




# **THE CHRYSLER COLLECTOR**

**Number 272  
May - June 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

<b>President:</b>	Brenton Gibb, 18 Carroona 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 Carroona 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 28 June 2024. Only corrections/amendments accepted Sunday 30 June 2024.** 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).

## INVITATION EVENTS

### CLUB MEETINGS

**Wed. 12th June 2024**

**Wed 10th July 2024**

### INVITATION/OTHER CLUB'S EVENTS

**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.**

**Sunday 16th June 2024**

Sedan swap meet, 4029 Ridley Road, Sedan. Sellers \$10.00 site set up from Saturday. Overnight camping \$10.00pp. Buyers from 7.00am Sunday \$5.00pp on site parking. Contact Graham Lienart SHED4029@outlook.com

**Sunday 22nd September 2024**

Arthur Clisby Memorial Picnic Day, Macclesfield Oval and Sporting complex Cnr Davies & Kingrose Street, Macclesfield. Entry is Free. BYO lunch or food available – BBQ. RSVP Brian Davey 0400 826 969 by Friday 13th September

**Monday 14th Oct – Friday 25th Oct 2024**

Motorfest. Timetable of events to be announced soon.

**Sunday 20th October 2024**

Bay to Birdwood. West Beach to Birdwood 6.00am – 5.00pm. Refer to website [www.baytobirdwood.history.sa.gov.au](http://www.baytobirdwood.history.sa.gov.au) for further details. Awards judging will take place the day prior (Saturday 19th October 2024) in the Museums Precinct off Kintore Avenue in Adelaide.

**Saturday 26th October – 28th October 2024**

Riverland Vintage & Classic Car Club – Loxton Historical Run. Weekend features some time in the Loxton Historical village and a run through the Mallee to an extensive car and vehicle collection. Small part of the run is 5kms unsealed road. More run details available - Entries required by 30th August 2024.

**Sunday 3rd November 2024**

The Early Ford V8 Club of America. Invite all Ford Clubs and Vehicles to the 22nd Ford Invitation Picnic, Lenswood Oval from 11.00am. Sausage sizzle, drinks, tea & coffee. Enquiries ring Shirley 0439898851

**Saturday 9th & Sunday 10th November 2024**

Power of the Past – Mt Barker showgrounds, Alexandrina Rd, Mt Barker. Admission \$10.00 Concession \$7.00 Children U16 free. 10.00am – 5.00pm Saturday, 9.00am – 3.00pm Sunday, pop@ahmrc.org, Allan Wheaton 0408899775, Bev Hunter 0427970518

**Friday 15th – Sunday 17th November 2024 –**

Bendigo Swap Meet. Expression of Interest – Travel and accommodation to Bendigo Swap Meet. Included in the cost is – \* Return coach travel to Bendigo Swap Meet \* Light Breakfast on arrival Saturday morning \* Swap Meet entry for two days \* Motel accommodation, dinner and breakfast in Echuca \* Freight of parts (provided they fit). Further information contact – Simon 0413881499 or tonkinsimon30@gmail.com, Shirley 82586547 or 0439898851 or tonkin.shir01@hotmail.com

### Entry Forms etc.

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

### New Members

Julian & Sally DuBois

Rockleigh  
1929 Chrysler 70 Sedan

Barry & Jan Fogwell

Lemon Tree Passage  
1959 Desoto M51 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

**Barbara Hiscock's 1961 Chrysler Royal, restored by her late brother and club member Gary.**

*Photographed by Barbara Hiscock at Lake Albert, Meningie 2023*

# CLUB EVENTS

## Registration Day

### SATURDAY

**SATURDAY 1st June 2024**  
CCC Clubrooms 10am – 2pm.  
Please come along and renew your club membership and if you have vehicles on club

registration, please bring all of the relevant paperwork 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

provided on the day and hot drinks and sweets will be available.

**Jeff Knowles 08 8255 8671**  
**Sharon Gibb 08 8263 2908**

### SATURDAY

## Mystery Run

**Sunday 14th July 2024**  
Meet at Gepps Cross Homemaker Centre, Main North Road at 10.15am for 10.30am start.

Mystery run to rural pub an hour north of Gepps Cross. Seating available for 30 in the dining room, but if more seats are needed a separate area is available (total of 45).

Attendance sheet will be available at May and June club meetings. Numbers before 10th July 2024.

**Chris Howes**  
**0412 174 108**

## Presentation Lunch

**Sunday 18th August 2024\***  
Arrive at The Southern Bar, Gaming and Bistro, 1303 South Road, St. Marys, 11.30am and seated by 12.00pm. The 2 course Lunch is \$45.00 per head (the CRCSA will subsidise \$20.00 per person) making it \$25.00 per head - main course and dessert.

Payment in full (\$25.00 per person) is to be made either at the June/July club meetings to Sharon Gibb or post a cheque to Sharon Gibb, Chrysler Restorers Club, PO Box 326, Modbury North SA 5092 or email Sharon at [bsgibb22@gmail.com](mailto:bsgibb22@gmail.com) to arrange bank transfer of money.

PAYMENTS MUST BE MADE BY FRIDAY 9TH AUGUST 2024. Any contributions towards raffle prizes will be appreciated on the day. Booking sheets will be circulated at club meetings.

**Sharon Gibb**  
**08 8263 2908**



Lunch at The Lighthouse Wharf Hotel



## FROM THE COMMITTEE

### President's Message



Hi all, welcome to the May / June issue of The Chrysler Collector.

Firstly I would like to take this opportunity to thank our Vice President Brett Newley for chairing last month's club meeting for me as I was away with work commitments.

The reports that I have heard were positive so well done Brett and I will also miss the May meeting as well, so you can have the opportunity to do it again.

Our March run was to attend the Chrysler Festival held on the Gaza Oval which I feel is probably the best venue that this event has been held at with its spacey open feel that this venue provides. This year's event would have had the largest number of entrant's in the events history I believe. It is good to see so many members from our club come along and display their vehicle on our club stand which portrays us as a large strong club with a wide variety of vehicles from the 20's through to the 80's. We were fortunate to have the opportunity to have Paul Ryan and Peter Wait, club members from Perth to display one of their vehicles with us. Richard & Maaike Forsaith made the trip from Pt Lincoln and Stephen & Helen O'Donnell along with Robert Jusup from Mt Gambier, it is fantastic to see you country members come and spend some time with us. Congratulations to the Chrysler Club for another spectacular event.

Sharon and myself went to the Drive and Jive event on the Birdwood Oval in early April. This event replaces the Rock'n'Roll Rendezvous with a variety of cars on display and several bands playing 50s and 60s style music. It did not appear to be well advertised but look out for it in April next year if you like a good day out.

We have had two club runs in April, the first was a visit back to the Clipper Ship City of Adelaide, put together by Bob Haywood. It was almost ten years to the date that Bob first conducted a tour of this ship

and boy have things changed since our last visit. Our guides were most passionate and informative and next month it will be moved onto its permanent concrete pads. Check out the photo's on our Facebook page. The tour concluded with lunch at the nearby Lighthouse Wharf Hotel. Great run Bob, look forward to revisiting in another ten years.

It had been noted by some members that as we have so many retired members perhaps a midweek run could be looked at. Vince Isola put together a run down to Becks Bakehouse at Pt Noarlunga on Wednesday the 24<sup>th</sup> April with nineteen club members participating and the feedback was all positive, so we could look at doing more of this style of run in the future. Thanks Vince for putting this together.

In this month's magazine you will find your Club Membership Renewal forms, can you please check that all details are true and correct and either post them back to us or come along to our Registration Day on Saturday the 1<sup>st</sup> June at the CCC Clubrooms.

The committee has booked the Southern Bar and Bistro at St Marys for this year's Presentation Lunch on the 18<sup>th</sup> August (Flyer in your magazine) so please confirm your attendance with Sharon Gibb, and place your vote for the Club Person of the Year. Hope to see many of you out and about.

**Brenton Gibb**



### From the Editor

#### CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Chris Howes, Jim Dawson, Trevor and Lorraine Beythien, Ellen and Bob Haywood and John Milton.

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

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

#### SOCIAL MEDIA STATISTICS

	Apr '24	Mar '24	Apr '23	Apr '14
Sessions	79	116	112	627
Users	60	87	91	n.a.
Page views	166	198	128	6,017
Flickr views	1.58 million	1.57 million	1.46 million	n.a.
Flickr #photos	25,008	24,748	n.a.	n.a.
Facebook mbrs	2,094	2,080	1,946	n.a.

**FROM THE COMMITTEE**

**Membership Renewal**



**2024/2025**

**CRCASA Membership Renewal**

Your membership renewal form (Enclosed with this magazine) is due.  
 Payment must be made by **30 June 2024**.

Please check all details (especially your mailing address and email address) are correct and amend details if necessary. Please note these categories.

- **Email address** (good for notifying members of any updates)
- **Magazine by Email** – Metro Members who do not wish to attend 3 club meetings/club runs per year are encouraged to receive their magazine by email due to the rising costs of printing and postage.
- **EFT Payments available**

**WHERE TO RENEW YOUR MEMBERSHIP**

- **Registration Day: Saturday, 1<sup>st</sup> June 2024 at CCC Club Rooms (10am – 2pm)**
- *Club Meetings (after meeting has closed)*
- *Post: Chrysler Restorers Club of Australia SA Inc, PO Box 326, MODBURY NORTH SA 5092 and include a stamped, self addressed envelope for return of log books, receipt and Membership card/s.*
- *EFT Payments can be made to: Chrysler Restorer’s Club of Australia SA Inc.*  
**BSB: 035 046 Act No. 456206** Please either **post** completed form to CRCA SA Inc. **PO Box 326, MODBURY NORTH SA 5092** or **Email** a scanned copy of your membership form to: [records@chrysler-restorers-sa.org.au](mailto:records@chrysler-restorers-sa.org.au) showing your Banking Receipt Number.

- Membership renewals WITHOUT Historic Vehicle Registration (Check Boxes)**
- **Renewal Form** – checked, amended if necessary, signed and dated
  - **Payment**

- Membership renewals WITH Historic Vehicle Registration (HVR) (Check Boxes)**
- **Renewal Form** – checked, amended if necessary, signed and dated
  - **Payment**
  - **Complete Current 'Registration Details Certificate'** (Blue form issued by DPTI)
  - **Registration Receipt of payment**, showing registration expiry date
  - **Logbook/s**
  - **\$3 for each new Logbook required**
  - **Late Renewal of membership with HVR (after 31<sup>st</sup> July) will incur a \$20.00 administration fee**

**Any questions regarding HVR please contact: Jeff Knowles 08 8255 8671 or 0402 521 769**  
**Email: [jknowles2@bigpond.com](mailto:jknowles2@bigpond.com)**

## FROM THE COMMITTEE

### Minutes of the Meeting held 13 March 2024

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

Summary of minutes of the meeting held 13  
March 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

\

#### Sick List

Brian Walsh and Barry Maslin

#### Minutes of Previous Meeting

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

#### Business Arising from Minutes

None

#### Correspondence

In: Email – 22/2/24 – FHMC general meeting held 10th February 2024; Email – 25/2/24 – from John Goddard re our May run; Email – 27/2/24 – from Bob Haywood re our April run; Email – 1/3/24 – Aust Post regarding postage rate increase on 3/4/24 basic postage increases from \$1.20 to \$1.50, concession stamps remain unchanged; Email – 3/3/24 – Aust Post regarding rental of Plympton PO Box – direct debit due 24/3/24 ; Email 13/3/24 – Joanne Lovell re May club run to Cars & Coffee Murray Bridge

Out: Email – 12/3/24 – To Joanne Lovell regarding May run – Cars & Coffee Murray Bridge 5/5/24

#### Treasurer's Report

February report tabled. Income \$78, expenses \$68, surplus \$10. Surplus YTD \$7,652 Moved R Tapp that report be accepted, seconded Vince Isola, carried.

#### Committee Reports

*Runs Coordinator:* Greg spoke re future events.

*Editor:* Keep sending in articles for the magazine.

*Public Relations:* Apology

*Records:* All going well

*Librarian:* Advised Plymouth Bulletin had run our Ian Webber interview. Club plates \$25.

*Tech Rep:* Advised fairly busy

*HVR:* Noted new Code of Practice.

*Triple C:* Vince - No meeting. Nothing to report

*Federation Rep:* No meeting. Nothing to report

#### Past Events

Greg Newley spoke about the February breakfast run to Largs Pier Hotel. Food was excellent and

very pleasant outlook. Bob Haywood agreed it was a good venue.

Kevin Williams spoke about the Morris Register Fish n Chip run to west Beach. About 53 people attended. Good night. Could be a good run for us.

#### General Business

Kevin Williams advised meeting that Dean Hurst is selling his AP6 Valiant Ute.

Brenton Gibb advised meeting, the committee had been discussing the updating of our Honour Roll and include Life Members. Members attending agreed this was a good idea. Committee to follow up.

#### Raffle

Greg Newley conducted the raffle.

#### Conclusion

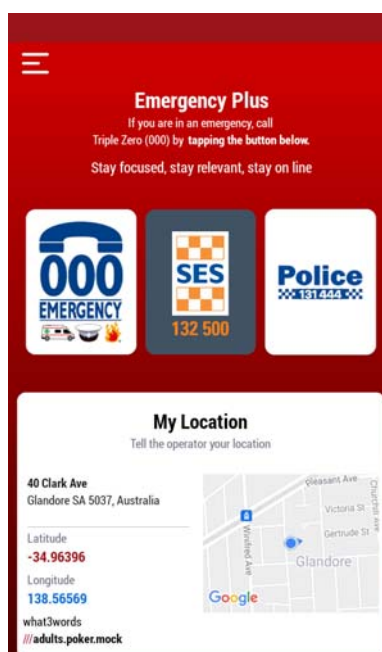
Kevin Williams told a joke in memory of Ron Hincks

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

### Minutes of the Meeting held 10 April 2024

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

#### Emergency Wardens

Brett Newley (Vice President) explained the emergency response plan.

#### Apologies:

Per attendance book

#### New Members & Visitors

Greg ward was welcomed - 1928 Dodge tourer

#### Sick List

None advised

#### Minutes of Previous Meeting

Read and moved by A Lind seconded Lindsay Gibb, carried.

#### Business Arising from Minutes

None

#### Correspondence

**In:** Email – 28/3/24 – Australia Post advising as from 1st May 2024 late fee charges will increase \$5.00 admin fee plus % charge on invoice amount; Email – 2/4/24 – CCC regarding a gas bottle left outside CCC clubrooms – had been advised by Council; Email – 18/3/24 – Australia Post advising they had received our request and the direct debit will be cancelled and will not be charged in March; Thank you note and order of celebration of life of Norma Schopp; Email – 3/4/24 – Australia Post invoice re credit for PO Box 667 and postage of last club magazine; Various Magazines handed onto library

**Out:** Email – 16/3/24 – Australia Post regarding cancellation of PO Box 667 Plympton SA 5038; Email – 3/4/24- CCC advising we know nothing of the gas bottle that was left outside CCC clubrooms.

#### Treasurer's Report

March report tabled. Income \$79, expenses \$1,000 deficit \$921. Surplus YTD \$6,731 (of which \$4,526 is the government grant) 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 advised clothing is on pp 20-21 of magazine. Also windows stickers \$1.00

*Records:* All going well; renewals will be included with the May June magazine.

*Librarian:* Jim advised that Plymouth Bulletin have a second instalment of Ian Webber interview.

*Tech Rep:* Has been quiet.

*HVR:* Has been quiet.

*Triple C:* Vince was an apology but had advised that regarding new lock and keys for refrigerator and new defibrillator inside the building.

*FHMC:* Greg advised meeting is next Saturday

#### Past Events

Brett Newley spoke on the All Chrysler Day held on the 24th March at Gaza Oval. Around 400 cars attended, he thought it was a great event, plenty to look at.

Chris Howes spoke on the All Chrysler Run to Birdwood Museum on the Friday cruise.

Greg Newley thanked the members who helped erect tents and organise our day for the All Chrysler Day.

#### General Business

Brett gave a “something you don’t know about me” presentation.

#### Raffle

Greg Newley conducted the raffle.

#### Conclusion

Kevin Williams told a joke in memory of Ron Hincks

President summarised the coming events. There was nothing on the buy and sell board.

Meeting closed at 8:27pm followed by supper.

**City of Adelaide Clipper Ship - all aboard!**





## PAST EVENTS

### ALL CHRYSLER DAY

**24 March 2024**

The 2024 Chrysler Festival was another resounding success. Congratulations to the Chrysler Car Club of S.A.

Our club display was also a great success. I arrived at 8:30 as nominated, ready to help assemble the display, and it was already done. Cars in place, gazebos erected. I wondered whether daylight saving had come early or my watch had stopped. :-)

*Richard Tapp*





# PAST EVENTS

## ALL CHRYSLER DAY (CTD)





## LIVING HISTORIES

## Chris Howes

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

*Continued from last issue*

C H So then we came back to this one tree that was in the neighbourhood, out with the axe and dad went and he cut down this bloody tree that was probably about, I don't know, 6 inches in diameter. So we chopped it into segments and then he made up a platform, by stacking one log on another. We eventually had the whole body of the car at that side, whichever axle it was, safely settled on this tree platform. And then we set about pulling out the axle and luckily enough we were able to get the inner piece out as well. I'm not quite sure how we got that out. A great achievement. Nevertheless, there we were, sitting on the side of the road with the axle, thinking that possibly the mailman will come along.

As it happened, one of the pastoralists came around in a Jeep and he said: "Ohh you're in strife" And we said, "yeah". And he offered to run me back into White Cliffs to organise parts. We had all our worldly belongings in the car and Dad was reluctant to leave it.

Dad asked the Pastoralist to take me back to White Cliffs and get the pub manager there to ring up the Ford dealer in Broken Hill and get a back axle for a 1948 Ford, giving as much detail as we could. The Pastoralist asked Dad if he was sure that he wanted to stay, he said he would be alright. Even at that age, I might have been 12, I'm thinking, Dad, what are you actually going to do here? And how long could you be waiting, you know? But he said the only way we're gonna get out of this is you're going to have to go into White Cliffs and arrange an axle

INT OK.

C H You know, suddenly there was this level of responsibility, and I was completely out of my depth, but my dad had set me a task, and I

had to carry it out. These are the sorts of things you did, harking back to the early days of kids in Broken Hill. These are the things that will be thrown up at you, and you dealt with them at a very early age. So anyway, long story short, I went back to White Cliffs. The hotel manager passed all this information on to the Ford dealer and Broken Hill, and I think there was a mail plane a couple of times a week like a Cessna that used to fly out with the mail from Broken Hill.

I remember being in the hotel, Dad had given me a fistful of pounds and the hotel staff were very good, but it was my first experience of sitting in the front bar in the country pub. It was a bit of an eye opener, you know, just sitting in the pub for a couple of days. A day or two later the axle arrived and I think it was the publican, or one of the staff, who drove me back out to Dad, we put the car back together and went home.

But in the time that I was kicking my heels in White Cliffs, I had been "noodling", going through the residue dumps that are everywhere, I was noodling there for a day or so and I didn't really find anything. But while I was sitting on the curb, kicking my heels, a bit of sparkly thing appeared under my feet. I picked it up and it was bloody big opal. And I don't know whether it was because they used to do a lot of trading in the pub or whether the last big rain had washed it down and it just became uncovered. But I remember that I finished up with this opal and it ended up paying for the whole axle saga.

INT That's a great story.

C H Yeah.

INT You touched on the fact that you had an early interest in aircraft, seeing one at Parafield, so you go out to the Broken Hill Airport looking at aeroplanes.

C H I did. I don't know where that actually came from, the aeroplane fascination, but it was certainly something I think that was evident



from the time when I was five or six years old. I was absolutely fascinated with aeroplanes. And when you think about it at that time, aeroplanes were few and far between in my locale. Yes, we had daily air service from Adelaide and we had the Flying Doctor base, which used to do a lot of work out of Broken Hill. But yeah, I had this fascination with aircraft I think for instance, as a kid I spent all my pocket money on building kits, aeroplane kits, model kits, you know. I remember when I left home I had this whole shelf covered in model kits. My parents are long gone now. Whatever happened to them? I don't know. I left them behind.

But anyway, yes, I used to ride out to Broken Hill Airport, which was perhaps 5-6 miles out of town. And I would just sit there and watch them coming and going.

The local Aero Club, I remember they bought two Chipmunk trainer aircraft.

INT The mighty de Havilland Chipmunk.

C H Yes these were pretty advanced trainers at the time.

INT Without a doubt, a quantum leap from the Tiger Moth.

C H So I was absolutely enthralled, I could sit and watch these Chipmunks go round and round the circuit, land and sometimes do ground loops and all those things

## LIVING HISTORIES

## Chris Howes (ctd)

that come with a tail dragger.

Then there was a bit of a horror story, in amongst this. Probably when I was 10 or 12, I have a brother and a sister who were both born in Broken Hill. They were of an age where we used to frequently hang out together; my poor sister Pat would mostly trail along behind brother and I, being female she was always the outcast; but I remember this particular day I said let's all go out to the airport. And they were young and naive enough to grab their pushies and follow me. So we're out there, standing on the tarmac watching this fellow doing circuits in a Piper Tri Pacer. And anyway, it pulled up, the instructor got out and he came across to us and asked if we would you like to go for a fly? of course, you know, we all said yes. So we jumped in the back of this Tri Pacer.

Subsequently my mum and dad went ballistic over this, because it turns out that the instructor had got out and said to the student pilot, right, well, you've soloed now, so what you need now is to do a couple of circuits with a load on board. Hang on, I'll grab you a bunch of kids that we'll put in the back of this Piper Tri Pacer.

For those of you who have no idea, we're talking about a steel frame, fabric covered, 150 horsepower thing, that was very fragile and a student pilot that I think might have had about 5 hours solo fluttering around Broken Hill in the thermals, doing circuits anyway.

Probably through my schooling then I had lots of aviation exposure. I bought all the then flight magazines or whatever and obviously we didn't have any of the media that we have today, where you can, you know, watch, learn, read about aeroplanes.

So I spent lots of time cycling to and from, spent lots of time sweeping hangers out there, which is the story of many a student pilot who finished up becoming some sort of notable in aviation. So yeah,



that was my earliest aviation interest.

INT You had a desire to fly ?

C H No, I actually didn't, I don't know, to pilot an aeroplane was something different to managing and watching and feeling how an aeroplane worked, that was the main focus that I had. I didn't really have any burning desire to fly. Well, no. Perhaps that's not quite true. It was just beyond reach. It was absolutely unaffordable. So that's why, probably a good reason why, I didn't go the flying route, but rather the engineering route.

INT So let's get started on that part of your life. Time to leave school. By your own admission, a pretty ordinary student.

C H Yeah. Very lacking in enthusiasm and results.

INT So I guess you had the choice of going down the pit, so to speak, or waiting for conscription.

C H Yeah, well, that was very much on the card. So for those who are not aware we're talking a period mid 1960s, 1965 in particular. Vietnam was ramping up. Conscription was on the cards. And I didn't have a lot of interest in going on to the mines. I really wanted to get out, no pun intended, but spread my wings and maybe there was that gene in me, a bit like my dad. He had a reason at an early

age, decided to leave home and just see what else was out there.

INT So I'm not sure quite what to make of the date, but April Fools Day 1965.

C H Well, it actually could have been February because I applied to join the Air Force shortly after leaving school, the end of the school year in 1964, I put in an application to join the Air Force, and I think through the Christmas period, not a lot happened. But I've got the letter, from memory about February 1965, which said come down for an assessment and an interview in Adelaide, that being nearest recruiting office. So they paid for a bus ticket, that then being the default method of getting to Adelaide from Broken Hill. I went to an office, I think in Pirie St. did a lot of assessment stuff and amongst that was a medical; I had done a pre medical in Broken Hill. I recall when making application, the local GP had to assess you to certain medical standards. When I got to Adelaide they put me through another medical, and when it came to the eye site test, I failed, why that didn't get picked up and Broken Hill, I don't know. So the Doctor said, no, you're a fail. I was absolutely devastated, I'm thinking, oh, God, what are we gonna do now? And I think I might have been almost started crying in front of the doctor, he said, well, have you ever

## LIVING HISTORIES

## Chris Howes (ctd)

thought of getting glasses? Well, no, I've never thought about it, I didn't know what I was missing.

So back home to Broken Hill, go to an optometrist and I finished up wearing glasses. The recruiting office said to come back, I did, and the day I signed a statement and swore the oath and all of that was actually April Fools Day, which had little or no significance at the time. I might add I don't remember wearing glasses again until I was in my 40s

INT So you reach straight into the black hand game, the aircraft mechanics or ...

C H No, there was a filtering process. So first of all, you gotta do your ten weeks out at Edinburgh for your boot slogging march routines. How to make a bed, shaving, get your hair cut, you know all the disciplinary stuff. It also meant getting up close with armament, we were all issued with a rifle and we had lots of rifle practise. Surprisingly to lots of other people, I was actually quite good on my rifle and I had to keep explaining that I was shooting rabbits and roos at about the time I was riding a bike

Edinburgh at the time was just on the closing phases of the nuclear weapons testing up at Woomera, so there's still some activity adjacent to the domestic side of the base. I was just itching to get up there and look at the aeroplanes, but of course, you know, the focus was really on marching around the square of bloody bitumen and getting your hair cut. Yeah, so I did 10 weeks of boot camp.

Everybody does it and I think they still do it today and that doesn't matter whether the Army, Navy or Air Force, you do that disciplinary thing and you really learn to get your \*\*\*\* together. And I have to say, for a teenager, that is the best thing. I really do think that we are sadly lacking in upbringing today. Modern teenagers have no sense of (I'm painting a pretty broad brush



RAAF Edinburgh 1965

Geoff Goodall [www.goodall.com.au/photographs/raaf-edinburgh/RAAF-EDINBURGH.html](http://www.goodall.com.au/photographs/raaf-edinburgh/RAAF-EDINBURGH.html)

here) learning how to cope with being given orders and we're gonna say, having a sense of discipline. I don't mean in the harsh sense, but suddenly getting a mindset and what's right, what's wrong, what direction you need to take and how much self thinking you need to do. So that was actually really good, that first ten weeks, though dreaded at the time.

So what did I do then? Part of the process was that I had elected at the boot camp phase to get in the technical side of the Air Force, as opposed to admin or medical or there are a whole bunch of other fields. I'd elected technical, so technical meant that you had to go to Wagga Wagga. I think Wagga is still the technical training school for the Air Force. The huge ex wartime base, Forest Hill, is about 20 minute drive outside of Wagga.

There were maybe 20 or 30 recruits that I did boot camp stuff with, at the end of which we all split up. Some wanted to be truck drivers, some wanted to be dentists, some wanted to be cooks, so we went our separate ways. All the tech guys jumped on a train and went to Wagga via Melbourne. It was early June; we arrived about 4:00 pm and stepping off the train we snap froze; it was like somebody opened the freezer door.

We all got on a bus and drove out to the camp and we were allocated to a

hut, which would have been ex wartime accommodation. Asbestos huts, shiny lino floors and rows of beds just like you see in the movies. You know, rows down either side and a steel locker.

We chose a bed, dumped our baggage and then we were formed up and each given a big sack, which we folded up under our arm. That sack was the palliasse. And what is the palliasse? A palliasse is something you stuff with straw to make a mattress ...

So we were then marched to the Quartermaster's store and sent out the back where he had sheafs of hay straw, we were then given the task to fill up our palliasses with as much straw as we could. Then they were thrown on the back of the truck and we were marched back to our hut and all these palliasses were dumped in the doorway. And we picked each one up and we put it on our bed and that was it.

INT That was it.?

C H Right. Well, for somebody who has never experienced a palliasse, I'm gonna say that when it probably got down to two or three degrees C overnight the straw snap froze and we just froze our \*\*\*\* off. So the order for the next day was to go back and fill this bloody thing up till you couldn't stuff in any more hay.

And then we had a fairly rigid



## LIVING HISTORIES

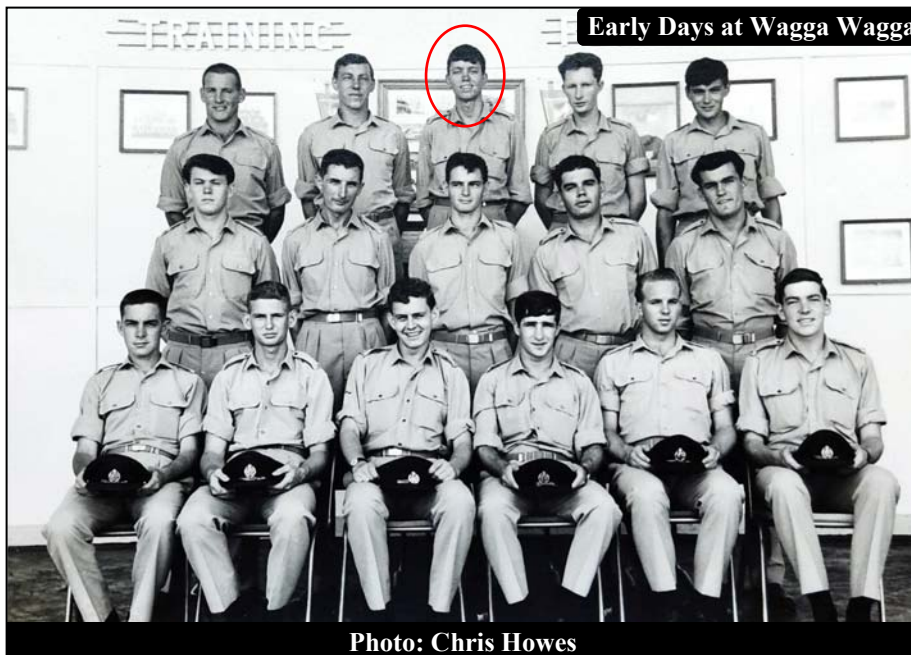
## Chris Howes (ctd)

introduction of another filtering scheme. We did a basic Mechanical course, so bit like a boy's tech college if you like. Where you go and do various aptitude tests, you use science and physics and maths etc. and they assess you on your results from that to be able to absorb things technical. Then if you pass that bit, you move on to another phase where you're given a lump of metal and you have to make that metal into some sort of a tool. So you did all that basic tool training stuff.

Quite a few people dropped out because they didn't have the skills set to deal with lumps of metal and tools. Way back as a kid I was messing around with Billy carts and Dad's cars and all that sort of thing, so I guess by instinct I had some sort of aptitude and the Air Force saw that yes, I had the potential to be a valuable member of their technical community, so then I moved on.

Then you were offered choices of becoming an aircraft electrician, an airframe tech, an engine tech, an armament tech, an instrument tech or a radio tech. So there were five or six different trades you could stream into. I felt that I'd be messing around with engines long enough that I'd give that a go, but they saw otherwise and said no, you gotta be an armourer and play with bombs and rockets and all of that.

At that I think I just let loose you know, that was not my preference I wanted to work on aeroplanes, not be out somewhere fusing bombs and so on. Anyway, I think I might have made enough fuss and convinced enough people such, that I went into an aircraft power plant course. That led to four or five months of classroom stuff, plus hands on stuff on aircraft engines. So it being 1965 and World War 2 having finished only twenty years ago, there was a lot of surplus World War 2 material. So we were messing around with Rolls Royce Merlins and Tiger Moth Gypsy engines.



Nowadays, with people doing restorations of Spitfires and Mustangs and the like, I can identify with that because the principles were all the same. I didn't realise it at the time, but later on historically, I've suddenly realised "Oh, wow, yeah, I remember that." So we read articles today about people having difficulty with putting complex twin row radial engines back together and the cam timing etc. - and it comes back to me, this is the stuff I did my basic training on.

We'd get to a point where we would not only do the classroom stuff, but we would go out and strip engines, measure them up, put them back together, put them in a test cell and run them. And at the same time, of course, I was doing gas turbine engines, so jet engines as we know them today and jet engines, were still in the developmental stages in the early 1960s. So you know when you consider that the first jet aircraft didn't become popular until post World War 2, late 1940s, 1950s, a lot of the aircraft that we, the Australian Air Force, had, were from that era. So again, historically I was looking at the earliest versions of jet engines, predominantly those from the UK; Rolls Royce Nene and de Havilland

Goblins and all that, which were just a step away from what the Germans had been tinkering with in World War 2. Interesting times they were.

INT Well, well.

C H So at this point you then get shipped out to a flying unit ; you're posted out for 12 months, and, in that time you go and do your hands on thing with real aircraft. You are the lowest of the low when you get associated with a squadron that flies aeroplanes. I remember one of my first tasks was about a month in the spark plug shop. And you say "spark plug shop?" Well, Dakotas, DC3 - a lot of people would have heard of them. I was at East Sale down in Gippsland, Victoria. Another of the coldest bloody places ever. And we had, amongst other things, the School of Air Navigation. The Air Force at the time had probably a couple of dozen Dakotas, each of those had 2 Pratt and Whitney 18 cylinder round radial engines. Each of those engines had two spark plugs per cylinder, 36 spark plugs. So you can probably conjure up in your own mind that there was a lot of spark plug changing going on in the course of any one day or week.

*Continued next issue*

## PAST EVENTS

### Easter Rally Broken Hill

The question is what to do when the family of 5 from Perth and 2 from Newcastle, are coming home to Adelaide for Easter. Move Out? Well yes, although we had booked and paid in full for the Rally and accommodation (powered site \$76 per night pay in full on booking) before they told us they were coming.

We left for the rally on Wednesday before Easter to miss the traffic and make an easier trip for the old girl (Chrysler 1936) and us.

We planned to get to Terowie but pushed on to Yunta. The club had stayed at the race track a few years ago so we decided to go in there off the road and away from the trains in the middle of the night. We picked a nice quiet site between the new Club rooms and what looked like a building site camp.

About 6 pm the Yunta Police came with his dogs to see what we were doing there and said we were trespassing. I explained that we had been before with permission and there were no signs on the gate and he explained things had changed. After seeing we were no threat he let us stay overnight.

THEN at 6.30 as the sun went down, the big white box we were camped next to started up. It was a huge generator, obviously set for when the sun went down. It was no more than 1 meter away from the side of the camper. Whoops this will be good for the night! After much discussion we took off into the scrub for a quiet night. The Police did give us a wave the next morning while we were filling with fuel. I wonder if he knew.

Thursday was an uneventful day except for heaps of roadworks and goats all the way to Broken Hill.

Friday (Good Friday) was sign on day at the club rooms in Blende Street, right behind the Historic Trades Hall which has just been heritage listed and a must to visit inside and out if you visit Broken Hill.

We picked up our Rally Packs and

afternoon tea was available. We caught up with several locals we had not seen for many years because of that dreaded COVID.

A group of Adelaide members had dinner at the Democratic Club that evening before an early retirement.

Saturday we all met at Centro Plaza for a short drive to Perilya Mine (owned by the Chinese) for morning tea and a look at the Windings (The machines that move the miners and ore up and down the mines). There was also museum explaining the different levels.

After driving past some of the relics, air vents and a beautiful 40s-50s building within the mine area we had Lunch. We then drove to see where the Afghans (who were Turkish sympathisers at the end of WW1) ambushed and killed some of the picnics on the 1915 Picnic Train, on the way to Silverton for the miners picnic. Then onto where the Afghans holed up on White Rocks on outskirts of Broken Hill.

Whilst we were having morning tea we were looking up the Rally participants list and discovered a familiar name. Ed Cotton, from Riverland. Ed had previously been at the primary school our children attended and had been good friends with members of this club Margaret and Ralph Winston.

Margaret has passed on but Ralph lives in a retirement village near us. They were one of the couples who led us along on many trips with our this club.

So a lot of good catching up was had for the rest of the weekend and he gave us the entry form for the next Riverland Rally in October which we intent to go to.

Sunday we again met at Centro Plaza for a short trip to the Historic Railway Museum for morning tea and spent the morning exploring many interesting things about Broken Hill in

particular the migrants who helped establish the Hill.

As we were leaving we met up with our club member Barry Ellis who we were very pleased to see as he cannot drive to Adelaide anymore.

We then went to the Zinc Lakes for lunch and display. After about half an hour the Heavens opened up as they do in Broken Hill and we had a down pour for about 30 minutes then it was all over.

Unfortunately a lot of people decided to go as soon as lunch was over.

The Presentation Dinner was at the Musicians Club again where trophies were presented and with another great meal. The car of the Rally was a beautiful 1930s Auburn from Jamestown.

On Monday morning we said our goodbyes with a cooked breakfast at the club rooms then headed for home.

At Hallett we had a message from home not to come back as everyone had gastro so we stayed a night at Riverton Caravan Park. The pubs were both shut for meals so the caravan park manager gave us 3 freshly laid eggs for our dinner because he had told us one hotel was open when it was not.

Another very good rally and it was great to meet up with everyone from as far away as Lakes Entrance and Geelong. There were 76 entrants. Well Done Broken Hill.

**Trevor & Lorraine Beythien**



A photograph from 15 years ago!



## PAST EVENTS

### City of Adelaide Clipper Ship & Lighthouse Wharf Lunch

**21 April 2024**

A beautiful autumn day gave us the opportunity to enjoy another successful day run. The day began with a meeting point at the car park adjacent to 722 Port Road, Beverley.

On arrival at Dock 2, Port Adelaide we met with the friendly staff of the City of Adelaide Clipper ship. We were then divided into 2 groups and given a very comprehensive tour and explanation of the history and the restoration of the City of Adelaide.

The ship, built in 1864, had quite a colourful history as well as 23 sails to Adelaide with passengers to colonise Adelaide (no criminals) as well as various types of freight to help build the city and surrounds.

After some controversy in Scotland, with the help of Prince Phillip, The City of Adelaide was returned to Adelaide in 2014 where an incredible amount of restoration is being done.

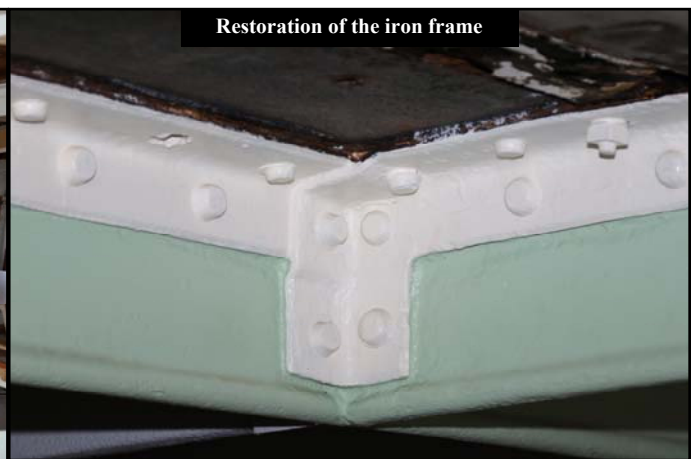
Following the tour, we took a short drive to our venue for lunch, the Lighthouse Wharf Hotel. We were allocated the top floor with views of the Port. A delicious meal was very promptly served.

The day was a great chance to see the ship that bought out many of our ancestors who helped to settle South Australia. Thank you all who took part and many thanks Ann and Greg for doing the run sheets. Thank you to Richard for some wonderful photos (as is usual).

*Ellen and Bob Haywood*



2 first class cabins, each for 4 people



Restoration of the iron frame



## PAST EVENTS

### Gawler to Barossa Veteran and Vintage Run

#### 14 April 2024

After seeing this event advertised over the years, we decided to follow this run from Gawler through Lyndoch and on to Nuriootpa on the 14th April. Us being too young, with our '36 Chrysler for the event. (That doesn't happen too often.)

It was interesting to see about 70 veteran & vintage cars and bikes under 1930 being driven on the road, most in very good condition.

The cars left in 2 minute intervals from the Lutheran School in Gawler on a beautiful sunny morning.

They travelled to Lyndoch where they had morning tea.

All the cars together in Lyndoch made a great show at the public car park opposite the famous Bakery.

We had a friend to visit in Tanunda so did a short detour then followed into the Tolley Reserve at Nuriootpa. They had lunch supplied for the entrants and you could buy drinks and sausage sizzle if you were not an entrant of the tour. Great idea.

It was great to see all the veteran and vintage vehicles and motor bikes out on such a great day.

Some were dressed to match their

era and I believe there was a prize for best dressed.

We met up with some of our past and present members who also attended. Some of you may remember Allan & Cynthia Kempster from Gawler and later Daveyston (near Nuriootpa), Cynthia was there and now lives in Nuriootpa. Other attendees were Michael Buxallen, Gil Purdie and Greg Newley, with side kick John Milton. Being at Nuriootpa we also saw Kevin and Roxanne Frith.

It was a nice day for drive through the Barossa, so we went home through Greenock and Gawler.

*Lorraine Beythien*





## PAST EVENTS

### Midweek Run to Beck's Bakery

**24 April 2024**

Our first midweek run for a number of years was kindly organised by Vince Isola and was well attended. We met at the Junction Carpark Morphettville and prior to our departure we were treated with a surprise addition to the run with Scott Carbone with his recently restored 1939 Fargo truck. The run to Port Noarlunga was reasonably simple with Vince guiding us for spectacular short coastal drive before arriving at Beck's Bakery. We were allocated our own protected outdoor area and after purchasing some of the delicious variety of food we enjoyed lunch with great company. Thanks to Vince for arranging the run and we can look forward to midweek runs being a regular part of future events. Thanks to all who attended.

*Ellen and Bob Haywood*

*Photos: Bob Haywood*





## OUR MOTORING HERITAGE

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**A Chrysler Concorde that John Milton had while in Shanghai, China**

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**Walter Percy**

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*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

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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.....
<b>Total \$.....</b>	



# MARKET PLACE

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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		

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## MARKET PLACE

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

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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

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

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*[Bold adverts are new this issue]*





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