



# **THE CHRYSLER COLLECTOR**

**Number 261  
July / August 2022**

**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

Metro single \$35.00 - Metro family \$40.00 - Country single \$25.00 - Country family \$30.00

### Club Officers

<b>President:</b>	Brenton Gibb, 18 Caroonia Avenue, Modbury Heights 5092 ..... ah 08 8263 2908
<b>Vice President:</b>	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
<b>Secretary:</b>	Ann Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
<b>Asst. Secretary:</b>	John Goddard, 22 Stephens Terrace, Torrensville 5031..... ah 08 8443 6311
<b>Treasurer:</b>	Alan Driver, 6 Hastings Road, Brighton 5048 ..... 08 8298 1194
<b>Editor:</b>	Richard Tapp, 509 Greenshields Road, Youngusband 5238 ..... ah 0439 682 011
<b>Assist. Editor:</b>	Bob Haywood, 2 Rosemary Street, Woodville West 5011..... 0407 601 803
<b>Librarian:</b>	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 ..... 0412 790 550
<b>Assist. Librarian:</b>	Stephen Tyler, PO Box 5266, Murray Bridge 5253 ..... ah 0432 557 937
<b>Technical Liaison:</b>	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 ..... 0412 790 550
<b>Public Relations:</b>	John Goddard, 22 Stephens Avenue, Torrensville 5031..... ah 0435 107 854
<b>Runs Coordinator:</b>	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
<b>M/ship Vehicle Records:</b>	Sharon Gibb 18 Caroonia Avenue, Modbury Heights 5092..... ah 08 8263 2908
<b>Historic V Registrar:</b>	Jeff Knowles, 7 Stanley Street, Hillbank 5112 ..... 08 8255 8671
<b>Historic V Registrar Asst. Committee:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 ..... 0414 970 630
	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ..... ah 08 8322 1715
	Ian Myers, 12 Liddell Drive, Huntfield Heights, 5163..... 0411 576 775
	Greg Newley, 326 Morphett Road, Warradale 5046 ..... 08 8298 2586
<b>Federation Rep:</b>	Alan Driver, 6 Hastings Road, Brighton 5048..... ah 8298 1194
<b>Combined Car Clubs Rep:</b>	Vince Isola, 4 Grigg Court, Clarence Gardens 5039 ..... 08 7007 4461
<b>Public Officer:</b>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 ..... 08 8386 2931
<b>Auditor:</b>	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092..... ah 08 8395 3919
<b>Catering Coordinator:</b>	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ..... ah 08 8322 1715

**Club Tools held at:** Chris Howes, 4 Peter Place, Campbelltown 5074 ..... ah 08 8165 3971

*Note that most committee members have e-mail access. You will find their e-mail 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 the magazine can not be protected.*

Website: [chrysler-restorers-sa.org.au](http://chrysler-restorers-sa.org.au)

Facebook: [facebook.com/groups/chryslerclubsa](https://facebook.com/groups/chryslerclubsa)

Photos: [flickr.com/photos/164632874@N04/albums](https://flickr.com/photos/164632874@N04/albums)

YouTube: [youtube.com/c/ChryslerRestorersSA](https://youtube.com/c/ChryslerRestorersSA)

## The Chrysler Collector

**Next Issue:** Please submit material for the next issue **no later than Friday 2 September 2022. Only corrections/ amendments accepted Sunday 4 September 2022.** Contributions can be e-mailed to [editor@chrysler-restorers-sa.org.au](mailto:editor@chrysler-restorers-sa.org.au) or posted to 509 Greenshields Road, Youngusband SA 5238 or brought to club meetings. E-mailed digital photos should preferably 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. The magazine is available in colour on our [website](http://website).

## COMING EVENTS

### CLUB MEETINGS

**Wed. 10th August 2022**

**Wed 14th September 2022**

### INVITATION/OTHER CLUB'S EVENTS

**Sunday 7th August 2022**

Vintage and Classic Car Muster on the Price Oval. Price is a small town located on the eastern coast of Yorke Peninsula (approximately 1.1/2 hours drive from Adelaide). There will be foods stalls, live music, market stalls, vintage tractor pull demonstration, blacksmith demonstration and steam engine display. Entry is free.

Details contact G Lind 0432 373 901

**Sunday 21st August 2022**

Lions Swap Meet. At Lions Centenary Park, Willunga 7.30am – 4.00pm, Cost \$5.00 per person

**Thursday 1st September 2022**

Drive-it Day – Old Car Day. Bethany Reserve, Bethany Road, Bethany 11.00 BYO lunch. Run organised – Fremont Park, Elizabeth 9.00am for 9.30am start. More information Alvin Jenkin 85292504 or email [e-torque@gawlercarclub.com](mailto:e-torque@gawlercarclub.com)

**Sunday 18th September 2022**

Victor Harbor Rock'N'Roll Festival vehicle display day. Online registration available from 11th July until sold out or 10th September 2022. Vehicle limit of 200 vehicles \$15.00 registration fee. Arrive at McLaren Vale Information centre at 8.30am –

check into event with your ticket. Driver briefing 9.20am. Departure 9.30am. Vehicles will arrive at Victor Harbor between 10.00am and 10.30am where they will be directed to their permit parking site.

**Sunday 25th September 2022**

Arthur Clisby Memorial Picnic. Arrival time 9.30am – 11.00am – Wirrina Cove Holiday Park, Paradise Road, Wirrina Cove

**Monday 10th October 2022 – Friday 21st October 2022**

Motorfest – incorporating Bay to Birdwood on October 16th

I have details of Motorfest runs and entry form – entries close 30/9/22

**Sunday 23rd October 2022**

Emergency Services Day. Military Vehicle Museum, 10 Sturton Rd, Edinburgh Parks. 10.00am – 4.00pm Adults \$15.00 children under 15 free

**Friday 31st March – Monday 3rd April 2023**

Morris Car Club of SA. Morris Minor National Rally – Adelaide SA  
[www.morrisclubofsa.org.au/national-rally-booking](http://www.morrisclubofsa.org.au/national-rally-booking)

### Entry Forms etc.

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

## Milton Mopars



Clifford Milton Mopars - via John Milton

## New Members

Glenn & Joanne Chinner

1955 Kingsway Coronet Dodge Sedan

Brooke Chinner

Tanunda  
1963 AP5 Valiant Sedan

Mt McKenzie

Zoran Simic

Gabrial Malkaci

Reynella

1976 CK Chrysler Sedan  
1980 CM Chrysler Wagon  
Huntfield Heights

## Cover Photo

Graham and Christine Haggie's 1928 model 128 Dodge Brothers. Photo Richard Tapp, 2021

## COMING EVENTS

### Bakery Run

**Sunday 17th July 2022**

Meet at the CCC Clubrooms at 8.45am for a 9.15am departure.

This will be a little different as we will have morning tea at a local bakery before our run either to the Adelaide Hills or a southern

beach, dependant on the weather.

**Greg Lind 0432 373 901**

### 2022 Presentation Lunch

**Sunday 14th August 2022**

Arrive at The Parafield Gardens Community Club, 55 Shepherdson Road, Parafield Gardens 11.00am and seated by 11.30am.

The 2 course lunch is \$30.00 per head (the CRCSA will subsidise \$15.00 per person) making it \$15.00 per head – main course and dessert.

Payment in full (\$15.00 per person) is to be made either at the June/July club meetings to Sharon Gibb or post a cheque to: Sharon Gibb, Chrysler Restorers Club, PO Box 667, Plympton SA 5038 or email Sharon at [bsgibb22@gmail.com](mailto:bsgibb22@gmail.com) to arrange bank transfer of money.  
PAYMENTS MUST BE MADE

BY FRIDAY 5TH AUGUST 2022.

Any contributions towards raffle prizes will be appreciated on the day.

For those going from the clubrooms meet at CCC 10.30am for 10.45am departure

**Sharon Gibb  
08 82632908**

### Riverland Ferry Crossings Run with Campout

**Sat 10th September 2022**

Meet in Mannum opposite the caravan park at 10.00am for 10.30am departure.

Various ferry crossings over the course of the day ending in Morgan for dinner at the Terminus Hotel, bookings are essential.

**Brenton & Sharon Gibb  
8263 2908**

### 16th National Chrysler Rally, Wangaratta

**September 2022**

Late entries may still be accepted for the week long 16th National Chrysler Rally to be held in Wangaratta from 25th

September to the 2nd October.

To enter go to [www.chryslerclubvic.org.au/nationals](http://www.chryslerclubvic.org.au/nationals)

Accommodation bookings are

your responsibility

See entry form for full details, or contact Greg Lind - 0432 373 901.

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### October - no club runs!

There will be no club run in October, due to National Chrysler Rally in Wangaratta, Bay to Birdwood and MotorFest events.



## FROM THE COMMITTEE

### President's Message



Welcome to the July / August edition of The Chrysler Collector.

The first Saturday in June was our Club Registration Day, and a real welcome to winter. It was good to see so many people brave the elements and come along and pay their membership and have their log books updated and grab a free sausage or two from Greg and his team on BBQ duties. Jeff Knowles our new HVR officer handled the pressure of the day well without any major issues. If you have vehicles on the club registration scheme and have not yet paid you club fees you are deemed to be unfinancial and your vehicle is unregistered. **DO NOT DRIVE IT.**

I have been involved with renewing some log books and on inspection many people have hardly used their cars at all, so I encourage you to take the time and check out many of our upcoming runs and come along. It will not only be good for yourself, but also very beneficial for your car. They need to be used not just shed art and you will get to meet and socialize with many interesting characters within our club. This is not just a boys club, we encourage you to bring you partners and children along.

The July meeting will also be our AGM with all committee positions becoming vacant, so I would like to thank last years team for an outstanding effort as we still had to deal with the after effects from COVID 19.

If you wish to attend our Presentation Lunch at The Parafield Gardens Community Club on Sunday 14th August 2022 for a 2 course meal please make your payment to Sharon by 5th August 2022. Refer to coming events for full information.

The new State Government has fulfilled its election promise of reviewing The Club Registration Scheme and the following change has been made. From July 1st 2022 a vehicle will be eligible as a historic vehicle or

left-hand drive vehicle if the owner is a financial member of a registered club, and their vehicle is 25 years or older as of 1st January the year in which the vehicle was manufactured. It will be a rolling 25 year rule. This means a vehicle will now be eligible for the scheme if it is manufactured before 1997. This probably does not affect too many Chrysler vehicles at this point, but you may well have older vehicles from other manufacturers at home that we can put on the scheme.

If you are unable to attend the next couple of club meetings and wish to attend the Ferry Crossing Run please arrange you own accommodation in Morgan but let us know if you wish to be booked in for the evening meal at the Terminus Hotel for tea with the group.

On a sad note I must inform you all on the passing of two club members since our last magazine. One of our founding members Steve Lovell passed away suddenly several weeks ago. Steve will be sadly missed as he attended many rallies around the state and interstate in his lovely blue 1925 Chrysler. The other was David Crichton, who we have not seen at meetings for some time due to health issues but was also an active and valued club member.

Our thoughts are with both of their families at this difficult time.

*Brenton Gibb*



## From the Editor

### CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Chris Howes, Jim Dawson, Greg Newley and John Milton.

Many thanks to the magazine despatch team, being Sharon and Brenton Gibb and Ann and Greg Lind,

*Please submit articles and entries to the magazine as early as possible but no later than the Friday date shown on page 3.*

### WEBSITE STATISTICS

	Jun 22	May 22	Jun 21	Jun 12
Sessions	124	155	985	574
Users	107	114	505	351
Page views	266	333	1,696	12,212
Pages/session	2.1	2.1	1.7	21.3
Average session (m:ss)	1:31	2:02	0:28	4:00
Flickr views	1,227k		884k	-
Facebook mbrs	1,496	1,459	1,013	-

## FROM THE COMMITTEE

### Steven (Steve) Lovell

Club members were saddened recently to hear of the passing of Steve Lovell on May 11th.

Steve was an inaugural member (No. 35) joining the club when it first formed in February 1980.

He will be well remembered as a regular event attendee in his blue 1925 Chrysler 58.

Never one to fear putting the Chrysler to the test, long journeys and highway speeds were never a barrier to Steve and the Chrysler; regularly attending outings and National Rallies as far away as Wollongong NSW. The Chrysler 58 could never be labelled a "trailer queen".

Often found standing in the background, very few people perhaps realised Steve was a veritable fountain of information on the early 4 cylinder Chryslers; his encyclopaedic knowledge helped a number of people get started in the restoration game.

Steve's familiar face will be missed by many.

*Chris Howes*



### David Crichton

David and Shirley were among our earliest members; David joining the club in 1986.

David will be best remembered for his bright blue 1916 Dodge Tourer. Having been passed on from his father's ownership, the veteran Dodge was probably the second oldest vehicle on our club register.

During his time with us, David also owned a 1948 D25C Dodge sedan, 1925 Maxwell and was in the process of restoring a rare 1934 CV Chrysler Imperial Airflow; sadly with declining health he was unable to complete the restoration.

Amongst other activities David, for many years, held a stall at the Bendigo swap meet where he traded his wares on the first weekend of November. His site held the best array of bearings to be found and curiously seemed to grow at each event rather than diminish.

David was always there with his bottle of Port after any event and will be sadly missed.

*Chris Howes*



## FROM THE COMMITTEE

### Gary Hiscock

Gary Hiscock passed away on 22 April 2022. Gary and his sister Barbara joined the club in 1998. Gary is best known for his Chrysler Royal AP3 but previously also had a Dodge tow truck.

His graveside funeral was held at Meningie, with club members joining others in attendance. Reflecting two of his big interests in life, his coffin was decorated with football and Chrysler stickers plus his slouch hat. Farewell Gary.

*Richard Tapp*



### Robert (Bob) Hubbach

VALE

Robert (Bob) Hubbach of Michigan, on May 12th 2022 aged 83.

Bob was a designer/stylist at Chrysler Corporation for over thirty five (35) years and his work on the VH range of Valiants and therefore the mighty Charger and the 300C are examples of his work best known by Australians.

In addition to those fine designs he had a hand in the winged Dodge Daytona and Plymouth Superbird vehicles and numerous others in the late sixties and seventies.

His latter career included the curious Prowler and his personal favourite, the Cobra killing Dodge Viper.

Bob had become a frequent visitor to Australia after the VH range for both car functions and to follow his passion for landscape painting in the Flinders Ranges.

*Jim Dawson*



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<https://moparinsiders.com/>

## FROM THE COMMITTEE

### Minutes of the Meeting held 11 May 2022

#### The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 11 May 2022 – commenced at 7:45pm.

#### Emergency Wardens

Brenton Gibb explained emergency response plan to members attending meeting. Covid19 sheet for everyone to sign in, as well as QR code. Covid19 recommendations are to be adhered to during this meeting.

#### Apologies:

Per attendance book

#### New Members & Visitors

None in attendance.

#### Sick List

Brenton Gibb advised meeting that David Crichton had passed away and gave details of the funeral. Graham McRae is isolating because of Covid.

#### Minutes Previous Meeting

Read and moved by Ann Lind, seconded Kevin Williams, carried.

#### Correspondence

In: Email 25/4/22 – Jill Douglass re books on Plymouth/Dodge/DeSoto cars – donate to our club. Forwarded to Jim Dawson. Email 26/4/22 – Natasha Biggins – Naracoorte Homestead B&B. Email 26/4/22 – CCC committee meeting 4/4/22. Email 27/4/22 – Jim Dawson cc myself in on email sent to Jill Douglass regarding organising collecting books. Email 29/4/22 – DPTI acknowledging change of HVR to Jeff Knowles. Also attached code of practice which I forwarded to Jeff Knowles. Email 30/4/22 – Brian Davey CCC regarding alterations going on in our club rooms. Email 2/5/22 – Cynthia CCC advising front screen door has been fixed and is now locking on all three door locks and the screen mesh has been replaced with one way screen mesh.

Out: Email 24/4/22 – to DPTI advising of change of HVR from Chris Bennett due to illness to Jeff Knowles. Email 24/4/22 – The FHMC advising of change of HVR to Jeff Knowles.

#### Treasurer's Report

Unfortunately, Alan Driver could not present a report and table the summary of income and expenditure as his computer died. Still recovering data.

Payments: Sharon Gibb - \$14.50 for registration expenses. Chrysler Restorers Club of Aust, Vic - \$2000.00 which was what our club agreed to as a one-off payment for their National Rally due to effects of Covid19 during the past two years. Alan Driver moved payments be approved, seconded Greg Newley and carried by members attending.

#### Committee Reports

*Runs Coordinator* – Greg Lind: Spoke re future events

*Editor* – Richard Tapp: Keep sending articles for magazine

*Public Relations* – Details on pp 20-21 of magazine  
*Records* – Sharon Gibb: Advised renewals were being distributed with magazines.

*Librarian* – Jim advised meeting he had recorded an interview with Ian Webber, which is being edited and will appear in future magazines. Jim advised that Jill Douglass has donated Chrysler (and Renault) information to the club.

*Tech Rep* – Jim Dawson: Jim advised meeting he enjoys the tech rep job and gets lots of interesting calls and he enjoys the investigating.

*HVR*: Jeff Knowles reminded members about registration day on the 4th June at the CCC.

*Triple C* – Vince Isola: Vince spoke again on the new disability toilet and storage area under construction.

*Federation Rep* – Alan Driver: No meeting.

#### Past Events

Garry Williams spoke on his trip to Cooma in NSW. Very interesting rally with the Cooma Car Club, visited a place that was set up as a 50's diner. If anyone is around that area well worth a visit.

#### General Business

Brenton Gibb asked Perpetual Trophies to be returned in preparation for Presentation Lunch on 14th August at the Parafield Gardens Community Club.

Brenton advised meeting we are still looking for someone to take over the club's treasurer's position at the AGM scheduled for 13th July 2022. The club needs someone to take on this role.

Brenton introduced Trevor Kelly for – Something you didn't know about me.

Trevor spoke on his time living in Karoonda on the family farm and then moving to Rosewater where his father owned a deli. In 1939 the family moved to Bridgewater. He apprenticed as an electrical fitter but did not really enjoy this work. He ended up driving trucks and carted Holden bodies to Brisbane. Started out with a Bedford truck and then upgraded to a Dodge truck. He also worked for Quarry Industries carting massive rocks to the construction site for the breakwater at Port Adelaide. He got out of truck driving and because of his interest in geology he got a job working for AMDEL for 20 years. Trevor advised meeting there is a museum in Port Pirie that has photos of him as a truck driver. Brenton thanked Trevor for sharing his story with club members.

#### Raffle

Brett Newley conducted the raffle.

#### Conclusion

Kevin Williams told a joke in memory of Ron Hincks President summarised the coming events.

Meeting closed at 8:49 pm followed by supper.

## FROM THE COMMITTEE

### Minutes of the Meeting held 8 June 2022

#### The Chrysler Restorers Club of Australia, SA Inc.

**Summary of minutes of the meeting held 8 June 2022 – commenced at 7:52pm.**

#### Emergency Wardens

Brenton Gibb explained emergency response plan to members attending meeting.

#### Apologies:

Per attendance book

#### New Members & Visitors

Zoran - CM station wagon

#### Sick List

Pauline Milton – foot surgery. Cynthia Chase is now up and moving after have hip surgery. Chris Bennett is also up and about at the Repat Rehab Centre – is slowly improving. If anyone wishes to visit Chris, please contact Heather so she can organise a time for you. Andrew Kloot advised Brenton that Susannah Lambert is also on the sick list.

Brenton Gibb advised meeting that our long-time member Steve Lovell passed away approximately 3 weeks ago.

#### Minutes Previous Meeting

Read and moved by Ann Lind, seconded Kevin Williams, carried.

#### Correspondence

In: 20/5/22 Email from Tony Carter wanting to sell his Chrysler Imperial 2 door 1962 – has since been sold. 26/5/22 – Email CCC with our Covid Safe Plan Notification. 8/6/22 – Email from Pauline Milton with apology for tonight's meeting. Various magazines for Library

Out: 13/5/22 Letter sent to Jill Douglass thanking her for the donation of books and other material to our club. 27/5/22 Email to CCC checking if BBQs were good to use on our registration day 4/6/22 - return email from CCC advising BBQ's all good

#### Treasurer's Report

A Driver was unable to present his report and table the summary of income and expenditure as at 31/5/22 due to issues with his computer which he is trying to rectify. Bank statement as at 31/5/22 \$32,649.20 – this does not include National Tour account. Payments: Ann Lind - \$233.45 – expenses for registration day BBQ. S Gibb - \$220.00 – stamps and incidentals for registration day. Alan Driver moved payments be accepted, seconded Chris Howes.

#### Committee Reports

*Runs Coordinator* – G Lind: Spoke re future events

*Editor* – R Tapp: Keep sending articles for magazine

*Public Relations* – Details on pp 20-21 of magazine

*Records* – Sharon Gibb: 205 renewals received, 80 outstanding.

*Librarian* – Jim Dawson: 4 books borrowed - 1 returned. Don't be shy.

*Tech Rep* – Jim Dawson: Very quiet month.

*HVR* – Jeff Knowles reported Registration Day went well. Brenton congratulated Jeff.

*Triple C* – Vince Isola: Vince advised meeting CCC are thinking of a way they can incorporate the name Mugford into the clubrooms as the existing Mugford room is being turned into a disability toilet. Marion council has not yet renewed lease, which expires at the end of June 2022.

*Federation Rep* – Alan Driver: No meeting.

#### Past Events

Ann Lind spoke about the Adelaide Gaol visit organised by Garry Williams.

#### General Business

Brenton advised meeting that our AGM will be held next month on the 13th July at 7.45pm with a general meeting to follow. Nomination forms are available tonight if anyone would like to nominate for a position. We are still looking for a Treasurer as Alan Driver will not be nominating for this position. Please consider joining the committee as without a committee we have no club.

Richard Tapp suggested renaming the Reid Library as the Reid/Mugford Library. Vince will take this to the CCC.

#### Raffle

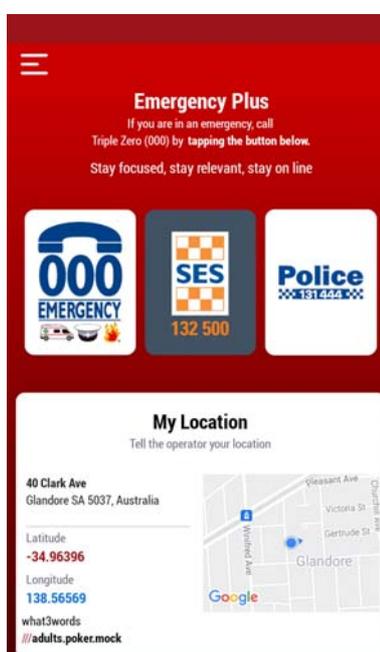
Greg Newley conducted the raffle.

#### Conclusion

Kevin Williams told a joke in memory of Ron Hincks President summarised the coming events and the buy and sell board.

Meeting closed at 8:43 pm followed by supper.

## EMERGENCY PLUS APP



When an ambulance was called for a member at a previous meeting, the Ambulance failed to quickly find the Clarke Avenue carpark.

The Emergency Plus App, screenshot on left, is available for both Android and iOS (Apple) phones.

It converts the phone's GPS location into a 3 word code which Australian emergency services can use to immediately locate the phone within 3 metres.

Surely we should ALL have this App.

# PAST EVENTS

## Adelaide Gaol

15 May 2022

Greg and I attended this event, which I thought was a very good day with our cars on display with the Police Historical Society.

We had a very good turnout and the weather was good. I was very impressed with the Gaol and what they have done to restore it.

Because of History Week, there were food trucks and a market and admission was only \$5.00.

*Ann Lind*



## LIVING HISTORIES

## Ian Webber

**Interviewer (Int)** Jim Dawson

**Int.** It's April 14th, 2022, and on behalf of the Chrysler Restorers Club of Australia, South Australia, I'd like to welcome all listeners and readers to this very first edition of our planned series of living histories.

It's our great good fortune today to be in conversation with Mr Ian Webber AO, who had a long career as an engineer with Chrysler and in addition became the only Australian born Managing Director of Chrysler Australia, the first Managing Director of Mitsubishi Motors Australia, completed a body of work with both General Motors and Toyota here in Australia and in retirement kept himself very busy with three car restorations. But let's hear all about it from Ian shall we?

Welcome Ian.

**Ian Webber (I W)**

Thank you very much Jim.

**Int** Thanks also for hosting me this morning.

**I W** A pleasure.

**Int** Let's, we'll perhaps start at the start.

You were born in Melbourne but came to Adelaide as just a young boy?

**I W** Two years old I was when we arrived here, yes.

**Int** What brought the family to Adelaide?

**I W** My father was a manager of a carpet distribution company, and he set up the Adelaide office and we stayed on here indefinitely after that.

**Int** What do you remember was your earliest interest in motor cars?

**I W** Well, yes, in the sense that I think I always, when I went to university, I can remember being struck by the fact that I was the only student in my year in mechanical engineering that actually knew what he wanted to do. Most of them had done



mechanical engineering because they were good at mathematics, but I knew that I wanted to be involved in the car industry, and as I say, my father was involved in carpets, and he also provided the sound deadening for the early Holdens and so he got to know the Managing Director of Chrysler, Roy Rainsford, very well, and he said, my son is interested, my father said my son is interested in cars, and so Roy organised a job for me.

**Int** Just taking it one step back, what was the engineering faculty at Adelaide Uni like in the 1950s, mid 1950s?

**I W** Small, small. I think there were 25 or something that graduated in 1954, yes that's right 1954.

**Int** And you joined Chrysler immediately following university?

**I W** Yes, I did my vocation employment at Chrysler.

**Int** So that was from 1955?

**I W** Yes, before I'd graduated. I graduated in, let's get this right 1957.

1957 I went to the States right, in fact I went there before I was given my certificate of graduation, so it's only a matter of months after I graduated that I went to the Chrysler Institute of Engineering, so I sort of continued my education then in the States, in Detroit, for the next three years.

**Int** Chrysler Australia in effect was still, having been founded in 1951, was still a young entity in that form when you joined the company.

**I W** It was a struggling entity. It was really struggling because it didn't have any product that was really popular in Australia. It had the big cars, but they only sold in low volumes. And the thing that really sort of rescued Chrysler Australia was the association with Simca because the Simca Aronde

## LIVING HISTORIES

### Ian Webber (ctd)

was the first high volume production car that Chrysler Australia had.

**Int** From the outside, I think the company, in fairness, probably looked a little chaotic with, sort of, facilities all over town and I think the plant at Finsbury still had Chrysler Aircraft Division painted on it.

**I W** I can remember the wings of Canberra bombers were still in the factory when we moved in you know. Yes it had a, I mean it, it started off of course as owned by the dealers and distributors, so sure, it was always a bit of a motley collection until Tonsley Park was built in 1963-64.

**Int** So when you first joined the company you were at Keswick or down at Finsbury?

**I W** Keswick.

**Int** And what were your first projects, as a brand new, newly minted mechanical engineer?

**I W** Well yes, that's right I well, I came back. It was the early days of computers, really early days and we had a guy who headed up the engineering department under Roy Rainsford, a chap called Des Bright, and Des was a very smart guy and absolutely besotted with this new technology of computers. We were building and designing a new range of trucks and he insisted that all of that calculation for those truck chassis should have been done on

these computers. But in those days computers weren't nearly as user-friendly as they are now, and I found it very boring doing all these calculations, so my early time with CAL was in the truck division.

**Int** That would have been on the smaller trucks or the prime movers as well?

**I W** The AT-4

**Int** Your next project from there, here in Australia, or?

**I W** No, no, I stayed with that until I wanted to go to England to marry my wife and so they organised a job for me at Dodge Brothers Britain, so I was able to continue my truck education in Britain.

**Int** That is after Highland Park?

**I W** Yes, Oh yes, this is 10 years after that.

**Int** So how long had you been with the company when the opportunity to go to head office came up, and how did that come about?

**I W** Oh no, I went straight to America from my after graduation, so my time at Chrysler in the US and the Chrysler Institute of Engineering was when I was about 23-24 years old, just after graduation.

**Int** Were there other young engineers in that induction in Highland Park, or were you it?

**I W** Oh yes, there was a class each year of engineering graduates.

**Int** And they came from all over the world?

**I W** Well not many. Most of them were Americans, but, so when I think back, I think it was a very, very farsighted and a somewhat brave decision to send somebody to the United States, in a really struggling company. Believe me, it was a struggling company and I was the second of a series of engineers that were sent over to the Chrysler Institute of Engineering and that was done for some years. But it was an investment in the future.

**Int** Sure. And what was, what was the programme like? I do recall you telling me once that it was three months with carburetors and three months elsewhere and so on.

**I W** That's right, you changed every, I think it was every three months, and you'd spend that time in the lab, there are a series of laboratories as you say. One was carburetors that I was in and I did my thesis in the cooling laboratory. I spent three months at the proving ground outside Detroit, and so there were a series of those which gave you an insight into that aspect of the company's technical operation.

**Int** This would have been around the time that the Slant Six was designed and went into production?

**I W** Well, when I left, just before I left Detroit in 1959, I was able to see the Valiant for the first time and because, as you probably know, it was set up, they realised they had to catch up with Falcon and GM very quickly, so what they did was they set up a completely secret separate design operation. The whole thing was, sort of broke all of the rules in terms of how they went about everything and cut the design time down dramatically. And it was also very secret, but I was able to see the Valiant and I just fell in love with it, as one did, with the R Series and S Series so when I came back to Australia, the company was still relying largely on the Simca Aronde, and some large cars, Chryslers, I think they were calling



Dodge AT4 - CAL Archive

## LIVING HISTORIES

## Ian Webber (ctd)

them Chrysler by that time.

**Int** The Royals.

**I W** Yes, Chrysler Royal and a couple of the American type vehicles. So all of the Chryslers, Dodges and such in Australia, were really just Plymouths with a different badge and with a different grill.

**Int** So back to your time at Highland Park in Detroit. This would have been, really, at the height of Virgil Exner's, uh, reign at Chrysler I guess?

**I W** Yes, absolutely, because when I went over there in 57 that was the year of the real fins. You know there were none in 1955. There were no fins on the first built by the Virgil Exner designs. Then the 56 had the small fins and then in 57 it really went wild and for the next seven or eight years they got bigger and wilder but yes, I was there at the beginning of that process.

**Int** And did you ever meet Exner?

**I W** No, I never did no, no. I was a very junior young engineer. You didn't meet God in those days.

**Int** Oh, he was, that he was held in that ...?

**I W** Oh yes, he was!

**Int** Of course during your time in Detroit, you lost your heart to young Bessie, tell us a little about that.

**I W** Yes, well yes, Bessie came into my life when I worked in the carburettor lab where I was working with a technician on flowing the big four-barrel carburetors. He had bought this car from the company. It was an ex-Chrysler fleet car used in the Central Engineering Division. In fact, it had in it a feature that was part of the 1956 model year, which was the Highway HiFi, the record player that sat under the dash and this one had that, which was not a 55 feature.

Anyway, this car. I don't know whether he didn't like it or whether I paid too much, but anyway I bought the car from him and

christened her Bessie.

**Int** Can you tell us a little about this Highway Hi-Fi, 'cause it ran an odd speed I believe?

**I W** Yes it did. It ran at 16 and 2/3. I think it was, Ultra Microgroove, you can't imagine it because the little 45 RPM size disc, actually were as large as a full 78 RPM 12 inch, so microgroove, right, so it crammed a lot of data onto these little discs and it worked very well because...It, everyone says, well, didn't the head jump around with the, as the car would move along, but no because the thing was actually anchored in a way that it was merely the head itself. The pickup itself, which was the only part that was touching the record.

**Int** Movable in effect.

**I W** Movable, yes.

**Int** I guess this was not long after the dawn of rock and roll, was that the idea behind it or?

**I W** No, no, the records I had were all sort of symphony orchestras and you know it was the very first ever higher in-car entertainment system other than the radio.

**Int** Now, um, from Detroit you returned to Australia via misadventure on Daytona Beach. I believe with Bessie?

**I W** Yes. Now the fellow that

followed me as a student at Chrysler, lovely boy called Howard Prendergast, Howard and his wife Karen and I drove down to Florida, it was late in the day and we got onto Daytona Beach and there was a sign which told us not to go any further, but I'm 24, and like most 24 year olds, so they don't listen to common sense, so we kept driving until of course we got stuck. Now there was a guy with a tractor who made a very good living out of people like me. Clearly I wasn't the first, nor the last, I suspect. Anyway, he came along and pulled us out.

**Int** So how fast did it go on Daytona Beach?

**I W** Oh, I don't know, I don't. I don't think we were going for a speed record just, but anyway, it wasn't a very happy time for me.

**Int** OK. Then from Daytona Beach to Los Angeles in Bessie.

**I W** Yes, and then Howard and Karen then went back on the train to Detroit and I went on and finished up in San Francisco, put the car on the Mariposa, which was one of the Matson Line ships, and brought it back to Australia with me as accompanied baggage.

**Int** That would have landed in Sydney?

**I W** Sydney, and then I drove it



Bessie at 2003 Bay to Birdwood

## LIVING HISTORIES

## Ian Webber (ctd)

back from Sydney to Adelaide here.

**Int** Where no doubt it caused something of a sensation in the company car park?

**I W** Well, if you've got in 1959, a 20 foot long American car, painted in pink and white, a little unusual.

**Int** So your next project with the company was here with the Simca or?

**I W** When I came back? Well that was when I was assigned this job of calculation work on the truck chassis so I was sort of in the truck business, then when I came back from England, my uh...

**Int** So when did you actually go to England?

**I W** 1964

**Int** So you worked on truck chassis from 1959 to 1964?

**I W** Well, on trucks.

**Int** Enjoyable work?

**I W** In those days it was because, I mean the thing about a truck, the bigger trucks, is that no two trucks, well I wouldn't say no two trucks are the same, but there are a tremendous number of variations of wheelbase, axle loadings, engines, transmissions, so every truck that we built, tended to be almost a unique, which is, it would be impossible today, but that was the thing that gave the strengths of the Dodge brand, is that you could offer this, you know, complete range of trucks, sort of tailored to suit a particular customers requirements and that was my job.

**Int** So that, one off vehicles in effect?

**I W** Yes, or special vehicles. We built an AT-4 series and we put a 360 cubic inch V8 engine in them for use for the delivery of newspapers in New South Wales. Those things would travel at God knows what speed, but that's the way they got the newspapers there on time. We didn't want to know. The brakes were never as good as the engine, let's put it that way.

**Int** That was always a Chrysler issue, wasn't it?

**I W** Well, even more with those trucks, I can tell you. So we could sell the trucks to most customers' needs.

**Int** At that time, David Brown had taken over?

**I W** David Brown took over while I was in America. He took over from a chap, whose name escapes me for the moment. His predecessor had come out here in the 30s and, I'm trying. I'll think of his name in time, but you know the company was fairly, it had never really gone ahead, put it that way. And so when David came here he came with clear instructions to get in or get out. And of course his good fortune was that his arrival coincided largely with the arrival of the Valiant. But where he made a great decision was to introduce the Valiant with the 225 cubic inch engine. Whereas the standard Valiant in America had the smaller engine, the 170, so this car had such an incredible improvement on the performance of the Holden and the Falcon at that time that it became a huge success.

**Int** It was yes. And it, the Valiant, came out in effect in kit form, were a knocked down kit.

**I W** CKD, completely knocked down and the only local content were bits and pieces such as the wheels and tyres, tyres at least. Uh, I think the batteries and a lot of soft trim. So the car was about 60% Australian content under the rules as they applied there because the labour to assemble was counted as local content.

**Int** That's actually a surprising number to me, but good to know.

I don't know whether this is urban myth or not, but is it, within the realms of possibility that the kits were only supplied once they've been paid for?

**I W** No, not that I know.

**Int** OK, well it's probably urban myth that...

**I W** Well I was a young engineer

and to me money was an irrelevance. I was there to build cars. You know whether they were profitable or not there. That was someone...

**Int** Somebody else's problem?

**I W** So I don't know, maybe there was enough concern about the viability of the company at that time. Who knows, yeah.

**Int** Once Brown got here, do you feel there was, well, I guess you hadn't had a lot of experience with the company before, but, do you think there was a renewed optimism within the company with, was it either Brown and/or the Valiant that was the cause?

**I W** Well, he brought out a team of other Americans with him right, and so it wasn't just David, but I mean he and his, his cohort of maybe four or five key people, uh, they revitalised the company.

**Int** Anything, anything else you could add about David Brown? In many circles he is almost a revered figure.

**I W** Well, he is because he was the man who brought Chrysler back from the dead. He was an engineer, he had been the, I think, the CEO of a Chrysler subsidiary called New Process Gear Division where he was involved in making gearboxes. So he was an engineer, had grown up in that side of the business so he was supportive of engineering. He was a leader and he was respected and very much the right man for the times.

**Continued next issue.**



**CRCASA CAL photo archive**

# PAST EVENTS

## Registration Day



## RESTORATION STORIES

### Greg Newley - Painting Club Cars

I started spray painting in December 1966 until I could get a proper job. I completed my apprenticeship and when my boss retired in 1979 I bought the business, which I ran until December 2021. Then I found that real job – retirement.

I thought I could write some articles about some of the club members' cars that I have painted, even though I am pretty busy being retired.

I joined the club in 1983 after John Milton gave me a 1938 DeSoto. I was looking for parts and spoke to Barry Kenyon who told me about the club, so I joined.

Doug Kennedy was the first member to approach me about painting his green 1938 Plymouth. Doug was a President of the club and a very active and involved member. He didn't want a full restoration so we negotiated. I was travelling a bit blind hoping that we were on the same page. We took off the bumper and door handles. Stripped the roof, bonnet, top of the front and rear guards and wet rubbed the rest of the car. I acid washed the bare metal before applying the primer. In fact it was very nearly a full restoration

job!

Doug made regular visits, which I was happy about because I knew that what I was doing is what he wanted.

This was the pattern with most of my restoration work as customer involvement meant customer satisfaction.

I top coated the car with Dulon AAA acrylic as I found that this was a good reliable product. Doug was pleased with the result and recommended many a customer to me. I also painted his motor bike and side car.

On his retirement Doug became a regular visitor to the paint shop. He came for a look at the cars I was painting and to have a chat and he always had some advice to share. He was a very interesting person to listen to and also was very busy in his retirement. Doug was an organizer, very involved in setting up the first Variety Club Bash. Eventually Doug sold his Plymouth but I have not seen it since.

*Greg Newley*



## RESTORATION STORIES

### Noel's Mini

This is the story of the restoration of our much loved 1966 Mini Deluxe.

It all began around the summer of 1987 . I had thought the thing to do, to breathe new life into our little Mini, was to do a full restoration, so I decided to completely strip her down. It did not take long as it is very small and easy to work on . I had the motor, a 1000cc Morris, rebored and new pistons, big ends, crankshaft ground ,etc etc . The block was completely reassembled, except for the head, mounted on the gearbox and then life changed dramatically.

We decided to sell our 2 acre property and build a new home in Coromandel Valley so the Mini was put on a trailer and all the bits put in boxes when we made our first move to Aberfoyle Park for 12 months while the house was built. The body shell was put on a trailer and covered up where it sat for the next **32 years**. *(There were Chrysler restorations completed during those years. Priorities! Ed)*

We moved into our new house, along with the mini (on the trailer) and all the boxes of parts I could find. At this time I did not know when and if I would continue with the Mini as we had lots happening in our life; work, kids and other interests. Around 2017 -2018 and now retired, I started to think that I might just have a go at it , and so it became a real project . A friend of mine Dave Crispin suggested it was about time it was brought back to life and so it began.

The first thing I did was to build a rotisserie to put the body on to give me easy access to all parts of it. It made the job so much easier and at last after 32 years the restoration had really begun. Now that the rotisserie was finished I had the body, doors , boot lid and bonnet dipped by Minus Paint to remove all the rust, it was then brought back to Crispin Car Restoration and primed with etched primer, along with the boot lid and doors, then it came home and I started all the body repairs . This was a big job as there was a reasonable amount of rust to be cut out and new metal fitted and welded in. It was made much easier thanks to Bob Haywood who kindly loaned me his Mig Welder. At this time I had both sub frames dipped by Minus Paint and made ready to paint by Dave and then I completely rebuilt them. I also fitted the front end with disc brakes as I had now decided to build a Mini Cooper S Replica. I had also decided to convert the suspension from Hydra- Fluid to Rubber Cone and Telescopic Shock Absorbers plus fit a right hand fuel tank. Different front and rear bumpers would also have to be fitted plus SU twin carbies. Now the fun began.

It was time to start on the motor. I asked Chris Howes if he would help me rebuild the motor and

gearbox and thankfully he agreed . The first thing to do was find all the parts, nuts and bolts etc that were somewhere in my shed and had to be found before we could start to do the job . Chris came up to my place and we pulled everything out of the cupboards and out from under the benches. We didn't find them all but we found enough to start, and to be honest I didn't recognise half of what I was looking at.

I had the head machined, larger valves and new springs fitted, so that was now ready. The gearbox took a bit longer, but thanks to Chris's expertise we managed to achieve the result we wanted. The head was fitted to the block and then placed on the gearbox, a new clutch was fitted, carby and generator fitted and the motor was complete . After months of travelling out to Chris's home in Campbelltown we were ready to see if it would start, so decided to bench test the motor before we went any further . Chris rigged up a radiator, battery and fuel, and then we turned her over to check for oil pressure. After a little set back and some small adjustments, oil pressure was achieved so we hit the starter for the first time in 32 years .

I have to say it was one of the best days of my life when that little motor exploded into life and ran absolutely beautifully. My eternal thanks to Chris Howes for his help and knowledge and also to Dick Hart who helped us on the day we did the gearbox. Before the motor and gearbox were assembled I had all the aluminium bead blasted to make it look new. Now I could take the motor home and strip it of all the accessories and make it ready to paint.

And so it was back to working on the body getting it ready to paint. After many hours of work, the body was transferred to Dave Crispin's workshop where I continued to prepare the body to paint .Dave gave me the final approval for the car to be painted so now I had to decide what colour to paint the Mini. It was not a hard decision as I always wanted it to be BRG, British Racing Green, with an Old English White top . Fortunately Rae loved that colour also. Decision made it went into the spray booth and Dave painted her. Wow, what a job, she looked fantastic. It was everything that I expected, so all I had to do now was put her back together.

By now we had moved the body onto a movable 4 wheel trolley and I was able to fit the fuel pipe , hand brake cable and all brake lines to the rear, brakes were installed next under the body as it all had to be installed before we could fit the finished rear sub frame.

Now it was back to painting the motor . It was decided to paint the engine in the same colour GREEN that was used when manufactured and it looked a treat .

## RESTORATION STORIES

### Noel's Mini (ctd)

On completion of painting, all the accessories were put back on and we were ready to mount the motor onto the front sub frame, which was also a good time to fit the front brake lines and axles. It was now time to put the Mini body shell on the hoist and lower it down onto the completed front sub frame.

With the help of Chris, Paul and Dave this was done successfully after a few minor hiccups, and at last our little car had a set of wheels after 32 years on which we were able to roll her around on. After all these years I cannot believe it. And now the build continued. Brake fluid has been topped up and brakes and clutch have been adjusted ,clutch master cylinder tested . We did find some minor leaks but those were soon fixed and now it's on to the next job.

There is still a lot of work to do, eg fitting the 2 fuel tanks, new wiring loom, gauges, leather upholstery, seats, carpet, windows, windscreen, rear window, doors ,seat belts, etc, etc.

Many thanks to Dave & Ben Crispin and also Paul for their kindness and guidance during this restoration . My thanks also to Chris Howes, Dick Hart, Colin Grimmond, Thane Martin and Chris

Bennett, Anthony Pearson and Bob Haywood for their help and guidance also.

At this time, this is where I am with the restoration of my 1966 Mini Deluxe. I hope to complete this journey in the next 6 to 9 months; there is no set time, but it will happen. Stay tuned for the final chapter of my last resto ...

*Noel Cowie*

*Photos: Noel Cowie*



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