



# **THE CHRYSLER COLLECTOR**

**Number 275  
November-December 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>	Brett Newley, 10 Win Gilchrist Avenue, Craighburn Farm 5051 ..... 0402 833 281
<b>Vice President:</b>	Brenton Gibb, 18 Caroonna Avenue, Modbury Heights 5092 ..... ah 08 8263 2908
<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>	Gary Williams, 13A Drummond Avenue, Findon 5023 ..... 0415 392 535
<b>M/ship Vehicle Records:</b>	Sharon Gibb 18 Caroonna 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.</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 ..... 0414 970 630
	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 ..... 08 8386 2931
<b>Committee:</b>	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 ..... 0412 174 108

*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)

ABN: 70 681 831 291

## The Chrysler Collector

**Next Issue:** Please submit material for the next issue **no later than Friday 10 January 2025. Only corrections/ amendments accepted Sunday 12 January 2025.** 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 11th December 2024**

**No January 2025 meeting**

**Wed 12th February, 2025**

### INVITATION/OTHER CLUB'S EVENTS

**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

**Sunday 17th November**

Rotary Club Swap Meet - TAFE SA Regency Campus car park, 137 Days Road, Regency Park. Gates open for buyers 8.00am. \$5.00 per person, children under 14 Free. No smoking, food, drinks, fires or dogs permitted. Food and drink will be available on site. Rotary Club of Regency Park – Jack 0418 605 475 Email: info@RegencyParkRotary.org.au

**Sunday 30th March 2025**

Gawler Veteran, Vintage & Classic Vehicle Club 10th Anniversary Gawler to Barossa Veteran & Vintage Run for all vehicles manufactured up to and including 1930. 9.30am – 2.30pm Cost \$15.00 This is a preliminary notice of the event with a flyer and entry form being available later. Details via the Gawler Club or Phone 0402 891

891.

**Sunday 28th Sep 2025 – Saturday 4th Oct 2025**

17th National Chrysler Rally – Griffith NSW. Entries will open during August 2024 and will remain open until 11th 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. (See more details – this magazine)



**Entry Forms etc.**  
 Club events co-ordinator Gary Williams has contact details and / or entry forms for other club's events.

## New Members

Pawel & Joanna Burnat 1928/29 Q or U Plymouth Phaeton 1991 Fiat/Niki 126P Hatch 1999 Mercedes Benz S500 Sedan	Christie Downs	Aharon Bartlett	St Peters 1925 Dodge Sedan
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## 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	Chris Howes	90	2022	Neill Wormald	552
2017	Alan Driver	324	2022	Bob Haywood	807
			2024	Brenton & Sharon Gibb	1293/1692

## Cover Photo

**John & Pauline Milton's 1948 Chrysler Windsor with fluid drive**

*Photographed by Richard Tapp at the Milton's*

## CLUB EVENTS

### Bakery & Hills Run

**17 November 2024**

Meet 10.00am at Prices Bakery,  
463/465 North East Road, Hillcrest

for a coffee and cake and then onto  
an Adelaide Hills venue – more  
details to follow.

**Garry Williams**  
**0415 392 535**

### Christmas Lunch at Seven 22

**Sunday 8 December 2024**

Meet at Seven22, (formerly Eagles  
Tavern) 722 Port Road, Beverley at  
11.30am to be seated by 12.00pm  
for lunch to celebrate the festive  
season.

Cost is \$25.00pp for a main meal  
served with side salad. Bookings  
are essential. An attendance sheet  
will be available at upcoming  
meetings. \$10.00pp deposit is  
required to secure your booking,

which will be refunded on the day.  
There is a limit of 60 people.

**Brenton and Sharon Gibb**  
**08 82632908**

### Christmas Meeting

**Wednesday 12 December 2024**

As many of you are aware, the  
December and final general  
meeting of the year is more of a  
social Christmas theme occasion,  
with a short meeting followed by  
an evening of festive celebrations.

With that in mind if attending  
members would like to assist by  
liaising with our catering  
coordinator Lorraine Beythien as  
to what to bring along to share for  
supper, it would be greatly  
appreciated. Also any donations to  
the Dodgy raffle would also be

appreciated. First prize again will  
be a Christmas Ham, so good luck  
to all, someone is sure to bring  
home the bacon. Hope to see you  
there.

**Brett Newley**

### Ray Miels Memorial President's Breakfast Run

**Sunday 19 January 2025**

Meet at the CCC Clubrooms

7.30am for an 8.00am departure.  
BYO food, drinks, chairs, BBQ etc.

**Brett Newley**  
**0402 833281**

### 17th National Rally - Griffith, NSW in 2025

**17<sup>th</sup> National Rally hosted by  
CHRYSLER RESTORERS CLUB OF  
AUSTRALIA, NSW**

**Location** - Griffith, NSW

**Date:** Sunday 28th September -  
4th October, 2025

**Cost:** \$200 for 1 vehicle with up  
to 2 adults.

- \$30 for each additional  
adult.
- Children under 16 years of  
age - FREE

**Entries open:** August 2024  
(online or by form)

**Entries close:** 11th April, 2025

**Eligibility:** Members of the  
Chrysler Restorers Club of  
Australia in NSW, South  
Australia and Victoria are  
eligible to enter.

**Accommodation:** Entrants  
should book their own  
accommodation. The suggested

booking time is Sunday 28<sup>th</sup>  
September – Sunday 5<sup>th</sup> October  
2025.

Many of the South Australian  
entrants have already booked at  
either the Griffith Tourist  
Caravan Park (02 6964 2144)  
where they have powered sites  
and cabins available or at the  
Centrepoint Apartments (02  
6960 2000) where they have  
Motel Rooms or 1 and 2  
bedroom apartments.

**We have found that  
accommodation in Griffith is  
booking out fast. If you are  
thinking of attending the  
National Rally please book  
your accommodation as soon  
as possible.**

**You will be asked to give a  
credit card number as security  
but you will not be charged for**

**the accommodation until  
closer to the booking time.**

**You are able to cancel  
reservations up to 48 hours  
prior to check in without  
penalty at most places.**

At this point in time we are  
aware of approximately 11  
entrants from South Australia  
who are attending the rally and  
have secured their  
accommodation.

**Meals & Activities:** Once  
entries have closed in April,  
2025. Entrants will be contacted  
to take orders for daily meals  
and activities.

**IMPORTANT: BOOK YOUR  
ACCOMMODATION NOW** if  
you are thinking of attending.  
You have until 11<sup>th</sup> April 2025  
to register for the rally.

## FROM THE COMMITTEE

### President's Message



Hi All, and welcome to this issue of the Chrysler Collector.

The weather seems to be warming up, so that means we are getting to the pointy end of the year, with lots of sunny days to get the car out and go for a drive.

Our September run was also our calendar shoot, which saw the club drive out to Bethany Reserve for the photo shoot and then onto Lambert Estate Winery for lunch. It was a sunny day, great for taking photos and the drive through the hills was very well planned out. The event was well attended and the pizza lunch at the Winery had everybody fed. I would like to thank our roving photographers Richard Tapp and Bob Haywood for the camera expertise and knowing exactly which side of the car was "the good side". I would also like to thank Brenton and Sharon Gibb for organising the run and making all the necessary arrangements, it was a great day out. Hopefully all going well the Calendars should be ready to purchase from the November general meeting, so the kids and relatives will have something to unwrap on Christmas morning.

September also included a mid week run organised by Vince Isola, that saw 20 odd club members attend Beerenberg Farm and Cafe for morning tea in Hahndorf then on to Melba's Chocolates and Woodside Cheese Wrights in Woodside, finally concluding at the Lobethal Bakery for lunch. I have been told that it was another successful mid week run. Well done Vince and thank you again for your organisation.

October is a little different than most months with no club run planned as Motorfest is in full swing with the Bay to Birdwood centre stage. Dad and myself attended the Bay to Birdwood on Sunday the 20th. I have lost count how many times we have entered but

it was a first for me with the sale of the family's 1938 DeSoto, I had to enter my own car for once. I even had to pay my own entrance fee this year, I know shocking, right!. It was a fantastic day, well attended and well organised with plenty of spectators along the route. The event seems to be getting bigger every year and it's great to see a wide variety of vehicles of different ages out and about. Dad's 1936 Chrysler and my 1975 Charger made the trip up to Birdwood and back without issue.

The November run will be a bakery and hills run organised by Garry Williams and there will be more details in this month's Chrysler Collector. The Christmas Lunch will again be held at Seven 22 Bar on Port Road Beverley, there was a booking sheet circulating at the last meeting and again at the November meeting for those that are interested in attending. Sharron Gibb is taking \$10 pp deposits, which will be refunded on the day and main meals are \$25.00 per person.

Our December meeting will again be a Christmas theme so I encourage anyone attending to please liaise with our catering coordinator Lorraine Beythien as to what to bring for the next meeting.

Hope to see you on the road

*Brett Newley*



### From the Editor

#### CONTRIBUTORS

This issue comes to you courtesy of Gary Williams, Brett Newley, Ann Lind, Bob Haywood, Brenton Gibb, Chris Howes, Jim Dawson, Denise and Vince Isola.

Many thanks to the magazine despatch team, being Sharon and Brenton Gibb plus 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

	Oct '24	Sep '24	Oct '23	Oct '14
Sessions	92	88	72	471
Users	64	66	56	n.a.
Page views	136	156	132	2,768
Flickr views	1.68 million	1.64 million	1.53 million	n.a.
Flickr #photos	25,114	25,114	n.a.	n.a.
Facebook mbrs	2,128	2,126	2,019	n.a.



## FROM THE COMMITTEE

### Treasurer's Report

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

Income and expense	<i>Sep-Oct 2024</i>	<i>Oct 2024 YTD</i>	<i>Oct 2023 YTD</i>
<b>Income</b>			
Subscriptions	105.00	7,205.00	7,651.00
Grant earned	-	-	4,525.74
Raffle proceeds	48.50	114.50	114.10
Sales	40.00	90.00	122.01
Interest	27.41	55.20	45.09
Donations	-	-	1,546.50
Sundry	-	-	20.00
Total income	<u>\$ 220.91</u>	<u>\$ 7,464.70</u>	<u>\$ 14,024.44</u>
<b>Expenses</b>			
Magazine	664.50	1,367.00	1,405.00
Postage and stationery	211.61	448.73	400.03
Functions	-	107.80	126.68
Function subsidies	-	1,230.00	1,300.00
Cost of sales	10.00	10.00	205.00
Insurance	120.00	120.00	-
Depreciation	-	-	-
CCC	-	175.00	175.00
Sundry	191.24	462.41	-
Total expenses	<u>1,197.35</u>	<u>3,920.94</u>	<u>3,611.71</u>
<b>Surplus / (Deficit)</b>	<u>\$ -976.44</u>	<u>\$ 3,543.76</u>	<u>\$ 10,412.73</u>
Brought forward from previous financial year		<u>\$ 42,450.55</u>	<u>\$ 36,484.48</u>
Members funds		<u><b>\$ 45,994.31</b></u>	<u><b>\$ 46,897.21</b></u>
<b>Balance sheet</b>		<b><i>31-Aug-24</i></b>	<b><i>31-Aug-23</i></b>
<b>Assets</b>			
Cash on hand		188.50	100.00
Westpac Community Solutions		6,416.78	7,460.57
Westpac Cash Reserve		11,977.93	11,816.75
Westpac term deposits		22,641.02	22,124.33
Commonwealth Bank		324.08	264.08
Computer 2023 (Cost 4,450.74)		3,991.00	4,525.74
Club plates B55-B99 \$5 each		135.00	160.00
Touring badges \$12 each		120.00	120.00
Tools (cost \$7,590.66)		200.00	200.00
Calendars		-	600.00
Total Assets		<u>\$ 45,994.31</u>	<u>\$ 47,371.47</u>
<b>Liabilities</b>			
Prepaid subscriptions		-	-
Grant - unearned, repayable		-	474.26
Prepaid deposits		-	-
Total Liabilities		<u>\$ -</u>	<u>\$ 474.26</u>
<b>Members funds</b>		<u><b>\$ 45,994.31</b></u>	<u><b>\$ 46,897.21</b></u>

## FROM THE COMMITTEE

### Minutes of the Meeting held 11 September 2024

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

**Summary of minutes of the meeting held 11 September 2024 - commenced at 7:45pm.**

#### Emergency Wardens

Brett Newley explained the emergency response plan.

#### Apologies:

Per attendance book.

#### New Members & Visitors

None reported

#### Sick List

Dick Hart advised that John Biddle is back in hospital.

#### Minutes of Previous Meeting

Read and moved by Ann Lind seconded Sharon Gibb, carried.

#### Business Arising from Minutes

None

#### Correspondence In:

23/8/24 – FHMC Brian Davey; Re Public Liability Insurance (emails between committee ongoing)  
3/9/24 -CCC Cynthia Davey; Community Garden Sale on 7/9/24. 3/9/24 – CCC Cynthia Davey; CCC fridge left unlocked, a reminder to all clubs to check ensure everything is locked before leaving.

5/9/24– FHMC-Secretary – Minutes of AGM held 17/8/24 and Minutes of General Meeting held 17/8/24. 6/9/24 – CRC NSW, Diana Chegwidden Past Rally Logos forwarded to Richard Tapp.  
9/9/24 - FHMC - Secretary, Insurance option AON Insurance. Forwarded various run information to Garry Williams. **Out:** Internal emails regarding insurance. Ann Lind proposed all correspondence to be correct, seconded by Vince Isola, carried by members in attendance.

#### Treasurer's Report

Richard Tapp presented August 2024 Income and Expenditure Report;  
Total Income; \$382.24 (subs, raffle proceeds, sales, interest)  
Total Expenditures; \$1,846.09 (Postage, stationery, function subsidies)  
Deficit for Aug. 2024 ; -\$1,463.85

#### Committee Reports

*Runs Coordinator:* Garry spoke on future events  
*Editor:* Keep sending in articles for the magazine.  
*Public Relations:* Apology. Richard advised he had received invoice for honour board which is ready for collection on John's return.  
*Records:* Nothing to report  
*Librarian:* All going well. Number plates still available

*Tech Rep:* Jim advised an inquiry received for wiring diagram Dodge 35 DU. Chris Howes advised availability online.

*HVR:* Chasing up log books for Reg. Day, otherwise all going well.

*Triple C:* Vince - nothing to report.

*Federation Rep:* Greg Newley advised Club to inform FHMC if someone is filling in for our nominated representative. Follow up information on regulations on towing cars. Shannons Insurance query; Shannons do not have assessors, claims must be self assessed and preferred repairer recommended.

#### Past Events

Ann Lind spoke on the Club's Presentation Lunch. She congratulated Brett on his first MC event for the Club and congratulated all trophy recipients and Sharon and Brenton Gibb on their Life Membership award.

Chris Howes spoke on the recent drive your old car day. Numbers down slightly but still a good day.

#### General Business

Brett Newley advised members of the new security system on the club rooms. He also spoke on the 2025 National Rally at Griffith reminding members to ensure accommodation is booked before it runs out. Payments will be accepted closer to the event. The website is now accepting bookings for entry, accommodation is a separate issue.  
Brett introduced Greg Lind—Something you don't know about me. Greg summarised his early days growing up in Kilkenny and his interest in cars at an early age. He started his working career working in the sheet metal industry, and through the years worked his way up to leading hand. He has worked at various projects around Australia in the Mining industry, in WA and NT. His love of cars always in the background, his first car being Hillman Minx when he was 16. He met Ann in 1975 and married in 1977. He and Ann have two daughters.

He is still working as well as working with his daughter and son-in-law in a profile cutting business.

#### Raffle

Greg Newley conducted the raffle.

#### Conclusion

Kevin Williams told a joke in memory of Ron Hincks  
Brett Newley summarised the coming events and the buy and sell board.  
Meeting closed at 8:40pm followed by supper.



## FROM THE COMMITTEE

### Minutes of the Meeting held 9 October 2024

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

**Summary of minutes of the meeting held 9 October 2024 – commenced at 7:45pm.**

#### Emergency Wardens

Brett Newley explained the emergency response plan.

#### Apologies:

Per attendance book included Greg and Ann Lind, Jim Dawson.

#### New Members & Visitors

None

#### Sick List

Discussion re. John Biddle

#### Minutes of Previous Meeting

Read and moved by John Goddard seconded Jeff Knowles, carried.

#### Business Arising from Minutes

Kevin Williams noted he was absent last meeting and was unable to read his usual joke.

#### Correspondence

##### **In:**

16/9/24 – CCC– Cynthia Davey re Motorfest events  
18/10 /24 fully booked. 16/9/24 - CRC NSW–  
Diana Chegwiddden – re National Rally Logos for SA.  
30/9/24 – FHMC – Secretary– re Car Club Program-grants;

Emails

Bay to Birdwood– Fashions on the field.

Griffith Nationals information

Magazines

Two Chryco Reporter

Dodge Brothers

##### **Out:**

None

Correspondence read and moved John Goddard

Seconded Lindsay Gibb

#### Treasurer's Report

Richard Tapp presented September 2024 Income and Expenditure report.

Total Income; \$192.20 (subs, raffle, sales, interest)

Expenses; \$865.74, (magazines, function subsidies)

Deficit; -\$673.54

Total Members Funds YTD \$46,297.21.

Moved Richard Tapp that report be accepted, seconded Brenton Gibb, carried.

#### Committee Reports

*Runs Coordinator:* Gary spoke re future events.

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

*Public Relations:* John advised clothing is on p 20-21 of magazine. Also windows stickers \$1.

*Records:* Nothing to report.

*Librarian:* Apology

*Tech Rep:* Apology

*HVR:* 3 new cars,. Log book follow up, has expired time limit allowance, outstanding cars are therefore unregistered..

*Triple C:* Vince, Public Holiday Monday. Meeting moved to next month.

*FHMC:* Greg Newley advised meeting is next Saturday 12 October.

#### Past Events

Brenton Gibb spoke on the Photo Shoot run.

Commented on the day's activities and explained the costing of the Winery Lunch.

Lindsay Gibb explained his car issue on the day.

Brett thanked Richard Tapp and Bob Haywood for photographing cars for the 2025 calendar.

Garry Williams spoke on the Marion truck day attended by Greg Newley and Bob Haywood.

Richard Tapp also commented on the day.

Vince Isola spoke on the midweek run to

Beerenberg at Hahndorf and the visit to Melba

Chocolates. Very well attended for a midweek run

Kevin Williams spoke on a recent run to Kapunda with the Morris Register Club.

John Goddard spoke on his run with the Sunbeam Nationals to Queensland.

#### General Business

Brett Newley thanked John Goddard for his work involving the updated honour board.

Andrew Klute made members aware that Chrysler distributor caps are becoming hard to get. John

Goddard spoke on a business Rubber Seals

Australia, good to deal with.

Vince Isola commented and put to members to look at 7.30 start time. Brett Newley suggested he would

discuss it at the next committee meeting.

Brenton Gibb advised that his work mobile number has changed.

Brett introduced Malcolm Curtis– Something you

don't know about me. Malcom gave a very

interesting summary of his working life. He has

been involved in car restoration and still has a

couple he would like to complete.

#### Raffle

Greg Newley conducted the raffle.

#### Conclusion

Kevin Williams told a joke in memory of Ron Hincks

Brett Newley summarised the coming events.

Buy and sell board.

Meeting closed at 8:40pm followed by supper.

## PAST EVENTS

### Calendar Photoshoot and Winery Lunch

#### 15<sup>th</sup> September 2024

Back on a sunny spring morning in mid September a loyal band of members gathered on North East Road, Gilles Plains to receive their run sheets for a pleasant hills drive to Bethany for this years calendar shoot.

The route chosen saw us cruise up to Chain of Ponds and then meander across the top of the ranges to Williamstown and then on to Lyndoch, to the outskirts of Tanunda and onto the park at Bethany, a place many would be familiar with from Drive Your Old Car Day gatherings.

The steep and windy part of the run was to Chain of Ponds and from there it was a leisurely run to the Barossa. Once there, many set up for morning tea in the sunshine whilst Bob and Richard had the drivers place their car in the chosen spot for the photos to be taken. I believe 15 cars were photographed and at this time Bob is in the process of formulating next years calendar.

From here we moved on to Lambert Estate Wines for our chosen lunch spot. At this point I need to make an apology to those that participated. Greg, Ann, Sharon and myself visited this venue a few months earlier and taste tested the pizza option at \$27.00 to \$30.00 a pizza. After discussions with the manager we chose to run with this, only to find out on the day it was going to cost us \$35.00 a head. As it turned out it was like a bottomless cup of coffee, the pizzas just kept on coming and also side serves of chips and local salads from their garden.

A little more expensive than first advertised, but nobody should have gone home hungry. Thanks to all of those that attended. I hope you all enjoyed the day out and I hope you all purchase the club calendar which is full of special events, club meeting dates etc for our upcoming year.

*Brenton Gibb*





# PAST EVENTS

## Calendar Photoshoot and Winery Lunch (ctd)





## LIVING HISTORIES

## Chris Howes

Interviewer: Jim Dawson (INT)  
 Interviewee: Chris Howes (C H)  
 Date: 2 March 2024

*Continued from last issue.*

**INT** Chris, when we last spoke, we were touching on hijinks with caravanning. So let's talk about some of the trips you did with other members of the club, the Chrysler Restorers Club.

**C H** We spoke last of the adventure of almost not and eventually getting to Canberra and that probably was one of our bigger trips and our earliest trip with the Chrysler Royal and the Globetrotter that I can recall. At about that time, it seemed everybody everywhere was jumping on the vintage caravan trail, and so over a period of 12 months, as I recall, we had people like Gary Williams, Noel Cowie, Neil Wormald, Bob Haywood, just to name a few, who suddenly all acquired vintage caravans within the club. As we attended national rallies and the like, we would tow our caravans. It also happened about the same time that I had a Chrysler Royal, Noel Cowie had a Chrysler Royal, Neil Wormald had a Chrysler Royal, Bob Haywood had a Chrysler Royal and Gary Williams had a Chrysler Royal. So suddenly we had this eclectic little group of vintage caravanners and Chrysler Royal owners.

Whenever we did go away, we created quite a stir as we travelled across the countryside with Royals and vintage caravans in tow. There was one photo which I remember taking on the way up to the Flinders. When we stopped at some whistle stop, and there was a long piece of straight road outside the pub, I lined up all the Royals and caravans nose to tail outside the pub and took this photo. Wonderful photo and on reflection now I realise I should look it up and try and give it to Richard to include in this article.

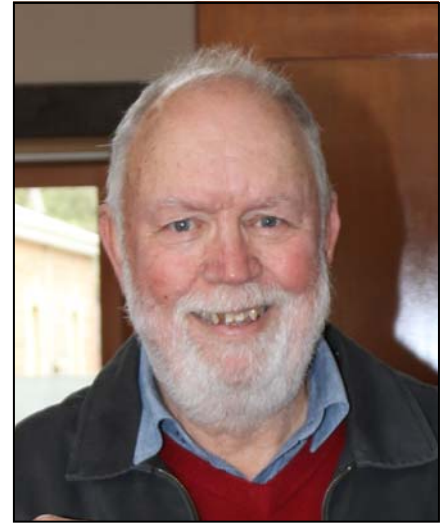
Subsequent to that, there were Facebook groups focusing on Chrysler Royals and on vintage caravans, so I put this photo up on both those platforms (we are talking 10 years ago) and people went absolutely berserk, that we could get this group of old cars and old caravans and tour around the countryside. So it's really good. Eventually, of course, the novelty wore off, as we realised that getting up and running to the toilet block in the middle of the night in the middle of winter ... you can only do it for so long. Cath kept a log, and we did something like 40 odd trips with the van. We went as far west as Ceduna, as far east as Canberra, as far north as Broken Hill and south to Mount Gambier, so we covered a lot of territory.

Being a vintage caravan, it didn't have any of the facilities that people come to expect these days. It was actually quite a high topped caravan and wouldn't fit in my driveway, so it lived most of its life in storage at Cath's parent's place down at Lockleys, under a carport that was high enough for it. With the passing of Cath's dad, we thought that the house might sell, and we would probably lose the storage space for the van. That and the fact that we've done all these journeys in it, led us to say, well, we've had our fun, we'll wind this up. We took it to a vintage caravan weekend and just put a "For Sale" sign on it and sold it there.

**INT** So have you heard anything of it in recent times? It's becoming more and more difficult to insure a vintage van.

**C H** No, I haven't. That's interesting about insurance. I haven't heard that.

**INT** So you're now approaching retirement (in our narrative) and you've decided you're going to head down the path of Rootes Group and Lucas, Prince of Darkness, and go down the Sunbeam track.



**C H** Well, that had been on the back burner for quite some years. And in fact, it goes right back to my earliest involvement with motor car ownership and interest in motor cars, to when I just started in the Air Force. One of my good mates at the time had a Sunbeam Alpine; I'm thinking that would have been probably mid to late 60s. And he would have had a 63 or 64 Alpine. And I remember being impressed with that at the time. I thought that's a very pretty car. I like that it's different to the MG's and the Triumphs, and you know the other general run of the mill sports cars; that was pre Japanese sports cars. So I felt right, one day ...

Moving on 40 something years, it came about that I also had reached the end of my ownership of the Maxwell. As lovely as it was, it was great for Bay to Birdwood, but as we got into the 2000s and me living in the inner NE suburbs, to get it out in traffic, take it for a drive somewhere was becoming more and more difficult. Cath used to say, when we got home, well, there's another white knuckle ride. So the thought was that right, it's time to move the Maxwell on. And although I hadn't been consciously thinking about it,



A different Royal + van lineup

## LIVING HISTORIES

## Chris Howes (ctd)

when I put the Maxwell up for sale, suddenly up popped this Sunbeam Alpine, and I thought, wow! So what I originally intended, just getting rid of one car and creating more space in the garage, became a bit of a revolving door, you know.

**INT** Like a true addict, yes?

**C H** Yeah. So one went out and one came in, as I bought myself a 1960 series 1 Sunbeam Alpine. For those of you who don't know about the relationship with Chrysler (or even that there is (or was) a relationship with Chrysler), in about the mid 1960s, Chrysler bought into the Rootes Group. They initially bought something like 65% of the Rootes group, moving to 100% in 1967. An interesting side story was that this was also at the time when the Sunbeam Tiger was setting the world alight with a little lightweight sports car that Carol Shelby introduced using a Ford V8. Sales went gangbusters in the USA. The Rootes Group couldn't supply enough of these cars for the Yanks. They loved them. But of course, with Chrysler entering into the scene, we had this British built car with a Ford V8 engine in it. Farewell Tiger.

**INT:** Distributor was up the back of the Chrysler V8 and just wasn't going to fit in a million years.

**C H** And about the same time, they realised that the sports car market was a bit of a niche market, particularly in the UK. We had the onslaught of the Nissans coming on board. The Mazdas, all of those sorts of things starting to flood the market and Chrysler in the UK said let's get out of this business altogether so. Sunbeam Alpines finished about 1967. And in fact, the very last of the Sunbeam Alpines had the Chrysler Pentastar badge on them on the flank. [Ed: See John Goddard's '66 Alpine]. So they were, for a short period of time, very much part of the Chrysler Group. I had a foot in each camp at this point, with the Sunbeam Alpine, which is a great little sporting car.

**INT** Still have it?

**C H** Of course. We've done lots of trips in that as well. Sunbeams, a bit like the Chryslers, have a national meeting, although Sunbeams do it every year so we've driven interstate quite a bit in it. It obviously has its limitations. It's only small, so it doesn't have a lot of luggage space. And again,

we've reached a point where Cath says "enough"! She can't live without a week's worth of clothing or hair stuff. So we've not done any long tours in that of late, but we still enjoy it. It still attracts a lot of attention.

**INT** I'm glad you said that.

**C H** Because it's different. When you go to all British days and the likes of that, you see hundreds of MG's and Triumphs, and Austin Healeys and those sorts of things. And then you get a handful of Sunbeam Alpines and you always find people gravitating over to that group and saying well, these are different. They don't look like MG's. Well, they're not MG's, so they do attract a lot of attention and there's a very strong group in the US and also in the UK that are very much into restoration and manufacturing supplies of various hard to get items.

When Cath and I went to the UK in 2017, I think I was editor of the Sunbeam newsletter, so I made contact with a group of Sunbeam enthusiasts. I spent quite a bit of time with the Rootes Archive Centre. A group of Sunbeam Owners kicked off an archive centre. They got some government money, lottery trust type funding. They set up a quite a magnificent showroom and they were able to get their hands on all the drawings for Sunbeams, from the very beginnings back in the early 1930s up until the end and they have these in the Archive Centre. There's something like 20,000 of these drawings. So if you want to know anything or remanufacture anything on a Sunbeam, you just go to the Archive Group, pay some money (of course) and they'll give you a copy of the drawing. And you can manufacture it.

**INT** Fantastic.

**C H** These drawings are a bit like the old piano rolls, but of course they're a bit longer, and they're obviously on drawing paper. If you can imagine one wall that was like pigeon holes, I have photos and I just stood there

in amazement that there were these 20,000 drawings all rolled up and one by one these people, they're probably still doing it today, were taking drawings, scanning them, putting them on a database. You can now access that database. A very, very well organised group, all volunteer. If somebody's going to talk about automotive history, they want to go and see these people and find out how to do it. It's actually a very well run organisation. Across the pond in the US, there are a lot of Alpine and Tiger owners. The US would probably be the largest ownership of Tigers.

A couple of savvy people, marketing people within the US Rootes group, decided to engage Carol Shelby, of Ford Cobra fame, to shoehorn a Ford V8 into an Alpine and see if they could get into the sports car market, up against the likes of MG, Triumph etc. They hit the right note and made most of them left hand drive. Shipped container loads of them to the US and still today most of those cars survive in the US. California in particular is a real centre for Sunbeam owners. Lots of Alpines there as well. So that in itself also generates lots of enthusiasm. Sourcing of parts and remanufacturing of parts has become quite an industry over there, and of course we've benefitted from it down here as well.

**INT** So that's 2017. You're in Britain with the Rootes Group. Did you get to do any driving around?

**C H** Yes, but not in Sunbeams. We hired a car and spent 2 or 3 weeks, starting from London Heathrow and meandering up and down the country. We only went as far north as about Edinburgh. But we sort of did a clockwise circuit around ...

**INT** The green and pleasant land.





## LIVING HISTORIES

## Chris Howes (ctd)

**C H** We did, yes, up the West Coast into the centre, the Midlands and then back down the East Coast. So yeah, that was and lots of museums as well, Beaulieu being the premier site, situated on a heritage listed estate, just an absolutely amazing collection of stuff.

**INT** Wonderful.

**INT** I want to take you back a few years, three years, in fact, to 2014 and the Centenary of Dodge Brothers.

**C H** Another trip we did, with Graham and Jeanette Bailey. As much as I had been involved with Chryslers for some 30 or 40 years, I've never actually had a lot to do with Dodge. So about 2013, Graham had said to me that one day there's gonna be a big bash in the US, in Michigan, in Detroit in 2014 for the Dodge Brothers Centenary. Most of us would know that there's a very strong group in the US that still support Dodge, right back to its earliest days, so I think Cath was talking to Jeanette and they put their heads together and said, well, why don't we go together? So actually to be eligible, I had to join the Dodge Brothers Club, which was no biggie.

Graham and Jeanette started in Canada and Cath and I to the West Coast. We flew to New York to meet up with Graham and Jeanette. We had a week or so together, being tourists in New York and then flew together to Detroit and drove in a hire car to Dearborn, the area where Dodge Brothers and Ford cars were mainly manufactured.

Along with 400-500 other participants from all across the States and the rest of the world, we filled up a really big hotel. There were probably about 20 Aussies, lots from the UK, some Kiwis – a whole alphabet of countries. A very well run week long celebration of Dodge and its history. Day by day we would go to places of interest or significance associated with Dodge and its production and its phases of manufacture. We saw the houses in which the Dodge Brothers lived, the manufacturing plants, some of them being repurposed, but lots of the buildings are still there. Sadly in 2014, things weren't going well economically in the US and a lot of the car manufacturing plants had fallen into disrepair. Various names like Studebaker, and all of those, you know, the plants were just derelict.

**INT** Hmm.

**C H** They were actually still there and it was just stunning. To see the volume and the real estate dedicated to car manufacturing in and around Detroit. Part of the tour was to spend a day in the Chrysler Museum. The range of vehicles in there was just awesome.

**INT** Sadly, closed down now.

**C H** Well, I hear that, yeah.

**INT** Apparently all the vehicles have been moved out and it's a design studio for Alfa Romeo.

**C H** Yeah. Yeah. Well, that is sad to hear because, as we now know, Chrysler itself has sort of imploded, and it went through a series of mergers that never worked out.

**INT** Did you hear recently that the great grandson of Walter P Chrysler, whose surname is not Chrysler, is trying to get capital together to buy Chrysler, Dodge and Mopar? Those names and the right to manufacture from Stellantis.

**C H** No, I haven't heard that.

**INT** It's quite interesting. He seems quite serious with the notion. And had his photo taken with great grandfather's toolbox. Of course, as you do, so I'll be interested to see whether anything comes of that, because Dodge have ceased manufacturing internal combustion engines. You're right, Chrysler have imploded.

**C H** Yeah. I mean, I think you know how many schemes there have been to turn Chrysler around in the last 20 odd years. So when you hear things like this, you go well, yeah, alright, you might be well meaning, but we're really not going to see it.

**INT** Where's the money coming from?

**C H** Yeah. I mean, I think the Asian and the European manufacturers have pretty much cemented their place in the world today with motor car manufacturing. To try and compete with them was just a huge task and as you've just said, internal combustion engines are at the end of their run and with electric cars, I mean for manufacturers it's a whole different ball game. So that old school manufacturers I think will really, really struggle. So yeah, so interesting that we were able to participate in the Dodge Brothers centenary and mix with like minded people and you've got another question here I can tell.

**INT** I do. I have another one coming. So for your sins, or whatever, you're

involved with the National Motor Museum at Birdwood. Would you like to tell us about your role there, please?

**C H** Obviously, we've all been there and done both the Bay to Birdwood and various other activities over the years and I found myself, after retirement, with an increasing desire to go and participate somewhere and do something a little different. And one day I was in the company of Matthew Lombard, who's one of the curators up there. I think I'd gone into the library in the Old Mill and I hadn't realised the extent of the library and I just looked around at three floors of books and magazines and boxes overflowing with motoring history and ephemera. And I'd said to Matthew, I said, wow, this is quite a task. And he said, yeah, we can only ever get stuff done in here with volunteers. We just don't have funding for staff. This is the resource that I really would like to move forward with but without funding; it seems a Mission Impossible, but nevertheless, with a dedicated group of volunteers, we just keep picking away at the stuff. I said what do we need to do about becoming a volunteer? And of course, with that, we sort of began the process more or less straight away. I had to make application, we had to tick boxes because it's a government run organisation now, and once I got security clearances, because it's in the area where you deal a lot with the public and so on.

**INT** School children are coming through and ...

**C H** You've got to have police clearance credits, those sorts of things. Four or five years ago I got into the library. At this very moment, within the library, we only have three people there and we only ever do Tuesdays.

**INT** You've been at it for a while, Chris?

**C H** Well, I don't seem to have made any progress at all. I know I've shifted lots of books and I know I've emptied lots of boxes, but every time I turn around there's more and it's really just a matter of getting into all the donations that have been made over the years. And that continue to be made, as the likes of Grandpa dies, the kids go and clear out the shed out and there's a box of maintenance manuals and motoring magazines; where to put them ??

**INT** For Austin 1800 or something ...

**C H** That's right. You would not



## LIVING HISTORIES

### Chris Howes (ctd)

believe the number of vehicles, the obscurity of some of the vehicles, that some of the publications are written about. I think I could say that every week I come across a new make or brand that I've never heard of before. So it's a matter of sorting those publications, basically shelving them and then weeding out double copies, triple copies, quadruple copies, putting them aside so that we keep at least the best copy of each item. The remainder we sort into second and third copies and beyond. The articles and items just go into a holding area in no particular order. One day somebody's probably gonna have a big sale and sell them off or I don't know, could be a bonfire as well. And I really don't know. But there are three people there.

We roll up Tuesdays. The reason we roll up Tuesdays is because, being a government run organisation (History Trust), there has to be a supervisor there whenever volunteers are on site. The supervisor is not so much involved with your well-being, but is there to give direction and answer questions as to what you're doing, where you're going, what the tasks are. It's not all sitting there doing magazines, books, those sorts of things. From time to time we are helping out with sourcing parts for vehicles. Because it's such a well known organisation, it actually gets worldwide attention and so we will have somebody from France ringing up to see if we have any information on a 1903 Darracq. And surprisingly enough, we probably do. It's a matter of finding that information because we don't have a reliable cataloguing system. It's the intention of the Museum to do that, but we're not there yet; so it relies upon the three of us, in our memory, as to where we put that book ... I did see one of those, I think it was 2018, if you go up to the second floor and go down 4 rows and ... you get the picture.

**INT** Where you put that?

**C H** That's probably the 5th shelf and the 3<sup>rd</sup> floor. that's the way the place operates at the moment.

**INT** Deary me. Now in between your time at the mill and your projects in the shed here and your various interests and your family life and what have you, you've also found a lot of time to help club members at the Chrysler Restorers Club. I'm one of them that you've helped in the past. And you're about to again. You haven't heard about

it yet, but you will.

**C H** Yeah. Alright, so retirement brings a bit of free time. Not that I didn't have much interest for other people and their issues prior to retiring, it is just that with retirement, you actually have the time to be able to do stuff. I'm conscious of the fact that I grew up in an era when T model Fords, A model Fords were still the norm, into the early 1950s. I've grown up with an interest in automobiles, seeing models come and go. Engineering practises change and coming from a mechanical background (Air Force), I have a reasonable knowledge of how things work and how they are put together, and when they were put together, and by whom and what their thought process was behind using this instead of that.

So when you have somebody coming to the club who's 30 years of age and decides that they want to buy grandpa's 56 DeSoto or something, and they have issues with it, they don't know where to start. And so people, not just me, but people like the Dick Harts, the Lindsay Gibbs, those people have been around a lot, are always ready and willing to give people a hand and advice. What I'm tempted to do is get in feet first and do it for them, and I know I'm guilty of that and I've just now suddenly realised that I've got to temper myself a bit and provide the information and if needs be, look over the shoulder but not actually do this stuff for people.

There is a quite a bit of data stored in the grey matter, so that I'm comfortable with working on carburettors and Kettering ignition systems. Most people would say what's a Kettering ignition system? Kettering is the guy who actually invented the spark coil, spark distributor ignition system. Today, when we're broken down on the side of the road and call the RAA and they lift the bonnet and say "tow truck", you know they just don't have that background or knowledge because they're not trained for that, the same as I might have difficulty in working out an ECU. I do take some satisfaction out of being able to help people with things and get them on the road and keep them enthusiastic, because without these next few generations of people, the club as we know it, I think will cease to exist. And heaven forbid if we get to the point where internal combustion engines are taken off the market; that will be the death knell. It

will be like sailing ships. That's it. We're done. Steam engines, all that; not in my lifetime, I hope.

**INT** Certainly. So you've been a long term member of the Chrysler Restorers Club, almost from the very beginning. And for your service, you've held just about every post in the club, including President. And you were awarded Life Membership.

**C H** It's not something you actually aim for, but it gives you food for thought when you sit back and think that you must have made some impact on the membership to be able to have somebody say, well, I think this guy deserves a Life Membership. I sat in on quite a few discussions about other members, prior to me being awarded Life Membership, the likes of Judy Hart, Richard Hart, Norma Schopp, those sorts of people.

I don't think I was influential in them gaining Life Membership, but I certainly remember sitting around the table with other committee people. And thinking about who might be or actually thinking in general about a particular person and how much they've done for the club, because you know the club just needs somebody out there keeping things on the boil. And you don't realise that at the time, but when they're gone, suddenly you're falling in a hole.

**INT** That's it. Now with Cathy's permission, you've started having an affair with something else.

**C H** Something else? Look, I think I can say quite fairly that it wouldn't be another woman because I'm of an age now where I wouldn't know what to do with it. But and the other thing is, my dear wife, Cath, she presents everything you could possibly want and maybe more than I'm deserving of in a partner and a wife.

**INT** She'll read this, you know.

**C H** Well, I hope she doesn't skim read it, but maybe she will, when certainly there will be comment I'm sure, at some point in the future. I guess you're alluding to the fact that I've now got a piece of plastic Japanese automobile stuff in the garage.

**INT** That's the one! ©

**C H** Yes, a bit like the Sunbeam Alpine. When I had a hankering for a Sunbeam Alpine, it sat on the back burner and at an appropriate time it popped up and there it was. In the last

## LIVING HISTORIES

## Chris Howes (ctd)

five or six years, I've not been as active in the shed as I've been in earlier life. I'm old and I'm dodderly and my hands drop things and my sight can't see things and my hearing can't hear things. And also there's just that "Ohh do I have to do that?" You know, that philosophy of wanting to keep the car in top trim and making space for it? Now I find other things getting in my way. And I looked at myself a few years ago, and I thought, right, what are we gonna do with these cars? Is there anything else I want to do?

And of course, ever since the Mazda MX 5 came on the market back in the 1980s I liked the look of them, and there was a thought in the back of my mind, that I wouldn't mind one of them. So four or five years ago, I thought if I'm gonna do something about this, it better be now because I think this is my last fling in terms of wanting to get fully enthusiastic with an automobile, get out and enjoy life. So I think. You might recall I said that when I sold the Maxwell, I bought the Alpine and when I sold the caravan I bought the MX5.

It was about that time I thought we had a bit of cash and I thought I'm gonna do this. And you know, Cath gives me that look. Do you really want to do this? And I said yes. I really want to do this they just look like fun. It was at the last caravan event that we went to, over at Coobowie on York Peninsula and the discussion was with a few of the other caravan owners about wanting to move on, that they were running out of enthusiasm with this and somebody actually asked me well, what are you going to do if you haven't got a caravan? I said, you know, I think I wouldn't mind an MX5, something entirely different, and would you believe, somebody in the group discussion said I know someone at Victor Harbor has got an MX5 up for sale and it just fell into place like that. I went and had a look at it and long story short, I had an MX5.

So I've done a bit of MX5ing. Been tempted to join an MX5 club. I'm yet to do that and I probably won't. With "The Club" and the Sunbeam Club, I think I'm all clubbed out. But what do I like about the MX5? The MX5 is a revelation in terms of motor cars, in drivability, performance and fun. Five years on, it is still fun to get the MX5 out, particularly on Tuesday morning

and (weather permitting) the top down and drive to Birdwood. You just cannot imagine how exciting it is to run through the twisty, curvy bits around Chain of Ponds in the MX5. It's another level of enjoyment in motoring. And it's also a set and forget type vehicle. I don't have to worry about points giving out, the coil failing; you just go out there, turn the key, and off you go.

**INT** That's the one.

**C H** Yeah that works good. It's a lot of fun. Engineering wise, the Japanese have tried to emulate the Lotus Elan and make an MG replacement and they have just so overachieved that it's not funny. I've never actually sat in a car so low to the ground, but being able to run through corners and twists and bends without almost having to think about the car. It has this natural ability to know where you're going and just go there it.

**INT** We've got the geometry sorted.

**C H** At my age, I don't want to get too ambitious about how hard I push it, but I've never had a moment where I've suddenly thought, wow, I'm gonna back off here, this is beyond my skill set. The one thing that is a downside is that it is so small and so low to the ground. Other traffic doesn't see it. You've constantly got to be on the alert at every intersection or every lane change, that somebody hasn't seen you. That's the biggest drawback of it.

**INT** One burning question, though. Is there sufficient room for Cath's luggage?

**C H** Hmm. A pair of knickers, toothbrush and a hair dryer ... most important. We went to the last Federation tour down to the SE earlier this year, April, May I think it was. And you would be surprised what you can get in to an MX5. In fact, we were going to take the Royal, which is obviously a more appropriate age vehicle, but being a pensioner now, filling the Royal up on a frequent basis on one of those trips means you probably have to go without something else.

**INT** Like think about whether you're eating.

**C H** A huge expense, but I also wanted to see if we could do it. Some people arched their eyebrows over joining in this group, but in fact it's almost 25 years old, the criteria for this run. So they fudged the rules a bit and let us in. But it is a great little touring car. 6 speed gearbox, you can sit at 110 with 3000 revs and get 7 or 8 litres per hundred. But make sure the trucks see you, so you don't find yourself driving underneath them. And we did manage to squeeze in enough clothing, goods and chattels for about two weeks on the road. Cath did a lot of the driving because it's such an easy car to drive that you know you're more than happy to drive it so quick. So nimble. Yeah. So I'm actually glad that I did that. As much as I would like an E type Jag or whatever, you know that isn't going to happen.

**INT** That you'd be back to working on it day and night.

**C H** You're right. And that's not something you have to do with the Japanese cars. So, yeah, that's my final fling.

**INT** Chris, on behalf of all the members of the Chrysler Restorers Club SA, thank you so much for being part of our Living Histories.

**C H** It's been a great pleasure. Until you sit down and chat as we have, over this past few months, you don't realise what you've done and how much has passed under that bridge. And yeah, there are lots of fond memories there and amongst the dearest of those fond memories are mixing with a great bunch of people at the Chrysler Restorers Club. Thank you.

**INT** Thanks again.





## PAST EVENTS

### MIDWEEK RUN TO BEERENBERG STRAWBERRY FARM

**Thursday 19 September 2024**

We had our second midweek run for the year to Beerenberg Strawberry Farm with 18 members in attendance. We left Foodland Frewville carpark at 10 am for a drive up the SE Freeway to Hahndorf and Beerenberg Farm.

On arrival at the cafe members enjoyed morning tea consisting of waffles, scones jam and cream together with tea or coffee. The cafe area includes a display of how the Paech family established a dairy farm on the site in 1839. They originally walked to the farm which took 3 months after sailing from Germany to Adelaide. Now the 6th generation of the family run the very successful Beerenberg business.

Following this we travelled a few backroads guided by Tim Schapel to Melba's Chocolate Factory at Woodside. Here we enjoyed chocolate samples and many members purchased their products. After that we went to the adjoining Cheese Wrights Factory again for tasting and purchasing of their delicious cheeses.

By this time it was lunchtime and a number of members went onto the Lobethal Bakery at Woodside for lunch.

The weather was mild and luckily it did not rain. Overall it was an enjoyable run for all those attending.

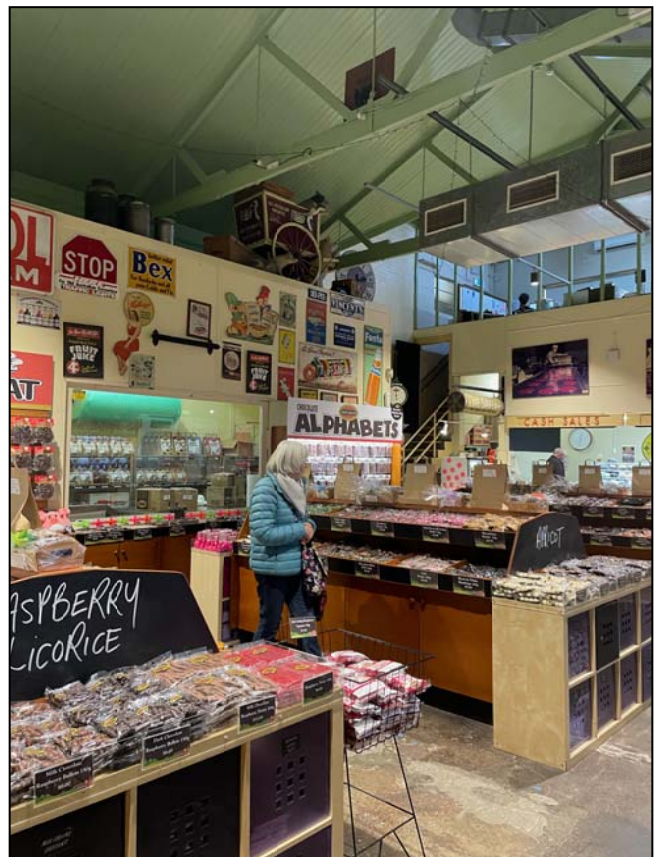
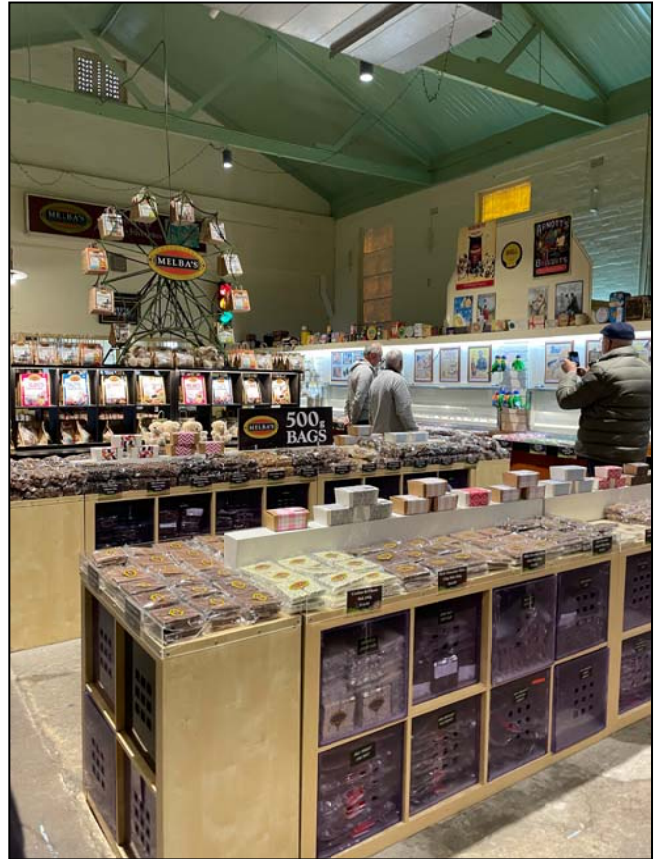
*Text and photos  
Denise and Vince Isola*





# PAST EVENTS

## MIDWEEK RUN TO BEERENBERG STRAWBERRY FARM





# PAST EVENTS

## MIDWEEK RUN TO BEERENBERG STRAWBERRY FARM





# OUR MOTORING HERITAGE

## Hart's DeSoto in 1971 - 60 years old, 33 years ago.



30s STYLE LIVES ON . . . Tourism Minister Barbara Wiese looks over a 1931 De Soto and 1930 caravan prepared for the Caravan and Camping Industries Association show in Adelaide this week.

### Club Name Badges



**CHRYSLER RESTORERS**

**Horace Dodge**

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

**Available as either:**

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

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

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

### CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

CLIP TYPE [Dual pin and clip *or* Magnet - circle one]

PHONE (a/h) ..... (day time if different) .....

FULL NAME (print clearly).....	Price.....
2 <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

## Club Clothing (John Goddard 0435 107 854)



### CHRYSLER RESTORERS CLUB OF AUSTRALIA SA INC

#### ORDER FORM

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

NAME:.....

PH:.....

PRODUCT CODE	PRODUCT DESCRIPTION	Colour	SIZE	QTY	COST Inc Logo	Em-broid er name \$5.00	TOTAL
BIZ P225MS P225LS 	Triton polo top—navy/red/white <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/Grap hite			\$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/Grap hite			\$92		
HS – 4014 	Baseball Cap – inserts on Crown & Peak	Navy/Red	n/a		\$21		

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

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

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

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

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



## MARKET PLACE

### NOTICE TO ADVERTISERS

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

### FOR SALE

**1929 DeSoto K model tourer., mechanically sound, tri, roof and spoke wheels all in excellent condition, great vintage club car, located Sunshine Coast Qld, non transferable Qld club rego, \$38,500 Gary Deane 0437 554 207**

**Parts including tyres and rims for early Dodge (1918) cars and a 1948 Dodge truck from a deceased estate. Located McLaren Vale Trevor Ledgard 0417 823 921**

**1925 Dodge Open Topped Tourer. A rare opportunity to purchase a genuine South Australian, T.J. Richards, Dodge Tourer. Some restoration has been done on the engine inc new gaskets, water pump, magneto and exhaust system, radiator has been restored, engine has been started and runs well, still has original rear S.A. registration plate, body in fair condition, as original, spare motor and some parts included, \$10,000, Ian Jones, 8250 4323 or 0413 720 799.**

**CL Charger, stellar blue, 318, 4 speed manual, Suzannah 0421 899 704**

**Pair of wheel spats rear mudguards late 30s Chrysler, Dodge products. Malcolm 0428 859 322 after 7 pm**

Set of 4 Sankey-Benson R14x7 alloy wheel rims, repaired and polished, with wheel nuts. Brett Newley 0402 833 281

2 mid 30's Chrysler wheel spats for sale. \$250 - Greg Newley. 0434 175 800

6 volt generators and starter motors for sale. Greg Newley 8298 2586 or 0434 175 800

*Club plates \$25.*

*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*



### WANTED

**Drifter van door mouldings or Charger 770 door mouldings. Suzannah 0421 899 704**

**GN Sigma wagon Suzannah 0421 899 704**

**Chrysler / Mitsubishi Sigma and parts. Suzannah 0421 899 704**

**T.J. Richards spare parts list 1939, possibly published by Lanes Motors, Victorian State distributor. It list parts for pre 39 TJR bodied cars. Johannes Schuurman 0499 238 669**

7 blade fan for slant 6. Jim Dawson 0412 790 550

Rear glass for R/S series Valiant. c/- Iain Carlin 0412 426 360

*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.*

*[Bold adverts are new this issue]*



**1929 DESOTO K SERIES**

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\*\*\* STRUCTURAL \*\*\*  
**WARRANTY**  
-15-  
YEAR

\*\*\* PAINT FINISH \*\*\*  
**WARRANTY**  
-10-  
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**DESIGNED**  
-FOR-  
**D-I-Y**

A Stratco shed means any 'Car Enthusiast' can be with their Chrysler all year round. And for the HowTo, ring fellow enthusiast Adam Witkowski on 0439 685 059 for 'club rates'!!!

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