



***THE
CHRYSLER
COLLECTOR***

Number 165

July / August 2006

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.

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CLUB DIRECTORY

The Chrysler Restorers Club of Australia, South Australia Inc.

Established in 1980, catering for the following vehicles:

Dodge * Plymouth * De Soto * Chrysler * Imperial * Maxwell * Fargo * Graham Brothers * Valiant

Postal Address

PO Box 667, Plympton SA 5038

Meetings

Meetings are held at the Combined Car Clubs (Triple C) Club rooms, Glandore Community Centre, Clark Avenue, Glandore at 7:45 pm on the second Wednesday of each month, except January. Entry to club rooms is through the car park. Visitors and guests are welcome. Please bring supper to share.

Subscriptions

City single \$25.00 - City family \$30.00 - Country single \$17.50 - Country family \$20.00
Fee is for a calendar year. Membership ceases if not renewed by **31 March** of following year.

Club Officers

President:	Chris Howes, 4 Peter Place, Campbelltown 5074		ah 8165 3971
Vice President:	Ken Barnes, 21 East Avenue, Millswood 5034	0414 332 594	8293 7923
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024		8356 9391
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073		8337 7887
Treasurer:	Alan Driver, 4 Roberts Street, Brighton SA 5048		ah 8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034		ah 8271 6961
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087		ah 8261 7971
Assistant Librarian:	Steve Lovell, 21 Roycroft Avenue, Salisbury East 5109		ah 8258 5264
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	0419 294 052	ah 8264 2261
Public Relations:	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	0409 096 070	8449 8905
Run Coordinator:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162		8387 0419
Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073		8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158		ah 8381 9665
Committee:	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158		ah 8381 9665
-	Ashley Farrow, 230 Lady Gowrie Drive, Largs North 5016		ah 8341 6661
-	Trevor Browne, 31 Serpentine Road, O'Halloran Hill 5158		ah 8381 1501
-	Graham McRae, 26 Fisk Avenue, Glengowrie 5044		ah 8295 2615
-	Maurice Emmerson, Summit Road, Nairne 5252		8388 6002
-	Bob Bermingham, 7 Hermitage Court, Burton 5110		8280 9904
-	Sandy Martin, 14 Tyson Street, Ashford 5035		8297 8476
-	Brian Miles, 40 Kym street,, Port Noarlunga South 5167		8327 1993
Federation Rep:	Allan Kempster, RSD12, Reeves Plains 5502		ah 8527 4023
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034		8293 7923
Historic Vehicle Assessors:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158		ah 8381 9665
South:	Ron Turner, 7 Hunt Crescent, Christies Beach 5165		8382 3982
Central:	Ross Bryant, 12 Alma Street, Panorama 5041		8277 8220
Central:	Wayne Bartlett, 33 Todd Road, Para Hills 5096	0438 285 807	8285 8072
North:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090		ah 8264 2261
North:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126		ah 8251 3240
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168		8386 2931
Catering Coordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073		8337 7887
Club Tools held at:	Chris Howes, 4 Peter Place, Campbelltown 5074		ah 8165 3971

Note that most committee members have e-mail access. You will find their addresses on the contacts page of the website, where they can be protected from harvesting by spam robots. Addresses listed in the web version of magazine can not be protected.

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 1 September 2006. Corrections/amendments until Sunday 3 September 2006. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. E-mailed digital photos should be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction.

Website: The Chrysler Collector can be downloaded in colour from: <http://www.chrysler-restorers-sa.org.au>

COMING EVENTS

CLUB MEETINGS

12 July 2006

Organ donation

9 August 2006

Ned Clymer on Chrysler

Australia History

16 August 2006

Committee Meeting

13 September 2006

Quiz Night

11 October 2006

Club Meeting

18 October 2006

Committee Meeting

8 November 2006

Anne Beadell "Life in the bush with Len"

13 December 2006

Christmas Meeting

CLUB RUNS / EVENTS

16 July 2006

Police Historical Museum

5 August 2006

Square dancing come and try -
Graham Bailey

12-13 August 2006

Pt Broughton Weekend—Chris Howes

1 September 2006

National Historic Vehicle Day

10 September 2006

Moana Market Meander - Judy Hart

10 December 2005

Christmas Picnic

30 Sep - 6 Oct 2007

11th Chrysler National Rally in ACT - Brenton Hamilton

INVITATION/OTHER CLUBS' EVENTS

15-17 September 2006

ACC of Murray Bridge Rally

17 - 24 September 2006

Victories down the Murray

18 - 23 September 2006

Motorfest events

24 September 2006

Bay to Birdwood

25 - 29 September 2006

Motorfest events

30 Sep - 2 Oct 2006

Pt Augusta VRC Rally

30 April - 12 May 2007

FHMC Mid North Meander

SWAP MEETS

30 July 2006

Angle Park

20 August 2006

Willunga

17 September 2006

Gawler

15 October 2006

Strathalbyn

18-19 November 2006

Bendigo

Entry Forms etc

Club events co-ordinator has contact details and / or entry forms for other club's events.

11th Chrysler Restorer's National Rally — Canberra

30 Sep - 6 Oct 2007

Will be based at the Canberra Motor Village.

Entry forms are available from me at coming meetings and runs. If you are going to attend the

rally, please study the form carefully, including details of accommodation choices, as it may be difficult to make changes at a later date because of other events on at Canberra at the same time.

Accommodation bookings for Canberra Motor Village close on 15 Dec 2006. Entries after that date may have accommodation elsewhere.

*Brenton Hamilton
8387 0419*

New Members

Glen Richards
Clarendon

1975 Dodge 2t truck

Geoffrey & Helen
Thompson
Marino

1976 Chrysler CL wagon

Clarence Good
Kensington

1952 Fargo utility

Denis & Kym Turley
Broken Hill
1960 Chrysler Royal AP3
1972 VH Charger

Cover Photo

Barry Thomas' 1960 Dodge Phoenix PD4 sedan, photographed at the 2006 Registration day.
Photo: Richard Tapp

COMING EVENTS

SA Police Historical Society Museum

Sunday 16 July 2006

Meet at Club rooms 9:30 for a 10:00 am start for a short run to the Thebarton Police Barracks.

The S.A Police Historical Society members will supply a sausage sizzle

for \$1 and tea/ coffee with biscuits for \$1.50.

There will be an area roped off for our cars to be put on display.

Enjoy the day and explore the museum, workshops and stables.

Please can you let me know if you will be attending the run at the June meeting for catering purposes.

Thank you,

Sandy Martin
8297 8476

Square Dancing

Saturday 5 August 2006

The plan:

4:00 pm Meet at Club rooms for 4:30 departure.

5:00 pm Arrive 276 Kensington Road, Leabrook - near Chelsea Theatre

5:30 pm take square dancers (your

instructors for the evening) for a ride in your (oldest please) historic Chrysler vehicle.

6:00 pm Hot Spud evening meal

7:30 pm Strolling Tones (barbershop quartet?)

8:30 Square dancing begins

The evening will cost you \$12, \$7 of which (spud money) needs to be paid to Graham Bailey by Thursday 27 July in order to confirm numbers with caterer. The other \$5 is payable on the night.

Graham Bailey
8264 2261 - 0419 294 052

Pt Broughton Weekend

Sat 12 - Sun 13 August 2006

Come and join in with other members for a couple of days at the Port Broughton Caravan Park, we have planned this outing for the weekend of 12 / 13 August.

Just a two hour drive from Adelaide there is plenty to see and do in the area and we are planning a pub tea for Saturday night at \$10 - \$12 per head. On the Sunday we are trying to organize a meeting with the Maitland club for a look around Bute (which is on the way home) and organize a

Steak lunch at the Bute pub which has quite a reputation for Sunday lunch.

There will be clipboards passed around at next meeting with accommodation choices and prices, if you are unable to attend the meeting here is a condensed summary of nightly rates based on two people; extra adults \$10 and children 6 - 16 \$8

Powered sites - \$22; Onsite van - \$40; Cabin no en-suite - \$50; Cottage self contained 5&6 berth with double bed - \$65; Cottage self contained 6 berth with queen bed - \$85; Cottage self

contained 6 berth with Spa - \$100; New waterfront villa 6 berth - \$120 Bookings will need to be made by yourself and above prices are subject to 10% group booking discount if you mention that you are with the Chrysler Restorers club.

The Caravan park phone number is 8635 2188.

Final arrangements in the next magazine and at meetings..

Chris Howes
8165 3971 AH

Moana Market Meander

10 September 2006

Meet at the Clubrooms at Glandore for a 10 a.m. start. BYO everything.

Not sure where we will be having lunch at the moment because the planning has been very last-minute.

Ring Judy Hart on 8337 7887 for more

information if required.

Judy Hart
8337 7887

Dodge 4 Rally

Sun 14 - Wed 18 October 2006

To be held in Swan Valley, WA. This event can also be attended by early 6 cylinder Dodges. A BBQ get together

for planning purposes will be held on 28 May 2006 at CCC club rooms around 12:30 pm to discuss where, when, and how we are going to drive to

Perth and/or back.

Michael Buxallen
8252 1381

Country Music Campout

Fri 27 Oct - Sun 29 Oct 2006

This year's campout will take place at Bindmurra Station, Blanchetown. Artists will be appearing 6 pm to 10 pm Friday, 10 am to 12 noon Saturday,

Sunday will be Gospel and Walk-up Artists from 9 am to 11 am. Entry fee is again \$20 with children under 16 free if accompanied by an adult. Camping is available from 12 noon Friday until 3

pm Sunday. Toilets on site, limited shower facilities at an expected \$5. Enquiries 8540 5183 email: anoll@riverland.net.au

Judy Hart

FROM THE COMMITTEE

President's Message



Despite the shortened days and the cold there has been plenty of Club and associated activity since I last wrote a report. There are a couple of initiatives being raised by the Federation to enhance and support the Historic vehicle movement which are worthy of mention, and we ourselves have been very active in the workshop as well as out on the roads.

The Federation has put out a survey form for all participating Club members to fill out, this will enable them to gather information of just how much money and activity is generated around the Country by Historic vehicle owners. The form itself is quite lengthy and it helps if you are a good record keeper on what you have, and are likely to, spend on your own vehicle. I encourage you all to make the effort to fill one out, as this will help to build up a National data base with a view

to opening the eyes of various Authorities and Regulators when the need arises. Copies are available from our Club or off the Federation website - <http://www.fhmcsa.org.au/>

Another Federation initiative comes from a UK based practice to show off our activities, which is gathering strength, and that is a "National Old Vehicle Day"; it has yet to receive a grander title but will be kicked off this year on September 1st. Essentially it is a day when all owners are encouraged to take their old vehicles out on the road; whether it is to work or just down to the corner store. The aim is to be seen and again promote our movement to the public at large. Keep this date in mind and help support yourself.

Back in the sheds there has been a frenzy of restoration activity in the Crichton and Howes sheds, David has his Airflow down to a bare shell and it looks pretty forlorn, he has sought the help of chief rust buster Rick Frith and his handy little metal

bender John Webb to rectify the non original latticework from around the sills.

My 34 CB had a lift a week or so ago when a fit and muscle-bound team, led by Dick Hart, lifted the body off of the chassis and onto a wheeled frame in order to tackle the next phase of restoration, no great surprises were in store apart from a little more rust than expected in the beaver tail; so now its down to the sand blasters and into serious money for the chassis rebuild.

And to close with a little rebuild story, if you didn't go to the Pub lunch at Murray Bridge not only did you miss out on a great run with great food but you missed a classic demonstration of Club camaraderie, mateship and technical wizardry right there in the Pub car park; read on in this magazine for all the details. Safe and happy motoring

Chris Howes

Secretary's Jottings



The second half of the year has caught up with us, and so far all has gone well with runs, activities and guest speakers etc at meetings. The quality and number of photos that turn up in the magazine do not just happen! Between Richard Tapp and Wayne Bartlett in particular these photos just keep on coming. For those who attended the St Kilda run in May you will have seen Richard with his camera moving around the vehicles going to great lengths to get the pictures he wanted. It was also good to see his Plymouth roadster on the run.

Trevor and Lorraine Beythien are off on a trip for two to three months. Very

efficient lady is Lorraine, having set up the Club PR info for the Advertiser, with dates and information all listed. Have a good trip to you both.

Another pair of hardworking Committee members rating a mention is Gaye and Dave Aylett who recently organised the most successful bowls day at Port Elliot. Not bad when you consider the work load with the Historic Vehicle Registration from Feb/March to as late as the month of May.

There is still plenty happening in the next few months, with the Camp Out at Pt Broughton (Chris Howes) in August and the Blanchetown Music Camp Out in October (21/22). Ashley Farrow is organising a club outing coinciding with the Adelaide VSCC London to Brighton

Run on 29 October.

Speaking of runs, a number of club members enjoyed an evening at the Gepps Cross drive in on Saturday night (10th June) to see the movie "Cars". This was organised by Wayne Bartlett at short notice. We were all prepared with rugs, hot coffee and soup to settle down and watch this movie for almost two hours. It turned out to be a good night all round. Thanks Wayne for a trip back to the past. It should happen a bit more often!

Don't forget to post those application forms off to NSW for the National Rally next year.

I reckon I have written enough for now - good motoring and restoring.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Chris Howes, Judy Hart, Sandy Martin, Graham Bailey, Ross Fleming, Michael Buxallen, Ashley Farrow, Tim Smeaton, Wayne Bartlett, Terry Jones, Trevor Kelley and Ken Griffiths.

Our thanks to last issue's magazine despatch team, being Cathy Woods, Judy Hart, Shirley Crichton and Chris Howes.

Richard Tapp

WEBSITE STATISTICS

	May 2006	Jun 2006
Visits	1,158	1,153
Pages	2,933	2,724
Megabytes	1,014	1,069

CLUB NOTES

Snippets

CARS

Wayne Bartlett organised (at short notice) a group visit to the Wallis Drive-In at Gepps Cross on Sunday 10 June 2006 to see the new release movie "Cars".

Quite a few members attended, including your's truly and his better half, but we didn't see any of the others because we arrived right on starting time (in the dark) because of prior commitments.

I am pretty sure it is more than 30 years since I last went to a drive-in. This was the first time I had been to one where FM radio was used and I am sure the same was true for Raice based on her response to the "topless" posts. :-) We changed position 3 times to get a better view - with Raice defending each better spot from "invaders" as I went back to get the car.

This activity was organised by e-mail. If you want to be on my CRCASA e-mail list, send me an e-mail to that effect.

Well done Wayne - and yes, we enjoyed the movie.

Richard Tapp

DRIVE IT DAY

In February 2006, Craig Baulderstone, President of the Federation of Historic Motoring Clubs SA wrote on the Federation's internet forum:

I picked this up on the UK FBHVC site:

"DRIVE IT DAY, 23 April

FBHVC urges all owners of licensed historic vehicles to use them on 23 April - every year. This will be a truly national annual event and one that all enthusiasts can take part in wherever they live. It's absolutely free of entry forms, fees and red tape. Do make sure

your members know about it! It's not necessary for owners to go to a show or to take part in an event, FBHVC just wants owners to get their vehicles out so they can be seen by the public. If the vehicle is suitable, it could be used instead of modern transport for daily activity. Owners could use them to go to work take a trip to the seaside, enjoy a day out in the country, visit a stately home or just go shopping.

For those with unlicensed, older, larger or slower vehicles for which such use would be impossible, impractical or inappropriate, owners could at least get them out and park them on the drive where they can be seen.

FBHVC exists to uphold the freedom to use old vehicles. Drive It Day is part of an ongoing campaign to raise public awareness of the historic vehicle movement. "After all," Tony Beadle (the committee member who came up with the idea) asks, "what's the point in fighting for a freedom if we don't make the best possible use of it?"

"I thought 23rd April would be a singularly appropriate day to choose to celebrate the glorious variety of mechanised road transport heritage that we have in this country because on that day in 1900, 64 cars set out from London on the first day of the famous Thousand Mile Trial - an incredible undertaking by those early motor cars and their pioneering drivers, and one which deserves annual celebration."

Imagine that as a national event. I will raise it with the Fed. committees here and nationally and at our next meeting with a proposed date.

In June he wrote:

I put details in the letter which went out to all clubs with the last minutes and asked clubs to start publicising it

through their newsletters. The message is pretty simple - if you have a historic vehicle, on 1/9 just use it. I am meeting with publicity people next week but media wont want to be involved until much closer to the date.

Seeing someone tonight for help with a flyer. I am thinking that if we have an eye catching flyer I could pin it up in car parts places, supermarkets etc. trying to get the message out to the non-club people.

If a number of flyers go out to each club then they can be creative about where they put them. Maybe try to find internet forums via some searches and post info there.

Richard Tapp

WARNING

**ANTIQUÉ CAR POX
VERY DANGEROUS**

Symptoms: Continual complaint as to need for travel, fresh air, sunshine and relaxation. Patient has blank expression, very often deaf to family. Has no taste for work of any kind. Frequent checking of collector car magazines. Hangs out in all sorts of odd places. Makes secret phone calls. Mumbles to self. Lies to everyone.

NO KNOWN CURE

Treatment: Medication is useless, disease is not fatal. Victim should attend as many auctions, shops and swap meets as possible.

TO BE BUYING IS RELAXING

Sign seen in Morgan, May 2006.

Richard Tapp

Restoration Services Directory

This is printed every two years, in conjunction with the Register of Members and Register of Member's Vehicles.

However, the information needs to be updated constantly, as information becomes available. The updated register will be available from the club

website, between biennial printing.

If you become aware of a supplier who should be added to the directory, removed from the directory or whose details need to be updated, let me know. Otherwise the usefulness of the directory will steadily deteriorate.

The updated version on the website is January 2006.

CLUB NOTES

Member Profile — Ashley Farrow



PLEASE TELL US ABOUT YOURSELF AND YOUR CAR(S):

1950 DODGE Kingsway Custom Sedan

HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB? DID YOU KNOW ANYONE IN THE CLUB?

Our interest in the Club, Chrysler Product and Someone in the Club all came about as our long time motoring friends, originally through 4W driving, Lorraine and Trevor Beythien, upon retirement, wished to own an 'old car'. They included us in events and we both enjoyed the social and vehicle aspects of activities and the club

WHAT YEAR DID YOU JOIN THE CLUB?

March 2003

WHAT CAME FIRST THE CAR OR THE CLUB?

Both, more or less at the same time.

WHERE AND HOW DID YOU FIND YOUR CAR?

As we had been on runs etc. we had let it be known we were looking for, something! At that stage I was not too sure exactly what I was after. Lorraine and Trevor gave me a 'just cars' Mag for Xmas. Hint, hint. As we loved their car I had a soft spot for something similar, Pre war. It was proving difficult to find and then the 1950 Dodge was available, a good car and ready to go.

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

The body, trim etc. was all done and I am working my way, slowly, through some of the mechanicals to enjoy it

even more.

DID ANY MEMBERS HAVE ANY INPUT WITH YOUR RESTORATION? IF SO WHO?

I have had excellent advice and help from a variety of Members. It's a great club for that.

DO YOU HAVE A STORY THAT MAY HAVE WON YOU A DISASTER AWARD? (ANY STUFF UP WILL DO)

At this stage I don't think there is a story to fit the category, but that's not to say there won't be in the future.

DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?

I do and when Margaret has the time she does as well. We have had some excellent speakers. It is good when meetings are able to start on time for workers the next day to get home at a reasonable time.

WHAT IS YOUR AMBITION IN THE CLUB?

Longevity of the club.

DO YOU HAVE A STORY THAT NEED TO BE TOLD ABOUT A CLUB MEMBER? (DON'T LET THE TRUTH HOLD YOU BACK).

No yet.

DO YOU THINK YOU WILL EVER FIND THAT ELUSIVE PART AT A SWAPPY SO YOU WILL NEVER HAVE TO GO AGAIN?

We have yet to attend a swap meet.

WHAT HAVE BEEN SOME OF THE

HIGHLIGHTS OF YOUR TIME IN THE CLUB?

Tattersall's National Tour Tassie April 2003, 10th National Chrysler Rally, Geelong 2004. Receiving Trophy for 'best presented 1950-59. It came as a complete surprise to us both.

DO YOU ENJOY AND WOULD HAVE ANY SUGGESTIONS FOR CLUB RUNS?

We enjoy most club runs and hope to run one this year.

FOR THE LADIES

WHAT WERE YOUR THOUGHTS WHEN YOUR MAN SAID I WANT AN OLD CAR TO PLAY WITH AND PUT IT WHERE YOU THOUGHT THE PAVING, PERGOLA AND BBQ SHOULD BE?

It was a joint decision and a comfortable car.

HAS HIS EFFORT BEEN WORTH IT?

Yes.

DO YOU THINK HE WILL EVER FIND THAT LAST PART AT A SWAP MEET OR ON EBAY?

No.

ANY OTHER INFORMATION YOU MAY WISH TO SHARE.

I am very happy with the Dodge but would love an older car but do not wish to swap or lose the Dodge.

**Wayne Bartlett
The Beak**



CLUB NOTES

Malcolm Du Bois

Tim Smeaton wrote this poem for, and read this poem at, the funeral of 25 year member Malcolm Du Bois.

Introduction

Carol and I met Malcolm and Gail through the Chrysler Restorers Club, many of whose members are here today.

Since I have written poems from time to time about restoration of vintage cars, for the amusement of members, I was very flattered that Gail asked me to write a poem for Malcolm.

Gail stressed that there should be fun and amusement rather than sadness in the poem, so I have tried to strike a balance between what is appropriate for this occasion, and the memory of the jokes and good nature for which Malcolm was renowned.

So, to the poem for this occasion, entitled:-

MALCOLM DUBOIS

FRIEND AND FELLOW RESTORER

I wish to begin with some serious rhyme
To help us to grieve through this difficult time
For Malcolm was husband and father and friend
And it just isn't fair that his untimely end
Has left us without him, his laughter, his thought,
His generous acts, and his constant support.
But he will live on, in his own special way
Through the things that he did, and the words he would say
Treasure those memories, for he'd not want you to grieve
But live for tomorrow, a joke up your sleeve.

Malcolm DuBois studied things aeronautical
A draughtsman who helped to keep everything vertical
When Woomera range was required for a test
Of a rocket which was aimed for some site in the west,
Then the boffins called Malcolm to check on the status
Of cameras, theodolites, such apparatus
As might seem a mare's nest to people like us
But Malcolm controlled them without any fuss.
He told me how much he enjoyed his devotion
To tracking the targets at incredible motion.

But Malcolm, though clever, with a brain quite renowned,
To others less gifted would never talk down.
He had many skills which he generously used
To straighten out CRC members confused.
And if you had a meter which was lacking a face
Then Malcolm would figure a way to replace
The names and the numbers which time had removed
And the dashboards of Chryslers were greatly improved.
But, we also would see in this man, so meticulous
A fun-loving guy with a sense of the ridiculous.

For Malcolm, my friend, I'll remember you well
For all of the jokes which I heard you tell.

You were so good with accents, you clever old rogue
Whether Pakistan, Yankee, or broad Scottish brogue
But best of them all was that one that you told
Of a Pakistan couple together grown old
Complete with the accent you might hear in a shop
"Please, Marin, nose-picking I would like you to stop"
The punch-line is juicy, not for the stuck-up,
"I must keep my nose clean, and never muck up".

For me and for Carol, the memory is strong
Of returning from the National Rally in Wollongong.
The Bootlegger strode off with Malcolm and Gail
And we in our buckboard stayed right on their tail
And once, when we'd swapped over partners, you see
In the middle of the Hay plains, Carol was struck by a bee
Her reflexes sharp, she instantly shed it
And into poor Malcolm, its sting was embedded
And they both claim that that's why he stopped in a flurry
And shed shirt and trousers in a terrible hurry!

I can't let this chance go without telling you now
Of a shed which was Malcolm's, and how it did grow.
It began as a single garage for a car
With its walls like a patchwork of iron, quite bizarre.
But now it's extended, it borders the north side
And a lean-to to southward has bench and tools inside.
And the back has two bays which were not planned at first
But are now filled with car parts with seams fit to burst.
And behind this quite handsome and green-painted
mansion
Are two more sheds for treasure, to allow for expansion.

The Du Bois restorations number more than a few
He began with the motor-bikes, a Sunbeam or two,
For he'd raced them in younger days, body athletic
And because of his knowledge, his collection eclectic
Included the parts for an old Reo veteran
But the timber for this is certainly no better'n
A collection of rot held together by mould
It will take a brave man to see this on the road!
And he's made lots of progress on his labour of late
A massive great Chrysler which is still taking shape

That damn Hep C virus from an early transfusion
Transformed his liver cells into growing confusion
And despite that he knew of this likely event
He had a great time of it, happily spent.
So today we have gathered for a farewell to Malcolm
From nearby, and quite distant places, you've all come
And I feel it is fitting that you all try to grin
When you cast back your mind to your dealings with him
A quick-witted man, with a generous nature
Who saw every day as a sparkling adventure.

Tim Smeaton

PAST EVENTS

Registration Day

5 February 2006

Better late than never! A pictorial report on this year's Registration Day. Missing from

the photos though are Dave and Gaye Aylett, who were the real stars of the day.

Photos on the left by Richard

Tapp and on the right by Wayne Bartlett. A very "Dodge" collection.

Richard Tapp



PAST EVENTS

Port Elliot

9 April 2006

Here are some additional photos of the very successful Port Elliot lawn bowling run organised by Dave and Gaye Aylett.

Photos by Terry Jones



PAST EVENTS

St Kilda Tram Museum

21 May 2006

On a pleasant autumn Sunday afternoon a goodly number of Club folks and their cars gathered at the Globe Derby car park, as the meeting place enroute to the St Kilda Tramway Museum. At the appointed time the organiser of the run, long time member Graham McRae, stepped us through the complex run sheet to the Museum.

On arrival, cold but little wind and no rain, all manner of lunches and BBQ's appeared in an area adjacent to the car park, nestled amongst the trees.

Michael and Lyn Buxallen towed their newly acquired tear drop van behind the Dodge Four, but didn't bring much more by all accounts! What a delightful little van however. It was great to see Graham McRae's Nash out and about.

Following lunch, and a visit from the Murray Bridge Car Club members, all enjoyed the tram rides, and inspection of early electric buses (trolley buses), and the numerous models of the very early trams as used from the 1920s up to the '50s. There were many stories behind where the restored tramcars and indeed unrestored original units were used and where they were rescued from.

In the trams currently used for rides (fully restored), there were a number of instructions to patrons scattered around the interior of the tramcars, which you the passenger was supposed to read. A couple I can remember were as follows:

Passengers are requested to neither spit at or from the tramcar

Passengers, your journey will be shortened if you have the correct change to pay for your ticket

Lady passengers are requested to use the smoking room prior to 9 am and between the hours of 5 pm to 6 pm

There is a lot more one could write about if you could remember it all.

Thanks Graham for an interesting afternoon, enjoyed by all I am sure.

Ross Fleming



PAST EVENTS

St Kilda Tram Museum (ctd)



PAST EVENTS

2006 Pub Lunch - Car Park Capers

18 June 2006

Imagine you had planned a nice Sunday drive through the country to Murray Bridge via Mannum, meet up with your mates at the Pub and enjoy a leisurely lunch and then drive home again; well that's what Rick Frith had in mind when he joined our Pub lunch run.

All went to plan until he backed into the Pub car park, when there was an almighty bang from the front of his '35 Dodge Ute and it took a decided lean, down and to the right !

On stepping out he found that the right front stub axle had snapped clean off and the right

front wheel was tucked neatly up into the mudguard, his initial thoughts were just how lucky he had been that it didn't occur on the road, but now the car was immovable !!

So as someone once said "who you gonna call"; well in this case, who else but Doctor Dick (just try keeping him away). What was to follow displays the best qualities of our Club members and their initiatives.

As luck would have it (and Rick had used up his quota we thought) two Murray Bridge members showed up at the right time, one being Mike Zerner who just happened to have some '36 Dodge front end pieces, and the other who's name I didn't get, had a workshop trolley jack at home. Both these members raced off home and came back with the necessaries, or so we thought.

In no time at all Dick Hart had thrown himself into the fray, got the front of the car off the ground on the trolley jack and gingerly Rick backed into the

parking spot he had originally aimed for.

With a stub axle in hand from Mike Zerner, it looked like a remarkably easy fix and everyone could get back to the table for lunch. Of course nobody took into account just how peculiar the Chrysler/Dodge etc. changes from year to year can frustrate us, the restorer. When the hub of the '35 was offered up to the '36 stub axle it wouldn't go on. After much cursing and swearing it became apparent that the inner wheel bearing was 1/64" different!

What followed was more than enough to

keep the rest of us entertained between courses for a good part of the afternoon; I think it took Mike Zerner 6 trips back and forward to his home to supply enough bits to get Rick mobile again. Judy Hart considered going home with someone else as Dick vented his frustration on all things Dodge and Rick kept bending his elbow.

Apart from the entertainment value this little exercise demonstrated just how fortunate we are to have the support, both technical and human, of members like Dick Hart and those others who just pitched in unbidden to help out a fellow club member.

For those of you who aren't closely involved with Club activities take note that this is what our membership is all about. All the help and support for your treasured vehicle is right there among you and ready to assist.

Chris Howes

Photos Richard Tapp



PAST EVENTS

2006 Pub Lunch - Car Park Capers (ctd)



OUR MOTORING HERITAGE

Transporting Chryslers by Road in the 1950s

The photo of a De Soto van being lifted onto a semi-trailer with probably a load of salt from Price to go to Melbourne [Chrysler Australia Limited library photo 56/403C - captioned Loading a Panel van on to a road transport at the Keswick Siding] stirred memories of my trucking days.

Easter 1956 I bought my first truck and took to the road. My truck was a 1948 OS Bedford 20 foot semi with a "big" 28HP engine. Wow - what a feeling, the open road, the world in front of me with my own trucking business at age 23.

I was on the road with Ken Thomas; his trucks traded under the name KW Thomas then but now we know them as TNT Logistics. Where did I go wrong?

Incidentally in my dictionaries the word logistics means the transport

of supplies and personnel for military purposes. Either the English language has been abused or a lot of trucks are carrying something that the governments are not telling us about. I think the former.

After three trips to Melbourne with general freight I decided that I wanted to carry cars - must have been the lazy streak in my coming out. So I lengthened my trailer to 32 feet and made a car frame. Did two trips to Brisbane with seven Holden car bodies, three on the tray and four up on the frame

I soon learned that I needed a bigger truck for the big hills going into Brisbane. Trading the Bedford in on an International KB6 with a 4LW Gardner diesel engine, I then lined up at Keswick rail siding hoping to carry Chrysler cars.

Eventually I was accepted (that is a story in itself) and started a regular and pleasant association with Chrysler Australia Limited.

My car frame could be completely dismantled by using Mills scaffolding clamps and pipes. This enabled me to carry trucks as well as cars. Sometimes two small truck cab chassis would be loaded back to back and another vehicle loaded on them. Cars were carried up top with the wheels sitting in a shallow trough clamped to the pipes. Clamps had to be checked regularly for the first 100 miles then perhaps only once or twice.

Money was good. Cars were £64 each to Brisbane - with two down and two up top, returning your papers gave you £256 in your pocket.

Cars were not covered because of



OUR MOTORING HERITAGE

Transporting Chryslers by Road in the 1950s (ctd)

chaffing the paint. All vehicles were carried without batteries, a minimum of petrol and the keys in a sealed envelope to be handed in on delivery. A couple of times I carefully opened the envelope and unlocked a car to stretch out my swag on the seat. Comfortable enough but the smell of new upholstery was more than I cared for.

Vehicles were loaded on road and rail transport by the articulated crane shown in the photo. They had two of them, built on short wheelbase British Dodge petrol engined trucks with hydraulic hoist and jib built by G-Well. The cranes were very versatile and with skilled operators could place vehicles exactly where required, with two men holding swing control ropes to keep the car steady.

The cranes only moved backwards and forwards along the siding so the odometers would have had a very low reading at the end of their working life.

The roof hatch on the cab gave the drivers full vision of the jib and also would have helped the cab ventilation in summer. With no travel airflow and cramped cab space, drivers got some relief by having an electric fan fitted.

Conditions on the road were hazardous for car carriers. One soon learned where the detours around low bridges were and when to drive on the wrong side of the road to avoid low overhanging branches of trees.

In my three years of carrying Chrysler vehicles I pride myself in not incurring one penny's worth of damage to the cars I carried..

With my wandering all over the road I must have scared a few other drivers as my mechanical hand signal bolted to the door was not easy to see. Turning indicator lights

were a luxury not available then.

After 3 or 4 trips travelling via the Duke's Murray Valley, Hume and New England Highways to Brisbane I was tempted to take a short cut, so breaking new ground I headed out through Pinnaroo to Piangil, then up to the Sturt Highway to Hay and up the Mid Western, Newell and Cunningham Highways. I continued to go that way from then on. It was much more relaxing with much less traffic - and quite adventurous going through the Pilliga Scrub when it was just a two wheeled track with some of the creek crossings rooted up by wild pigs looking for water.

[I had never heard of the Pilliga Scrub - so looked it up in Google. The Pilliga Nature Reserve is north of Coonabarabran. The Borah Creek Road through it was originally an old Cobb and Co track ... - Ed.]

Across the Hay Plains the Sturt Highway was only a raised black soil surface, which wasn't always graded. The slightest bit of rain reduced it to a long slippery mound that you had to follow and somehow stay on top.

When the road was dry enough to travel on, the first drivers had to pick their way through a criss-crossed maze of hardened ruts. Travel was slow or you risked breaking springs or shaking your truck to pieces.

The 82 miles between Balranald and Hay could be a day's run - and

sometimes completely on your own, without seeing another vehicle all day. I always carried a few tins of beef and beans plus some bread and biscuits in case I got stuck.

So when you bought your beloved Dodge, Chrysler Royal or Plymouth and were told that it belonged to a little old lady and had never been in the bush, there is a chance that it may have seen a sunset at Moree or ducked under a rive gum near the banks of the Murrumbidgee.

The other photo is of the International KB6 that I owned. The photo was taken at the truck stop at Warwick farm near Liverpool and shows part of the car frame. In the background is a load of Holden bodies heading for Brisbane - as shown by the "B" on the window.

That's me in a precarious position, trying to do a bit of engine maintenance with my feet tied up to the mechanical hand, the result of mucking about by some of my so called truckie mates.

Trevor Kelley



OUR MOTORING HERITAGE

Silver Wings

The ABC has a TV Program "Can We Help". On Friday 16 June part of the program featured a mighty Mopar that had dropped off the radar.

This week's request comes from Graham Cox from Fremantle, Perth. He would like to know what ever happened to the 1920's Chrysler Silver Wings known to have taken part in many record breaking races. If you want to help here are the original clues:

- 1925 silver Chrysler Chassis
- Engine No. 139919
- Chassis No. C.C.238.W.
- Last known owner, Roy Sojan

The Chrysler was known for breaking the 24 hour endurance record in 1927 by two drivers, Billy Attwood and Arthur

Colliver. He had obtained the Chrysler from the legendary record breaking Australian driver, Norman "Wizard" Smith who had covered over 20,000 competition miles in the car.

Wizard Smith made record-breaking a way of life. Gifted with great endurance and a feel for the mechanics of a car, he broke more distance speed records than anyone else in Australia. It was said that he could travel for days with only a couple of hours sleep.

In 1932, Silver Wings was sold to another racing identity, Eric Armstrong, and was renamed the Power-Plus Special to promote a range of automotive accessories. It was later brought by a truck driver, Roy Sojan, who raced it to the start of World War II, and there the trail ends.

Graeme Cocks has built a

replica of the car. He has also uncovered old documents which have the engine and chassis number. He believes it may be sitting rusting on a farm or in a shed somewhere. He hopes that someone will take the chassis details down and the original silver wings will be found.

Do any of our members have any clues? If so you can contact the program at www.abc.net.au/canwehelp or Brooke Low the program co-ordinator at Ph: (08) 9220 2641, Fax: (08) 9220 2698.

Apologies to the member who gave me the information about this. No name on the piece of paper and after 2 weeks I have forgotten who you were.

Richard Tapp



OUR MOTORING HERITAGE

More on Silver Wings”


As I was looking through material to use as an interesting “filler” I came across this advertisement, which refers to the record setting efforts of Messrs Attwood and Colliver described in the Silver Wings Chrysler article opposite.

So this was the obvious document to use.

I was also interested to see OT Rodda Motors referred to as the distributor. I was expecting to see the Waymouth Motor Company - but these were the days before Chrysler had purchased Dodge so the two were competitors rather than allies.

Note the error! It should have said “bettering the previous record by 127 miles” not “lowering ...”

Richard Tapp



**Australian
24-hour
Record**

again established by

CHRYSLER

1000 MILES IN 875 MINUTES
(38 minutes faster than previous record)

1607 MILES IN 24 HOURS
(lowering previous record by 127 miles).

Average Speed for 24 hours—66.95 miles per hour

This remarkable record was secured at Lake Perkolilli, Western Australia, on August 18 and 19, 1927, by Mr. Wm. Attwood and Mr. Colliver in a Chrysler “70” Model, using Plume Spirit, Castrol Oil and Barnet Glass Tyres. The radiator water was not replenished and only one stop was made—for tyre change. The engine ran continuously during the complete 24 hours and the last lap was covered at the rate of 75 miles per hour. The entire run was under the supervision of the Royal Automobile Club of Western Australia.

Other Road Records Held by Chrysler:

Fremantle to Adelaide— Time, 74 hours 12 minutes. Distance, 1802 miles.	Auckland to Wellington— Time, 12 hours 4 minutes. Distance, 504 miles.	Sydney to Cowra— Time, 4 hours 23 minutes. Distance, 204 miles.
Brisbane to Sydney— Time, 16 hours 5 minutes. Distance, 650 miles.	Christchurch to Bluff— Time, 8 hours 50 minutes. Distance, 402 miles.	Kurrajong Heights— Only strictly stock touring model to climb this tortuous grade in sealed top gear under supervision of R.A.C.A.

Every Road Record made by Chrysler has been secured on the first attempt.

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Qld.: Ward Motors Limited, William Street, Brisbane.
Sth. Aust.: G. F. Ruddle Motors Ltd., Flinders Street, Adelaide.
West. Aust.: William Attwood, 219-221 Murray Street, Perth.
Tas.: Distributors Pty., Ltd., 142 Collins Street, Hobart.
N.Z.: Todd Motor Company, 37 Courtenay Place, Wellington.

OUR MOTORING HERITAGE

Richard Industries Limited

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3rd. November, 1943.

Recruiting Officer,
R. A. A. F.

Dear Sir,

The Bearer Mr. Sydney Lawrence M. Smith was employed by our Company as a Panel Worker from 31/1/34 to 12/9/39 and again on 15/11/39 to 9/8/40.

During the whole period of his service in our employ he gave us every satisfaction both as regards conduct and capability.

We understand that he intends to become a member of the R. A. A. F. and we congratulate him on the step that he proposes to take.

Yours faithfully,
RICHARDS INDUSTRIES LIMITED.

H. V. Wallage

(H. V. Wallage)
ASST. INDUSTRIAL OFFICER.



The Rolls Royce Club of Vic.

For years I watched a '34 Rolls Dodge bodied green sedan around Adelaide to eventually find out that my father in law S L M Smith had worked on it's construction. I send this as you may be able to pass it on to the current owner as I believe it went to Melbourne.

Document supplied by Ken Griffith.

What has Richards Industries got to do with us?

1885 T.J. Richards founded his blacksmith business in Adelaide. The company constructed horse drawn carriages, buggies and sulkies.

1905 T.J. Richards offered its first car body.

1915 T.J. Richards made its last horse-drawn vehicle.

1917 T.J Richards put together his first

car.

1928 Richards commissioned to build its first Chrysler bodies.

1947 Richards firm taken over by Chrysler Dodge Desoto Distributors Ltd. The firm went on to be a substantial importer and distributor of motor vehicles.

Source: Mitsubishi Motors Australia website.

1916 - 1941 T.J. Richards & Sons Ltd (the company, as distinct from the business which started in 1885) was

formed. The company was renamed Richards Industries Limited in 1941, Chrysler De Soto Distributors Limited in 1947, Chrysler Australia Limited in 1951 and Mitsubishi Motors Australia Limited in 1980.

Source: www.delisted.com.au

That's what it has do with us! Richards didn't only make bodies for Chrysler vehicles, as can be seen from Ken's annotation to the letter about his father-in-law's Richards Industries' service.

Richard Tapp

MARKET PLACE

Club Clothing

CLUB CLOTHING

A range of clothing with our club emblem is now available.

Men's Polo Shirts in Navy or Royal with Red Trim in Sizes Small to 3XL - \$35 and 4XL to 5XL now available at \$39

Ladies' Polo Shirts in Navy or Royal with Red Trim in Sizes 8 to 20 - \$35

Children's sizes are also available

Vests - Reversible Polar Fleece Lined in Navy with Red Lining or Navy with Navy Trim - Sizes Small to 3XL -\$55

Water Resistant **Polar Fleece Lined Jacket** Navy with Red Lining, Royal with Red Lining, Navy with Navy Lining - \$64

Chambray Shirts Men's or Ladies' Long Sleeve \$41, Men's or Ladies' Short Sleeves \$41, Ladies ¾ Sleeves \$42.

Sew On Badges \$16

Caps Navy with Red Trim or Royal with Red Trim to match the Polo Shirts \$14

All prices include our emblem embroidered on the article

If you would like to order any of the items at any time please contact

Lorraine Beythien on 8449 8905 for enquiries or an order form. We are able to order any number at any time.



Club Name Badges



CHRYSLER RESTORERS

Walter Percy

During the last few months members have asked about upgraded name badges. These badges are to be available for purchase by individual club members.

At the last Committee meeting it was decided that we have a white background on the badges with black printing and our Chrysler motif incorporated.

At the November meeting two styles of badges were shown to the members. The general consensus of opinion showed that a majority of people preferred the badge with Clear Glaze Acrylic and the rest liked the Plain. There was also a discussion about the different pin types.

I have had a discussion with the manufactures and it is possible to purchase both types of badges with various pin requirements.

Listed below are the styles and prices that are available.

- PLAIN with pin \$5.50
- PLAIN with dual pin and clip \$6.00
- PLAIN with magnet \$8.00
- CLEAR GLAZE ACRYLIC with pin \$7.50
- CLEAR GLAZE ACRYLIC with dual pin and clip \$8.00
- CLEAR GLAZE ACRYLIC with magnet \$10.00

If you are interested in purchasing a new name badge please contact Lorraine Beythien with the details of your badge, or you may send the order form below to Lorraine c/- Chrysler Restorers Club, PO Box 667, Plympton 5038.

Lorraine Beythien

CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

STYLE OF BADGE [Plain or Clear Glaze - circle one] **PIN TYPE** [Pin or Dual pin and clip or Magnet - circle one]

PHONE (a/h) (day time if different)

FULL NAME (print clearly).....	Price.....
2 nd badge name.....	Price.....
3 rd badge name.....	Price.....
4 th badge name.....	Price.....
5 th badge name.....	Price.....

Total \$.....

MARKET PLACE

NOTICE TO ADVERTISERS

All vehicles offered for sale should quote their registration number or engine number if not registered.

FOR SALE

1926 Chrysler Tourer, Model 58 4 cyl, 6V, 38,540 miles. SA (Richards) body. Very original well kept car, incl the leather seats. No rust. Most mechanicals reconditioned. Body repainted 1998. Great 4W hyd brakes. Bay to Birdwood regular. Spares incl 2 engines. RAN-046. \$14,000. Max Slee, A/H 8332 7972 [See photo]

1929 Chrysler 75 manuals for sale. Brian Verrall 8527 2004 / 0428 390 236

1940s Plymouth engine P15C23187C, Jeff James 0438 066 469

1952 Plymouth sedan, mechanicals restored, body partly restored, car is complete \$6,500 ono Alan 8552 5357

1953/4 Ford Mainline front guards in good condition (slight rust in bottom rear) and bonnet (small dents) \$250 Jeff James 0438 066 469

1958 Dodge 3 ton truck, wing bonnet model, dual rear wheel, resprayed, last reg 2005, Nino 0416 094 95 [Mt Pleasant]

1958 Mk II Zephyr, good for parts or restoration, engine turns [206E6015 T1] \$200 Jeff James 0438 066 469

S series Valiant, needs work, modified to 3 speed floor shift, no reg, John 8556 3952 ah [Aldinga]

1962 Facel Vega HK 500 2 door sports saloon, Chrysler V8, for restoration. Russell McKinnon 0417 804 194 or Les Kennedy [See photo: This is a rare

luxury car for which Chrysler supplied motors. Ava Gardner, Danny Kaye and Ringo Starr owned Facel Vegas- Ed]

AP5 Regal sedan [WFY-070], white and straight, slight rust, original motor and PB auto, historic reg, Canadian body #3669. \$2,500 ono. Also AP5 Regal sedan for wrecking, near complete rolling stock, sell whole or as parts. Phil Bakker 0402 015 725

AP5/6 Dodge ute, needs restoring, rusty floor and tray, not going Rob 0437 208 326 [Peterborough]

Wrecking VE Regal 6 cylinder, less motor and trans, all other parts available including chrome work. Also pair of CM Regal SE light green bucket seats in excellent condition. Dimitri 0410 517 031

1969 VF Valiant Regal 4 door sedan, white, auto, immaculate condition, always maintained, reg, 70,000 miles, \$5,000 ono, Margaret or Paul 8338 1587

VH station wagon 265, 4 speed, 2 hemi motors \$200-\$300, 2 4 sp gearboxes, 3 x 318 engines (2 in truck), 318 Fireball out of 74 Charger. Mark Tree 0400 751 206 [Murray Bridge]

5 x VJ Valiant hubcaps, taken off car when new, 3 slightly damaged when removing, \$30 each. c/- Ken or Bev Dart 8277 6115

1977 CL Valiant, 123,000 km, one owner, deceased estate, has not been run for some time, faded paint, flat battery, otherwise good proposition, sighted by Ron Hincks. Judy 8339 6038

1977 CM Valiant, reverse band broken, spare to fit comes with car, Ken Griffith 8449 7900

1980 Charger GLX 4 speed, US Mags, Tiger Yellow, saddle cloth interior,

194,000 km, one owner with papers, reg to Dec 06, Lance 0407 979 204

Power of the Past DVDs, chapters on cars, engines, tractors etc including a good selection of visiting Chrysler vehicles. \$20. Trevor Kelley 08 8391 2685

Steel frame trailer, 5' x 3.5' with 6.00x16 wheels from 1946-52 Dodge/Plymouth—restoration project. CJ bumper and boot plate, CL/CM dash, grille, tail lights. 1949 De Soto grille. VC grille. 1946-55 Dodge/Plymouth diff complete wheel to wheel. Denis 8384 2358

WANTED

1919 Dodge diff assembly. Roy Schopp 8862 1854

1937 Plymouth coupe boot hinges, may be same as sedan, Jeff James 0438 066 469

45-55 Dodge / Plymouth / De Soto registered and running, must be manual transmission. Leon Bennett 8281 433 (digit missing)

1948 Dodge quarter vents front and rear, Tony Costa 8388 7600

VF or VG ute, pay up to \$7,000 depending on condition. Aaron Jones 0423 874335

Parts for a 225 hp Chrysler V8 engine, Phillip Walker (02) 4928 2285

VH V8 Coupe in original condition, Evan 0408 340 533

265 VH Charger floor shift manual or 265 VJ Charger 4 speed in good to excellent original condition. Edward 0412 691 772



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