

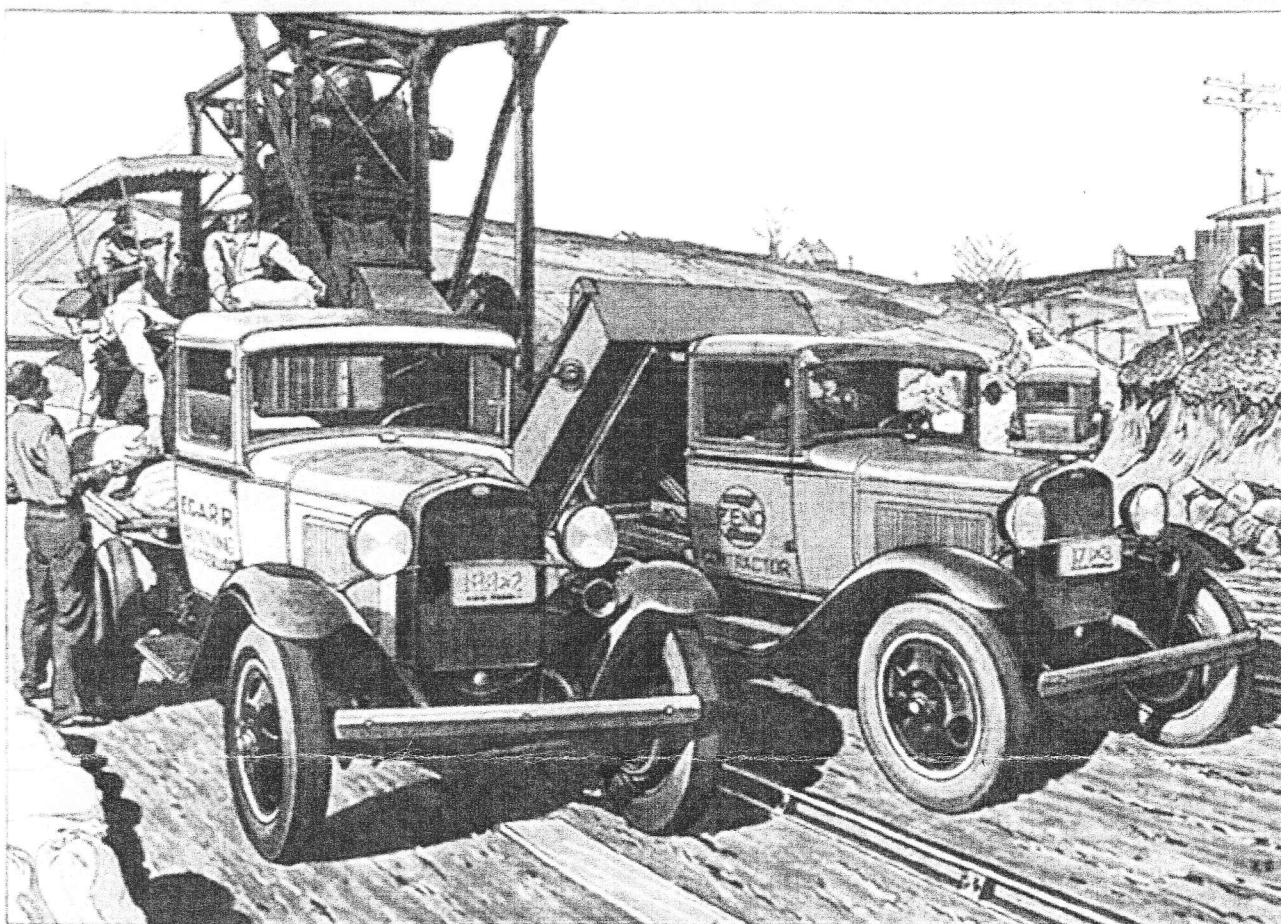
Western Model A News

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



Year XXIV No VI
JANUARY, 2004

Put the Ford Truck on your pay-roll



Ford platform bodies and dump bodies are used extensively in highway building, general construction and excavation work. In addition Ford dump bodies are used for hauling coal, coke and garbage

Next Meeting/Run: 25th January 2004

Place: Manners Hill Park Time: 10.00am

This is the WESTERN MODEL A-s Chapter of the Model A Ford Club of American, Inc
250 S. Cypress Street, La Habra, California, 90631-5515, USA. Foreign Membership US\$34 per year

OFFICE BEARERS: *President* PETER SARTORI 9310 2046 *Vice President* RAY MAHONY 9271 7630
Secretary/Treasurer JOHN HALL 9450 3724 *Vehicle Examiner* STEVE READ 0412 924299 *Editor* LOUISE READ 9459 4200

Copy deadline – by the first of every month to: 39 Sovereign Drive, Thornlie, 6108

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

SUNDAY, 25TH JANUARY, 2004

ANNUAL PICNIC IN THE PARK

Manners Hill Park

Cnr Lilla & Keane St, Peppermint Grove

Join us for the first meeting of the year at

10.00am for morning tea and stay for lunch and the meeting



SUNDAY, 15TH FEBRUARY, 2004

BREAKFAST BBQ

Early morning meeting, beat the heat

bring your eggs & bacon for breakfast at 7.00am

McDougall Park, Ley St. Como

SUNDAY, 22ND FEBRUARY, 2004

AVON VALLEY VINTAGE VEHICLE ASSOC SWAP MEET

Henry Street Oval, Northam

Gate opens: Sellers 6.00am Buyers 7.00am

Sites \$6 ea Buyers \$2.50 per person

Enquiries to Rex Downie P O Box 480, Toodyay Ph: 96223790

18th MODEL A FORD NATIONAL MEET

8th - 13th April 2004

Perth, Western Australia

Entry form available from Toni Mahony or website

<http://drive.to/marcwa>

Entries are closing soon, get yours in today
to the National Meet secretary, Rally director or
any of the committee

157 The Strand, Bedford WA 6052

7TH NATIONAL MODEL A RALLY 2005

HAWKES BAY, NEW ZEALAND

Early Bird Registration

Fee \$10 payable to

Hawke's Bay Model A Club

688 Rotohiwi Rd, R.D. 2. Waipukurau, CHB

New Zealand

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SOME TECHNICAL STUFF

FROM VARIOUS ISSUES OF *THE RESTORER*

1

60 / 40 BRAKES

The following is a description of the brake adjustment procedure for achieving 60%/40% bias at the front wheels. With all four vehicle wheels off the ground, the pedal is blocked at the point where drag begins at all wheels. The adjustment is then made at this fixed pedal position. Going from wheel to wheel and then front to rear, adjust until the drag is noticeably greater at the front. The pedal position may need to be adjusted a little one way or the other to keep the amount of drag within a workable range. Estimating the ratio of drag by feel will work but if one desires numbers, then wrap a cord around the tread and measure with an in-line scale. Repeat the measurements until comfortable with the results. The important thing is to have some braking bias at the front to take advantage of the shift of weight during braking.

Richard Bates

DULL/FLICKERING HEAD LIGHTS?

Your problem is most likely poor ground. The headlights get their return ground through the ball socket in the headlight bar (check for rust or paint in the ball socket), then through the headlight bar to the fender (rubber pad between headlight bar and fender interrupt good ground). Make sure that the headlight bar to fender carriage bolts have no paint on the underside of the head so they can carry good ground connection to the fender brace and to the frame. Rust is the enemy of good ground connections. You may have to attach a ground wire to the inside of the headlight bucket, run it through the conduit and attach it to the frame at one of the holes for the engine pans. The engine pans should be installed. They provide a good ground connection from the frame to the engine.

Les Andrews

DWELL ON THIS

The dwell on a Model A should be around 31°. That should give you a gap setting of .018". At .016" and lower you are increasing the current flow through the primary of the coil and causing it to run

hot. A wear of .001" on the points rub block will result in a .002" reduction in point gap. At .014" point gap, you could cause damage to the coil with excessive current flow. The lower gap settings will not allow complete saturation of the coil secondary, resulting in lower high voltage to the plugs. Instead of getting 20,000 volts from the coil, the smaller gap could result in only 15,000 volts or less from the coil to the plugs. If the distributor cam is ground correctly, a .018" gap should result in a 31° dwell. It is the coil that gets damaged by not enough point gap, not the points.

Les Andrews

BACK FIRE WHEN CHANGE GEARS?

Sounds like you may have a manifold leak somewhere. This is a typical symptom when there is a slight leak around one of the manifold exhaust ports. When shifting gears a high vacuum is pulled and if there is a leak at one of the manifold exhaust ports, fresh air is pulled in (oxygen) and will cause unburned fuel in the cylinder to ignite and create a slight popping sound. Try tightening the manifold nuts. It may require having the manifold face resurfaced and then installing a new manifold gasket. Make sure the manifold nuts are tight after the engine has warmed up.

Les Andrews

MY MODEL A WILL NOT START

Turn on the ignition key and put a piece of paper between the points. Measure the voltage at the tip of the points. It should be 6 volts. If not, there is an open circuit or a short between the coil and the distributor points. It could be the ignition switch is bad or the ignition cable to the distributor is open or shorted. The lower distributor plate could be shorted or the pigtail wire on the lower plate could be open (broken connection). If any of the connections from the starter switch to the distributor (terminal box, ammeter or ignition switch connections) are loose or corroded, it will cause a low voltage reading at the points. You must have 6-7 volts to get it to fire ♦

Les Andrews

That Twenty Millionth Ford Story

I don't know what you thought, but as I put together that article on the "disappearance" of the twenty millionth Ford from the Ford Motor Museum it did not seem to ring true.

How could such a valued automobile just vanish?

To add fuel to the general suspicion, in the original article by Jim Spawn, Editor of *The Restorer*, there are hints of possible previous indiscretions at the Henry Ford Museum in comments such as: "You can bet that, over the years a few 'light fingered' people have been asked not to come back." Jim also says: "We must remember that The Henry Ford Museum and Greenwich Village is a gigantic operation. Much of the manpower is supplied by hundreds of volunteers, and over the past seventy years, dozens of curators and administrators have come and gone."

Even so, how could such an important vehicle in the Ford collection simply vanish and turn up sixty-four years later?

Interestingly, the vehicle's log book, signed at each stop on its tour, is missing. As are those 20,000,000 commemorative licence plates presented by various states. A beautiful bronze plaque commissioned by the dealers in California and presented to Henry Ford is now not listed on any inventory at the Henry Ford Museum.

If it were not for the host of surviving photographs celebrating the vehicle and its successful tour, it's almost as if the event never happened and, what's more: the vehicle itself never existed.

The current owner says that his "family legend" (is that a suspect statement?) has it

that there was only so much room for displays at the Ford Museum so the twenty millionth Ford went up for sale and his father bought the 1931 vehicle in 1940 for \$550, which was a price comparable to a brand new 1940 vehicle. You would have to ask yourself: Why would the museum have sold a vehicle of such integral importance to its collection for \$550?

It also seems difficult to imagine the new owner driving a vehicle with TWENTY MILLIONTH boldly emblazoned on both sides (and the roof) quietly out of the museum and on to its new home. Is it just my inbred suspicious nature, or are there grounds for thinking that the story does not quite gel?

The Ford Motor Company seems to have accepted the situation, at least they do not seem to be making any allegations – possibly because of a total lack of evidence and the fact that all those involved would now be dead and Ford could only damage its image making any unfounded allegations.

I guess that it now makes no difference in the overall scheme of things? And does it matter? At least the historic vehicle has been located, safe and sound, and will, no doubt, feature in Ford's celebrations of their 100th Anniversary.

..... is all well that ends well?

Bevan ♦

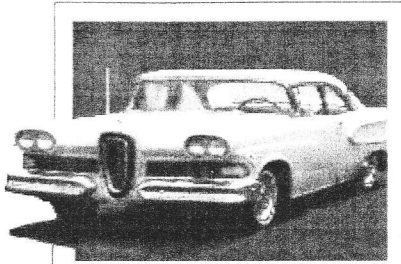
Here is a response by MAFCA Technical Director, Les Andrews to a question from a member that his Model A lacked the power to exceed 45mph.

"Check your coil for correct polarity. If the polarity is reversed, the coil will only output about 14,000 volts. You need at least 25,000 volts. This is corrected by reversing the two wires on the coil. You may have a defective coil (weak). If you do not have a coil tester that will measure the output voltage (between 24,000 and 45,000 dc volts) you can test the coil output by removing the high tension coil wire from the distributor cap and place it about 1/4 to 3/8 inch from one of the head nuts. With the engine running at idle it should draw a bright blue wide arc from the wire to ground. If the arc is very narrow and stringy white, you have a low output coil and you should replace it. If you have to replace the coil, you should run this test again. A partially plugged muffler can also cause this problem. The internal baffles in the muffler can get loose or dislodged and reposition in the wrong place, causing too much back pressure at higher speeds."

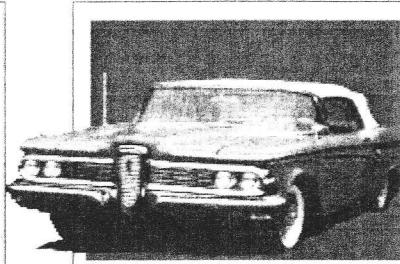
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Ford's biggest failure "It's an Edsel"

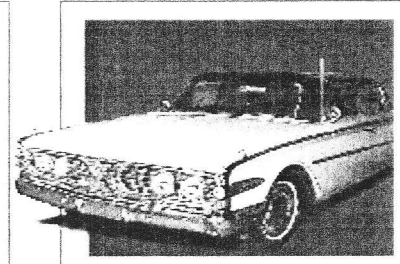
The Edsel Pages



1958



1959



1960

Back in 1956, the Ford Motor Company realised that there was a void in their selections of mid-size automobiles. While Chevrolet owners could "move up" to a Buick, Pontiac or Oldsmobile (and Dodge owners could advance to a Plymouth or Chrysler), Ford buyers were looking at Mercury alone. The perception was that Ford was losing customers to other manufacturers when the time came to trade-up.

In order to correct the problem, Ford instituted plans for an entirely new car division, and an entirely new car. The design of the car was to be completely unique - distinguishable from any angle. And the promotional build-up of the car would be like nothing else.

The 1958 Edsel came in two sizes - big and bigger! The "Senior" Series cars are the Citation and Corsair models. They were built on the large Mercury-based frame. The "Junior" series cars are Rangers, Pacers and station wagons Bermuda, Villager and Roundup, which were built on the smaller Ford-based frame.

One of the most talked about features was the "teletouch" shifter, which controlled the automatic transmission selection electronically from push buttons in the centre of the steering wheel hub. (A series of planetary gears in the column keeps the buttons stationary as the wheel turns.) Many other Edsel-original ideas are still found on today's cars.

The car was referred to as the "E" car (for Experimental) from its inception. The name "Edsel" was bestowed by Special Products Division General Manager Richard Krafve, after reviewing a list of nearly 8,000 suggestions from their advertising firm, Ford employees and renowned poet Marianne Moore who was solicited for ideas.

After a massive promotional campaign, which included multi-page "teaser" ads in major national magazines, some 2.5 million Americans poured into Edsel dealerships on "E-Day", September 4, 1957. But it was quickly apparent that few cars were actually being sold. The public expectation was much higher than the car could live up to, and sales reflected the disappointment.

There was a combination of other factors that led to the name "Edsel" becoming synonymous with "failure" - by the time the first Edsel hit the showroom, the country was in a recession. (For comparison, 1958 DeSoto sales were down 54% from 1957. Buick was down 33%, Mercury 48%, Oldsmobile 18%, Dodge 47%, Pontiac 28%; probably the worst year since World War II to unveil a new car line!) Car-buying habits had turned toward smaller and more fuel efficient cars. Edsel's styling was radical, and not to everyone's liking. On the assembly line, Edsel was run between Fords or Mercurys, causing the assembler to have to interrupt his routine and

sometimes forget to install some parts. The Edsel also suffered from parts that wouldn't fit together correctly. Because of problems with suppliers, many of the early cars arrived at the dealerships with parts missing. Many dealers were poorly equipped to replace the parts or add on accessories. Ford Vice President Robert McNamara offered little support to the Edsel Division. The Edsel was more expensive than other comparable cars, and the price of the loaded, top-of-the-line models that were first on the showroom floor scared many buyers. There was no owner loyalty to count on. And, finally, it had a funny name.

The Edsel Division was in a death spiral. The more cars that failed to sell, the more dealers dropped their Edsel franchise. The more dealers that folded, the more the public was afraid to buy the car.

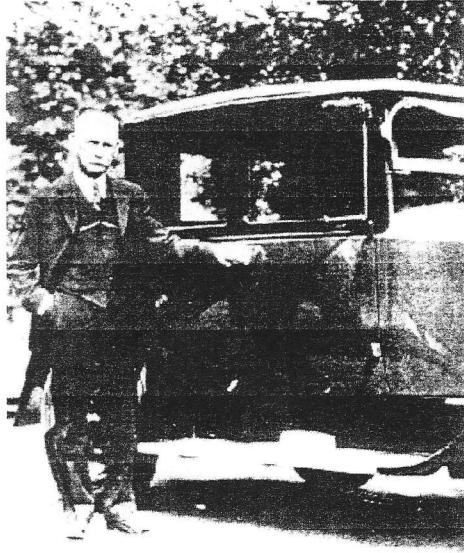
After three model years and just 110,847 Edsels later, Ford Motor Company threw in the towel, and went about trying to forget about the whole ordeal.

Today less than 6,000 Edsels survive, and each one is a cherished classic. The 1958 Edsel advertising said it best - "Once you've seen it, you'll never forget it. Once you've owned it, you'll never want to change."

1958 Edsel Innovations

- * Self-Adjusting brakes (new with Edsel - still used today)
- * Floating speedometer that glows when a pre-set speed limit is exceeded
- * Transmission locks in park until ignition key turned (new with Edsel – used today)
- * Top portion of seats slant forward to provide shoulder support
- * Triple-thermostat cooling system (head/block/radiator) during warm-up for increased fuel economy & heater performance
- * Front-mounted distributor, coil, fuel pump, oil filter dipstick, for easy access.
- * Hood hinged in the front for safety (Although this somewhat limits access to the aforementioned distributor, etc!)
- * Hood release controlled electronically, from inside the car.
- * The front seats were split 60/40 for better driver comfort.
- * A HUGE array of bells and whistles available as options!
- * In an effort to boost sales, the Edsel Division ran a short-lived promotion where the new Edsel owner had a chance to win a live pony.
- * The "horsecollar" grille was considered part of the bumper assembly. The centre chrome section is officially known as the "impact ring".
- * The 1958 Edsel was the only car to have its torque rating ("400" and "475") displayed on the engine. Traditionally it's the cubic displacement or horsepower that's advertised.
- * By 1957, not all states had accepted the use of "quad" headlamps. As a precaution, Edsel designers developed the front fender opening large enough to accommodate two 5.5 inch lenses OR a single seven-inch lamp.
- * The Villager station wagon was originally called the "Caravan".
- * The plastic hood ornament inserts had to be rationed, as employees were fond of sneaking them out of the assembly plants. Once on the car, the wind blew out many of them, until a redesigned retaining ring design was implemented.

The Ford Motor Company lost \$350,000,000 on the Edsel and the name went into folklore to epitomise failure. "Compared to the Edsel – Custer's Last Stand was a victory". "1958 was a great year – I married you, and I bought an Edsel." The Edsel today has come to signify anything in life that flops. However, was it just a victim of the times and circumstances – would it have succeeded if released at a different time? ♦



1928 to 1931

TIME FRAME

What else was happening?

You'd never guess who this is. Nor would you put him in the Time Frame of the Model A Era – but he died in January, 1929 ... It's

WYATT EARP

Wyatt Berry Stapp Earp was born on March 19th, 1848. The son of Nicholas Earp, a lawyer/farmer, and Virginia Earp, he was born at 406 South Third Street, Monmouth, Illinois.

When Wyatt was quite young, his two older brothers, James and Virgil, went off to fight in the Civil War for the Union. A story is told in which Wyatt tried to run away and join the Army, but his father caught him in a corn field and took him back to the house.

As a young man Earp was a stagecoach driver, railroad construction worker, surveyor, buffalo hunter, and policeman. In his early adulthood, Wyatt married but his wife died shortly after of Typhoid fever. Wyatt was devastated and got into some trouble for horse stealing. Later, he became a stagecoach driver and travelled to Los Angeles, CA and Prescott, Arizona. Wyatt also hunted buffalo for some time. There are rumours that it was during this time that Wyatt met Bat Masterson.

In 1876 he became chief deputy marshal of Dodge City, Kansas, a lawless frontier town. Within a year, having brought relative peace to Dodge City, he moved on to Deadwood in the Dakotas.

In the fall of 1879, Wyatt and his brothers Morgan and Virgil journeyed by horseback down to Tombstone, Arizona. There he furthered his reputation as a gunfighter, first as deputy sheriff of Pima Co. and later as deputy U.S. marshal for the entire Arizona Territory. Earp and three of his brothers, together with the American frontiersman Doc Holliday, participated in the famous O.K. Corral gunfight in 1881, during which they killed several suspected cattle rustlers.

Following antagonism between the Earps and the Claytons and others the situation deteriorated. What happened there is still very much unsettled, because it happened in a span of no more than 40 seconds. It was a blur of reflexive action -- and a bloody one. No one could later target who had shot first, but Doc Holliday seemed to have scored the first hit. His bullet tore through Frank McLaury's stomach sending McLaury's own shot wild through Wyatt's coat-tail. Billy Clanton fired at Virgil, but his shot too went astray when Morgan's report entered his rib cage. Billy Claiborne had run at the first blast and was already out of sight. Ike Clanton, too, panicked and threw his gun down, pleading for his life. "*Fight or get out like Claiborne!*" Wyatt yelled and watched him desert his brother Billy, arms flailing until he reached the door of the photography shop. But, from that angle, behind the Earps' backs, Ike withdrew a hidden gun to pop a shot towards Wyatt before disappearing. The sound distracted Morgan; the moment was enough for Tom McLaury to send a bullet into Morgan's side. Doc instantly countered, blowing Tom away with blasts from both barrels of his shotgun. Desperately, wounded and dying, Billy Clanton fired blindly into the gun smoke encircling him, striking Virgil's leg. He then fell lifeless from a final volley from Wyatt's Buntline Special. An abrupt silence followed.

The sting of gunpowder in his nostrils, Wyatt walked from the scene, wondering what had happened and *how* it happened. He became conscious of the sheriff beside him, advising him he was under arrest. "Not today," he answered and continued on to Virgil's and Morgan's homes.

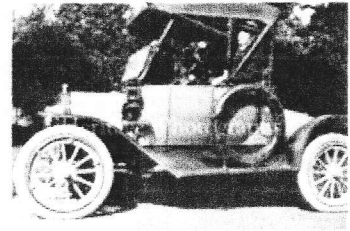
The following year, Ike Clanton attempted to kill Wyatt and Morgan while they were playing pool; Morgan was killed. Wyatt killed Frank Stilwell and became a wanted man. He and Doc Holliday left Tombstone shortly thereafter.

Throughout the following years, Wyatt bought and sold real estate, had adventures and prospected and mined gold. He eventually ended up in California working in the motion picture industry.

On January 13th, 1929, Wyatt Earp died in Los Angeles California, at the age of 80. ♦

The – overdue - death of the
Ford Model T

By 1927 the car that had placed auto ownership within the bounds of the average man was outdated and sales were declining rapidly – but Henry had to be convinced.



Between 1921 and 1926, the Ford Motor Company sold more than half of the automobiles and trucks marketed in the USA. Two million Model Ts were sold in 1923. But, other cars with mechanical advances and colours were now travelling on better roads, the Model T was out-dated.

A face-lift (larger fenders, a nickel-plated radiator and colours) in 1925 could not halt flagging sales. Ford's 1926 deliveries were down almost 400,000, while Chevrolet gained an additional 260,000; Dodge sales were up 22% and Buick by 39%. Ford was spending \$7 million a year on advertising – a levy of \$3 on each car, truck and tractor delivered.

By the summer it was obvious to everyone, except Henry Ford, that the Model T was failing competitively. Speculation began that Ford would fit a 6-cylinder engine, replace the planetary transmission, install a 2-cylinder with the power of a four, etc. It was rumoured that the T would be more stylish to appeal to women. Henry said he already offered colours and a nickel-plated hood. Which prompted a New York dealer to respond: "Yes, you can paint up a barn, but it will still be a barn and not a parlour."

Sensing the shift in attitudes, other manufacturers commissioned extensive research programs. General Motors surveyed hundreds of thousands of motorists to find out what they liked and did not like about their cars and skilfully designed and marketed its new models accordingly.

Sales continued to decline as prospective buyers waited for the rumoured new model. Then Ford gave in – on May 25, 1927 the Ford Motor company announced that it would build a new car. The story was front page news across America.

Most newspapers carried editorials on the demise of the Model T. They commented

on: "hunky Elizabeth, chunky Elizabeth, spunky Elizabeth Ford".

The *Baltimore Sun* remarked: "Since the Model T makes as much noise as 10 other cars and the new Ford cannot possibly be noisier than the old, life will be pleasanter, we will all live longer, and this may be more important than getting the boys out of the trenches by Christmas."

Other newspapers heralded: "The End of an Epoch", "a world institution", Retired with honours". The *Roanoke News* spoke for many: "It will be long before America loses its affection, if somewhat apologetic, remembrance of the car that first put us on wheels. We probably wouldn't admit it to anyone – but deep in our hearts we love every rattle in its body."

On May 26, 1927, the 15 millionth Model T rolled off the assembly line at Highland Park. The production life of the Model T was only exceeded by the more expensive Rolls Royce Silver Ghost (1907-27).

15,007,033 Model Ts were produced in the USA to May 27th, with an additional 477,748 during summer; plus 747,748 in Canada, 250,000 in England. However, Volkswagen produced 15,007,034 model 1200s by 1972 and smashed the Model T record the following year. During the 1960s and 70s several other models exceeded the Model T production, including: Volkswagen's 1200, Volvo's PV444, Citroen's 2CV and Fiat's 1100.

By March 1927, there were still 11,325,521 Lizzies registered in the USA and they were lasting longer on average (8 years) than other cars (6.3 years). In 1948 there were still 73,111 registered. Following a revival in restoration and availability of the Ts 4,830 new parts – one historian estimated in 1972 that there were 300,000 survivors. ♦

Researched from "The Public Image of Henry Ford" by David L. Lewis.



NOTEBOOK

BIRTHDAYS for JANUARY: Birthstone: Garnet; Flower: Carnation

Max Annear, Russell Brandis, Ian Dalby, Gary Eva, Barbara Forbes, Barrie Guest, Ron Jansen, Edith Jeffree, Matthew Read & Lorna Wigmore.
Many happy returns of the day!

HAPPY NEW YEAR to you and yours. May 2004 bring what you wish for.

NATIONAL MEET 2004:

This is the final call for entrants for this event. If you would like to volunteer your services please contact one of the committee members, your help would be appreciated.

There are still areas that could use some extra help.

Just a reminder for entrants that your meals and t-shirt form is due in by the end of this month. Post or give to Toni asap along with payments of course.

INVITATION

The National Rally Committee invites all rally helpers to attend the next committee meeting. The reason for this is so you can get an update on just where we are in our planning and where your help fits into the big picture.

To accommodate the increased numbers attending our meeting the meeting will be held at:

Where: The Bayswater State Emergency Service Headquarters
27 Clavering Road (Cnr Clavering and Raleigh Rds, Bayswater

When: Tuesday the 27th January at 7.00 pm

Even if you have not yet been allocated a job, but would like to know where you can help please come along.

Ray Mahony

JANUARY MEETING: as per usual at this meeting we plan the outings for the year.

Come along to the meeting and make sure the club visits that place you have always wanted to by volunteering to organise the run. If you have just joined the club recently and would like to show us your favourite spot make sure you are there on the 25th!

SUBS: are now due, please post or give to John Hall. Don't forget to include your updated details on the renewal form.

REMINDER: as of this year's AGM, all committee positions will be up for re-election.

Please be aware that this includes the secretary & editor's jobs. Please give some thought to contributing your help in either of these areas before the elections are upon us.

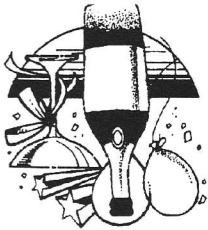
*****ALL CLUBS PLEASE INCLUDE IN YOUR NEWSLETTER AND ADVISE YOUR MEMBERS OF THIS RAFFLE*****

RAFFLE: The WA club is raffling a set of four cast iron brake drums from Snyders complete with studs and fixing tool. Tickets are \$10 each and limited to 200 tickets.

Tickets are available now! Drawn at the Presentation Dinner at the National Meet.

Contact Ray Mahony, 157 The Strand, Bedford WA 6052 Ph: (08) 9271 7630

Australia Day 26th January



BUSSARD David & Pat
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BALDIVIS WA 6171

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Western
Model A News

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NO NEWS IS Frustrating?

After fifteen years of the Model T, on the evening of May 25th, 1927, the Ford Motor Company announced that it would build a new car.

The worldwide interest and publicity which accompanied the advent of Henry Ford's new car, the Model A, 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 tens of thousands of speculative columns about it. Even in a decade that saw Lindbergh's flights, the Scope's "monkey trial", several high-profile murder cases and two Dempsey-Tunney boxing bouts, the Model A emerged as one of the two or three biggest news stories. *From 'The Public Image of Henry Ford' by David L. Lewis.* ♦

Secretary/Treasurer: John Hall, 16 Redmond Street, Salter Point, WA, 6152
Telephone: 9450 3724