



THE CHRYSLER COLLECTOR

**Number 271
March / April 2024**

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.

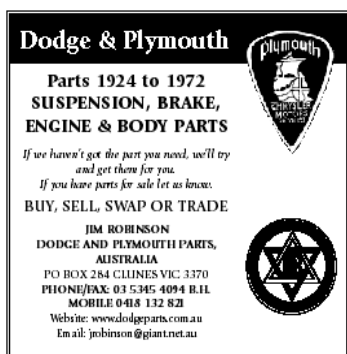
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CLUB DIRECTORY

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 Carroona Avenue, Modbury Heights 5092 ah 08 8263 2908
Vice President:	Brett Newley, 10 Win Gilchrist Avenue, Craighburn Farm 5051 0402 833 281
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 Carroona 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
	Vince Isola, 5 Atkin Street, Henley Beach SA 5022 0413 805 547
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 26 April 2024. Only corrections/ amendments accepted Sunday 28 April 2024.** 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.

INVITATION EVENTS

CLUB MEETINGS

Wed. 10th April 2024

Wed 14th May 2024

INVITATION/OTHER CLUB'S EVENTS

Friday 22nd March - Sunday 24th March 2024

Adelaide Chrysler Festival. Friday 22nd March – Lunch cruise to Birdwood Motor Museum, Friday night guest speakers at the Meet N Greet. Saturday 23rd March – Morning coffee and chrome at the former assembly plant at Tonsley. Saturday 23rd March – Traditional Mopar Megacruise. Sunday 24th March – All Chrysler Day 2024 at Gaza Oval. More details to follow – registrations online

Easter Weekend – 29th March – 1st April 2024

Broken Hill Veteran and Vintage Car Club. Nomination forms will be available closer to the event. bhvcc@outlook.com David Stellini

Sunday 14th April 2024

Gawler Veteran, Vintage & Classic Vehicle Club. Gawler to Barossa Veteran & Vintage Run. 8.00am to 3.00pm. \$10 Entry per person includes Morning Tea & BBQ Lunch. Morning Tea supplied to all entrants on the Village Green Lyndoch. Finish at Tolley Reserve Nuriootpa for a BBQ picnic lunch, tea/coffee avail. Please bring tables & chairs. Contact Trevor Unsworth 0402 891 891 Email vvrn@gawlercarclub.com.au

Saturday 20th April – Sunday 21st April 2024

Pirie District & Automotive Club. Saturday 20th cruise around Pt Pirie from 6.00pm. Sunday 21st Show and Shine 10.00 – 3.00pm Princes Oval, Port Pirie. Petecox8@bigpond.com

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

Saturday 4th & Sunday 5th May 2024

Naracoorte Swap Meet. Smith Street, Naracoorte. Show 'N' Shine Saturday – Registration 8.00 – 10.30am \$5.00 per vehicle Judging 11.00am. Catering at venue – BBQ breakfast Saturday and Sunday. Public Entry \$5.00 - No dogs allowed

Sunday 5th May 2024

Old Crock's Run – Commemorative run Adelaide CBD to Wigley Reserve, Glenelg. Pre 1935 Vehicles. Cars will leave from Victoria Park racetrack and travel to Wigley Reserve via Anzac Highway. Entries are now open to pre-1935 cars \$30.00 per car entry fee including a \$5.00 donation to Variety. Post 1934 cars will be open to enter from 1st November 2023. Car clubs wishing to make a display to contact Sporting car club on 83734899 or email manager@sportingcarclub.com.au Entry forms available admin@sportingcarclub.com.au

13th May – Friday 24th May 2024

South East Safari 2024 - Mt Gambier. Historic motoring event - vehicles must be 25 years or older. Expression of Interest Form – Still accepting expressions of interest. Forms avail on Federation of Historic Motoring Vehicles website. <https://fhmcsa.org.au> Entry forms: treasurer.tour2024@gmail.com **Note changed date.**

Entry Forms etc.

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

New Members

Andrew Sykes & Anna Medlin Aldgate
1956 Dodge Kingsway Sedan

Life Members

Year	Name	Member #	Year	Name	Member #
1990	Norma Schopp († 13/1/24)	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 († 16/11/23)	602
2015	Chis Howes	90	2022	Neill Wormald	552
2017	Alan Driver	324	2022	Bob Haywood	807

Cover Photo

Graham & Katrina Parr's 1927 Dodge 4

Photographed at the 2017 Registration Day by Richard Tapp

CLUB EVENTS

All Chrysler Day

<p>Sunday 24th March 2024 All Chrysler Day at Gaza Sports and Community Centre – Klemzig Oval from 10.00am – 3.00pm.</p>	<p>For all members who are attending we will be meeting at 8.30am – from North East Road, turn into Wellington Street to gain access to oval. BYO chairs, food available on site.</p>	<p>We will be setting up a display area. An attendance sheet will be circulated at the February General Meeting <i>Greg Lind – 0432373901</i> <i>Brenton Gibb – 08 82632908</i></p>
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City of Adelaide Tour – Pt Adelaide

<p>Sunday 21st April 2024 Meet at car park 722 Tavern, Port Road at 9.30am for a 9.45 departure for Port Adelaide to City of Adelaide Ship for a 10.00am tour start – Cost is</p>	<p>\$15.00 per person. We have lunch booked at the Lighthouse Wharf Hotel for 12.30pm following tour. An attendance sheet will be circulated at March, April</p>	<p>meetings with menu attached for lunch. Thanks for Bob Haywood for organising this run. <i>Greg Lind – 0432 373 901</i> <i>Bob Haywood</i></p>
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Cars & Coffee Murray Bridge, Captain’s Cottage Museum

<p>Sunday 5th May 2024 Meet at The Colonial Hotel carpark, on the left just after traffic lights at freeway intersection at 8.00am for 8.15am departure to Cars &</p>	<p>Coffee, Wharf Road car park, Murray Bridge. We are also planning to attend Captain’s Cottage Museum, 12 Thomas Street, Murray Bridge. There are plenty of food outlets</p>	<p>in the area for snacks or lunch. An attendance sheet will be circulated at March, April meetings. <i>Greg Lind – 0432 373 901</i></p>
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Registration Day

<p>PLEASE NOTE THIS IS ON A SATURDAY SATURDAY 1st June 2024 CCC Clubrooms 10am – 2pm. Please come along and renew your club membership and if you have vehicles on club</p>	<p>registration, please bring all of the relevant paper work with you. All of the paperwork will be forwarded to you in a separate envelope included in your MAY/JUNE MAGAZINE. A sausage sizzle will be</p>	<p>provided on the day and hot drinks and sweets will be available. <i>Jeff Knowles 08 8255 8671</i> <i>Sharon Gibb 08 8263 2908</i> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">SATURDAY</p></p>
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c/- Chris Howes



FROM THE COMMITTEE

President's Message



Hi all, welcome to the March/April issue of the Chrysler Collector. We have started the year off with two breakfast runs to beat the heat, the first one was The Ray Miels Memorial Run to the lovely Mitcham Reserve with plenty of free electric BBQs, shade and tables. A great morning of fellowship, and stunning views to start the year in style.

Our February run was to the Largs Pier Hotel on the Esplanade at Largs Bay. Special thanks to Greg and Ann Lind for their effort in planning this run. The run started on Port Rd at Beverly. A simple run which only took us about 15 to 20 minutes with about 40 people attending. It was a stunning morning to be beachside and we were given our own enclosed room under the veranda outside which was stunning overlooking the white sands and blue water, or if that's not your scene the sights and sounds of classic cars and bikes cruising up and down only metres away may have made the morning memorable for those that attended. If you missed this run and are looking for somewhere to go for a modest price breakfast this is the place to go.

At our recent committee meeting over discussions on runs for the coming year, it was decided with the number of retirees within our group that some midweek runs may be of interest. Vince Isola has volunteered to run a couple to see how popular they will be. These will probably be of short notice so check our Facebook page or information at club meetings. I hope they prove to be successful.

At our last club meeting Dick Hart made mention of a situation he had with a vehicle of his on the

conditional registration scheme that had a minor mishap with someone other than him driving it. His insurance company stated that the vehicle was not covered as the person driving the vehicle was not listed on the policy. Dick has since listed seven drivers so as to avoid a repeat situation. At the committee meeting this subject was talked about with a different interpretation from the same insurance company given to different members. So I suggest that you check it out with your insurance company and get it stated in writing just in case you have somebody else driving a vehicle of yours on a public road. I will try and make contact with Shannons and see if they can send a rep along to a club meeting as a guest speaker for further clarification for us all.

Adelaide Chrysler Festival is fast approaching and if you would like to participate with us and display your vehicle please contact Greg Lind or myself so we have an idea as to how much room we will require. Please check out the upcoming runs and I hope to catch up with some 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, Chris Howes, Jim Dawson, Bob Haywood, Kevin Williams and John Goddard.

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

	Feb '24	Jan '24	Feb '23	Feb '14
Sessions	72	149	176	491
Users	54	115	125	n.a.
Page views	118	287	399	7,194
Flickr views	n.a.	n.a	1.41 million	n.a.
Flickr #photos	24,748	24,722	24,354	n.a.
Facebook mbrs	2,042	2,040	1,932	n.a.

FROM THE COMMITTEE**Treasurer's Report****Chrysler Restorers Club of Australia, South Australia Inc.**

Income and expense	<i>Jan-Feb 2024</i>	<i>Feb 2024 YTD</i>
Income		
Subscriptions	70.00	7,818.20
Grant earned	-	4,525.74
Raffle proceeds	35.00	225.10
Sales	-	723.81
Interest	27.16	193.33
Donations	-	1,546.50
Sundry	-	20.00
Total income	<u>\$ 132.16</u>	<u>\$ 15,052.68</u>
Expenses		
Magazine	702.50	2,921.25
Postage	300.17	893.78
Functions	-	211.24
Function subsidies	-	1,300.00
Cost of sales	-	805.00
Insurance	-	919.37
CCC	175.00	350.00
Total expenses	<u>1,177.67</u>	<u>7,400.64</u>
Surplus / (Deficit)	<u>-\$ 1,045.51</u>	<u>\$ 7,652.04</u>
Brought forward		<u>\$ 36,484.48</u>
Members funds		<u><u>\$ 44,136.52</u></u>

Balance sheet**29-Feb-24****Assets**

Cash on hand	100.00
Westpac Community Solutions	5,246.66
Westpac Cash Reserve	11,869.97
Westpac term deposits	22,124.33
Commonwealth Bank	264.08
Computer 2023	4,525.74
Club plates B55-B99 \$5 each	160.00
Touring badges \$12 each	120.00
Tools (cost \$7,590.66)	200.00
Calendars	-
Total Assets	<u>\$ 44,610.78</u>

Liabilities

Prepaid subscriptions	-
Grant - unearned, repayable	474.26
Accounts payable	-
Total Liabilities	<u>\$ 474.26</u>
Members funds	<u><u>\$ 44,136.52</u></u>

FROM THE COMMITTEE

Minutes of the Meeting held 14 February 2024

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 14
February 2024 - commenced at 7:46pm.

Emergency Wardens

Brenton Gibb explained emergency response plan.

Apologies:

Per attendance book.

Brenton Gibb advising meeting of the passing of Ann Squiers, Maurice Emmerson, Norma Schopp and Graham Tonkin.

New Members & Visitors

Andrew Sykes - Dodge Kingsway Coronet

Sick List

Barry Maslin, Denise Isola

Minutes of Previous Meeting

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

Business Arising from Minutes

None

Correspondence

In: 17/12/23 FHMCSA Re SA Car Club Program Closing date extension now midday 12/1/24; January 2024 FHMCSA with new Code of Practice from DIT; January 2024 FHMCSA received Directory of Members Clubs 2024; 3/1/24 Australia Post Statement \$181.39CR; 28/1/24 Car for sale – Chrysler Scorpion; 1/2/24 Horsepower Crew – March no date advised; 7/2/24 – Australia Post – PO Box renewal \$174.00 for Modbury North; 11/2/24 CCC Committee Minutes 5/2/24; 11/2/24 CCC Committee Minutes 5/2/24 with amendments; 11/2/24 CCC acknowledging receipt of current Public liability cover; 13/2/24 Email from Brian Walsh advising his absence from meeting and club run on Sunday 18/2/24; Dodge Bros magazine renewal form; Letter and photos of Chrysler Belvedere from Gavin Smith in Clare; Various requests for membership information, forwarded to Sharon Gibb; Various run details forwarded to Greg Lind; 14/2/24 Greg Newley supplied club with new Code of Practice Jan 2024 booklets from DIT via FHMC general meeting. These were circulated to our relevant members.

Out: 11/2/24 CCC copy of current public liability Insurance current until 1/12/24.

Treasurer's Report

January report tabled. Income \$54, expenses \$1,110, deficit \$1,055. Surplus YTD \$7,642 Moved R Tapp that report be accepted, seconded Jeff Knowles, 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. See him to place orders.

Records: Sharon advised New club laptop, monitor and printer are up and running.

Librarian: Apology

Tech Rep: Apology

HVR: All good. Noted new Code of Practice.

Triple C: Vince - nothing to report

Federation Rep: New code of Practice.

Past Events

Dick Hart spoke on Norma Schopp's funeral, noting that Chris Howes was a pall bearer.

Kevin Williams spoke about the President's Ray Miels Memorial breakfast run.

General Business

Kevin Williams advised members there a still a large number of books he has left over from Graham McRae's club day. If anyone is interested in having a look at them, he has them at his place. Whatever is left over will be donated to the Rotary Club who will turn the paper into kitty litter.

Raffle

Greg Newley conducted the raffle.

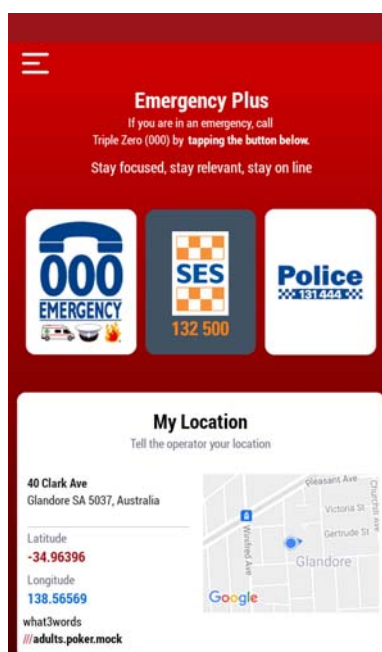
Conclusion

Kevin Williams told a joke in memory of Ron Hincks

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

Meeting closed at 8:40pm 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

Vale - Norma Schopp

Extract from a future instalment of Chris Howes' Living History interview:

By the time you read this, I'm sure you'll all be well aware that Norma Schopp passed away this past weekend - today is the 15th of January 2024. So dear old Norma, she was a founding member along with husband Roy. They came from Balaclava. They still lived in Balaclava.

What was so special about Norma? She was, amongst other things, one of the early movers and shakers in the formation of the club. And in particular, she was our first effective editor. From 1980, we had a number of people who attempted to write out newsletters and they did what they could, but it really boiled down to just a few typed sheets of paper that would be circulated at meetings. Norma introduced the newsletter format as we know it today. Richard Tapp in later years of course finessed that, and currently does a magnificent job, but probably Norma was our first real big time editor.

She would spend hours and hours and hours running (printing) the old Gestetner machine up at her house at Balaclava. She would create most of the articles. Not many of us had the skills to type, in pre-internet days. Anything that we wanted to record needed to be written down on paper and sent to Norma, so, obviously she didn't get a lot of input, so she created a newsletter, along with Roy.

But Norma also had a sense of direction, in that she could see that there was more to the club than just old boys messing around with old cars. So she got families involved. She would make up colouring competitions and put them in the magazine because all our kids (or grandkids) were young then and she would, I'm going to say "bully" us! But it wasn't really bully us. But she would be firm about pushing us along to make things happen. She did a wonderful job and I'm really sorry to hear of her passing. Because I think that's an era of the club that has suddenly come to an end, sadly.

Chris Howes



PAST EVENTS

RAY MIELS MEMORIAL PRESIDENT'S BREAKFAST RUN

21 January 2024

This year the mystery destination was Mitcham Reserve,. We were blessed with excellent weather. I was a bit slack and some cars had departed before I started photographing cars ...

Richard Tapp



PAST EVENTS

RAY MIELS MEMORIAL PRESIDENT'S BREAKFAST RUN (CTD)



LIVING HISTORIES

Chris Howes

Interviewer: Jim Dawson (INT)
 Interviewee: Chris Howes (C H)
 Date: 14 January 2024

INT On behalf of Chrysler restorers everywhere, it's my great pleasure for our 4th Living History to introduce former club president, former club everything, club life member Chris Howes. Thank you for hosting me here today, Chris.

C H It's a pleasure. And there is, yes, there is good cause to record history as such, as we move on and as you'd obviously be aware, there are quite a number of regrets where we could have and didn't realise that as our older members passed on; we never recorded their history.

INT Absolutely. So, Baby Boomer, born at Calvary Hospital here in Adelaide.

C H I was yes, 1948. So I was with that post World War Two generation mum and dad. Mum was an Adelaidean, dad was from Broken Hill. At the age of two, we shifted back to Broken Hill and dad went on the mines and stayed there for the rest of his working life.

INT Went down the mines?

C H No, he was actually a surface worker. He didn't normally go down unless there were some issues. He came out of the army in post World War 2 as a construction engineer, so he did a lot of the surface workings, buildings, structural stuff. Occasionally there would be a structural shoring up of a tunnel or something downstairs and he would go down, but more, I'd say 98% of his mining career in Broken Hill, was spent on the surface.

INT And probably a good place to be too, given some of the

history.

C H Well, that's right. I mean, given that he still worked in a pretty dangerous environment, he spent a lot of time in what they call the mill and that was the crushing mill, so we had this huge round steel hollow ball for one of a better word filled with ball bearings and the rough ore would come up from underground on a conveyor belt, be tipped into these and then they would literally rotate and pound. Like if you can imagine a cement mixer about the size of the house. Yeah, just all day, thump, rumble, the raw ore, into a fine powder.

INT And speaking of building, your dad built the family home.

CH In Railway Town. Railway Town is one of the suburbs on the western side of Broken Hill. The tramway company, which formed about the time they needed to start shipping large volumes of ore across to Port Pirie, built railway infrastructure on the western side of town and so it became Railway Town. So we were right on the very edge of town. Well, some considerable distance by then. But the town had grown a bit by the time the railways had been established. We were, with my schoolmates, very much country boys and we spent a lot of time doing things in the country, which today's children sadly would have no concept of. Rabbit traps and all that. As cruel as that sounds, it was a popular pastime because we could sell rabbits. We skinned and gutted them, took them to the butcher and got two shillings a pair.

INT Two shillings a pair.

C H Hmm. Or two bob?



INT Speaking of dangers, there's a certain element of danger for the operator with the rabbit traps!

C H There was, there was amongst the snakes and falling off your bike and, you know, dirt road and all of that.

INT So give us a flavour of Broken Hill, as you remember at that time.

C H Although it's well documented, for anybody who hasn't, and most people probably wouldn't, pick up a book and read about Broken Hill. It was a bit unique, in that when it was first founded in the late 1800s, it was just miles from anywhere, so you've got to imagine how it was. Although it was in NSW, it was, in today's numbers, 1000 kms from Sydney. It was only 50 kms from the South Australian border, 800 kms from Melbourne and 500 kms from Adelaide, but there were no major highways. The only way of getting to or from Sydney, Melbourne or Adelaide was either by train or in our case, driving. Driving to Adelaide, used to take us 10 or 12 hours and you would think "500 kms, what were we doing?" Well, we were avoiding potholes,

LIVING HISTORIES

Chris Howes (ctd)

kangaroos, wandering aboriginals, burst tyres, overheating engines and all those sorts of trials. It was really, really quite remote. So think today of Meekatharra or somewhere like that, you know, really, that's how Broken Hill was.

You therefore had to be self-reliant. And so the local people themselves set up the infrastructure, not just for the mines, but for the wellbeing of the residents. So they created their own water supply. They actually had to instigate their own medical centres, though the mines contributed to the building of the first hospital, the first dental clinic and so on. We're talking around about 1950s here. So these things are in my memories. The state government was not remotely interested, particularly the parliament in Sydney, other than reaping the royalties of all the ore that was pulled out of the ground. And that's why we shipped ore across to SA for processing at Port Pirie, simply because it was just too difficult. There wasn't a rail line to Sydney. The rail line to Sydney didn't finish up connecting with Broken Hill until well into the 1930s, so Broken Hill must have been running 50 or 60 years, mining without any rail service to Sydney.

INT It's extraordinary when you think about it.

C H It is, and so if you wanted to go somewhere, you caught a plane, which was hideously expensive, or as I said before, you jumped in the car and off you went. And it was a bit like crossing the Simpson Desert, you know. It was epic.

INT In your notes that you very kindly provided to me, you referred to a very character-building education with the Marist Brothers.

C H Brothers, yes, always brings a smile to my face.

INT I'm glad it's a smile and not a look of abject horror!

C H Yeah, well, at times it was, back then, but when I look back, they were very much a part of formulating young boys and their future. Quite harsh in some instances, but passionate and caring at others. But when you've got classes of 40 and 50 young teenage boys, you can just imagine, so the brothers had to actually be strict, very strict. And when I look back at it, back at the time, I probably thought of them all as proper *****, but you know, in adulthood you look back and you think these poor *****, most of them, a lot of them were young guys who just, you know, become teachers.

Most of them came from the East Coast, didn't even know where Broken Hill was. Shipped out to what was for them, the wilderness, for something in the order of five years. And they were still wearing their traditional habits. Much like the nuns across the road, where the Sisters of Mercy were doing the same. I just can't imagine how distressing being in their habits and their uniforms on 110° day in Broken Hill must have been like and yet, still get out of bed every morning and say well, right, here's another day. Let's go and do some teaching.

INT Let's go and look after the formative years of some boys?

C H Yes, at the time I didn't recognise just how incredibly

strong they were.

INT You have told me in the past, what appears to me, quite fondly of frequent outback trips with your dad.

C H OK, so my dad, a bit of background here. So Dad was a depression era child. He had four sisters, so paint yourself a picture straight away. Although he was born in Broken Hill, early in his life, I'm not exactly sure year it was, but earlier on in ...

INT He had troubles right from the word go with four sisters!

C H ... his life, his dad succumbed to the lead dust poisoning, which was, you know, part and parcel of working in Broken Hill. So his dad had to basically give up working, I think he was in his 40s, so quite young, moved down to where there were some extended family in the Peterborough, Terowie area, so the Mid North of SA. So my dad spent most of his years growing up as a teenager in and around that area but being in the depression, things were pretty tough and I think they, the family, because my grandpa couldn't work, moved around quite a bit to various farming outlets and worked at manual labour. I think he and the sisters probably were the breadwinners while Mum stayed at home and stitched holey socks and clothing, which they couldn't afford to replace.

So dad, I suppose, grew up in a very rural country area in hard times and was encouraged, or decided at a reasonably early age, that he had to leave home and earn his own living. He wandered all around the state and up north in the NT chasing work. He in fact was one of the

LIVING HISTORIES

Chris Howes (ctd)

first, he and a couple of mates, to put down the first lease in the copper mines at Tennant Creek. So before the mining companies turned Tennant Creek into a mining institution, dad and his mates were digging holes and getting gear out. I'm not quite sure how they how they disposed of it from there.

He wandered the Mid North and I know he did a lot of fencing out towards the Broken Hill border. So he actually had a good knowledge of the country, which I realised as I was growing up because often we would go off collecting wood in winter. We would go out shooting, fossicking opal and gold gouging out around the back of Yunta. So as a young child under 10, I spent a lot of time in the back of the car going bush with dad.

Sometimes the family would go out just for Sunday afternoon and we would collect a boot full of wood and bring it home, but also, as I approached my teenage years, there were a number of occasions where he said right, you and I, I'm going to take holidays in what would probably be in my school term holidays. Dad had built a trailer with a reserve fuel tank and all this sort of camping equipment. We would load the trailer up and we were on the road for about two weeks and we went from Broken Hill to Wilcannia, we followed the Darling River all the way up through Tibooburra and finished up at Burke. We then headed towards the Queensland border and went across as far as Wanaaring. From Wanaaring we then followed the Paroo River, which is one of those flood streams that empties into the Darling River from Queensland,



Not the actual Howes Ford T buckboard!
Photo: Denisbin <https://fltc.kr/p/2hhugt3>

followed the Paroo River back down heading towards Wilcannia but we diverted off into White Cliffs, which was an opal field and you've got to remember, we might be talking 1958, 1959, 1960. You know, this was pretty remote country then and so we were entirely self-sufficient.

You could get lost out there and you would wander for weeks. You'd never be found. My dad had this instinct that he always knew where he was. And he would just come to a track and he would say, right, that heads to wherever we wanted to go. And off he went. And I would just look out at treeless planes and scrub. And I would just wonder how he did that, how he knew that this track came off the Paroo River and would ultimately finish up in White Cliffs.

He just had this natural instinct and he would often say, yeah, we're gonna take the Mail Road, you know, and I think, well, what's the bloody Mail Road? There were these bush tracks that the postal trucks used to go to say Tibooburra once a week and so they would just blaze the trail across the country. That eventually got graded into some

sort of a track and it became the Mail Road and he knew all about these things. So yeah, that was an interesting upbringing in terms of gaining a sense of independence and acknowledging that this was a bloody big country and you really need to have your **** together if you wanted to go wandering. There were times when I did get lost, I went out on my own and I have never been so bloody scared in all my life.

At the same time, one or two of dad's sisters got married to farmers around Clare. So I would go down to the farms at the Christmas school holidays. And I think that when dad was building our house, that got me out from under their feet. Yes, he'd send me off to the sisters on the farm, and I loved that. I still think about it. There is a thing about that period of time of the year, Christmas time, which I associate with Clare. Yes, absolutely wonderful going out on the farm, cutting down a big pine tree, making a Christmas Tree, you know, all that sort of stuff. We did lots of meandering and wandering. Hmm.

INT So what's your first memory of the cars your dad

LIVING HISTORIES

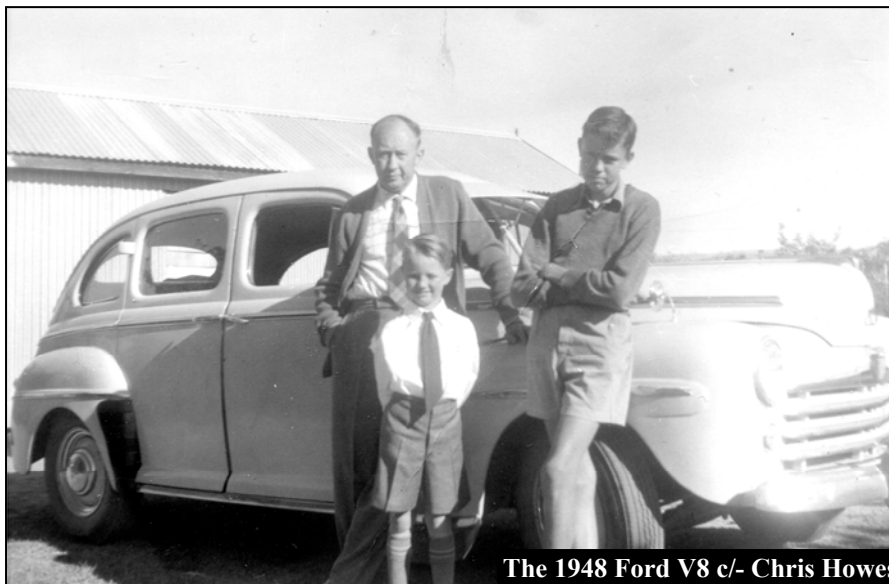
Chris Howes (ctd)

owned.

C H We had a Ford Model T buckboard; got a photo of it somewhere. Maybe I'll dig it out in the course of these interviews. I do recall, maybe when I became cognizant at about four or five years of age, that we used to drive to Adelaide in this buckboard, T model buckboard. You know, and it would be like driving the Birdsville Track. It was just horrific. We then graduated, believe it or not, to a Ford A model buckboard.

And a bit later on, we're going to talk about aeroplanes, but let me say the connection between the A model Ford and aeroplanes. There was an incident when we were coming along the then Main North Road from Broken Hill, so we're arriving in Adelaide. And we came along Main North Road and we went past Parafield Airport and I was absolutely fascinated with aeroplanes. So we had this canvas top on our buckboard with a little clear Perspex window in the back of the canvas top, which is typical for vehicles of that era, and I remember getting so excited, pushing my head through the Perspex and cracking it. And you know, I wanted to see this aeroplane that was taking off and landing or something like that. I don't know whether I had shards of Perspex stuck on my neck or what.

We then went to the 48 Ford V8. Well, and that was big and that was that. That was the vehicle that we did a lot of our touring in. It was very robust, very reliable. There was one time that we were coming back from White Cliffs. So we were White Cliffs back to Adelaide, 180 miles. I don't know what's that in



The 1948 Ford V8 c/- Chris Howes

kilometres 295, 300 kilometres, we were in the middle of nowhere, not a tree in sight. No. Tell a lie. There was one tree and, well, I remember that in a moment we're driving across what they call a clay pan. They got a dead flat piece of dirt that used to turn to mud, whenever it rained, every decade or so. And suddenly the old Ford had this burning smell and the engine started revving. And the harder you push the accelerator, the more engine noise there was, but the slower we went.

INT It was a failure to proceed occurring.

C H It was an FTP for sure and so we pulled off the side of the road and we couldn't work out the relevance of not proceeding, but there this burning smell anyway. One thing led to another and we realised we've broken a back axle and the back axle had moved out a bit so the brake drum was fouling on the brake linings and that was the that was the burning smell. So here we are, ohh, I'm thinking 50 or 60 kilometres out of White Cliffs, so we've probably got another couple of hundred kilometres to go to Broken Hill.

I think it was probably the coolest time of the year, so thank God it wasn't, Christmas time or summer.

There was only dad and I and we were on one of these bloody Mail Roads. And Dad said ohh, she'll be right. Mail man will come along this road, one day this week. Which is a great help, because he could have just been through that morning or he could have been through yesterday. And so we worked away. I'd already had an interest in nuts and bolts and things. I'd been playing with billy carts with powered engines, 2 stroke lawn mower engines and all that, so I had this instinctive "talent", if you like, of getting in, mucking in, getting grease under my fingernails and fixing things. Although I had little or no knowledge anyway.

So dad said, first of all, what we're gonna do is we gonna jack this up. So we had some sort of a jack, but then we had like a 2 tone big Ford teetering on the jack. We thought this is not good.

Continued next issue

PAST EVENTS

Largs Pier Breakfast Run

18 February 2024

Our February run began at the car park 722 Port Road Beverley on a beautiful crisp sunny morning. I arrived just before 8.00am to find Lindsay Gibb, John Hall and Chris Norman already there soon followed by a number of members in preparation for an 8.30 departure to Largs Bay.

The run took in a picturesque beach drive along the Esplanade through to Largs Bay. The Largs Pier Hotel was the venue and we were allocated an undercover outdoor area which was well suited for our group. Around 40 members attended and were soon enjoying a well presented and beautifully tasty breakfast. A great chance for a get together and a chat.

Many thanks to Ann and Greg Lind and Sharon and Brenton Gibb for organising this event at a well-chosen venue.

Bob Haywood



PAST EVENTS

Largs Pier Breakfast Run (ctd)

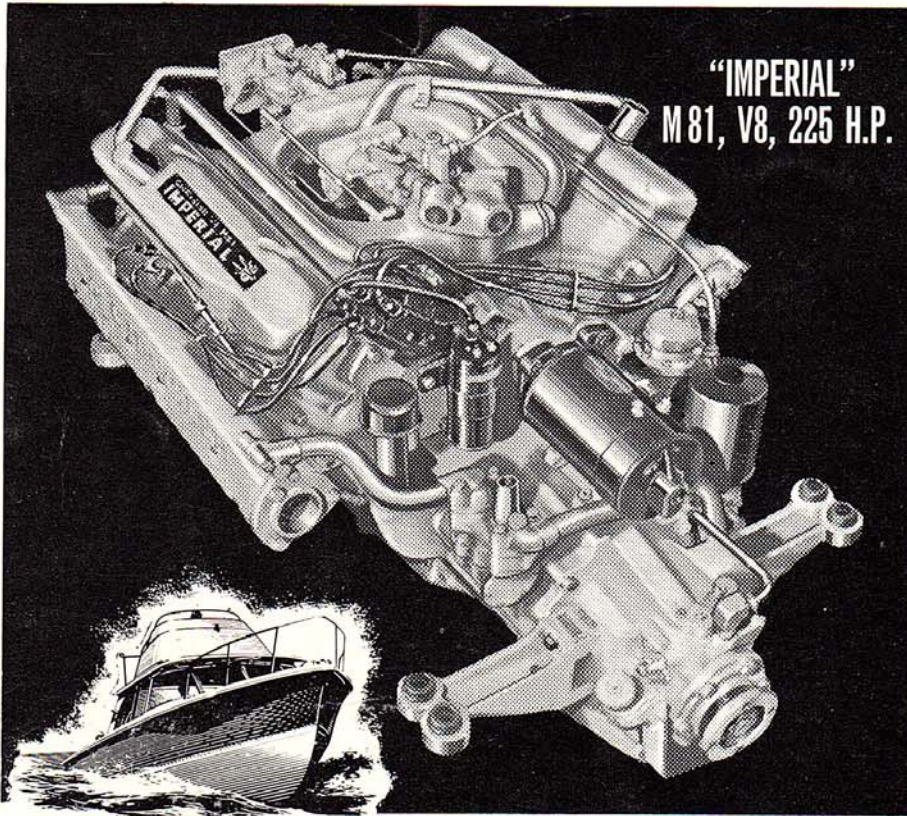


OUR MOTORING HERITAGE

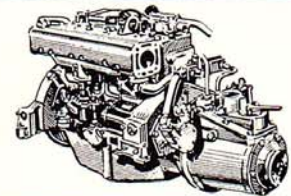
Chrysler Chronicle December 1964

CHRYSLER

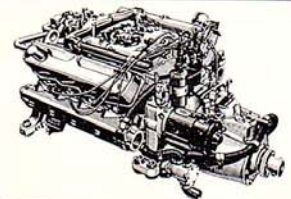
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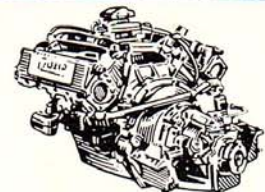
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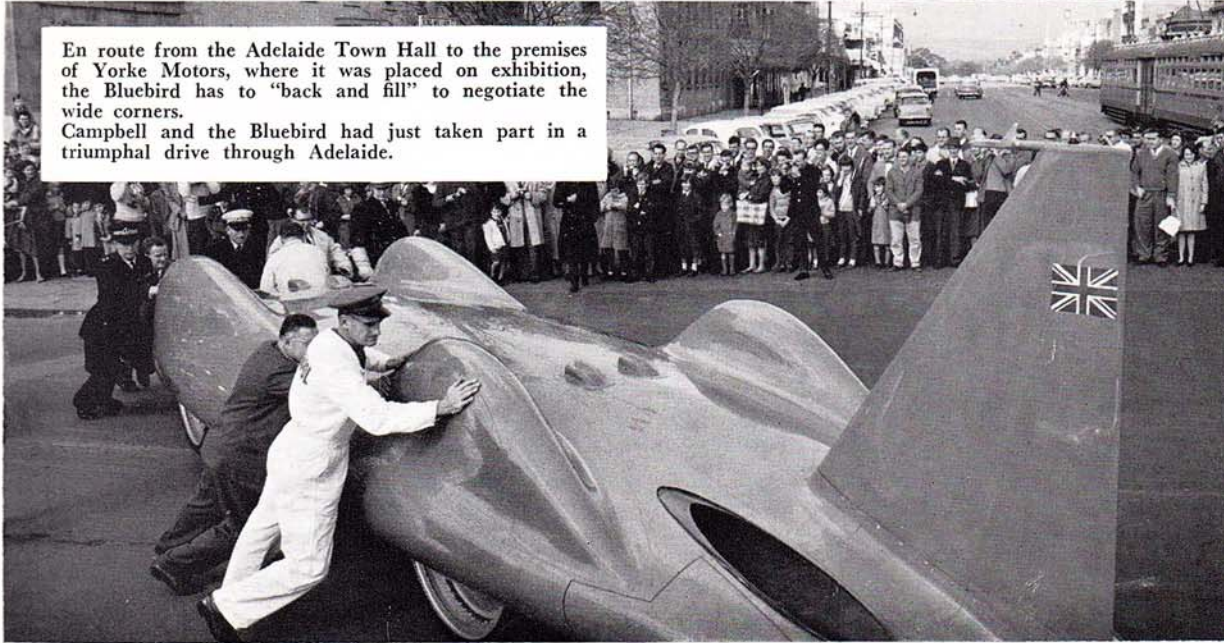
OUR MOTORING HERITAGE

Chrysler Chronicle December 1964

DONALD CAMPBELL'S BLUEBIRD IN ADELAIDE

30,000 people see it at Yorke Motors

En route from the Adelaide Town Hall to the premises of Yorke Motors, where it was placed on exhibition, the Bluebird has to "back and fill" to negotiate the wide corners. Campbell and the Bluebird had just taken part in a triumphal drive through Adelaide.



Toowoomba Girl is Queensland's "Girl in a million"

**TITLE TO 21-YEAR-OLD
JANET DAVISON**

This Queensland R.S.L. fund-raising promotion proved a great success. One of the principal prizes for the lucky winner was a Simca sedan donated by Austral Motors Pty. Ltd. in conjunction with Chrysler Australia Limited. It is a strange coincidence that although the selection of the "Girl-in-a-million" was entirely in the hands of the R.S.L. authorities in Brisbane, Janet is a Chrysler girl. She has worked since February as secretary to the manager of Austral Motors, Toowoomba Branch.



c/- Chris Howes

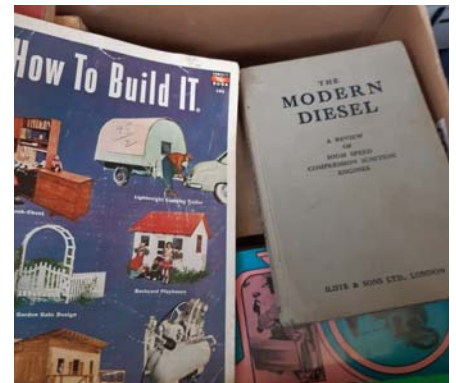
Pictured here is Miss Janet Davison being presented with the keys to her Simca by Mr. A. A. Steinbeck, Deputy Managing Director of Austral Motors, Brisbane.

PAGE NINE


OUR MOTORING HERITAGE

Free Books ex Graham McRae's Estate

There is a trailer load of "surplus" historical technical books and magazines (motoring, mechanical etc) which will unfortunately be converted to kitty litter unless rehomed by the end of March 2024. Contact Kevin Williams 0414 970 630 to collect as many as you as you are prepared to save. Yes, free!



Club Name Badges



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Walter Percy

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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/Grapple			\$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/Grapple			\$92		
HS - 4014 	Baseball Cap – inserts on Crown & Peak	Navy/Red	n/a		\$21		

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NOTICE TO ADVERTISERS

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

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1928/29 Chrysler 72 parts. Les Johnson 0427 996 838

1937 Chrysler motor

1938 DeSoto motors x 2

Greg Newley 08 8298 2586

1955 Plymouth Belvedere, 2 speed auto, some rust, no dents, driven a while back.

Gavin Smith 0419 803 700

CM Chrysler GLX, silver, 265, floor shift, air conditioning, Hot Wire mags, \$24,000

Suzannah 0421 899 704

S series, lots of parts for sale, John Hall 0419 816 554

4 of 16-50x16" light truck radial tyres, done 3,000km only. Greg Newley 08 8298 2586

4 of 6.00x20" tyres, good rollers. Les Johnson 0427 996 838

1946 Dodge D24C Fluid Drive

\$36,000 firm, including spares.
Terry Jones 0428 508 318



WANTED

Wanted, NOS panel van tailgate flap handle. See pic.

Brett Newley 0402 833 281

1938 Dodge/DeSoto parts, door handles and other bits and pieces to finish off a restoration. Ray Gibbs 0438 687 985

[Bold adverts are new this issue]



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