




THE CHRYSLER COLLECTOR

**Number 273
July - August 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 30 August 2024. Only corrections/amendments accepted Sunday 1 September 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. 8th August 2024

Wed 11th Seotember 2024

INVITATION/OTHER CLUB'S EVENTS

Sunday 25th August 2024

All Morris Day Charity Event. Albert Greenshields Park, Cnr Blight St & Torrens Road, Ridleyton. To register for this event please contact the Secretary Mb: 0414 346 301

Sunday 1st September 2024

Old Car Day/Drive-It Day. The Gawler Veteran Vintage and Classic Vehicle Club invites your club or club members to join them at Bethany Reserve, Bethany Road, Bethany at around 11.00am on Sunday September 1st 2024. Runs will be starting at Fremont Park, Elizabeth and Princes Park, Gawler Showgrounds, Gawler. Meet at 9.00am for 9.30am start at both sites. You are welcome to organise your own runs or just turn up. BYO lunch and chairs, toilets and a large shelter are available. More information: Alvin Jenkins 85292504 or email e-torque@gawlerclub.com.au

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 and entry form <https://fhmcsa.org.au/10/events>

Sunday 20th October 2024

Bay to Birdwood. West Beach to Birdwood 6.00am – 5.00pm.

Refer to website 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. 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

Charlie Tsecagias	Colonel Light Gardens 1970 VF Valiant	Sharon Knowles	Hillbank 1967 VC Valiant
Kosta Tsecagias	Colonel Light Gardens 1970 VF Valiant		

Life Members

Year	Name	Member #	2020	2020	2020/2021
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

Michael & Lynette Buxallen's 1928 Dodge Fast Four tourer

Photographed by Richard Tapp at the 2023 Ray Miels Memorial President's breakfast run

CLUB EVENTS

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 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

Calendar Shoot

Sunday 15 September 2024

Calendar shoot and lunch at
Lambert Estate Winery, Barossa
Valley.

Meet at 9.15am for a 9.30am
departure from Gilles Plains
Shopping Centre Car Park, 575

North East Road, Gilles Plains.
(corner NE Road and Sudholz
Road.) Meet in front of Dan
Murphy's.

There are a couple of different
photo locations planned. Then
on to Lambert Estate Wines for
lunch, fantastic venue with a

variety of food and beverage
options at reasonable prices –
10" pizzas range from \$27.00 -
\$30.00. Wine tasting and cellar
door sales available.

Brenton Gibb
08 8263 2908

Motorfest

The club is not organising an
event in October 2024.
We encourage members to go on

one or more of the Motorfest
runs conducted between Monday
14 October and Friday 25

October 2024..
Details here: [https://
fhmcsa.org.au/10/events](https://fhmcsa.org.au/10/events)

17th National Chrysler Rally - Griffith NSW

28 Sep - 4 Oct 2025

Preparations are now well
underway for next years
National Chrysler Rally and you
can expect regular updates on
the NSW club's website.
<https://www.chryslerclub.org.au/>

Entries will open during August
2024 and will remain open until
11 April 2025. The main entry
process will be online, however
we will assist you with other
entry processes if preferred.

You will need to book your own
accommodation in Griffith.

There is a range of options from
Caravan Villages, motels hotels,
self contained and serviced
apartments. The key dates are
check in Sunday 28 September
2025 and check out Sunday 5
October 2025.

The rally web page has a list of
accommodation options and
contacts. Additional information
can be found through Visit
Griffith:

[https://visitgriffith.com.au/
experience/stay](https://visitgriffith.com.au/experience/stay)

As this is a school holiday

period and there are a number of
other events around the Riverina
area, you are encouraged to book
early.

Key contacts:
Diana Chegwidan: 0411 281 140
Joy Boyce: 0418 481 005

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FROM THE COMMITTEE

President's Message



Hi all, and welcome to this edition of the Chrysler Collector. Our run for May was an early morning start for a run to Murray Bridge for their coffee and cars event on the banks of the mighty Murray River. The air was crisp but the sun was shining which made for a pleasant day to admire a large variety of makes and models of cars. Richard, our roving photographer arrived a little late in his 1929 Plymouth having to stop along the way to retrieve his number plate which had fallen off. Starting this beast also was proving to be a problem with the clutch required to be fully depressed and the other foot wrapped around the gear stick and handbrake to reach the starter button. Our plan was once the cars and coffee was over to move onto the Captain's Cottage Museum for a visit, but on this particular Sunday, contrary to the notice board and web site it was closed. No problem we moved back to the river where we went to the old rowing club for lunch followed by some good fellowship before making sure Richard got the Plymouth to start and then we all departed for home. I later heard that the Plymouth finished the journey on the back of a tilt tray with a distributor issue.

Saturday 1st of June was this year's Registration Day at the CCC Clubrooms which resulted in a good number of members coming along for a free sausage sizzle and updating their membership and getting their log books updated. Special thanks to those committee members who volunteered their time either on the BBQ or inside doing the pencil work or keeping coffee up to those who required a coffee fix. Many memberships have been coming in by post, but just a reminder if you have not yet renewed your membership and had your log book stamped and signed by a club registrar do not drive

it as you are breaking the law and hefty fines apply.

On Registration Day John Goddard removed our honour board from the wall and is in the process of changing the layout and adding life members, as it has not been updated for several years.

By the time you read this our AGM will have been held, and after a three year term as President I am stepping down and I would like to take this opportunity to thank the outgoing committee for their support and help over these years. I will continue on as Vice President to assist our incoming President Brett Newley. Brett has grown up attending events and rallies with his family from a young age in this club and I feel he is the right fit for us going forward. I believe many of the existing committee members have already nominated for positions on the new committee.

This year's Presentation Lunch is again down south, if you are wishing to attend please refer to the club events section in this magazine and respond to Sharon by the due date. We would love to catch up with many of you out and about on some of our runs, remember a run is a good excuse to get that car out and do what it is supposed to do. Drive It

Brenton Gibb



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Chris Howes, Cathy Woods, Greg Newley, Garry Williams 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

	Jun '24	May '24	Jun '23	Jun '14
Sessions	98	140	104	463
Users	73	103	85	n.a.
Page views	143	236	188	2,208
Flickr views	1.60 million	1.58 million	1.48 million	n.a.
Flickr #photos	25,008	25,008	n.a.	n.a.
Facebook mbrs	2,115	2,108	1,980	n.a.

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

Income and expense	<i>May-Jun 2024</i>	<i>Jun 2024 YTD</i>
Income		
Subscriptions	-	7,818.20
Grant earned	-	4,525.74
Raffle proceeds	106.00	410.10
Sales	215.00	968.81
Interest	542.66	762.78
Donations	0.04	1,746.54
Sundry	-	20.00
Total income	<u>\$ 863.70</u>	<u>\$ 16,252.17</u>
Expenses		
Magazine	702.50	4,326.25
Postage and stationery	783.96	1,975.17
Functions	137.41	348.65
Function subsidies	-	1,300.00
Cost of sales	15.00	820.00
Insurance	-	919.37
Depreciation	464.74	464.74
CCC	-	350.00
Total expenses	<u>2,103.61</u>	<u>10,504.18</u>
Surplus / (Deficit)	<u>-\$ 1,239.91</u>	<u>\$ 5,747.99</u>
Brought forward		\$ 36,484.48
Members funds		<u><u>\$ 42,232.47</u></u>

Balance sheet**30-Jun-24****Assets**

Cash on hand	100.00
Westpac Community Solutions	9,905.98
Westpac Cash Reserve	11,922.73
Westpac term deposits	22,427.94
Commonwealth Bank	264.08
Computer 2023 (Cost 4,450.74)	3,986.00
Club plates B55-B99 \$5 each	145.00
Touring badges \$12 each	120.00
Tools (cost \$7,590.66)	200.00
Calendars	-
Total Assets	<u>\$ 49,071.73</u>

Liabilities

Prepaid subscriptions	6,165.00
Grant - unearned, repayable	474.26
Prepaid deposits	200.00
Total Liabilities	<u>\$ 6,839.26</u>
Members funds	<u><u>\$ 42,232.47</u></u>

FROM THE COMMITTEE

Minutes of the Meeting held 8 May 2024

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 8 May 2024 - commenced at 7:45pm.

President Brenton Gibb was absent due to work commitments and the meeting was chaired by Vice President Brett Newley.

Emergency Wardens

Brett Newley explained the emergency response plan.

Apologies:

Per attendance book.

New Members & Visitors

None reported

Sick List

Barry Maslin going well with his treatment. ick Hart advised meeting that Judy Hart was in intensive care, waiting on tests.

Minutes of Previous Meeting

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

Business Arising from Minutes

None

Correspondence

In: Email - Minutes of the CCC Committee Meeting held on 8th April 2024; Email - Minutes of the FHMC general meeting held on 13/4/24; Email - 3/5/24 Australia Post - Statement
Email - 4/5/24 - Photos of Plymouth and Oldsmobile for sale for Buy and Sell; Photos and details of Vintage car, truck and machinery auction, Langkoop Victoria for Buy and Sell; Various Magazines handed onto library

Out: Email 15/4/24 to Joanne Lovell re Cars and Coffee - Murray Bridge. Confirming numbers attending for our May Run, approximately 15 cars; Email 7/5/24 to CCC re our Registration Day on 1/6/24 - checking BBQ has gas.

Treasurer's Report

April report tabled. Income \$256, expenses \$nil, surplus \$256. Surplus YTD \$6,988. Noted that term deposits were maturing and would be renewed. 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: Apology

Records: Sharon advised renewals have gone out. Bring paperwork to Registration Day on the 1/6/24.

Librarian: Jim reported library had been very busy tonight. Plates are still available for purchase.

Tech Rep: Reasonably busy with enquiries.

HVR: Getting organised for Registration Day

Triple C: Vince absent.

Federation Rep: Last meeting 13th April 2024. Motorfest details have not yet been finalised. Federation Tour 13th May - 24th May 2024.

Past Events

Kevin Williams spoke on the clipper ship run. Interesting to see what the volunteers have done in the last 10 years since we were there last. Lunch at the Wharf Lighthouse Tavern was very good.

Garry Williams spoke on our mid-week run to Beck's Bakehouse at Pt Noarlunga - good run should be more of them.

Lindsay Gibb spoke on our May run to Cars and Coffee at Murray Bridge.

Trevor Beythien spoke on the Gawler Vintage and Veteran Club run, about 30 cars attended including Greg Newley and John Goddard.

Sharon Gibb spoke on the Drive & Jive event - there was a car display and the bands were very good, it was a great day.

General Business

Jim Dawson advised that Graham McRae's estate has been finalised and he passed on the thanks of Graham's family for our clubs and members assistance. Brett asked Jim to advise Graham's family of our decision to name our library in Graham's honour. Jim will take a photo of the plaque and send to his family.

Kevin Williams advised meeting that the books that had been left over from Graham's estate have been donated to the Gilbert Motor Museum in Strathalbyn.

Brett advised meeting our AGM will be held on the 10th July 2024, see Ann for nomination forms.

Brett also advised meeting he is in the process of getting the club nominated with Rare Spares, this will give our club a discount on parts.

Brett advised meeting that we have been advised by Ron Monck a new book has been published for SAPOL Transport History.

Brett introduced Garry Williams - Something you didn't know about me.

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 8:35pm followed by supper.

FROM THE COMMITTEE

Minutes of the Meeting held 12 June 2024

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 12 June 2024 – commenced at 7:46pm.

Brenton Gibb thanked Vice President Brett Newley for chairing the last 2 meeting.

Emergency Wardens

Brenton Gibb explained the emergency response plan.

Apologies:

Per attendance book

New Members & Visitors

None

Sick List

Barry Maslin hopes to be back for July meeting, Judy Hart is out of hospital, Andrew Kloot has the flu.

Minutes of Previous Meeting

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

Business Arising from Minutes

None

Correspondence

In: Email – 3/6/24 – Australia Post Invoice for magazine postage \$293.54; Email – 6/6/24 – from Jeff Knowles advising of his absence for tonight's meeting 12/6/24; Email – 9/6/24 – CCC committee meeting held 3/6/24; Email – 11/6/24 – DIT re Grant – Acquittal Statement due 7/7/24; Email – 12/6/24 – Chrysler Restorers Club NSW Re 17th National Chrysler Rally in Griffith 2025

Out: Email – 6/6/24 – To Jeff Knowles acknowledging his absence from meeting 12/6/24.

Treasurer's Report

May report tabled. Income \$255, expenses \$1,241 deficit \$986. Surplus YTD \$6,002 (of which \$4,526 is the government grant) Moved R Tapp that report be accepted, seconded Kevin Williams, 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.

Honour board being updated.

Records: Sharon advised we have about 70 memberships still outstanding. Kevin Williams and Brett Newley have been updating log books tonight.

Librarian: Jim advised he was having a busy night and that the plaque for The Graham McRae Library had been installed. Club Plates are still available.

Tech Rep: Has been very quiet.

HVR: Jeff was an apology but sent in a written report regarding Registration day.

Triple C: Meeting was held 3/6/24. Lighting in the car park and around buildings will be upgraded.

CCC was awarded a \$2,420 grant from DTI for a defibrillator for car club members, which will be kept in the library. Ensure the fridge is locked.

FHMC: Greg advised meeting is next Saturday

Past Events

Chris Howes spoke on the Federation Tour which was in the South East. Around 24 cars attended approximately 40 people. Numbers were well below previous attendances. This is the first Federation Tour since prior to Covid. It was a good tour with interesting day runs.

Geoff Chase advised that the City of Adelaide ship was being moved to its permanent home 15/6/24.

General Business

Brenton advised meeting that forms for nomination for Ken Barnes Memorial Trophy were on the front table. Brenton reminded members of our AGM on the 10th July 2024, nomination forms on the front table. Forms for the 2025 National Chrysler Rally and the 2024 Motorfest also on front table

Brenton advised that at the last committee meeting, he and Sharon were recommended for Life Membership. Brenton and Sharon Gibb left the meeting. Brett Newley came forward and proposed to members in attendance that Brenton and Sharon Gibb be granted Life Membership of The Chrysler Restorer's Club of Aust, SA Inc. The vote was taken and carried by members in attendance.

Brenton and Sharon re-joined the meeting.

Kevin Williams advised meeting that Bill Watson wanted to sell a photo of a 1959 DeSoto. Garry Williams purchased for \$10.00.

Kevin Williams spoke about "Something you didn't know about me."

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 8:50pm followed by supper.



PAST EVENTS

Cars & Coffee, Murray Bridge

5 May 2024

In February 2024, Helena and I visited Captain's Cottage museum in Murray Bridge. The museum site is the former home of Captain Adam Johnstone, a pioneer of the paddle steamer trade on the Murray. As the museum opened at 10am on Sundays, we thought this may be good for a club run, tied in with the monthly Cars and Coffee at Murray Bridge.

For whatever reason, it didn't open at all on Sunday 5 May 2024. After displaying at C&C and trying to access the museum without success, we lunched at "1924".

This restaurant is on the river bank, adjacent to the C&C venue and located within the Murray Bridge Rowing Club premises. "1924" remembers a significant moment in Murray Bridge rowing history, when the club's "Murray Cods" constituted Australia's Olympic team in Paris.

The team were disappointed with their Olympic performance, which was no doubt adversely affected by them having to row 40km to get to the 3km race venue, due to budget constraints.

Richard Tapp



PAST EVENTS

Cars & Coffee, Murray Bridge (ctd)



Forgot to photograph this car; this is from a previous C&C



LIVING HISTORIES

Chris Howes (ctd)

CH I did 21 years, rose to the dizzy heights of Warrant Officer. At this point you're well and truly into the administrative role and any future moves mean taking up another desk post somewhere. It's 1986, I'm back at Edinburgh and decision time is looming; do you stay in for the long haul or look for a career change while you're still young enough. My kids were in high school, my next move was probably going to fly a desk in a high rise on St Kilda road in Melbourne; not something I warmed to.

So it was a guy by the name of Barry Kenyon who made the decision for me. Barry was a founding member of our Chrysler car club, which we haven't spoken about yet. He was running a light aircraft engine overhaul business at Parafield airport. Things were going pretty well for Barry at the time and he was looking for someone to help with the admin side of the business. As we had known each other for a number of years, he made me an offer and I took it. Bye bye Airforce.

INT So you were working on things like Lycomings and Continentals

CH Yeah the sort of stuff you fit to bug smashers – Pipers and Cessnas etc. plus the odd heli-muster chopper; actually I think Chris Sperou the aerobatic champion was also one of his customers, so Barry was pretty well known around the place.

I have to say that the world of civil aviation was a whole new world for me, although the engineering maintenance aspect is very strictly regulated, the business side of it was driven largely by economics. Where I was used to removing and replacing components in the Airforce, much of the same work was carried out by recycling components.

I also found that the operators of these aircraft and helicopters, seemingly, were only interested in



Photo: Chris Howes' S series Valiant

getting the job done, then parking them. The condition of some of the engines we got back into the shop was frightening, particularly from the heli-muster guys. Admittedly they operated in pretty harsh conditions.

As a side business, Barry wheeled and dealt in vintage tin, Barry had this innate skill to find wrecks and bits and pieces of the 1920s/30s Chrysler Plymouth and DeSotos. In one of his hangars, he built a mezzanine floor and that mezzanine floor was just full of engine blocks, tyres, rims, wheels, hood, bows, mud, guards, you just have no idea. So, it evolved that half the time we'd be working on doing aero engine overhaul and then the other half in the other hangar putting together, sourcing, going grabbing bits, you know for Plymouth, DeSotos and Chryslers. I think I can honestly say, that in the day, most of the cars restored in our club came from Barry's stash.

With all of this vintage stuff on the door step I now thought I could have another go at a restoration project

INT Before we get to that, we should start with your interest in Chrysler products.

CH I had always liked the lines of the S Series, and they were still quite common in the early 1980s,

and so I thought I'm gonna have me one of them. So I did. That was my first Chrysler car, I had only just bought it when I saw an ad in the advertiser, anybody interested in forming a Chrysler restorers club, come to a meeting at Tonsley, you know around January of 1980. So I had actually bought the S series before the Chrysler Club formed. Then of course it would it have been 20 years old and it was still a daily driver, and there were lots of them around; it was a lovely car, great touring. My parents and the rest of the extended family were still in Broken Hill, so we did many trips backwards and forwards. We bought a boat, a little outboard, we towed that around as well. And so I didn't actually know a lot about Chryslers, I just liked the idea of having a Chrysler Valiant and the S series in particular. So then, being an owner of a Chrysler, and having seen this ad in the paper, I thought well, I would go and join up with this mob. So yeah, I joined the Chrysler Club. I wasn't an inaugural member. I think the first meeting might have been in February or something like that. I reckon I joined in March.

INT Oh, Johnny, come lately?

CH Yeah, it was an interesting exercise for the guys that were forming the Chrysler Club.

LIVING HISTORIES

Chris Howes (ctd)

Actually, we should flesh this out a bit. The issue with having a club named Chrysler Club was a bit difficult because Chrysler being a trade name, was very much a thing that the Chrysler corporation were very precious about and they didn't like it being bandied about in things other than them manufacturing and selling cars, so we actually had to get permission to form a Chrysler Club.

We knew the NSW club had started, I think about 76 or 78. We were lucky that we had people like Ross Bryant, who was actually a member of the NSW club because it didn't exist here, so he went on a mission to find out what they did and I think we had to formally ask Chrysler US whether we could have the approval because NSW had already been down that road, subsequently we did of course. So there were a bunch of people who kicked off the club who mainly were vintage car drivers in the sense that 20s, 30s and even preteens were the flavour of the month. That's what these people were mainly into you know, Wooden wheels were go. That's where it all began.

INT The wooden wheel guys have it.

CH So here was I. Johnny come lately, as you say. I wanted to join the car club, so speaking to the secretary at the time "We'll send you a membership form, and by the way, what sort of car have you got?" "I've got this S series Valiant" and there was a pause. "Ohh. so you haven't you got an older car?" "Well, this one's 20 years old" I said, "Yeah but its Chrysler, so I'm eligible." "Ohh yes, I suppose so" And that was my first introduction to Chrysler Restorers.

INT There's a warm welcome for you.

CH Yeah, and that was my first awakening. I suppose that I was very much out of step with the other members at that period of time. But anyway, so I joined and I had my S



Chris's 1929 DeSoto, now with Allan and Sandy Martin

series. I had now been working with Barry Kenyon and got involved, so we're now talking. 5-6 years on, very much got involved in the wooden wheel scene in seeing how they were put together. Lots of restorations began, the likes of the. Dick Harts, Keith Lucas, the Friths they were all doing restorations in that era and they were all members of the club. Most of them lived on my side of town, so I was pretty much around old cars in the early stage and there was that feeling that one of these days, I want to actually do one of those. So that was my earliest interest and connection with the Club as we know it today.

INT And I understand the first effort at restoration was a 1929 DeSoto

CH Yes it was. There's a bit of a story to that. Because of Barry Kenyon and Keith Lucas, '29 DeSotos were very popular, they were popping up like poppy seeds, you know, everywhere. And I thought, oh, I want to get me one of them and somehow or other I became aware of this Roadster, which is obviously quite rare, in of all places, Charters Towers.

INT Just around the corner.

CH Yeah. So I corresponded with this, guy pre email or it was STD phone calls and letter writing. So he mailed me down some hard copy

photos. Cause that's what you did. You went out, got camera out, took photos, then you took them to the chemist.

INT You have to get it developed

CH So it was a fairly long drawn out process, Yes. so anyway, I decided that, yeah, that'd be good. How do I get it down there? Well, one of my best Air Force mates and this is from the time when we were Wagga (the boat guy), he'd left the Air Force about the same time as me and he bought a semi. And he was doing Townsville, Melbourne, East Coast runs you know with his semi, quite a good business. Anyway he had a desire to see the Grand Prix which had just kicked off about 86 here in Adelaide,. So I said if you're going to bring the truck across can you arrange to get this car down from Charters Towers. One thing led to another, he had connections and he brought it over here.

My next-door neighbour, who was then living across the way in Greenacres, was Dennis Hatchard from Denron metals in Thebarton. Having got Dennis involved in the club, he was able to get it off the truck and home. It was quite a quite substantially complete DeSoto roadster, but very sunburnt.

Continued next issue

LIVING HISTORIES

Chris Howes

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

Continued from last issue

C H So I did about 12 months at East Sale, working on Vampire jets, they were one of the very earliest half wood, half metal jets, very, very British. Also there were Winjeel piston engined trainers, developed here in Australia. It was a very busy place which gave you a very quick appreciation of how dangerous it could get, when you were moving in and around aeroplanes with big props and bloody jet exhausts out on the tarmac. So yeah, so that was the first hands on skills with aeroplanes.

After that I went back to Wagga and did a subsequent follow up course for about six months and then graduated as a qualified Engine Fitter 2.

On completion of this training there were postings to operational squadrons or some people went to overhaul maintenance depots. These large maintenance facilities that the Air Force had at the time, were for overhauling aircraft, which might be in the hangar for two or three months, being stripped down and put back together.

I went back to East Sale for a time, and then I actually came back to Edinburgh. I joined with the dwindling operational side of the Woomera trials aircraft, which was all tapering off by then, the big trials we had done with Blue Steel rockets and RAF Vulcan bombers and all those sorts of things had just about ended. But I was still working on Canberra bombers, some of our own, some British; I was also working on Bristol Freighters, there's an aeroplane you could talk about for bloody days, and there were even a couple of Gloster Meteors hanging around; Yeah, really vintage aeroplanes.

INT So in amongst all of this History with the Air Force, presumably you got into driving

your own motor cars.

C H I, believe it or not, I used to drive Air Force vehicles before I owned a car, because we had all the tarmac equipment, the tow motors, you know the that pull the aeroplanes around, and trucks and you know, things like that, forklifts etc. So its about 67 or 68 or thereabouts can't quite recall.

There's an interesting story about my first car, it was a 1965 XP Falcon, Honey Gold colour It only had one owner, and he was the Archbishop of Adelaide, the Reverend Leonard Faulkner. How did I finish up with the Archbishop's car? Dad in his younger days in the mid North, went to school with the Faulkners; very much a big family still today, all very good Catholics. So he knew all these Faulkners, and of course one of the big Ford dealers at the time here in Adelaide was run by Faulkners, who I think were on West Tee? Was it Eclipse Motors?

INT I thought it would have been Eclipse

C H Yeah, so it worked out that my folks were in Adelaide on holiday, and I had been talking with my Dad about getting a car, anyhow he said to me, well, come on son, we'll go and talk to Ron Faulkner at Eclipse. Well as I recall Ron said something like – I've just got this beaut trade in here, lovely Honey Gold Falcon, only driven to church on Sundays, bit of a no brainer it was; so my first car was a pristine Falcon. Later on I traded it in on a Triumph 2000. Yeah, upper Class British salon, lovely car. As far as Chryslers were concerned, they didn't come into my life until quite a few years later.

By this time I'm now married with kids and career wise I've entered another phase of my life having joined the newly established Orion squadron here at Edinburgh.

INT So all of a sudden life has changed?

C H Yeah, now I'm part of a leading edge technology group



that's chasing submarines all around the world; all of a sudden I'm told to pack my bags and I'd be off to, you know, a week in Townsville or Darwin or Perth or whatever or suddenly I was in the Philippines. I'm like, wow, this is what I joined up for. You know, it's because when an aircraft went away for any length of time they would frequently take a party of engineers with it Because they were such a sophisticated high tech piece of kit they needed a lot of upkeep. So I started jaunting around in Orions; and I was having a high old time, and I then all of a sudden, just getting into the groove here, this is really good. I got my first promotion to Corporal, A Corporal of course is king shit back then you know. Yeah, I now get to tell people what to do, and if your Corporal tells you to do something you do it pronto, coming back to the old discipline thing again.

Well then whammo, out of nowhere came a posting back to Wagga, to teach students.

To say I wasn't happy would be an understatement, all my globetrotting activities had just gone out the window and instead of getting my hands dirty I would now be digging ,once again, into bookwork. I went to Wagga with a big chip on my shoulder, but as I later learnt that's all part of military life.

Here I am at the front of the classroom finding now I've got to

LIVING HISTORIES

Chris Howes (ctd)

put words together and pass on my profound wisdom to “just out of school” Apprentices. It dawned on me quite quickly that I didn’t actually know as much as I thought I knew; a very humbling experience.

As it turned out, my stay as a Tech instructor was quite rewarding; I had immediately to get back into my books and blow the cobwebs away so that when I got up in front of a class, there was going to be some sense of reassurance that I knew what I was talking about. Along the way I had to attend a number of Instructional Technique courses that gave me the skill set to make up student notes etc. and I had to get myself up to speed with new technology, and keep implementing it in my notes as time passed.

One of the upsides to this appointment were the working hours, 8 - 4 Monday to Friday and no weekend work.

It was at this time I started with my motoring interests. I joined the Wagga car club, dallied with a couple of Morris Minors, tried to make them go a bit faster, and when that didn’t work out I bought a Cooper S and got into Motorkhana and rallying. So that was my first real diversion from having a car to get from A to B, we still had the sedan, the Triumph 2000, that was our travelling car, but my toy was a Cooper S.

Another pastime was hooking up with a fellow instructor mate who was into speed boats. Wagga has a fairly substantial lake on the edge of town where there was a very active boat club, regular activities included speedboat racing. Within the tech area of RAAF Wagga, there were still a lot of engineering machine shops left over from WW11, when it was a major aircraft overhaul depot. So, my mate and I spent a lot of time using the dormant equipment to get as much grunt out of his inboard powered hydroplane as we could, we actually did pretty well if the truth be told. Then along came one



Flight Sergeant Howes in 1983

of the champion hydroplane racers from Sydney, with a Rolls Royce Merlin powered outfit; we suddenly realised we had a long way to go yet.

With Wagga out of the way, my next move was to Richmond, west of Sydney, at the foot of the Blue Mountains. Richmond and nearby Windsor are very historic, being some of the earliest settlements in Australia, the Governor McQuarrie era, very interesting place to be.

Working on Hercules Transports and Boeing 707s restored my faith in the system as well as getting rid of the travel itch. As I still had the Cooper S with me I got back into the motoring comp game, along the way I met up again with one of my earliest mates from Edinburgh, he had at the time, a Sunbeam Alpine.

INT I’d love to hear more about that one

CH Yeah, that had been sitting in the back of my mind for quite a few years, festering away, but we’ll come back to that.

About this time I started thinking about the restoration game, thought it might be a rewarding experience to put an old wreck back on the road. My then next door neighbour was restoring a HT 350 Monaro in his carport, it turned out a magnificent job.

I found a rusty old 1952 Ford Custom and started stripping it, joined an Early Ford V8 club and progressively got way out of my depth. Come the time of my next posting, there was no way it was going to come with me, so I had to unload it.

INT I just want to touch on the story you once told me about you standing between the 2 pilots in an Orion on a dark and stormy night.

CH Yeah, OK, that was probably the time I was on a test flight out somewhere near Kangaroo Island and on the day there was quite a bit of Thunderstorm activity . I happened to be standing between the two pilots up front in the cockpit, just keeping an eye on the engine instruments when there was this God Almighty flash and bang, followed by this nanosecond delay, and just as quickly a thought “Is this going to hurt??”

Turns out we were hit on the nose by a lightning strike, nothing else happened, so we decided to go home for a change of underwear. Looking at the aircraft after we had landed there was - how do I describe it? Imagine you had a big soldering iron and flicked it onto a surface. There were all these small blobs of metal down one side of the aircraft nose.

INT So 20 years in the Airforce

PAST EVENTS

SOUTH EAST SAFARI 2024

A few years have passed, and the Federation of Historic Motoring Clubs S.A. gave support to the idea of a "Meet the Clubs" tour to the South East. A dedicated but small committee, based in Victor Harbor, put together a 12-day trip to Mount Gambier.

The attendance was twenty cars and forty travellers. Chris was going to take the Sunbeam Alpine Series 1 but the Mazda MX5 became the wheels of choice. And a comfortable ride it was. Limited packing space but it worked well. Weather heading to the SE can always be risky but despite the chilly nights the day time weather was wonderful if you wore thermals.

The starting point on Monday 13/5 was at the Strathalbyn Auto Collectors club for morning tea, then on to lunch hosted by members of the Murray Bridge Auto Collectors club. A wonderful way to meet new adventurers and reacquaint with old friends. The group then headed to Bordertown for 2 nights.

Tuesday 14th We were hosted by the Bordertown Vehicle Restorers Club for a visit to Serviceton and Clayton Farm. We all gathered at the Bordertown Hotel for tea being joined by local club members.

Wednesday 15th, on to Naracoorte only a short drive away. A Naracoorte cave tour was arranged for those that were interested. The Alexandra Cave was quite easy to walk around and see the magnificent structures.

The Naracoorte Historic Club hosted a delicious roast meal for our group and their members. Country home cooking at its best. Great company and good heating.



Thursday 16th, the group travelled to Mt Gambier for the next 5 nights. But Chris and I stayed with family in Penola.

Friday 17th was a free day to explore.

Saturday 18th was a morning trip to Port MacDonnell to Donald Feast's Car Museum. Club member Geoff Chase was happy to see eight of his cars on display. If you have not visited before, OH MY, what a collection! If you haven't maybe you should!!

In the afternoon we chose to visit the Nelson Aircraft Collection with fifteen others. Chris enjoyed seeing a restored 1934 De Havilland Dragon. A boat cruise on the Glenelg River was an option for others.

Pizza tea was hosted at the Mt Gambier Veteran



PAST EVENTS

SOUTH EAST SAFARI 2024 (CTD)



and Vintage Car club rooms. Great pizza and company.

Sunday 19th was another big day. As we were staying in Penola our day was longer than others. Off to Portland we went, in the rain and on



disgraceful roads. But the hour-long Cable Train ride was interesting with views of the ocean, harbour and city. A visit to the Portland Powerhouse Motor and Car Museum finished off

a big day.

Monday 20th was a quiet day as we prepared to head North. The remainder of the group toured via Kingston and Meningie and returned to have a final dinner in Middleton on Friday 24th.

Chris and I spent a few nights in Goolwa, and we joined everyone for the final dinner and to hear the stories of one breakdown (a 1953 Plymouth Cranbrook owned by the Bean's) and adventures had by others. Over the 12 days, Mike and Mary Osborne's MG Magnette was very admired.

An FJ Holden Ute and an EH Holden were both towing vintage vans (and despite staying in the Bordertown caravan park!) enjoyed the tour.

There is a plan to have another "Meet the Clubs" tour but as always it involves members' support. An excellent way to see South Australian country side and make new friends with similar interests.

Cathy Woods



RESTORATION STORIES

Car Maintenance – The Never Ending Story.

I had promised Brett that I wouldn't lift the bonnet of the Chrysler again after my last attempt to do maintenance.

I had been looking at the rust on the sills of the car and decided that I could live with it. However when the rust broke out on the centre pillar I thought that there might be some structural damage happening.

The problem I had was trying to find someone who was willing and able to fix it.

I drove passed a paint and panel shop where I saw an EH Holden being painted so I thought that I might try there. After much study and head scratching he thought he may be able to do something but I had to take the running boards off. OMG! I couldn't believe how rotted out the sills were. When I took it back he said, "Oh cr..p!" it was much worse than he thought but that he would give it a go. I had to bring it back in three weeks. I was very hopeful.

On the day, three weeks later I found the panel beater sitting in the workshop. He didn't recognize me or the car. He said he had no control over his left arm, he was slurring his words, he was disorientated and confused. I thought, mate you're having a stroke! We got an ambulance for him and I knew that I now needed Plan B.

I gave Jeff Chase a call because I knew he had a coach builder mate but he was too busy. When I met him at his workshop, over a cup of coffee, he realized that he knew me from about 40 years ago. He was a school kid who used to come into the workshop to look at the cars we were repairing and painting. By the



time I left, he decided he could probably fix the Chrysler in about a month. I understood that he was under pressure so I decided to keep looking. I needed Plan C.

At the All Chrysler Day Brett was telling my tale of woe to Kevin Williams. Kevin knew of a panel beater who he had used to fix up his old Morris. He was now a full time, mobile panel beater. He came to look at the problem and said that he could tackle it.

He came to my place and cut the rust out, made new panels and welded them in. Bingo! Job done in 4 days. I couldn't believe my luck. Firstly to find someone to do the job and secondly it was done at home with the minimum of fuss. I painted the sills and replaced the running boards. The old girl will probably out live me now.

I would like to thank Scott Maywald for his help and would recommend him to anyone who needs any

panel beating. He was a problem solver, as you need to be when working on old cars.

The best part about this experience was that I didn't have to use Brett or Dick Hart to rescue me this time. I promise that I will not take the running boards off again.

I didn't want to get rid of the original pieces of the car so we took the rusty pieces to make some garden art to display on our back shed.

Greg Newley



LIVING HISTORIES

The man Behind the badge - Garry Williams

My journey started with World War 2. My parents were in the army, my father a soldier and my mother a nurse. My father was wounded on the Kokoda Track. He was evacuated to hospital, where he met my mother, and that got married.

I was born just after the war and was a hyperactive child, so my mother sent me to school at age 4. Two of my uncles lived next door and they were into scrambles and hot rods, so I spent a lot of time there, passing spanners, sorting trays of nuts and bolts, holding parts while they were tack welded.

One was a mechanic at Rowley Park and he introduced me to speedway when I was about 10. In high school I worked every night after school in a sheet metal factory doing process work; that is folding sheet metal or drilling holes. I also worked all day Saturday at the Finsbury Hotel, bagging bottles. I would break open cartons of 12 and put them in bags of 1 or 2. It was 6 o'clock closing, so patrons would buy one or two to take home.

With this money I bought a Vespa scooter - in pieces. It took 3 wheel barrows full to get it home. I reassembled it and it actually worked.

The day I turned 15 I left school and started work as a storeman at Motor Traders, Torrens Road. After a year they wanted to transfer me to their city store. I didn't want to work in the city, so I left. I bought an FJ Holden, which at the time was only 10 years old. I cut out the rust and painted it with a brush. It came out pretty good. Not bad for a 15 year old.

I then went back to the sheet metal factory, where I was promised an apprenticeship. But after about a year, I was getting too old for an apprenticeship. One of the worker's sons was joining the Army on full adult pay. I thought that was a pretty good idea, so I joined up.

At this time I got a mechanic's license to help a speedcar driver at Rowley Park. This I did for about 5 years. After my stint in the Army, I joined the Fire Brigade, where I stayed for the next 30 years, rising from Fireman to Sergeant to Station Officer.

After the 5 years as a mechanic at Rowley Park, one of the drivers built a new car and I bought his old one. It was all in pieces, as he used some of the parts on his new car! Having to source a lot of parts, it took some time to rebuild it.

After 10 years I bought an A Grade car, which I ran for one season. Then I stripped it for a rebuild. On inspection, the welding was like cocky shit, so I decided to build a new chassis. My



mate had a fully imported American car and I took all the measurements, built a jig and made a new chassis. This car was so successful that I received orders to build more!

So I founded W.R.E. - Williams Racing Engineering, which I ran for twenty years. We had patterns made for castings, jigs for chassis and axles. We started importing tyres from America and wheels from New Zealand. We built everything from a complete sign written turn key car, to all components to build your own car. We built 15 complete cars, as well as many other parts. This was so successful in the mid eighties to mid nineties, that half of the field at Speedway Park were our cars.

After 25 years of speedway, I retired. Then with time on my hands, I got bored, so I started a bus and coach company which I ran for 20 years. Then I got into restoring old cars, which I did until last year, when I finally retired from everything.

All businesses I operated were on my days off, as the Fire Brigade was shift work which gave me time on my hands. :-)

Garry Williams



MILTON MOPARS

Ron Milton's First Driving Lesson - 1916 Dodge



Club Name Badges



CHRYSLER RESTORERS

Walter Percy

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

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Club Clothing (John Goddard 0435 107 854)



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

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MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

1938 Dodge motor , 6 cylinder, turns. Malcolm Curtis 0428 859 322

1942 Plymouth special deluxe barn find. Complete car, driven to location at Angle Vale, Jon Blaikie 0423 261 988 (An Oldsmobile in similar condition is also offered.)

Club plates \$25. For example see B71 badge on cover photo.

A series (second hand) 11, 24, 25, 28, 39, 41, 45, 56, 60, 61, 63, 64, 66, 71, 73, 74, 76, 78, 89, 90, 95, 96, 97. (new) 44, 80, 81, 83, 87, 92.

B series (second hand) 4, 18, 24, 26, 31, 32, 34, 43. (new) 36, 41, 52, 54, 55, 56, 57, 58, 49, 61, 63, 64, 65, 68, 70, 71, 73, 76, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99

If anyone needs outdoor storage of vehicles I can help out. I charge \$35 for cars, \$40 for camper trailers and \$45 a week for caravans. You just need insurance of your own. I am located in the Adelaide Hills, in Paracombe which is about 5 to 10 minutes from Tea Tree Gully. Kind regards Greg Custance (Member number 1328) Phone 0408 809 603

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

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

WANTED

AP6 V8 headlight buckets or surrounds (both) and a rear boot mould. Barry Millard 0418 917 382

1977-1980 Millard caravan in good condition, 14'-16' x 7' wide, Malcolm Curtis 0428 859 322 after 7pm.

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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