



*September 2017*

# The Chevrolet

*Official publication of The Chevrolet Club of WA Inc.*

*Issue number 380*



Bert and Angie Hayes' 1938 Sedan at York 2016.

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# Editorial

Hello Chev Club Members,

The first day of Spring reminds us here in Perth that Winter can often hang about for a while. It's been raining on and off all day and the wind is chilly. Never mind, with some good weather ahead there will be a lot of events to enjoy.

Speaking of events, Lyn and I drove up to Dowerin last week to take in the annual Dowerin Field Days, one of the biggest agricultural events in WA and second only to the Orange Field Days in NSW. Many million dollars of farm machinery were on display, making this old cocky aware of the huge developments in agriculture over the past 30 years since he quit the game. From just two grain marketing bodies 10 years ago there are now over 5 competing for business, though with the difficult season I don't think many growers will be signing contracts just yet.

There were a lot of interesting exhibits in the big marquees and pavilions, from wines to kitchen gadgets and backache remedies. Many farm type vehicles, from motor bikes, quad bikes, utes and 4WDs all on display. Around 25,000 people attended the two day event and ABC Radio broadcast from there on Thursday. We even had some high level politicians on display! So, if you've a mind to get out of the city, or you live anywhere near Dowerin, mark the last Wednesday and Thursday of August 2018 in your diary and get some fresh country air. Keep on Chevying, Hugh.

## NEW MEMBERS

We welcome Norm and Merle Hanks of Esperance. They own a restored 1928 Chevrolet National Tourer which has never been unregistered, plus a restored 1935 de luxe Master Sedan. Also from Esperance is Kim Seinor who has a restored 1927 Tourer.

## PRESIDENT'S REPORT



Hello Chev Enthusiasts

Last month we had a very informative tour of Fremantle Prison. They even allowed us to leave which was very good considering what members of the Chev club get up to ( just joking ).

On Sunday I will be heading to Geraldton for Rally West. A week of touring with about 130 cars of all makes and models. I am hoping to catch up with our two new Esperance members who are also attending the rally to welcome them to the Chev Club.

The following Sunday we are off to Bindoon for their car show. This is now an annual run for us and everyone seems to enjoy the day out.

In the shed I have been busy restoring the Baby Grand. Just received a new crown wheel and pinion from USA and just finalising importation of a parts car as well. One thing you can say about restoring cars is that there is always something to do.

Until then

Neil

How Sweet the roar of a Chev four!

## COMING EVENTS

- Sep 17:** [Bindoon Historic/Classic Vehicle Day](#)  
**Oct 8:** To The Hills  
**Oct 22:** Swap meet at Dogs West.  
**Oct 25:** Mid-Week Run (South)  
**Nov 12:** Brockwell Port to Park (TBC)  
**Nov 22:** Mid-Week Run (North)  
**Nov 26:** Up and Away  
**Dec 10:** Christmas Lunch  
**Jan 14:** Evening Run  
**Jan 24:** Mid-Week Run

### SEPTEMBER EVENTS

#### Sunday (17<sup>th</sup>) – Bindoon Historic/Classic Vehicle Day

*Meet 8:00am at Gingers Road house, Great Northern Hwy*

We will be going to the Bindoon Historic Vehicle Day (see poster on page 7). We will be bringing the trailer and offering a BBQ lunch to our members. If the ladies could bring a plate to share as the club will be supplying the BBQ.

### OCTOBER EVENTS

#### Sunday (8<sup>th</sup>) – To the Hills

*Meet 9:30am at Centrepont Midland*

After our morning tea stop we will be heading up to the old railway tunnels in Darlington. Lunch will be at the “Pines, Darlington” or across the road in the park for a picnic (your choice on the day). We will then have one more stop before our meeting.

**\*\*\*Please note change of meeting venue\*\*\***

#### MEETING (8<sup>th</sup>) – Shannons@ 3pm

(Cnr Albany Hwy and William St, Cannington)

## **Wednesday (25<sup>th</sup>) –Mid-Week Run Return (South)**

*Meet 6pm at Chicken Treat Jandakot (Verde Dr & Armadale Rd)*

This will be our first mid-week run after our short break. We will meet monthly on the 4<sup>th</sup> Wednesday in Jandakot and head out from there. This run will be to Mandurah foreshore. Bring along a picnic or grab something at the end. Feel free to meet us at the destination (call me beforehand so we can organise this – 0401 145 319).

## **PAST EVENTS**

### **AUGUST EVENTS (13<sup>th</sup>) – Jail Break**

With bad storms forecast for the weekend we decided to continue with the run and the day turned out to be a great day and the weather was fine. We headed off to the Convict Café for some morning tea before we did our tour of the Fremantle prison. Our tour guide did a great job of telling us the stories of the past from the days of it being built, Moondyne Joe's cell, how the cells changed over time and then the final section of the Gallows. There are some notable paintings by prisoners which have been retained. See them on page 12.

I am proud to say that they did decide to let us all out (even though there were some questionable characters in the group). We then headed to the Pickers & Collectors shop in O'Connor for some light lunch and a bit of a look around before heading to the meeting.

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# BINDOON HISTORIC VEHICLE DAY



**SUN 17<sup>TH</sup> SEPT 2017**

**9am to 5pm**

**Bindoon Oval**

**6810 Great Northern Hwy**



*All Historical Vehicles and Motorcycles  
Welcome*

*Enquires to Chris Stokes*

*Phone 9576 0050*

*[estokes5@bigpond.com](mailto:estokes5@bigpond.com)*

**Organised by the Bindoon Museum**

**Visit us on your way past. 10am to 3pm**

Once again, we will be attending this day in September. As well as a very good turnout of cars there is also an art exhibition, wildflowers and much more.

Bindoon is just a pleasant run from Perth and the day is usually warm.

Among the visitors will be a group of New Zealand farmers and their wives who are touring the agricultural region, with your editor as tour guide. No doubt they will be interested in the collection of cars and the art and wildflower exhibition.

## Karen's birthday book

The entries for this month are:-

- |    |                    |      |
|----|--------------------|------|
| 4  | Laurance Gill      | 1948 |
| 9  | Maureen Richardson |      |
| 9  | Rob Horridge       | 1969 |
| 9  | Thea Leman         | 1983 |
| 12 | Jamie Hutcheson    | 1970 |
| 18 | Henry Hedley       | 2012 |
| 19 | Thomas Rogers      | 2005 |
| 21 | Geoffrey McCallum  | 1938 |
| 23 | Aleish Horridge    | 2007 |
| 25 | Peta Fitzgerald    | 1953 |
| 26 | Mark Reid          | 1955 |
| 29 | John Hogan         | 1951 |



To have your name in the Birthday list please advise Paul Fullwood, so we can recognise all milestones.

# ARMADALE AUTO PARTS

9495 1932

**UNIT 7, 23 GILLAM DRIVE, KELMSCOTT**

A black and white photograph of the exterior of the Armadale Auto Parts store. The building has a sign that reads 'AUTO PARTS AUTO PAINTS & BATTERIES'. Two classic cars are parked in front of the store.

Stockists of -		
Redline Accessories	Lokar	Cruzin Magazine
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Autometer	Cal Custom	Sidchrome
Rare Spares	Edelbrock	Holley
K&N Filters	Hurst	Kenwood
Megulars	Bob Drake	ACL Engine Kits
Mothers	MSD	B&M
Gennie Shifters	Accel	Penrite Oil

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## **The Long Way Home.**

By Hugh Morison.

My job testing wheat shipments for export took me to Geraldton, because the lady who works in that capacity was away for the weekend. So, we travelled up by car on Sunday and commenced the job on Monday morning. We were surprised to find that Sally had arrived home early and was ready to go to work on the following day, so being the third worker when two was sufficient, I opted to take a leisurely coach trip back to Perth, in all likelihood down Brand Highway, leaving the job to Sally and the boss.

I booked my ticket on line, noting the departure time of 11.30am the following day, Tuesday. When the coach arrived at the old railway station I was somewhat taken aback to note the journey would take us out through Mullewa and down to Northam, increasing the distance from 450kms to 800. Well, I had no other option, I had paid for the ticket and anyway I could relax and admire the view.

My fellow travelers were a mixed bunch, many indigenous, some elderly, and a few very overweight ladies, two sitting opposite me. No sooner had we cleared Geraldton than the eating began. Packets of raisins and chips disappeared, along with a complaint that on the trip up from Perth, the driver had been very rude to them. It struck me that these two were very self centred ladies.

On reaching Mullewa a few of the indigenous got off and a few more who had been sitting under the trees got on. There was a short delay as another coach had arrived just before ours heading to Geraldton, and a couple of passengers had got on to the wrong bus! Mullewa was very hot and looked almost deserted, but there were houses under construction, mainly of corrugated iron walls and roof, but very neat. Most of the CBH bins were empty, reflecting a very dry year and the area surrounding the town looked very parched, as it was for most of the journey. By the sparseness of the stubbles it was evident that this had been a very poor season all the way down to Wongan Hills.

Continued next page.

There was a roadside pickup at the Tardun turnoff, and we overtook an empty iron ore train returning south on the new section of rail laid a year or two back. Morawa and Perenjori passed by, and the co-driver put on an execrable video, a remake of a Three Stooges farce, featuring all their stupidity and dismal sight gags. This fare was eagerly watched by the two large ladies, but I don't think many others were so impressed. By this time they were into buns and cakes. In case they needed more sustenance the coach stopped at 3.30 pm for about 30 minutes at Wubin, and large serves of hot chips were devoured along with a sugary drink. Nothing like travel to whet the appetite. I opted for a small choc milk, not having eaten since 7am.

We set off again, calling at Dalwallinu and Ballidu with a brief stop at Wongan Hills to pick up and put down passengers. Wongan is a fairly prosperous town, due to good local support from the surrounding farmers and some big machinery dealerships. Arriving at Goomalling some more passengers were taken on and we headed for Northam. It was here that the two ladies got off, but with some difficulty in getting their carry on bags down from the shelf above the seats. I took pity on them and lifted them down and deposited them on a bench outside, without, I may say, a word of thanks.

By this time I had rung the home front and advised I would be home about 7.30pm, but someone had a different idea. On leaving Northam we were prevented from joining the Great Eastern Highway by a notice which told us of a road closure due to fire. No worries, we'll go out toward Toodyay and take the Red Hill road through Gidgiegannup, adding another 50 kms to the trip. We had to stop to enable a long freight train to cross past on the way to Toodyay, and there were road works signs further down but thankfully the workers had gone home. I rang the home front with an amended arrival time, perhaps this side of midnight.

The penultimate stop was at Midland Station, where many indigenous people got off, and we arrived at the East Perth terminal just after 8pm, taking eight and a half hours for the trip which normally would be done in about half the time. As Robert Louis Stevenson said, 'it is far better to travel hopefully than to arrive.'

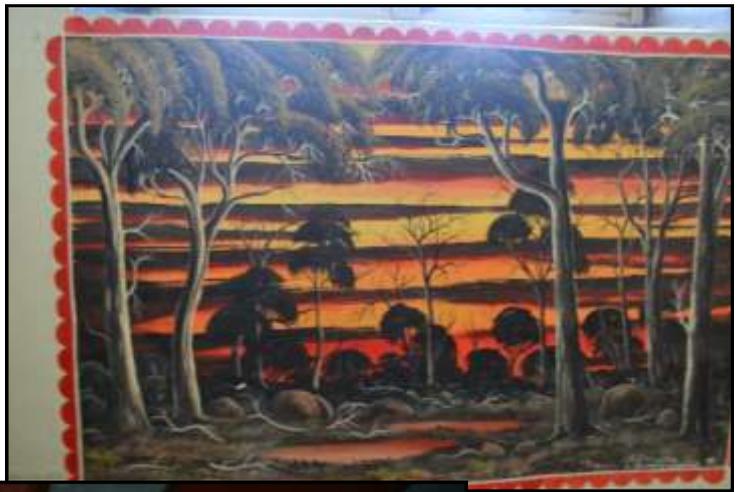
Don't believe a word of it.



Morning tea at the Fremantle Gaol. Some may have been on parole!



These paintings adorning the walls of two of the cells in the Fremantle Gaol have been kept for their remarkable quality. The top one was painted by two indigenous men.



The two opposite and below were painted by a rather violent inmate who was given permission to release his energies in a safe way. A pity his talents were not made more public.

The door of the cell reserved for the famous Moondyne Joe bushranger had been reinforced with heavy nails. Joe was a noted escapee from the gaol, but was quite harmless.





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# CARS & PARTS FOR SALE

**1953 Sedan Parts**, stainless trim, door glass, inner guards, diff, front end.

Make an offer for any or all. Contact Leon at Boyanup, 0424 174 481.

**1936 Master Sedan**, in original condition, runs well but carby needs attention. \$20,000 ono. Contact Paul on 0450 003 567.

**1965 Impala Convertible:** parts for sale. Free to anyone in need.

Contact Mike by email to: [michaelli@gohomes.com.au](mailto:michaelli@gohomes.com.au)

**1981 Classic Caprice.** Fully imported RHD, total 36k miles, but only 18k on new crate motor and Turbo 700 trans. Asking \$15,000 ono. Call Todd on 9861 2277 or 61618031.

**1937 Sedan.** Under restoration, no rust, motor & gearbox o/hailed, new radiator, spares, all complete. At Bayswater. Owner must sell. Call Mick on 0448 812 268. Picture opposite page.

**1957 Chevrolet Bel Air Sport Sedan Hardtop (RHD 4-Door Pillarless).**

New motor, paint, wiring, chrome work, glass, radiator, tyres. Rebuilt gearbox and brakes. Asking \$85,000 negotiable. Call Mike on 0416 185 095 or email: [me57wa@gmail.com](mailto:me57wa@gmail.com). Picture opposite page.

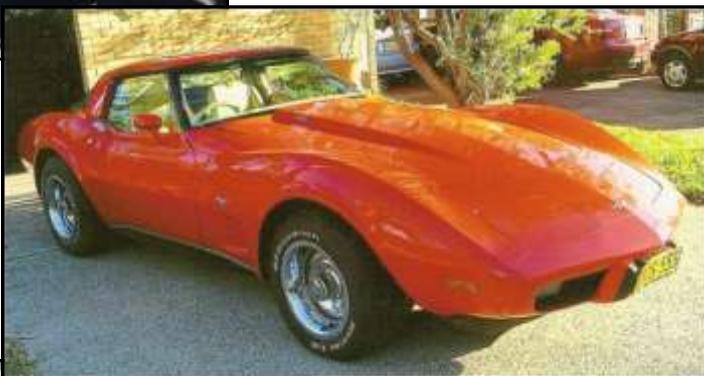
**1979 Chevrolet Corvette Coupe.** L82 – high output 350ci V8 225hp net Red with cream interior, Chrome Rallye wheels with trim rings and caps. Good condition overall and ready to cruise! Full NSW rego NGS-555 43,000 miles. \$42,500.

**1939 Chevrolet Holden-bodied Roadster**– a rare and beautiful machine. Has an older restoration completed to a high standard. Engine # R1977622 VIN 5391287. NSW Historic rego 24146H which is NOT transferable. \$79,990. For both of these NSW cars call Ian King (evenings please) 02 9524 5112 or 0418 615 688. Both pictured opposite.

## Wanted

**1959 Chevrolet Impala Coupe.** Cash Buyer. Please contact Wayne Carroll on 0458 888 038. email [waynecarroll@joondalupresort.com.au](mailto:waynecarroll@joondalupresort.com.au)

**1959 - 60** steering column in any condition. Call Simon. 0415526989.



**For Sale, 1937 Chev, 1939 Chev Roadster, 1979 Corvette Stingray Coupe, 1957 Chevrolet Bel Air Sport Sedan Hardtop (RHD 4-Door Pillarless) Part restored. A number of quite rare vehicles.**

**See page 16 for details on these cars.**

## Who was Moondyne Joe?

Joseph Bolitho Johns has been credited with the dubious reputation of being WA's most notorious bushranger, but his misdeeds are trivial compared with some other of Australia's outlaws such as Ned Kelly and Ben Hall.

Joe came from Wales, where he was arrested and convicted of stealing bread, cheese, bacon and a piece of mutton. He was sentenced to a prison term and in April 1853 arrived at the Swan River colony in Western Australia, having been granted his ticket of leave for good behaviour whilst in jail.

WA had begun taking convicts in 1850 to overcome the severe labour shortage which was holding back development. This continued until 1868.

Little is known of Joe's early years in the colony, but he stayed out of trouble and received a conditional pardon in 1855. He became an expert bushman, trapping stray cattle and horses in the rugged country along the Avon/Swan river west of Toodyay. This led to him being arrested for horse stealing. However Joe managed to dislodge the bolts from the hinges of his cell at Newcastle jail (now called Toodyay) and escaped on the said horse. He was recaptured near Bailup and sentenced to a term at Fremantle jail for escaping custody, the horse stealing charge being dropped.

On his release Joe found employment as a farm labourer near the Canning River, but in 1865 was convicted of killing a bullock, a crime of which he protested his innocence. After another stretch in Fremantle jail he and another escaped from a working party on the Canning River, an area Joe knew well. They led the police on a long chase, but with the help of native trackers, among them Tommy Windich, Joe was captured out east of York at Doodennaning. Joe was sentenced to an additional 12 months in irons by the York magistrate, Mr W Cowan, whose descendants later farmed at Narembeen, one of whom became Deputy Premier of WA.

Joe was determined to escape, but his attempt on July 21 1866 failed when he tried to remove the lock from his cell door, earning him another six months in irons. He didn't stay there long, managing to escape with three others by climbing over the jail wall on August 7. They were next reported to be stealing from settlers in the Northam district. Then followed a long chase by the police in the rugged ranges of the Avon Valley, one of whom, McAtee and his trackers managed to get close to the fugitives but was held up by Sub Inspector Piesse from the Guildford station, who it seems wanted to get credit for the capture.

On September 7 1866 Everett's store in old Toodyay was ransacked, with guns, ammunition, clothing and food supplies stolen. Everett was an enemy and rival of Joe from his old days at cattle duffing. With such a hoard of material it was Joe's intention to travel overland to south Australia, a bold move indeed. Cont. page 18.

Joe knew that the explorer Charles Hunt was establishing many wells in the areas leading to the east, and planned to overtake the party and steal their horses and rations. He first held up and robbed one of Everett's timber workers in the Moondyne area, taking with him a kangaroo dog. He left a cache of stolen items where the police would find them, in the knowledge they would think his party was still in the area while they went east, out through the salmon gun and gimlet country.

On Friday September 21 he and his party were sighted near Youndegin, a wayside stop on the now named Goldfields Road south of Cunderdin. At the same time another man claiming to be Moondyne Joe met up with a man called Thomas Brown on the Gingin road. This may have been a ploy by Joe's friends to put the police off their track. Anyway, it worked, and the law officers spent much fruitless time chasing false leads. Realising that Joe's group was heading east a large police party with trackers headed out from York. They found Joe's tracks 160 kilometres east, and captured them at Boodalin soak, about 6 kilometres north west of the present town of Westonia.

After a week's journey back to York they were taken by dray to Fremantle gaol, arriving on October 9. Joe was sentenced to a further 5 years for the escape and robberies. His cell was reinforced with heavy timber planks set into the walls with iron spikes, and the window enclosed with mesh to prevent escape. Joe's health began to decline due to lack of fresh air and a diet of bread and water.

In early 1867 Joe's health was still causing concern, so he was given a job near the gaol wall breaking up stones. This gave him the chance he was looking for. Over a period of time the heap of broken stones grew higher, and by taking advantage of this cover and the laxity of the guards he burrowed under the wall, using the sledgehammer to break the crumbling limestone. He made a dummy out of the sledgehammer and some of his clothing and hat, then slid under the wall to freedom. This so upset the Governor that an order to capture him dead or alive was issued. An intensive manhunt failed to locate him, so Joe kept his freedom for the next two years, probably hiding out in the rugged country along the Avon River.

Want of a drink led to Joe's final capture. A party of settlers and police had recovered the body of a man drowned in the river at Guildford, and sought refreshment from Ferguson's Houghton winery. When Ferguson found the cellar door unlocked he had no idea Joe was inside, about to help himself to one of the casks of wine. Surprised by the party, he attempted to escape but ran straight into the arms of the police.

Once more in gaol, Joe became a model prisoner. He was released from irons after 19 months, and apart from one incident when he attempted to fashion a key in the gaol workshop, throwing the offending articles over the prison wall, he kept out of trouble.

Cont. Page 19.

Joe wrote to Wakeford, the Comptroller General of Prisons asking when his sentence would expire, and in April 1871 Wakeford spoke to Joe about a promise a previous Governor had made, to the extent that "if he escaped again he would be forgiven." This was verified by the present Governor Lefroy, so Joe was released as a ticket of leave holder to the convict depot at Vasse, near Busselton.

On discharge from Fremantle Joe was given a full set of clothing and sailed for Vasse on May 13 1871. He worked for a time in the timber industry at Quindalup and as a shepherd at Donnybrook. During this time his ticket of leave period was reduced by 12 months and a further reduction promised if he stayed out of trouble. However, it appears that Joe ventured upon a shady operation, that of possession of drugs, including strychnine and a possible agent to procure abortions. He was sentenced to a month's imprisonment in Fremantle.

On his discharge Joe found work as a carpenter with Wrightson's boat building firm. His behaviour was exemplary and in nine months Joseph Johns received his certificate of freedom, on June 27 1873.

Almost eight years had passed since Joe had received his ten year sentence and in that time he had spent less than four years behind bars. His repeated escapes and ability to outwit prison authorities and the police had endeared him to a section of the population, especially those of a convict background who had little regard for authority. He sincerely believed he was innocent of many crimes attributed to him, and this doubt was evident in the kindness shown to him by Cowan, Lefroy, Wakeford and Governor Weld.

In later life Joe found happiness when in his early fifties he married a 26 year old widow Louisa Hearn (nee Braddick) on January 16 1879. They returned to the Vasse area, then with Joe's friend George Woods got employment at the Bussell family's property 'Wallcliffe' at the mouth of the Margaret River. Joe's skill in wood-working was of great value. They later moved to Karridale and worked in felling timber. In 1887 Joe was back in Newcastle, where he fell into debt with the local butcher, Wroth, who had a contract to cart timber for Millar Brothers. Joe took on the task with Wroth to pay off the debt. Unfortunately Joe decided to keep the horse team for himself and landed back in jail yet again. He was released for lack of evidence.

In 1891 Joe was living in Southern Cross with his wife, but it's not known what work he was doing. After the death of his wife Louisa he returned to Perth, where his habit of committing minor offences often had him in jail for short periods. His mind began to fail and on January 26 1900 he was put into a mental hospital. From there he ended his days at the Fremantle Lunatic Asylum in August 1900. He was buried in the Fremantle Cemetery.

His legend lives on as one of WA's unique characters.

# The Chevrolet Club of WA Inc.

P.O. BOX 351 ARMADALE WA 6992

Website Address: [www.chevclubwa.com.au](http://www.chevclubwa.com.au)

## Committee

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Beth Ridley ph: 9419 2980



The next Club meeting will be held at Shannons, cnr Albany Hwy and William Street, Cannington on

Sunday October 8 at 3pm.

*Chevroletter September 2017 20*