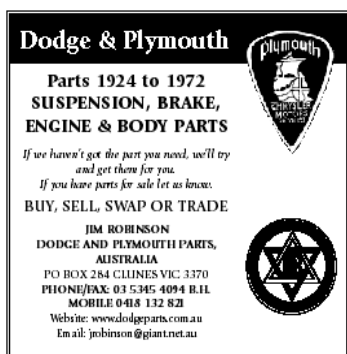




THE CHRYSLER COLLECTOR

**Number 267
July / August 2023**

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 326, Modbury North SA 5092

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

President:	Brenton Gibb, 18 Caroonia Avenue, Modbury Heights 5092 ah 08 8263 2908
Vice President:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Secretary:	Ann Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Asst. Secretary:	John Goddard, 22 Stephens Terrace, Torrensville 5031..... ah 08 8443 6311
Treasurer:	Richard Tapp, 509 Greenshields Road, Younghusband 5238 0439 682 011
Editor:	Richard Tapp, 509 Greenshields Road, Younghusband 5238 0439 682 011
Assist. Editor:	Bob Haywood, 2 Rosemary Street, Woodville West 5011..... 0407 601 803
Librarian:	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 0412 790 550
Assist. Librarian:	Gina Dawson
Technical Liaison:	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 0412 790 550
Public Relations:	John Goddard, 22 Stephens Avenue, Torrensville 5031..... ah 0435 107 854
Runs Coordinator:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
M/ship Vehicle Records:	Sharon Gibb 18 Caroonia Avenue, Modbury Heights 5092..... ah 08 8263 2908
Historic V Registrar:	Jeff Knowles, 7 Stanley Street, Hillbank 5112..... 08 8255 8671
Historic V Registrar Asst. Committee:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 0414 970 630
	Greg Newley, 326 Morphett Road, Warradale 5046 08 8298 2586
	Brett Newley, 10 Win Gilchrist Avenue, Craighburn Farm 5051 0402 833 281
	James Colbey, 23 Bruce Street, Morphett Vale 5162..... 0411 027 261
Federation Rep:	Greg Newley, 326 Morphett Road, Warradale 5046 08 8298 2586
Combined Car Clubs Rep:	Vince Isola, 5 Atkin Street, Henley Beach SA 5022 0413 805 547
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 08 8386 2931
Auditor:	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092..... 08 8395 3919
Catering Coordinator:	Lorraine Beythien, 6 Manley Court, West Lakes Shore 5020 0409 096 070

Club Tools held at: Chris Howes, 4 Peter Place, Campbelltown 5074 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

Facebook: facebook.com/groups/chryslerclubsa

Photos: flickr.com/photos/164632874@N04/albums

YouTube: youtube.com/c/ChryslerRestorersSA

The Chrysler Collector

Next Issue: Please submit material for the next issue **no later than Friday 1 September 2023. Only corrections/ amendments accepted Sunday 3 September 2023.** Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 509 Greenshields Road, Younghusband 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.

COMING EVENTS

CLUB MEETINGS

Wed. 9th August 2023

Wed 13th September 2023

INVITATION/OTHER CLUB'S EVENTS

Saturday 15 July - Sunday 16 July 2023

NARC Burra to Morgan. www.narc.org.au

Friday 1 September

Drive It Day – Bethany Reserve, Bethany Road, Bethany 11.00am. BYO Lunch. Runs start from Fremont Park, Elizabeth or Princes Park, Gawler Showgrounds. Both runs meet at 9.00am for 9.30am start.

16 October - 27 October 2023

Motorfest. Greg Lind has some forms. Details at: <https://fhmcsa.org.au/index.php?id=10&evId=158>

22 October 2023

Bay to Birdwood
<https://baytobirdwood.history.sa.gov.au>

Sunday 5 November 2023

Early Ford V8 Club annual picnic. Lenswood Oval from 11.00am. Sausage sizzle, Drinks, tea and coffee, etc will be available

Sunday 19th November 2023

Yankalilla Classic Motor Show

The Second Shannons QMT Yankalilla Classic Motor Show will now return to Yankalilla for a family-friendly day at the Yankalilla Showgrounds in 2023.

Presented by the Yankalilla & Districts Rotary Club the event promises to be a day to remember, with over 300 historic automobiles coming from all around South Australia.

The Shannons QMT Yankalilla Classic Motor Show will feature classic automobiles of various varieties, as well as food and beverage outlets, bar facilities, entertainment, and exhibits.

It's only going to become bigger and better in 2023! Gates open at 11 a.m. sharp

From \$ 5.00 to \$ 15.00

Registration of Classic car and 1 x Adult - \$15
Public Entry - \$5

Easter Weekend – 29th March – 1st April 2024

Broken Hill Veteran And Vintage Car Club

Monday 29th April – Friday 10th May 2024

South East Safari 2024. Historic motoring event - vehicles must be 25 years or older. Expression of Interest Form – Closing date 30/8/23 – limit of 70 cars. Forms avail on Federation of Historic Motoring Vehicles website.

<https://fhmcsa.org.au>



Entry Forms etc.

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

Life Members

Year	Name	Member #	Year	Name	Member #
1990	Norma Schopp	57	2020	Trevor & Lorraine Beythien	1030/1031
2000	Judy Hart	244	2020	Jim Dawson	1705
2003	Ross Bryant († 30/4/18)	121	2021	Kevin Williams	451
2006	Richard Hart	243	2021	Lindsay Gibb	1294
2010	Richard Tapp	545	2022	Brenton Hamilton	602
2015	Chis Howes	90	2022	Neill Wormald	552
2017	Alan Driver	324	2022	Bob Haywood	807

New Members

Ian Jones	Paralowie	Wendy Hooper
1925 Dodge Tourer, 1926 Dodge Tourer		1996 Ford EL Fairmont Sedan

Cover Photo

Barrie & Kathy Russ' 1928 Plymouth Q sedan, previously Doug Kennedy's, later David May's
Photographed at the 2003 President's Breakfast Run by Richard Tapp

COMING EVENTS

Pub Lunch

Sunday 16 July 2023

Meet at the CCC Clubrooms at 11.00am for an 11.15am departure for a leisurely drive to our lunch venue.

We have booked the Sailmaster Tavern for lunch. Prices range from \$23.00 - \$48.00.

We will have a sheet going around at the meetings and a \$10.00

deposit per person will be required.

Greg & Ann Lind
0432 373 901

Presentation Lunch

Sunday 13th August 2023

Arrive at The Southern Bar, Gaming and Bistro, 1303 South Road, St. Marys, 11.00am and seated by 11.30am.

The 2 course Lunch is \$40.00 per head (the CRCSA will subsidise \$20.00 per person) making it \$20.00 per head – main course

and dessert.

Payment in full (\$20.00 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 326, Modbury North SA 5092 or email Sharon at bsgibb22@gmail.com to arrange bank transfer of money.

PAYMENTS MUST BE MADE BY FRIDAY 4TH AUGUST 2023.

Any contributions towards raffle prizes will be appreciated on the day. Booking sheets will be circulated at club meetings.

Sharon Gibb
08 8263 2908

Arthur Clisby Memorial Picnic Run

Sunday 24th September 2023

For our September run we will be attending the Arthur Clisby Memorial Run to Macclesfield Oval.

We will meet at the CCC

Clubrooms at 9.15am for 9.30am departure. Food will be available on site.

A run sheet will be available at meetings as we have to advise how many people will be buying food on the day. Entry is free.



Lincoln Auto Club Inc – Wandering West Tour

Wednesday 18th October – Sunday 22nd October 2023

We will be using this tour as our October run.

Tour sheets are available from Greg Lind, from the Club's

Facebook group and our website:

<https://www.chrysler-restorers-sa.org.au/2023LWWT.pdf>

Brenton Gibb
08 82632908



1923/24 Membership Renewals

REMINDER THAT MEMBERSHIP RENEWALS ARE NOW DUE.

Any members that haven't renewed their membership by 30th June 2023 and have a car registered as a Historic Vehicle **must not drive** their vehicles as they are deemed unregistered **until membership has been renewed and their log books have been dated and signed by a club officer.**

EFT Payments can be made to: Chrysler Restorer's Club of SA Inc BSB: 035 046 Acct: 456206 (Use your Membership No/ Name as a Reference) scan and



email a copy of your form to records@chrysler-restorers-sa.org.au or post a cheque to CRCA SA Inc, PO Box 326 MODBURY NORTH SA 5092 with your form and log books.

If you are not intending to renew your membership can you please advise by email to above email address or by mail.

Thanking you.

Sharon Gibb
Records/Membership Officer

FROM THE COMMITTEE

President's Message



Hi all, welcome to the July / August issue of the Chrysler Collector.

As mentioned in our last magazine, the State Government was offering car clubs the opportunity to apply for grants for a variety of different programs in the running of their clubs. We took up their offer and applied for a \$5000 grant to purchase a laptop computer (for storing our club membership and historic vehicle information), a new printer and new IT software including an accounting program. I am pleased to inform you all that our submission was successful and the sum of \$5000 has been forwarded to our bank account.

Many other clubs that I have spoken with that also applied, missed out so we must have had a great submission to get all that we applied for. There are criteria that we must adhere to and we must return any money not spent (on the specific purposes set out in the application) within a time frame but I expect most of the money will be spent.

Saturday the 17th June was our Registration Day and as usual the day was cold and a little damp. We processed a good number of memberships and I would like to thank all of the volunteers who helped out. The bbq cooks outside in the cold, the coffee makers, the ladies who provided homemade nibbles and all those who had a pen in their hand. I think Warren Hooper deserves a mention who travelled 165 miles one way to attend, and mingle with club members which he doesn't normally get to do. If you have not renewed your membership and had your log books stamped please post them in to us as soon as possible as by now you are unfinancial and cannot drive any conditionally registered vehicle.

I would like to thank all of the committee for their

continued work over the last 12 months and helping me wherever they could, and as all positions will become vacant at the AGM I hope many will continue to serve in the roles they have done. If you wish to stand for a position please nominate yourself as there is always room for some new blood and I am sure some that have served for some time would not stand in your way.

Our Presentation Lunch this year is at The Southern Bar, Gaming and Bistro, South Rd St Marys on Sunday 13th August. Payment must be made by 4th August to Sharon Gibb to reserve your seat and don't forget to vote for the Ken Barnes Club Person of the Year Award. There are many outstanding people to choose from who continually give a lot of time and effort to benefit us all. Get your votes in early to give me time to get the trophy engraved.

Anyone interested in doing the Wandering West Tour should visit the Lincoln Auto Club website at www.lincolnautoclub.org.au, select the WW Tour tab (top right in their home page) and this will provide you with all of the relevant information required. We have many good runs coming and I look forward to seeing many of you out and about.

Brenton Gibb



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Jim Dawson, Gil Purdie, Chris Howes, John Goddard, Leif Eriksson and Johannes Schurman.

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 23	May 23	Jun 22	Jun 13
Sessions	104	109	124	421
Users	85	111	107	236
Page views	188	253	266	6,604
Pages/session	2.2	2.3	12.1	15.7
Average session (m:ss)	1:00	0:26	1:31	4:24
Flickr views	1,476k		1,,227k	-
Facebook mbrs	1,980	1,950	1,496	-

PAST EVENTS

John Ellis Memorial Service

On the 13th May Vice President Greg and myself were invited to attend a memorial service at the Sporting Car Club for John Ellis who was Chrysler Australia's Competitions Manager and was responsible for the Chrysler Race Team throughout the late 1960s and 70s.

A group of around 50 people attended. Jason Rowley had put together a slide show of some of John's work throughout his short time with Chrysler.

It would appear that once the Racing Program was axed he moved on into Town Planning type roles. John's E38 along with a VF Pacer and a VG Pacer were placed on the stage for all to view once all the formalities of the day were completed.

Great stories were told by some of the then young Engineers on how they achieved the results they did. John's wife Marj was very thankful that we made the effort to attend on behalf of the Chrysler Restorer's Club of SA.

Brenton Gibb



FROM THE COMMITTEE

Minutes of the Meeting held 10 May 2023

The Chrysler Restorers Club of Australia, SA Inc.
Summary of minutes of the meeting held 10 May 2023 – commenced at 7:45pm.

Emergency Wardens

Brenton Gibb explained emergency response plan.

Apologies:

Per attendance book

New Members & Visitors

Returning member Ian Smith (1925 and 1926 Dodges) and Keith & Jenny Burgan (guest speakers) were welcomed.

Sick List

Brenton advised of the passing of Derek Lynch and John Ellis and that Greg Lind and himself had attended John Ellis' funeral.

Minutes Previous Meeting

Read and moved by A Lind seconded Richard Tapp, carried by members attending meeting.

Correspondence

In: FHMC minutes 15th April, 2023, Chrysler Restorers Club of Aust, NSW Inc 50th Anniversary on 19th November in Sydney – invitation to attend.
 Out: 20th April Submitted application for Car Program grants for \$5,000 re club computer, printer upgrade and software.

Treasurer's Report

Deficit of \$114 for the month of April 2023.

Members funds represented by :

Cash	\$100
Westpac transaction account	\$5,704
Westpac investment account	\$28,848
CBA old account (to be closed)	\$460
Total cash and at bank	\$35,112
Other assets	\$535
Total members funds	\$35,647

R Tapp moved that treasurer's report be accepted.
 Seconded Jim Dawson. Carried.

Committee Reports

Runs Coordinator: Greg spoke re future events.

Editor: Keep sending in articles for the magazine.

Public Relations: John referred to pp 20-21 of magazine. Also has windows stickers \$1.00

Records: Sharon spoke about Registration Day on 17 June.

Librarian: Jim advised that he had been busy. Brenton congratulated him on the John Ellis article.

Tech Rep: Jim advised all going well with assistance from Richard Hart.

HVR: Jeff advised he was preparing for Registration Day and that Barry Maslin would become a vehicle assessor for the southern area.

Triple C: Vince advised BBQ upgrade was now completed with new stainless steel top, new burners and a paint job.

Federation Rep: Greg reported that last meeting had discussed bay to Birdwood, MotorFest and limitations on trucks.

Past Events

Bob Hayward spoke about the Karkoo Nursery run. Richard mentioned that the Martins had their cars back and attended the run. Also a small matter about the Neon's gear selection linkage. Brenton confessed that the ute's muffler baffles blew out on the way home.

General Business

Brenton advised meeting that the committee had requested a grant from the State Government Car Program.

Brenton also reminded meeting that we have new PO box details and new bank details.

Brenton also reminded members of the upcoming AGM on the 12th July.

Brenton introduced our guest speakers Keith and Jenny Burgan who spoke about their time in the racing industry in America.

Raffle

Greg Newley conducted the raffle.

Conclusion

In Kevin Williams absence, Richard told a joke in memory of Ron Hincks

President summarised the coming events and the buy and sell board.

Meeting closed at 9pm 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.

FROM THE COMMITTEE

Minutes of the Meeting held 14 June 2023

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 14 June 2023 – commenced at 7:45pm.

Emergency Wardens

Brenton Gibb explained emergency response plan.

Apologies:

Per attendance book

New Members & Visitors

Phil Erikson (Dodge)

Sick List

None advised

Minutes Previous Meeting

Read and moved by A Lind seconded Chris Howes, carried by members attending meeting.

Correspondence

In: 22/5/23 – Emails to various clubs re our change of postal address; 5/6/23 – CCC Committee Meeting; 5/6/23 - Email Chrysler Club Vic – advising they would be refunding the \$2000 we gave them for their National Rally; 8/6/23 – Tom Koutsantonis MP Re – approved \$5000 grant.

Out: 26/5/23 – DTI re Barry Maslin new vehicle assessor.

Treasurer's Report

Deficit of \$843 for the month of May 2023 due to magazine print and post expenses.

Members funds represented by :

Cash	\$125
Westpac transaction account	\$6,374
Westpac investment accounts (4)	\$28,901
CBA old account (to be closed)	\$460
Total cash and at bank	\$35,860
Other assets	\$530
Other liabilities (2023/24 subscriptions)	\$1,586
Total members funds	\$34,804

R Tapp moved that treasurer's report be accepted. Seconded Chris Howes. Carried.

Committee Reports

Runs Coordinator: Greg spoke re future events.

Editor: Keep sending in articles for the magazine.

Public Relations: John referred to pp 20-21 of magazine. Also has windows stickers \$1.00

Records: Sharon advised she had received quite a lot of membership renewals and Registration Day was 17 June.

Librarian: Jim advised "flat out" and still selling "club plates" for \$25. 1966 Phoenix service manual now available.

Tech Rep: Jim advised things had been pretty quiet.

HVR: Jeff spoke about Registration day 17 June.

Triple C: Vince spoke about adjustment of automatic light in the new toilet and drainage of fat from the BBQ.

Federation Rep: Meeting to be held next week.

Past Events

Vince Isola spoke on our May run which was an observation run ending up at Trevor and Lorraine Beythien's house. It was raining as we started off on the run, however the weather improved and it was an excellent observation run. We arrived at the Beythiens who had plenty of undercover area for us to have a BBQ lunch and time to talk to other members. Thanks to Trevor and Lorraine for organising this run, it was a great day.

Brenton Gibb spoke on the Memorial Service held for John Ellis which he and Greg Lind attended. It was held at the Sporting Car Club rooms with approximately 50 invited guests. Jason Rowley from the Chrysler Club was the MC. A couple of John's cars were there. It was very interesting to hear of his achievements with Chrysler and also after he left Chrysler.

Kevin Williams spoke on his club run with the Morris club. They met at the Blackwood Railway Station car park and headed to Glen Smyth's property where he is building a full-size steam engine. Very interesting run, will talk to Greg Lind regarding information for a run for our club.

Brenton Gibb also spoke on a run he and Sharon went on to the Clare Valley on the long weekend. Visited a model railway in Clare near the country club. It opens every 2nd Sunday cost is \$2 a ride. Well run and well presented.

General Business

Brenton Gibb advised meeting our next meeting on the 12th July is our AGM. We have nomination forms available up the front.

Brenton also advised meeting there are nomination forms available up the front for the Ken Barnes Club Person of the Year.

Dick Hart spoke on a real problem for veteran and vintage cars, no-one in Adelaide is making the bearings needed for these cars. If anyone knows of some-one please let me know. Brenton advised he had spoken to John Goode when he was in Clare and he is having the same problems with no-one being around who can work on the old motors.

Greg Newley advised meeting John Biddle is slowly recovering from his stroke.

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 8:47pm followed by supper.

PAST EVENTS

2023 OBSERVATION RUN

On the 21st of May our club run was organised by Trevor and Lorraine Beythien. They decided this run was to be an Observation run. We arrived at the CCC Clubrooms with gloomy skies overhead. Lorraine gave each car a survival kit and the covered location of where we would end up, to be opened if any of us got lost. Trevor used a time clock to release the cars at intervals so we were not all following too closely to each other. By the time we left the heavens had opened up and it did not look too promising for the rest of the day.

It only took Greg and I three questions to be in a level five meltdown (the survival kit came in handy). After some deep breathing exercises, we were back on track. Trevor and Lorraine's run took us from Glandore through the outskirts of the city, down Prospect Road into the back of Wingfield and onto the Port Express Way. By this time the rain had disappeared and the sun came out. We travelled down the expressway onto Victoria Road and through the backstreets and onto Military Road (and there, maybe a level two meltdown).

We regained our composure and continued with the run, which led us to West Lakes and arriving at our location which was Trevor and Lorraine's house. Trevor and Lorraine's backyard was pretty much fully enclosed and a lovely area away from the wind. Their BBQ was stoked up and we all took turns at cooking our meat. We sat with some of our car club members for lunch and had a lovely time talking and laughing about the day's events.

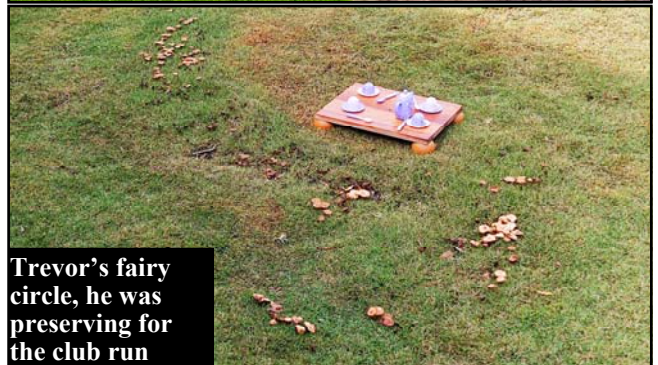
I would like to thank Trevor and Lorraine for organising this run and opening their home for us, we had a really good time and I think everyone else that attended also had a great time.

Ann Lind



PAST EVENTS

OBSERVATION RUN (CTD)

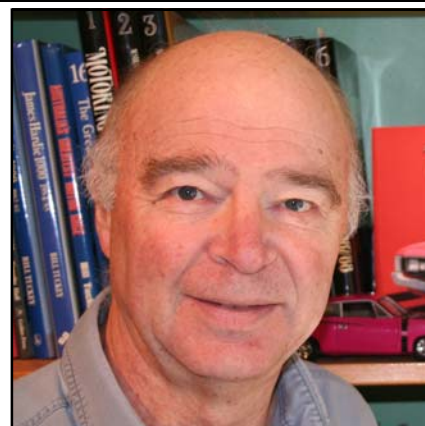


Trevor's fairy circle, he was preserving for the club run



LIVING HISTORIES

Gavin Farmer



Interviewer Jim Dawson (**Int**)

Guest Gavin Farmer (**G F**)

Int It's Friday, February the 10th, 2023 and on behalf of Chrysler restorers everywhere I'd like to welcome all listeners and readers to the third of our Living Histories interviews, an endeavour of the South Australian division of the Chrysler Restorers Club of Australia.

I'm particularly pleased today to welcome in conversation international author, automotive historian and National Motor Museum volunteer Gavin Farmer. Welcome Gavin, and thanks for coming down from the mountain top to meet with us here today.

G F Yes, in the fog and the mist and the rain!

Int As always, let's start at the beginning, where were you born?

G F I was born here in Adelaide August 1945. The day after the big bomb hit Hiroshima.

Int That's probably enough, to bring on a birth, I would have thought.

G F Well, I did say that to my mother at one stage but she didn't see the humour in it, I'm afraid.

Int Big family?

G F I'm the oldest of six kids, so yes.

Int What was Dad's line of work.

G F My father was a bread carter for what was called Golden Crust bakeries to start off with, and then they got taken over by Tip Top and from the age of about 10 when I had school holidays, I used to go with him on the on the cart, it was horse and cart in those days. I learned how to put a horse in between the rails and wind up all the leather bits so when the horse took off the cart went with it. I learned how to drive it. I'm sure it build up my physical strength because carrying a big Wicker basket bread box full of bread at 10 and 11 years of age was, it was hard work.

Int The smell of warm bread would have been nice.

G F Oh, impossible to keep your hands off when you broke a high top loaf open there was always little bits that were left. Well, I had to have those, didn't I?

Int Good memories. Memories. I remember the Nailsworth bakery with the horse and cart.

G F He's just up the road.

Int Right. So to primary school.

G F Nailsworth Primary school.

Int On the main North Road.

G F Main North Road at Nailsworth, yes.

Int Secondary school, I believe you went to Urrbrae.

G F I did, yes.

Int So is this early farming aspirations, the work with the horse perhaps? What led to this?

G F Well, I also had an uncle with a with a farm down at Delamere and I used to go down there, again during the school holidays, and I'd stay on the farm with them. Of course, you can't be on the farm and not do something towards the farming so, sheep, cattle, that sort of stuff always had an interest for me, but part of the reason to go to Urrbrae was, I think, it's probably fair to say now, it was in defiance of my father who wanted me to go to Nailsworth Technical High School. I did not want to go there so when we were given options in year seven at the primary school, one of the options was Urrbrae and I thought that's for me. I travelled from Broadview to Urrbrae at Springfield everyday. Initially I was catching a tram into town and then a tram out to Springfield. I still call the corner of Main North Road and, today it's Regency Rd, but back then it was Rakes Rd. I still call that the "Enfield Terminus" and you know people have got no idea what I'm talking about.

Int You need to be of a certain age to remember Enfield Terminus.

G F I think you might be right.

Int There was one not far from where we sit right at this moment Gavin.

G F I know well the tram from Enfield went to Colonel Light Gardens.

Int There you go! So a fairly typical of the era, Australian meat and three veg white bread upbringing.

G F Very definitely. Yes, there was nothing special about our childhood.

Int And nothing wrong with it either.

G F You know the old man was working as a bread carter and a part time barman at various pubs around the northern suburbs. And he was an SP bookie on the side. Ah, which was back then, highly illegal.

Int Ah that puts a different complexion on things. Knocks on the door probably took on a whole different significance in the Farmer household?

G F He never got caught. That's what never ceased to amaze me. And I mean, I have no idea how much money was involved, but he was of his generation. He could add up sums of money in his head just like that. He was very good at that side of things and according to my brother in law, who has apparently talked to my father about this, he used to write the prices when you bought a schooner of beer, it was always put on a beer mat. The old man had written the odds on the underside of the beer mat, so no one knew what was going on. But you know when you're raising six kids and mum you need to work.

Int As it was of the times.

LIVING HISTORIES

Gavin Farmer (ctd)

G F Well, yes, that was the way it was back in those days. And when you came home from school, the old man always brought home rolls and buns and things like that so you know, we never went hungry. Probably dieticians would look at it and say well, you know, you didn't eat very well, but you know mum, mum cooked up a fantastic roast meat and three veg.

Int And then dripping sandwiches for.....

G F Ohh yes, those for days after. Yes, and the other one was cream with hundreds and thousands spread on them. But the bread was always fresh. Always soft and the other thing Mum could make was the best ice cream you could ever, ever eat. I used to get the job of licking the bowl out, fantastic.

Int What a memory of the Australia of the day!

Speaking of the day, I'm guessing you're still at school when you might have a memory of the first car that moved you?

G F 1953. Dad bought a 1939 D12 Dodge with a TJ Richards body on it. It was a milk chocolate brown in colour. Registration number was SA 37-798. So if you know where that car is, I'd like to find it. Yes, it was a lovely old car.

Int Look, you might just be in the right place to find it Gavin.

G F And that started the tradition of going out somewhere for a Sunday drive. And often times we'd finish up down at Port Adelaide, where the old man would barter with the Greek fisherman. And buy fish. We had a lot of fish as kids. And with my uncle, with his farm down at Delamere, we'd go down there and Uncle Bill would slaughter a cow or a sheep. When we come home, with a whole animal yes, wonderful. The old man was a very good gardener, so Mum never bought vegetables or fruit and in the summertime, we were growing huge peaches. Mm-hmm, and apricots and nectarines. You bite into them and the juice goes all

over you. You look at the rubbish that's in in the fruit and veg shops today.

Int Well, it's all a year old.

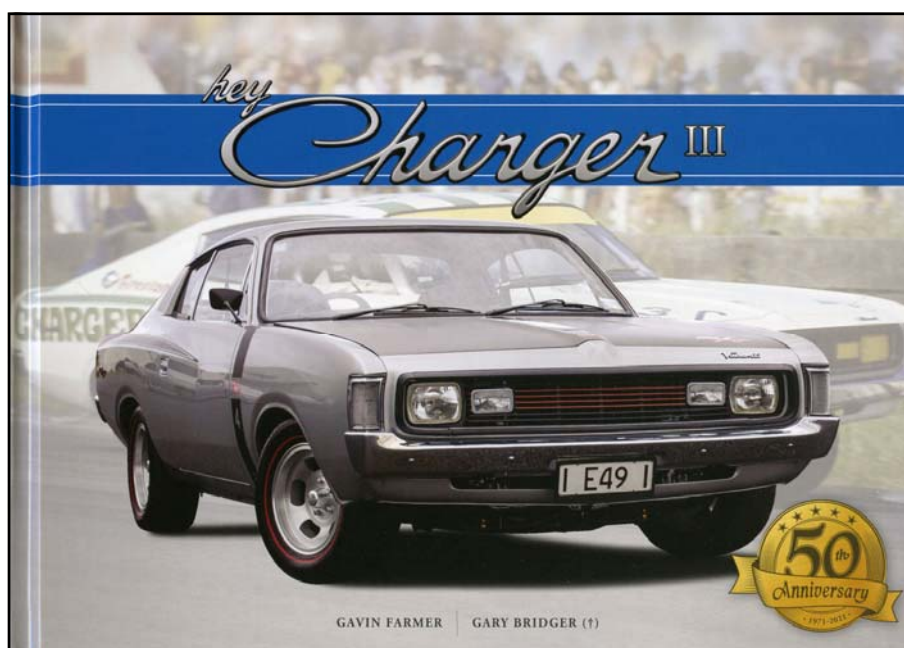
G F Oh, it's just rubbish.

Int So you finished school and for your sins, you become a school teacher!

G F Well, I was in fourth year at high school I was also a prefect at Urrbrae, 1961, and some guy from the Education Department came and spoke to us and told us what a wonderful vocation teaching was, because like the school children that we were, you got 10 weeks holiday a year. And he said you get paid to go to school and you get paid to go

the morning, work through to 8:00, o'clock go off and do your studies, come back at 4:00, o'clock and work from 4:00 o'clock and shut the place up at 6:00 o'clock. "How much are you talking?" Well, he mentioned a figure and I said no, nowhere near enough, so eventually got him up. And you know, we're not talking mountains of money here because Len Day was of the old school. But I had the keys to the whole place, and I'm somewhere between 16 and 17 years of age now. Could you imagine the furore that would cause with the occupation, health and safety people today?

Int There'd be counselling



to the teacher's college. He didn't tell us how much it was, £11.00, 2 shillings and 10 pence per fortnight, and my mum wanted £5 of that for board! So I finished up getting a job working for Len Day in Day's garage on the main North Road.

Int I remember Day's Garage.

G F OK, I started working there on Saturday mornings and then Len came to me one day. I don't think I was yet 17, and he said to me, asked would I like to work some more hours? "What have you got in mind, Len?" Well, he said I'd like you to open the place up at 6:00. o'clock in

involved Gavin!

G F For sure mate! For me it was an easy job to do because I love cars and you're dealing with people all the time. When I went to teacher's college, my old man bought me an Austin A70 to drive. Had a heater in it and bench seat so you could get the lady, who is now my bride, she can sit right up alongside me, but oh it had a huge thirst for petrol. Just as well I was working for a garage, wasn't it! Yes, so every now and again the car would get parked in front of a pump and petrol would mysteriously

LIVING HISTORIES

Gavin Farmer (ctd)

disappear into the tank.

Int I'm not sure we can use that Gavin, what's the statute of limitations on that sort of behaviour?

G F Well, it was 60 years ago so we might be safe on that. Lenny's long gone so....., but it was just it was just too much for me to manage financially. My best mate at the time had just bought a '54 Fiat 1100. For 1100cc this thing went pretty hard and he put a straight-out exhaust on it so it made a pretty good noise as well, so I thought, that's for me, I'll get one of them! I went to a little car yard down towards Medindie called Moulds and Ellis and I had a conversation with Mr Moulds, who just happened to have a dark blue with a white top Fiat 1100 parked in the yard there. Now, I'd sold the Austin, but it didn't quite have enough money to buy the Fiat so I had to get a loan and I got my mother to go guarantor and to his dying day my father never knew about that. So I had this Fiat 1100 and of course "Fix It Again Tony", its reliability was, or unreliability should I say, was legendary. Having no money, I taught myself how to fix it and Jim was doing the same with his car. So between the two of us we used to terrorise the people of Sefton Park and Broadview. We had a little race track that we used to go around and we were always having parents from houses half a mile or so away coming knocking on my parent's front door. Your son is, you know, driving like a maniac around the district. Mum would have a quiet chat to me. "I know it's wrong, yes Mumma, won't do it again", but a couple of days later, you can't help yourself, can you?

Int It's not like I didn't grow up in the same basic era or area Gavin, I know it.

G F So yeah, that that Fiat taught me a hell of a lot about how to keep a car on the road. And how to read drawings that I got from the spare parts guy at Miles Motors in town. I couldn't afford to buy a workshop

manual, so I got him to photograph or, no, copy, the exploded diagrams that you have in spare parts manuals for the engine, the gearbox, the brakes, rear axle, and I would sit down there in the middle of the night by the light in my father's garage, rebuilding the gearbox following where the lines of parts had to go. Those were the days, weren't they?

Int They were indeed.

Now I've taken a deep dive into your employment history following teaching, and I want to look at some of those endeavours in a bit of detail later, but there is a pattern forming here, Gavin. Now I'm not sure whether it's that you don't play

country, the kids up there were just great, but. In our last year at Teachers College, we were told we no longer had to teach spelling, grammar, reading, and the four number processes. Now bearing in mind I'm a quiet, shy kid that wouldn't say boo to a goose, ok?

Int If you believe that, folks, I have a bridge for sale, but you must act today.....

G F Up goes my hand in a in a lecture room with about 60 or 70 students in it, and the lecturer because he's half a mile down there. He yells. "Yes, what do you want?" I asked the question. "If we're not going to be teaching them, and I



well with the other boys or whether you don't suffer fools gladly, or a combination of the two, but do you want to comment on that?

G F Well, yes, I taught from 65 to 69 and I was always at loggerheads with the leadership in the Education Department from day one. They'd introduced the most stupid set of rules, or whatever you might call them. I was a primary school teacher. I'm in schools in Elizabeth, Salisbury North, Salisbury, Elizabeth West, and then I was sent to Eudunda. That move rekindled my faith in human nature. Yes, particularly the youth of the

thought after all, that's why we were here. What's going to be replacing it?"

He said "Experiential learning."

So back goes my hand again. "Can you please explain to me and everybody else here what you mean by experiential learning?" Well, he couldn't. He had no idea. So I thought. This is not good, so when I get out into the classroom I'm teaching the kids spelling. I'm teaching them grammar. I'm teaching them reading, and I'm teaching them the four number processes, mental arithmetic, which

LIVING HISTORIES

Gavin Farmer (ctd)

was fine until I made it up to Eudunda and this guy came into my class, now bearing in mind I've got 42, 43 kids, absolutely delightful kids, right. and I get told by him.

"Just do what you would normally do."

So being the young, naive guy that I was, I started teaching the kids, spelling, grammar, blah, blah, blah, blah, blah.

Int So this would be the old times schools inspector. Come and sit up the back of the classroom?

G F Yes, so he's sitting up the back corner and I'm doing my thing and one of the things I used to love to do and the kids love this. I would go round the class walking around the class, throwing simple mathematical sums at them, whether it be addition, subtraction, multiplication, division didn't matter. But I'm clicking the fingers at the kids as I'm going around. Pointing at them and I've got 40 odd kids. "Please, please ask me, ask me!". At morning recess, I'm hauled over the coals by this little guy and he said.

"You've just done a formal teaching lesson on spelling and mental arithmetic. You must.....,

"Yeah because if I don't teach the kids they won't learn." After a bit of back and forward he lost his bottle entirely and my teaching report from that guy had more red ink entries than it did blue ink entry, so I figured I really didn't have that much of a career with the education department. So along comes an OHMS letter in the school holidays. Get yourself down to Banksia Park. And in the course of six months there, I had about four fathers come in to tell me how to teach their brat children so I thought I don't need this ****. I got out and spent a year at Lonsdale.

Int We'll get to that in just a moment.

I think we probably have the answer to my question of earlier, though don't we folks? So let's start now with your time at Chrysler

Australia, given that this is the Chrysler Restorers after all, yes so when did you join and in what capacity?

G F July '69 I think it was when I started down at Lonsdale. I knew I had a bit of a problem because I went and bought the first Subaru that was ever sold as a retail car in Australia and at the time that I made the deal with Holdfast Motors, I was technically unemployed and AGC wouldn't lend me the money to buy the car. And as I tried to explain to this guy at AGC, if you don't give me the money to buy the car, I don't get the job down at Lonsdale. Therefore, I can't pay you back the money that I

"I said I am bored shirtless here. I think I'll leave."

"Oh, no, no, no, no, you can't do that. Can't do that." So next thing I know. I'm an apprentice foreman on the cylinder block line. Well, that didn't go down too well either, so I finished up in metrology.

Int So the cylinder block line, what engine was that?

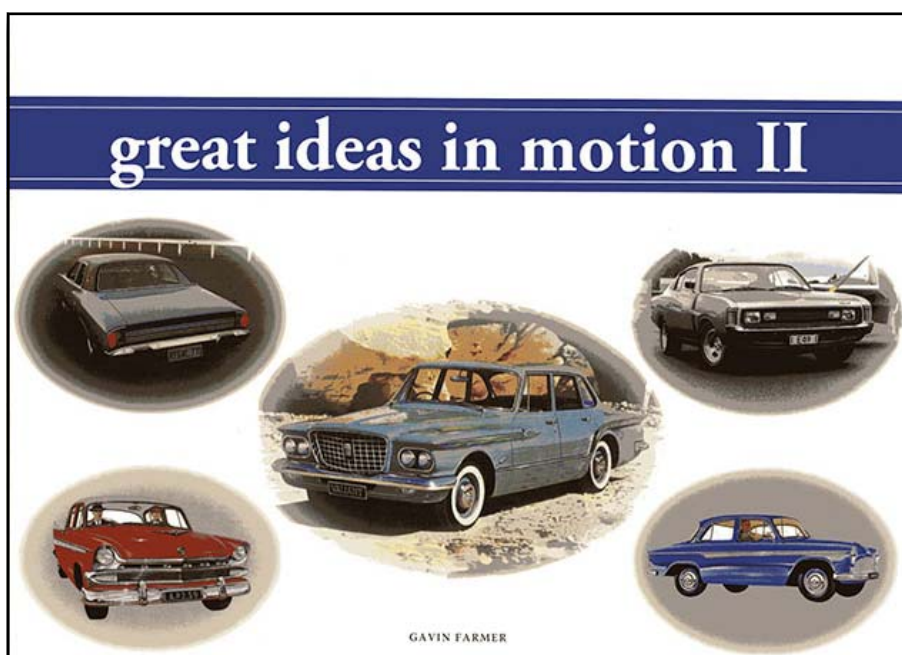
G F The hemi 6 cylinder.

Int So this would be the development of that in '69.

G F Yeah, this was pre-production.

Int Pre-production, ok.

G F We were still assembling the Slant 6 and the 318 V8 but the



need to borrow. Took him about a week to understand that sequence of events, but eventually I got the money, got the car, started work down there. Now I worked in the general machine shop area where in the first week I stood at a machine pulling a lever up and down. Drilling and tapping threads into what became a hinge. The door hinges on Valiants, and a little Scotsman by the name of Joe, can't remember his surname now, but he was also an ex school teacher, amazingly enough, came up to me on about the third day and said "How's it going?"

manufacture of the Slant 6 was in its final stages leading up to the VG.

Int Sure. So when you say you're assembling the Slant 6, it's my understanding there were never any castings done for the Slant 6 of this country.

G F No, no, no, no. You're quite correct. In the US and South Africa, but not here. Correct.

To be continued in the next issue.

PAST EVENTS

Copper Coast Cavalcade of Cars - *en route*

17 May 2023

When on our way to the Cavalcade of Cars at the Copper Coast S.A. 17th May 2023, Fran and I visited the original restorers of my 1935 Dodge Brothers DU sedan at Balaclava S.A.

Roy and Norma Schopp completed the restoration of the Dodge "39 Years ago".

They hadn't seen the Car for 10+ years.

We also ran into (not literally of course) Michael and Lyn Buxallen with their 1928 Dodge Brothers tourer and vintage caravan, who were also on their way to the Copper Coast Cavalcade of Cars.

Gil Purdie



PAST EVENTS

2019 National Tour

Jim Dawson recently received a couple of photos from Phil Davis of 88.7 Adelaide's Coast FM.

From the left are Phil Davis, Training & Technical, Coast FM, seated closest to camera, Lisa C, presenter Coast FM,

Anastasia Debono, Program Standards Committee Secretary, Wednesday Coordinator and OB Liaison Coast FM, then standing, Tech Committee Chair Andrew Coombs, Coast FM and of course my self, representing CRCSA .

A little piece of memory lane from October 2019 and a look forward to the fact that planning has commenced for our next effort in whatever year that is? [2028 Ed.]

Jim Dawson



And below a collage of some photos I took at the start of the Prospect Hill Run, 1 Oct 2019. R. Tapp



MOPAR MECHANIC

TorqueFlite Transmission

76 (11) — TORQUEFLITE TRANSMISSION

CHRYSLER PASSENGER CARS

Install throttle valve spring (U) into valve body followed by throttle valve (T), spring pilot end first. Install throttle valve cover plate (S) and torque screws to 25-30 inch pounds.

(6) Install the 1-2 and 2-3 shift valves (O,P) with the spring pilot ends pointed outward followed by springs (M-N).

(7) Install throttle compensating valve (R) with spring pilot end outward followed by throttle compensating pressure spring (Q).

(8) Install shift valve cover plate (L) and tighten screws to 25-30 inch pounds torque.

(9) Turn valve body over and refer to Fig. 112. Install shuttle valve (I) small end first into valve body and install snap ring (J). Snap ring should be replaced if it does not fit securely.

(10) Install shuttle valve spring (C) followed by shuttle valve plug (B).

(11) Insert 1-2 relay valve (E) spring pilot end outward, followed by relay valve spring (D) into valve body.

(12) Install 1-2 and 2-3 shift valve governor plugs (F-G).

(13) Place shuttle valve and governor plug plate cover (A) on valve body and tighten screws 25-30 inch pounds torque.

(14) Place the six ball checks in their respective positions in the valve body, as shown in Figure 111.

(15) Set transfer plate cover (thin steel plate) over stand pilots, Tool CA-3528, as shown in Figure 109, followed by the transfer plate so that all screw holes line up.

(16) With all ball check valves in place, position the valve body up against the transfer plate and cover, aligning the screw holes and install the attaching screws and washers. Tighten all screws evenly to 25-30 inch pounds torque.

(17) Insert reverse blocker valve spring into top of transfer plate, as shown in Figure 110, followed by blocker valve. Slot in lower portion of blocker valve must index with bar of transfer plate cover so that valve can be depressed flush with top of transfer plate.

(18) Position blocker valve cover plate over blocker valve so that all openings in the transfer plate are completely covered and tighten screws to 25-30 inch pounds.

NOTE

If this plate is incorrectly positioned, leakage at the one passage way will result in a loss in governor pressure. A higher speed reverse blocker valve locknut or no blocker action at all would then be encountered. This leakage could also cause a higher speed upshift pattern.

TORQUE CONVERTER AND HOUSING SERVICE INFORMATION PROCEDURES

106. REMOVAL AND INSTALLATION OF TORQUE CONVERTER AND HOUSING.

Removal.

(1) Remove transmission as outlined in paragraph 35.

(2) Remove converter housing dust shield and starting motor.

(3) Remove the torque converter housing-to-engine block bolts and washers. As the housing is dowelled to the engine block, care must be exercised during removal.

NOTE

Do not hammer or pry between the mating surfaces to loosen, as the metal may be distorted which can result in misalignment.

(4) After removing housing, inspect mating surfaces of housing and engine block. Remove all burrs or rough spots with emery cloth.

(5) Using wrench, C-589, remove stud nuts and lockwashers which hold converter unit to crankshaft. (Refer Fig. 114.) The torque converter as-

sembly is a welded unit and cannot be serviced, except as an assembly. If torque converter is being removed for replacement of ring gear, refer to paragraph 107.

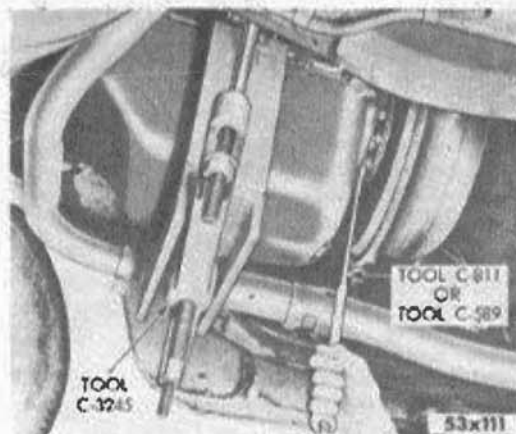


FIG. 114.—REMOVING OR INSTALLING TORQUE CONVERTER MOUNTING STUD NUTS.

MOPAR MECHANIC

TorqueFlite Transmission (ctd)

CHRYSLER PASSENGER CARS

TORQUEFLITE TRANSMISSION — (11) 77

Installation.

(1) If a new torque converter is being installed, make sure all visible foreign matter, such as raised metal around studs, burrs, chips, etc., have been removed from the converter and crankshaft drive flanges.

(2) Check crankshaft flange run-out (maximum is .002 inch total indicator reading) by installing dial indicator set, Tool C-3339, at one of the engine block to housing bolt holes. Checking crankshaft flange run-out will determine whether or not the crankshaft flange may be contributing to torque converter hub run-out.

If crankshaft flange run-out is within tolerance, proceed to install torque converter and housing as follows:

(3) Position torque converter unit on crankshaft flange.

Using wrench C-589, tighten stud nuts to 55 ft. lbs. torque.

Before installing torque converter housing, it is recommended that the torque converter hub run-out be checked (and corrected if necessary) as outlined in paragraph 108. If torque converter hub run-out is within specifications, continue to install housing in the following manner:—

(4) Position housing over dowels and against mating face of engine block. Tighten mounting bolts just snug enough to retain housing in position.

(5) Check (and correct if necessary) torque converter housing bore and face run-out as outlined in paragraph 109. If bore and face run-out are within specifications, tighten housing bolts to specifications. Install dust shield and starter motor.

(6) Install transmission (refer paragraph 35).

107. REPLACING STARTER RING GEAR

Removing Ring Gear.

(1) Remove torque converter and housing as outlined in paragraph 106.

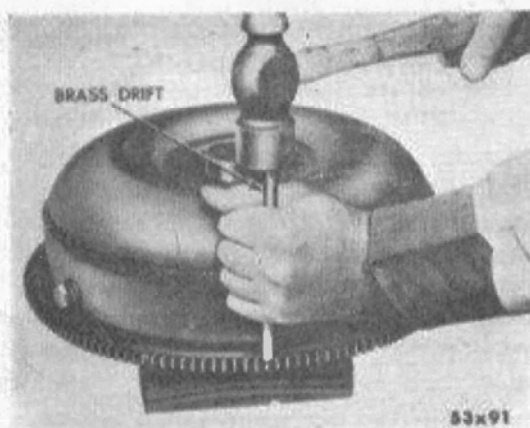


FIG. 118.—REMOVING STARTER RING GEAR.

(2) Place converter on bench and carefully remove staking lugs. This can be done by filing or by carefully knocking the head off the lug with a hammer and chisel.

(3) Place torque converter on blocks of wood (for support) while removing gear. Using a blunt chisel, or drift, tap around ring gear until it comes off torque converter as shown in Figure 115.

NOTE

A small amount of heat, directed on gear, will aid in its removal — if ring gear is to be discarded.

Installing Ring Gear.

(1) Remove burrs or raised spots (left on the gear contact surface of the torque converter) with a file. Do not remove more metal from the torque converter than is required to remove burrs and rough surfaces. Any of the following methods may be used to heat the starter ring gear for installation on converter.

OVEN — Use an oven and set temperature at 150 degrees F. Allow ring gear to remain in oven for approximately 15 to 20 minutes.

BOILING WATER — Place ring gear in a shallow container, add water, and heat for approximately eight minutes after water has come to a boil.

STEAM — Place ring gear on a flat surface and direct the steam flow around the gear for approximately two minutes.

FLAME: Place ring gear squarely on a flat surface. Using a medium size tip, direct a slow flame around the inner rim of the gear, being careful not to direct the flame onto the teeth of the ring gear. Place a few drops of water on the face of the gear at intervals during the heating process. When the gear is hot enough to boil the drops of water, installation of gear to torque converter can be made.

(2) Place starter gear over flange surface of torque converter, making sure that the rear face of gear contacts flange on torque converter evenly around the entire diameter.

(3) Reweld ring gear to torque converter, using extreme care to place, as nearly as possible, the same amount of metal in exactly the same location as original assembly.

This is necessary in order to maintain proper balance of the unit. Place welds alternately on opposite sides of the converter to minimize distortion.


The following suggestions are offered as an aid in making the weld:

- Use a welding current of 200 amps.
- Use a D.C. welder that is set straight polarity or an A.C. welder.
- Use 5/32 inch diameter fleet weld No. 47 (or its equivalent). To prevent burning through the torque converter, the arc should be directed at the intersection of the gear and the housing from an angle of approximately 45 degrees from the face of the gear. **DO NOT GAS WELD.**

MARKET PLACE / OUR MOTORING HERITAGE

From the Archives at Birdwood

THE SATURDAY EVENING POST December 23, 1933



Dear Jim —
I'm writing this
at 80 miles an hour!

If you've ever bounced on the back seat of a car... read this story. It's about a *New Kind* of automobile...with a *Floating Ride* that will cause a sensation!

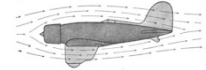
IMAGINE YOURSELF writing a legible letter in a car, traveling at 80 miles an hour... Imagine yourself comfortably asleep in the back seat... speeding over country roads... Imagine a car that literally "bore" its way through the air... silently... like a bird... In other words... imagine the AIRFLOW De Soto! Of course... nobody can imagine what has never existed before. And you cannot see this new kind of motor car until January... But here are some of the reasons why it was built... and how it was built... why it will be the most talked-about car of 1934.

Streamlined—Old Style
When a car goes by that has a sloping radiator... a cow-less windshield... a rounded stern... people frequently call it "streamlined."
Does it deserve that name? We can soon find out by putting it in a modern wind-tunnel. That's how they test airplanes... and here's what we see—



It causes a violent disturbance. The air collides with it... presses it back... clutches at it in passing... sucks it backward from the rear. This so-called streamlined car uses 50% of its power at 60 miles an hour to fight the air!

AIRFLOW—The Real Thing
Now see what happens when a *truly* streamlined shape passes through the air. Here is a fast monoplane as it would be seen through the window of a giant wind-tunnel.



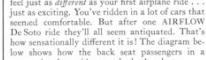
Instead of fighting the air... it bores a hole through it. No wonder modern planes can cross the U. S. in ten hours... no wonder racing cars look like bullets... no wonder the newest trains will look like long silver projectiles.

De Soto—A True Aero-Dynamic Car
True aero-dynamic design is the next step in modern travel... by sea... by air... by road. Conventional cars will soon seem slow and clumsy.

De Soto will lead the way... after years of research... with the help of the leading aeronautical engineers in America and Europe. Scores of models like these were tested in wind-tunnels before a single AIRFLOW De Soto car was built—

"Beauty is Truth... Truth Beauty"
Poetic words... full of wisdom. Anything that is made right... in harmony with the fundamentals of natural law... must be beautiful, whether it is a piece of sculpture or a motor car.
You will gasp at De Soto's flowing beauty. You may have dreamed of a motor car as distinctive as this... but certainly you have never seen one.
It has the simplicity of the skyscraper... the grace of a modern steamship. If you are a Modern... in tempo with the spirit of our age... De Soto will thrill you as no other car has done before.

Most Amazing Ride You've Ever Had!
Yes... the AIRFLOW De Soto will thrill you to look at. But just wait till you ride in it! It will feel just as *different* as your first airplane ride... just as exciting. You've ridden in a lot of cars that seemed comfortable. But after one AIRFLOW De Soto ride they'll all seem antiquated. That's how sensationally different it is! The diagram below shows how the back seat passengers in a conventional car ride over the back axle—



No wonder they get bounced about. No wonder that they need "assist-straps" to hold onto!



Now see how you ride in the AIRFLOW De Soto (above). Everybody rides "amidships." For the first time in history, the back seats are just as comfortable as the front ones. And the front ones are

twice as comfortable as they ever were before. Climb in... take a back seat. We're off! Notice the smooth, silent acceleration! Cruising at 80! Swing onto that side road... wide open. The ground flows by beneath you unfeeling. You're as relaxed as in an armchair. You can read your newspaper without effort. You can write a letter. You can actually go to sleep!

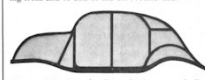
Built Like a Bridge
There is nothing safer than a modern girder-trussed bridge. But wouldn't you be surprised to see one that was only *partly* trussed... like this—



Yet the fact is that conventional cars are built that way. The frame ends stick out in front like the handles of a wheelbarrow... like this—



All this is changed in the AIRFLOW De Soto. Its frame and body are one safety-steel unit extending from end-to-end of the car... like this—




The result is the safest low-priced car ever built. You ride surrounded by beams of structural strength. The entire car moves as a solid instead of the frame vibrating against the body. Another reason why you can relax so completely.

This feature alone is sufficient to mark the AIRFLOW as the most advanced design for 1934.
It Will Soon Be Here
There are dozens of other astonishing features about this new car that will excite you. We can't describe them all. The car itself will soon be here. Be one of the first to take an AIRFLOW De Soto ride. It's an experience you will never forget. Give your De Soto dealer your name and address. He will send you an invitation as soon as the first model arrives.

COMING THE *AIRFLOW DE SOTO

c/- Leif Eriksson, Sweden

Club Name Badges



CHRYSLER RESTORERS
Horace Dodge

purchase a smaller name badge which is manufactured with your name and club emblem. You may see others wearing them at meetings.

Available as either:

- Clear Glaze Acrylic with dual pin and clip \$20.00
- Clear Glaze Acrylic with magnet \$20.00

Please contact John Goddard at the meetings or by phone at 8443 6311 / 0435 107 854

Name Badges are supplied by the Club when you join. But if you would like to upgrade, you may

CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

CLIP TYPE [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

Club Clothing (John Goddard 0435 107 854)



CHRYSLER RESTORERS CLUB OF AUSTRALIA SA INC

ORDER FORM

861 South Rd,
Clarence Gardens SA 5039
[\(08\) 8293 3837](tel:0882933837)

NAME:.....

PH:.....

PRODUCT CODE	PRODUCT DESCRIPTION	Colour	SIZE	QTY	COST Inc Logo	Em-broid er name \$5.00	TOTAL
BIZ P225MS P225LS 	Triton polo top—navy/red/white Mens S M L XL 2XL 3XL 5XL 1/2 Chest 52 55 58 62 65 71 79 Ladies 8 10 12 14 16 18 20 22 24 1/2 Chest 46.5 49 51.5 54 56.5 59 62 65 68	Navy Red White			\$40		
JB 4FC 	Men's Fine Chambray Shirt Long Sleeve Mens S M L XL 2XL 3XL 4XL 5XL Collar 38 40 41.5 43 45 47 49 51 Chest 57.5 60 62.5 65 68 71 74.5 78.5	Blue			\$55		
JB 4FCS JB-4FC1S 	Fine Chambray Shirt Short Sleeve Mens S M L XL 2XL 3XL 4XL 5XL COLLAR 38 40 41.5 43 45 47 49 51 CHEST 57.5 60 62.5 65 68 71 74.5 78.5 Ladies 6 8 10 12 14 16 18 20 22 24 Bust 47 49.5 52 54.5 57 59.5 62 64.5 67 69.5	Blue Ladies light blue			\$50 \$44		
BIZ J404M J404L 	Geneva Vest Mens S M L XL 2XL 3XL 5XL 1/2 Chest 57 59 61 63 65 70 78 Ladies S M L XL 2XL 1/2 chest 49 52.5 56 59.5 63	Navy/Grap hite			\$81		
BIZ J307M J307L 	Geneva Jacket Mens S M L XL 2XL 3XL 5XL 1/2 Chest 57 59 61 63 65 70 78 Ladies S M L XL 2XL 1/2 chest 49 52.5 56 59.5 63	Navy/Grap hite			\$92		
HS – 4014 	Baseball Cap – inserts on Crown & Peak	Navy/Red	n/a		\$21		

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FOR SALE

1974 Valiant VJ sedan, with bronze metallic paint, vinyl roof, Regal leather seats, 265 hemi D331E04366 auto. Ken Niemann 0428 855 834
 White S series, Greg Newley 8298 2586
 1946 Dodge D24C Fluid Drive \$36,000 firm, including spares. Terry Jones 0428 508 318

WANTED

Any parts for a 1928 Dodge Victory Six roadster. Graham Haggie 08 8568 2447

Bonnet badges for a 1954 Plymouth Cranbrook, need two to finish restoration. Phil Cummins 02 6924 1674

1. Workshop manual for 2001 VX Holden Acclaim
2. 15" wheels for above Commodore
3. Split rim spreader for 19" Dodge wheels - or parts
4. Workshop manual for 2001 Hyundai Accent. Malcolm (after 7pm 8278 6813)

L&R hand rear doors to suit 1927 Dodge

Brothers tourer. Body by TJ Richards(?). Doors front hinged, rear lock, with narrow bead on top of door and 1/2 round 3/4" wide moulding 1 1/2" below top bead. Ray Horsfall 0439 843 918

Tailgate for a Valiant AP6 or VC model ute or wagon, Peter Wait 0431 424 693

Rear brake drum for 1933 Dodge Brothers tourer. Neville Johnson, Finch Restorations 08 8398 2332

[Bold adverts are new this issue]



Spencer Carriage Coy - Adelaide

Just came across a chap who has a series 60 Chrysler (was a roadster) that came from S.A. with a Spencer Coy body tag. Photos to right.

I have found an article (The News 20 July 1926 page 11) where Rodda Motors advise that they sold a Chrysler Four with a Spencer body to Hoffnung & Co.

Question: Do we know of any other Spencer bodied Chryslers and do we know the production figures or have we found another super "one of"?

Thanks for your help.

Johannes "John" Schuurman
 Editor, Australian Chrysler Narrator
 plymouthpalace@gmail.com

I have found John a Spencer bodied 1927 Chrysler 52 tourer owned by Tony Beaven of SCCSA. And newspaper references (on Trove) to other non-Chrysler Spencer bodied cars. What more do we know?

Richard Tapp



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