

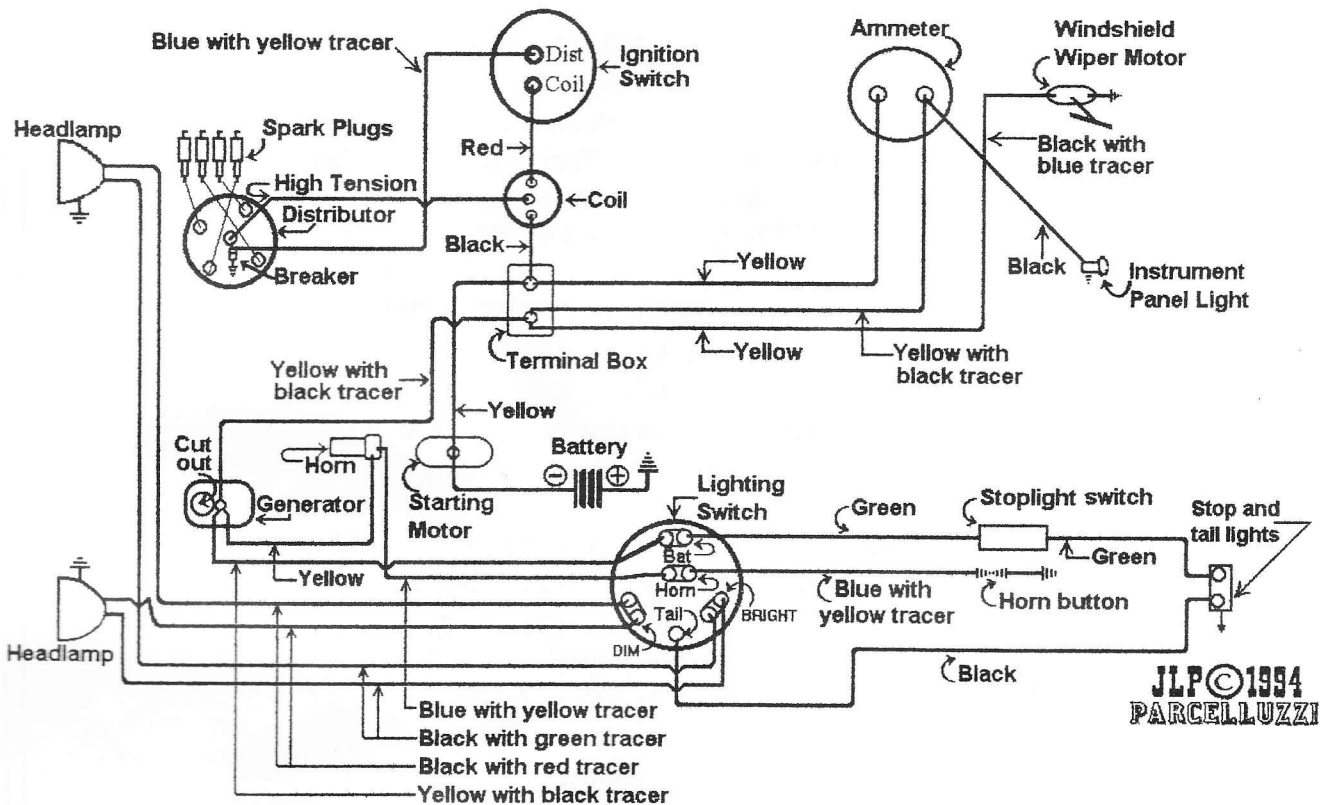
# Western Model A News



Year XXIV No VIII  
MARCH, 2004

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

## Ford Model A Wiring Diagram Early 1928 Models Only



Next Run/Meeting: Sunday 14th March, 2004  
Place: Causeway Carpark Time: 9.00am

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 *Vice President* RAY MAHONY  
*Secretary/Treasurer* JOHN HALL *Vehicle Examiner* STEVE READ *Editor* LOUISE READ

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

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



**SUNDAY, 14TH MARCH, 2004**

Organised by Bob & Val Newton

Meet Place: Causeway Car Park

Time: 9.00am

**SUNDAY, 21ST MARCH, 2004**

**AUTO ONE CLASSIC CAR SHOW**

Whiteman Park from 9.00am - 4.00pm

All those who have volunteered their vehicles & time  
will be contacted with further info regarding the position on the display

Co-ordinated by Peter Gilberthorpe

Ph: [REDACTED]

**SATURDAY, 27TH MARCH, 2004**

**BROOKTON SHOW**

Entry fee \$11 this includes a free meal ticket for each entrant & partner.

Contact Christy Hall on [REDACTED] for further details

**18th MODEL A FORD NATIONAL MEET**

8th - 13th April 2004

Perth, Western Australia

Information available from Toni Mahony or website

<http://drive.to/marcwa>

[REDACTED] Bedford WA 6052

**MAFCA NATIONAL CONVENTION**

PORTLAND OREGON

11-16 July, 2004

Hosted by: The Beaver Chapter &

The Northwest Regional Group

**7TH NATIONAL MODEL A RALLY 2005**

HAWKES BAY, NEW ZEALAND

Early Bird Registration

Fee \$10 payable to

Hawke's Bay Model A Club

[REDACTED] Waipukurau, CHB

New Zealand

**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**

**9272 4566**

**MINUTES OF THE MEETING OF THE MODEL A RESTORERS CLUB OF WA INC.  
McDOUGALL PARK 15<sup>th</sup> February 2004**

**Meeting opened:** 8.35am Peter Sartori in chair

Everybody welcomed, no visitors

**Attendance & Apologies:** As per attendance book

Peter Gilberthorpe drew raffle which raised \$57.75

**Minutes of previous meeting:** Accepted as read. Proposed: Barrie Guest

Seconded Max Annear

**Correspondence In:** Newsletter from Qld Club, Buick Owners Club promoting open day Sunday 4<sup>th</sup> April, City of Armadale re Minnowarra Festival.

Moved: Alan Jeffree Seconded Ray Mahony

**Treasurers Report:**

Balance 1 <sup>st</sup> July brought forward		736.10
Christmas function	1622.50	
T shirts	560.00	
Bank Interest	2.64	
Newsletter advertising	100.00	
Reimbursement 2004 Rally	2510.00	
Sale of badges	140.40	
Donation	20.00	
Subscriptions	1503.50	
		6459.04

Less Expenditure

Newsletter postage	361.80	
Photocopier	165.00	
Bank fees	67.40	
Council Motoring Clubs	65.00	
Insurance	328.48	
Gifts	26.95	
Sausage Sizzle	71.57	
Christmas Dinner	1566.00	
Badges	40.15	
Inspection Fee	57.70	
AGM Venue	55.00	
All Ford Day	560.00	
Voucher AT	300.00	
Photo Developing	21.98	3687.03

**Balance Feb** **3508.11**

Balances as at 23rd November 2003

Bank West \$763.69

ANZ Term Deposit \$7503.41

Petty Cash on hand .82

Moved: Dora Annear; seconded: Barry Bristow-Stagg

**2004 Rally Update:** All under control. Tuesday barbecue sweets and salads to be confirmed- contact Dora. Numbers of helpers required to look after hall etc and hand out meals.

Please fill in lunch order forms.

Pot Plants will be supplied by Waldecks on deposit.

Bevan Sharp was thanked for his efforts by Peter Sartori.  
Peter Gilberthorpe stated cabinet from museum will be provided for Hubleys.  
Max Annear has list of marshals for Saturday and Sunday.

**General Business:** Dave Bussard had one letter with no address. Newsletter no 7 sent.  
Peter Gilberthorpe handed out passes for Classic Car Show.  
March run meet at Causeway 9.30am 14<sup>th</sup> March 2004.  
Louise asked that volunteers to go walking on Sunday mornings as practice for the Friday walks  
Meeting closed 8.55am.

\*\*\*\*\*

## BREAKFAST BARBECUE 15<sup>TH</sup> FEBRUARY, 2004

I think it was about eight o'clock when we got to McDougall Park, and had to park way down Ley Street, the opposite end to where the breakfasters had staked out an area to gather. It would seem the local council, in their wisdom, has 'improved' the parking area by reducing the numbers of bays for cars and introducing extra grassy bits.  
We had a great turn out of people for that time of the day. A terrific effort by those who came from outer metropolitan and country areas.  
Everyone seemed to be scurrying to and fro with lists and questions and queries. Is there something big going on?  
The meeting started about eight thirty and lasted no more than twenty minutes.  
Bevan came along to his last club outing before heading off to Laos to do a three month stint for AESOP, as a volunteer. Peter thanked Bevan on behalf of all the club members for his invaluable help in obtaining sponsorship for the National Meet. He has had amazing success with several companies.  
Peter G told us about Whiteman Park letting us borrow one of their cabinets to display out trophies over the Easter break.  
Darren also wanted a lockable cabinet to put the Hubleys in for the National Meet, so if anyone has or knows of one we can borrow it would be greatly appreciated.  
After the meeting finished there was more activity and Steve took some of his volunteer judges off to test their skills on the cars.  
We headed home about 11 o'clock and there were still a few people hanging around. A most productive day.

*Louise*

\*\*\*\*\*

## GREAT TRUTHS ABOUT GROWING OLD

- 1) Growing old is mandatory; growing up is optional.
- 2) Forget the health food - I need all the preservatives I can get.
- 3) When you fall down, you wonder what else you can do while you're down there.
- 4) You're getting old when you get the same sensation from a rocking chair that you once got from a roller coaster.
- 5) It's frustrating when you know all the answers, but nobody bothers to ask the questions.
- 6) Time may be a great healer, but it's a lousy beautician.
- 7) Wisdom comes with age, but sometimes age comes alone.

### SUCCESS:

At age 4 success is . . . not peeing in your pants.  
At age 12 success is . . . having friends.  
At age 16 success is . . . having a drivers license.  
At age 20 success is . . . having sex.  
At age 35 success is . . . having money.  
At age 50 success is . . . having money.  
At age 60 success is . . . having sex.  
At age 70 success is . . . having a drivers license.  
At age 75 success is . . . having friends.  
At age 80 success is . . . not peeing in your pants.

### THE FOUR STAGES OF LIFE:

- 1) You believe in Santa Claus.
- 2) You don't believe in Santa Claus.
- 3) You are Santa Claus.
- 4) You look like Santa Claus.



## HEAD STUCK ON THE BLOCK?

The head can sometimes be very difficult to get off. If you are using a chisel or screwdriver to pry never pry on the sides of the head. It will crack for sure. You can pry up on the 4 corners or along the front edge. It is generally rust around the studs that keeps the head from coming loose, they become rusted to the head due to water seepage. Since you should always replace studs when you pull the head, don't worry about damaging studs. Studs are cheap and new ones enable an accurate torque when you reinstall the head. Use an 8-inch pipe wrench on the studs and try to screw them out. A special stud remover tool is also available. Use a bottle torch to heat the stud and tap on the top of it to break some of the rust loose. If you twist a stud off, it's not a big problem. It is relatively easy to drill out and insert a helicoil if necessary. Use some patience and do not crack the head. Use the grey composition (Felpro) head gasket when you reinstall the head. I have found many of the copper head gaskets are of poor quality.

*Les Andrews*

## HEAVY STEERING?

The two-tooth worm & sector is much better steering and can be adjusted with better results. Hard steering can be related to front end problems. You must have correct tow-in and caster adjustment to get easy steering. Tow-in is 1/16" and caster should be 5°. The other causes are worn king pin bushings and trust bearings. Try to rotate the king pin thrust bearing with your finger. If you can't, then the trust bearing is worn and is not carrying the front end weight of the car as it should. The front end weight of the car must ride on the trust bearing to get easy, smooth steering. When the weight of the car is on the trust bearing you will not be able to rotate it with your fingers. I do not recommend installing Teflon inserts in the tie rod ends. The Teflon will spread under pressure and then cause loose tie-rod ends. If needed, replace the ball studs on the end of the steering arms and then grease the balls and tighten the tie-rod ends one complete turn after the end plug makes contact with the

ball. The spring should have 25% compression. You should install all four shocks. It is a must for stability on the Model A front end and dampens most road shocks.

*Les Andrews*

## SLUDGE IN YOUR FUEL TANK?

There are two baffles in the gas tank, which prevent getting all stale gasoline and sludge out as it sits in the car. A gallon can of carburettor cleaner poured into the tank and let sit for 3 or 4 days will soften old sludge. Most of it will drain out, but there is always a gummy residue left behind the baffles. That residue from the dissolved old gas continues to seep through the gas lines and causes a sticky film at the carburettor float valve. This causes the float valve to stick closed at times. The only real cure is to remove the tank from the car, pour a gallon of carburettor cleaner in the tank, let it sit for a few days, then empty and have the tank boiled out at a radiator shop. Unfortunately that means that it will strip the paint. Then coat the inside with a quart of gas tank sealer. Rotate the tank to thoroughly coat all sides, top and bottom of the tank, and behind the baffles. Repaint the outside and reinstall the tank in the car. I know this sounds like a lot of work, but you will not have gas and carburettor problems again.

*Les Andrews*

## KING PIN FIT

The axle hole and king pin do not have to be, and are not, a tight fit. The king pin does not rotate in the axle hole. The king pin is locked stationary to the axle with the locking pin, making the king pin and axle one integral unit. The spindle then rotates around the king pin on the spindle bushings. The spindle bushing to the king pin must be a snug fit. The weight of the car rides on the thrust bearing under the head of the king pin. The early AR king pins had a tapered fit for the locking pin. The early king pin and locking pin was not grooved like the later king pins. Early king pin and locking pin was a round tapered fit. You can only buy king pins today with the grooved cut for the locking pins, so you will get grooved locking pins. *Les* ♦

# Ford Motor Company – Early Advertising

In the beginning, Henry Ford relied on racing his cars to gain publicity, but he ceased in the autumn of 1907 (after a near fatal accident for one of his drivers) claiming that the cylinder displacement should be restricted to 250 cubic inches; racers with up to 600 cu in continued to race. His other reason was that there was no further competition in his class. This move was criticised by his dealers.

Advertising Ford vehicles commenced four months before the Company was formed. In February, 1903, Henry Ford's chief backer, Alexander Malcomson, announced "The Fordmobile" to be made by the "Fordmobile Company Ltd" – neither the product nor the company came into existence.

Most early automobile advertisers tried to convince their prospective buyers that they were not just offering to sell the results of their experiments. The 1895 Racine offered: "speed, safety, comfort and economy". The 1899 Oakman promised: freedom from odour, speed at will, economy, simplicity, durability, practicality and attractiveness. The Locomobile steamer advertised the ultimate in reliability, safety, comfort, simplicity, speed and low cost.

The advertising slogan became popular and Packard used "Ask the Man Who Owns One" from 1901 until 1956. Trademarks began to feature in 1908.

Ford had no advertising department until 1907. Ford's Business Manager, James Couzins', first advertisement was headlined: "Boss of the Road" and claimed it was: "positively the most perfect machine on the market, having overcome all drawbacks such as smell, noise, jolt, etc common to all other makes of Auto Carriages. It is so simple that a boy of 15 can run it."

In 1907 LeRoy Pelletier took over Ford's advertising and adopted a breezier style of

copy and lots of white space. One of his ads ran: "Light, Limber and Tough as a Hickory Withe. The Ford 4-cylinder Runabout (\$600) will withstand more rough usage than any other motor car made – bar none."

The phrase "WATCH THE FORDS GO BY" was coined in 1907 and used until the early 1940s. It was as well known as Packard's: "Ask The Man Who Owns One". By then there were 8,833 Ford Runabouts on the road.

Dealers were instructed to have repair garages separate from their display room so prospective customers would not see repairs to Ford cars being made, or hear irate owners complaining about their cars. Chains could not be advertised as they suggested the possibility of a breakdown. At least one branch ordered that malfunctioning cars be towed through the city streets only after nightfall so people would not witness the event. Nobody, including customers, was permitted to smoke in Ford branches. Tipping was not tolerated and acceptance of a gratuity resulted in instant dismissal. All directional signs had to be fresh and clean. Ford had more sales outlets – 7,000 – than the rest of the automobile industry combined.

By 1908, Ford had produced eight models: A, B, C, F, K, N, R and S; and so carved its own niche in the industry. In 1908 they sold 6,398 cars and were the fourth biggest seller of automobiles. But, with the introduction of the Model T, Ford left the rest behind and dominated sales for the next 18 years. In 1918/19 Ford produced half the industries' output. From 1911-1915 and from 1918-1921 the company earned more than the rest of the industry combined.

For 2 or 3 years after 1908, the Ford was better known to the public than any other firm or car. By 1913 it was regarded as one of the outstanding business institutions. ♦

1928 to 1931  
**TIME  
FRAME**

*What else was happening?*

**They epitomised  
the times and they  
loved Fords cars.**

**They were:**

**Bonnie  
and  
Clyde**



Bonnie Parker stood 4'11" in her stocking feet, weighed 90 pounds, had Shirley Temple-coloured strawberry-blond ringlets, was freckle-faced and, according to those who knew her, was very pretty. Born October 1, 1910, in Rowena, Texas, her parents were hard working labourers plunked down in life among the lower caste. A good student in high school, she excelled in creative writing and displayed a dramatic flair for the arts. Her favourite colour was red; when she could afford it, she wore fashionable clothes dominating that colour. She loved hats of all kinds. As a child, her father died young and her mother was forced to bring her and her two siblings to Cement City, near Dallas, where they lived with Mrs. Parker's parents. Married too young, at age 16, her immature rattle-brained husband wound up in the penitentiary a year later. For money, she was forced to become a waitress. Bored and poor, she knew life had something more to offer.

Clyde Chestnut Barrow stood 5'7," weighed 130 pounds, slicked back his thick brown hair in the style of the day, and parted it on the left. He was the fifth of eight children. Women found him attractive. He came into this world as one of many children born to dirt-poor tenant farmer parents barely making a living on the cotton fields of Teleco, Texas. Moving with his parents, brothers and sisters to the Dallas outskirts, where his father ran a gas station (in which the family members crowded as one into a tiny back room), Clyde quickly learned to abhor poverty. Bored and poor, he too knew life had something more to offer.

Bonnie and Clyde were children of a nationwide economic depression that, not unlike France in the late 1700s, had its upheavals. Depression had lowered a hideous shroud over the nation. The American Dream collapsed along with Wall Street in 1929. Pride of freedom became a joke. The country's money had declined by 38%. Gaunt dazed men roamed the streets seeking jobs. Breadlines and soup kitchens became jammed. In rural areas foreclosures forced more than 38% of farmers from their land; simultaneously, a catastrophic drought struck the Great Plains.

Clyde and his brother Ivan (who everyone called "Buck") generally skipped classes. They would wander for hours in the back streets of Dallas and engage in fisticuffs with the other truants who, like Clyde, saw no future at Cedar Valley.

While the wayward Barrow boys were ditching school, across the tracks in Cement City, a cute little redhead with ringlets and a too-mature swivel in her hips for a teenager was attracting the attention of the local boys in Cement City High School. Bonnie Parker was a capable student, her teachers noted, and they saw her with her mother and grandmother every Sunday at the First Baptist Church in town. The only trouble was, she seemed a little too preoccupied with Roy Thornton, one of the "bad boys." No one, not even Mrs. Parker, was really surprised when Bonnie quit school and eloped with Thornton at age 16.

Clyde Barrow and older brother Buck dropped out; bored, they made their own excitement and, much to the chagrin of the local police, excitement meant something illegal. At first, this translated as small stuff, breaking a window here, stealing a bag of candy there. But, boredom escalated and so did their "excitement".

One night, the "Terrible Barrows" (as the neighbours took to calling the duo) stole a flivver and cruised the dark boulevards. They wanted money and, with a little moonshine under their belt, decided to burgle one of the many shops fronting Main Street. They chose the Motor Mark Garage. Pulling their car, headlights off, through an alley, they parked behind the place and jimmed the shop's lock until it snapped. Greeting them in the alcove was a small safe, bathed in moonlight that poured in through the window. It looked inviting. Hoisting it, they carried it out and tossed it onto the back seat of their auto, laughing at the incredible ease of this job.

A patrol car had spotted the suspicious vehicle and, before they could travel two blocks with the ungainly prize, they found themselves being pursued. Panicky, driver Buck crashed the car into a lamp-post; the two brothers lit out. Clyde escaped through a succession of backyards,



### Bonnie and Clyde continued>

but Buck stumbled. The police nabbed him. Refusing to name his accomplice, they booked him for robbery. In an ensuing trial, he received several years in Huntsville State Prison.

Clyde might have learned from this fiasco and his brother's literal stumbling into constabulary hands. He didn't. The night after the foiled theft, he and his friends were out burgling other stores in neighbouring Waco.

About the same time, Bonnie Parker's young husband was slapped with a multiple-year jail term for thievery. Bonnie moved back into her grandmother's house and took a job as a waitress at Marco's Cafe in the heart of Dallas. Now she was reduced to catering to hungry, loutish truckers with heart tattoos who slapped her behind and passed crude comments as she wiggled by with heavy soup trays.

One of her nicer customers was a town policeman named Ted Hinton; merely acknowledging her with a friendly hello at breakfast every morning. "Bonnie was a very pretty young woman with taffy-coloured hair that glistened red in the sun and with a complexion that was fair and tended to freckle," he wrote years later. In his book, *Ambush*, he admitted he had had an attraction to her. Though Hinton and Bonnie rarely spoke those mornings in the cafe, and it is doubtful they knew each other's last names; both would, in less than five years, come together on a country highway in northern Louisiana. Bonnie would be dead. Hinton would be one of a group of lawmen who shot her.



Clyde Barrow poses

Just before Christmas of 1929, the authorities were determined to fully investigate the activities on one Clyde Chestnut Barrow with intent to apprehend him once enough evidence was gathered.

One evening, hearing that a sister of one his huckleberries had slipped and fallen on an ice patch and broken an arm; Clyde decided to pay her a visit to cheer her up. After salutations were complete, he asked her what the clatter was in the kitchen. That's my girlfriend," she said, "mixing up some hot chocolate. Go in and say hello. Her name's Bonnie Parker."

It was love at first sight. Insanity was born over Ovaltine.

On February 12, 1930, Clyde heard there were men with sombre faces asking about him. He confessed to Bonnie that they were possibly policemen wanting him for past crimes. He might have to leave town, but would send her a post card notifying her of his whereabouts. She promised to wait for him - as long as it took.

That evening, as he was packing, Clyde was arrested. He was moved to Waco County for trial and sat in the prisoner ward of the gothic Waco Courthouse awaiting trial. His new-found inamorata,

Bonnie, found herself yearning to be near him -- in letters she penned she called him "Sugar" - but, Waco seemed like the other end of the world. Finally, against her mother's wishes, she took time off from her job and grabbed a bus to Cousin Mary's house in that city.

During one of her visits with Clyde, she was acquainted with his cellmate, Frank Turner; a two-time loser with big dreams. He told her that because this was his third arrest, if found guilty at his trial he would be sent "up the river for a long time". His only hope was to escape. But, he needed a gun. His parents in East Waco had such an item, and they were out of town. He wondered: If he drew a map of his parents' home, indicating where the gun was stashed, could Bonnie confiscate it and smuggle it in to Clyde? He promised to take Clyde with him.

Bonnie didn't hesitate. She took the blueprint sketched out hurriedly on a napkin and convinced her cousin to drive straight to East Waco for the treasure hunt. The girls broke into the home and found the .32 concealed in a closet. The next day, Bonnie carried the weapon in her purse to the visitation dock and slipped it to her "Sugar" under the noses of the pacing attendants. Clyde then instructed her to go back to Dallas and wait for him.

In court, Frank Turner received the verdict he expected -- a stiff one: 20 four-year terms for burglary. But, that evening they acted. As a guard slid a tray of supper under their cell bars, Clyde thrust the revolver into his face, simultaneously collaring him. Surprised and frightened, the guard unlocked their cell and mutely took their place inside. Clyde and Turner walked out.

**Bonnie and Clyde were about to begin their wild ride into history ...  
Part Two next time .....**



# NOTEBOOK

## **BIRTHDAYS for MARCH: Birthstone: Aquamarine; Flower: Jonquil**

Maxine Creedy, Ivan Eatt, Frank Farelly, Shirley Hall, Tom Hart, Bob Hembrough, Tania Jansen, Daisy Jordan, Alex Kirkwood, Ruth Lucas, Neil Munro, Doreen Stathy, Matthew White & May Wilson. Have a great day!

**Wedding Anniversary-** belated best wishes to Peter & Elaine Gilberthorpe.

## **TROPHIES:**

Whiteman Park Museum has generously offered us a display case over the Easter break to show off our trophies that have been presented to the club and individuals over the years pertaining to our Model As. It would be appreciated if those of you who have received awards could display them at the museum. They will of course be secured under lock & key by the curator John Withers at Whiteman Park. So bring them along to the next meeting or contact Peter Gilberthorpe to make other arrangements. There is a lot out there, let's show 'em off!

## **SUBSCRIPTIONS:**

Subs are now overdue. for those who have not paid please send your cheque/money order to John Hall, [REDACTED] Salter Point or bring your cash to the March meeting. Only \$25 metro membership, \$20 country/interstate. THIS IS THE LAST REMINDER. If you have decided to not renew, please contact John Ph: [REDACTED] via the above address or via email: [REDACTED]

## **FOR SALE:**

1929 Roadster Fully restored Concessional Lic Maroon with black guards \$18500  
Contact Ian Dalby [REDACTED]

1929 Roadster Fully restored Concessional Lic All offers considered  
Contact Peter Jordan [REDACTED]

5 x 21" Firestone Whitewall Tyres (used) P.O.A.  
Contact Phillip Raccuia [REDACTED]

1928 Phaeton Fully restored Concessional Lic P.O.A. Would prefer vehicle to go to prospective or club member. Contact Michael Stathy [REDACTED]

## **WANTED:**

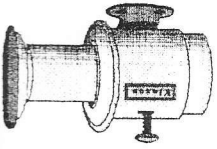
Tudor body only  
Contact Barry Bristow-Stagg [REDACTED]

1928 Zenith or Holley Double Venture Carby  
Contact Phillip Raccuia [REDACTED]

1928 Headlight bar . Anything for a 1928 Phaeton required for a major project.  
Contact Matthew White [REDACTED]

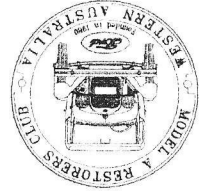
## **FREE SUNDAY WALKS:**

Put on those comfy shoes, slap on a hat and/or sunscreen, bring your water bottle and learn lots of things you didn't know about Perth. Walking tours every Sunday morning from 9.00am leaving from the number 1 carpark. Contact Louise on [REDACTED] to register your interest.



If undelivered, please return to:  
Thornie [redacted]  
Western Australia, 6108

BUSSARD David & Pat  
[redacted]  
BALDIVIS WA 6171



## Western Model A News

**The internationally trusted name for your quality Model A Ford parts**

# Snyder's

Antique Auto Parts

Check out the on line catalogue and order form at  
[www.snydersantiqueauto.com](http://www.snydersantiqueauto.com)

*Supporting the 2004 Australian National Model A Ford Meet, Perth, Western Australia*

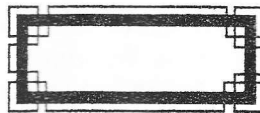
IF THERE IS A CROSS IN THIS BOX, YOUR ANNUAL  
SUBSCRIPTION IS OVERDUE  
FAILURE TO SEND YOUR MONEY TO THE SECRETARY BY  
THE END OF MARCH WILL RESULT IN THIS BEING YOUR  
FINAL NEWSLETTER.

PLEASE DON'T LET THIS HAPPEN.

SUBSCRIPTIONS: CITY \$25; COUNTRY & INTERSTATE \$20

PLEASE FORWARD IT TO:

JOHN HALL, [redacted] SALTER POINT WA 6152



Secretary/Treasurer: John Hall, [redacted] Salter Point, WA 6152  
Phone: [redacted]