

Western Model A News

VOLUME 44, ISSUE 6

JULY 2023



Model A Restorers Club of Western Australia, Inc.



NOTE FROM THE PRESIDENT

Dean Roberts

On the day after the June run to Whiteman Park, Jenni and I had some friends (Bryan and Kristine) arrive from Texas USA. We took them down to Busselton - using the time to check out some of the places that the club will be going to on the Busselton 2014 déjà vu rally. Bryan is the son of Ken, who found my 1928 pickup. Bryan helped Ken clean and pack it into the container for shipping to Australia. The shipping company said it was the cleanest car they had seen, and the only one they had ever known that quarantine had released without further cleaning required. It is this attention to detail that makes Bryan a good business associate as well as a great friend. Bryan is also the person who consolidates and ships all the Model A parts I bring to Australia.



A reminder that I still need some assistance in putting a team together to build the Burtz engine that Yesteryear have donated for the National Rally.

The Council of Motoring Club's AGM is coming up in August, and needs some new committee members, in particular a secretary. If anyone is interested, please contact me.

Stay safe

Dean



Evan Gobby's 1931
5 Window Coupe



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Front Cover: Brett Pollock and his cousin Charles (Model A Ford Club of NSW) with "Glad" prior to a Perth-Sydney Variety Club bash in 2004.

SECRETARY COMMENTS

Kathleen Kuenzel (secretary@modelafordclub.com.au)

At the General Meeting held on 11 June, your Events Coordinator, Horace Misko, called for members to fill gaps in coming months where no plans have been made for club runs. It is written in our By-Laws that we must have six General Meetings per club year. With the meetings already held, and the two to be held on the day of the AGM, our total looks like falling short by one. Is there a member who is able to contact Horace with the news that he or she has arranged for a great run and a venue that will engage members in a drive, time in the outdoors, a friendly gathering, and some chatter interesting enough to be recorded as Minutes of the Day's Meeting?

I have an apology to make - in the June newsletter I welcomed our newest members, Colin Riley and Christine Mandelt, and in giving you Colin's email address, I mistakenly included his full name instead of an abbreviation. Please amend your notations to: col.riley@hotmail.com

Kathleen Kuenzel



Gary Knight's 1929 Roadster



July Birthdays

Craig Davidson	Horace Misko
Kaye Gobby	Kelvin Pepper
Hans Hurij	Lorraine Sartori
Glenda Hurij	Jocelyn Treasure
Kathleen Kuenzel	Sue Watson

Western Model A News is the official newsletter of the *Model A Restorers Club of Western Australia Inc.*

Copy deadline 1st of each month to: maofwainc@gmail.com or **7 Gransmoor Way, Willetton WA 6155**

VIEWS EXPRESSED HEREIN ARE NOT NECESSARILY THOSE OF MARC of WA Inc.

MARCWA (INC.) CLUB CONTACTS

ELECTED:

President:	Dean Roberts	9295 2588
Vice-President:	Allan Jeffree	9275 4106
Secretary:	Kathleen Kuenzel	9385 3887
Treasurer:	Anne Steer	9457 4968
Committee Member:	Horace Misko	9256 1895
Committee Member:	Ian Steer	9457 4968
Committee Member:	Andrae Moore	0427 773 621

APPOINTED:

Editor / Web site:	Ian Steer	9457 4968
Printer:	Daniel Pinnington	0400 132 445
Vehicle Registrar:	Jean Misko	0408 917 042
Events Coordinator:	Horace Misko	0417 958 311
Regalia Officer:	Marilynn Horgan	0403 434 004
Librarian:	Dianne Paisley	9456 1184
Spare Parts Officer:	David Bussard	9524 1086
Property Officer:	Ray Mahony	9271 7630
Delegate: CMC	Toni Mahony	9271 7630
Delegate: CMC	Dean Roberts	9295 2588

Website: www.modelafordclub.com.au **MARC Email:** info@modelafordclub.com.au

MARC WA Life Members: Bill & Mavis Spencer (1987), Max & Dora Annear (2000), Ray & Toni Mahony (2004), Barrie & Gwen Guest (2006), Reg & Coral Blewett (2020), Alan & Edith Jeffree (2020), Steve Read (2020)

EDITOR COMMENTS

Ian Steer

(editor@modelafordclub.com.au)

Where are all the Model A's? The number of Model A's on our club runs seems to have been diminishing with each run. At the start of the last club run, the number of Model A's present was equalled by the number of old Holdens! (The Model A's were saved from ignominy by Darryl & Tania in their Tudor who met us at Whiteman Park.)

Come-on you Model A owners - time to put a little bit of effort in 😊.

Disappointed in the **lack of local content** this month ? - you know how to fix that!

My stash of potential **newsletter cover photos** is running low. Dig into your archives for your best Model A snaps and send them to me, and you could see your car on the front cover.

Potentially interesting items out there on the web

Shannons do a series called Retroautos, "Featuring the heritage of classic and collectible automobiles, showcasing design to driveway stories and previously secret photos"

(<https://www.shannons.com.au/club/news/retroautos/all/>)

Note that you don't have to be a Shannons customer to view these stories, but you do have to create a login with password.

Model A to the Artic Circle <https://www.military.com/daily-news/2023/06/12/2-veterans-set-out-make-trip-arctic-ocean-1931-model-ford.html>

Model A Fact or Fiction; Thomas Edison and the first Model A Ford (1927) :
<https://www.youtube.com/watch?v=1OXrVLF5Y9o>

FOR SALE

Model A 1928 Ute

\$25,000 O.N.O

- Enclosed back (including drawers)
- Currently on concessional licence
- Includes too many spare parts to list

Contact Neville: 0427 445 878



EVENTS COORDINATOR

Horace Misko

(events@modelafordclub.com.au)

Thank you to Ian and Anne Steer for organising the lunch run to the Chidlow Tavern - a great spot for a get together and one to give our vintage cars a nice long run.

We desperately need a run planned for August. However, if you have never logged an impromptu run on the club's website, do it on a nice day in August and go somewhere for a coffee, or a picnic lunch, or fish and chips in your classic car - see and be seen!

Planning is well and truly under way for a memorable extra-long weekend in Busselton in springtime. Accommodation can be reserved - Dean's house has two double bedrooms available. Please contact Dean to reserve a room - first in, first served! Wes Hartley has a large yard with ablution facilities for anyone to camp (tent, caravan etc...).

A barbeque meal is planned for one of the nights, and a contribution of around \$20 is asked to cover costs. Expressions of interest to attend, and accommodation requests, are essential to enable planning to commence to ensure a memorable event. Please contact Dean or Wes if you are going to attend and reserve any accommodation that they offer. There is plenty of other accommodation available in Busselton that you can book privately, and just attend the planned events - but please let Dean or Wes know.

Lots of things planned for the event, and there is the vague promise of the possibility of a definite maybe for another movie night (Road to Perdition??). See p11 for more details.

Organisers for an August event desperately needed.

July

Event: MARC WA Chidlow Tavern Christmas in July Lunch - no Meeting (**RSVP Required**)
Date: Sunday 23rd July
Time: 10:15 for a 10:45 departure
Location: Stirling Square, Guildford
Details: A fairly direct run to the tavern has been organised (with minimal manoeuvring) from Guildford and up Toodyay Rd to avoid Great Eastern Highway. Otherwise, meet at the Chidlow Tavern at noon. There will be the choice of a Christmas in July special menu (see page 16), or you can choose from their regular menu. (The MG Club might also be there!)

Please RSVP by Sat 15th to Ian or Anne whether

- a. you are coming
- b. you want the Christmas in July special lunch OR the regular menu
- c. If you want the Christmas menu, do you want 2 or 3 courses?

No changing your mind on the day !!

RSVP (call, text or email) to 0403 811 911 (Ian) or 0407 867 703 (Anne) or iansteer@iinet.net.au

Organisers: Ian & Anne Steer

August

Event: MARC Run and meeting desperately needed !

Cont. over

EVENTS COORDINATOR (CONT)

Horace Misko

September

Event: York Motor Show
Date: Sunday 10th September
Time: 9am to 4pm
Location: Avon Terrace and Avon Park, York
Details: Free event, MARC-sanctioned event, always a good day out.
Organiser: Horace Misko

Event: MARC WA Déjà vu Busselton Rally
Date: Thursday 14th September (arrival) - Tuesday 19th September (departure)
Time: TBA
Location: Busselton and surrounding districts
Details: The event is based in Busselton and will feature the runs to local points of interest as used in the 2014 National Meet (see p11)
Organiser: Dean Roberts (0408 913 355) and Wes Hartley (0412 425 058)

Event: Curtin FM 100.1 Car Show
Date: Sunday 17th September
Time: Gates open at 6:30am, set up by 9:30am. Public entry is at 10am
Location: 6 Elderfield Rd, Waterford
Organiser: Horace Misko (0417 958 311)

Event: Bindoon Historic Vehicle Day
Date: Sunday 17th September
Location: Bindoon Oval

Event: Port Denison Vintage Car Beach Sprints
Date: Saturday 16th and Sunday 17th September
Location: Port Denison / Dongara

October

Event: Annual General Meeting
Date: Sunday 1st October
Time: tba
Location: Ray & Toni Mahony's house, 157 The Strand, Bedford
Organiser: Kathleen Kuenzel

Event: All Ford Day
Date: Sunday 1st October
Location: Steel Blue Oval, Bassendean

Event: Nungarin Searchlight Trip
Date: Saturday night 7th October
Details: Includes the "special event" lighting of the WWII anti-aircraft searchlight. Wayne currently has 36 MARC WA and Collie VCCC members going to this event!
Organiser: Please let Wayne Millman know if you are interested ph: 0408 477 472

Cont. over

EVENTS COORDINATOR (CONT)

Horace Misko

Event: Hubley Racing
Date: Saturday 14th October
Time: 4pm until late
Location: Jeffree's house, Dianella
Details: BYO BBQ choice, drinks and chairs. Edith will provide salads and sweets, tea and coffee. All club members welcome (you don't have to own a racer to be part of the afternoon/evening - there are always spare cars to be allocated)
Organiser: Allan & Edith Jeffree

Event: Bay to Birdwood in South Australia
Dates: Leaving Perth/Collie 16th October, returning by 28th October - actual Bay-Birdwood Sunday 22nd October
Details: Open to pre-1993 cars, maximum number of entrants is 1700, registration to participate in the event is essential. See Bay to Birdwood website for more information. A proposed itinerary for travel to and from the event is available (contact Wayne), and contact details for accommodation options can be emailed to members who are interested in attending
Organiser: Wayne Millman (0408 477 472)

December

Event: MARC WA Christmas Lunch
Date: Sunday 3rd December
Location: Mosman Park Bowling Club
Details: tba

Monthly

Event: LBW (Leeming, Bullcreek, Willetton) Coffee Run
Date: 1st Tuesday of every month (except January)
Time: 10am
Location: RAAFA Club, Air Force Memorial Estate, 2 Bull Creek Drive, Bull Creek
Organiser: Steve Seddon (VCCC)

2026 NATIONAL MEET NEWS

Andrae Moore

Don't forget, If you have any scrap metal, please contact Ray Mahony for collection: **9271 7630** or **0438 290 446**.

Also, keep collecting your eligible Containers for Change cans and bottles, and use the code **C11024600** to donate to the club, or bring your cans and bottles to a monthly meet and give them to one of the Rally Committee members.

WHITEMAN PARK CLUB RUN

Peter Sartori

Those of us that left from the starting point met promptly at around 9.00 am in the car park in Perry Lakes Reserve - a mixture of Model A's and moderns. At a little after 9.30am, we headed-off up the coast on West Coast Drive, crossed over Karrinyup Road to Marmion Avenue, turning onto Reid Highway, then exiting onto Tonkin Highway for a short distance, then turned right onto Beechboro Beach Road North and into Whitman Park. After a quick visit to the office to confirm that we were in the correct place, we moved our cars into the reserved area (M).



The brave Model A's (joined by Darryl & Tania's Tudor) at Whitman Park

Thanks to all the brave members who came on the run to Whitman Park> It was cool in that gazebo that I had booked, but at least we would not get wet.



Whitman Park "Area M"



Members chilling-out (literally) under the gazebo



The "old banger" Holdens nearly outnumbered the A's

CMC DELEGATE'S REPORT

Toni Mahony

In June, I attended Committee and General Meetings of the Council of Motoring Clubs.

There is an increase of one new club to the CMC, hailing from the Great Southern Classic Car Club, bringing the total to 103 member clubs. A motion to approve their membership was carried, subject to the club paying the usual fees.

The Classic Car Show, held in March, raised a profit of around \$9,300.00, a few dollars more than last year. Plans are already afoot to create a bigger and better event next year, with increased advertising. It is organised each year by Premier Events in conjunction with the CMC. A couple of clubs that were meant to display their vehicles decided not to come at the last moment, due to a forecast of wet weather – that didn't occur.

The National body is seeking the support of WA car clubs in their proposed National Economic Value survey – virtually providing the evidence of the value of the old vehicle movement in an economic sense. You should receive information about this in the future.

Carbon Offset – a webpage called such, is now incorporated into the CMC Website, to enable classic and historic vehicles to voluntarily offset their greenhouse gas emissions through Carbon Positive Australia. This is a purely voluntary act by members, if they so choose to become involved.

The AGM of the CMC will be held on Monday, 21st August, 2023. The Secretary of the CMC will be standing down and therefore his/her role will require a replacement. Time will tell what happens there.

Toni Mahony, Delegate.



I purchased it from the Aussie Desert Collectors auction site (It could be *dessert* collectors as this is so sweet !)

I have only ever seen about three of these over the years as the Lynas badges were more common.

Alex Kirkwood has one on his phaeton and Steve Read said he has one in storage.

Hopefully members will enjoy seeing one.

Ron Andrews

NEWS FROM THE TREASURER

Anne Steer

Hi everyone!

It's not often you hear from me in the Newsletter. I just want to give you a brief outline of the MARCWA bank accounts.

For years, we have been customers of Bank West. A year or so ago, we were given warning that Bank West were no longer going to offer Business Banking (which is our banking category). The transition would happen gradually.

When our Term Deposit came due, mid-June, we were alerted that it would no longer be renewed at Bank West. Bank West were very keen on us moving over to Commonwealth Bank Australia.

With only a few more grey hairs acquired, I (along with Toni Mahony and Kathleen Kuenzel) have set up a new Cheque Account and Term Deposit with CBA.

How does this affect you as members??? It will only be when you need to pay money into our account for membership, regalia etc. When your new membership comes due at the end of the year, you will be given a new bank account number for that deposit.

For those who want to know the CBA MARCWA bank account number now:

BSB 066-164 Account 1062 1294.

Please do **not** confuse this bank account number with the bank account number given for the 2026 National Meet Account.

MARC JULY ACTIVITIES IN YEARS GONE BY

10 Years Ago: Des Addison was farewelled on his around Australia Model A trip (after blowing a head gasket just getting to Perth from his home in Australind). 19 Model A's were on a run to Mundaring Weir, including Jeff & Theresa Blackman's first outing with the club. Report on a Kuenzel run to Mulberry Estate then Lake Jualbup (Shenton Park) where the Miskos had a bit of bother with their car, and the waterproofing properties of Moreton Bay fig trees were found wanting during the meeting. Final report from retiring Events Coordinator David Bussard, with a summary of who had organised runs over the past 14 years, and which direction they had all gone in. Also final comments from 7 year Editor Pat Bussard.

20 Years Ago: National Meet Committee reported they have 100 entrants at the end of the Early Bird period (63 Australian & 27 from the USA). Report on a run to a motorbike collection in Bullsbrook attended by 14 Model A cars and 1 AA truck. Another report documented a very large (maybe over 500 vehicles) and long Ford Cruise where quite a number of club members participated.

30 Years Ago: A topical discussion on fees: "Club has made a trading loss", "whether an increase in the lowest annual fees in Australia is warranted", "full annual subscriptions do not cover the cost of posting the newsletter to overseas members". Report on a run to Perth Observatory.

40 Years Ago: Report on a foothills run to Falls Road where attendees exceed the number of printed run sheets.

DÉJÀ VU BUSSELTON RALLY

Wes Hartley & Beverley Biggs

As reported in the June MARC of WA Newsletter, planning is advancing with what will be a great occasion for all lovers of Model A Fords.

The Planning Committee for the original 2014 Meet did a great job creating a variety of routes, and it is the intention to closely follow four of those journeys, one on each of the four days of touring. The routes vary between 62 miles (Dunsborough, Cape Naturaliste, Sugarloaf Rock, Yallingup, Canal Rocks) and 120 miles (Cowaramup, Margaret River, Boranup Forrest, Augusta, Cape Leeuwin Light House). All daily journeys will be on excellent quality roads, with beautiful coastal and ocean scenery, especially as our tour will take place during wildflower season.

It is suggested that those participating in the full event arrive on Thursday afternoon/early evening of 14th September, with the first tour day on Friday 15th September (and last tour day on Monday 18th). Special attention will be given to the Saturday and Sunday events for those whose work commitments limit them to just weekend attendance.

Whilst the program will emerge with more detail in coming weeks, we believe it will be a memorable event. The Saturday night will be a catered BBQ meal (BYO drinks), with a donation of \$20 per head requested, so that adequate catering arrangements can be made.

Rally HQ and hosts for the Déjà vu Rally will be Wes Hartley and Beverley Biggs. We have a large 3,000m² property at 19-21 Dorset Street, West Busselton, close to the CBD and just 150 metres from Geopraphe Bay.

The property is surrounded by secure fencing and gates, able to accommodate at least 15 Model A's, in addition to 15amp powered sites for your camper or caravan. If the weather becomes a little damp or cold, there is even a glamping opportunity in a tree house sufficient to accommodate up to four sleeping bags/mattresses. There are ample BBQ and cooking facilities, so self-catering is the theme, apart from the Saturday BBQ. There are adequate facilities for vehicle maintenance also.

By the time of the Déjà vu Rally, we are hoping to have completed our new ablution facilities for camping in a natural bush setting, including hot shower and toilet, in addition to an existing disability shower and toilet.

There is also an abundant supply of motel accommodation within two kilometres of Rally HQ.

We are encouraging you to make the effort to bring your Model A, or request a seat in one. Some have indicated bringing a modern, towing a camper, plus a Model A. The emphasis is on Model A's, as it was back in 2014, when the City of Busselton was flooded over 120 Model A's from every state and territory.

Wes will act as Secretary for the Déjà vu Rally, in order to gain numbers for both tour events and catering, in addition to assisting with accommodation. A registration form will appear in the next MARC Newsletter with specific details of events, but it is IMPORTANT that you register your interest as soon as possible.

Our Club President, Dean Roberts, will act as Director of the Meet, with able engagement of Horace Misko as MARC Events Organiser.

Save the Dates! Thursday 14th to Tuesday 19th September 2023 in Busselton.

Contact Wes by e-mail or text on: whh@westnet.com.au mob: 0412 425 058

We look forward to welcoming you back again to Busselton!

MODEL A BIG FOOT

"Rolling Art" Facebook page

This Model A Ford convertible coupe or cabriolet was originally manufactured around June of 1930. It is believed that this car was shipped new to eastern Montana by rail from the Ford assembly plant in Chicago. This car was modified in 1936 by Roman Chupp of Bloomfield Montana for Milton Hill, also of Bloomfield Montana, who used it to deliver rural mail around Bloomfield Montana. A Model T Ford truck rear axle assembly was installed along with four Goodyear 11.25 x 24 pneumatic tractor tyres mounted on 24" tractor tyre rims. These wide and tall tyres let this car float over packed snow drifts as well as plough through deep loose snow due the increased ground clearance.

These tyres were introduced in the mid 1930's and were Goodyear's first pneumatic farm tractor tyres. They had a diamond with a hole in the centre for the tread pattern. This distinctive tread design was not self-cleaning when running in mud, so these tyres were not as popular with some farmers as they might otherwise have been. Goodyear had thousands of various sizes of this type of tyre in their warehouses in the late 1930's and found it hard to find homes for them. They eventually sold them for snow applications such as on this car, or for use on agricultural equipment such as grain combines that were normally only used in dry weather conditions.

The rear axle and wood spoke wheels are from a 1919 – 1927 Model TT Ford one ton truck. That axle assembly was installed in order to get the higher numerical axle ratio to handle the larger diameter tractor tyres. The front wheels are made from mid 1928 – 1929 21" Model A Ford wheels. The outer row of spokes was long enough to reach the dropped section on the inside of the 24" tractor rims. The inner crossed spokes were too short to reach the tractor rims. They were completely removed and replaced with spokes about 3" longer. All welds on this conversion were done with an acetylene torch because electric welders were virtually non-existent in rural Montana back in 1936 when this conversion was done.



MODEL A BIG FOOT (CONT)

"Rolling Art" Facebook page



TECHNICAL TIP

Tom Endy (Model A Flyer, June 2023)

It Stalls at a Stop

This is a common complaint often heard from Model A owners. My experience has been that it has to do with the Zenith carburettor. On most forums numerous theories are offered; many of them contradictory.

Every once in a while, I encounter a Zenith that defies being fixed so that it does not stall at a stop. It can be very frustrating. However, I think I may have hit upon the problem.

I recall attending a Zenith seminar years ago at a MAFCA meet conducted by Herman Reise, who was an old fellow, since passed away, who knew quite a bit about Zenith carburettor restoration. He made a statement that stuck in my mind. He said that "there hasn't been a decent throttle plate produced in 50 years". Unfortunately he did not elaborate.

Occasionally I find a throttle plate where someone has filed a groove in it right where it approaches the hole in the throat of the carburettor for the idle circuit. I have never figured out why this is done. I think that doing this would upset the flow of the proper amount of air to the idle circuit.

Snyder's Model A catalogue has an interesting statement concerning the reproduction throttle plate they offer. "Made of brass as original with correct angles on the edges. USA". Recently I was rebuilding two Zeniths that road tested perfectly until I came to a stop, then the engine stalled.

Nothing I did to the Zeniths resolved the problem. The float level was set to different heights a number of times, the throttle shaft was replaced, the throttle bosses re-bushed, the float replaced. The float valve was replaced with a Viton tip. Flow tested jets installed. All the passage-ways were open. It was then I began to think about the throttle plate itself. If the throttle plate does not close on the idle circuit hole in the throat properly, it could adversely affect the flow of air to the idle circuit and the transfer from run to idle would be disrupted. Maybe old Herman was on to something. Maybe back in the J.C. Whitney days, the Model A Kingdom was flooded with throttle plates with the angles not ground correctly - that has continued to the present day. I ordered two throttle plates from Snyder and installed them in the two Zeniths that both stalled when coming to a stop. Problem resolved!

This was quite a revelation. It could be that there is a multitude of incorrectly ground throttle plates floating around, or it could be that some of the originals that have survived have become worn such that they do not close on the idle hole properly.

Whatever is the case, when rebuilding a Zenith I will be installing new throttle plates from Snyder. I suspect some of the other better suppliers, such as Bratton's, are offering the same throttle plate. However they don't say so in their catalogue.

The small hole in the throat of the upper casting allows air to flow into the idle circuit when the throttle is closed. The throttle plate closes such that half of the hole just peeks above the closed throttle plate.



CHIDLOW TAVERN MENU

For those interested in the July 23rd run to Chidlow Tavern, please advise Ian or Anne Steer whether you want the 2 course, or 3 course Christmas Lunch special - or will be selecting from their regular menu.

Chidlow Tavern
est 1908

CHRISTMAS
in July

ENTRÉE
Creamy Pumpkin Soup.

MAIN
Honey glazed Ham, Roast Turkey, roast potato & pumpkin, carrots, cauliflower au gratin, fresh greens & gravy.

DESSERT
Christmas pudding, custard & cream.
Tea or Coffee

Available for lunch or dinner
throughout July for groups of 10+.

\$53 per person - 3 courses
\$47 per person - 2 courses

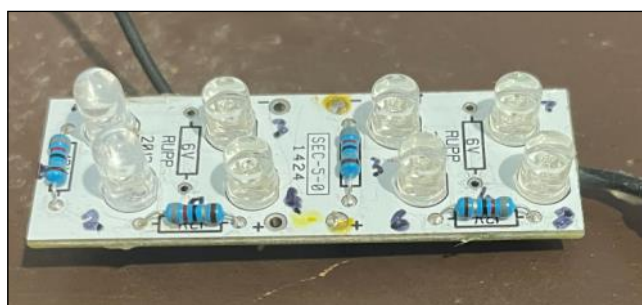
Bookings essential

MEMBER'S SHED ACTIVITIES

To follow-up on the last report of the Editor's activities on his car - it was completed in time for the June 11th run to Whiteman Park (and braved the rain to participate). Points to note:

1. The wiring loom from Early Ford Parts was very good - copied directly from a RHD loom
2. **DO NOT** put your new grease nipple on the top of the sector shaft housing. Not only is it harder to tap (because you can't get a full turn due to the steering box) , but (and much more importantly) - IT GETS COVERED BY THE CHASSIS when installed!!! (a right-angle nipple may make it accessible)
3. Don't be slack sealing the easiest part to seal of the whole steering box (the cover plate) - now I have to pull it out again :-)

The next upgrade I am attempting is (prompted by Paul Kelly as the latest of many complainants ☺) to make the LED indicators on the car slightly less invisible than they are. I disassembled one unit and worked-out how it is wired. There are 8 LEDs in each. I substituted a couple of the brightest, locally sourced LEDs I could find - and indeed they are much brighter. As I type, another 50 (even brighter, and much, much cheaper) LEDs have arrived on my desk - now to



unsolder 32 LEDs, clean the solder out of 64 holes, and solder 32 bright, shiny new ones in.



Darren Jeffree made himself a fly cutter for his milling machine and has been facing some manifolds and heads.





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