

# Western Model A News

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



Year XXIV No XI  
JUNE, 2004

## The NEW CAR SPECIFICATIONS

### MOTOR

4 cylinders  
Unit construction.  
Pump and Thermo-Syphon cooling.  
Pump and splash lubrication.  
Single coil distributor ignition.  
Sliding gear (3 speed) transmission.  
Multiple 9 plate dry disc clutch.  
Dynamically balanced crankshaft.  
High and low speed jet carburettor.  
(Hot spot manifold.)  
Aluminium pistons.  
Oil indicator.  
Two blade aeroplane type fan.  
Carbon chrome nickel alloy valves.  
Bakelized fabric timing gear.  
R. A. C. rating 24.03 H. P.  
Actual developed H. P. 40. at 2200  
R. P. M.

### CHASSIS

4-wheel brakes—internal expanding.  
Brake equalizer, mechanical type.  
Springs—transverse semi-elliptic.  
Drive—Torque tube.  
Gears—Spiral bevel  
Rear axle three-quarter floating.  
Full crown one piece fenders.  
Gravity feed fuel tank.  
Ignition wires enclosed in flexible  
steel tubing.  
Steering gear—irreversible worm  
and sector type.  
5 one piece spoked wheels.

17½-inch steering wheel.  
Acorn design, nickel plated head-  
lights.  
Alomite-Zerk chassis lubrication.  
Body and Chassis insulated to pre-  
vent noise.  
Wheelbase 103½ inches.

### EQUIPMENT

Starter.  
Foot accelerator.  
One piece windshield.  
Automatic windshield wiper (closed  
cars).  
Rear view mirror.  
Speedometer.  
Dash light.  
Petrol gauge.  
Ammeter.  
Motor driven horn.  
Combination tail and stop light.  
Sun visor.  
Thief proof ignition lock.  
4 hydraulic shock absorbers.  
Wide range of colour options.  
Complete set of tools.

### PERFORMANCE

60 miles per hour.  
40 miles per hour in second gear.  
Acceleration—5 to 25 M. P. H. in  
8½ seconds.  
30 miles per gallon petrol con-  
sumption.



PRINTED IN CANADA

AD. 801 O. S.

23 YEARS OF PUBLIC PREFERENCE

**Next Run/Meeting: Sunday 20th June, 2004**  
**Place: Centrepont, Midland 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

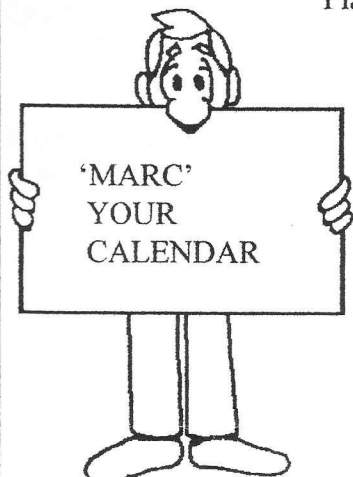
**SUNDAY 20th JUNE, 2004**

Organised by Alan & June Smith

Time: 9.00am for 9.30 departure

Place: Meet at Centrepoint, Midland, in railway side carpark

Full tank of petrol for a long run



**MAFCA NATIONAL CONVENTION  
PORTLAND OREGON**

11-16 July, 2004

Hosted by: The Beaver Chapter &  
The Northwest Regional Group

**SUNDAY, 25th JULY, 2004**

**AGM & VEHICLE INSPECTIONS**

VCC Clubrooms, Hale Road, Forrestfield

Vehicles from 10.00am, AGM at 2.00pm

BBQ lunch provided by club.

Please bring a plate of goodies to share for afternoon tea.

**SUNDAY, 29th AUGUST, 2004**

Organised by John & helen Moorehead

**SEPTEMBER, 2004**

Organised by Peter & Elaine Gilberthorpe

**OCTOBER, 2004**

Organised by David & Pat Bussard

**7TH NATIONAL MODEL A RALLY 2005**

**HAWKES BAY, NEW ZEALAND**

Early Bird Registration

Fee \$10 payable to

Hawke's Bay Model A Club

██████████, Waipukurau, CHB  
New Zealand

**19th NATIONAL MODEL A MEET**

**WEST BEACH, SOUTH AUSTRALIA**

25th-29th September, 2006

website: <http://www.homestead.com/fordsa/FordA.html>

**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 W.A. (INC).**  
**PEEL ESTATE WINERY, KARNUP 23<sup>rd</sup>. MAY 2004**

**Meeting Opened:** 1.00 p.m. Peter Sartori in the chair.

Everybody welcomed with 39 members and 3 visitors in attendance. Details as per the attendance record. A vote of thanks to David & Pat Bussard for organising the run as Bob Newton was still in recovery mode after his recent operation

**Minutes of Previous Meeting:** Accepted as read

Moved: Lorna Wigmore. Seconded: Alan Jeffree

**Correspondence In:** An e-mail received from John & Gayle Easterbrook to bring us up to date on their trip around Australia. They are currently in northern N.S.W. and all is well. They passed on best wishes to all members.

**Correspondence Out: Nil**

Accepted: Ray Mahony Seconded: Toni Mahony

**Treasurers Report:**

Balance as at 30 the. April 04		\$3972.52
Income May 04	Nil	
Expenditure May 04		
Postage	\$51.40	
Bank Fees	0.30	
Balance as at 24-05-04 Bank West		\$3920.82
ANZ Term Deposit		\$7503.41
Petty Cash on hand		18.43

Accepted: Lorna Wigmore Seconded: Alan Jeffree

**2004 National Rally:** Ray Mahony thanked all members for their efforts in making this event such a success. Numerous letters etc received with favourable comments. A letter from Lyall & Faith Hayhow (Victoria) read in full to the meeting to provide an example. This letter will be included in our newsletter. The overall financial position was summarised by the treasurer and whilst some accounts are still to be finalised a surplus will result. This account will be forwarded to our auditor early June 04.

**General Business:** Peter Sartori contacted Bob Newton and Max Annear who are recovering from recent operations and passed on best wishes from all members.

Dora Annear confirmed that a venue at Cottesloe has been booked for our Christmas function.

Peter reminded all that at the A.G.M. all committee positions will be vacant and that he will not be standing for President. John Hall and Louise Read have also indicated that will not be stand for positions. All members need to consider and nominate prior to the A.G.M.

Members reminded that back in January a review of our clubs position was prepared and all members were asked to review and forward comments to the Secretary.

Steve Read reminded members of the requirements for a concessional vehicle licence. In addition to letter from the secretary confirming that the applicant is a current financial member, a certificate of inspection is required. An examiner approved by the Department for Planning and Infrastructure to conduct initial examination for Club Concessional Licence issues this certificate.

The club has received a copy of the Restorer (Model A Ford Club of America) and this publication will be available from our library.

Evan Gobby suggested that we have a Club bomber type jacket and he will liase with Darren Jeffree as Darren may have made some enquiries.

Toni Mahony reminded members that next year our Club will be 25 years old and we should consider if we wish to celebrate this event and arrange an appropriate function?

Louise Read asked if Peter Sartori could follow up with his contact for Club shirts, as our stocks are low. Louise also asked if members were interested in a group visit to the Perth Mint on a Thursday morning. Insufficient interest from the members to proceed with this visit.

Bill Cowlin in the near future will be setting up a plating process to apply a chrome/nickel coating to small parts. Bill will advise further after his return from a planned holiday in June.

**Bits and Pieces:** Peter Sartori advised members that his Phaeton is for sale.

**Next Meeting: 20th.June 04**

**Meeting Closed:** 1.42 p.m. John Moorehead Acting Secretary / Treasurer for John Hall

## Run Report 23 May 2004

This run was prepared at rather short notice as Bob Newton was unavailable due to ill health.

The participants in the first club run since the National Meet in April met at the Causeway car park a 9 am. The weather had been uncertain all week but the number of members attending indicated that interest in our outings remains high regardless of possible discomfort. The usual discussion preceded what was a somewhat ragged start, due to the lack of the official whistle-blower, Max Annear, who was having a few parts replaced.

The convoy proceeded by the most direct route to Bibra Lake for morning tea. A slight detour was necessary because of the new construction under Mt Henry Bridge. A few more vehicles were already waiting when we arrived, including Barrie and Gwen with a boot full of goodies. Also present were Jack and Mavis Berkshire, out for their first run in a long time. Recent rains had brought out the avian wildlife.

From Bibra Lake we proceeded we travelled by a circuitous route through the southern suburbs to the Peel Estate Winery in Baldivis. Some members travelled by a more circuitous route than others; however all enjoyed the rural nature of this part of the metropolitan area. Lots of cows, horses and birds as well as market gardens and plant nurseries are found in this location. Increasingly common were new residential developments being located around the freeway and the route of the southern railway.

This was the first visit to Peel Estate for many members. This winery was established by Will Nairn about thirty years ago when he gave up wheat farming for the life of a wine producer. In that time he has developed a well-deserved reputation for production of very high quality red and white wines. The winery has well developed shaded lawns, a barbecue area, picnic tables and a tasting area that was visited by the non-abstemious among us. As we ate there were a few more arrivals, including a tourer that looked fairly original, except for the blue, crushed velvet upholstery; certainly a different look. The Mahonys arrived with a boot full of orange juice (in cartons, not sloshing around) that was offered to anyone who wanted to take some. Merv Ward brought his tourer on its first club run. At the end there were about 13 Model A's and about eight moderns, a very satisfying attendance.

*David Bussard*

\*\*\*\*\*

### Thank you from the Rally Director

Some three and a half years ago a committee was formed to organise the 2004 Model A National Meet. Very early in the deliberations we decided that the emphasis for this meet should be to encourage people to plan a holiday in Perth and Western Australia and include the national meet as part of that holiday.

This was the focus of our promotion at Toowoomba, and from the number of eastern states visitors that toured either on the way here or on their way home, it would seem to have been a successful concept and we probably had several entrants that would not have otherwise come.

It was also our intention that this event should be conducted by the members of the Model A Restorer's Club of WA and not just the committee. Although the committee members took on the bulk of the responsibility others stepped in and contributed their time and expertise where and when needed. I am confident that every club member contributed to what ever extent they were able; some in a small way and other in a larger way, depending on their time, skills and capacity.

It is obviously not possible to mention everybody, however, the committee members, Toni Mahony (Secretary), John Moorehead (Treasurer), Alan Jeffree, Merv Ward, Shirley Hall, Peter Sartori, Pat Bussard, David Bussard, Steve Read, Germaine Jeffree all took on a specific responsibility and with the assistance of people like John Hall, Edith Jeffree, Darren Jeffree, Kath Ward, John Timmings., Barrie Guest, Kath Pepper and Hans Hurij do need to be mentioned and thanked for the many hours of work put in, and for their support and co-operation.

From the feed back we have received from our eastern states colleagues and from the US visitors it would seem that our meet was 99.9% successful, and the other .1% doesn't matter.

I must say that I proud to have been part of the event and am pleased that after more that three and a half years of hard and some times frustrating work by the committee we are still talking.

*Ray Mahony*



To the Rally Director: Ray Mahony and Committee  
18<sup>th</sup> National Meet of Model A Ford Clubs - Easter 2004

Dear Ray,

I write as a participant in the 18<sup>th</sup> National Meet, Easter 2004, to express the appreciation of both my wife and myself for the excellent organization of the Rally.

We thoroughly enjoyed every aspect of the Meet from the very beginning and for us there were many highlights. The venue was most appropriate providing secure and convenient parking for vehicles.

The meals were of a high standard and catering staff most obliging. The variety of food was extensive and the quantity most generous. The planning of the Rally Bag and accommodating the lunch packs was a great idea. The City Walks were very well organised and car parking arrangements were excellent with security being thoughtfully considered.

Likewise the runs were very well planned. It would be difficult to get lost even if one tried. We thought the length of the runs was most appropriate considering the distance people travelled to get to Perth. We enjoyed the runs we went on.

Meeting the people from the U.S.A. was a highlight for us. A great opportunity to share interests and knowledge. We stayed at the same motel as the Americans and had several opportunities to speak to most of them.

Entertainment was good and there was good participation from all states. Our American friends did an excellent job and entered into the spirit of the occasion most enthusiastically.

For me, I must admit, I particularly enjoyed the Ming Dynasty segment and singing "Who Were You With Last Night?" in Chinese was a great thrill. Thank you for that opportunity.

The venue for the Mandatory Run was excellent and the Model As created a great interest for members of the public. It is not often that members of the public can see cars being judged and this fact in itself stimulated a lot of interest.

One of the outstanding highlights for us was the friendliness of those committee members and volunteers who assisted and directed us at various venues and in the hall. We were always greeted with a friendly smile and nothing seemed too much trouble to them. A positive feature for any gathering. Well done people.

The breakfast to farewell us was outstanding. A great start to the day and everyone who partook was well and truly satisfied.

The organization behind the scenes was most professionally carried out and this became evident as the Rally progressed.

We thought the serviettes were lovely and a nice feature at the Presentation Dinner.

Comments made by participants back home echo our comments and we all believe you have set a high standard for future Meets.

My wife and I thank you and the committee and indeed all those who assisted in any way to make the 18<sup>th</sup> National Meet the success it was.

We had a marvellous time. It was for us a great adventure, exceeding our expectations and an experience that we will never forget.

We hope you Ray, the Director, the Committee and the volunteers can enjoy a respite from your duties and we close by saying, 'An excellent job, well and truly done.'

Yours sincerely

Lyall & Faith Hayhow, Victoria

P.S. A pleasant anecdote.

On our way to a morning run, we ran out of petrol. The first time ever. We arrived late at H.Q. to collect our lunch. The only person in whom we confided about our dilemma was one of your loyal and trusted committee members, Peter Sartori, who assured us that our secret was safe with him.

What a coincidence that when we arrived at the luncheon venue some one and a half hours late we were greeted by a lovely lady who made us welcome with a pleasant smile, as earlier mentioned, and then said, "Are you the people who ran out of petrol?" The grapevine is alive and well in W.A. Peter did offer me \$10 to buy some petrol. Thanks Peter, good fun!

## SHIMMY ON DECELERATION

It could be a U-joint. Make sure the rear spring is not out of the centre bolt hole in the rear cross member. Remove back seat to look for rear spring centre bolt head to be in the centre hole of cross member. Off centre rear spring will cause vibration; make sure the torque tube bolts are all tight at the rear banjo. Also make sure the front end is set to 5° caster. This is set by the placement of the wishbone ball in the bell housing ball socket. When decelerating, and the shimmy starts, depress the clutch pedal. If the shimmy goes away, the unbalance is behind the clutch, ie: in the transmission or drive line. If the shimmy continues, the unbalance is in the engine or flywheel.

## SHOCKING!

The front shocks provide front end stability. Without front shocks the body has a tendency to sway from side to side. Without the front shocks it is teetering on the front spring. The rear shocks will take a lot of bounce out of the car. They counteract the rebound from the rear spring action. The front right shock and the rear left shock are the same. Likewise, the front left and rear right shock are the same. The shocks are identified as CW and AC (clockwise and anticlockwise). Shocks marked CW are installed on the front right and left rear sides.

## EMERGENCY BRAKE ADJUSTMENT

Emergency brake adjustment is made with the adjustable clevises on the emergency brake rods. Set the emergency brake handle to the second click back. Jack up the rear wheels and adjust the clevis on each rod until the wheel can be turned with drag. Try to set each wheel with equal amount of drag. Then set the emergency brake handle to the third click on the pawl. This should lock both rear wheels.

## COLOUR MY MODEL A – WHAT?

Todd Faucet of Tri-City Paint has been collecting original paint chips for 3 years. For ideas of painting topics and to look at colour options – visit: [TriCityPaint.com](http://TriCityPaint.com).

## HORNY PROBLEM?

Take the rear cover off the horn and use a pencil eraser to clean the armature. With your hand, rotate the armature and clean each segment. Then use a little lacquer thinner on a rag to wipe the armature clean. If all connections are clean, you should have plenty of power to get a good sound out of your horn. Spray the horn motor brushes and felt bushings around the armature with WD-40 or other solvent to clean oil and dirt from the brushes. Apply a drop or two of light oil on the felt pads around the armature shaft.

## TYRE ROTATION

Rotation should always be straight back. Do not X rotate. That causes the tyre to rotate in the opposite direction and will possibly cause the tread to separate. Any slight separation causes heat and then the troubles begin. Keep the tyres rotating in the same direction.

## RATTLING HUBCAPS?

It is almost impossible to get replacement hub caps to fit tight, even with the tabs bent down tight. Put a small glob of silicone inside the hubcap in about 5 places. Use masking tape to hold the hubcap firmly in place until the silicone sealer dries. The silicone holds the hubcap in place (like glue) but can be easily removed when necessary.

## BACKFIRING AT 50mph!

Open the choke adjustment for a richer mixture. Check for restrictions in the fuel line. Check for an intake manifold gasket leak or crack in the exhaust manifold or manifold gasket. Remove the manifold and look for cracks and replace gaskets. Carburettor float level may be too low. Look at the porcelain on the plugs – if very light or white – the fuel mixture is too lean.

*The above are from Les Andrews, Technical Director of MAFCA.*

**IF YOU HAVE ANY HOME-GROWN  
REMEDIES YOU CAN SHARE WITH  
OTHER MEMBERS -  
PLEASE TELL THE EDITOR! ♦**

## 2004 – The 175<sup>th</sup> Anniversary of the Swan River Colony

As we set forth to celebrate our short history on Foundation Day the 2<sup>nd</sup> June I thought it appropriate to share a little bit of past history and a few milestones.

Being in the old car movement we prove everyday that we love old things and so it goes without saying we love Perth and our Swan River.

In 1829 James Stirling, an ordinary sea captain, along with his family, a couple of ships and a hardy bunch of free settlers set sail for what had been described by London papers as a paradise. Stirling had two years previously done a quick recce of the Swan River and had reported back, to the powers that be in England, glowing reports of the suitability of the area for a settlement. He modestly offered to accompany the group as governor, earning himself a nice little promotion and no doubt an increase in salary.

So on the 2<sup>nd</sup> June Stirling and his party arrived. Being winter the sea was a bit rough so landing on the mainland was somewhat delayed, but eventually all of those pioneers set foot on unknown ground.

In the following years the harsh seasons, tides, soil, shipping and lack of knowledge about the country all added to the population decreasing, as people became disenchanted and left for New South Wales or Tasmania.

Desperate to stop the outflow of people and to appease the cry of a lack of labour from the landowners and local government, the Governor of the day asked that they might bring convicts from England into Western Australia.

To offset the alarm raised by locals, the community was given the reassurance from English parliamentary that only the 'best' convicts would be sent, not any of those hardened criminals from the hulks. Given approval the first shipload of convicts arrived in June 1850 at Fremantle, the last arriving in 1868. In total 9668 convicts, all male, were transported to Western Australia. Were they all good? I don't think so!

However the influx of cheap labour saw an increase in public buildings, roads and much needed farm labour helping to build and increase the population and to encourage those who ventured to these shores to stay.

Western Australia's population exploded in the 1880s when gold was discovered and has never looked back. Men flocked from all over the world to try and make their fortunes on the goldfields. Some did, most didn't.

The gold wealth created business, building, recognition and influence.

In 1901 Western Australia elected their first Premier John Forrest and our state joined with all those east of the border to become a Federation.

One of those buildings built during the boom was His Majesty's Theatre. His Maj was designed by William Wolf, an American architect, and built in 1904 by Thomas Molloy. This fine old building celebrates its centenary this year.

Ten years later Australians went to war. Many young West Australian men volunteered to fight in support of the mother country. The ANZAC spirit was born.

Some years later in 1921, another scheme involving the Government was introduced. Known as the Group Settlement Scheme, this badly thought out plan to populate and develop the south-west of Western Australia for farming was again a government bungle. English migrants were once more given glowing reports of lush land, available housing, and simple chores to claim a piece of paradise. Such is the silver tongues of politicians.

By 1930 the scheme was washed up with the majority of families walking off their holdings unable to cope with the harshness of conditions and unreal expectations of Sir James Mitchell, the instigator of the scheme.

Western Australia celebrated 100 years of survival with dances, festivities and re-enactments in 1929, and of course the arrival of Henry Ford's new car, the Model A. Although released in America in 1928, the car was not seen here until 1929.

Depression hit Australia in the early thirties, biting into the pockets and pride of ordinary citizens. Times were tough for those in the city and the country.

Again Australians were called to serve their country in WWII. The fighting became closer to home this time and made Australia feel vulnerable. Since the return of troops in 1945, West Australians have been supportive of their country's involvement in territorial and political conflicts and continue to do so up until the present time.

In 1954 a daughter was born to a lighthouse keeper and his wife. Which by most peoples standards is uneventful, but for me very personal.

The West hit the boom time again in the 1970s with minerals being discovered and there was money a plenty. Lots of shakers and movers and some instant millionaires. Celebrations for the state's 150<sup>th</sup> Anniversary came to fruition in 1979.

To help celebrate this 175<sup>th</sup> Anniversary, a new model has recently been released to Darren & Germaine Jeffree. Cara Louise was born in early May and we share our state celebrations with the birth of a brand new Western Australian. Congratulations and well done to everyone of you.

Western Australia started as a tiny colony with those hardy pioneers sailing half the way around the world to start a new life. Men had to battle the hardships and the unknown. Woman had to raise families under primitive conditions and work beside their men to make a new life. Times were tough but that English farm labourer gradually became an Australian with intestinal fortitude. So if you think you have it tough, think of those who have gone before you.

Western Australians we salute you!

*Louise*



# NOTEBOOK

## **BIRTHDAYS for JUNE: Birthstone: Pearl; Flower: Rose**

Wendy Blacklock, Ann Brandis, Maurie Creedy, John Hall, Darren Jeffree, John Laurie, Lyn McPharlin, Joyce Munro, Dianne Paisley, John Roy, Rhonda Skelley, June Smith, Colin Strahan & Leanne Wringe. Many happy returns!

## **NEW MEMBERS:** Please welcome back

John & Margaret Roy, [REDACTED] Ravensthorpe WA 6346 Ph: [REDACTED]  
The Roys have a restored '28 Ute and four other unrestored projects.  
Welcome to you and please add these folk to your membership register.

## **CHANGE OF ADDRESS:**

Alan & Gail Duns, [REDACTED] Manjimup WA 6258  
[REDACTED]

**BEST WISHES:** to Max Annear who has had a bit of restoration done on his knee.  
And we hear Bob Newton is home and on the road to recovery.

## **THANK YOU:**

I would like to add my thanks to the many club members who gave so generously of their time and energies to make the National Rally the outstanding success that it was. I especially wish to thank those intrepid souls who volunteered (after some persuasion) to join with me in making fools of ourselves in front of three hundred people in our first time ever roles as entertainers. Notwithstanding a few slight hiccups, I believe our endeavours were well received and we all had a few good laughs. So thank you Ray and Toni, Merv and Kath, Ross and Alma, Peter and Elaine, Hans and Glenda, Frank, Malcolm and Colin. A special mention to Fran who helped put the skits together and acted as prompter, as necessary. Also Jeanette went to great lengths to locate and record some very hard to get music, which was integral to one of the skits. So thanks, Guys and I'm keeping your names in case we are asked to do it again.

*John Timmings*

## **WANTED:**

Zenith Carby for '30-'31 Phone Evan Gobby [REDACTED]

One or more 16" wire wheels as fitted to 1935 Ford Phone John Timmings [REDACTED]

## **FOR SALE:**

3AR wheels in average cond. looking for a new home Phone John Timmings [REDACTED]

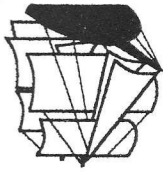
Antique (1950s) Oil Storage Tank complete with inbuilt pump, inspection hatch and dip stick.  
Measures 32 in (815 mm) high, 22 in (560 mm) wide and 10 in (250 mm) deep  
Holds approx. 25 gallons

Be first on the block to own this unique piece of garage memorabilia \$75 ono  
Phone Ron Andrews [REDACTED]

1928 Phaeton P.O.A Phone Peter Sartori [REDACTED]

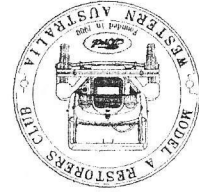


FOUNDATION DAY



BALDIVIS WA 6171  
BUSSARD David & Pat

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



Western  
Model A News

**SPECIAL  
OFFER**



**TO ALL  
CAR CLUB  
MEMBERS**

**\$20 DISCOUNT VOUCHER**

**\$20 DISCOUNT VOUCHER**

**\$20 DISCOUNT VOUCHER**

\$20 off our quality tailored cotton and water repellent car covers.  
Cotton covers available in a range of colours. Water repellent covers are also available.  
Ensure proper protection for your vehicle.

Call Juanetta for an obligation free quote or check out our website.



**Chief Car Covers**

Phone: 08 9534 6011 ♦ Fax: 08 9534 5404

Email: [Ccc25@amdaat.com.au](mailto:Ccc25@amdaat.com.au) ♦ Website: [www.carcovers.com.au](http://www.carcovers.com.au)



During the National Rally, John Hall photographed all of the vehicles that attended the Whiteman Park run. These photographs are being titled and if there is sufficient interest we will produce CDs containing these photos for sale to members and any other parties. If you do not have a computer it is possible to buy the CD and take it to any print shop and have prints made. Cost is not known at this time but will be less than \$10. Please send expressions of interest, but not money at this time, to:

David Bussard

Baldivis WA 6171  
AUSTRALIA

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