



# Western Model A News

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

Year XXI Number X

MAY, 2001

## THE MECHANIC'S LAMENT

I'm a journeyman technician in an automotive shop,  
I'm supposed to know the answers from the bottom to the top.  
I should diagnose the problem with just a single look,  
And if I fail to fix it, you think that I'm a crook.

When I charge you for my labour, you bitch and scream and moan,  
And even call and threaten me upon the telephone.  
But technology in the auto is advancing every year,  
And for the systems I must know I simply have no peer.

I must be more electrician than the man who wires your home,  
For the wiring system in your car outstrips the Astrodome.  
The refrigeration systems that I'm supposed to know,  
Have far more gadgets than your home to make the damn thing go.

Electronics now have made the scene and more are coming yet,  
Some models now will far exceed your television set.  
In hydraulics I have more to learn than a specialist in pumps,  
It's no darn wonder that some days I get down in the dumps.

Torque converters and transmission with servos, valves and gears.  
With models by the hundreds introduced in recent years.  
Fuel systems of a hundred different kinds I must adjust and meter,  
Each far more complicated than your furnace or water heater.

The principles of combustion I must know from A to Z,  
And gear trains that will far exceed most all machinery.  
I'm in welding, I'm in plumbing for water, vacuum, oil and fuel,  
Compared to me, a plumber is a kid in primary school.

There's models, makes and systems, some seven hundred strong,  
And new ones coming up each year to help the scheme along.  
Now compare me to the doctor whose prices make mine meagre,  
Yet folks revere his expertise ever more impressed and eager.

The human body hasn't changed in twenty thousand years,  
And every model works the same, from the ankles to the ears.  
There's years of school to learn his field and almost none in mine,  
I've learned by practising my trade and I read what I can find.

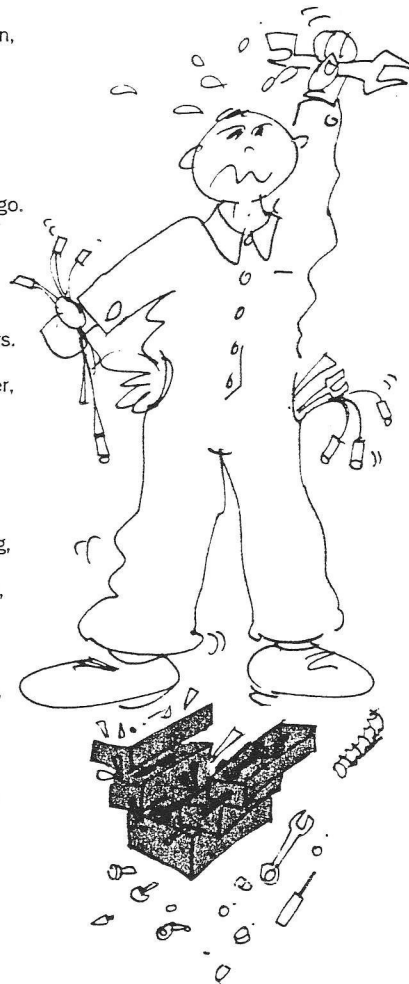
There's lots of books he has to read, his procedures to define,  
But for every page in his field, there's twenty-five in mine.  
There's no comebacks and no warranty, you pay for what you get,  
And then come back and pay again if he hasn't fixed it yet.

His mistakes are often buried, while mine come back for free,  
And he plays golf on Wednesday while my customers hassle me.  
We spend millions of tax dollars sending kids to medical school,  
But if you ask for some in my field, you're treated like a fool.

Everybody has one body, but no one has more,  
But when it comes to autos, you have three or four.  
But you'll go right on complaining of the way I run my show,  
With no appreciation for the things I have to know.

And you'll shove them off to us and expect us  
To be experts, while you rant and rave and fuss.  
And when your car cannot be serviced, I'll not hang my head in shame.  
So you'd best wake up Australia and find out who's to blame.

Anonymous



Next Run/Meeting: Sunday, 20<sup>th</sup> May, 2001  
Meet 9.00am at the Causeway Carpark

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 XXXXXXXXXX *Secretary/Treasurer:* TONI MAHONY XXXXXXXXXX  
*Vice-President:* RAY MAHONY XXXXXXXXXX *Vehicle Examiner:* STEVE READ XXXXXXXXXX *Editor:* LOUISE READ XXXXXXXXXX

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

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

**SUNDAY, 20TH MAY, 2001**

Meet 9.00am for 9.30 departure at Causeway Carpark  
Bob & Val Newton organising  
Join us to celebrate the 21st Anniversary  
of the club's initial run.



**SUNDAY, 24TH JUNE, 2001**

Organised by Steve Read  
Meet outside Belmont Council Office,  
Progress Way, (off Wright St) Belmont  
adjacent to Belmont Shopping Centre  
at 9.00am for 9.30am departure



**SUNDAY, 22ND JULY, 2001**

AGM & VEHICLE EXAMINATION  
VCC Headquarters, Hale Rd, Forrestfield

**WEDNESDAY, 25TH JULY, 2001**

CCC QUIZ NIGHT - Swan Districts Football Club  
7.00pm - 7.30pm start  
see advertisement this newsletter for further details

**AUGUST, 2001**

Organised by Don Sutherland

**SUNDAY, 2ND SEPTEMBER, 2001**

FATHERS' DAY ANNUAL RUN  
Organised by Chris Butler

**MONDAY, 15TH OCTOBER - 20TH OCTOBER, 2001**

WILDFLOWER RUN  
John Laurie organising.

**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

## **RAY ABBOTT ENGINE RECONDITIONING**

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## KIRUP WEEKEND – Easter 2001

We gathered at the meeting point in Kwinana at 9am, ready for the journey south – the Bussard, Moorehead, Jeffrees (young and not so young), Newton, Ward and Mahony Model A's with occupants and escorted ably by Gwen and Barry Guest in their more youthful chariot. After a short pit stop at a service station north of Mandurah, we headed for our lunch spot at a Lake Clifton roadhouse, then traveled on through Dardanup to the Kirup. We were greeted by our regular hosts, the Wringe families, around 2.30pm and set about organising the sleeping arrangements in the shearing shed. The Wards decided on tent accommodation outside (Kath reckon on saving us from Merv's snores, but there was plenty of competition in the shed, anyway), and the Guests enjoyed the 5 star suite at Mike Wringe's home.

The Jeffrees on an 'intellectual' weekend, regularly supplying us with competitive brain teasers to keep us occupied in between outings. Much muttering, hinting and spying was in evidence during these sessions, especially during the evenings.

Saturday saw us off to participate in Greenbushes Centenary of Federation celebrations, where we joined the locals and visitors in a parade through the town, after which the cars were on display for several hours. We caught up with the Dunns with their A while there. We all explored the town, its displays and stalls, some making purchases here and there and several walking up to the lookout to view the tantalum open-cut mine next to the town. Around mid afternoon, we headed back to the farm, via the secondhand and herbal shops in Balingup.

The evenings were spent in the usual way, with jokes and lots of chatter. We did miss the old Kirup stalwarts of the Williams, Berkshire and Read families during this time. We also were 'blessed' with the music of the past, supplied by Alan Jeffree and Ray Mahony with a pile of 78 records on the old gramophones, and it certainly had the toes tapping to the old tunes and a bit of singalong.

Easter morning was greeted with 'Here Comes Peter Cottontail' on the old windup gramophone and I don't think I've seen so many easter bunnies delivering their goodies, since last time!

Later, we headed to Gnomesville, a spot on the corner of an intersection in the middle of nowhere. Here Alan Jeffree supplied a gnome set in concrete, in which was written "Model A's, Easter 2001", which was deposited amongst all the other gnomes who grace this place. An hour or so was spent here as we visited with the gnomes and read the signs which accompany them, took photographs and generally marvelled at the silly things people will do. But then again, I think perhaps, this should become a regular thing with a new gnome to be deposited each year???

We headed back to Donnybrook, where several of us headed for the secondhand shop and I picked up a dozen 'new' additions to our 78 collection. Lunch was at the farm.

In the afternoon, we all participated in a gymkhana held in the bull paddock next to the shed, bulls in attendance, but keeping their distance at the first few displays of driving. Notable moments included Kath trying to direct a blindfolded driving Merv to negotiate a course. The laughter this caused, both inside and outside the car, made incontinence items a major necessity for future events. This would have to have been the funniest afternoon I have ever had at the farm and I think we were all exhausted at the end of it.

A few Easter churchgoers headed to Kirup in the evening, then back for another evening of jollities. With the competitions and gymkhana, the Mahonys were declared the winners of the weekend's events and were presented with a ceramic Model A Ford horn. Another great weekend organised by the Jeffree and Wringe families and appreciation was extended to them.

In the morning it was pack up and head back to the city, presuming all safely arriving home. Come and join us next year – it was great!

*Toni Mahony*

TOOWOOMBA PLANNING MEETING April 22, 2001

A meeting to discuss travel arrangements to Toowoomba in April, 2002 was held at John and Fran Timmings residence on Sunday April 22. Before the meeting, we enjoyed a sausage sizzle lunch prepared by John and Fran with assistance from Frank Farrelly, and featuring salads and sweets brought by various others.

Of the 17 possible travelers, none are planning to go by train to Adelaide. Five will ship their cars to Adelaide then fly there and drive to Toowoomba; six will drive from Perth to Toowoomba (some towing trailers) and six have yet to decide if, and how, they will be going.

Those driving from Adelaide will leave that city on Friday, April 15, and intend to arrive in Toowoomba on Wednesday, April 20. The intended route is Adelaide-Peterborough-Broken Hill-Cobar-Gilgandra-Moree (or Goondiwindi)-Toowoomba. The group driving from Perth will follow a similar route but probably precede the Adelaide group by two days.

Return arrangements have yet to be finalized but most will be driving through New England and the Central West of NSW to Adelaide via the southern route. One lunatic wants to return through Birdsville, anyone similarly afflicted please contact Alan Smith to discuss arrangements.

Bob Newton discussed accommodation in Toowoomba. There were some caravan park units were still available; there are numerous motels for those wanting this type of accommodation. D. Bussard will investigate cost and availability of motels and caravan park on-site units to determine if it is worthwhile to carry bedding on the trip.

The first fund-raising effort will be a car park sale at Belmont forum on Sunday, June 10. Donations of salable items can be left with Bob Newton at 6 Cobb Street, Scarborough, phone [REDACTED] prior to the sale. We will also need salespeople on the day.

An overnight shakedown run for those going to Toowoomba is being organized for November, possibly to Collie. This will test the vehicles on a longer run than normal, and hopefully identify any problems early enough so that any repairs can be made.

For those members who have not indicated that they are coming on this adventure there is still plenty of time to arrange your schedule to take part. Contact any member going on the trip if you have any queries.

David Bussard

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MODEL A MID WEEK RUN  
Wednesday 4<sup>th</sup> April, 2001

Met at Midland Gate Shopping Centre, left at 10.15am.

Off up Red Hill to Gidgegannup where we met up with the Lauries, then on to Noble Falls for a cup of tea.

Leisurely drive on to the Downies farm at Katrine (as in wine), which is about half way between Toodyay and Northam.

Lunch on the lawn followed by a few hours keeping out of the sun (36 degrees), and being well entertained by Rex, Chris and Alison Downie with informative guided tours of the house, barn and out buildings all containing an eclectic mix of stuff.

By 2.30pm we were all making our own way home, the Smiths and Byers via the Julimar Forrest and Chittering Valley, which would have been very pleasant if it hadn't been so hot. We were all glad to get home, cars included. Hope to see more starters on the next mid week run.

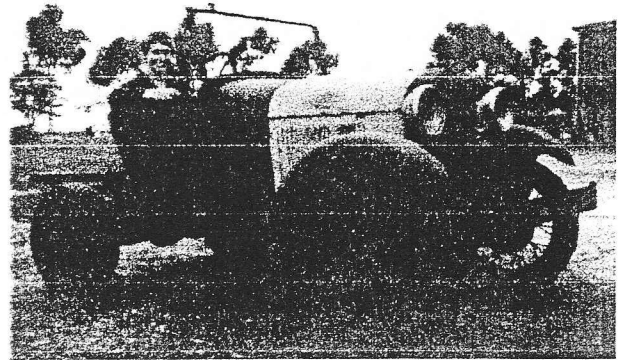
*Barrie & Anne Byers*

Those in attendance – Smiths, Annears, Berkshires, Lauries & Byers.

## A Tasmanian Odyssey

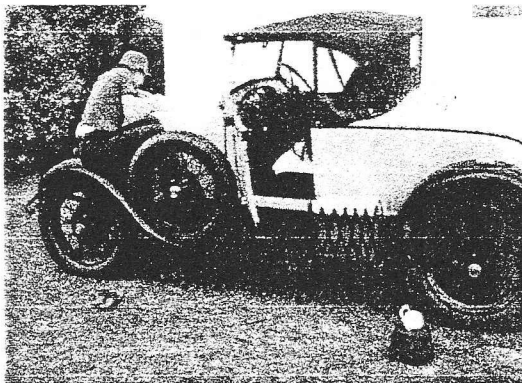
### Gary & Rosalie Eva & "Florence" 1928 Model 'A' Ford Roadster

We flew into Adelaide Airport on Monday February 5<sup>th</sup> 2001, 3 ½ hours after leaving Perth. Our good friends Andrea and James were there to greet us and taxi us to their home in Stirling in the Adelaide Hills, as the Roadster was not arriving until the next day. When we retrieved Florence from Patrick's yard in the industrial suburb of Wingfield the next day, paying the grand sum of \$176.00 for WA – SA truck transport, we were delighted to find the car in immaculate condition with windscreen washed and the fuel and key turned off per our little cardboard instruction cards. The car started immediately and we were underway! We did not know what lay ahead of us, only that it would be an adventure.



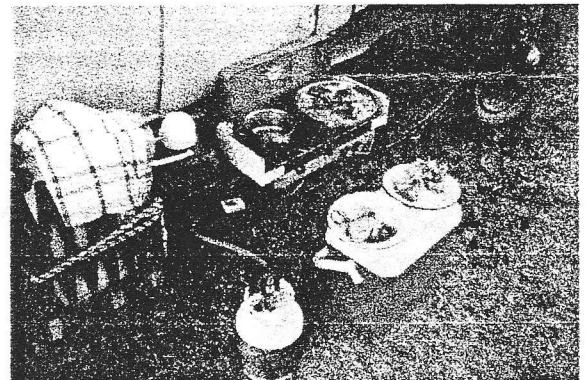
Where it all began... Gary in 1980 aged 14 years

#### End of Day Calculations in the Mobile Office



Driving into the hills on the steeply inclined Glen Osmond Road, we entered the tunnel. Adelaide was experiencing a heat wave and there was not a breath of wind in the tunnel, and by now the 'A' was in second gear, the radiator just starting to boil. Looking in his rear view mirror, Gary could see the traffic starting to bank up behind us, with nowhere to pull over and let it by. At this point, the horn unexpectedly commenced blaring at full force, as if protesting loudly at the pressure we were putting the 'A' under. Glancing at each other, with sweat dripping from our brows, we burst into peals of laughter! Thirty minutes into our five-week road trip it was the only thing we could do. We eventually cleared the tunnel, pulled over and disconnected the wiring to the horn – sweet silence at last – and it was great to be out on the road. Rosalie's command of mental arithmetic become an important issue when eleven kilometres out of Tailem Bend the speedometer failed, and we became reliant on manual methods of recording distance and calculating fuel economy for the rest of the trip. A great way to improve mental agility!

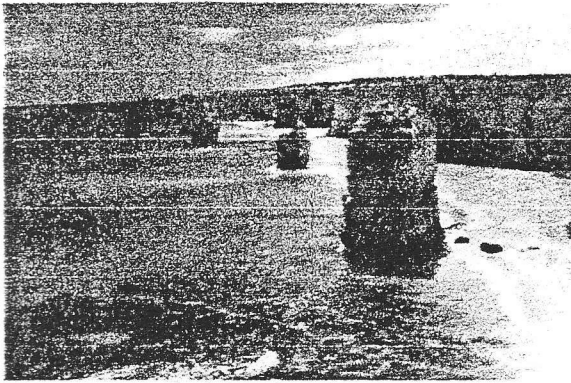
Travelling parallel with the Coorong we made our way southeast, stopping at Mount Gambier to enjoy the unusual Blue Lake in an ancient volcano crater. We set up camp for the first night just past the SA-Victorian border in the caravan park in the small coastal town of Nelson; a routine that was to become very familiar as the ensuing weeks unfolded. A check over the car revealed no other surprises, other than routine readjustment of the wheel bearings on one side. The next day the heat wave we were experiencing had become newsworthy, with schools closing and the temperature in the car reaching far higher than the 40° plus outside. The car coped very well, but by the time we reached Warnambool, we were more than ready for a dip at the picturesque swimming beach.



#### Dining in Style at Cafe Running Board

Then we were off again along one of Australia's premier routes, the spectacular Great Ocean Road. We enjoyed fantastic views of the natural landforms of London Bridge, Loch Ard Gorge and the Twelve Apostles against a dramatic backdrop of billowing black clouds. As the thunderstorm approached, the heat wave finally broke, much to our relief. The second half of the Great Ocean Road clings to the precariously sheer and rocky coastline, with hairpin bends and blind corners for miles

and miles. The steady pace of the 'A' proved to be ideal for this journey, and Gary still claims it is one of the best he has ever enjoyed, and we strongly recommend the west-east route (on the inside lane!) to everyone.



**The View from the Great Ocean Road**

We camped that night at Torquay before proceeding through Geelong into Melbourne under light drizzling rain, with the car running beautifully. We enjoyed our two days in Melbourne, staying at the impressive Ashley Gardens Caravan Park in Sunshine and using the excellent public transport service of that city to explore the city centre highlights including the Victoria Markets, Queens Gardens and War Memorial. We caught a tram to the renowned Chapel Street in St Kilda to window shop, and then on to Ackland Street, the home of the most extravagant cake shops in the city. We enjoyed a highly recommended coffee and cake and watched the eccentric parade of street life and the Harley's and street rods rumble by, before going on to see yet another sub-culture, this time of the beach, on display. On the way home through the Bourke Street Mall we had the interesting experience of seeing the effects of a heroin overdose reversed by a team of paramedics using Naltrexone, a drug which has an effect so instantaneous that it defies belief. We realised then that we were about as far from the quiet country town of Brookton as it was possible to get!

Early the following morning we navigated the street sign-free streets of Melbourne in the 'A' to Station Pier wharf and boarded the 'Spirit of Tasmania' ferry for the crossing of Bass Strait on the watery section of Highway 1. The fares were \$120.00 per person including three buffet meals, with the car \$40.00. Our crossing of the roughest shipping channel in Australia was quite calm and we arrived in Devonport at 10.00pm that evening. For the next fifteen days, we toured the island state of Tasmania, enjoying the historic Georgian towns of the Midlands, the capital city of Hobart and the unbelievably beautiful and tragic Port Arthur Historic Site. We were fortunate to stay near Port Arthur with friends who worked at the Historic Site, so we were able to have more of an insight into the operation of the place than would otherwise have been the case. Rosalie was rather disappointed that not one ghost revealed their presence to our group the night we took the Ghost Tour of the various buildings of the site. Gary took advantage of using our friends' garage to do an oil change on the car.



**Spirit of Tasmania & Spirit of Adventure**



**Cradle Mountain Campsite**

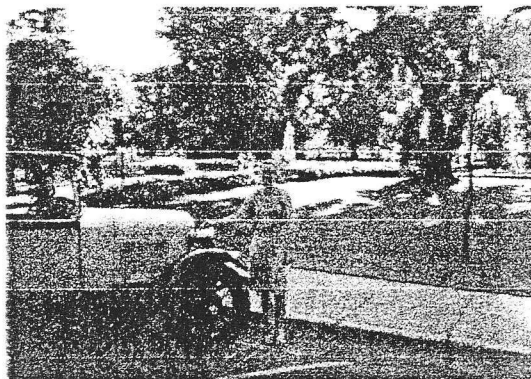
We set off up the east coast via the odd-looking Spiky Bridge, and the steep hill climb through Elephant Pass, stopping for pancakes at the isolated restaurant at the top of the pass. Then on to Launceston and the north coast to Stanley, home of the remarkable natural geography of The Nut and the best seafood platter for two around. There we left inhabited Tasmania and entered the great wilderness area of the south-west, spending time at Cradle Mountain and Lake St Clair and enjoying the wide unspoiled natural landscapes of mountains, valleys, lakes, rivers and trees which we see only rarely in our part of Australia. We visited the desolate mountains of Queenstown for a ride

on the newly restored Abt steam train. The ingenious Abt railway has a third cogged central rail which a gear on the locomotive engages to climb steep slopes with a load (16°

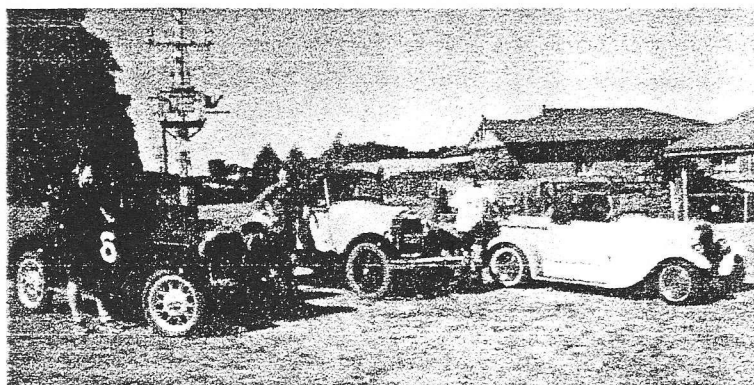
and over, from memory). Something for all you steam buffs! In New Norfolk, Gary found a double-sided enamelled Plume sign – perfect for the shed!

Leaving Devonport, our crossing was at night and again, fortunately, very calm. From Melbourne we drove to Ballarat, a very interesting provincial city situated around the lovely Lake Wendouree, and spent three days there. We were made to feel most welcome by the Fry's and the Pinches' whom we had met previously on their way around Tasmania in their Ford street rods. Ballarat has beautiful botanical gardens, a colourful history and fantastic junk shops!

### Ballarat Botanical Gardens

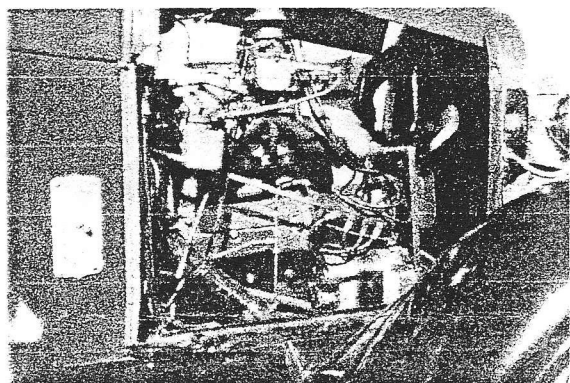


### Glen, Gary and Dave in Ballarat



A highlight was meeting Dave of "Old Tin", importer of Model 'A's, and through him Glen, the owner of a 1928 Model 'A' Roadster fitted out with the original overhauled gear installed in 1930 for hill climbing. He took Gary for a blast in this original, unrestored machine, swung the ignition over to the magneto spark and took off! With the speedo at 70mph and the gearbox sounding like it was about to disintegrate, Gary thought they were about to die! Glen also has the silver cups won by the car in it's heyday, and full knowledge of it's provenance in the intervening years.

At Beaufort Big Garage Antiques Gary found an old seized-up hotbox shearing handpiece c1930 (now in full working order) and Rosalie, a green "depression" glass butter dish. On the road again and somewhere between Ararat and Horsham the generator stopped charging. An auto electrician in Horsham located the broken field wire and for \$80.00 we were on the road again in less than two hours, and spent that night in South Australia at Keith, home of 'the Landrover on a stick'.



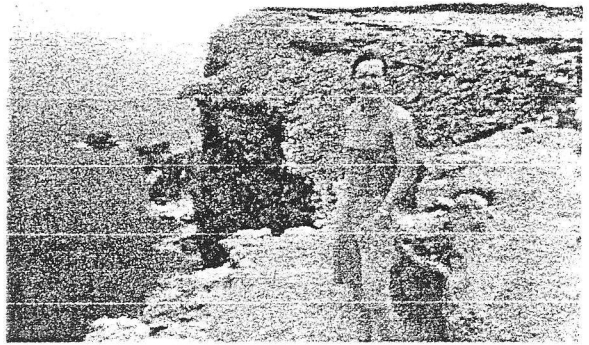
### 1930s Racing Gear



### Motoring to Seppeltsfield in the Barossa Valley

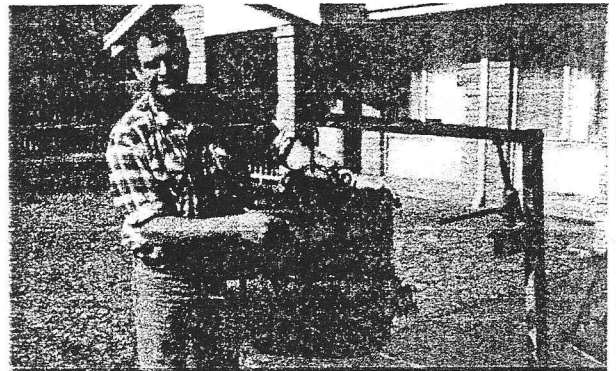
In the Barossa Valley, we enjoyed three days based in Tanunda, sightseeing and sampling the famous local wines. We visited the original Pech (Rosalie nee) home at Angaston and tasted wine from the vineyard surrounding it. The Pech's arrived from Germany in the 1850s and planted the original vines, still harvested today – while we were visiting, in fact. With another oil change we moved on to through Burra (stopping to purchase a green "depression" glass jelly mould) to Laura, where the Western Australian Pech's came from in the 1920s, and where the Pech families still farm and live. We visited with all the rellies, one of whom is a flight enthusiast. Gary experienced a flight in Harold's ultra light plane, an exhilarating experience.

Taking advantage of the use of a fully equipped workshop, Gary gave the car a thorough check over in preparation for the long overland drive that was to come. Crossing the Nullarbor was a real highlight of the trip, as it was cool with intermittent light rain from Bordertown onwards. The country was lush and green, with plenty of birds and wildlife and the magnificent scenery of the Bight. We camped at Poochera, Eucla and Norseman, travelling 650km a day easily, before arriving home to Brookton, exactly five weeks after we had set out on our Tasmanian Odyssey.

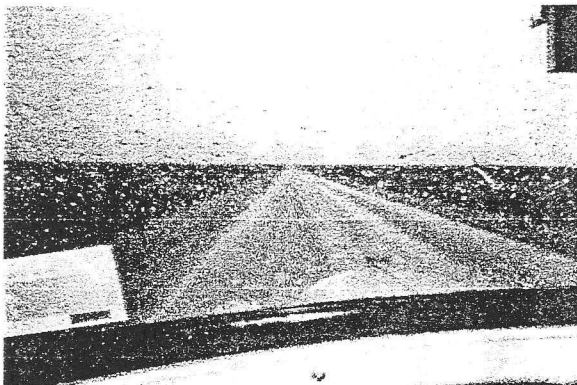


**The Cliffs of the Great Australian Bight**

We had a fantastic time on our road trip, checking out every point of interest, car enthusiast's shed and antique shop we saw and/or had been recommended to us. The Model 'A' travelled beautifully and was trouble free, and the company was wonderful (of course!). We would like to thank all those members of the Club who helped us get on the road, whether with parts, advice or encouragement. We would especially like to thank Steve Read for building such a reliable motor, which averaged 8.55 kilometres per litre on a Tillotson carburettor over 7350 kilometres. The total fuel bill came to \$890.00 – and you would have to agree this was money well spent!



**Steve Read with the Reconditioned Engine**



**Long Road Home – View From the Cab**

**Gary and Rosalie (Pech) Eva**



# Notebook

## **BIRTHDAYS for May: Birthstone: Emerald; Flower: Lily of the Valley**

Greg Axford, Mavis Barendse, Barbara Blewett, Barrie Byers, Astrid Dalby, Hartley Edwards, Rosalie Eva, Elaine Gilberthorpe, Alan Jeffree, Evette McCashney, George McIntosh, Ron Pleysier, Louise Read, Marion Spitz, Rex Wilson & Pauline Wood. Hope you all have a great day.

**ON THE ROAD:** John & Helen Moorehead have received a postcard from Tamworth from those intrepid travellers John & Barbara Forbes. They have been enjoying the lovely sunsets and avoiding the floods by keeping inland. Armidale was their next stop and then Glen Innes. The Forbes should have reached Brisbane by the end of April and head to North Queensland before the journey Westward. Regards are sent to all club members from the Forbes.

**TOOWOOMBA NATIONAL MEET:** A report on the progress of travel arrangements is in this newsletter. If there are any others considering going, please be aware that caravan park accommodation is quickly disappearing tho' I believe there are still plenty of rooms available at the motels. There is lots of fun to be had at these rallies so give some thought to going. Queensland is a nice place for an Easter break.

**KIRUP:** I believe Kirup was once again a success this year, with plenty to do and see and the Mahony clan taking out most of the prizes. A report of the event appears elsewhere in this newsletter.

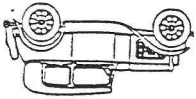
## **FOR THE TECHNOLOGICALLY CHALLENGED:**

I noted with amusement in Victoria's latest newsletter, the phrase - *Items for Ford Torque may be e-mailed to [the editor], please ring to make sure I have received it.* Let me assure you that any e-mails which don't make it to the intended recipient will REBOUND, ie your internet service provider will send you a message saying - *The e-mail to ..... has been returned,* usually with details of why (watch for incorrect spellings, numbers, or incorrect characters). In fact this theory of checking up on correspondence is similar to the tip on faxes, perhaps? Here endeth today's lesson!

**CLUB MEMBERSHIPS:** It is sad to see that there are quite a few people who have not renewed their membership, amongst these are long-time members who will be missed. If there is someone you know who hasn't paid their fees, please encourage them to do so. Alternatively if you know of anyone interested in joining the club, please let your secretary know so she can send a letter inviting them to come along and see what an amiable group we are in our Model As.

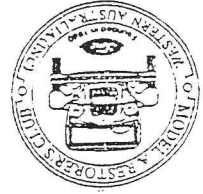
## **INTERPRETING CAR ADVERTISEMENTS:**

ALL ORIGINAL - Needs new everything  
LOW MILEAGE - Odometer does not work  
MUST SEE - Owner will not put anything in writing  
ONE OWNER - Owner has not been able to sell car



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

SARTORI Peter & Lorraine  
MURDOCH WA 6150



# WESTERN MODEL A NEWS

## THE FIRST



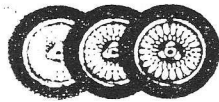
### Motor Car - Hire Service

... was instituted by the Paris Automobile Club in January, 1896. Six vehicles were stationed outside the club house and were available for immediate hire at 3 francs an hour, or 30 francs a day, with driver. The Automobile Club's service was instituted principally with the idea of winning converts to the cause of motoring. A strictly commercial car hire service was started the following month by the Société Anonyme Française de Fiacres Automobiles of 52 rue des Dames, Paris. The brain behind this enterprise was Emile Roger, the agent for Benz cars in France who, in 1888, had been the first man to purchase a commercially manufactured, petrol-driven car. He undercut the Automobile Club's rates, offering Benz cars hire for 2 francs an hour.

The first in Britain was James Edward Tuke, motor agent of Harrogate and Bradford who began a hire service using Arnold Sociables and Victorias in December, 1896. Hire charges ranged from 3 shillings an hour for a two-seater Sociable, to £10 a month for a six-seater Victoria as •



WA BRANCH



COMBINED  
CAR CLUBS  
ASSOCIATION  
OF WESTERN  
AUSTRALIA (Inc)



## COMBINED CAR CLUBS Annual Quiz Night

To be held at

Swan Districts Football Club  
Bassendean Oval - Old Perth Road  
BASSENDEAN

Wednesday 25<sup>th</sup> July 2001

7.00 pm for 7.30 pm start

Tickets \$ 7.50 - Tables of up to 3 - Tea/Coffee free - Drinks at Club Prices

### Prizes Galore

Book your tickets with your Club Secretary

Or Ring

Ian Bain ☎ [redacted] or  
Vauxhall Owners' Club (WA)

John Withers ☎ [redacted]  
Motor Museum of Western Australia  
(Wednesday to Sunday 10 am - 4 pm)

Free  
Tea / Coffee



Drinks at  
Club Prices

