

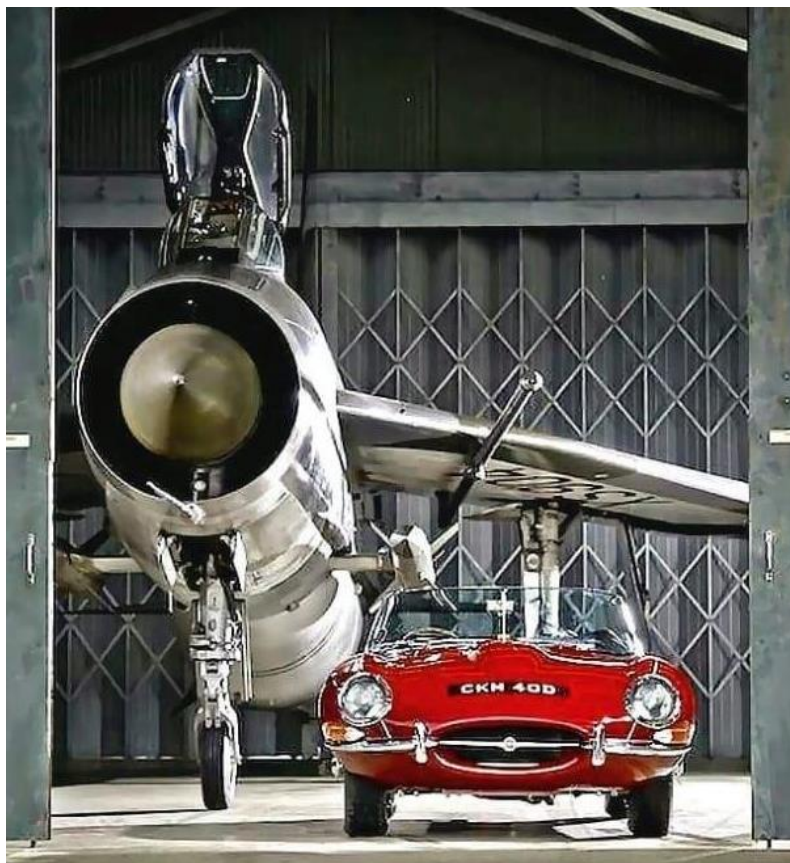
Club Newsletter – June 2021

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Inc. Assoc No: A0002694L



The vehicle depicted on the Club emblem is the Ziegler steam powered horseless carriage built at Allansford, near Warrnambool, around 1900.



Now that's a Person Cave!

Mail Address:
W&D HVC
P.O. Box 560
Warrnambool
Victoria, 3280

Email Address:
wdhvc@hotmail.com

Web Page <https://wdhvc.com.au>

Club Room Address:
134 Ziegler Parade, Allansford.



Member Club

Club Office Bearers for 2020-21

Position	Name(s)	Home	Mobile
President	Ken Perrett	55662220	0428527139
Vice President	Bryan O'Meara		
Secretary	Ian Rees		0418567579
Assistant Secretary	Martin Dunstan		
Treasurer	Ross Millard		0438335173
Assistant Treasurer	Annette Cuolahan - Phone After Hours Only		0477826430
Prop Officer – Club Room	Ted Drake		
Prop. Officer - CheeseWorld	Graham Conn	55625803	0407041606
General Committee	Graham Conn, Geoff Houston, Ted Drake, Bryan O'Meara, Peter Carter, Martin Dunstan, Roy Begelhole, Ian Chislett, Karen Carter		
Newsletter Editor	John Nicholson - (john.a.nicholson@bigpond.com)		0437938090
Webmaster	Frances Guyett - (fguyett@live.com.au)		
Assistant Newsletter Editor	Karen Carter	55692270	
Comm Service Co ordinator	Ken Perrett	55662220	0428527139
Club Captain			
Mid Week Captain	Wally & Doreeen Mellis		55626259
Promotions Officer	Martin Dunstan		
Membership Officer	Ian Rees		0418567579
Safety Officers	Roy Begelhole Terry Mansbridge Peter Carter Daryl Jago Ken Perrett Mark Stephens Jacob Hinkley Jason Hinkley	55628169 55629223 55692270	0459292230 0429692270 0407059469 0428527139 0415468799
Librarian	Roy Begelhole	55628169	
Engine Committee	Graham Conn, David Crowe-Owen, Kelvin Boyle, Geoff Houston, G McCleod. Ian Chislett		
Rambler Committee	Ken Perrett, Ray Smith, Ian Rees		
Federation Reps	Ashley Wright, Ian Chislett		
Club Permit Officers	Max Dumesny Rob Donohue Ken Perrett Ian Chislett Roy Begelhole Graham Conn Ian Rees	55628169	0428123364 0408529296 0428527139 0438863236 0407041606 0418567579
Club Plate Officer	Brian McGarvie		
Maintenance	Doug Byron, Ben Dinwoodie, Ted Drake		
Catering	Bev Conn		

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Disclaimer: Any opinion expressed in articles or features published in this journal should not be regarded as necessarily being the opinion of the Club or Committee, which cannot accept responsibility for the accuracy of material in the journal which is published in good faith as supplied to the Editor(s).

Events Calendar: June 2021 to August 2021

Date	Event and Details	Start at	Location/Start Point	Contact
June 2021				
Fri 25 th	General Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
Sun 27 th	Club Run	11:30 am	The Wharf Restaurant Port Fairy for lunch. Meet at Dennington empty lot next to Woolworths	
July 2021				
Wed 14 th	Committee Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
Thurs 8 th	Mid-week run	t.b.c.	To Noorat Pub	
Fri 30 th	General Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
August 2021				
Sun 1 st	Mid Winter Christmas	noon	134 Ziegler Pde, Clubrooms	
Wed 11 th	Committee Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
	Mid-week run	t.b.c.		
Fri 27 th	General Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	

Club Monthly Meetings: Held last Friday of every month except December and January at the Clubrooms, 134 Ziegler Parade Allansford. Meetings start 7.30 pm. All welcome including prospective members. Bring a plate for supper afterwards.

Committee Meetings: Held 2nd Wednesday of every month at Allansford Club Rooms. Start at 7.30 pm. Members can attend.

The deadline for inclusion in the Newsletter is the *Tuesday* one week before the Monthly meeting.

Christmas in July

We missed out by one day Sunday 1st August 12:00 noon at club rooms.

\$25.00 per head for a 2 course meal, BYO drinks.

Bookings a must by Monday 19th of July.

No booking no meal.

Phone Karen: 0458692270

Tickets will be available at next General meeting.



President's Report



Hello to all members, partners and families,

We lost one of our members last month, Miriam Welton. Miriam volunteered and held many positions in the club before she became unwell. Miriam's funeral was well attended by club members. Thank you to the members for bringing your cars along to the church. Our condolences to Neil and family on the loss of Miriam.

Memberships are due by end June. If you have not paid by the due date, you cannot legally drive your cars on the road until your membership subs are paid.

Club Rooms will be open Saturday 19 June from 2 to 4 pm for signing of CPS and Membership Renewal and anything else you want to know. Come and have a cuppa and a chat.

Six members took Gillian Park members for a drive to Tower Hill and through the local country side and back to Gillian Park for afternoon tea of cream scones and café. Thank you to the drivers for supplying your time and cars.

We are back into the swing of normal events of meetings and club runs once again and the next mid-week coffee run is on 8th of July will be to Noorat Hotel, see Events Calendar for more information.

Xmas in July will be on the 1st of August. See Events Calendar for more information and contact Karen Carter if you would like to go.

Please support all our sponsors, Automotive Service & Repairs Centre and George Taylors Stores.

To all who are not feeling well, I hope you are feeling better soon.

CHEERS FOR NOW

Ken Perrett, Club President.

The Battery Drive is still on. Batteries can be left at the Dillon's or Chislett's farm, or at King Cole or call Andrew Serra and he will come and pick up. Thanks to everyone helping with this continuing fundraiser. The price is up at the moment so please keep them coming in.

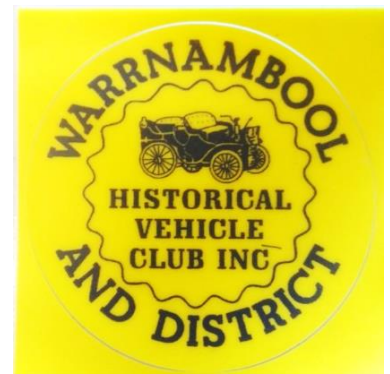
Club Merchandise For Sale



Club logo pens for sale for \$2.50

Club membership windscreen stickers (3 inch square) for sale for \$3.00.

See Ken



Vale - Miriam Welton

Club member Miriam Welton passed away peacefully surrounded by family at St John of God Hospital Warrnambool on May 19th. Her funeral was held on May 24th at Christ Church in Warrnambool and was attended by many family and friends and a good turnout of club members with their cars as an honour guard.

Miriam and husband Neil joined the Club in 2011 and were regular attenders at club meetings and events. Miriam was Assistant Newsletter Editor for 3 years and Editor for 2 years. Both Miriam and Neil were willing volunteers at events including the annual Lake Pertobe car display where she would organise the rosters for gate duties etc. At the funeral we heard what a great volunteer and organiser Miriam had been over many years with various organisations wherever they lived.

Miriam owned a 1966 Holden Premier which had been in her family since new. Miriam and Neil participated in a number of "Roy's Rallies" in the Premier and it also appeared in one of the Club's recent calendars with their 1964 Austin Healey Sprite. About five years ago they had the Premier restored.

Our sympathies to Neil and family.



No meeting due to COVID lockdown regulations

Club Membership Subscription renewal

Membership forms and payment

Membership subscription is due and payable by June 30th. A Club Member who has not paid their subscription by June 30th is no longer a financial member until it is paid. The Club has to advise VicRoads in early July of those members who have vehicles on CPS and who are no longer financial members and their CPS registrations are no longer valid.

Direct Deposit Clarity – who is “All Fords Day”?

Include name and member number in the description field if you pay online so that we know who has paid.

We still don't know who made the direct deposit of \$70 into the Club's account on May 11th at 8pm and the description field says “All Fords Day”. The Treasurer and I are assuming it's a membership renewal. But who? If its you, can you get in contact with me.

Review and revise and return your form

Check your form, revise if necessary, sign and **return it** by any means so we keep contact details up to date and the information on your CPS vehicles which VicRoads requires us to do. The Clubrooms will be open June 19th from 2-4 pm to pay subs and return forms. The clubrooms will also be open early at 7pm for the June general meeting for payment of subs and return of forms.

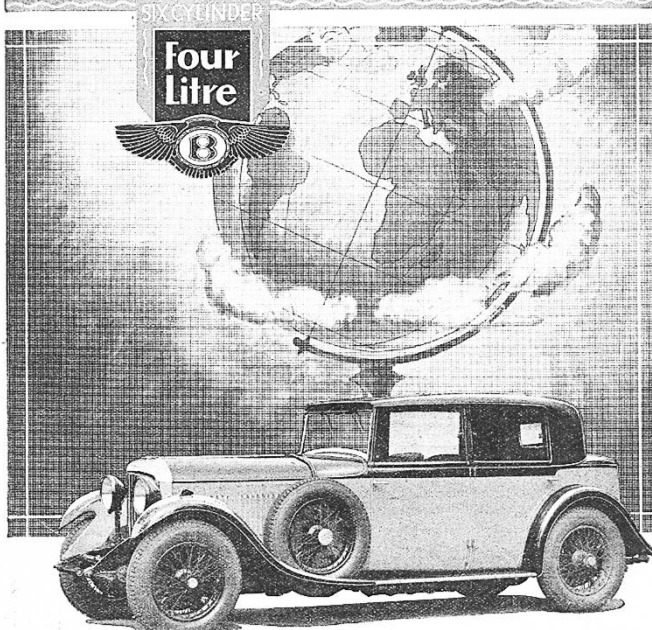
Ian Rees

May 26, 1931. The Motor 25

BENTLEY

SIX CYLINDER

Four Litre



BENTLEY
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EIGHT LITRE -- FOUR LITRE

BRIEF SPECIFICATION
ENGINE—Six cylinder monobloc R.A.C. Rating 26.5 h.p.
FRAME—Unusual features give enormous strength to the frame, which is dissociated between the axles.
SUSPENSION—Long strut-elliptic springs and double acting shock absorbers.
CHASSIS DIMENSIONS—Wheelbase, 13 ft. 2 in. or 11 ft. 8 in. Track, 4 ft. 9 in. Overall Length, 15 ft. 11 in. Overall Width, 5 ft. 9 in. Ground Clearance, 7 in.
GUARANTEED FOR 5 YEARS
BRITISH GOODRICH TYRES
FITTED AS STANDARD

With the coming of the Six Cylinder Four Litre Bentley the medium-powered car has attained a new and unexampled development. ¶ Never in this class has engineering finesse so successfully combined speed and safety, silence and strength, ease of control and abounding comfort. ¶ The rigid low-built chassis is designed to carry luxurious coachwork of all types. In every way, this new Bentley is a worthy model of “The World's Finest Car.”

BENTLEY MOTORS LIMITED, POLLEN HOUSE, CORK STREET, LONDON, W.1.
Phone: RIGENT 6911. “GRAMS”: BENMOTLIN, PHOENIX, LONDON.
PARIS: 22, Rue Des Graviers, Neuilly-Sur-Seine. GLASGOW (Surrey Depot): 118, York Street.

KINDLY MENTION “THE MOTOR” WHEN CORRESPONDING WITH ADVERTISERS.

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W&DHVC Committee Meeting Minutes

9th June 2021 - clubrooms

Present: Ken Perrett, Bryan O'Meara, Graham Conn, Ted Drake, Geoff Houston, Roy Begelhole, Peter Carter, Martin Dunstan, Ross Millard, Karen Carter, Ian Rees.

Apologies: Ian Chislett. Moved to accept apologies: Bryan O'Meara; Roy Begelhole. Carried.

Minutes of previous meeting: Moved to accept May Committee meeting minutes as printed in May newsletter: Peter Carter; 2nd Graham Conn. Carried.

Business Arising: Actions from last Committee meeting are first in General Business below.

Correspondence:

In: Invoices in mail from Aus Post, Wannon Water and by email WCC, Federation, CM Bowls and Star Print; SW Credit monthly statement, Printed newsletters from Backfire, Gippsland, Casterton and Lion; Emailed newsletter from Hamilton; SW Morris, Mt Gambier; membership forms and payments by mail and email, Restored Cars magazine.

Out: None. Moved to accept correspondence: Ted Drake; 2nd Roy Begelhole. Carried.

Reports

Treasurer:

Account balances and income/expenditure presented. Moved to approve accounts and pay invoices: Ross Millard; 2nd Geoff Houston. Carried. Ross advised that a replacement accounting software program required as existing one expires end of month and of new program Xero. McLaren Hunt can provide package for \$11/month and help set it up. Moved to buy Xero through McLaren Hunt for \$11/month: Ross Millard; 2nd Graham Conn. Carried.

Engine Committee: Clean up session and ran the Ruston. Planning to have monthly sessions out there from now on.

Club Captain: June Club run on 27th to Wharf restaurant in Pt Fairy – see newsletter.

July club run will be the Christmas in July event on August 1st. (see below)

Mid-week: June 10th run is to Simons.

July: Noorat Pub (details to be confirmed)

Community Service Coordinator: Nothing in near future.

Federation Rep: CPS review still not out but anticipate need to do quick return of comments. Most likely to go to 30 year cut off. Bendigo swap meet – govt limited site to 15000 people which may not be economical. Will have to have electronic tickets and scan people in and out. Make a decision in July. Been looking into slim line plates – expensive! Remind clubs running events to have QR codes and sanitisation etc. Mortlake picnic scheduled for March 20th 2022.

General Business:

- Clubrooms open on June 19th from 2-4 pm for CPS signing and membership subs.
- Committee room work: Electrician- Roy to chase up to tidy up lights etc. Plumber – Ian Wilson to look at job. Plasterer - Ted to check on plasterer in Allansford. Pavers out front – Roy to contact Don about supply.
- Membership renewals - about 205 paid and forms coming in. Clubrooms open at 7pm before June general meeting for last minute subs renewals.
- Membership status at June 30th (cut-off date for financial membership) to be sent to CPS signatories – Ian.
- Motion for Karen to purchase a new microwave: Geoff Houston, 2nd Bryan O'Meara. Carried.
- Christmas in July on August 1st. Karen to update at June general meeting about attendance and payment.
- Calendar for 2022. Agreed to do again and do 200 and keep price at \$15.
- Ray Farley looking for set of steering wheel pullers that belong to Club– found!
- Facebook request of someone wants 4 door sedan in November for wedding. Karen to bring up at next GM.
- Martin Dunstan provided shed subcommittee update. Updated costs tabled but need more details and Reg Dumesny's in writing. Quote for cost of power to shed tabled. Moved that Club go for a shed builder to erect shed as package and not involve Club volunteers to help erect: Peter Carter; 2nd Graham Conn; Carried.
- Motion to co-opt Karen onto Club committee: Bryan O'Meara; Ted Drake. Carried. Thanks to Karen and newsletter to be updated accordingly.

New member applications: None

Meeting closed at 9 pm.

RAUCH AND LANG

This American firm became one of the finest, most expensive and longest lasting of the electric vehicles as they manufactured electric automobiles from 1905 until 1920.

Charles Rauch was a blacksmith and wheelwright who manufactured horse-drawn carriages and wagons in Ohio. By the 1870s his business was the largest carriage building works in northern Ohio.

Charles EJ Lang was hired by Rauch in 1878 as a bookkeeper and became a partner in the firm in 1884. The '*Rauch and Lang Carriage Company*' was established with a capital of \$75,000. Additional investments came from Lang's involvement with the families of Andrew Carnegie and John D Rockefeller.

The vehicles produced sold from \$500 to \$2,000.

In 1903 they became the dealer for the "Buffalo Electric" automobile and two years later they were making their own electric vehicles. By the end of 1905 they had produced 50 vehicles.

The Hertner Electric company became part of Rauch and Lang in 1907. Like Henry Ford, they found advantages in keeping the essentials in their own control.

Ladies found the electric cars were free of fumes and very easy to start and drive.

The 1907 model, 'The Stanhope' featured a 40 cell battery powering a 2.5 horsepower Hertner motor and could achieve 20 mph and travel 50 miles on a single charge. Cost was \$2,250. The 32 inch pneumatic tyres were supplied by the 'Motz Clincher Tire and Rubber Company'.

In 1908 500 vehicles were constructed.

The following year saw a total of 1,200 cars manufactured to become Cleveland's most popular car, except for the Baker Electric.

Added improvements included satin ceilings, window shades, an interior light operated by the door opening, a cigarette lighter, more powerful Guide lamps, an electric tail light and five forward and three reverse gears. The company's claim was that maintenance was minimal with practically none except for washing and charging.

Twelve electric car makers formed the "*Electric Automobile Manufacturer's Association*" in an attempt to push for greater recognition and to promote sales.

In 1912 the invention of the electric self-starter by Charles F Kettering took away the main advantage of the electric car. At this time the cost of the car was above \$3,000, about four times the cost of a Ford Model T, so the end of the electric vehicle was looming.

Many notables, including Thomas A Edison, owned a Rauch and Lang electric at some stage.

The company merged with Baker Electric in 1915 and became the 'Baker R. & L. Company' with a capital of \$2.5 million. Costs rose from between \$2,600 to \$4,000 but longer distance driving was possible with the range from 50 to 100 miles at a steady speed of 20 mph.

The Stevens-Duryea Company bought out the electric car business in early 1920 and moved the production to Massachusetts where they made both electric and gasoline-powered taxi cabs. Electric cars were still available.



In May 1921 the 'Automobile Journal' stated that it cost less than 6 dollars per month to charge the average electric family car, and that while 175,000 cars had been stolen in 1920, not one of them was a Rauch and Lang.

(Did this mean that no-one thought they were worth stealing!)

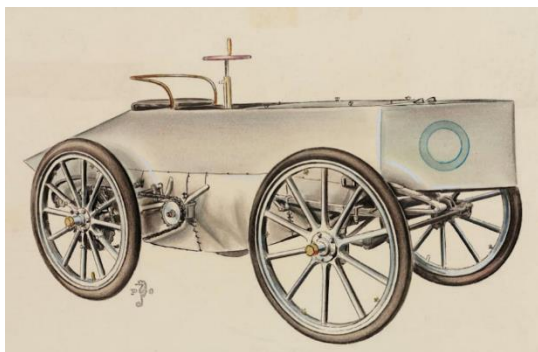
Sales had almost dried up by 1924 and the company had serious financial problems. It went into receivership and Raymond M Owen (former builder of the Owen Magnetic) bought the concern for \$450,000. A few cars were manufactured with the new company head, Robert W Stanley, but sales were not there, so in summer 1928 half of the company was leased to the "Moth Aircraft Corporation", and car production ceased.

Just before October 1929, in collaboration with General Electric, the firm was working on an experimental car with electronic automatic transmission, but the depression saw the project shelved.

1919 Rauch & Lang electric

There have been numerous makes of electric vehicles and recently, major advances in battery power has made them appear to be more realistic to those of us who live outside the metropolitan area.

The "Jeantaud" made in Paris from 1893 until 1906 was a forerunner as Charles Jeantaud built his first electric



vehicle as early as 1881. A land speed record

of 63.15 KPH (39.24 mph) was achieved in one of these cars driven by Gaston Chasseloup-Laubat.

vehicles as a viable alternative.

I still believe that it will be quite a while before our much-loved vehicles will become obsolete and disappear.

Graeme McLeod



LADIES,



Why always rely on your Chauffeur to drive your Car?
Drive it yourself.

The **"RAUCH & LANG"** Electric enables you to do this because it is the simplest Car in the world. You simply move a lever. That is all. No clutch. No Gears. No oil.

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ONE THING LEADS TO ANOTHER

A few weeks ago, I was reading about Gerald Palmer, the car designer. That led me to Joan Richmond, the Australian car racing driver. The next link up with Gerald Palmer is to Sir Robert Reynolds Macintosh, who was born in Timaru, New Zealand.

During the outbreak of WW2 Palmer was reassigned to work on a portable anaesthetic apparatus called the "Oxford Vaporiser".

As Palmer was working for William Morris (Lord Nuffield), and as Nuffield had established a medical foundation which was linked to Oxford University, Palmer found himself working in conjunction with Macintosh on the vaporiser. It was not available to the army until 1941.

On reading the article I saw that Macintosh was the same man who was in charge of the construction and distribution of the "Both Wooden Iron Lung" machines being produced by Lord Nuffield at the Cowley car works. The machines were needed due to the deadly polio outbreak at that time. They were to be distributed 'cost free' to any hospital in the British Empire which asked for them.

As my wife's father was a cousin to the Both brothers who had invented the wooden iron lung, I found this rather interesting.

The Both brothers, Ted and Don, had been able to construct the wooden iron lung at a fraction of the cost of the American "iron" lung.

Lord Nuffield had offered to make 5,000 of them. Unfortunately, a little man named Hitler curtailed their manufacture and only 1,700 were produced.

Macintosh and Palmer had invented the Vaporiser for use in the trenches and in other areas of battle where portability was essential. It was to make the use of "ether" safer, as there were many fatalities of it being misused as an anaesthetic.

Macintosh was an anaesthesiologist who was appointed the first Chair of Anaesthesia in Europe. His appointment was made by Lord Nuffield who overrode the decision of the Oxford board. (They gave in to Nuffield's request because of the huge finances he gave to the university).

Finally, I will get to the link to our Car Club, as the Both brothers produced an electric three wheeled delivery van during WW2 in Adelaide which was used by bakeries around Adelaide for bread deliveries. They had the electric motor mounted above the driven front wheel. Later models were more advanced and had four wheels. About 200 were produced but, I have been unable to find one.

An electric scooter was also produced which Don's wife used to ride.

As with many commercial vehicles they were used, abused and refused.

The Both brothers had many inventions, mainly in the medical field. Probably the most significant two others were the portable direct-reading electrocardiograph and the humidicrib. They were very involved with many wartime inventions, but that is another story connected with secret messages and submarines.

When our son Tim, was born, the Warrnambool Base hospital was using Both humidicribs.

So, there we have it, a remote connection with Palmer, Richmond and Macintosh, and finally to the Both brothers and vehicles, and thus to the WDHVC.

Unfortunately, apart from Gerald Palmer, who had one daughter, none of the other people I have featured in this story had offspring to carry on their amazing achievements.

Graeme McLeod

FEDERATION ZOOM MEETING – 15TH MAY 2021

A convoy of Federation Members vehicles made a surprise visit to Mortlake with a generous donation of \$500 to the Mortlake Kindergarten to show their gratitude to the Kinder for their support they have provided over the years. By not having the event for 2 years, we felt we needed to still support the Kinder.

Financial- The Federation is in front compared to the last 2 years.

160 cars attended Albury. AHMF 2020 items have now all gone and the proceeds paid to the Robert Shannon Trust.

CPS- Department of Transport review- now looking at mid-May release. When released they won't give the public much time to respond. They take a long time but when they want a response, they give a couple of weeks. 25 years cut off out to 30 years looks certain to be on the books to come in line with other States and Territories.

Renewals running late from Vic Roads for a short time- run out of log books. Should be back to normal.

Slim line number plates- have been working on it for the past few years, having trouble getting them right. Looking at \$175 1 plate, \$300 2 plates.

Bendigo- Castlemaine Event – 28th August

Marong Picnic- 29th August

Baw Baw- 31st October

Bendigo Swap Meet- 13th & 14th November. Rumours are not true that it is cancelled. A decision will be made 31st July. All events subject to change or cancellation.

Mortlake Picnic will be a week earlier- 21st March 2022 because of Golden Oldies Tour, 26th March.

Bendigo Swap- Covid requirements are still a concern as we are limited to 15,000 at any time. Holding discussions with City Council and trying to get Government Minister Jacinta Allan involved to increase numbers. 15,000 people is 2/3 capacity of the venue. It will make it hard to make a profit. Tickets will have to be pre-sold. Electronic tickets will be needed to be able to scan in and out. Looking for an online Ticket seller company. Will be looking for as many volunteers from Clubs as possible as there will be new additional Swap Tasks.

Golden Oldies Tour will start from Wunghnu Picnic- 26th March 2022. RACV sponsored \$5000, Federation \$10,000.

A few facts for your info- United Kingdom Survey- 1.2 million cars, 9.8 million people, 21 million thought old cars important, 11.3 million should be exempt from emissions control, 1500 pounds spent per vehicle per year, 5.5 billion pounds put in to the economy.

Ashley Wright

Not quite what he wanted when he asked for an exploded view of his engine...



4.18 Identification of options with regards to the problems of lack of definition of replicas for the purpose of CPS eligibility

Apart from Victoria, no other state or territory in Australia allows replicas on the CPS scheme and in January 2021 made up less than half a percent of all vehicles on the CPS. Moreover, as noted in Section 2.2.6.4 of this RIS, there is a lack in of definition of 'replica' under the current interim Regulation for the purposes of CPS eligibility and clubs grapple with the notion of what is a replica. This lack of a clear definition is creating problems for VicRoads in terms of enforcing the intent of the CPS scheme with vehicle owners claiming vehicles to be replicas and VicRoads being overruled by the Magistrates' Court. There are currently 121 replicas²⁴⁴ with a build date between 2001 and 2020 (as at January 2021) and it is a proportion of these cars which are exempt from age requirements under the CPS which are undermining the intent of the scheme. However, the proportion, whilst likely to be very low, remains unknown.

In order to ensure that vehicles that need to be held accountable to current day safety and emission standards under the ADRs the proposed Regulations seek to introduce a definition of what is a 'replica' in relation to a club eligible vehicle. The following practicable and feasible options have been identified:

Option 1 (proposed option) – *Introduce a definition of replica in relation to a club eligible vehicle to mean "a light motor vehicle that is an individually constructed vehicle that resembles, as close as practicable, the appearance and dimensions of the equivalent production vehicle."*

Option 1 helps to define what should not be classified as a replica for the purpose of a club eligible vehicle. Vehicles which already have a *fixed identity as per ADR identification plate* would no longer be eligible for CPS under this option.

Option 2 – *Remove all replicas from the CPS scheme*

Under Option 2, no replicas would be eligible for the CPS.

Classifieds

To comply with the Victorian Motor Car Traders Regulations 2008, all advertisements for used motor cars must state:

- (a) The cash price; and
- (b) If the motor car is registered, the registration number; and
- (c) If the motor car is unregistered the engine number of the vehicle; or the chassis number of the vehicle; or the vehicle identification number; or the registration number (if any) last assigned to the vehicle; or if none of those numbers is reasonably ascertainable, any other number by which the vehicle may be identified.

Note: The Editor reserves the right to abbreviate, revise or not publish advertisements to suit the newsletter.



Advertisements :

Anyone wishing to advertise in the newsletter please contact John Nicholson at john.a.nicholson@bigpond.com or mobile 0437 938090. The cost for a scanned business card ad is \$40 for 12 months starting July 1.

John O'Sullivan & Family

82 Fairy Street
Warrnambool. Vic. 3280

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Fax: (03) 5561 3242
Email: osullivanfunerals@bigpond.com
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www.seacombehouse.co.au

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Robert & Tania Webster

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Fax - (03) 5562 9107
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NATALIE SERRA - Mobile 0412 184 115



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Ross Nicholson
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 Tel: (03) 5562 1633 A.H: (03) 5562 5591
 784 Raglan Parade, Warrnambool, 3280

HOWDEN
WHEEL ALIGNMENT
"Let our family keep yours Safe"
60 Banyan Street Warrnambool 3280
Ph: 03 5562 5000 Fax: 03 5562 8880
 E: howdenworkshop@bigpond.com

Automotive Service & Repair Centre
45 McMeekin Road Warrnambool Vic 3280
Ph: 5562 5571
 automotiveservicecentre@hotmail.com
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