early Wednesday morning we were up and packing, on the road again. Gwen managed to fall up the stairs and injure her hand and bruise her knees. We back tracked a little and detoured our way to Morgan where the aroma of the bakery enticed us to stop. Next stop was lunch at Burra where Pat's jacket did a mysterious disappearing act and Dora had a close encounter with a vanilla slice. Spooky place Burra!

Arriving in Jamestown we were led to John & Audrey Hunt's place by Barry & Sylvia. Audrey had the kettle on and scones and cake for afternoon tea. John showed the guys (and some of the gals) his collection of cars and stationary motors, all housed in an immaculate shed, the size of which is every man's dream. Plenty of chatting and eating took place before we eventually made a move to hit the road again. Barry & Sylvia left us at Jamestown, staying on with friends before heading for Adelaide. With a quick refuel for some of the cars in the township of Jamestown we sent the vehicles ahead, waiting for Craig & Daphne as they were last in line. After about fifteen minutes, we started to wonder if they had driven straight on, instead of turning right. Back we go to the main street, no where in sight, round the block, look behind us and there's the red tourer! Apparently a pit stop was required and took longer than expected. Back together again and we started collecting a few locusts, so the next fuel stop we made flyscreens for the radiators from screen purchased by Barrie in Wodonga for this very purpose. We had heard on the news that a plague was heading down from Queensland and we were on track to collide with them. A few good patches were hit, but in the main we seemed to avoid them. Peter was in front of our car, so he collected the most, making a pathway for us. The little devils were blowing in the windows getting a free ride. Max & Dora were having heating problems with their car so they kept going when we stopped at Wilmington. Little did we know they had done a spot of 'sightseeing' by themselves and I couldn't figure out why they were in our sight as we negotiated our way through Horrocks Pass. The sun was setting as we made our way into Pt Augusta and our caravan park for the night. That night it was decided we would have a late start the next day, giving Max time to back flush his radiator and some of the others to do minor repairs to their cars before the major part of our journey. The manager of the Borderline Caravan Park and her husband were vintage car owners themselves and looked after us, phoning ahead to Poochera to find accommodation. They couldn't accommodate us, but suggested Minnipa. So a short day's drive it was to be. Gwen's hand was giving her trouble so Dr Bedside Manner also known as Hans, strapped the fingers and demonstrated his capabilities in First Aid.

Fran had caught the plane home from Melbourne after the rally, so John was driving solo and decided he would continue on the next morning without us.

Early in the morning, the radiator was removed from Max's car and taken to the repair shop, Craig set about fixing and repairing cars, spare wheels were changed and general maintenance was in full swing. Leaving Pt Augusta about 10.00am, we were last but not one. Colin and Frank had detoured to buy a tow rope and would catch us up. Not wanting them to get too far behind, we stopped about half an hour out of Pt. Augusta and sat by the roadside under the shade of a tree. There's nothing quite like being in that part of the country,

sound travels in the silence and you can hear a vehicle before you see it. We had the CB on and were listening to the comments. "I think they're waiting for the RAA to bring them out a new crank handle." We gave them a wave, unable to reply as the CB sending signal was too weak. We met up with these guys a few days later and gave them heaps about the crank handle comment. Steve flagged down a ute and asked if he had seen another car. "Yeah, he's just behind me, doing about 100kph." He wasn't kidding! Reaching Minnipa we were greeted by the motel owner on the main road and shown to the motel. After accommodation was sorted out, a couple of the guys were taken to be shown a vintage car owned by a relative of the wife of the owner. There was the inevitable checking of cars, propping up the bar and supporting the local shop before it was time for dinner. The hotel part of the establishment provided meals and also entertainment in the form of poker machines. There were few amongst us who took the opportunity to lose some money except for Glenda whose winning streak well and truly paid for dinner and bed for the two of them. Meanwhile Kath had won a few dollars and was keeping us amused by trying to swat a fly that had landed on the fork on the table. The edge of her hand hit the end of the utensil, sending it skywards doing a flip. By then Gwen was in hysterics and mopping the tears of laughter. Eventually decorum was established and we ate a very good meal and headed for bed. Well at least I did, there was frivolity going on in one of the rooms where I believe five people were trying to squeeze into one bed! Bedding was a bit of a problem for some one else that night too. Peter's bed had been tampered with by an unknown culprit!

Up early the next morning before the sun, we stopped at Poochera just up the road to fuel the cars. The service station had opened early just for us. Colin was still having globe problems but we had the road fairly well to ourselves so we tootled along until the sun came up, keeping in touch with those ahead with the CB. David called back to let us know someone in a modern car had broken down. Craig was ahead of us and stopped to find some foreign man, with a car load of family, had run out of petrol. We caught up with them and after Craig had sold this bloke petrol and poured it into the car, he generously offered Craig one of his religious flyers. Craig declined. Travelling on we pulled into Bookabie for petrol and Barrie & Gwen met up with their friend from Fowlers Bay. Back on the road and our next stop was at Nundroo for lunch. The flies were pretty friendly there, more so than the proprietors of the roadhouse. One hundred kilometres out of Nullabor Steve turned over the driving to me, and I guarantee he was asleep before I had shifted into third gear. We pulled into Nullabor Motel around three o'clock in the afternoon which gave everyone time to relax and chew the fat before dinner. A charter plane pilot offered to take us for a flight over the Bight and check out the possibility of whales. His prices were a bit rich for us but it would have been a great experience. Dinner was enjoyed by all and after our meal Steve took Kath for a driving lesson in the tudor. He told her they were on the airstrip so she wanted to know what she did when she got to the end. "Take off," was the reply. It was only the service road, so she was quite safe. In the middle of Australia the insects get HUGE, having the light on and the door open attracts the moths. And the millipede I saw was enormous. And so to bed for another early start.

While it was still very dark, we set off, being last in line, and due to the lack of traffic, Steve shone his headlights from the other lane for Max to see. Lightning was playing off to our left and it started to really cool down and looked like rain was on the way. Steve tried to contact David who was ahead and realized the CB had stopped working. He wriggled wires but nothing was happening so he stuck his head out the window to see if the aerial was still there. Bad move! His glasses that had been perched on his head blew off in the wind and we threw out the anchor. I could have said screamed to a halt, but that's not quite possible in a Model A. We turned around and headed back slowly, scanning the road by the light of the burning candle power. I finally spotted them and grabbed them up only to find one lens missing. Now what? Twenty minutes later Steve decided it was gone. "I'll just back up a bit." And there it was on the side of the road. Meanwhile we had seen no traffic, very lucky, and none of the mob had missed us, or so we thought. So back in the tudor and speeding along to catch up, everyone else had stopped and were just about to come back and look. It was slowly getting light and Hans pulled into a parking bay because his car was making rumbling noises. While he was checking this out, Craig swapped CBs, lending us a working one. Hans solved his problem, loose wheel nuts, and the vehicle rolled out again, only Craig stopped to check traffic, we were behind him and we didn't. Oops! Broken indicator and a couple of missing bumper ornaments, but nothing major. The next stop was in daylight at one of the lookout sight along the coast of the Bight. Unfortunately by this time it had got very cold and the rain was making its presence felt. Max's car was very noisy, the rain was making life miserable for the cars and the owners and Peter was concerned about his

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

BUSSARD David & Pat
[REDACTED]
BALDIVIS WA 6171



Western Model A News

motor. We had stopped at one stage to help John Hall with his car, and as it was raining Shirley, Daphne and I remained inside. Steve, John & Craig had moved off the road and I was listening to the truckies talking and looked up to see a road train pull out from behind the one coming towards us. I couldn't believe he was going to fit between the first road train and us. I was truly surprised not to be missing a couple of mudguards off the tudor. I also missed the fact that the first truck was towing another one behind it, while being passed by a third! Glad to know they know the width of their vehicles. By the way there wasn't another vehicle for miles in either direction.

The group was happy to see Cocklebiddy by the mid afternoon. We booked in and Craig & Peter helped Max with repairs to his car. Everyone was cold and damp and just a tad disgruntled. Dinner was consumed and everyone headed for bed except Peter & John who decided to play mechanics with Peter's car in the workshop belonging to the service station. I believe they went to bed around 1.30am. We had heard that the roads were washed out the other side of Norseman due to the rain and road works. Good stuff.

Up before we were awake and it was still very cold although the rain had disappeared. There was a bit of wildlife about and we encountered a couple of kangaroos deciding where they wanted to be. They made a good choice and headed for the bush. After staying behind Peter & Max who were travelling together at a slower speed, we passed them and went ahead to Caiguna, the first petrol stop for the day. Refuelled with everyone else we waited for the last two. No show. We were entertained by the 'Nullabor Nymph' also known as Kath Ward, as she strove to keep warm by wrapping up in towels, blankets and extra clothes. After an hour slipped by and Max & Peter failed to appear Steve, accompanied by John Hall, back tracked in the tudor to find them. Nowhere to be seen. Maybe the aliens had abducted them, surely they would have been heard going past due to Max's noisy car. Leaving Caiguna we asked several CB equipped vehicles if they had seen vintage cars. No, no one had seen anything, except of course the truckie who described the vehicles, "Yeah, there were two, one red, one silver." Okay, thanks mate. Oblivious to all this, Peter & Max had by passed us at the Roadhouse and continued on to Balladonia. We watched Craig & Daphne coast into the driveway of the Balladonia Roadhouse with an empty tank, how's that for petrol economy?

Norseman was our possible nightly stop, depending on road conditions. However when we reached there early afternoon it was decided to carry on to Coolgardie, the roadworks were still in progress, but the surfaces had dried. This particular stretch contained the most number of trucks we had encountered over the whole trip. Booked into the motel for the night we filled the place and had to have the second sitting for dinner. As it was the last night together, after dinner was finished, nearly all the men gave a little speech. Peter was so overwhelmed with the occasion he gave two.

Monday morning the 1st of May, the ten cars were lined up, with their owners, for a final photo in the main street of Coolgardie. Four vehicles including us drove through to Perth; Craig & Daphne detoured to Toodyay to stay with friends, and the final five spent the Monday night at Northam and stayed with Kath & Merv's son.

After a eventful and fun filled trip finally all were home Tuesday 2nd May, 2000.

Thank you to whoever for my name plaque, it is on my door at home. Thank you for everyone who joined us on the journey to and from Wodonga. Please think about attending the next rally in Queensland.

The End

The Mahonys blew up their gearbox and the Bristow-Staggs had to tow their car from Nullabor, but both made it home about three weeks after the rest of us.