



# Western Model A News

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

Year XXII Number V

DECEMBER, 2001



Helen Moorehead & Ray Mahony  
cooking up a storm under the bonnet at  
the home of Ron West  
18<sup>th</sup> November

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:* PETER SARTORI [REDACTED] *Secretary/Treasurer:* TONI MAHONY [REDACTED]  
*Vice-President:* RAY MAHONY [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

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



**SUNDAY, 9TH DECEMBER, 2001**  
**CHRISTMAS LUNCH**

Bridgeleigh Reception Centre, 198 Mary St, Wanneroo  
\$35.00 per person. Time: 12 noon  
Buy your own drinks, no BYO available  
Directions on how to get to Bridgeleigh in Notebook

**SUNDAY, 27 JANUARY, 2002**  
**ANNUAL PICNIC IN THE PARK**

Bring your morning tea & lunch and enjoy the first  
gathering of 2002.  
Time: 10.00am Place: Manners Hill Park,  
Cnr Lilla & Keane St, Peppermint Grove

**SUNDAY, 24 FEBRUARY, 2002**  
**BREAKFAST BBQ**

Join us for our one and only breakfast meeting of the year  
Don't forget the sausages, eggs & bacon  
Time: 7.00am Place: McDougall Pk, Ley St, Como

**MARLOWS CLASSIC CAR SHOW**  
**SUNDAY 17 MARCH, 2002**

Two marshals required from the Club and attendance of  
the same at the marshal's meeting.  
Any volunteers to take on the display or any other  
tasks required for this day?

**SUNDAY, 23 MARCH, 2002**  
**BROOKTON SHOW**

Those club members not attending  
Toowoomba are invited to join in  
the fun of the Brookton Show  
Further details as they come to hand



**EASTER 2002, MARCH 29 - APRIL 2**  
**17TH NATIONAL MODEL A MEET**  
**TOOWOOMBA, QLD**

Registration form & information available from  
Rally Secretary, MAFC of Qld,  
[REDACTED] Carina Qld 4152

# RAY ABBOTT ENGINE RECONDITIONING

*\* Specialising in Veteran and Vintage engines*

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

Established 1973

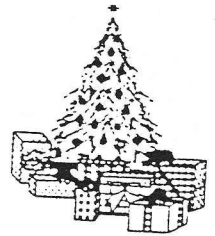
18 RIO STREET, BAYSWATER

9272 4566

34 years Experience



MINUTES OF MEETING  
HELD ON  
18 NOVEMBER, 2001  
AT Ron West's home, MANDURAH



Meeting opened at 12.35am

Visitors:

Pat and Ken Ditchfield, friends of Colin Davidson and Alan Annear.

Minutes: Moved Colin Davidson and Jim Williams and accepted by those present.

Financial Report: Income for October	\$455.00
Outgoings “	\$ 51.00
Balances ANZ	\$9474.16
Bankwest	1670.44
Unpresented chqs	145.00
Cash in Hand	<u>338.55</u>
TOTAL	<u>\$11628.15</u>

Moved Pat Bussard, seconded Colin Davidson that financial report be accepted.

Incoming correspondence: Department of Transport regarding concessional and full registration of vehicles. – any member wishing a copy of this letter, please contact the Secretary. Bankwest – advising that bank statements will be every 3 months instead of monthly; Guildford Hotel, Absolute Catering, Rockingham, Repco – advertising brochures; Model A News – ACT.

Outgoing correspondence, card to Colin Davidson on death of his mother.

General Business –

Max gave a rundown on what is happening for the Christmas dinner on the 9<sup>th</sup> December. A map will be included in the next magazine giving some instructions on how to get there and parking.

John Laurie – Ken Hall of Brookton has advised that the Brookton Show is on March 23<sup>rd</sup>, 2002. They would like those who are not going to Toowoomba to come to that if possible.

Toowoomba - If you haven't nominated to go, NOW is the time. Meal and merchandise forms should have been received.

Bob Newton – Toowoomba fundraising - Swap meeting \$212.75 Bringing the total now to \$ 2363.20. This has been handed over to Louise.

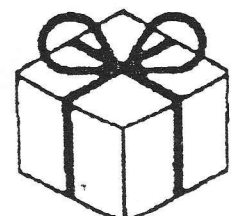
2004 Meet – Ray Mahony. Still looking for ideas for runs on the weekend. Social evenings/skits to be organised again, which was a lot of fun. Steve Read still looking for candidates for the judging team.

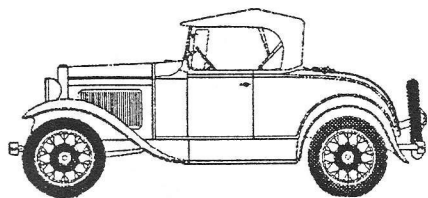
Barrie Guest has plenty of buns for sale in his car – see him after the meeting.

Thanks to Max and Dora for organising the meeting.

Max thanked Ron West and Ron Meredith for hosting the day at their property. Ron would appreciate any photos taken today of the cars outside his shed to be forwarded to him at 40 Woodland Pde, Mandurah 6210.

Meeting closed 1.55pm.





## NOVEMBER CLUB RUN

On the 18<sup>th</sup> November we had the last event for 2001. Dora and I designed the run to help our Southern members who usually travel many kilometers to even get to the start, which is mostly in Perth or nearby suburbs.

There were nine A-s and five moderns that attended and at 9.30am we left the Fremantle Beach Street carpark and headed east via North Lake Road and Bibra Drive. South through the Wellard area and stopping for morning tea at Mandogalup Pioneer Reserve. At this point we were joined by Lindsay Blacklock, the Guests and the Bussards.

We then headed south through Baldivis, east to Hopeland Road and south again to Lakes Road where we passed an airfield for flying enthusiasts. Continuing on we crossed over the Serpentine River after which we turned off heading in the direction of our destination on the outskirts of Mandurah, to view the car collection of Ron West.

Here we had lunch, followed by the meeting after which Ron showed us his enormous shed full of cars, mostly Fords.

Being a Ford A owner and an agent for pre-war and post-war Fords, I suggested he might like to become a member of our Club and invited him to do so. Our secretary is sending him a nomination form.

Overall I feel everything went well. The weather was ideal and members and visitors all seemed to enjoy the run.

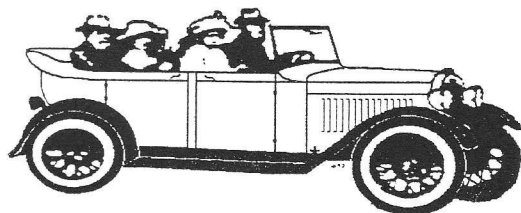
Dora and I would like to wish all members a very happy Christmas, a safe and prosperous 2002 with many pleasant times 'Model A-ing'.

*Max Annear*



\*\*\*\*\*

## BRIDGELEIGH RECEPTION CENTRE



Model A Restorers Club  
Christmas Lunch 2001  
Date: 9th December  
Time: 12 noon  
Buy your own drinks

*198 MARY STREET, WANNEROO*



*It will soon be summer again!*

# ENGINE OVERHEATING PREVENTATIVES

By Leslie R. Henry, Curator of Transportation, Henry Ford Museum

The Model A engine is normally cool-running but, when some part of the cooling system is not functioning properly, there may be overheating. This trouble, when accurately diagnosed, can usually be cured without too much difficulty.

**LOW WATER LEVEL IN RADIATOR.** This may seem quite elementary, but many Model A drivers neglect to check water level regularly until the radiator boils. Some loss of water is normal in an "atmospheric" cooling system, such as the Model A, where the radiator overflow pipe is vented to the air. Modern cars have a pressurised system sealing in the water at pressures of 7 to 15 pounds per square inch.

**LOSS OF WATER THROUGH THE OVERFLOW PIPE.** This is especially true with the early Model A Fords. At high engine speeds, the circulating pump "piles up" water in the radiator neck so that some is continually splashed out the overflow pipe. On the early models this pipe should be bent as shown in the service manuals to lessen this effect. Later, the pipe was redesigned and shielded by a flange at the top of the filler neck.

**CLOGGED WATER JACKET OR RADIATOR.** Keep these clean by regular flushing of the cooling system to wash out sediment and by use of a suitable radiator cleaning compound about once a year. An old standard practice was to dissolve half a lb. [226 grams] of washing soda in 3 gallons [14 litres] of hot water in the cooling system, run the engine for 20 minutes, then flush out well with clear water. Fill the system with clear water, preferably rain or "soft" water and add a rust inhibitor.

**POOR FAN BELT ADJUSTMENT.** A loose or slipping belt will cut down efficiency of the fan and water pump (and the generator!). Keep the belt tight enough to prevent slipping but not so tight that it will overload generator and pump bearings.

**PUMP PACKING LEAKAGE.** The pump packing should be soft enough to be compressed by slight pressure from the packing nut; do not tighten packing nut any more than is necessary to stop leakage at the gland, or the pump shaft may be scored by the packing. A recent suggestion is to use a piece of chesteron teflon valve packing cord, available at large plumbing supply stores.

**WORN OR DAMAGED PUMP IMPELLER.** Because of age, some pump impellers in the Model A become worn, corroded or chipped so that they do not effectively circulate the water. Early cars had a five-blade impeller which, if available to the restorer, may help improve cooling in place of the usual three-blade impeller.

**LEAKING HEAD GASKET.** Any leak of the high-pressure gasses in a cylinder, when fired into the water, will "aerate" it in the form of many tiny bubbles which, expanding, lift water into the

radiator neck and out the overflow pipe. Generally, this results from a leaking head gasket which should be replaced after the cylinder head is checked and resurfaced if warped. A cracked engine block or engine head will give the same effect but must be repaired by welding or should be replaced.

**COMPRESSION TOO HIGH.** Early Model A engines had about 75 pounds per square inch compression; this was later reduced to only 64 pounds per square inch, which reduced earlier tendency to overheat. Accumulation of carbon can increase compression and heating, as can excessive machining of the cylinder head to correct "warp" (which often causes a high pressure gas leak). Note that the 1928 Fords were mostly equipped with a fan shroud which greatly increased the efficiency of the fan and provided plenty of cooling for a high compression head.

**DRIVING WITH RETARDED SPARK.** This is a common fault since the car is started with the spark lever in the retarded position, or is so placed when slowing down, and is then forgotten. A good Model A driver makes constant use of the spark lever, always moving it in accordance with engine speed and load. However, it should never be in full retard when driving.

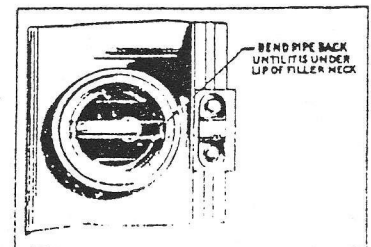
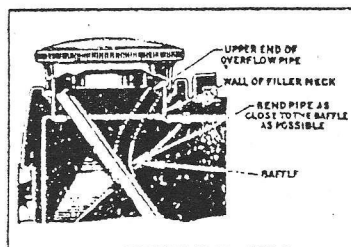
**ENGINE IMPROPERLY TIMED.** If the engine timing is not set correctly, the spark advance lever will not function properly and will result in engine knocking, if too far advanced, or in engine overheating, if too far retarded. Either situation results in loss of power and may damage the engine.

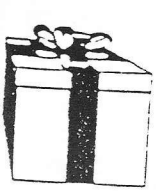
**IMPROPER AIR MIXTURE.** Any air leaking in the intake system will result in "too lean" a mixture. Poor carburettor adjustment (too lean or too rich a mixture) will also cause overheating.

**OVERLY PAINTED RADIATOR.** Heavy, thick paint on the outside of the radiator core will reduce air flow and radiation. Radiator should be painted with a thin coat of flat, black paint.

**RACING ENGINE IN LOWER GEARS.** At 35mph, the Model A engine makes 1,500 revolutions per minute in high gear. In intermediate, it makes the same number of revolutions at 20mph, while in low it makes 1,500rpm at 12mph. To keep from overloading the engine it is best to shift gears at these speeds.

**POOR DRIVING HABITS.** Over use of foot brake, resting the left foot on the clutch pedal, dragging brakes due to improper adjustment and driving too slow (such as in a parade) put unnecessary loads on the engine and can also cause overheating. •





# Body Assembly Plant Numbers

By Dave Sturges, Glenwood, Maryland

*This is a follow-up article to one appearing in the September/October 1997 issue of The Restorer.*

Work has been continuing on the research into the body assembly plant numbers during the past three years. I have been collecting the body assembly plant numbers trying to identify the Model A Ford Assembly Plant codes used. Once again, I need your help to complete this project. These numbers were stamped into the bodies of some Model A cars.

## Location of the assembly plant number

Most body assembly plant numbers were stamped into the top of the front cross member of the body, a few into the body side rails on the floor board level, or into the wooden cross member on certain body styles such as Cabriolets and Fordors. The number can be located anywhere on the cross member and can be oriented to read from driver to passenger side, from passenger to driver side, or from back to front. One car had the number stamped inside of the seat riser. Most numbers consist of letter/s and a digital portion. Also, the size of the stamp used differs among assembly plants. Just lift the rear

of the front floor mat or carpet and look on the top of the body cross member. Note: Briggs and Murray bodied cars had a brass tag affixed to the front body cross members on the earlier cars and then they were moved to the firewall. I am not collecting these tag numbers, however, some of the Briggs and Murray bodies also had an assembly plant number stamped into the wooden cross member. The following pictures show the locations of and the actual size of a few assembly plant numbers:

## Letter Codes

The majority of these numbers contain one, two or three letters that denote the specific assembly plant where the body or car was assembled. The digital portion could indicate body style production for that plant. To date, 30 of the 35 United States assembly plants have been equated to their letter codes. Four of the Canadian plants are equated. It would appear that all of the assembly plants, regardless of their particular capability (i.e., major, standard or minor assembly plant), stamped these numbers into the cross member or side rails. For some unknown reason, not all Model A cars today have an assembly plant number, which could

largely be a result of the body cross member or side rails being replaced, the assembly plant number being filled in during restoration or being obliterated by rust.

The letter codes are one, two, or three letters and there is a systematic way most of the codes were derived from the assembly plant locations:

- When assembly plant location cities are a single word, the letter code comprises the first and last letters (i.e. Buffalo - BO, Charlotte - CE, Chester - CR, etc.)
- Assembly plant cities having two words generally use the initial letter from each word (i.e. New Orleans - NO, Oklahoma City - OC, Twin City - TC and so forth).
- Three letter codes were taken from the first three letters of the city where the assembly plant was located (i.e., Chicago - CHI, Memphis - MEM and St. Louis - STL)

## Unknown Letter Codes

The following additional letter codes have been noted, but are not yet equated to their assembly plant: AEX, AXC, DO, F series, J (looks more like a fish hook), S-S, SAX, SSAX, 3S and 5S.

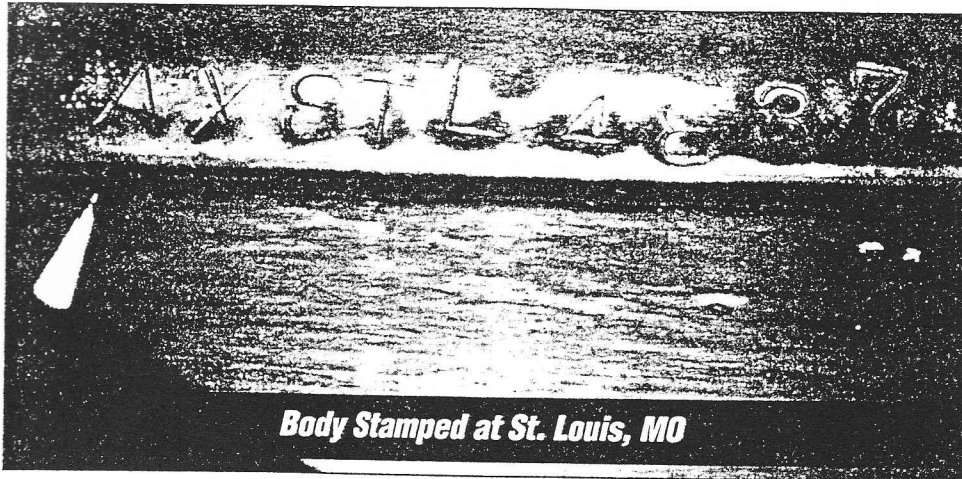
## Model A Ford Assembly Plants (US)

Following is a list of the assembly plants with their equated letter codes.

### # ~ Letter Code ~ Location

- |         |                           |  |          |                                |  |
|---------|---------------------------|--|----------|--------------------------------|--|
| 1 - A   | Atlanta, Georgia          | The star is sometimes stamped at the end. AA Also noted. | 20 - LE  | Louisville, Kentucky           | The month & year appear as part of the number. |
| 2 - BO  | Buffalo, New York         |  | 21 - MEM | Memphis, Tennessee             | Sometime has AX preceding the number.          |
| 3 - CE  | Charlotte, North Carolina |  | 22 -     | Milwaukee, Wisconsin           |  |
| 4 - CR  | Chester, Pennsylvania     |  | 23 - NO  | New Orleans, Louisiana         | The number 2 precedes the NO.                  |
| 5 - CHI | Chicago, Illinois         |  | 24 - NK  | Norfolk, Virginia              |  |
| 6 - CI  | Cincinnati, Ohio          |  | 25 - OC  | Oklahoma City, Oklahoma        |  |
| 7 - CL  | Cleveland, Ohio           | CLE also noted.  | 26 -     | Omaha, Nebraska                | Possibly used AU.                              |
| 8 - G   | Columbus, Ohio            |  | 27 -     | Pittsburgh, Pennsylvania       |  |
| 9 - DS  | Dallas, Texas             |  | 28 - PO  | Portland, Oregon               |  |
| 10 - DR | Denver, Colorado          |  | 29 -     | Richmond, California           | Opened Aug. 1931. Replaced San Francisco, CA.  |
| 11 - DM | Des Moines, Iowa          |  | 30 - R   | Detroit (Rouge), Michigan      | FD noted on an early 1928 Tudor.               |
| 12 - E  | Edgewater, New Jersey     | Opened Nov. 15, 1930. Replaced Kearny, NJ.               | 31 - SFA | San Francisco, California      | SFAA also noted.                               |
| 13 - H  | Houston, Texas            |  | 32 - AS  | Seattle, Washington            |  |
| 14 - I  | Indianapolis, Indiana     |  | 33 - S   | Somerville, Massachusetts      |  |
| 15 - JE | Jacksonville, Florida     |  | 34 - STL | St. Louis, Missouri            | Has AX preceding the STL.                      |
| 16 -    | Kansas City, Missouri     | Possibly used letters "KC".                              | 35 - TC  | Twin City, St. Paul, Minnesota |  |
| 17 - KY | Kearny, New Jersey        |  |          |                                |  |
| 18 - LA | Long Beach, California    | Opened June 1930 and replaced Los Angeles.               |          |                                |  |
| 19 - LA | Los Angeles, California   | The month & year appear as part of the number.           |          |                                |  |

(five assembly plants above are not equated to their letter codes)



**Body Stamped at St. Louis, MO**

**Numbers Only**

Some assembly plant numbers only have digits. It could be that these stamps had the letter code located in another place or might represent a state Motor Vehicle Department (VIN) number.

F1334	2/28	Ohio
F5056		
F7102		
F7368		
F26894	2/28	Ontario
	7/28	Ontario
	7/28	New Jersey
	7/28	Kentucky
F41967	10/28	Ohio
F42469	11/28	Michigan
F56571	1/29	Maryland
F78541	3/29	Michigan
F83683	4/29	Vermont
F88948	5/29	Alabama
F89177		
F94407	5/29	Indiana
	5/29	Kentucky

**Unusual Numbers**

Two very interesting numbers have been reported that may represent a new series of numbers that have not yet been equated to an assembly plant. Numbers of 40 B 2287 on a 1930 Roadster and 55 B 1148 on a 1931 Deluxe Tudor are on cars that came from Pennsylvania. Notice that the body style numbers (40B and 55B) are part of these two assembly plant numbers.

**F Numbers**

The F series assembly plant numbers are by far the largest number collected to date. The table below is compiled for 1928 and 1929 Tudors having the F as the initial character. The numbers following the letter assembly code increase when the cars are put in month and year order. Following is a list of 1928 and 1929 Tudors with the "F" letter code in production date order: (read assembly plant number, production date and current location).

The F series system was modified sometime in late 1929 or early 1930. Under this modification, a number preceded the F that indicated the specific body style. The table below shows these numbers and the body style as collected to date:

#	Body Style	Body Style Number
1F	Standard Coupe	45B
2F		
3F	Sport Coupe	50B
	Standard Fordor	165C
4F		

5F	Tudor	55B
	Town Sedan	155C
6F	Phaeton	35B,180A
7F	Roadster	40B
8F	Roadster	40B
9F	Open Cab Pickup	76A,B
11F	Deluxe Roadster	40B
12F	Closed Cab Pickup	82A,B
16F	Town Sedan	160B

The F series numbers are generally found on Canadian assembled cars, however, there are some that have engines with U.S. engines, which could be the result of engine changes. I would like to determine where the F series numbered cars were assembled.

**DO Numbers**

It is very interesting to note that all cars noted to date with letter code of DO are 1928 or 1929 Coupe bodies (i.e. Standard, Special, Business or Sport Coupes). Most of these cars are currently located or originated in the Maryland/Pennsylvania area. Special Coupe numbers collected to date are listed below to show how they also progress upwards with production date:

DO00313	7/28	Maryland
DO10871	9/28	Iowa
DO38992	11/28	Pennsylvania
DO52021	2/29	Maryland
DO77479	3/29	Pennsylvania

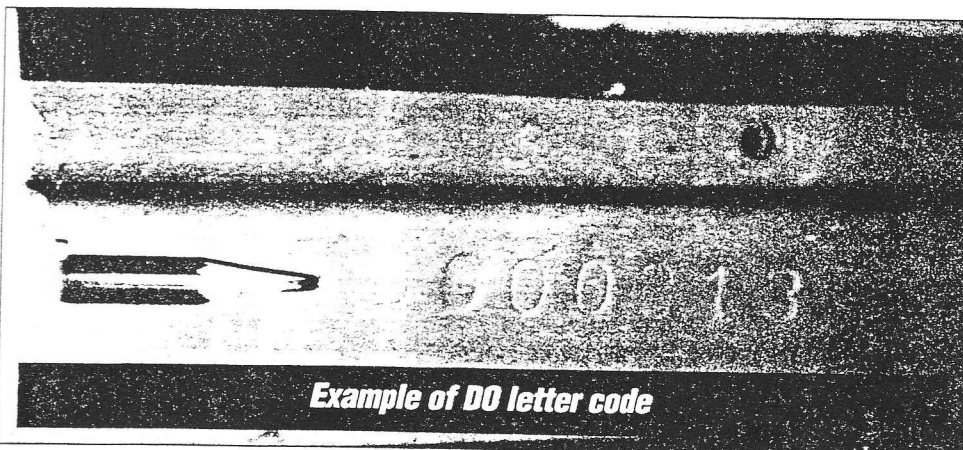
**Conclusions**

Most of the above information has been derived from numbers collected as a result of my previous article. I would like to thank each and every respondent. Seems that a good number of Model A owners are interested in tracing the history of their cars. Virtually every car with a number can provide the starting point in the history.

I firmly believe these numbers were a method of determining each assembly plants production. Each assembly plant had to compile and probably report the number and body style of cars they assembled.

I still need the help of MAFCA members to complete this research. There are still five U.S. assembly plants that have not been equated to their letter codes. These are:

- Kansas City, Missouri - which might have used the letters of KC.
- Milwaukee, Wisconsin



**Example of DO letter code**



- Omaha, Nebraska - which might have used the letters of AU.
- Pittsburgh, Pennsylvania
- Richmond, California which may have had limited Model A production due to it replacing San Francisco around August 1931.

The F series numbers were probably assembled in Canada, but I would like to know the specific assembly plant.

I would like to collect additional body assembly plant numbers from as many MAFCA members as possible. If you are not sure if you have already forwarded your number, I can easily check my records.

In addition to the body assembly plant number, please forward as much of the following data as possible:

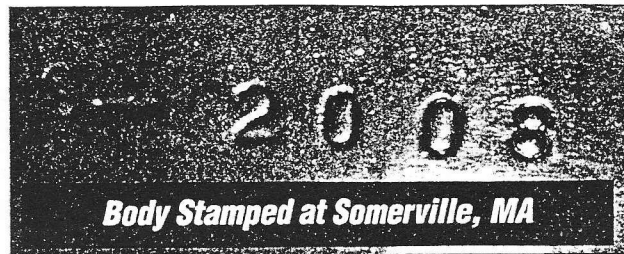
- general location of the number on the cross member or side rail
- orientation of the number (does it read from the drivers side to passenger side or vise versa)
- date on firewall for 1928 and 1929 years frame, engine number or both if different month and year body style
- current location of the car
- original owner location of car, if known

It only takes a few minutes to locate the body assembly plant number, if there is one to be found. Just lift the back of the front floor mat or carpet and look on the top of the front body cross member in front of the seat riser or support or on either side rail.

The only assembly plants known to stamp a assembly plant number on the side rail is Denver, and possibly Kansas City.

The one possible Kansas City stamp has the KC stamped into the driver's side rail and the digital portion on the cross member.

Anyone having specific knowledge about Ford assembly plant operations and their classification as major, standard and minor is encouraged to contact me. It's about time we solved these numbers for the Model "A" community.



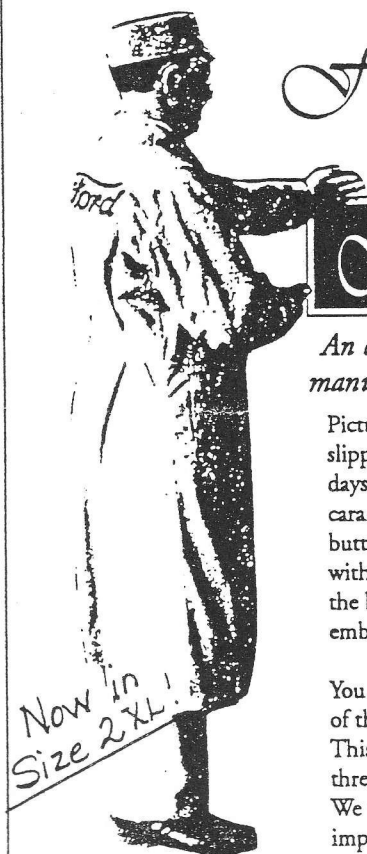
### Model "A" Assembly Plants In Canada

#	Letter Code	Location
1	M	Montreal, Quebec 119-139 Laurier Avenue East
2	T	Toronto, Ontario 2951-2991 Danforth Avenue
3	W	Winnipeg, Manitoba Portage and Wall streets
4	V	Vancouver, British Columbia 1160 Hamilton Street

You may reach me at the following address or phone number:

Dave Sturges  
14505 MacClintock Drive  
Glenwood, MD 21738-9626  
Phone (410) 442-2724  
Email: dasturg@erols.com

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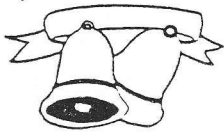
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*Ford Motor Company*





# Notebook

**BIRTHDAYS for December: Birthstone: Turquoise; Flower: Narcissus**

Des Addison, David Blewett, Judy Calleja, Neil Cameron, Ashley Grundy, David Lucas, John Moorehead, Kath Pepper, Melissa Read, Merv Ward & Nina Williams.

Best wishes for your day.

**CONGRATULATIONS:** to Ann & Russell Brandis on the recent safe arrival of their son Cambell. Another up and coming restorer? All the best from the club.

**SPEEDY RECOVERY WISHES** go out to Pauline Wood who has spent some time in hospital, but is now recuperating at home.

**CHRISTMAS LUNCH VENUE:** Bridgeleigh Reception Centre, 198 Mary Street, Wanneroo. NOTE: If you have a new street directory 'Bridgeleigh' may be listed under Wangara or Pearsall. How to get there-

If coming via the Mitchell Freeway, take the Ocean Reef Road exit and turn right into Ocean Reef Road, left into Lenore Road and then right into Mary Street.

If coming via Wanneroo Road, turn right into Ocean Reef Road, left into Lenore Road and then right into Mary Street.

The car parking area is off street and actually inside the beautiful grounds at 'Bridgeleigh' and would be a great place for a photo for our Club Album.

Why not consider coming in your Model A? *Dora*

**OVERSEAS VISITORS** from South Africa were chauffeured around Perth by club President Peter Sartori to view some of our owners cars. Hans Matter & his wife are Model A owners visiting relatives here in the West. They may be looking at a return visit in 2004 to attend our National.

**NEW CLUB MEMBERS:** Available by post or collect from a meeting -

Club T-Shirts - Yellow with embroidered club logo \$18 (\$2 for postage)

Car Badges - \$15

Lapel Badge - \$5

Cloth Patch - \$3

Name badges - please add your name to the list asap so we can order these in time for those attending the Queensland Meet.

**ALL FORD DAY and BAY TO WHITEMAN RUN:** If anyone attended these outings could they please send me a bit of a write up to include in the next newsletter.

Thanks. *Louise*

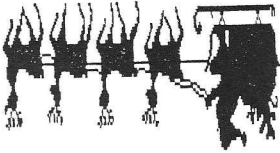
**MERRY CHRISTMAS** to all members, friends and associated clubs.

Thank you for supporting your club and its members throughout the year.

If not attending the Christmas Lunch we look forward to seeing you all in January, 2002 from the Committee & Club Members of MARC WA.







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

SARTORI Peter & Lorraine  
[Redacted]  
MURDOCH WA 6150



**WESTERN  
MODEL A NEWS**



### *My Twelve Days of Christmas*

On the first day of Christmas my true love said to me  
"I'm glad we bought fresh turkey and a proper Christmas Tree"  
On the second day of Christmas, much laughter could be heard  
As we tucked into our turkey, a most delicious bird.  
On the third day we entertained the people from next door.  
The turkey tasted just as good as it had the day before.  
Day four relations came to stay poor Gran is looking old.  
We finished up the Christmas pud and ate the turkey cold.  
On the fifth day of Christmas the rain fell, so inside we had scurried.  
We were nice and dry there and had our turkey curried.  
On the sixth day I must admit the Christmas spirit died.  
The children fought and bickered, we ate turkey rissoles fried.  
On the seventh day of Christmas, my true love he did wince,  
When he sat down at the table and was offered turkey mince.  
Day eight and nerves were getting frayed, the dog had run for shelter.  
I served up turkey pancakes with a glass of Alka Seltzer.  
On the ninth day our cat left home, by lunch time Dad was blotto.  
He said he had to have a drink to face the turkey risotto.  
By the tenth day the booze had gone except our home made brew.  
And if that wasn't bad enough, we suffered turkey stew.  
On the eleventh day of Christmas, the Christmas Tree was moulting.  
The pies were as hard as rock and the turkey was revolting.  
On the twelfth day, my true love had a smile upon his lips –  
The guests had gone, the turkey too – and we dined on fish and chips!

*Anon.*

*Submitted by Shirley Hall*

Secretary/Treasurer: Toni Mahony, [Redacted] Bedford 6052

Phone: [Redacted]