

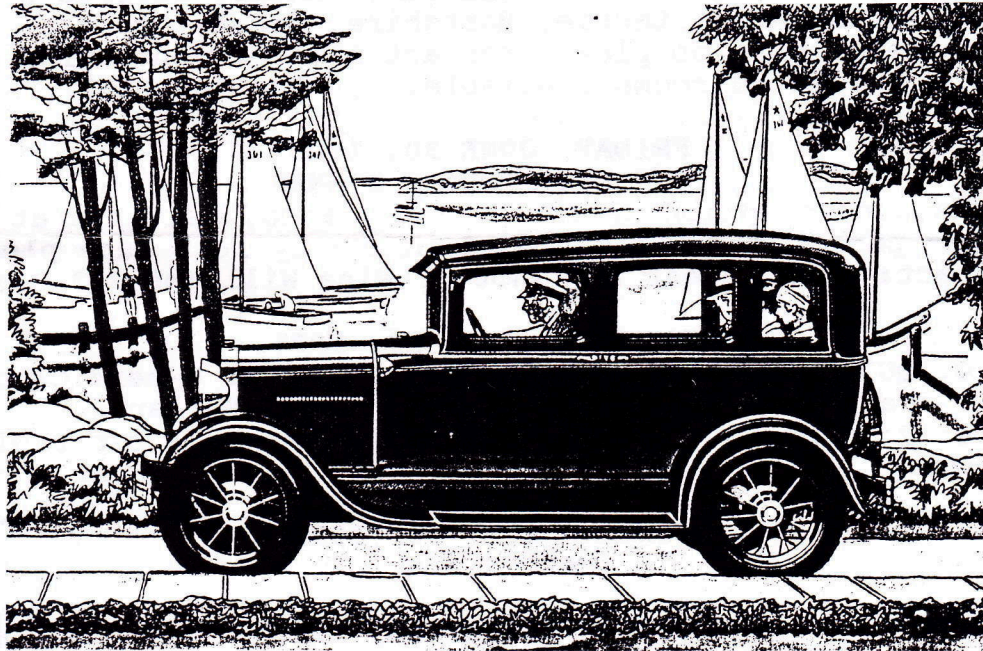


Western Model A News

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

Year XV Number X

MAY, 1995



TOURING AMERICA™ - "Clear Sailing"

1929 Ford Advertising illustration from the collections of
Henry Ford Museum & Greenfield Village Dearborn, Michigan ©

They put me to work on the assembly line,
My clock-card number was 90-90-9.
Those Fords rolled by on that factory floor,
And every fourteen seconds I slapped on a door.
Those Fords rolled by all day and all night,
My job was the front door on the right.
Foreman told me the day I was hired,
"You miss one door, Mr Jones ... you're fired."
I slapped those doors on, always on the run,
Every fourteen seconds, never missed a one.
And I staggered home from work each night,
Still slappin' 'em on - front door right.

from "You Gotta Fight That Line"
by JOE GLAZIER
from "Ford" by Robert Lacey

Next Meeting/Run:- Sunday May 21 - GARDEN CITY, BOORAGOON 9:30AM in Carpark.

This Club is the **WESTERN MODEL A-s** Chapter of the Model A Ford Club of America, Inc.
MAFCA - 250 South Cypress, La Habra, California, 90631-5586, USA. - Foreign membership:- US\$24.00 per year.

OFFICE BEARERS: *President:* ALAN JEFFREE ██████████ *Secretary/Treasurer:* RAY MAHONY ██████████
Vice-President: STEVE READ ██████████ *Vehicle Examiner:* STEVE READ ██████████ *Editor:* LOUISE READ ██████████

COPY DEADLINE: By the first day of the month to: ██████████, Thornlie, 6108

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

SUNDAY MAY 21, 1995

Meet at Garden City, Booragoon carpark in front of Myers;
corner of Riseley St & Abernathy Rd at 9:30AM for 10:00AM
start. The run is approx. 50kms. Morning tea stop enroute.
Organised by: David & Pat Bussard.

SATURDAY, JUNE 24 - SUNDAY, JUNE 25 1995

Meet at Apple Street, Upper Swan, at 9:00AM
Overnight trip to New Norcia - \$50 per double
Participants registered: Williams, Annear, Jeffree X 2,
Smith, Read, Laurie, Berkshire, Guest, Cooke.
Others wanting to go please contact Alan or June Smith ASAP
- limited rooms available. Ph: [REDACTED]

FRIDAY, JUNE 30, 1995

15TH ANNIVERSARY DINNER

Dorchester Reception Centre, 37 Rome Road, Melville at 7pm
\$25 per person for buffet and drinks - by 10th June please!
Contact: Dora Annear [REDACTED] or Nina Williams [REDACTED]

WEDNESDAY, JULY 12, 1995.

C.C.C. QUIZ NIGHT organised by the Vauxhall Owners Club at
Cascades Tavern, 231 Guildford Rd, Maylands.
Time: 7:30 pm. Cost: \$6.00 per person 8 per table.
Contact: Ian or Jill Bain [REDACTED] by 16th June 1995.

SUNDAY, JULY 30, 1995

MARC A.G.M.

SUNDAY, AUGUST 20, 1995

Organisers Mike & Laurel Cooke.

MONDAY, SEPTEMBER 4, 1995

Annual Wildflower Run

Suggested itinerary: Day 1 Perth - Wubin. Day 2 Wubin to
Three Springs. Day 3 Three Sp. to Dongara. Day 4 Dongara
to Jurien or home. Your choice!

Four cars registered to date.

Contact Jim [REDACTED] or Alan [REDACTED] PRONTO if you wish to
participate. Bookings need to be made NOW.

SEPTEMBER 23 and 24, 1995

Celebrating 100 years - Yarloop Workshop's Steamfest '95.

SEPTEMBER 30 - OCTOBER 2, 1995 - Long Weekend.

Organiser required. Club members are interested in
participating.

OCTOBER 1995

Organisers: Jack & Mavis Berkshire

NOVEMBER 18 - 19, 1995

Bendigo Swap Meet

NOVEMBER, 1995

Organisers: Reg & Coral Blewett

DECEMBER, 1995

Christmas Dinner - organisers required please.





COUNTRY CRUISE TO KIRUP FOR EASTER '95

EASTER FRIDAY morning eight Model A's complete with occupants left Pioneer Village, Armadale about 9:30 for a leisurely weekend away. Rain was 'softly' falling, if you were in a Tudor but for those in the Phaetons, it was 'p...ing' down !!

Our first stop was just south of Pinjarra where morning tea was gladly had. Kids enjoyed a scrappy footy match under the trees while the adults enjoyed hot cuppas and some fresh easter buns (thanks Barrie & Gwen).

All arrived safely at Brunswick Junction for lunch and once again the heavens opened up and down came the rain - the real first heavy rains since last winter! What a sight - 26 people all huddling under awnings out the front of the local VET - who came and gave us fridge magnets - think he thought he had lots of customers at first. Darren and Chris arrived in a modern with a trailer load of car bits and pieces for storage at the Kirup farm.

It was then a trouble free run right through to the Kirup farm which is nestled amongst rolling hills - the only flat part being the main road - and the outside, Royal Doulton dunny seat!! Ron, Lesley and kids also arrived safely.

Cookes, Mahonys, Andrews and Smiths all decided to brave the elements and set up tents on the sloping hillside in front of the shearing shed - others set up camp inside the highly perfumed shed and the woozers (very few) went to the comfort of Mike Wringe's house!

Kids explored the sheds, yards, fields, etc. while the adults chatted, put on the kettle and made themselves comfortable.

Alan J. cooked us delicious BBQ fish for dinner and Edith had whipped up some delicious salads to go with it.

Louise really killed the party by ordering Matthew and little Darren to bed about quarter to ten - somehow everyone else got the message and all were in bed by 10pm. With the full moon came the roaring of the bulls, freezing cold temp and dew so thick you could lick it!

SATURDAY dawned crisp and slightly overcast for a while. All were glad of the hot breakfast of bacon, eggs, tomatoes, toast and hot tea or coffee - just to get us warm again after almost freezing to death in the tents and shed - the woozers in the house were quite happy with their lot.

Just ask Ron how cold it was (seeing he left his sleeping bag home - even Lesley couldn't keep him warm that night!) The Duns and Polley's from Manjimup, arrived safely and after more chatting and cuppas, inspecting cars, etc. we all headed off into Donnybrook for the Apple Festival Parade. After having a wander around the bustling town, we all assembled at the start point for the parade and after a considerable wait, all was organised and we joined in with the other floats, displays, trucks, carts, etc for the parade down the main street and to the showgrounds. The cars were placed on display and we spent a few hours wandering around the fair before leaving about 4:00pm for Kirup. Called in to Kirup Tavern to see John Carter but he was fast asleep. Farewells were said to the Duns and Polleys who then headed back to Manjimup and the rest of us returned to the Kirup farm.

Mike W. decided it was cold enough for an 'outside' fire (would have been nice inside the shed) so we all sat around toasting ourselves like butts of beef on a spit! Hunger called about 7pm so the BBQ was lit and tea cooked. Ron and gang headed back to Perth after tea while the Wringe and Mahony families headed off to church. The rest of the adults waffled on inside the shed and the kids had a roaring time racing around in the wilds outside. Most had retired to bed when the church goers returned. Some time during the night the Easter Bunny called around and left some eggs for all. The bulls roared for a couple of minutes only - thank goodness.

EASTER SUNDAY and another Easter Bunny arrived (Darren J) with his little basket of brightly wrapped chocolate eggs. Cookes also discovered the roaring bulls last night were in fact Ray Mahony doing a great impersonation - silly twit! Hot delicious breakfast was gladly partaken once again. At morning tea we celebrated the 12th Birthday of Scott McCabe and the First Wedding Anniversary of Jack & Mavis - they all shared a delicious cream sponge that Edith kindly made for the occasion. Chris and Leanne headed home for Geraldton and we all then left for the run into Busselton. Most enjoyed hot fish and chips at the jetty park. Cookes and Wringes did a quick visit to friends and rellies while the rest of us loafed or strolled along the beach. 2pm and we were all off on a scenic route through to Nannup where we had a pit stop, the kids a quick game of footy and the adults a browse in the shops. The scenic drive from there through to Kirup was somewhat hair raising on a few of the narrow corners with oncoming traffic obviously not expecting anyone else to be on the road - but we all arrived safe and sound back at the farm for another delicious BBQ tea with salads, etc. The evening produced more jokes, singing, etc. and another roaring fire for the kids to sit around. All headed off early to bed after our busy day.

MONDAY morning was a bustling affair with eating breakfast, packing up, demolishing tents, checking vehicles, cleaning out the shearing shed and generally getting our act in gear for the trip home. We visited Mike W's nephew's tomato farm and collected ourselves some sweet, delicious tomatoes. We then journeyed to Donnybrook where most bought fresh fruit and veges at most reasonable prices, filled the cars with petrol and departed for home....well some of us 'departed' further than others - about 5km from Donnybrook, Cookes Tudor decided to make 'wonderful' noises from the engine, well, rather loud metallic type ones anyway. Darren, Germaine, Matthew & little Darren stopped to check on the trouble then headed back into Donnybrook to make arrangements for the Tudor and trailer to be left at a local garage. How lucky could you be, a lady was returning to Perth and took Cookes with her while Scott opted for a ride in the Jeffree Tourer. Alan J. also returned to see what had happened so the two Jeffree Tourers trundled on home together. From all reports, everyone else and their vehicles arrived safely.

It was a GREAT weekend, good food, terrific company - **MANY THANKS TO THE JEFFREE & WRINGE** gang for organising the weekend and accommodating us all.

"15 YEARS OF MODEL A-ING IN WESTERN AUSTRALIA"

This is a personal message to all Members of our MODEL A CLUB. Yes friends, we will be 15 years old in June of this year, 1995, and so a celebration is called for.

Before telling you the date, time and place, please think seriously about trying to come along so we can all enjoy a happy time together at our **Birthday Party**. Of course it is not compulsory to wear clothes of the 1928 - 1931 era, but it would be nice if as many as possible could make that little special effort to participate.

Nina Williams and I have made heaps of enquiries and finally settled on the Dorchester Reception & Function Centre, 37 Rome Road, Melville. The date is FRIDAY, 30TH JUNE, 1995 and the time, approximately 7:00PM.

Now for the cost, which you must agree is most attractive, \$25.00 per person, which covers a comprehensive buffet AND - wait for it! - ALL DRINKS. Yes! \$25.00 each is for everything, food, beer, wine, soft drinks, orange juice and mineral water.

This is the first notice about the Celebration in June, SO PLEASE mark your calendars or diaries. It won't be long before the 30th of June is on us and, remember, getting together is what keeps us together.

You can give NINA or myself your names as from now and we must have the money by the 10th of June please.

....DORA ANNEAR.

EDITH'S SHEARING SHED PASTA SALAD

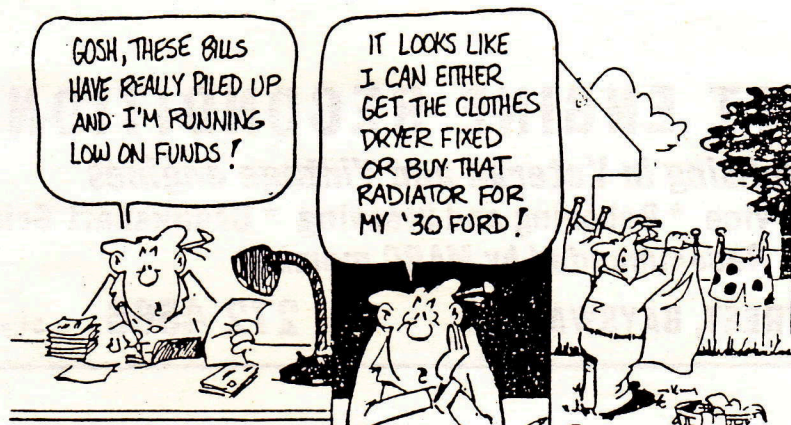
- 1 bag Twist pasta
 - 1 finely chopped onion
 - 1 can corn kernals
 - 3 sticks of celery - finely cut
- Sprinkle of curry powder to taste, pepper & salt
Hand full of sultanas
Diced ham (couple of ham steaks ideal)
Few diced gherkins
Mayonnaise



Cook your pasta - mix all ingredients together - add enough mayonnaise to a creamy consistency. Serve up and enjoy !

"Otto Mechanic"

By Jay Piersanti



COMBINED CAR CLUBS - CLASSIC CAR SHOW
WHITEMAN PARK - APRIL 2, 1995

SUNDAY, April 2nd was a significant day for car enthusiasts of W.A. The Combined Car Clubs of W.A. committee had worked long and hard to set up the day. Twelve hundred plus vehicles of all makes and models made up a brilliant display of motoring collectables from the four corners of the State. Steve Read of our Model A Club was one of the chief organisers of the day. Congratulations Steve on a successful event.

Eleven Model A's were at the park to represent our club. Nine vehicles made up our club display - Mike & Laurel Cooke, Barry Guest, Jack & Mavis Berkshire, Trevor Wright (Brewery Truck) Toni Mahony, John Hall, Peter & Elaine Gilberthorpe, David & Pat Bussard and Jim's Woodie. Our nine Model A's were varied in body style, so giving the public a look at the variety produced. Our members spent a pleasant day under the shade of a coolabah tree, chatting and making several jaunts to view the other vehicle displays. In true Model A organisational style, we had Peter's BBQ, Barrie's home made buns, Edith's food goodies and the Swan Brewery's free samples to satisfy our inner needs during the day. Alan and Edith decided they needed to spend Saturday night at the park because of a tight time schedule on Sunday morning. They had to have three Model A's at Whiteman Park on Sunday, erect our hired club tent and be on marshall duty by 7 o'clock. Thanks to Darren & Germaine's help on Saturday afternoon, they achieved this and spent a quiet evening in the club tent. Darren and Alan entered their cars in the Vintage Concours. Of course they parked alongside one another to confuse the judges. Darren is to be congratulated on being judged the top Vintage Car Award for 1995. He has his name engraved on a large perpetual cup which is housed at the Whiteman Park Museum and gets to keep a small replica. In all the day was very enjoyable and a special thank you to our members who supported our display.

....ALAN J.

STEVE READ

For all your Model A Ford - * Repairs * Parts * Tyres
Phone or fax 459 4200 Mobile 018 924 299



QUAILS - Extra Special Price this month \$83

RAY ABBOTT ENGINE RECONDITIONING

** Specialising in Veteran and Vintage engines*

** Cylinder Head Service * Reboring and Sleeving * Crankshaft Grinding*

Recommended by MARC member

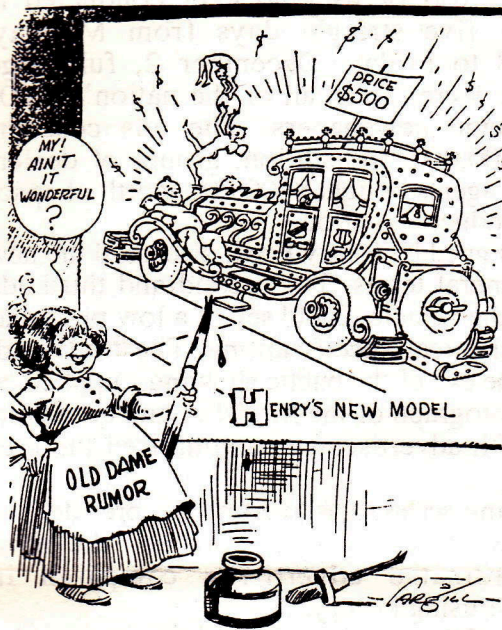
Established 1973

18 RIO STREET, BAYSWATER

272 4566

34 years Experience

WHEN RUMOR GETS THROUGH WITH IT



"It is rumoured that the car will be a six. A startled country rubs its eyes. The rumour is contradicted. It is rumoured that the famous hood [of the Model T] will undergo a change and that the time-honored radiator is to have its face lifted. This rumour too is contradicted. But pictures purporting to represent the new-model car in action and at rest are smuggled to the press, debated by the nation, disavowed by the Ford Company, replaced by other pictures, which in turn are half-confirmed, debated, disavowed - and the car-that-is-to-be remains consistently on the front pages of the newspapers." "New York World", November 17, 1927

Golden Silence

The story of the launch of the Model A Ford
adapted from: David L. Lewis's:-
"The Public Image of Henry Ford"
by Bevan Sharp

By the spring and early summer of 1926 it was becoming apparent to virtually everyone in the Ford organisation, except Henry Ford and one or two other executives who were wearing blinders, that the Model T was failing competitively. Despite an improved auto market, Model T sales during April-June 1926 dropped 154,000 from the comparable period in 1925. It was rumoured that the Model T would become more stylish but Ford issued a denial remarking that they had already given the Model T colours and a nickel-plated hood. "Yes" a New York dealer was quoted, "you can paint up a barn, but it will still be a barn and not a parlor".

It was rumoured that the planetary transmission would be replaced with a selective gear shift, he would add a fourth speed, adopt a new carburettor permitting 30mpg, produce an 8-cylinder model to sell below \$1,000, introduce a new car to be named the Edison and even build a 2-cylinder car with as much power as a four!!

On May 18, 1927 a Detroit police official requested the immediate purchase of 111 Model Ts for the police scout fleet, quoting an 'authoritative source' that the Model T would be abandoned on May 28.

On the evening of May 25, 1927 Ford gave in and announced it would build a new car. The story was front page news on every newspaper in the country.

Under grey skies during the afternoon of May 26, 1927, Edsel Ford drove the fifteen millionth Model T off the Highland Park assembly line. With Henry beside the car the last Model T headed a procession of company officials and fifteen reporters and cameramen. An era was over....

The world wide interest and publicity which accompanied the advent of Henry Ford's new car was without precedent in the annals of business. During the Model A's six-month gestation period hundreds of reporters and writers stood on tiptoe to get a peek at what was going on in Ford's engineering shops; begged, bought or stole any scrap of information or photograph that might conceivably have to do with the new product; and wrote literally thousands of speculative columns about it.

From late June until the Model A's debut in December there was not a week - indeed not a day in some weeks - in which fresh stories about the new car were not circulated around the country. The car was to have twelve cylinders, the car was to be solar-energised electric, a teardrop, a pocket Diesel; the car was a secret disappointment to Ford, the car was a dazzling success that would put Chevrolet in the shade. Cartoonists thrived on the subject:- the new model was pictured with seventeen cylinders, as a collapsible car that could be parked on the sidewalk disguised as a trash can; with gold



radiator ornaments and door handles; with long ears on each side, so no other car could pass it, and so on. St Peter, it was said, was stopping all Detroiters as they applied at the Pearly Gates and promised to admit anyone who could describe the new Ford.

Illustrations of the new car were at a premium. A representative of *Automotive Daily News*, while roaming through a Detroit printing plant, picked up a scuffed and dirtied sales promotion folder showing the Model A and published it the next day. A lucky reporter on Michigan's *Brighton Argus* stumbled upon the new Ford parked outside a restaurant in his local town and his photographs were published throughout America.

The suspense and speculation deepened as no statement on the vehicle was issued between May 25 and August 10 when Edsel Ford made a simple announcement:- "The new Ford automobile is an accomplished fact. The engineering problems affecting its design and equipment and affecting its manufacture have all been solved ... The tests already show it is faster, smoother, more rugged and more flexible than we had hoped for in early stages of designing." The

revelation was, of course, page-one news.

As the dearth of official information continued, the rumour machinery among the press compounded. It seemed that virtually everyone had a plausible story to tell about the new Ford. In Ohio the *Elyria Telegram*, bewildered at the flood of contradictory reports coming over its wires, resolutely decided to publish all of them: "We feel ourselves going sixty-five miles an hour, using a gallon of gasoline for each thirty-five miles and are concluding that it is going to be cheaper to go than stay."

From August 10 until October 11 the Ford Company made no mention of its product; until Edsel revealed that the new vehicle would begin to roll off the assembly line within a few days and that dealers had received down payments for 125,000 of the automobiles. The *Lynn Telegram-News* in Massachusetts said that the orders represented "a demonstration of faith and confidence in Ford which had no precedent in world history."

The next announcement was on November 25 when banner headlines proclaimed that the new car would be given its first public showing on December 2. On November 26 the company released a photograph showing Henry Ford wielding a hammer and die as he stamped "No 1" on the motor block of the first car. The photograph showed nothing of the vehicle except a portion of the engine, yet it was reprinted everywhere.

In the meantime, 40,000 highly specialised machines that were incapable of producing anything except the Model T were thrown out and the mechanism of the Ford plants was rebuilt from the ground up. The retooling of the Rouge complex and the concurrent overhauling of thirty-four domestic assembly plants, twelve overseas factories and scores of suppliers' shops constituted an unparalleled changeover. Large-scale production of various components began mid-October, and on October 21 the first car was assembled. By November 1 approximately twenty cars a day were being produced.

By that time the company's dealers were in dire straits. Their showrooms had been empty for many months. By the thousands, in May, they had bravely displayed window posters imploring: "Wait for the new Ford!" As the summer wore on they put up other signs: "Wait for the new Ford cars - Speed, Pick-up, Flexibility, Beauty, Comfort - Coming Soon." Yet all too often by late summer the premises looked increasing desolate; the windows were dusty, the posters fly specked, the general premises forlorn. Under the circumstances, Ford could give his dealers little encouragement.

Dealers may have derived little comfort from their competitors inability to take advantage of the lack of Ford vehicles in the market place. Chevrolet's 1927 sales increase was only about a fifth of Ford's decrease. Across the industry there were approximately 1,000,000 fewer passenger cars sold in 1927 than in 1926 - a reduction attributable solely to the demise of the Model T. Bankers and economists were even attributing a mild economic recession to prospective vehicle buyers postponing their decision to buy an automobile by adopting a wait-and-see attitude. This was perhaps not an unreasonable assumption as, at the time, the auto industry consumed 18% of the nation's iron and steel supply, 85% of its rubber, 75% of its plate glass, 28% of its nickel, 27% of its aluminium; and so on.

The advertising launch of the new Ford for its sheer size of appropriation and breadth of coverage dwarfed any previous effort of its kind ever conducted in America. For five straight days from Monday, November 28 to Friday, December 2, full page advertisements were run in all of the nation's 2,000 English-language newspapers. The ads cost the company \$1,300,000. In addition, groups of dealers and individual agents bought \$400,000 worth of space during this introductory period.

The first ad, signed by Henry Ford, discussed the new car only in general terms. The second and third ads promised that the vehicle would sell at a low price and disclosed mechanical specifications. The fourth ad, published on the eve of the public showing, supplied, at long last, a photograph of the Model A and quoted its prices. The fifth advertisement summarised the four previous ads.

This advertising series, was cited by the president of the Advertising Club of New York as "the most soundly coordinated advertising campaign in America's advertising history..."

On November 30 a press preview of the new model was held in Dearborn and, on the following day, a private showing for 7,000 of New York's elite was staged in the Empire Room of the Waldorf-Astoria. Then, on December 2, the doors were thrown open to public showrooms, convention halls and assembly plants where the Model A was on display.

Ten thousand people stormed Detroit's Convention Hall at the 10am opening, by nightfall 114,849 persons had filed past the new car. Before the opening in Broadway, New York, the street was so jammed the New York manager hired Madison Square Garden and a total of 1,250,000 New Yorkers saw the Model A in five days.

More than 10 million persons saw the actual car within 36 hours of its showing. Inside a week the figure was 25 million.

In less than a fortnight the company had orders for 400,000 vehicles. By January 10, 1928, 727,000 cars were sold. Unfortunately, by New Years Day production was only 125-140 vehicles a day. By mid-year output exceeded 4,000 and by years end almost 800,000 vehicles had been assembled. Output in 1929 was 1,851,092 vehicles. Actual sales in 1929 were 1,710,734 vehicles, taking 34% of the market and outstripping Chevrolet by 400,000 units. In 1930 Ford's cars outsold the entire line of General Motors by about 300,000 units. However, by 1931 the Depression had caught up with Ford and only 619,757 units were sold.

Ford made a conscious effort to put the new car in the "best garages". "If you can sell the classes, the masses will follow." Douglas Fairbanks had one, as did Mary Pickford and Franklin D, Roosevelt. So, the Model A quickly became a prestige car.

Of the 4,320,446 Model A-s produced in the United States more than 300,000 existed in 1962. Some auto historians and old-car enthusiasts maintain that the Model A - pound for pound and dollar for dollar - is the best car ever built.

AND YOU OWN ONE (or two...)! •

Notebook

BIRTHDAYS: Happy MAY birthday to the following members:
Mavis BARENDSE, Dorothy BENNIE, Barbara BLEWETT,
Jim DEMIRIS, Pauline EDWARDS, Rosalie EVA, Elaine
GILBERTHORPE, Sonia HEARD, Alan JEFFREE, Karen KARRI-
DAVIES, John McLEAN, Ron PLEYSIER, Louise READ,
Bevan & Helen SHARP, Edward WHITTINGTON, Rex WILSON,
Joe WOJDYLO and Pauline WOOD.
The BIRTHSTONE for MAY is an Emerald and the FLOWER is
Lily of the Valley.

LIMITED EDITION: Pre-release offer - the contemporary
history of the Australian Model A Ford entitled "THE NEW
CAR - Australia Welcomes the Model A Ford" by Ian Irwin.
Over 100 pages of text, incl. Ford Aust. Press Release
information, facts, statistics and graphic adverts.
RRP \$24.95 Pre-Release Sub. \$19.95 if ordered prior to
JUNE 1, 1995. Send your money plus \$3 p&p to IAN IRWIN,
[REDACTED] GARRAN, ACT, 2605.

LIFE IN THE SLOW LANE - IN CANBERRA !
To help clarify the illustration on un-numbered Page 4
of the Model A News, March/April 1995 edition of the
Model A Restorers Club (Australia) - please note that the
chappie is not 'gassing' the rumble seat compartment but
is merely filling up the 'gas' jerry can(s) that are
positioned on the running board of the Model A. This is
in preparation for the long haul - west to east - for the
1998 Canberra National Meet.

DID ANYBODY SEE the April/May RAC Road Patrol, page 32; a
photograph of a stripped Model A Ford at the Whittaker
Hill Climb in 1929? The RAC is interested in anyone who
can identify the driver or where the Whittaker Hill Climb
was held. Contact: Road Patrol Editor on (09) 421 4466.
Maybe one of our members can solve the mystery for them.

QUOTES OF THE MONTH (actually ANY MONTH):
"Why didn't Noah swat those two flies when he had the
chance." by Mr. Anon.

Editor's Special: "Stealing from one author is plagiarism;
stealing from three authors is research!!".
by Sir Owen Dixon

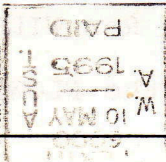
DID YOU KNOW?: 1858 Aussie Rules' Odd Start.
In August, the first Australian Rules Football Match was
played between Scotch College and Melbourne Grammar.
It took four weeks to play due to a number of factors
such as bad light and one of the teams forgetting to show
up. The final result - a draw !! C'MON THE EAGLES !

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



PAISLEY Ian & Dianne
NORANDA, 6062

**Western
Model A News**



Introducing

DAVID MOOR

Specialising in

*Pouring and machining of
white metal bearings*

Deal direct with the tradesman who understands
VINTAGE ENGINE RECONDITIONING
Competitive rates for all Club members
Contact David after hours on 459 3296
11 Gilchrist Street Kenwick

Fifteenth Anniversary Dinner

FRIDAY, 30th JUNE, 1995

Dorchester Reception Centre
37 Rome Road, Melville - 7pm

\$25.00 per person for comprehensive buffet
and all drinks.

Contact: Dora Annear [redacted] or
Nina Williams [redacted]

Era costume if possible please

Bookings and payment by 10th June please.

