



# **THE CHRYSLER COLLECTOR**

**Number 268  
September / October 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

<b>President:</b>	Brenton Gibb, 18 Caroonia Avenue, Modbury Heights 5092 ..... ah 08 8263 2908
<b>Vice President:</b>	Brett Newley, 10 Win Gilchrist Avenue, Craighburn Farm 5051 ..... 0402 833 281
<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>	Richard Tapp, 509 Greenshields Road, Younghusband 5238 ..... 0439 682 011
<b>Editor:</b>	Richard Tapp, 509 Greenshields Road, Younghusband 5238 ..... 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>	Gina Dawson
<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
	Greg Newley, 326 Morphett Road, Warradale 5046 ..... 08 8298 2586
	Vince Isola, 5 Atkin Street, Henley Beach SA 5022 ..... 0413 805 547
<b>Federation Rep:</b>	Greg Newley, 326 Morphett Road, Warradale 5046 ..... 08 8298 2586
<b>Combined Car Clubs Rep:</b>	Vince Isola, 5 Atkin Street, Henley Beach SA 5022 ..... 0413 805 547
<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 ..... 08 8395 3919
<b>Catering Coordinator:</b>	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](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 27 October 2023. Only corrections/amendments accepted Sunday 29 October 2023.** 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, 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](http://website).

## COMING EVENTS

### CLUB MEETINGS

**Wed. 11th October 2023**

**Wed 8th November 2023**

### INVITATION/OTHER CLUB'S EVENTS

**Saturday 16th – Sunday 17th September 2023**

Victor Harbor Rock N Roll Festival Cruise – ShowNShine

**October 13th, 14th & 15 2023**

Mt Gambier Veteran & Vintage Car Club “Spring Time Tour”. Entries are now open – Entries close 29th Sept. Greg Lind - 0432373901

**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 Classis Motor Show. The Second Shannons QMT Yankalilla Classic Motor Show, presented by the Yankalilla & Districts Rotary Club. Gates open at 11 a.m. sharp. Entry fee 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

**Friday 26th - Sunday 28th April 2024**

Sporting Car Club SA – All historic event at Mallala Motorsport Park. Mallala street party 26th April. Classic car display, Guest speaker for Saturday night dinner 27th April. Show & Shine 28th April

**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>

**Sunday 5th May 2024**

Old Crock's Run, commemorative run from Adelaide CBD to Wigley Reserve, Glenelg. Pre 1935 vehicles.



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

### New Members

Robyn Sharp	Hallett Cove 1962 Chrysler S Series Sedan	Neil & Barbara Vogelsang 1980 Chrysler GLX Valiant CM Sedan	Wirrabara
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### Cover Photo

**Brenton and Sharon Gibb's 1971 Valiant Charger 770**

Photographed at the 2023 Pub Lunch by Richard Tapp

## COMING EVENTS

### 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



### Observation Run to Roseworthy

**Sunday 12th November 2023**  
 An observation run to Roseworthy. A prize or two for the most observant. Roseworthy Hotel lunch at 12.30pm  
 Meet @ 10.30am in Macca's

carpark- Bolivar (part of OTR / Krispy Kreme) complex.  
 Attendance sheet available at the September and October club meetings.  
 If you want to go directly to the

Hotel meet there at 12.15pm. If so, phone Chris Howes (0412 174 108) to ensure a seat for lunch.  

**Chris Howes**  
 0412 174 108

### Christmas Lunch at Seven 22

**Sunday 10 December 2023**  
 Meet at Seven22, 722 Port Road, Beverley at 11.30am for a 12.00 noon Christmas lunch to celebrate the festive season. Cost is \$20.00pp for a main meal served with side salad.

Bookings essential.  
 An attendance sheet will be available at upcoming meetings. \$10.00pp deposit is required to secure your booking, which will be refunded on the day. There is

a limit of 60 people.  

**Brenton and Sharon Gibb**  
 08 82632908



### 2024 Ray Miels Memorial President's Breakfast Run

**Sunday 21 January 2024**  
 Meet at the CCC Clubrooms 7.30am for an 8.00am departure. BYO food, drinks, chairs, BBQ etc.

**Brenton and Sharon Gibb**  
 08 82632908



#### NEW AIRFLOW CHRYSLER

*climaxes an amazing decade of Chrysler progress.*

Three years ago, Walter P. Chrysler announced the first car to bear his name... a car that heralded a complete industry and brought about a new era of automotive progress. Today, Walter P. Chrysler signals the tenth anniversary of the first Chrysler car with an even more revolutionary achievement... the new Airflow Chrysler. A year after year, for ten years, Chrysler has led the way. Chrysler pioneered low center of gravity, hydraulic brakes, floating speed and pick-up. Chrysler pioneered the safety all-steel body... without which the functional design of the new Airflow Chrysler would not be possible today. Chrysler pioneered aluminum pistons, dove-drift carburetors, coil-over brake drums and alloy steel valve inserts. Chrysler pioneered Olin Squareproof springs, automatic clutch, all-steel transmission, and patented Floating Power engine mountings. A New Chrysler pines again... with sweeping advancements of vast significance. The new Airflow Chrysler is the first authentic streamlined car of standard production. It is the first ride-inside motor car... the first really spacious car... the first Floating Ride car... the first car ever to be built that literally ignores the kind of road it runs on... it is the first real motor car since the invention of the automobile. To a world which recalls the ground change in motoring which came about after the advent of the first Chrysler, we say in all sincerity... do not buy any automobile until you have seen and ridden in the new Airflow Chrysler.

HISTORY REPEATS ITSELF

*Again* CHRYSLER Revolutionizes the Motor Car

c/- Leif Eriksson, Sweden

## FROM THE COMMITTEE

### President's Message



Hi all, welcome to the September / October issue of the Chrysler Collector. Over the last couple of months I have helped out with the renewal of log books and have noticed that some of the books are not being filled out in accordance with the rules surrounding their use. It is important to log the day, month and year along with a brief explanation of the journey intended and if you cross over into a new day that must be submitted as well.

Our 2023 Presentation lunch at the Southern Bar and Bistro once again was well represented by our club members with 69 members in attendance. The venue was well set out and I believe everyone enjoyed the prompt service and quality of meals supplied. After a welcoming speech Greg Newley drew out some raffle tickets before the main meal arrived and then we started with the trophy presentations.

We started with the Disaster Trophy with many members vying to get their name on it. With a National Rally within the last twelve months we had many contenders, Bruce Bragg had a wheel bearing requiring replacement in a car park on one of the runs, Jim Dawson had a tail shaft issue requiring a mechanical workshop visit, back again a day later with low compression on a couple of cylinders, turned out to be tight tappets. Greg Newley had to purchase a full set of tyres to get home. Barry Just had the misfortune of colliding with a kangaroo on the way home resulting in minimal damage to the car, not so for the kangaroo. None of these came close to the misfortunes for Richard Tapp who was the eventual winner who has one car towed on the Mildura Rally, one car losing reverse gear on our Karkoo run and then losing all gears later.

After much deliberation by the committee the Alan Toull painting was awarded to long time member Barry Just for his service to the club. Barry is always the first person to club meetings, setting up chairs, talking with new members around the supper table, and is keen to help with

club displays and marshalling at various club displays. Some more raffle tickets drawn and then dessert served.

This was followed up with the President's Trophy. This is a difficult task to pick out one person from the great support I receive from so many people I get to work with. I am sure you will all agree that the living legends interviews produced by Jim Dawson and later edited by Richard Tapp are something special, with the one with Ian Webber, the first Australian born managing director of Chrysler Australia and Mitsubishi Motors Australia now being reprinted in the Plymouth Bulletin in America. These two men both undertake more than one committee position for us so this year I have awarded both of them with the President's Award.

The Ken Barnes Club Person of the Year Trophy which is voted on by you the members, saw ten people being nominated, in no particular order Brett Newley, Greg Newley, Lorraine Beythien, Brenton Gibb, Sharon Gibb, Greg Lind, Ann Lind, Jeff Knowles, Richard Tapp and Jim Dawson.

Our guest Carol Barnes was invited to present the club person of the year trophy named after her late husband Ken to Sharon Gibb for her outstanding contribution to the running of our club over the last twelve months. Sharon is not only in charge of our records and new memberships which require a vast amount of her time, but the effort she went to in producing a booklet of things of interest and run sheet for our run up the Murray crossing seven ferries was truly fantastic. Congratulations to all trophy winners. Please check out are upcoming runs and hope to see many of you out and about.  
Brenton Gibb

*Brenton Gibb*



## FROM THE COMMITTEE

### Minutes of AGM held 12 July 2023

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

**Summary of minutes of the AGM held 12 July 2023 – commenced at 7:45pm.**

#### Emergency Wardens

Brenton Gibb explained emergency response plan.

#### Apologies:

Per attendance book

#### Minutes Previous AGM

Read and moved by A Lind seconded Jeff Knowles, carried by members attending meeting.

#### Presidents report

Reprinted Page 10.

#### Secretary's Report

Reprinted page 10

#### Treasurer's Report

Reprinted page 11

#### Elections

The President declared all positions vacant. All positions were filled unopposed.

**President:** Brenton Gibb

Nominated A Lind, seconded R Haywood

**Vice President:** Brett Newley

Nominated A Lind, seconded R Tapp

**Secretary:** Ann Lind

Nominated R Tapp, seconded B Newley

**Assistant Secretary / Public Relations:** John

Goddard

Nominated A Lind, seconded B Gibb

**Treasurer:** Richard Tapp

Nominated G Lind, seconded A Lind

**Editor:** Richard Tapp

Nominated A Lind, seconded B Gibb

**Assistant Editor:** Bob Haywood

Nominated R Tapp, seconded A Lind

**Librarian:** Jim Dawson

Nominated B Gibb, seconded S Gibb

**Assistant Librarian/Committee:** Gina Dawson

Nominated S Gibb, seconded B Gibb

**Technical Representative:** Jim Dawson

Nominated: B Gibb, seconded S Gibb

**Runs Coordinator:** Greg Lind

Nominated B Gibb, seconded B Newley

**Records Officer:** Sharon Gibb

Nominated A Lind, seconded J Dawson

**Historic Vehicle Registrar:** Jeff Knowles

Nominated A Lind, seconded S Gibb

**Committee Member:** Greg Newley

Nominated B Gibb, seconded S Gibb

**Committee Member:** Vince Isola

Nominated B Gibb, seconded G Lind

Non Committee positions

**Federation representative:** Greg Newley

Nominated B Gibb, seconded S Gibb

**Catering coordinator:** Lorraine Beythien

Nominated Jim Dawson, seconded G Lind

**CCC Representative:** Vince Isola

Nominated B Gibb, seconded G Lind

**Public Officer:** Barry Maslin agreed to continue in this role

**Raffle Coordinator:** Greg Newley agreed to continue in this role

**Auditor:** Michael Bartsch agreed to continue in this role

Brenton Gibb welcomed continuing and new committee members for the 2023/24 year.

The AGM was declared closed at 8:12 pm, followed by the July monthly meeting.



## From the Editor

### CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Jim Dawson, John Goddard and Leif Eriksson.

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.*

### SOCIAL MEDIA STATISTICS

	Aug '23	Jul '23	Aug '22	Aug '13
Sessions	121	113	134	468
Users	97	83	102	288
Page views	146	139	261	4,490
Pages/session	1.2	1.2	2.0	9.6
Average session (m:ss)	0:47	0:47	1:34	3:15
Flickr views	1,503k		1,297k	-
Facebook mbrs	2,002	1,991	1,563	-

## FROM THE COMMITTEE

### Minutes of the Meeting held 12 July 2023

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

Summary of minutes of the meeting held 12 July 2023 – commenced at 8:12pm following AGM.

#### Emergency Wardens

Brenton Gibb explained emergency response plan.

#### Apologies:

Per attendance book

#### New Members & Visitors

Antonietta Cinco and her daughter attended, to farewell the club as they would not be renewing following the death of Slavio.

#### Sick List

Ann advised that Dilys Jones is recovering from hip surgery and also heart issues.

#### Minutes Previous Meeting

Read and moved by A Lind seconded Jeff Knowles, carried by members attending meeting.

#### Business Arising from Minutes

There are people at Pt Willunga and Victor Harbor doing white metal bearings.

#### Correspondence

In: 1/7/23 – FHMC – re Update of database – after AGM; 4/7/23 – R Tapp – re Elite Printing updated quote for magazine; 4/7/23 – FHMC – Minutes of General Meeting 17/6/23

Out: Australia Post advising of change of bank details and post office box

#### Treasurer's Report

As per AGM held earlier.

#### 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 25 members had not renewed so far, 14 with historic vehicles.

*Librarian:* Jim advised that he and Chris Howes had been at the late Graham McRae's house going through books. Proceeds of any sales to the club.

*Tech Rep:* Jim advised this had been quiet.

*HVR:* Jeff spoke about the Registration day and thanked helpers.

*Triple C:* Vince advised that there had been no meeting.

*Federation Rep:* Greg reported that there are now 180,000 logbooks on issue. Shannons have a grant for a young restorer. (clubs were known to have received State Government grants.

#### Past Events

Brenton Gibb advised that the last event was the Registration Day, which he thought had gone well.

#### General Business

Brenton advised meeting he has spoken with James Driver, Alan Driver's son to see how Alan has been going. James advised Alan had recently had a fall and had spent some time in hospital, but he is now home.

Brenton also advised meeting he had spoken with Heather Bennett regarding Chris' progress. Heather advised he is doing well, going to the gym and hydro. Hopefully he may be able to get his licence back.

#### Raffle

Greg Newley conducted the raffle.

#### Conclusion

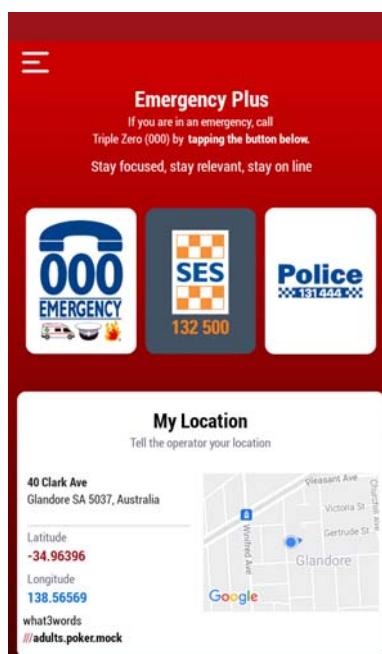
Kevin Williams told a joke in memory of Ron Hincks.

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

Meeting closed at 8:55pm 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 9 August 2023

**The Chrysler Restorers Club of Australia, SA Inc.**  
**Summary of minutes of the meeting held 9 August 2023 – commenced at 7:45pm.**

#### Emergency Wardens

Brenton Gibb explained emergency response plan.

#### Apologies:

Per attendance book

#### New Members & Visitors

Kevin Williams introduced Brian Attwood from the Morris Register and his friend Robyn Sharp who is looking for a car club to join with her S Valiant.

#### Sick List

None advised

#### Minutes Previous Meeting

Read and moved by A Lind seconded Jeff Knowles, carried by members attending meeting.

#### Correspondence

**In:** Australia Post – Invoice for postage of magazines, payment through direct debit.

**Out:** Email to Cynthia Davey – regarding Registration Day bookings for 2027 and 2028; RAA re change PO Box details; Australia Post – resent email 31/7/23 regarding changing bank details for direct payments and PO Box.

#### Treasurer's Report

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

Members funds represented by :

Cash	\$295
Westpac transaction account	\$17,915
Westpac investment accounts (4)	\$28,896
CBA old account (to be closed)	\$386
Total cash and at bank	\$47,492
Other assets	\$485
Other liabilities (Grant and Aust Post)	\$5,212
Total members funds	\$42,765

R Tapp moved that treasurer's report be accepted. Seconded John Goddard. 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 that 17 members had not renewed and that there are 3 outstanding historic registration renewals.

*Librarian:* Jim advised he had contacted CRCVic re a 2022 rally badge for our board and that the Plymouth Owners Club were reprinting the Ian Webber interview in their award winning Plymouth Bulletin magazine.

*Tech Rep:* Jim advised things had been pretty quiet.

*HVR:* Jeff advised all going well.

*Triple C:* Vince advised that the AGM had been held and that there were no changes to office holders. Light in toilet has been attended to. \$13,106 funds on hand. Clubs reported receiving grants.

*Federation Rep:* No meeting had been held.

#### Past Events

Chris Howes spoke on the July run for lunch at the Sailmaster Tavern, good venue, well organised and very nice outlook. Thanked Ann and Greg Lind for organising.

Greg Newley also thanked Greg for no spoon drains included in the run to the Sailmaster Tavern, great day.

Barry Thomas spoke on joining the Classic Owners Motor Cycle Club with his restored Honda. Had a very enjoyable day, but will remember to check fuel tank before attending another run as he had to coast into Lobethal for fuel.

Chris Bennett spoke on the Mitsubishi plant at Tonsley. There are so many innovative companies there and it is very interesting to look at all the companies and what they are producing. Would be a good weekday run for the club.

#### General Business

Barry Thomas enquired about the rules and regulations on carry children in historic vehicles. It was discussed that the Federation of Historic Motoring did have information regarding this question.

#### Raffle

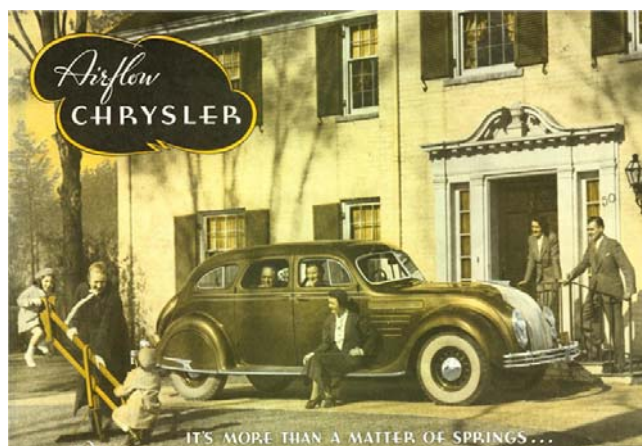
Greg Newley conducted the raffle.

#### 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 8:42pm followed by supper.



# FROM THE COMMITTEE

## PRESIDENT'S AND SECRETARY'S AGM REPORTS

### PRESIDENT'S REPORT

Another twelve months have passed us by with some very interesting runs throughout the year. Our presentation lunch in August at The Parafield Gardens Community Club was well attended and saw the change from The Ron McNair Trophy to The Ken Barnes Trophy for The Club Person of the Year with a very close result between Ann and Greg Lind, with Ann winning by one vote. This has only spurred Greg to try a little harder and maybe go one better this year. Our run up the mighty Murray River crossing 7 ferries with a night stay in Morgan proved to be a great run and a lead up for an even longer run to Wangaratta for our tri state national rally with no real mechanical problems reported. Ann and Richard have changed our banking from the Commonwealth to the Westpac which has made things a lot simpler because we can now do internet banking and simpler with the payment from members for

their club membership. Ann also has changed our post office box from Plympton to Modbury North which has made it much easier to collect and process the membership and log books in record time. We still are waiting for a few stragglers to pay their membership for the upcoming year before we notify the Motor Registration Department. Our numbers at club meeting has picked up and it would be nice to see more people attending some of our club runs. On a sad note we saw the passing of some more long standing members throughout the year with many members attending their funerals to share the loss with their families. I would like to take this opportunity to thank all of the committee for their continued work to keep this club running in such a smooth way and you the members for your support.

*Brenton Gibb*

### SECRETARY'S REPORT

Firstly thanks to all those committee members and club

members who have over the past year committed their time, thoughts and labour to our club. I believe this year has been a very productive year for the club, we have finally organised the changeover of banking to Westpac and set up term deposits for our excess money. Thanks to all those who helped in this process.

We have successfully lobbied for a grant of \$5,000 from DTI, which will be used to make Richard's job as treasurer much easier with the implementing of an accounting package and set up a dedicated computer with all our records stored. A new club dedicated printer will also help with the costs involved in printing for the club.

I believe the club is in a good position moving forward and it would be nice to see some new faces on the committee. As a committee we are always looking for new ideas and volunteers to help the club move forward in the future and continue to engage our members in outings and attending meetings.

*Ann Lind*

**The AIR-FLOW CHRYSLERS**  
... inspired by one hundred million miles of Airflow satisfaction

**The AIRSTREAM CHRYSLERS**  
... entirely new, low priced streamlined six and eight

One great car inspires another! These are new Airflow Chrysler for 1935. And there are new Airstream Chrysler for 1935. It's an exciting family... bringing a host of good new things... bringing the opportunity to enjoy really modern, rooming to new... the new radiator grill... They're all dramatically different, yet thoroughly in the functional spirit of true Airflow design.

The master features which around so much comfort last year are here for 1935 of course... most of them greatly refined and enhanced in value. The drawing

room spaciousness... the main wide air doors... the ground-to-wide doors... passengers carried between the seats over the center of balance... the anti-rattle frame and all-steel body, SAFEST in that world... the strongest vision.

The marvelous Kipling Kile is four than ever... made up by a new type spring with more more leaves of a new tapered design that permits quick flexing on little jolts, constant flexing on big ones.

Automatically sensitive, of course, mounted on the Airflow Impulsor, optional on the Airflow Eight. The marvelous transmission improvement that changes gear ratios automatically at 41 miles an hour... less you drive 40 miles an hour or less than 40... gives you the most noticeable thrill in country driving.

There's a new six-speed transmission... easy and quick. New polished steering... so sure and effortless that these big cars handle like a small machine.

Inside... the 1935 version of smart, steady, spacious. Retained—the glam of classicism and brilliant simplicity. Added—a softer, richer treatment of cushions, side and roof fabric.

What Airflow Brings to Airstream

"We'll build," said Chrysler engineers, "another line of cars that will give many of Airflow's advantages at much lower price."

So here they've done it. To the eye a striking family resemblance. In radiator, hood lines, sweeping windshield, sweeping roof.

Yes, the feature has been moved forward. Engine forward, too, to get a more accurate distribution of weight... Airflow pioneered it last year. With this new distribution of weight the Airstream Six and Eight give a ride beyond any car at any price except the Airflow.

Wheels more room. Includes more head-room, leg-room, elbow-room and seat width. Wider doors.

These are the first mainstream cars the world has seen that will let a grown man or woman enter or exit any door gracefully!

Depend spring leaves like the Airflow. Six-speed transmission as in Airflow. Streamlining that really saves something. Rich, smart modern interiors.

Hidden value too. Surging power such as Chrysler knows so well how to provide. Unmatched performance that only Chrysler gives... Mercifully, new diamond-hood glass. Use... or else... of high speed have little effect on them... High compression engine... Valve and timing that greatly reduce valve grinding. Chrysler pioneered them!

An Airstream Six... and Airstream Eight... just about the lowest priced quality cars in the world. Joining with the great Airflow line to give added thousands of Chrysler owners the sweetest and best in motoring.

Now more than ever before... you'll be happier with a Chrysler!

**Chrysler Airstream Six**  
A handsome new six-door sedan... 115 h. p. and 117.5 h. p. Six body styles, four and a half ton.

**Chrysler Airstream Eight**  
A big, handsome touring car... 145 h. p. and 150 h. p. Four door styles, four and a half ton.

**Chrysler Airflow Eight**  
The ultimate in luxury... 135 h. p. and 137.5 h. p. Six door styles, four and a half ton.

**Chrysler Airflow Special**  
The ultimate in luxury... 135 h. p. and 137.5 h. p. Six door styles, four and a half ton.

**Airflow Custom Imperial**  
Building on the Airflow... 135 h. p. and 137.5 h. p. Six door styles, four and a half ton.

c/- Leif Eriksson, Sweden

## FROM THE COMMITTEE

### TREASURER'S REPORT

#### Chrysler Restorers Club of Australia, South Australia Inc.

Income and expense	<i>Jun 2023</i>	<i>Jun 2023 YTD</i>
<b>Income</b>		
Subscriptions	-	7,297.00
Raffle proceeds	32.00	598.35
Sales	152.05	1,095.05
Interest	0.05	108.19
Sundry	1,925.92	2,235.92
Total income	<u>\$ 2,110.02</u>	<u>\$ 11,334.51</u>
<b>Expenses</b>		
Magazine	-	4,239.00
Postage	234.13	2,176.46
Functions	150.00	1,496.75
Cost of sales	45.10	701.95
Insurance	-	913.37
CCC	-	350.00
Total expenses	<u>429.23</u>	<u>9,877.53</u>
<b>Surplus / (Deficit)</b>	<u>\$ 1,680.79</u>	<u>\$ 1,456.98</u>
Brought forward		<u>\$ 35,027.50</u>
Members funds		<u><u>\$ 36,484.48</u></u>

#### Balance sheet

**30-Jun-23**

##### Assets

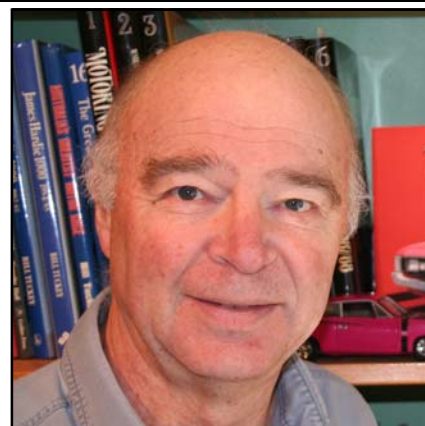
Cash on hand	100.00
Westpac Community Solutions	17,670.53
Westpac Cash Reserve	6,771.66
Westpac term deposits	22,124.33
Commonwealth Bank	320.96
Club plates B55-B99 \$5 each	165.00
Touring badges \$12 each	120.00
Tools (cost \$7,590.66)	200.00
Calendars (\$13.45 each)	-
Total Assets	<u>\$ 47,472.48</u>

##### Liabilities

Prepaid subscriptions	5,988.00
Grant received in advance	5,000.00
Accounts payable	-
Total Liabilities	<u>\$ 10,988.00</u>
<b>Members funds</b>	<u><u>\$ 36,484.48</u></u>

## LIVING HISTORIES

## Gavin Farmer



**Interviewer** Jim Dawson (Int)

**Guest** Gavin Farmer (G F)

*Continued from previous issue.*

**Int** OK. So it all came out covered in some evil environmentally dreadful material and then it all had to be cleaned and then assembled at Lonsdale.

**G F** Well, they used to come in huge crates, wooden crates when they got enough of them together, they tie them all together and burn them. That was that was how they got rid of their rubbish back in 1969-70.

**Int** Anybody who's a member of the Greens Party just make a cup of herbal tea and we'll get back to you later. Oh dear! OK so, remind me to ask you about the racing V8 engines and where they finished up at some point in time. OK, so you're an apprentice foreman on the line.

**G F** On the drilling, tapping, boring and honing of the cylinder blocks.

**Int** Pre-production cylinder blocks for the alleged Hemi.

**G F** Yes, which is not a Hemi, but that's by the by, but to continue, again, square peg, round hole. So next thing I'm introduced to Joe Gorman, a little guy. He was in charge of metrology. He asked me 2 questions, did I know how to read a set of callipers? Yes. Did I know how to read an engineering drawing? Yes. Now they were both made up answers.

**Int** Well, you had seen an exploded diagram of a Fiat gearbox.

**G F** There you go! So I knew how to read a drawing, OK. I was then sent out with said drawings and instruments to check the dimensions of goods that were coming in from outside suppliers and you know, I can literally work my own pace there, but again, quality control was not something that the people at Chrysler understood. I can remember one stillage of Email-Carter carburettors, made in Sydney, because we had to have 95% local content. The Carter

Carburettor Company, which was owned by Chrysler, did a deal with Email in Sydney to make the carburettors for the 215, 245 and 265 so that's OK. A stillage turned up with several hundred of them, so I pick out 10 and I go and measure the distance between the holes on the base. Because they're kind of critical because they have to fit over the studs that are sticking up on the manifold and of the 10 carburettors that I picked out, not one of those holes was in the right place. So I issued a blanket, "Don't use those carburettors on the production line." Well, about 10 minutes later, the proverbial hit the fan and I mean hit the fan. The factory guy, the guy in charge of the factory, was a fellow called Bill Human. His name had nothing to do with his personality. He came out to the landing where I worked and he ripped the shreds off me. How dare I do this!

And I said, "Well, look, it's not rocket science. Those holes are supposed to be there, there, there and there and they're not there. They're 1/4 of an. Inch out. Therefore they won't fit on the manifold. Therefore, I've said reject the whole lot. That's my job."

"No, you do not reject anything, that line down there has to run."

OK, so they had a little odd job guy around the place. What they got him to do was to elongate the holes so that they would eventually fit. But by elongating the holes you had a wafer thin piece of aluminium casting at one end of those holes, and I'm thinking this is crazy.

Another event there, I used to X-ray the castings in the basement of the foundry. One morning I came in. There's a whole lot of crankshafts there, so I section them, X-ray them and have a look and in the bearing journal areas on all 10 crankshafts were porosity holes. Air holes not supposed to be there. So again, don't use those you know. Look, if only one of the ten had had porosity, I wouldn't have said anything but 10 out of 10 had porosity, so don't use them. Again,

I've got the red light on outside the little room that I work in because there's X-rays floating around the place. The lights on means I'm working.

That didn't stop Bill Human. He came barging in and roared the living daylight out of me. How dare I stop this? So lunch time, I go back up into the machine shop. By coincidence, the crankshaft line is not working. So I found the foreman.

"What's going on?"

He said. "Oh we started to machine the crankshafts and we hit porosity holes and that destroyed all the tooling."

"Just between you and me, I actually told Bill Human not to run those crankshafts."

Because of that, the crankshaft line was out of action for three days. I don't know how many thousands of dollars it cost them in tooling. Did I get an apology from Bill Human? Not on your life. So I thought, this life is not for me. Why have quality control when all I'm doing is head butting against someone who wants the line to run no matter what?

**Int** And this is still pre-production?

**G F** Well, it's early 1970, so yeah, VG is in the wings. Yes, it's about to come out and we're about to get Sterling Moss and all the hoopla that went with that.

**Int** So according to my deep dive notes here. Come May 1970, you and Chrysler part company and then you go for sales, automotive sales.

**G F** I did. I knew Vic Ades. I'd met

## LIVING HISTORIES

## Gavin Farmer (ctd)

him somewhere in the previous eight or nine months. And he knew that I knew a lot about cars. I knew nothing about selling, but I knew a lot about cars because I'd taken him some photographs of Mazda's that we had yet to get. They're on the way, but they hadn't arrived, so I went down to Addison Motors on my way home from Chrysler one day and sat down with Vic and I said, "Look, I'm really browned off where I am, what would be the chances of me getting a job selling cars here?"

"When can you start?"

"I've got to give them a week's notice so, ten days' time."

"Fine."

And I asked him the question about the fact that I knew nothing about sales and that I was essentially a shy kind of a person. And he said "Don't worry about it, I will put you with a guy called Kevin James."

Fantastic guy. His personal life was in complete disarray, but as a person to work with and learn how to sell, I couldn't have been put with a nicer guy. Vic said I will give you 12 months to master the art. So I was on an apprenticeship for 12 months or so and they were four of the best years I ever had.

**Int** Four years. That's extraordinary for you Gavin!

**G F** Yes, but I did not control the ending of this one.

**Int** No, no, I can see that in my notes. We might leave that gentleman out of this picture.

**G F** Oh yes, we'll end up in court!

**Int** And then. You went to a different Mazda dealer, or Mazda and Volvo dealer Lock Motors.

**G F** Yes, that that was Lock Motors at the top of Magill Rd.

**Int** And then from there to another.....

**G F** Ike Ades Toyota.

**Int** Out on the Main North Road, again, back to opposite your primary school, almost, not far away anyway.

**G F** Just up there, and of course, during the Addison Motors days, I worked at the Mazda dealership across the road from Ike Ades. When Vic Ades died, he had a massive heart attack walking down Oxford St in London. He was dead before he hit the ground and when the dust had settled from that his son Albert was made managing director of the Addison Motors Group of companies. Ike Ades believed he should have been made managing director and quite honestly, I would have thought that would be the logical thing to do. So he wasn't happy with the family and broke away. Anyway, there was another personality involved, a family member, I couldn't believe it. That's why I left Ike Ades, in as

of educational research. Now, yes, it was being done in America. There was no research into education going on here in Australia. We allegedly didn't have the money, so, I'm trying to get the people and the Education Department and I'm talking now the managers, the administrators, to understand that. We're turning out kids that can't read and write to save their life, but they're not unintelligent kids. They're just not being taught properly. I was getting nowhere with the state schools because the people would not go against the dogma and all that's being handed out by the Education Department. So I finished up concentrating on the independent schools here in South Australia and

**VALIANT** by CHRYSLER

The Finest of the '3'

A History of the Chrysler Valiant in Australia  
1962 - 1981



much as I couldn't spend my life arguing with somebody about trivia. Especially someone who was never wrong.

**Int** They're interesting people. So 1978 comes around, yes. You go to Science Research Associates as the state manager, correct? This is more going back towards your teaching vocation. Tell us a little about that.

**G F** Well, it was in many ways, an interesting four years. In other ways it was a frustrating four years because Science Research Associates was at the cutting edge

that was a gold mine. They understood what I was on about and they would invite me into the school to teach the teachers how to teach kids how to spell and how to read. It was good but then we got a new Managing Director in America, maybe I won't name him.

Oh look, he was all schmaltz while we were over in America because all of us from Australia went to America because we'd all achieved our 100% Gold blah blah. Anyway, we get back and I'm working from home, the office at home that I built, and I get a phone call from

## LIVING HISTORIES

## Gavin Farmer (ctd)

the Australian Managing Director in Sydney telling me I need to appear there in Sydney. I head to Waterloo, hmm, irony, and I sit down there and he said, "Gavin, I've got bad news for you. Your contract of employment is being rescinded." What have I done wrong? "You haven't done anything wrong." "Please explain" so he said "Well, you've met our new Managing Director when you were in America and he's decided that he doesn't need field representation. He's going to use the 1800 number system for the schools to contact." I told him that would not work in this country but over the period of the next month, all six of us flew to Sydney to be told that our jobs were being wiped off and I actually said to him that I'll give you 2 years and this company will not exist because the schools will not use 1800 numbers. I don't care if they do in America, here they won't run with it. Well, I was wrong by about three months. So you know I left.

**Int** That was another long running job for you.

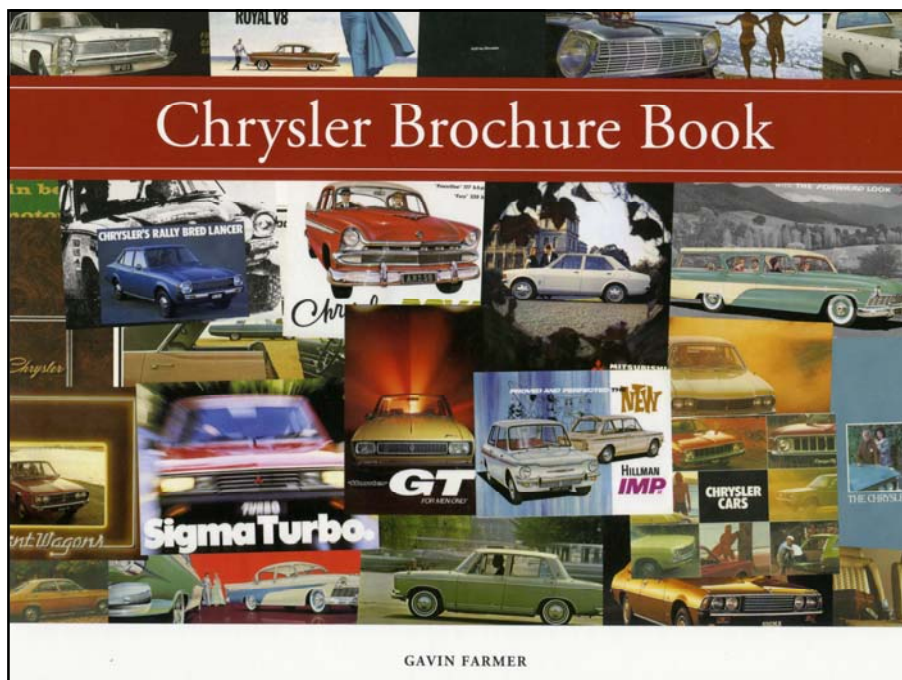
**G F** There for a bit over four years.

**Int** There is a pattern developing here but by 1983 you're back in the motor game but still effectively in the training game.

**G F** With Motor Traders, yes. I've gotta tell you, that was probably the most boring 12 months of my life. I was locked in an office from 9 till 5 and the courses that I had to deliver had been written years ago. To say that they were rubbish would be an understatement. And that came to light when I promoted the idea that we should bring people in and teach them how to sell because there's a lot of people out there in the car business that have no idea how to sell a particular product. So I promoted the idea, but I also said to the Managing Director that this course you've got here for, for selling, I said it's absolute rubbish. It consists of two days of sitting there and watching videos, and I said people will be asleep by 10:00

o'clock in the morning. So I asked for permission to use some discretionary funding To write a proper course on how to sell. Well, you know, it took him an hour. I thought it's a yes or no answer. So anyway, he came back to me and said, yeah, I think that's a good idea if you do that. So the next week I wrote a complete new course which I learned 10 years later they were still using, and I did a deal with the people at Australian Motors who were just around the back door to be able to take 6,7 or 8 people that I had there as students take them into a shed they had there, put a car, didn't matter what car it was and show them how to take a person around the car and show the

the two or three minutes of good day, how you going, all this sort of stuff, he said, "What do you know about computing?" And I looked at him and I said, do you want a \*\*\*\*\* answer or do you want the truth? And he said. "No, I want the truth." I said OK 3/5ths of 5/8ths of \*\*\*\*\* all." "Ok, what do you know about pharmacy?" Well, I said "I'm so disgustingly healthy I couldn't tell you the last time I was in a chemist shop. So I know nothing." He comes back with "Can you do breakfast tomorrow morning?" I'm sort of sitting there trying to figure where's the connection between those two questions and can I do breakfast? So I said "I'm a little mystified here.



benefits of what this car had versus everything else around the place.

Then I spotted an ad in the paper for a state manager for a computer company. I thought I'm bored shirtless here at Motor Traders so I made an appointment to have an interview with the guy who was flying over from Sydney. So I organised to have an interview with him at 1:00 o'clock in the afternoon. He missed the plane coming out of Sydney so I finished up having the appointment at 6:00 in the evening. It was a peculiar 15 minutes. After

Where are we going with this?" He said. "Well, I've just interviewed six or seven other people who've spent 10 minutes telling me how clever they are. You've spent one minute telling me you know nothing. I want you to meet the Managing Director at breakfast tomorrow morning because if she likes you, you've got the job."

She oh, I didn't tell you, the managing director of the company was a lady who'll remain nameless. An American, she'd married three times and she had divorced

## LIVING HISTORIES

### Gavin Farmer (ctd)

superbly. She had millions. So anyway, next morning at the Ansett Hotel on North Terrace, I rocked up there at 7:30 in the morning, she comes down and we hit it off. She said to me, when can you start and I said next week and she said done. Now what I didn't know was that the company went from boom to bust. Because it was in the days of PC computers. So one minute they've got \$1,000,000 in the bank and the next they're in debt and you know banks are wanting to shut them down, but that's by the by. That four year period that I worked for Vision Management. It was Vision Management and then two years later it became Data Design after they got taken over.

I had problems trying to work with the new Managing Director. SA was the most profitable state and we were selling computerised dispensing systems into the chemist shops. Where in Melbourne they're struggling to get 10 grand for a system we were getting 17 and 18 here so my profit margins are enormous. But when we got taken over by Data Design, the Managing Director came over and he kept on me about the fact that I'm not a chemist. And I kept saying to him "Doesn't matter. The people in the chemist shops here in the state think I am a chemist because I understand their language, I speak their language. The fact that I'm not a chemist is irrelevant. The fact that I'm pulling in piles of money for you should be your sole justification for me being on the payroll." So we had this ongoing battle all the time and the national sales manager just couldn't understand how I could walk into a chemist shop. say g'day to the chemist, go around the back, put the kettle on, make a coffee, sit down and have a chat with him and treat him like a mate. Now when all this fell in a heap. I had 220 chemist shops in South Australia under my control and I was a mate to all 220 chemists. In Melbourne, the two sales reps they had on the road couldn't do that. They kept asking

"How do you do this?" and I said it's my magnetic personality.

**Int** Sparkling repartee and rapier wit?

**G F** They just didn't get it, of course. I went about things a little different and I didn't follow the rules. The book of rules. We were sitting in the car one day and she said you never answered one of his questions. Didn't I, oh, geez. What was the question I didn't answer? And she said three times he asked you how much that system was going to cost and not once did you answer him. The last thing I want to talk about with him is the cost of the system. I want to talk about the benefits of that system to his daily

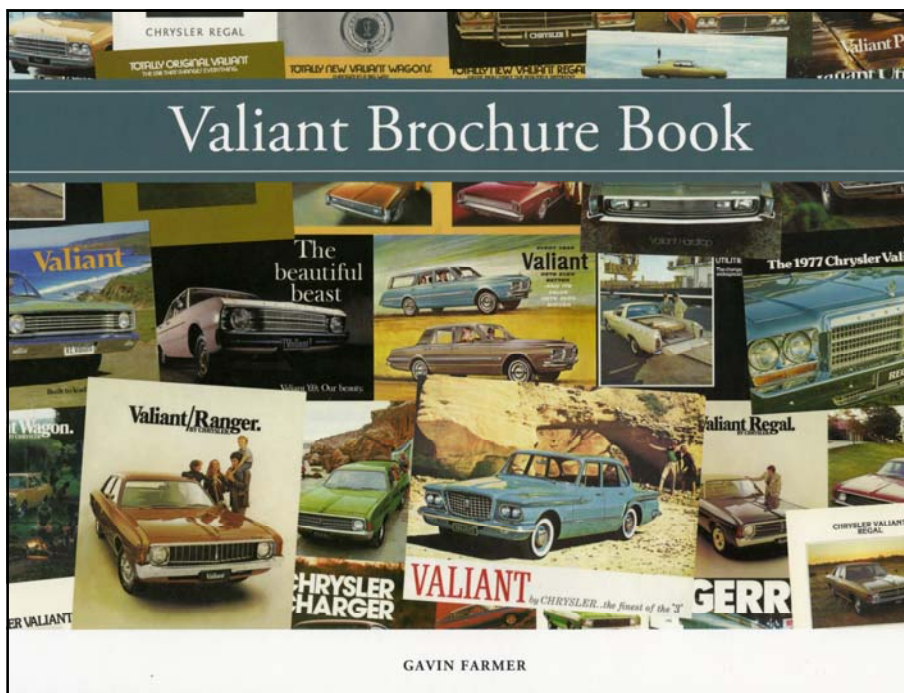
that for God's sake. Because she wanted me to teach everybody else how to sell and yet there's her boss, the Managing Director in my ear the whole time saying you're not a chemist. You shouldn't be doing this job. Only chemists can sell to chemists. So, you know, four years later ...

**Int** Another four years?

**G F** Yes.

**Int** I did say there was a pattern here, Gavin.

**G F** You did, yes, you did. I can't deny it. It seems my attention span runs to about four years. Once I've conquered a job, I've got to move on. I've got to. I've got to challenge something else.



work life, and if he understands that the price is absolutely irrelevant.

Then out of the blue. One day she rings me up and she says, would you move to Melbourne?

I said I've got a house on an acre and 1/2 of land up here in the Adelaide Hills. I've got a lovely wife and two kids who are delightfully happy living in Bridgewater thank you very much. That didn't go down well.

Up-rooting my family and going to Melbourne. I wouldn't want to do

**Int** So it's during this time that you start to develop ideas about writing. And photography. And you start getting some articles published in Australian Sports and Classic Cars.

*To be continued next issue*



# PAST EVENTS

## 2023 Pub Lunch at Sailmaster Tavern

16 July 2023

The 2023 Pub Lunch was organised by Ann and Greg Lind and held at the Sailmaster Tavern, North Haven. My roast of the day set a new standard by which future roasts will be judged, and probably found wanting. ☺

*Richard Tapp*





# PAST EVENTS

## 2023 Pub Lunch at Sailmaster Tavern (ctd)



## PAST EVENTS

### Presentation Lunch

**13 August 2023**

The presentation Lunch was held at The Southern, St Marys.

Presentations were made for the Disaster Award - Richard Tapp; Alan Toull Award - Barry Just; President's Award - Jim Dawson and Richard Tapp; and Ken Barnes Memorial Award - Sharon Gibb.

Past President Caroline Harris and Bruce Bragg brought their DaimlerChrysler S430 from Mildura.

***Richard Tapp.***



# PAST EVENTS

## Presentation Lunch (ctd)



## PAST EVENTS

### A Blast from the Past

About 55 years ago I worked shift work with a group of people that became like a family.

We all looked out for one another but over the years some passed away and some moved overseas and others went in different directions. A few of us kept in touch at Christmas via a card.

At the CRC presentation day Brenton called out names for recognition of duties and mine was one of them.

One of the friends who I had only kept in touch by with a Christmas Card was at the venue to have lunch with her sister, who hadn't turned up and she was about to leave.

She heard Brenton call my name. She thought there cannot be many Lorraine Beythiens in this world so she came into the area where we were seated and sat back from our area to check.

Trevor was looking at this person and said to me do you recognise that lady seated over there she looks like she is waiting for someone here. I said I don't know and turned back to listen to Brenton

Then Trevor said she looks like she is looking at

us, so I turned and walked over to see if she wanted someone there and to my surprise it was one of the girls I had worked with all those years ago and only kept in touch with at Christmas.

We are now going to keep in touch and having lunch with others she knows. It's a small, small world.

*Lorraine Beythien*



### Club Name Badges



**CHRYSLER RESTORERS**

**John 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<sup>nd</sup> badge name..... Price.....

3<sup>rd</sup> badge name..... Price.....

4<sup>th</sup> badge name..... Price.....

5<sup>th</sup> 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-broider name \$5.00	TOTAL
BIZ P225MS P225LS 	Triton polo top—navy/red/white <b>Mens</b> S    M    L    XL    2XL    3XL    5XL 1/2 Chest    52   55   58   62    65    71    79 <b>Ladies</b> 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 <b>Mens</b> 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 <b>Mens</b> 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 <b>Ladies</b> 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 <b>Mens</b> S    M    L    XL    2XL    3XL    5XL 1/2 Chest      57   59   61   63    65    70    78 <b>Ladies</b> S    M    L    XL    2XL 1/2 chest                      49   52.5   56   59.5   63	Navy/Grapple White			\$81		
BIZ J307M      J307L 	Geneva Jacket <b>Mens</b> S    M    L    XL    2XL    3XL    5XL 1/2 Chest      57   59   61   63    65    70    78 <b>Ladies</b> S    M    L    XL    2XL 1/2 chest                      49   52.5   56   59.5   63	Navy/Grapple White			\$92		
HS – 4014 	Baseball Cap – inserts on Crown & Peak	Navy/Red	n/a		\$21		

Payment by CARD    Please Circle:    **VISA**                      **MASTERCARD**

AMOUNT \$ \_\_\_\_\_

Card No:-    \_\_\_\_ / \_\_\_\_ / \_\_\_\_ / \_\_\_\_                      EXP \_\_\_\_ / \_\_\_\_                      SEC CODE:- \_\_\_\_

CARDHOLDERS NAME: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

## MARKET PLACE

### NOTICE TO ADVERTISERS

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

### FOR SALE

**1938 S5 De Soto 4 door sedan. Restored 30+ years ago, fully rebuilt motor, no mechanical issues, club car, has been on many club events and rallies. Turn key, drive away. Contact Greg Newley for more details 08 8298 2586**

1946 Dodge D24C Fluid Drive \$36,000 firm, including spares. Terry Jones 0428 508 318

**4 Valiant mag wheels 14" suit VH onwards, including nuts, good condition, well polished \$500 Chris Norman 0427 079 427**

**BorgWarner manual 3 speed Valiant gearbox. Dorothy Karagiannis 0419 852 278**

### WANTED

**4 blue VC Valiant door trims. Jeff 0402 521 769**

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. **Rear gearbox seal for 1952/53 Plymouth/Dodge**
  2. Workshop manual for 2001 VX Holden Acclaim
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- Malcolm (after 7pm 0428 859 322)

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

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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

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