



THE CHRYSLER COLLECTOR

**Number 270
January / February 2024**

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.

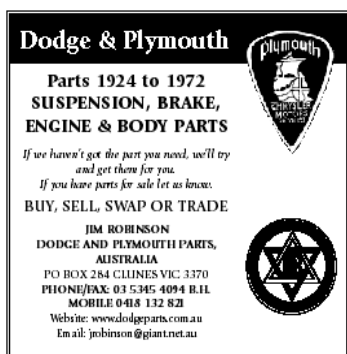
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CLUB DIRECTORY

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 1 March 2024. Only corrections/ amendments accepted Sunday 3 March 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. 13th December 2023

Wed 14th February 2023

INVITATION/OTHER CLUB'S EVENTS

Sunday 18th February 2024

All American Car Show. Gleneagles Reserve, Ailsa Ave, Seaton. 9.00am – 2.00pm. Adults \$5.00 children under 14 free. Adrian 8264 9556

Friday 8th – Monday 11th March 2024

Chrysler Restorers Club Vic. 44th Annual Tour – Seymour. Enter on Line – ww.chryserclubvic.org.au/ events Or Send your entries to – Mavis Simpson, 124 Cathies Lane, Wantirna Sth, Vic 3152. All cheques made payable to Chrysler Restorers Club of Victoria Inc

Friday 22nd March - Sunday 24th March 2024

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

Easter Weekend – 29th March – 1st April 2024

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

Sunday 14th April 2024

Gawler Veteran, Vintage & Classic Vehicle Club. Gawler to Barossa Veteran & Vintage Run. 8.00am to 3.00pm. \$10 Entry per person includes Morning Tea & BBQ Lunch. Morning Tea supplied to all entrants on the Village Green Lyndoch. Finish at Tolley Reserve Nuriootpa for a BBQ picnic lunch, tea/coffee avail.

Please bring tables & chairs. Contact Trevor Unsworth 0402 891 891 Email vvrun@gawlercarclub.com.au

Saturday 20th April – Sunday 21st April 2024

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

Friday 26th - Sunday 28th April 2024

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

Sunday 5th May 2024

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

13th May – Friday 24th May 2024

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

Entry Forms etc.

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

New Members

Anthony Polkinghorne McCracken
1965 Chrysler AP6 Regal Sedan

Life Members

Year	Name	Member #	2020	Trevor & Lorraine Beythien	1030/1031
1990	Norma Schopp († 13/1/24)	57	2020	Jim Dawson	1705
2000	Judy Hart	244	2021	Kevin Williams	451
2003	Ross Bryant († 30/4/18)	121	2021	Lindsay Gibb	1294
2006	Richard Hart	243	2022	Brenton Hamilton († 16/11/23)	602
2010	Richard Tapp	545	2022	Neill Wormald	552
2015	Chis Howes	90	2022	Bob Haywood	807
2017	Alan Driver	324			

Cover Photo

Brett Newley's 1976 VK Valiant Charger

Photographed at the 2023 Roseworthy Hotel by Richard Tapp

CLUB EVENTS

Seaside Breakfast Run

<p>Sunday 18 February 2024 Meet at 8.15am for an 8.30am departure at the Beaumont Tiles car park, 724 Port Road,</p>	<p>Beverley. It is right next to the pub where we had our Xmas lunch. We will proceed to the Largs</p>	<p>Pier Hotel for breakfast at the beach. <i>Ann and Greg Lind</i> 0432373901</p>
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All Chrysler Day

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

<p>13 January 2024 It is with deep regret that we inform you that Life Member Norma Schopp has passed away suddenly after a fall at her home.</p>	<p>No further details are available at the moment. Norma was the club's first Life Member (1990) and a long time Magazine Editor. The following</p>	<p>is an extract from the club magazine after the award. <i>Brenton Gibb</i></p>
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"THANK YOU"

WHERE DOES ONE BEGIN? WORDS REALLY DO FAIL ME, BECAUSE A SIMPLE "THANK YOU" IS NOT ENOUGH!

TO HAVE BEEN SINGLED OUT FOR THIS AWARD, THE FIRST EVER MADE BY OUR CLUB, MAKES ME FEEL EXTREMELY HUMBLE YET VERY HONOURED AND, I CAN ASSURE YOU ALL, IT WAS TOTALLY UNEXPECTED.

ROSS REALLY CAUGHT ME OUT. THERE I WAS, SUPPLYING HIM WITH THE CLUB'S HISTORY BECAUSE A 10TH ANNIVERSARY SEEMED AN APPROPRIATE TIME TO RECAP ON THE CLUB'S ACHIEVEMENTS, AND IT TURNS OUT I WAS PLAYING RIGHT INTO HIS HAND!

THE CHRYSLER RESTORERS' CLUB IS VERY SPECIAL TO BOTH ROY AND ME, AND THE WORK WE HAVE DONE (AND WILL CONTINUE TO DO) FOR THE CLUB IS BECAUSE WE ENJOY IT, NOT FOR ANY REWARD.

WHEN I TOOK OVER THE EDITOR'S JOB I NEVER FOR ONE MOMENT IMAGINED THAT I WOULD STILL BE DOING IT EIGHT YEARS LATER AND, MORE IMPORTANTLY, ENJOYING IT. PRINTING THE CLUB'S MAGAZINE IS SOMETHING TO WHICH WE ARE BOTH ABLE TO CONTRIBUTE REGARDLESS OF OUR DISTANCE FROM ADELAIDE.

THE WONDERFUL FRIENDSHIPS WE HAVE MADE THROUGH S.A. CHRYSLER RESTORERS ARE VALUED HIGHLY, AND THE CONTINUED SUPPORT AND CO-OPERATION WE HAVE RECEIVED FROM MEMBERS FAR AND WIDE HAVE CONTRIBUTED GREATLY TO THE SUCCESS OF OUR MAGAZINE AND OUR CLUB, BECAUSE, TO MANY OF OUR DISTANT MEMBERS, THE MAGAZINE IS THEIR ONLY CONTACT WITH THE CLUB.

SO, IT IS A VERY SINCERE "THANK YOU" TO YOU ALL - I AM PROUD TO BE A MEMBER OF S.A. CHRYSLER RESTORERS.

NORMA SCHOPP

FROM THE COMMITTEE

President's Message



Hi all, and welcome to the first edition of the Chrysler Collector for 2024.

It is with sadness that we have had another couple of members pass away since our last magazine. Life member Brenton Hamilton, who many of you would know, held many positions on the committee before moving to Victor Harbor, and also Ann Squiers who regularly attended meetings with her late husband Daryl, before his passing around twelve months ago. Our thoughts are with their families at this difficult time.

At our December club meeting it was good to see a good roll out of members to share in some festive cheer to close off 2023. Special thanks to Greg and Denice Newley for purchasing a great selection of raffle prizes for the evening and to any other members who placed raffle prizes on the table. We cruised through the formal part of the meeting quickly and vacated the building allowing Lorraine Beythien and helpers to set up supper for us all. Great fellowship followed with plenty of banter to finish off the year. Michael Buxallen walked away with the major raffle prize, a large leg of ham.

Our December Run was to Seven22 on Port Road for a Christmas lunch with 65 members in attendance. Once again the food and service was first class for a modest price of \$20.00. Photo wise not many people came along in club cars as the weather was rather inclement, mainly moderns on this run.

Back in November Chris and Cathy put together an observation run departing Bolivar and

concluding at the Roseworthy Hotel for lunch. This proved to be a very successful run with many members that we don't always see bringing their vehicles out for a drive. I think Chris is already planning another one for later in the year.

Special thanks to those that have contributed to the running of the club and planning runs etc. over the last twelve months. That concludes 2023 and now lets look forward to 2024, two breakfast runs to start the year off and then in March we will again attend the annual Chrysler Festival Display Day. Look in coming events for all the details Greg Lind has put together for us. Hope to catch up with many of you out and about somewhere on one of our runs.

Brenton Gibb



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Leif Eriksson, Cathy Woods, Jim Dawson, Dave Heinrich, Chris Howes and John Goddard.

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

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

SOCIAL MEDIA STATISTICS

	Dec '23	Nov '23	Dec '22	Dec '18
Flickr views	1,569k		1,378k	-
Flickr #photos	24,617	24,617	24,307	-
Facebook mbrs	2,028	2,024	1,895	-

Website statistics are not currently available

FROM THE COMMITTEE

Treasurer's Report

Chrysler Restorers Club of Australia, South Australia Inc.

Income and expense	<i>Nov-Dec 2023</i>	<i>Dec 2023 YTD</i>
Income		
Subscriptions	97.20	7,748.20
Grant earned	-	4,525.74
Raffle proceeds	76.00	190.10
Sales	601.80	723.81
Interest	121.08	166.17
Donations	-	1,546.50
Sundry	-	20.00
Total income	<u>\$ 896.08</u>	<u>\$ 14,920.52</u>
Expenses		
Magazine	813.75	2,218.75
Postage	193.58	593.61
Functions	84.56	211.24
Function subsidies	-	1,300.00
Cost of sales	600.00	805.00
Insurance	919.37	919.37
CCC	-	175.00
Total expenses	<u>2,611.26</u>	<u>6,222.97</u>
Surplus / (Deficit)	<u>-\$ 1,715.18</u>	<u>\$ 8,697.55</u>
Brought forward		<u>\$ 36,484.48</u>
Members funds		<u><u>\$ 45,182.03</u></u>

Balance sheet

	<i>31-Dec-23</i>
Assets	
Cash on hand	340.00
Westpac Community Solutions	6,079.33
Westpac Cash Reserve	11,842.81
Westpac term deposits	22,124.33
Commonwealth Bank	264.08
Computer 2023	4,525.74
Club plates B55-B99 \$5 each	160.00
Touring badges \$12 each	120.00
Tools (cost \$7,590.66)	200.00
Calendars	-
Total Assets	<u>\$ 45,656.29</u>
Liabilities	
Prepaid subscriptions	-
Grant - unearned, repayable	474.26
Accounts payable	-
Total Liabilities	<u>\$ 474.26</u>
Members funds	<u><u>\$ 45,182.03</u></u>

FROM THE COMMITTEE

Minutes of the Meeting held 8 November 2023

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 8 November 2023 - commenced at 7:47pm.

Emergency Wardens

Brenton Gibb explained emergency response plan.

Apologies:

Per attendance book.

Brenton Gibb advising meeting of the passing of Jenny Prosser wife of Milton Prosser. A card has been sent on behalf of the club.

New Members & Visitors

None advised

Sick List

None advised

Minutes of Previous Meeting

Read and moved by A Lind seconded Ian Myers, carried.

Business Arising from Minutes

None

Correspondence

In: CCC General Meeting Minutes held 9th October 2023; 24/10/23 Email from Sharon Gibb – Re Graham McRae’s collectables sale; 24/10/23 Email from Sporting Car Club - re Book sale; 25/10/23 Email from FHMC – Minutes of general meeting 14th October 2023; 2/11/23 – Email from CCC – regarding the theft of defibrillator; 3/11/23 – Email from Aust Post – Statement; 8/11/23 – Email from Richard Tapp – regarding maturing term deposit; 8/11/23 – Email from LCIS regarding invoice for Public Liability; 8/11/23 – Email from Richard Tapp – re purchase of software Office 2021 Professional Plus for Windows & Microsoft windows 11 Pro

Out: R Tapp to CCC (Bob Warby) re insurance cover remaining at \$12,000.

Treasurer’s Report

October report tabled. Income \$1,335, expenses nil, surplus \$1,335. Surplus YTD \$10,413 Moved R Tapp that report be accepted, seconded Jeff Knowles, carried.

Committee Reports

Runs Coordinator: Greg spoke re future events.

Editor: Keep sending in articles for the magazine.

Public Relations: John referred to pp 20-21 of magazine. Also has windows stickers \$1.00

Records: Sharon advised we have 3 new members. 2 from Pt Lincoln, 1 local. All going well.

Librarian: Jim reminded members about the availability of club plates.

Tech Rep: Jim advised he has been pretty quiet. Had an enquiry re Hemi 2 speed transmissions.

HVR: All good.

Triple C: Vince advised Arthur Clisby Memorial run at Macclesfield again next year. Suggestion re Police to speak at meetings and Milang as a club run.

Federation Rep: Next meeting 25 November.

Past Events

Barry Thomas, Trevor Beythien, Greg Newley and Brenton Gibb spoke about the wandering West Tour.

Vince Isola spoke about the Twin Bridges weekend.

Geoff Chase advised he did all 9 Motorfest events! John Goddard, Philip ?, Terry Jones and Chris Howes spoke about the Bay to Birdwood.

General Business

Jim Dawson spoke about the “open day” at Graham McRae’s house. \$1121.50 raised on the day and \$1,540 in total. Brenton Gibb moved that the club library be named the Graham McRae Library. Seconded Chris Howes. Carried.

Lorraine spoke about the Christmas Supper . Brenton Gibb advised meeting that Barry Just had recently celebrated his 71st birthday.

Raffle

Greg Newley conducted the raffle.

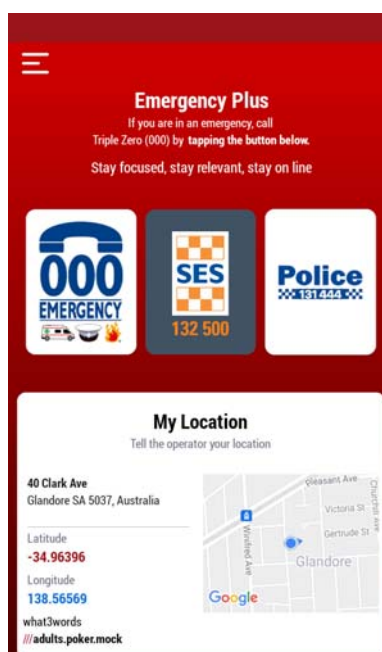
Conclusion

Kevin Williams told a joke in memory of Ron Hincks

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

Meeting closed at 9:02pm followed by supper.

EMERGENCY PLUS APP



When an ambulance was called for a member at a previous meeting, the Ambulance failed to quickly find the Clarke Avenue carpark.

The Emergency Plus App, screenshot on left, is available for both Android and iOS (Apple) phones.

It converts the phone’s GPS location into a 3 word code which Australian emergency services can use to immediately locate the phone within 3 metres.

Surely we should ALL have this App.

FROM THE COMMITTEE

Minutes of the Meeting held 13 December 2023

The Chrysler Restorers Club of Australia, SA Inc.

**Summary of minutes of the meeting held 13
December 2023 – commenced at 7:45pm.**

Emergency Wardens

Brenton Gibb explained emergency response plan.

Apologies:

Per attendance book

New Members & Visitors

None advised.

Sick List

Barry Maslin & John Goddard.

Brenton advised that Past President Brenton Hamilton had passed away and that former member and Chrysler Historian Bruce Thomas had passed away (in USA) at age 98.

Minutes of Previous Meeting

Read and moved by A Lind seconded Lorraine Beythien, carried.

Business Arising from Minutes

None

Correspondence

In: 23/11/23 – CCC Re club grants program;
30/11/23 – FHMCSA – Letter from Tom Koutsantonis re Individually Constructed Vehicles;
6/12/23 – Australia Post – regarding changes to delivery frequency, pricing, etc; 8/12/23 – FHMCSA – minutes of general meeting held 25/11/23; 11/12/23 – CCC Minutes general meeting held 4/12/23; 12/12/23 – LCIS Insurance Public Liability documents insured from 1/12/23 – 1/12/24
Various magazines handed to library

Out: None

Treasurer's Report

To be put in the next magazine.

Committee Reports

Runs Coordinator: Greg spoke re future events.

Editor: Keep sending in articles for the magazine.

Public Relations: John was absent due to ill health.
Clothing is on pp 20-21 of magazine. Also windows stickers \$1.00

Records: Nothing to report.

Librarian: Jim thanked members who had used the library during the year and wished everyone a Merry Christmas.

Tech Rep: Jim thanked Dick Hart and Chris Howes for their help with technical issues over the past year. Still getting plenty of inquiries.

HVR: Jeff thanked Kevin Williams and Barry Maslin for their help with assessments over the year.

Triple C: Vince advised that CCC will be applying for a Government Grant to install a defibrillator and

first aid kit in the Library area. Vince wished everyone a merry Christmas.

FHMC: Nothing to report.

Past Events

Lorraine Beythien spoke about the November observation run to Roseworthy Hotel for lunch, thanking Chris and Cathy for organising it.

Greg Lind spoke about the Christmas Lunch held at Seven22 Port Road and thanked Brenton and Sharon for organising it.

General Business

Brenton advised that Bob Haywood had 2 calendars left for 2024; see Bob after the meeting.

Raffle

Greg Newley conducted the raffle.

Conclusion

Kevin Williams told a joke in memory of Ron Hincks

President summarised the coming events and wished everyone a happy and safe Christmas and new year.

Meeting closed at 8:17pm followed by the Christmas supper.



PAST EVENTS

ROSEWORTHY RUN

12 November 2023

Following our enjoyment of the Observation car run hosted by Lorraine and Trevor Beythien in May, Chris and I decided to plan a rural run.

32 members said they would join us at the Roseworthy Hotel for Sunday lunch. Seven club members who had decided to participate in the observation run had 31 questions to answer.

Starting at Bolivar (sorry, not a great choice) then onto Virginia, Two Wells and Mallala for a quick stop. The changes in these areas were an eye opener for most as there are many new homes under construction and extensive road works.

The navigator and “answer writers” were complaining about the speed of the driver and not allowing them time to see and answer questions accurately. Ann Lind will be the driver on any future Observation runs.

All 7 participants made it to Roseworthy hotel right on time to join with the rest of the group who had gone directly to the hotel.

A chocolate treat was awarded to each run participant with Jeff and Sharon Knowles taking first prize.

A lengthy country run was appreciated and so was the good company, including Jenette and Graham Bailey from NSW.

Cathy Woods



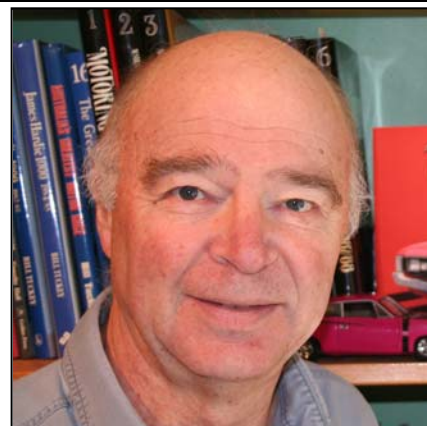
PAST EVENTS

ROSEWORTHY RUN (CTD)



LIVING HISTORIES

Gavin Farmer



Continued from previous issue:

G F Now they called them at 275 horsepower @4800RPM. I've since read in, I think it was Car and Driver, they compared to 340 Chrysler engine with a 351 Ford and a 350 Chev. Advertised at 275 on the dyno with Car and Driver, it was producing 330 odd. Chrysler had misquoted deliberately because of the insurance industry. Ford was saying the 351 produced 300 brake horsepower. According to car and driver, it was doing about 260. It was grossly exaggerated, and the 350 Chevy was even more grossly exaggerated. The only engine that was true to form was the Chrysler engine. Now they built one VF Pacer with the 340 and a New Process close ratio 4 speed manual box behind it.

Int Because New Process was a Chrysler company.

G F Yes, that's where David Brown came from. Chrysler owned New Process. They built the manual gearboxes and their Torqueflites 727s and 904s are all done at New Process, which was in Syracuse, Up State, New York.

Ken Hartland was the guy I was sitting talking with. He was a test driver and he was driving this car from Lonsdale to Mallala to run it around the race track. And like a lot of test drivers, 8:00 o'clock on Saturday morning, there's no traffic around and there's a dead straight piece of road up there before you get to Mallala. How fast will this thing go? So he's got the Speedo needle flickering around magnetic South which has got to be 140 plus miles an hour. It's not flat-out. But he's just gone up over a hump in the road because there's a drainage channel running through there and as he said to me, "I never thought this thing was ever going to come back to earth", he said, "It got right up on the top of the suspension and it sat there for ages." Gradually it came down and then he said the 80K sign for the outskirts of Mallala flashed past him so he put the foot on the brakes. He said, "I got down to about 60 kilometres an hour and the brake pedal's going to the floor." There's that monument in the centre of Mallala where all those

roads come in and he said, "I broadside it around that corner at 60 odd kilometres an hour hoping like hell, there was no traffic" and he said "just as well" and then he said. I've got to the race track and he said the brakes were just about absolutely shot. Well, he said, "I've got to get it back" and Ken, I think was the head of experimental in those days, Ken wrote a report saying. Steering, brakes, suspension. No way known are they up to the performance of this 340 and was going to cost let's say \$1,000,000 to re-engineer the whole car. Well, David Brown said no to that. So the engine stayed there. Chrysler was thinking of going into what was improved production the class where you had Bob Jane racing a Camaro and Alan Moffat was racing a Mustang. They were going to go into that with the Pacer but when they realised how much money it was going to cost to make the thing roadworthy, they thought no.

Now, I said 200 engines, there were 330 something and the balance, that 130 extra engines were as soft specification compared to these. So eventually, because Chrysler had paid for them, they're sitting down there in the shed and so they came up with the Chrysler Valiant Regal 770SE which was a top of the range, but you could only get an automatic gearbox with it, so that dulled the performance a little bit, but it was still a rocket ship.

Int So the stories of these engines being taken out into the Gulf and disposed of much like the packing cases is true or not.

G F True, I mean, engines were I'm. I'm quite sure if you got a diver to go out into the Gulf St. Vincent, you'll find Chrysler stuff all over the ocean floor. I mean, it was not a very well run factory. I thought the D engine was fairly bogus and of course I got into trouble because I refused to call it a Hemi.

Int Well, you needed an imagination to call it a hemi but it fitted the Stirling Moss hype and carry-on at the time. So I've got to give you an opportunity to mention your publishing companies name because it's already come up in relation to a car that only two were ever produced.

So have a plug.

G F I came home from England having told the Managing Director of The Crowood Press that I'm never going to write another book for him because I could never make any money and he made the most extraordinary statement to me in his office. "You mean to tell me that you came to England to write books with the expectation of making money?" Like why else would I do it? Dumb, dumb, dumb. So anyway, I said no, I'm not writing anymore for you any more. Books that I write I will self-publish. And I probably got a lecture on how I was going to lose my shirt. But I figured it was my shirt to lose.

So nothing ventured, nothing gained. So I came home and I wrote the book, Leyland P-76, Anything but Average, and all of the experts in the publishing industry said "You're crazy. No one will buy a book on the Leyland P-76 and you're going to do it hardcover, glossy art paper, A4 landscape! Could you do it any worse? Could you make any more mistakes?" And I said, "Well, I'm a book person and that's how I like books to look. So that's how I'm going to do it." Well, the mistake I made was to print 1500. If I printed 1000 like I've done with everything else I would have, I'd be so close to sold out. It wouldn't matter. So I did the P-76 book, then the Charger book, then Great Ideas, the Monaro book and Falcon and so it has kind of gone on and on.

Int And this is Ilinga Books.

G F Yes, yes, I've published, I've self-published 14 books and I've associate published two others. So 16 books that I've written and researched and

LIVING HISTORIES

Gavin Farmer (ctd)

all that sort of stuff and I've got eight more to do.

Int And I know you've got a series underway at the moment.

G F Yes, cars of the 50s followed by the 60s followed by the 70s, and that's all in train. I'm working on that as we speak.

Int Now you're a volunteer. At the National Motor Museum.

G F Or the Birdwood Museum as I call. If it was national, we'd have federal money involved in it, but we don't.

Int So what is your role?

G F Well, Matthew Lombard, who was the curator, rang me one day and asked would I like to be a volunteer at Birdwood. I had never thought about it but anyway he came up with a good story about categories and catalogue all this information we've got on Lightburn and then write a book. So I thought I'd be in that and having done the work I said "Now, about the book that you were talking about, what's the setup?" Oh, he said, "Will you apply for a grant?" "I apply for a grant?" "Yes", he said. "The maximum you can get is \$3000." And I said, "Matthew, you clearly know nothing about publishing, \$3000 would not pay for a graphic artist to lay the book out, let alone the print cost and the marketing costs and all those things." And he gave me a funny look and I said, "No, I'm serious. You know you need to be talking \$15,000 +." He said, "Well, could you do it?" "Not out of my pocket, no." Then I pigeonholed him a bit later and said, "Look, writing about the Lightburn Zeta is a non-event. You, me and about three other people in the whole world know what we're talking about." So I said, "Writing about the Lightburn company. Could be interesting."

Int Absolutely. Piece of South Australian manufacturing history.

G F But I wanted to take it further. After World War Two, there were a large number of family owned companies manufacturing stuff here in Adelaide. Employing thousands of Adelaide people, now they've all gone to the ...

Int Hercus, Tregonnings ...

G F Simpson Pope. All of those? Yes, Hills Hoist the agricultural people, John Shearer.

Int Horwood Bagshaw and many more.

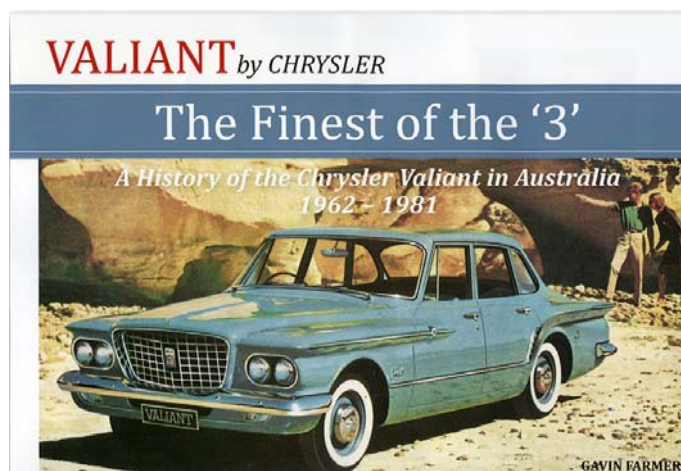
G F Down there at the memorial grounds on corner of King William and Memorial Dr, there's a big white building chock a block full of people who are employees of the history trust of SA? I suggested they should get off their very well paid backsides and start doing this research while the people still are alive. So that got right up the noses of certain people in the History Trust because they spend their time writing speeches for ministers. Hang

on, ministers have PR people that are supposed to do that. We're paying these people 200K a year. What the Hell's going on? How dare I question? So it was then thrown back at me to do all the research and I said, look, I've got a programme of my own that I'm working on. The people who our taxpayers money is paying, they should be doing all of this, not me. It's gone nowhere. No one wants to talk to me about. So I go over there and, well, the latest thing I've been doing is putting all the production figures off of handwritten sheets onto a database. So from 1954 to 1978 or 9, I've now got all the current truck production figures on an electronic database that I can print off. It's 100 plus pages or so and so It's almost a book on its own, so look, I love going over there. I love the people I work with over there. Pity it is that it's a government department and you're having to deal with that.

Int Another edit coming up I suspect but at some risk I'm going to broach this next subject with Gavin. If you're stuck with us this far, you'll understand that Gavin is not short of opinion sometimes. I happen to know

because I've heard it, Gavin's fairly strong views on the demise of the Australian Auto industry, so away you go, Gavin, and I'll just sit quietly in the corner here, out of range.

G F Oh dear, oh dear. We, unfortunately for Australia, back in December of 1972, we voted Gough Whitlam into power so that he could sit in the big chair in the lodge in Canberra. Probably one of the dumbest things that the people of Australia have done. He'd not been in the big chair very long and he started to play around with the tariff system. Now that had been put in process some 20 odd years earlier to protect manufacturing in Australia from the ravages of international competition



because we couldn't produce things at the same cost level as they could in Asia. So Gough Whitlam starts messing with the tariff system. Not long after that, he devalued the Australian dollar by 17 1/2%. So overnight our exports cost 30% more. Holden, Ford, Chrysler in particular, all had very profitable export businesses.

Int To New Zealand and South Africa principally.

G F Anywhere where Right Hand Drive was required and Chrysler that were selling lots of trucks into Southeast Asia under some UNESCO scheme. Then he gets in and he and Bob Hawke get in cahoots, and if you remember the 70s, it was a time of wage explosion because Bob Hawke was nothing but a bloody larrikin and I'll have to get into that.

Int There's another edit coming up!

LIVING HISTORIES

Gavin Farmer (ctd)

G F Bob Hawke would start a process where he would get one of the unions to go on strike, and then he'd say to Gough, "Don't worry mate, I'll fix it all up for you." And so Bob Hawke has this aura out there in the community, and he was the fix it, man, but he was actually the guy that started it in the first place! So yes, salary skyrocketed during the 70s. But I was selling Mazda at the time, a Mazda Capella went from \$2600 to \$4600 in three, maybe four years. So the buying power of the Australian working people was actually less than what it was before they started. But of course because the unions are getting massive pay rises for their workers, so the union officials are also getting massive pay rises. So it's feeding itself. Gough Whitlam gets voted out or John Kerr kicks him out. Malcolm Fraser had the golden opportunity of a lifetime to put things back in in place, but he sat on his hands for four or five years and did nothing. In comes Bob Hawke, "I'm going to fix things" and he's got Paul Keating, the world's best treasurer. Well, all the time they're chipping away at the tariff system. It's gone from 45% by now. We're down into the 20s. And not long after this, Paul Keating makes the absolutely astounding, astonishing statement I've created a level playing field. And you sit back and you think, Oh my God, where's the man's brains, the industry leaders and the politicians up in Asia would have wet their pants laughing at the stupidity of this. Then a little bit later, along comes John Button with his Button plan. Well, that was the *coup de grâce*. I'm actually amazed that the car manufacturing industry in Australia lasted until well in the Holden, Ford, Toyota business of 2017-18. The idiot journalists of today want to blame Tony Abbott and the treasurer at the time because they wouldn't give General Motors millions and millions of dollars of taxpayers money. General Motors was a capitalist organisation.

The fact that they weren't making money was because they weren't running the place properly and you had Rudd, he gave Toyota \$35 million of taxpayers money to put the Camry hybrid into production, something Toyota were going to do anyway. So political stupidity has run

this country. For 40 years. I am staggered that ...

Int Do you think we, were making wrong vehicles in one way? Let me put this proposition to you. There are hundreds and hundreds of thousands of white vans running around. Very low cost, low input vehicles. And yet apart from back in the 50s, or maybe the early 60s we didn't do it. We didn't make that type of van in this country. Never did.

G F Ford made the Transit van here.

Int They did assemble them here for a time in the dual rear wheel straight six era.

G F Or it might have been assembled from English components.

Int That's the way I understood it.

G F Yeah, and the Mazda vans they had. They might have been fully. But yeah, you're right. You know, the white van man, he's out there in in big numbers.

Int I mean, General Motors had a crack at the tradie market I guess with the One Tonner, which regrettably, had the back wheels dead centre of the trays. So they used to get duck's disease if you loaded them a little heavy to the tail. But you know, there was a simple inexpensive to produce vehicle which we just didn't do well. And at the other end of the scale. The high profit vehicles, we didn't make them in very large volumes either. I mean, did we not do it well?

G F The thing I find intriguing because the concept of a coupe utility is Australian. The Americans don't want to admit that. You know the work during the week, go to church with your wife and kids on a Sunday in the family Ute. Yeah, I mean, Holden and Ford and to a lesser extent Chrysler made good use and there were lots of them at the time, I

think. Ford, and Chrysler in particular, I think, misjudged the market when they brought out the XA Falcon and the VH Valiant. I've spent quite a bit of time with the late Brian Smith and he desperately wanted to shrink what became the VH back to something more the size of the VG. with a decent window area and he said every time he went home, and he was the last one to leave the studios, He'd come back in the morning and the Americans and they're laying the clay 6 inches further up the thing and three inches wider. And all this sort of stuff. He was never happy. And Bob Hubback actually sketched a lot of cars based on VG, but it was Colin Neal, the director of the international styling side of things, that wanted to



ape the "fuselage look" that they were doing for Dodge stateside, out here. Just shrink it down a little bit. Mm-hmm. Well, it didn't shrink it down enough. People will tell you an HQ. Holden is smaller than the Falcon or a Valiant of the day. It's not. It looks smaller, but it's not. The HQ was actually quite a clever car. And they made 450,000 of them. So they got something, right. But what they didn't do was do it again and again and this comes back to this clown John Button.

Int Did I mention Gavin has strong views?

G F He tried to get Holden, Ford, Chrysler (BMC had gone by then), Toyota and Nissan to have a common 4 cylinder engine and for Holden only to make one vehicle model and Ford

LIVING HISTORIES

Gavin Farmer (ctd)

only to make one vehicle. Now that is a copy of the Soviet Union system, where one factory makes one car. And that's all that makes.

Int The dreaded Lada!

G F Exactly. Or a Volga or a Moskvich. You won't find a Moskvich being made in the same factory as Volga. Moskvich are made here. Volgas are made there. And so where Ford was building Falcons, Cortinas and at one stage Escorts then Lasers, all of that went "by the by" under this so called "Magic Formula" that Button came up with. He also wanted them to have a common 4 cylinder engine to be made at Lonsdale.

Int Yes, we touched on that in our interview with Ian Webber.

G F As Ian would say, it was never going to happen. Toyota wouldn't put a Mitsubishi engine into a Toyota. OK, they put a Holden engine in there, but 5 minutes after the ink had dried on the contract, they suddenly realised, oh ****, we've done something wrong and they couldn't wait to get that Starfire engine out of their Corona. I mean, why Holden went and built that engine I don't know because it was not a good engine. And that's being nice about it. So you won't have to edit that. But as Ian would have said, we spent months in useless time wasting conversations between government officials and industry officials. In the end, Ian just said I refuse to go. There's no point. And Button is pushing this agenda that has no bearing on reality.

Int And that's why we find ourselves in the place we are given?

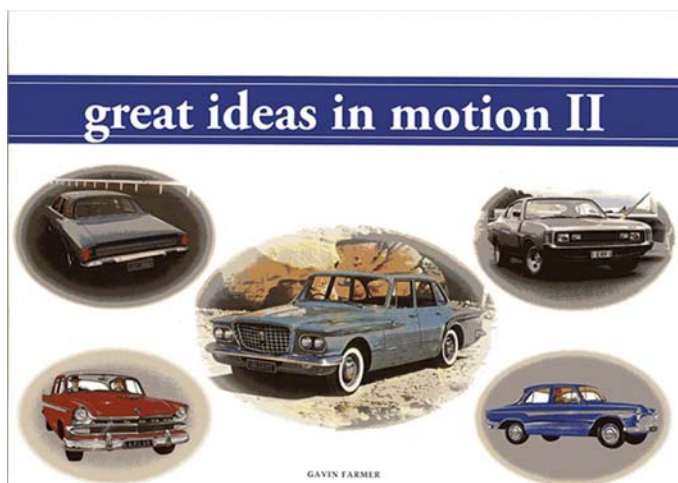
G F It is, yes. Can I tell you something else that you haven't asked me? This hand, this right hand of mine. It has shaken Juan Manuel Fangio's hand. In 1986 I'm working for Vision Management, the computer people and Cathy Bishop, lovely lady that she was, decided she was going to have a competition for the state managers. And the end result was going to be a \$3000 bonus. So we're at this meeting in Sydney. I approached her and I said, "Cathy, can I change the rules of the game just a smidgen?" "What do you have

in mind." And I said "Well, this will sound big headed but I'm going win this. I'm so far in front of everybody else it doesn't matter. From the 1st of July to the 31st of January, if I win that six month period, you put \$1500 aside for me." "OK, yes." "So from the 1st of January to the 30th of June, if I lose that six months, I forfeit that \$1500." Well, it took her a nanosecond to agree to that, but I said I don't want \$3000. I want two air tickets. "Ohh, where do you want to go? Well, I'd like to go to Germany. I have a fascination with the country." OK, so we get it all organised. We go to Germany and we hire a little Volkswagen Golf, 1600 CC's, 4 speed manual, white in colour, black upholstery. You know, like typical hire car. So that's OK, we

eventually went from Cologne to a little village called Adonai, which is on the outskirts of the Nürburgring racetrack. So I go there, or we go there, on a Wednesday afternoon and it's the "Red Mist" has come down. I pay my 12 Deutschemarks and I do a lap in the Volkswagen. And I've got Porsches and Bimmers screaming past me, flashing their lights. Get out of my way, and I've got this thing red lined as far as it will go.

So anyway, next morning, sun shining, birds are singing, so I said to Sue, "Let's go back and do another lap in the dry". But there are pantechnicons and cars everywhere. I pull up. Wind the window down and the same gate guy comes over and he says "You can't go in today, It's the old timer Grand Prix weekend" So I asked what he suggested we do. "Just go over into the Rennsport Museum and have a look at all the 30 or 40 classic German racing cars over there." OK, we're in the Rennsport Museum, wandering around. And I said to Sue, "Oh, see, that man in the suit over there, I think I know him,

it's Count Lurani." And that meant nothing to Sue. So I walked over and I said "Good afternoon, would you be Count Lurani?" and he said "Yes, who are you?" and I said "Gavin Farmer" and without a break in the conversation, he said "From Bridgewater SA" because we'd been corresponding about certain BMW cars and in the 1940, the Mille Miglia that was not a Mille Miglia. He drove a BMW, a special BMW in the race. So I shook his hand. Being a Count he has to grab Sue's hand and kiss the back of it Right, so her right hand didn't get washed for a week! He said, "Would you like to meet the people that I'm escorting here?", so I go, "Geez, that's Fangio, that's Hans Herman, that's John Fitch", big tall,



skinny American. So I go over there and I'm introduced to all these guys as an Australian motoring journalist and historian, shaking all their hands. Of course, the last one I shook was Fangio's That didn't get washed for a week either.

Int I cannot top shaking Fangio's hand but I'll shake yours Gavin.

G F Thank you.

Int Thank you very, very much for your time. We will make something of this that I'm sure will be of interest to many people on a great many levels.

Fini



PAST EVENTS

Christmas Lunch at Seven 22

10 December 2023

The club organised Christmas lunch was held in December at the Seven22 Club on Port Road at Beverley.

It was another chilly, wet day not really Christmas weather at all. We had a good turnout of club members with about 64 attending.

Greg and I would like to thank Brenton and Sharon Gibb for organising this event, with Sharon baking individual Xmas puddings and mince pies for all our members attending.

I think we had a choice of about 4 or 5 items on the menu with a very affordable price of \$20.00 per meal. Speaking with other club members on the day I believe everyone enjoyed their meal and the company of our fellow members.

Brenton spoke to staff on the day and conveyed our thanks for another wonderful Christmas lunch. We hope everyone enjoyed a wonderful Christmas with family and friends and we wish everyone a happy, safe and healthy new year.

Ann and Greg Lind



PAST EVENTS

Christmas Lunch at Seven 22 (ctd)



OUR MOTORING HERITAGE

Vale Malcolm Holman

Malcolm Holman passed away in September 2023. He was a guest speaker at our 2019 National Tour at McLaren Vale. This can be watched here:

<http://youtu.be/IDNgy957UYM>

Dave Heinrich wrote about his passing for the Chrysler Car Club of SA. This is reproduced below.

On behalf of the **Chrysler Car Club of South Australia**, it is with great sadness we must announce the passing of former Chrysler Australia exec and friend of the CCCSA, Malcolm Holman.

After starting out as a tooling stylist at Keswick in 1956, Mal eventually became the Design Manager for Valiant and then the Manager of Product Planning at Tonsley Park during the mid sixties to early seventies.

We interviewed Mal in Torqueback magazine #35 and #42 and he has written an introduction to my book "The Lost Australian Chrysler" which I will now treasure forever.

Mal also was a special guest speaker at a couple of our monthly meetings. Over the past four or five years I visited Mal a few times (with a good red) at his homes in the hills, when he retired to Mount Barker, and then a couple times when he was in hospital

with his heart condition. Through my research of Chrysler Australia, Mal had become my friend.

I'm sad I didn't get to say goodbye.

A close family friend sent this email to the club [CCCSA -Ed] this morning:

"Good morning.

My name is Graham Crawford.

My father Tom and Mal Holman went to school together and worked at Chrysler together, however long ago that was.....!!

That's why even at 56 years old I still call him Uncle Mal. You may or may not know but unfortunately we lost Mal Holman to the great design studio in the sky on September 13th 2023.

I understand on occasion he has been a guest speaker at your club. He so very much enjoyed being part of your club and sharing his stories. A life well lived with many motoring memories.

Unfortunately there will be no funeral so maybe a mention at your next club meeting of his passing in recognition of his contributions to the greater Chrysler world of motor vehicles maybe possible.

I too have been associated with the motoring and motorsport worlds all my life, probably as result of being brought up around my father and Uncle Mal as he pointed out when he

gave my 50th birthday speech.

I will leave it to you.....!!

Thank you for your time and interviews with Uncle Mal.

I will continue to read them over and over remembering him and his voice saying those things, his laugh and wit that he had and his way with words.

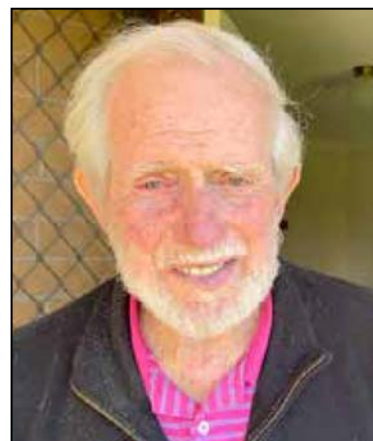
Many Thanks

Graham Crawford"

Mal was always positive and philosophical about the life he had lived. And he was proud of his contribution to Australian Mopar. I am glad I got to meet him and write down some of his life story.

Vale.

Dave Heinrich



OUR MOTORING HERITAGE

Romsey Quints drives an E38

Wheels Magazine, May 1972

Its unbelievable but Romsey Quints reckons the Charger is the closest thing to a real cheap Ferrari he has ever driven. He calls it ... The Silver Bullet AS I WAS saying, they don't make cars like they stopped making cars with the RMF 2:5 litre Riley and the Bristol 400 series and the Lancia Aurelia and one or two others whose names even I forget.

But, precious reader, you are sick unto death of hearing me talk that way. Your gorge rises and your spleen vibrates, as the churlish old curmudgeon babbles on, saliva necking his trembling lips, nervous, veined hands twitching at the blanket covering his palsied legs ... Enough!

I found on my return to writing about cars that unless some kind soul would hand me a Porkpuccini or a Whysorevolting to punt around for a month or two the current crop of muscle cars only made me feel insecure.

To cure me of this the kind souls at Chrysler, damn their eyes, buckled me firmly into an RT-E38 Charger the other day and said: "Don't come back until you feel happy with it". Knowing how long this would take, I headed north up the Pacific Highway from Sydney, telling my long-suffering wife I would see her sometime when.

Fred Markone, now terrorising the local police with a Malvern Star chopped and channelled bike with 16 on the bar, five on the bell, foot-wide rims and emergency drag chute, was a bit savage about not coming with me, but I pointed out that his studies were vital unless he wanted to end up as a motoring journalist.

Now, I owe Chrysler nothing and want nothing from them. In the past I have loathed all Valiants passionately. I thought their styling pedestrian, their engines coarse and their suspension elderly. The current crop (I drove a 770 Regal for a week) is a nice surprise, but it did not prepare me for this silver bullet with black stripes and automatic adrenalin.

In the country town I went through it had the local downy-cheeked wankers walking into telegraph poles and the girls waving their knickers. It just grabs you that way. It didn't grab me that way in a wild rainstorm between Taree and Kempsey the first evening,

because it lacked windscreen wipers on the side windows - and that's what I had to look out of as the short wheelbase and choppy rear end failed to cope less than manfully with streaming roads and lousy rubber.

But after about 300 miles I started to get with it, and a Canadian hitch-hiker I picked up sat relaxed and happy and commenting on the nice ride as we blasted through the dusk.

The good things: It is a great overtaking car, using the least possible wrong side of the road; the seats are excellent over any distance; and the steering is nice, heavy enough to give information but still quite accurate.

Bad: the brake pedal is not for 60 pound weaklings, although the silver bullet stops well enough it gives you the distinct impression someone has substituted a bag of cement for the pedal and All Is Definitely Lost; the steering wheel is still too high off the seat; and the headlights aren't worth a damn over 80 mph.

But believe it or not, that car is the closest thing to a real cheap Ferrari I have ever driven. In the course of my wanderings I took the Gwydir Highway from Grafton to Glen Innes, and found the most marvellous sporting bit of road in Australia (a pity I mention it, for they will surely ban it now to all but motorised wheelchairs). Halfway along is a stupendous mountain climb, and I went up it like Ascari in a 4.2 Fazzazz, using every inch or bitumen and bouncing gear shifts off rock faces.

Once over the top you find 30 miles of kangaroo warnings, and whistling into the setting sun with a screen smeared by bugs is no way to watch for roos. But that couldn't spoil one of the finest days of my life.

Make no mistake, it is not a Ferrari to drive. There is none of that turbine smoothness of the V12, whence you go seven-change-seven-change-seven change-seven-change to 140 as fast as you can write it, and none of that screwing the tail firmly down on the road by adding 2000 rpm as the Ferrari is a quarter sideways in third at nearly 100. The Charger walks about a lot and you have to work at it all the time, to keep it running where you want. It is not in the least a sophisticated grand touring car, but it has guts and it talks to you and not many cars do that nowadays.

So I think I may have to revise my opinions a little. Mind -you, they still don't make them like they used to. But maybe like they used to wasn't the same idea. They made cars for gentlemen then, with lots of available road to use them and not too many piffling fools legislating you from scratching your nose with the left hand while exceeding 20 mph (at which speed all brain matter turns to jelly, as any good politician knows). Now they make cars not for gentlemen but for snatched moments of fun, for driving is supposed to be a serious business and not fun any more.

To hell with them all. I will go back to that road in a Ferrari or a Porsche 911 or maybe even a bloody GTHO and blow some kangaroos up grass banks and bounce some marvellous noise off the rock faces. You see, a Riley won't quite go up that hill as quickly as that.

Romsey Quints
(Bill Tuckey)

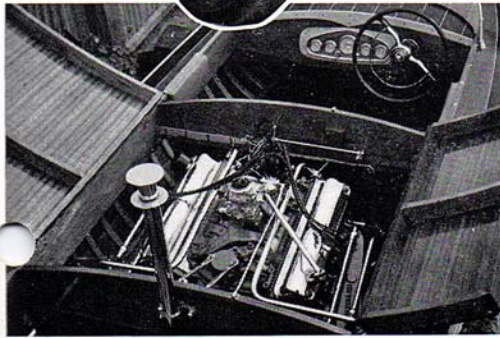
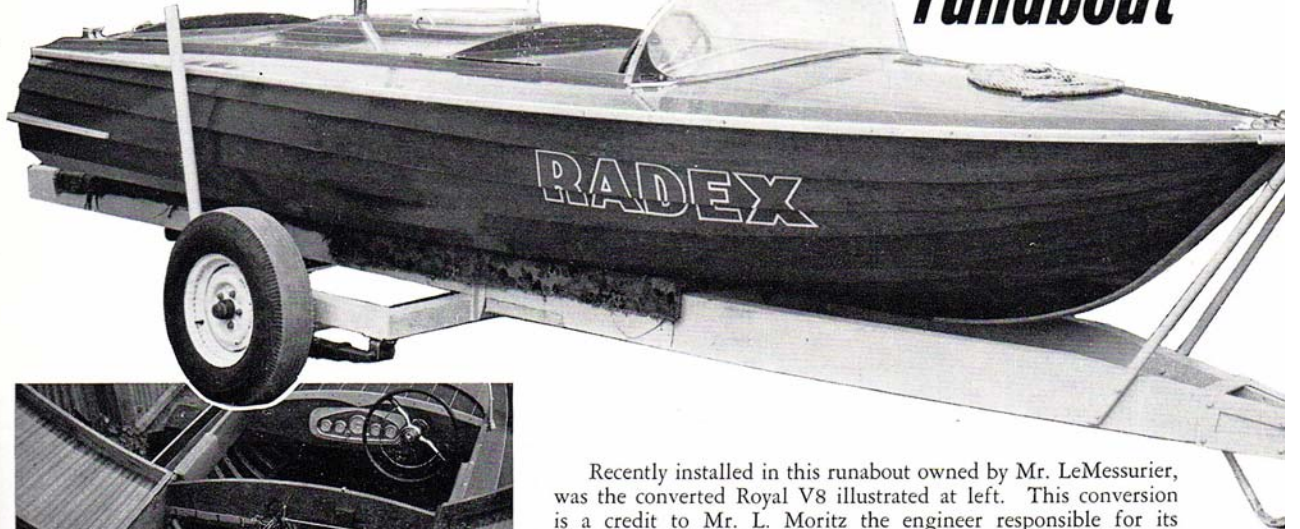


Imagine if he had driven John Hall's E49

OUR MOTORING HERITAGE

Chrysler Chronicle 1961

ROYAL V8 powers this speedy runabout



Recently installed in this runabout owned by Mr. LeMessurier, was the converted Royal V8 illustrated at left. This conversion is a credit to Mr. L. Moritz the engineer responsible for its installation. Exceptionally fine cabinet work encloses the motor which has been finished in red and gold with chromed cylinder heads and water piping. Not yet properly run in, this engine already shows promise of being an outstanding performer in its new role.

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

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

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Any parts for a 1928 Dodge Victory Six roadster. Graham Haggie 08 8568 2447

Bonnet badges for a 1954 Plymouth Cranbrook, need two to finish restoration. Phil Cummins 02 6924 1674

1. Rear gearbox seal for 1952/53 Plymouth/Dodge
2. Workshop manual for 2001

VX Holden Acclaim
3. 15" wheels for above Commodore

4. Workshop manual for 2001 Hyundai Accent.
Malcolm (after 7pm 0428 859 322)

Rear brake drum for 1933 Dodge Brothers tourer. Neville Johnson, Finch Restorations 08 8398 2332

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