Western Model A News

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

Year XXI Number VIII MARCH, 2001

The Mahony Clan
at the recent wedding of Ray & Toni's son
Kim and new daughter-in-law Julie
The wedding cars were Model A-s of course!

Next Run/Meeting: Sunday, 11th March Meet: Causeway Car park Time: 9am
Sunday, 18th March. Classic Car Show, Whiteman Park.

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

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

SUNDAY, 11TH MARCH, 2001
Meet Causeway Carpark at 9.00am for 9.30 departure
Organised by Merv & Kath Ward

SUNDAY, 18TH MARCH, 2001
CLASSIC CAR SHOW
Marshals needed.
Contact David Bussard if you wish to participate

WEDNESDAY, 4TH APRIL, 2001
Here's a great run mid-week for those who can make it to:
Midland Gate, 10.00am for a leisurely run to Toodyay with lunch at Katrine. Organised by Barrie Byers.

EASTER, APRIL 13-16, 2001
KIRUP IS ON AGAIN
Please contact Edith Jeffree to book your spot in the shearing shed. Places still available.

MAY, 2001
Bob & Val Newton organising

SUNDAY, 22ND JULY, 2001
AGM & VEHICLE EXAMINATION
VCC Headquarters, Hale Rd, Forrestfield

WEDNESDAY, 25TH JULY, 2001
CCC QUIZ NIGHT

MONDAY, 15TH OCTOBER - 20TH OCTOBER, 2001
WILDFLOWER RUN
John Laurie organising. Please see Notebook

SUNDAY, 4TH, NOVEMBER, 2001
MOTOR MUSEUM RUN

EASTER 2002
17TH NATIONAL MODEL A MEET
TOOWOOMBA, QLD
Registration form & information available from
Rally Secretary, MAFC of Qld,
[redacted] Carina Qld 4152

MODEL A RESTORER'S CLUB OF WA INC.
BREAKFAST MEETING 25 FEB., 2001
LEY STREET, MANNING, WA.

Meeting opened 8.35am.

Peter Sartori welcomed 30 members and visitors Rita Parin, Annique Keisler and Ivey Osborne.

Apologies – as noted in the Attendance Book

Minutes of Meeting: Moved Dora Annear, seconded Frank Farrelly that the minutes be accepted as produced in club magazine. Carried.

Business Arising from Minutes: Nil

Financial Report: Toni reported the following –

Balance ANZ Term Deposit	$11,087.88
Balance BankWest A/c 1 Feb.,2001	$ 691.52
February Deposits	$ 990.00
Unpresented Cheques	$ 45.00
Cash in Hand	$ 237.85
TOTAL	$13,052.25

Correspondence – In. VCCWA, A/c for payment $55.00, for 2000 AGM Hire of hall and examination area – approval granted for payment; Transport Department, Licensing Information 5/2001, regarding concessionally licenced vehicles; Model A News ACT newsletter; Model A Ford Club – Qld magazine; BankWest, bank statement; OceanWide Holdings – Mexon F2-21 fuel additive promotion.
Out. Transport Department, concessional licence letter for Germaine Jeffree; MAFCA Chapter Registration. Discussion on authorised examiner requirements for initial registration of vehicles; Toni to get a list of licensed examiners if Steve decides to resign from the position.

General Business:
Peter Sartori – no newsletter out before next run on 11th March, 2001.

David Bussard – Classic Car Show, Whiteman Park 18 March, 2001. Collect entrance tickets from David. Need to be at Whiteman Park by 8.30am at the latest. A marshal required to assist on the day; please see David. Peter Gilberthorpe advised that a 'public relations person' to be on our site at all times. Those attending to organise a roster to address this matter. Peter reported on a product 'HeatSorb' will be on show during the day.

John Laurie is organising accommodation for the Wildflower Run later in the year. (From Max Annear).

Peter Sartori advises that a supply of good Tasmanian oak can be obtained from a supplier in Wangara – see him for details.

Peter will be absent for March and April meetings and also for the AGM in July – Ray to chair meetings.

Dora Annear – Dora advises that Bridgeleigh Reception Centre, Wanneroo has been booked for the Christmas function on Sunday 9th December, 2001. Plan to take your Model A's. Cost is $35.00 a head, buy your own drinks. Put it in your diary now!!

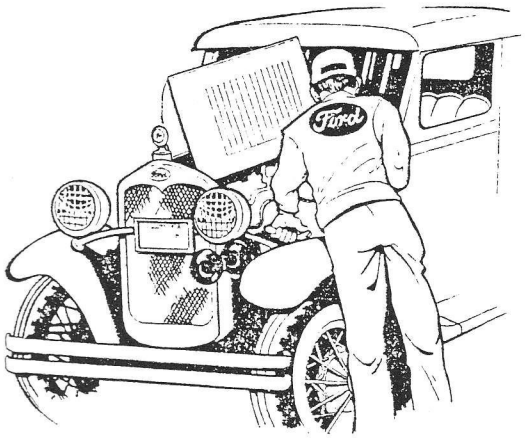
2002 Toowoomba National Meet – a short meeting will be held at the conclusion to discuss fundraising and other issues.

David is organising the 21st Anniversary Run to John Forrest National Park in May. He also reported on Big Al's Poker Run held recently.

Peter Sartori's vehicle is still for sale.

John Moorehead requires a bonnet hook for 1928/29 Ford A.

Meeting closed 9.15am.



Service Hints

By Les Andrews - Technical Director

Model A Grounding System

A good electrical ground system is essential for correct operation of both the electrical system and ignition system. Poor grounds within the electrical system cause high currents to flow, headlights and taillights to burn out prematurely, electrolysis within the radiator causing corrosion, and poor ignition firing. All of these are damaging effects. When the Model A was new, rust, dirt, and grease had not settled into the ground paths, leaving a good electrical ground path. When discussing the grounding system, we are talking about having the same electrical ground potential from the headlights to the taillights and from the frame to the engine, with the same electrical potential as the ground post at the battery (+). The battery positive (+) post is bolted to the frame cross member by way of the ground strap. The ground path from the battery must reach the engine block with no resistance in its path. The engine dust pans provide the ground path from the frame to the engine block. Commonly, the engine pans have been left off. As a result, a direct ground from the frame to the engine is lost. The engine rear motor mounts do not provide a good ground path because of the rubber pads between the frame and the motor mount, insulating the motor mount from the frame. Float-A-Motor mounts are even more insulated because of the rubber donuts used. The ground path from the battery must then travel down the frame rails to the rear cross member, through the rear spring leaves (and all the dirt and grease) to the rear axle housing to the torque tube, up the torque tube to the transmission (through a lot of grease and a cork gasket at the u-joint housing) to the flywheel housing and finally to the engine block. The other path would take it from the battery connection at the frame cross member, up the frame side rails to the front cross member and through the rusted or greasy front spring to the front radius rods and back to the radius ball connection at the flywheel housing. As described, there can be a lot of resistance in the ground path from the battery to the engine when the engine dust pans have been removed. Similarly, the ground path to the headlights and taillights can be interrupted with rust or paint buildup at the headlight bar to fender brace or at the headlight socket in the light bar.

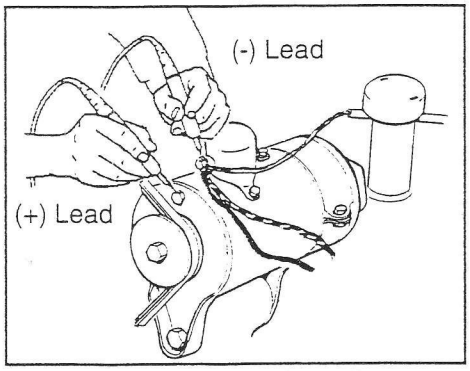
Testing The Grounding System

The following test will help detect high resistance grounds in the electrical system.

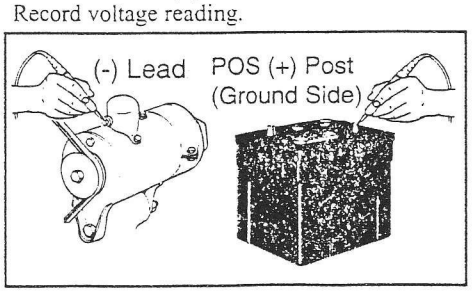
Note

Electrical connections must be checked and corrected before Ground System Test.

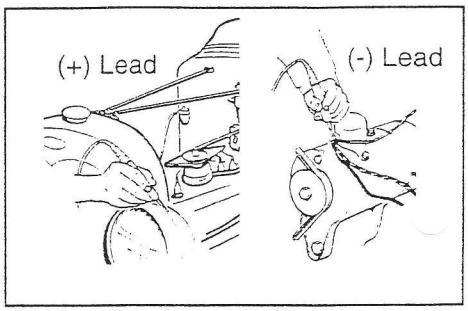
1. Start the engine and set the hand throttle to a fast idle or until the ammeter registers a 10-12 amp charge.
2. Using a digital voltmeter (10 vdc scale), connect the positive (+) lead to a good ground point (generator case).
3. Connect the voltmeter negative (-) lead to the output side of the cutout relay. Record the voltage. This is the reference voltage and should be approximately 7.2 vdc.



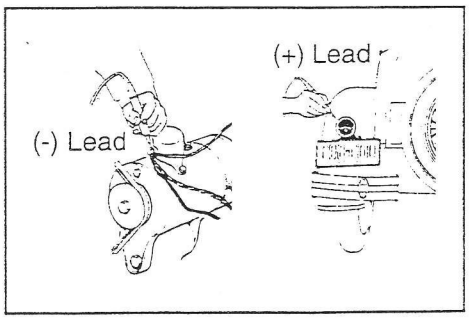
4. Maintain a connection of the voltmeter negative (-) lead on the output side of the cutout relay. Move the voltmeter positive (+) lead to the battery positive (+) terminal post. Record voltage reading.



5. Move the voltmeter positive (+) lead to each headlight bucket. Record voltage reading for each headlight.



6. Move the voltmeter positive (+) lead to the taillight housing. Record voltage reading.



For each of the above test points, a voltage reading of 7.0 vdc or more indicates a good grounding for the test location. A voltage reading at any one of the above test points that is less than .2 vdc, lower than the reference voltage recorded in step 3 above, indicates an inadequate ground path.

Corrective Action

A faulty ground can be improved by adding an additional ground cable from the battery ground strap bolt at the frame cross member to one of the flywheel-to-bell housing bolts behind the starter motor. The headlight sockets on the headlight bar should be cleaned of rust or paint. Add a short grounding strap from the body and rear fender to the frame. Installing the original engine dust pans will greatly improve grounding between the frame and the engine. After grounding improvements have been made, the generator output should be readjusted and the ground test repeated.

Why the FORD Engine Runs So *Smoothly*

Light and Accurately Balanced Moving Parts and Balanced Crankshaft Are Part of Reason

Extracts are made in the following story from a chapter in the fascinating new book by Murray Fahnestock, "Secrets of Ford Engineering and Sales Feature." We are indebted to "The Ford Dealer and Service Field," of Milwaukee, Wisconsin, U.S.A.

THE short and rigid and accurately balanced crankshaft of the 4-cylinder Ford engine makes for smoother running at all speeds—a very desirable feature. Also, Model "A" Fords with 100,000 miles of road service to their credit are still running with the original crankshaft bearing adjustments, not enough wear having developed to make it necessary to remove even a single shim.

The new design Ford crankshaft is one of the reasons for strength and reliability of the Ford engine. Among its features are:

1. **Strength and sturdiness.**
2. **Its long wearing qualities and low cost of replacement.**
3. **Its smoothness of running and freedom from vibration.**

One of the real secrets of the success of the Ford engine is the care and precision with which the crankshaft, flywheel and other parts are balanced. Ford crankshafts are balanced both statically and dynamically. Until the advent of the Model "A" Ford, the crankshafts of cars of moderate price were only placed in static balance, if balanced at all!

The crankshaft is the backbone of an engine, and on its strength and sturdiness much of the reliability and durability of an engine depend.

MANGANESE STEEL

The Ford crankshaft is drop-forged from special Ford carbon manganese steel, the manganese being added to give great hardness and resistance to wear, combined with ductility—a combination unusual in alloy steels. The crankshaft weighs 28 to 29 lbs., and is 1⅞ inches in diameter. Crank pins and main bearings are the same size.

The three main bearings are of babbitt, cast into drop forged steel bearing caps for the front and middle bearings, and into the cast iron cylinder block. The rear main bearing limits the endplay of the crankshaft.

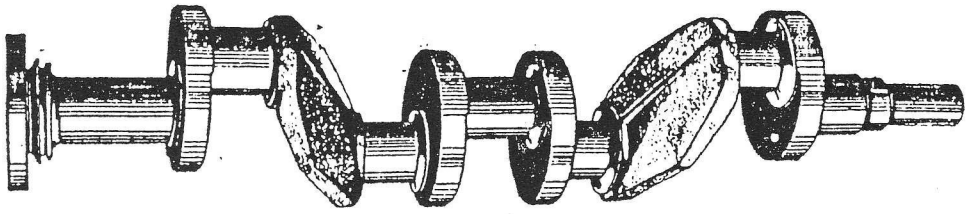
The sharp-edged ridge adjacent to the flange at the rear end of the crankshaft is the "oil thrower" to keep the oil, escaping through the rear main bearing, from reaching the clutch. The oil slung off from the oil thrower is caught in a channel at the rear of the bearing, and drained from this groove back into the crankcase.

After being heat treated to give still greater strength and toughness to the special Ford carbon manganese steel crankshaft the forgings are placed in a straightening press.

As an example of the strength and stiffness thus "built into" the Ford crankshaft, laboratory tests show it will easily withstand a twisting stress of 60,000 inch pounds, which is equivalent to resisting a torsional force of 5,000 pounds, or 2½ tons at a leverage of 12 inches from the axis of the crankshaft.

NOT COUNTERBALANCED

Contrary to the general impression (caused no doubt by the discs adjacent to the main bearings), the Ford crankshaft is not counterbalanced. The usual idea of counterbalancing is "equal and opposite weights revolving in the same plane of rotation as the parts which they balance."



The Sturdy Ford Crankshaft

The discs may be regarded as straight crank throws, which have been "swelled out" until they have attained the form of discs, yet without appreciably altering their centre of gravity. The reasons for adopting this disc form are:

First: The discs can be economically machined all over. By changing to discs, Ford engineers have made it possible accurately to "machine finish" these parts in a simple, inexpensive manner, giving much better static and dynamic balance.

Second: The discs are of an ideal shape to resist any deflection or bending of the crankshaft in its plane of rotation.

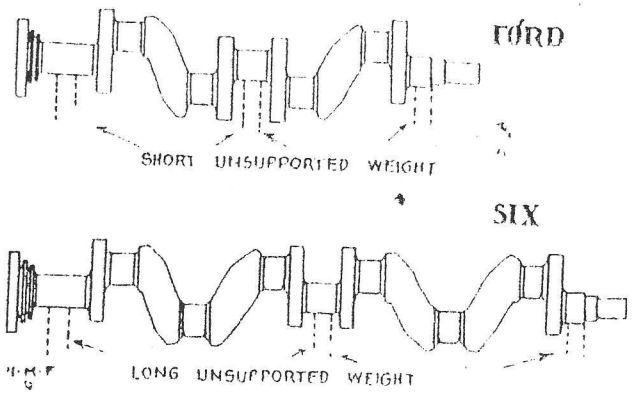
The Gisholt balancing machines, as used in the Ford factory, are capable of measuring within ¼ ounce-inch. But it is not, of course, necessary to hold crankshafts to such extremely close limits in order to secure smooth running and freedom from vibration at the very moderate speed of 2,200 revolutions per minute, at which the Ford engine develops its maximum brake horsepower.

We can more readily appreciate with what precision the Ford flywheel is balanced when we learn that all Ford flywheels are checked and held for accuracy, within a limit of .15 of an ounce-inch.

DYNAMIC BALANCING

Dynamic balancing puts the rotating parts of the Ford engine in such a condition that there are no unequal centrifugal forces pulling from its axis in different directions, so that these parts will rotate freely without vibration due to rotation, in the position determined by the bearings. Dynamic balance may be defined as a state of "rotative equilibrium," which differentiates it entirely from static balance, which may be described as a state of rest without tendency to motion.

A Glance Tells the Difference!



Short Strong Four-Throw Ford Crankshaft Compared with Long and Necessarily Heavy Six-Throw Crankshaft

The more we study the apparently simple Ford crankshaft, the more we shall find in it.

We find it designed for strength and sturdiness, together with freedom from vibration, which has been achieved at a low cost of replacement when after a long period of years it becomes worn. The crankshaft of a much smaller engine in a competitive car costs the car owner more than twice as much! Other 6-cylinder crankshafts cost more.

Notice how exquisitely the Ford crankshaft is designed for easy dynamic or running balance. With its machined discs at the two ends of the crankshaft, an ideal location is provided for drilling the balancing holes where they will do the most good—yet without weakening the crankshaft. The usual 6-cylinder shaft costs much more to put into good dynamic or running balance, because there is no convenient place in which to drill. If we drill the usual crank throws, we may weaken them seriously.

BALANCED AT ALL SPEEDS

The Ford crankshaft is tested for dynamic or running balance at a speed of only 80 revolutions per minute! In testing for dynamic balance, the slower the speed at which the test can be made the better, as it means more accurate measurements.

There is a common misconception that a crankshaft may be in balance at one speed and out of balance at another speed. This idea has arisen from the fact that objectionable engine vibration may occur at a certain speed, but not at higher or lower speeds. In such cases, the crankshaft is just as much out of vibration at one speed as at another, but the vibration becomes most noticeable at the "critical speed" at which the crankshaft is "tuned in," or is in synchronism with the crankshaft. Just like a radio.

An explanation of the astonishing precision achieved in the manufacture of the Model "A" Ford is revealed in a recent count of several million fine gauge measurements made during a single day's production of 7,720 crankshafts.

It was found that every Ford crankshaft was subjected to a minimum of 174 checks for accuracy, some crankshafts requiring as many as 231, including both those made by operators during manufacture and those made by inspectors. Since each of the 7,720 crankshafts was measured at least 174 times by delicate instruments of infinite precision, the total number of checks for the day's production totalled more than 1,341,846.

Of the total number of 174 checks per unit, twenty nine were to limits of five ten-thousandths of an inch, sixty two to limits of one one-thousandth, and twenty-eight to limits of two one-thousandths.

WHY THE FORD FOUR RUNS SMOOTHLY

The 4 cylinder Ford engine runs so smoothly because of:

1. Light moving parts.
2. Accurately balanced moving parts.
3. Stiff load carrying parts.
4. Adequate well-balanced flywheel.
5. Offset crankshaft.
6. Torque absorber and rubber mounting.
7. Accurate valve action.
8. Slow speed engine.

Engine smoothness at all speeds is secured by carefully balanced parts, the limits provided for the Ford inspector in selecting pistons and rods, for example, being held to 4 grams, or about ⅛ ounce, an unheard of refinement in building cars of moderate price. In addition, Ford pistons and rods assemblies are "matched" in groups, such as groups A, B, C and D, so that a still further refinement of balance between the four pistons of any individual Ford engine is secured.

Accurate ignition is another factor in smooth running, the 4-lobe cam of the Ford distributor being held to unusual limits of precision. Also, the four phosphor-bronze strips, which replace the usual high tension cables, are all of the same length, giving an equally timed spark to all four cylinders.

ALUMINIUM PISTONS

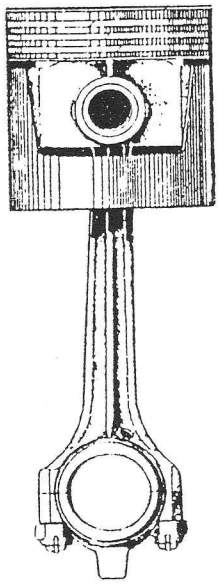
Of course, the outstanding advantage of aluminium alloy pistons, as used in the Ford, is their light weight, greatly reducing vibration and wear, and resulting faster pick-up and increased power. Yet aluminium alloy pistons have other advantages, such as greater heat conductivity, resulting in quick transfer of the heat from the top of the piston to the cylinder walls. Consequently, carbon does not collect so rapidly on aluminium pistons and the cost of maintenance is reduced. Also the aluminium piston has a smoother surface and carbon does not collect so readily.

The aluminium alloy pistons tend to reduce pre-ignition and knocking by their greater heat conductivity, as compared with cast iron pistons, thus allowing higher compressions to be used if desired. As aluminium pistons become warm, there is a greater increase in height (above the piston pin) and the compression ratio of engine is raised, with a corresponding increase in efficiency.

Already 70 per cent. of car manufacturers have replaced the cheaper cast iron pistons with lighter but more costly aluminium alloy pistons, including the Chrysler, De Soto, Dodge, Graham, Hudson, Moon, Nash, Packard, Pierce-Arrow, Reo, Rolls-Royce, Studebaker, Stutz, Willys-Knight.

The importance of light weight pistons is more readily realised when it is considered that each piston comes to a dead stop at the top and again at the bottom of each stroke.

For instance, at 65 miles an hour the Ford engine is turning over at 2,785 revolutions per minute. This means that more than 5,500 times a minute each piston comes to a dead stop and must again be started. With each additional pound of weight on the pistons adding 5,500 pounds a minute to the load which the engine must pull at this speed, the economy of energy of the Ford—with its consequent saving of petrol consumption and engine wear—becomes readily apparent.



Light and Accurately Balanced Piston and Rod

LIGHT RECIPROCATING PARTS

One of the secrets of the extra power developed by the Ford engine is the light weight of the aluminium alloy pistons. These pistons weigh but 17⅞ ounces, and greatly reduce the "reciprocating" weights that, for every revolution of the crankshaft, have to be started and stopped eight times!

In horse racing, there is a saying, "An ounce off a horse's feet is worth a pound off its back." In foot racing, we know that men wear shoes as light as a kid glove. Like the feet of a runner, it is vitally important to have the pistons as light as possible, without sacrificing strength and durability.

The Ford pistons are 3-29/32 inches long (just 1/32 inch longer than their diameter). This gives them perfect balance, and proves they have not been skimped in length to reduce weight; when pistons are too short, they are apt to cock and bind in the cylinders, causing excessive friction and wear.

Ford pistons are of the "split-skirt" type, with a diagonal slot in the skirt to allow for expansion due to heat. The slot is cut "diagonally" to distribute the wear more evenly over the cylinder walls. Due to the split skirt and the special aluminium alloy used, we can use the same clearances which are used for cast iron pistons—and yet have all the advantages of the lighter weight. The few manufacturers who still use the cheaper cast iron pistons in their cars are not advertising the fact!

An interesting example of the care with which these Ford pistons are made is the fact that the skirt is tapered. That is, the skirt is .001 inch smaller at the top than at the bottom of the skirt. This tends to compensate for the fact that under running conditions the upper part of the skirt becomes warmer than the lower part, which is better cooled by the cylinder walls.

PISTON RINGS

Piston rings are of the narrow type, to reduce pressure and friction on the cylinder walls. Ford rings have diagonal cut ends, and are of the same clever "tapered" type as used in the Model "T" Ford. In other words, the top edge of the ring is not quite as thick (about .001 inch narrower) as the bottom. As a result the lower edge presses against the cylinder walls with a high unit pressure per square inch, and so seats itself very quickly.

The Ford tapered piston rings also have the advantage that they tend to slide over the oil on the upward stroke, and "ratchet" the oil down into the crankcase on the downward stroke, thus keeping the oil in the crankcase where it belongs and preventing oil-pumping.

There are three cast iron piston rings on each piston, these rings being of 3⅞ inch diameter. The top and middle rings (which retain the compression) are ⅛ inch wide, while the lower ring (which controls the oil) is 5/32 inch wide. All rings are of the diagonally cut type, and are placed above the piston pin, so that the bearing surfaces of the piston receive an adequate supply of oil at all times, thus reducing friction and wear.

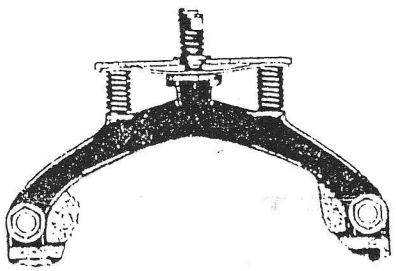
The Ford piston pin is of steel tubing, full 1-inch diameter (unusually large for a car engine), and is ground to exact size. The Ford piston pin is "full floating," by which we mean that it has a bearing action in both piston and rod. This greatly increases the bearing surface, giving lower unit pressures and longer wear.

The piston pin swings in the bearings in the aluminium alloy pistons, and is held in place by a steel spring, which fits in a groove in the pin, and also in a corresponding groove in the connecting rod. This method of piston pin retention makes it impractical to remove the piston pins by steady pressure, though they can be driven out by a quick, sharp blow on the end of the piston pin.

Under no circumstances should a hammer be used on the piston pin and pilot when installing a piston pin. Immersing the piston in boiling water for a minute or two will expand the piston pin hole sufficiently to permit easy installation.

Ford connecting rods are light and strong steel forgings of I-beam section, with a centre-to-centre length between crank pins and piston pins of 7⅛ inches, yet weigh only 22 ounces.

Cushions Power Impulses



Front Engine Support

An unusual feature of the Ford connecting rods (not possessed, we believe, by those used in any other car) is the manner in which the two connecting rod bolts are forged "integral" with the end of the connecting rod. This clever manufacturing skill increases strength and reduces weight, as compared with the separate bolts generally used.

The diameter of the crank pin bearing is 1¾ inches, while the length is 1⅞ inches.

Lubrication of the crank pin or big-end bearings of the connecting rods is by means of oil scooped up by dippers on the connecting rod caps. These dippers force the oil through grooves cut in the babbitt of the crank pin bearings, thus distributing the oil over the entire surface of the crank pins. These dippers also splash the oil and create the oil mist which lubricates piston pins and cylinder walls.

There are three holes in the top of the Ford connecting rod, assuring an ample flow of oil to the piston pin.

One of the problems which has always confronted motor

Continued on Page 12

car engineers is to support the engine in such a manner in the chassis frame that the engine will not be racked and strained by the weaving of the frame as the car is driven over rough roads. Another problem has been to reduce engine vibration and secure a smoother drive.

Ford engineers solved the problem of engine support by using a true three-point engine support, by bolting the two sides to the flywheel housing to the side members of the chassis frame, and mounting the front end of the engine on a flexible front end support.

This front end support is of drop forged steel and is Y-shaped, with the upper ends of the support bolted to the cylinder front cover. The lower half of the support is supported on the cross member of the chassis frame by flexible springs. These springs allow the engine a free vertical motion, yet hold it within definite limits.

The result is an engine support that is simple in design and operation and frees the car from unpleasant vibration periods.

It is characteristic of the Ford fairness to car owners that, while this support was introduced in November, 1928, it was so designed that it could be installed in early cars at a very reasonable cost, thus carrying out the Ford policy of "constant improvements, but no yearly models."

It will be noticed that the Ford front end support includes four springs. There is one coil spring on each side and a flat leaf spring at the middle. Any rebound is absorbed by another coil spring surrounding the shank of the "Y" and below the cross member of the chassis frame.

The shank of the shock absorber is a very free fit in the hole in the chassis frame, so that the front end support really "floats" on the various springs. Consequently any variations in engine torque are momentarily stored up by these springs, and then returned as equalised power to the engine.

This vibration dampener is called a "torque absorber," as its true function is to absorb the torque or powerful impulses when the engine is pulling hard and to equalise them and return a more even stream of power to the rear wheels.

The Ford engine is still further protected from any weaving of the chassis frame which might occur as the car is driven over rough roads, by the Ford transverse springs and the two-point chassis suspensions—which protect car body and passengers, as well as the engine. Did you know that, without distorting the frame, one of the front wheels of the Model "A" Ford can be lifted 12 inches from the ground?

The Ford engine is "rubber insulated" from the side members of the chassis frame to reduce vibration and noise. Pressed steel brackets are bolted to the side of the flywheel housing. These brackets are "sound insulated" by rubber pads clamped between the brackets and the side members of the chassis frame.

Together with the flexible front end support, this forms a true three-point support for the engine, which prevents binding of crankshaft in bearings and reduces friction and wear.

Ford Fotos

Six Pounds in Prizes For Best Snapshots

CAR, TRUCK OR TRACTOR

THE Australian Fordoner announces a Prize Competition for the best news photographs of New Model Ford Cars or Trucks, and Fordson Tractors sent in before December 15, 1930.

First Prize - £3/3/-
Second Prize - £2/2/-
Third Prize - £1/1/-

Consolation Prizes will be paid for non-prize winning photos which are suitable for publication in the *Fordoner*.

By "news photograph" is meant an illustration of news interest, not merely a snapshot of a truck, etc. For instance, the snapshot in our last issue of little Miss Merle Thompson answering the question "Which is the best car in Gatton?" was an admirable news interest photograph.

CONDITIONS

(1) Photographs entered for competition must reach *Fordoner* office before December 15, 1930, must be plainly marked on cover "Fordoner Prize Competition," and must give name and address of entrant. Stamps for return of photo should be enclosed, otherwise it will be assumed that return is not required.

(2) All entries must be accompanied by matter describing the photograph, the circumstances, etc. Where two entries are of equal merit for an award the selection will go to the one accompanied by the better news matter.

(3) Photographs must be of New Model Fords and Trucks but not necessarily of the latest style Fordson Tractors.

(4) All prize winners and all other entries for which the sum of 5/- each is paid as Consolation Prize become the property of this magazine.

(5) Entries are not restricted, except as stated. Everyone is eligible to compete.

(6) The awards will be made by the Editor, whose decision shall be final.

(7) Prize winners will be announced in the *Australian Fordoner*.

Notebook

BIRTHDAYS for March: Birthstone: Aquamarine; Flower: Jonquil

Maxine Creedy, Frank Farrelly, Shirley Hall, Tom Hart, Bob Hembrough, Daisy Jordan, Alex Kirkwood, Ruth Lucas, Neil Munro, Lesley Polley, Doreen Stathy, Matthew White and May Wilson.

Have a great day!

FOR SALE:

1928 Starter motor, bonnet, various parts
Phone: Clarrie Jago [redacted]

WANTED:

1929 Hub caps for truck (wooden wheels)
Phone: Ashley Grundy [redacted]

WILDFLOWER RUN: This is the last call for anyone wanting to join those attending this six day run starting 15th October. Accommodation will be booked in 2-3 weeks time. At the moment seven couples are going and accommodation wise there is room for three more couples. Please contact John Laurie directly for any details as he is the organiser. Ph: [redacted]

CHRISTMAS FUNCTION 2001

I want to let you all know that the cost for our Christmas Function this year is dearer than previously. Yes, I know, I'm on about next Christmas already! But is is really necessary to 'get going' on these things early. Even booking for Sundays is not as easy as it used to be.

I have sourced many places (seeing as a change in venue was rumoured) and after investigating a big cross section of venues and associated menus (19 altogether) as well as taking into account all the things the Club Members like, such as our own room, etc. I have booked for us to go to 'Bridgeleigh', Wanneroo on Sunday 9th December, 2001 for Christmas Lunch. The cost is $35.00 per person and we buy our own drinks. This is a very nice place - up market shall we say - excellent value for money and very competitive. We could even go in our A-s if you wanted to, because parking is off road and private and quite safe. Max has checked this out and so you don't just have to take my word for it.

I hope my choice for everyone has been a good one. Rising costs were inevitable. By the way, if anyone wants to ask me about any of the places I looked into, please do so.

Dora Annear

SUBSCRIPTIONS: If yours are outstanding, please remit now.

HERE ARE A FEW INTERESTING FACTS:

The citrus soda 7-UP was created in 1929; "7" was selected because the original containers were 7 ounces. "UP" indicated the direction of the bubbles.

Mosquito repellents don't repel. They hide you. The spray blocks the mosquito's sensors so they don't know you're there.

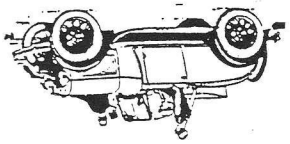
The liquid inside young coconuts can be used as substitute for blood plasma.

American car horns beep in the tone of F.

No piece of paper can be folded more than 7 times.

Donkeys kill more people annually than plane crashes.

You burn more calories sleeping than you do watching television.



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Western
Model A News

SARTORI Peter & Lorraine
[redacted]
MURDOCH WA 6150

BREAKFAST IN THE PARK

25th February, 2001

The first to arrive around 7.00am at our normal B.B.Q. and shady tree discovered the B.B.Q. out of order, so we all moved a little south along McDougall Park to another area. Whilst the number of parking bays soon filled up, the 21" wheels on our Model A-s made it easy to negotiate the kerb and park safely off the road.

The number of Model A-s was down, probably due to the forecast hot day, however we still had some 30 members and 3 visitors in attendance. Breakfast was soon under way with all the 'goodies' and the smell of bacon and eggs etc. attracted the local friendly magpies.

It was good to see Gwen and Barrie Guest at the meeting with Gwen gradually getting more mobile by the day.

Another pleasant surprise was to have the company of a member not normally up and about at this time of the day – Edith Jeffree. Edith and Alan had been up early to take Germaine and Darren to the airport for their trip to Melbourne to see the Grand Prix. No doubt Edith will not miss the breakfast meeting from now on?!

After the formalities of our monthly meeting, members interested in attending the 2002 National Rally in Toowoomba gathered in a shady spot to discuss arrangements, in particular fund raising and travel options.

By about 10.00am most members were headed for their cars and on their way home.

John & Helen Moorehead

IF THERE IS A CROSS IN THIS BOX, YOUR ANNUAL SUBSCRIPTION IS OVERDUE
FAILURE TO SEND YOUR MONEY TO THE SECRETARY BY THE END OF MARCH WILL RESULT IN THIS BEING YOUR FINAL NEWSLETTER.
PLEASE DON'T LET THIS HAPPEN.
SUBSCRIPTIONS: CITY $25; COUNTRY & INTERSTATE $20
PLEASE FORWARD IT TO:
TONI MAHONY, [redacted] BEDFORD, WA 6052
ALONG WITH YOUR RENEWAL FORM. THANK YOU.

Secretary/Treasurer: Toni Mahony, [redacted] Bedford, WA 6052
Ph: [redacted]