

Vol 4 No 12

Metro Motors Pty LTD. Chrysler Marine Engine

JUN, 2023

The Narrator, pays respects to all Ancestors and Elders, past, Present, and emerging, together under one flag



**CHRYSLER — MARINE — ENGINE**

The canvas shows the 5 arches of the Bethanga bridge that spans  
The Murray River arm of the Hume weir

Backdrop courtesy Wodonga Historic soc  
Composite image created by J.Haas

This publication is dedicated to the recording, promotion, Protection , Maintenance and use of side valve Chrysler products, including, Imperial, Chrysler, Dodge Brother, Dodge, Plymouth, De Soto, Fargo, Graham Bros, and predecessors of the Chrysler Corporation EG Maxwell, Chalmers & Briscoe if they have had or have a direct connection with Australia.



**Head office**

Editorial team Johannes "John" Schuurman

Art Department John Haas

## INDEX

PG.	YEAR	SUBJECT
2		INDEX / Subscription information
3		Editorial
4		Operating Heritage Australia
5		Chrysler Dodge family Specialsits
6/8		Chrysler makes it to Tasmania
9/10		Chrysler Marine Engine
11		The Consorting Chrysler Imperial
12		Dodge Brothers in South Australia
13		130,000 Mile Dodge
14		Dodge Brothers in New South Wales
15		S.A Cheney closed Victorian Dodge Garage
15		Shannons Foundation

E copies (per Email ) No Charge

Hard Copy per Aus Post in Australia \$ 45 .00

Subscribers joining during the year will be charged \$ 3.75 per Month till the end of the year

Subscriptions renewals are Due on the 1 January

Persons that get hard copies also get their copy Via E mail.

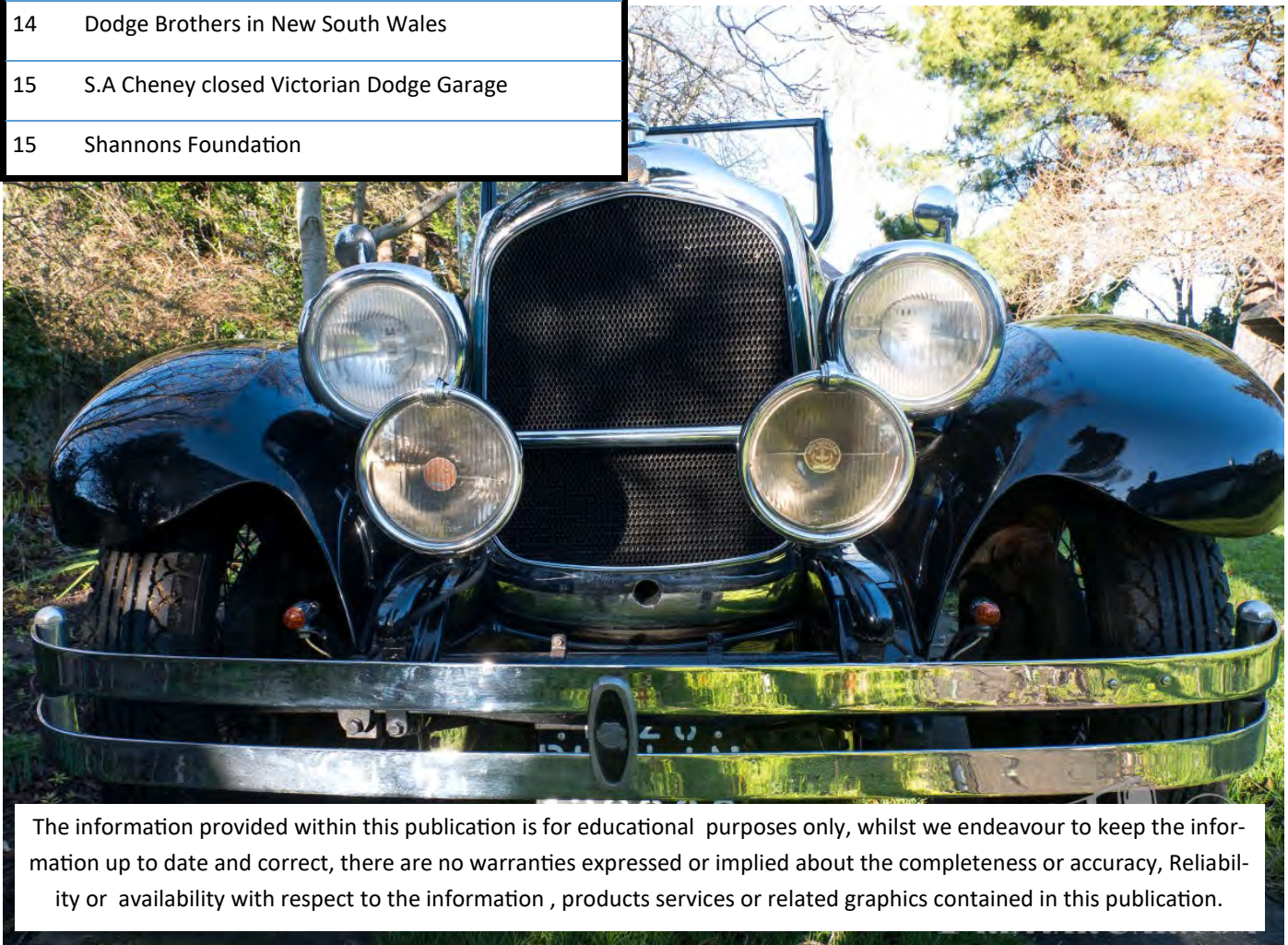
Overseas hard copies Subject to Quotation

All back copies on USB flash drive \$5.00 Subject drive cost

Contact  
 Plymouthpalace@gmail.com  
 0499 238 669

The usual editorial is on the next page

With a special mention re page 4



The information provided within this publication is for educational purposes only, whilst we endeavour to keep the information up to date and correct, there are no warranties expressed or implied about the completeness or accuracy, Reliability or availability with respect to the information , products services or related graphics contained in this publication.



## Editorial

Bit late this month been waiting for some input from other folk been flat out drinking like a lizard, Attended a wet Winton and National Heritage day and the unveiling of Sandy the war horse in Tallangatta.

The co editor has turned grey nomad and he doesn't want us to know were he are. We have just topped 500 in the direct mailouts , amazing whilst other groups are shirking.

On the home front we have can forward all past copies of the Australian Chrysler Narrator on a Stick cost would be about \$5.00 (Postage plus cost of the drive ) (bonus you may keep the drive)

Special shout out to Ken Lincoln and Trevor Poulsen , I lost some earlier issues of the Narrator when transferring the info over to a onther system they assisted me with some of the missing copies , Thanks guys you will get a free set in the mail shortly

Our annual Chrysler Dodge family calendar has kept me busy and should be on your desk top shortly

The two owners who`s car that are the front page will get a a free coloured copies as for the first time the calen-

dar will have two champions on the front page “winners are grinders” .

## Before go to the next page you should read this

Thanks Jef Nye, Editor “Vintage Vapours”, Wangaratta Vintaga Car Club , for forwarding me a copy the OHA, “How much carbon does your vehicle emit “ on the next page we thank the AHMF for the distribution and OHA for the production of the report.

We will do a overview next moth

Cheers and all that .



1936 Dodge seen at The Winton Historic Meet 2023

## Operating Heritage Australia

### How much carbon does your vehicle emit?

There is a lot of discussion about global warming, greenhouse gases and the need to reduce carbon dioxide. There will be increasing pressure to reduce fossil fuel (hydrocarbon) usage as this is a major producer of carbon dioxide (CO<sub>2</sub>).

If we are to preserve Australia's cultural heritage in operating condition and continue the social and economic benefits that flow from this, we will need to eliminate or offset our carbon emissions.

Operating Heritage Australia supports a three-step approach to minimising carbon emissions from historic machinery:

1. minimise the use of fossil fuels in all aspects of daily life
2. use renewable fuels where appropriate.
3. where no alternative is available, offset emissions by supporting projects that consume more carbon dioxide than we produce.

We need your support to inform decision-makers and the general public that our contribution to climate change is tiny and that we are working to eliminate, through renewable fuels or offsets even that tiny amount.

First, start by understanding the size of the problem – how much carbon dioxide does your historic vehicle actually emit each year?

		Road Motor Vehicles						
		kg CO <sub>2</sub> Produced per Year						
		km driven per year						
		500	1000	1200	1500	2000	2500	3000
Average fuel consumption L/100km	3	45	90	108	135	180	225	270
	4	60	120	144	180	240	300	360
	5	75	150	180	225	300	375	450
	6	90	180	216	270	360	450	540
	7	105	210	252	315	420	525	630
	8	120	240	288	360	480	600	720
	9	135	270	324	405	540	675	810
	10	150	300	360	450	600	750	900
	11	165	330	396	495	660	825	990
	12	180	360	432	540	720	900	1080
	13	195	390	468	585	780	975	1170
	14	210	420	504	630	840	1050	1260
	15	225	450	540	675	900	1125	1350
	16	240	480	576	720	960	1200	1440
	17	255	510	612	765	1020	1275	1530
	18	270	540	648	810	1080	1350	1620
	19	285	570	684	855	1140	1425	1710
	20	300	600	720	900	1200	1500	1800

Find where your vehicle's fuel consumption intersects with its km/year to find CO<sub>2</sub> in kg.

For example, on average, Australian historic cars (based on the latest FIVA survey) travel around 1200 km/yr and if we assume a 14L/100km (20mpg) fuel consumption, then the amount of carbon dioxide produced is 504kg for the year.

As a comparison:

- A human breathes out around 240kg CO<sub>2</sub> per year
- A medium-sized dog produces (breathing and food) 700-800kg CO<sub>2</sub> per year
- A typical electric car driving 10,000 km per year and charged from the grid produces around 1150kg

In 2023 the majority of historic motor vehicles could have their total carbon emissions offset through ethical revegetation schemes for under \$20 per year.

#### Some other information:

The total amount of petroleum fuels used each year by the 500,000 owners of historic vehicles accounts for around 0.05% of Australia's total petroleum-based fuel consumption. There is no viable alternative available at this time.

The average electric vehicle will produce less carbon per kilometre than an internal combustion vehicle – around half that of a modern vehicle and around a quarter that of an historic vehicle (and less if charged by solar or wind).

Any new vehicle (electric or internal combustion) will produce carbon dioxide during its construction (materials, assembly and transport). According to the International Energy Agency, manufacturing a mid-sized internal combustion vehicle will produce around 6t CO<sub>2</sub> and a similar electric vehicle around 8-10t depending on the type and size of battery. This means that if you replace your historic vehicle with any new vehicle, it could take around 20 years before you have saved the carbon used to manufacture the new vehicle.

OHA will try to keep you up-to-date in this rapidly changing area of alternative energy sources for motor vehicles. If you have any questions, please contact [your local association/AHMF/whatever](#).




## Chrysler / Dodge family Side Valve Specialists

<b>1917—1949 Holdens production (body numbers)</b>		
Barry Peterkin	bpsuper@bigpond.com	
<b>1924 - 1942 Chrysler Imperial</b>		
Rod Hokin	rhokin@hotmail.com	0448 775 389
<b>1928 - 1929 Q Plymouth</b>		
Clint Frater		07 3161 2264
1931 - 1933		
Vacant		
<b>1934—1937 Chrysler &amp; De Soto Airflow</b>		
John Spinks	johnspinks48@gmail.com	
<b>1935 PJ Plymouth</b>		
John Schuurman	plymouthpalace@gmail.com	0499 238 669
<b>1937—1938 Dodge</b>		
Terry Horseman	mopar107@hotmail.com	
<b>1953 - 1958 Aust Dodge, Plymouth and De Soto</b>		
Laurence Delbridge	mrsgrey1968@gmail.com	0413 595 251
<b>1957 on , Chrysler Royal ap1,2,3</b>		
Eric Levette	Plainsman553@Bigpond.com	0419 646 061
<b>All commercials</b>		
Lance Hocking	Lancehocking@gmail.com	
<b>TJR , King of the Road</b>		
John Schuurman	plymouthpalace@gmail.com	0499 238 669
<b>For Chrysler USA information contact :</b>		
danielle.szostak@stellantis.com		



# CHRYSLER

Makers its way to

## Tasmania

Our journey takes us back in time with the sounds of wedding bells in Canada when a wedding took place in Canada on Tuesday. 9th June, 1908 between Mr. Robert James Durance, of Toronto . Canada son of the late Mr. Joseph Durance of Toronto and Miss Ivy Maud Mayston third daughter of Mr. Malcolm Mayston of "Kernili." The Grove, Moreland, Victoria, Australia.

Robert James Durance was employed by ford as the Victorian sales representative.

Frank Mayston (brother in law to Robert Durance ) joined him selling Fords, in 1918 he left to join Tarrants Motors selling Fiat and ford cars, it appears that Robert had lost the ford Distributorship, as from the early twenties the Name of Scrips Booth automotive became associated with the Durance Mayston as being the Victorian and Tasmanian state distributors, possible Robert used his family names

The Australasian (Melbourne, Vic. : Sat 11 Jan 1930



MR. F. MAYSTON.

as a company (*RobertDuranceIvyMayston*) not long and Frank rejoined Robert in the family business. they also secured the Chalmers distributorship

Nov 1923 Seen Robert Durance and Frank Mayston at a conference of Maxwell and Chalmers motorcar distributors in Australia. It was held for the purpose of outlining a plan of cooperation among all States in the matter of sales, distribution service, ( A single import, distribution network the embryo of DD and CDD) The conference was convened by the factory, representative of the Maxwell Chalmers Motorcar Co,

The distributors who attended were Mr H I Curtis (Preston Motors Pty Ltd), Melbourne,

Mr W B Larke (Larke, I Hoskins and Co Ltd), Sydney,  
Mr J Allison Smith (Sneddon's Motors Ltd), Sydney,  
Mr Percy A Ward (Ward Mackay Motors Ltd), Brisbane,  
Mr E W Rodda (South Australian Farmers Cooperative Union), Adelaide, and  
Mr W Attwood (Wm Attwood Ltd), Perth

A great number in this group this group later joined DD (Dodge Distributors ) that was to become become CDD ( Chrysler Dodge Distributors) (Importers and National Distributors of the Chrysler/ Dodge family) with some exceptions.

March 1923 seen Durance Mayston listed as a Company  
Durance Mayston Pty. Ltd. 442 Elizabeth Street , Melbourne with Capital, £100.000 in £1 shares,  
Subscribers,  
Robert James Durance  
Frank Robert Mayston  
Cyril Andrew Strain Kerr  
The Hon Lewis Joseph Clifford  
Norman Dickson  
John Algernon Cussen

The gray motor car was added to Durance Mayston inventory, The Gray Motor was manufactured the Gray Motor Corporation whom specialized in marine motors there aim was to build some 30,000 units, The gray was a budget 4 cylinder budget car, it's reported not to have external door handles just to save costs, on the plus side it boosted it was a very economical vehicle returning very good 30 miles to the Gallon, all that said it only lasted two years.

The Distributorship Covered Tasmania, Victoria and the Riverina, the Riverina in the Southern part of New South Wales As far North as Wagga Wagga

The Maxwell Chalmers connection may well be the reason the Durace Mayston been Given the Chrysler Distributorship but it did not stay with them very long by the end of July they had lost the Chrysler Distributorship and only had the grey car in their show room

August of 1925 Collins Motors took over the Chryslers Victoria / Tasmanian Distributorship With Frank Mayston (ex Durant Mayston) as Assistant Manager .in the end the Victorian Distributorship was handled by Lanes Motors

# CHRYSLER

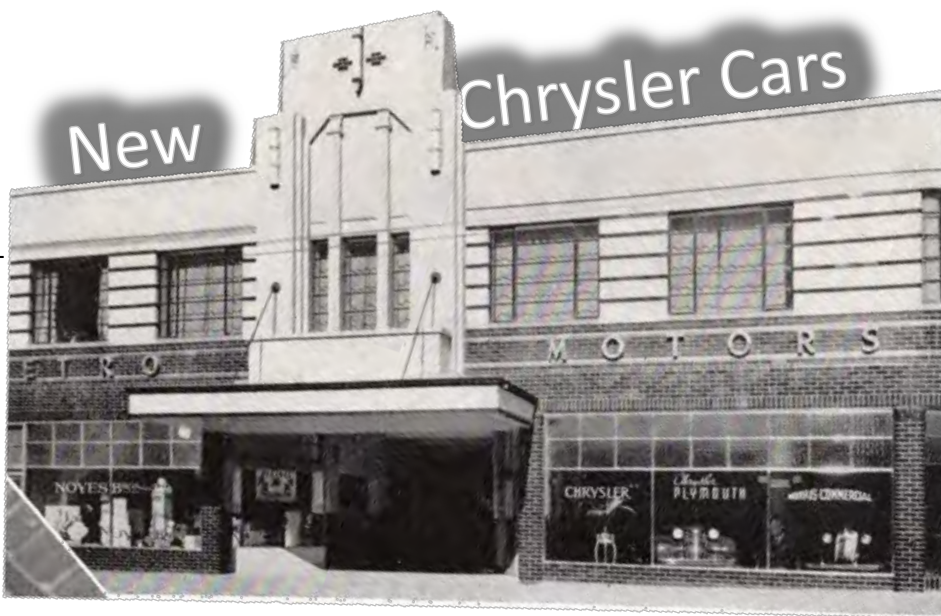
Makers its way to

## Tasmania

### First Chrysler Arrives. In Tasmania

We are not sure if Durance Mayston made any headway by the way of getting a product into Tasmania, as a Hobart Syndicate had laboured for some time to obtain the agency for the Chrysler car.

A Dr. Stansfield acquired Chrysler on his own account of an Imperial Sedan model. It is a classic of its kind, and has been thoroughly exam-



ined already by those people here who know what should-be what in an automobile. The result of the examination is the opinion that "the Chrysler's the goods."

All of Tasmania was lost to Durance Mayston, the Grey distributorship it was taken up in 1924 by the Northern Motors and the Chrysler brand was handled by Distributors Pty. Ltd., of Collins Street, Hobart

Finally The Mercury, of Hobart, Tasmania on the Saturday 8 June 1929, reported that the agency for Chrysler cars had been taken over by the Metro Motors Pty. Ltd., Macquarie Street, Hobart, Metro Motors had already taken over the De Soto sales for Southern Tasmania.

That made Metro Motors the sole distributors in Tasmania of all Chrysler productions. Including the Do Soto, Plymouth, and Chrysler "65," "75," and "80" models, which is a very wide and representative range of cars, covering almost every price class. Mr. T. Brendan Clarke, was well known in motoring circles in Hobart, was the manager of Metro Motors.

Distributors Pty. Ltd., of Collins Street, Hobart who have been acting as agents for the past three or four years, are now going out of business in Hobart

In August of 1930,

**Thomas Brendan Clarke**,

**Herbert Charles Heathorn** "managing director of MrssTs. H. C. Heathorn and Co. Ltd., of Hobart, motor car importers and engineers"

**Smithies and Langford**, Stock and sharebrokers  
And **James Hardy Gould**.

Formed the Guaranteed Used Cars Pty. Ltd.-fully subtribed Capital £2,000. The objects of the company are to carry on the business of manufacturers, dealers proprietors, hirers, agents, repairers, etc., of motor-cars, lorries, ' boats, etc.

Ref: THROVE

Call, Perth, 25 June 1920

Argus, Melbourne, 5 December 1922.

Herald, Melbourne, 1 March 1923

Daily Telegraph, Launceston, Tas. :19 July 1924

Advocate, Burnie, Tas. ,12 February 1925

News Hobart, Tas. 6 April 1925

Herald , Melbourne, 21 September 1925,

Mercury, Hobart, Tas. :, Saturday 8 June 1929

Mercury,Hobart, Tas. , Tuesday 11 March 1930,

Australian, Melbourne, 11 January 1930.

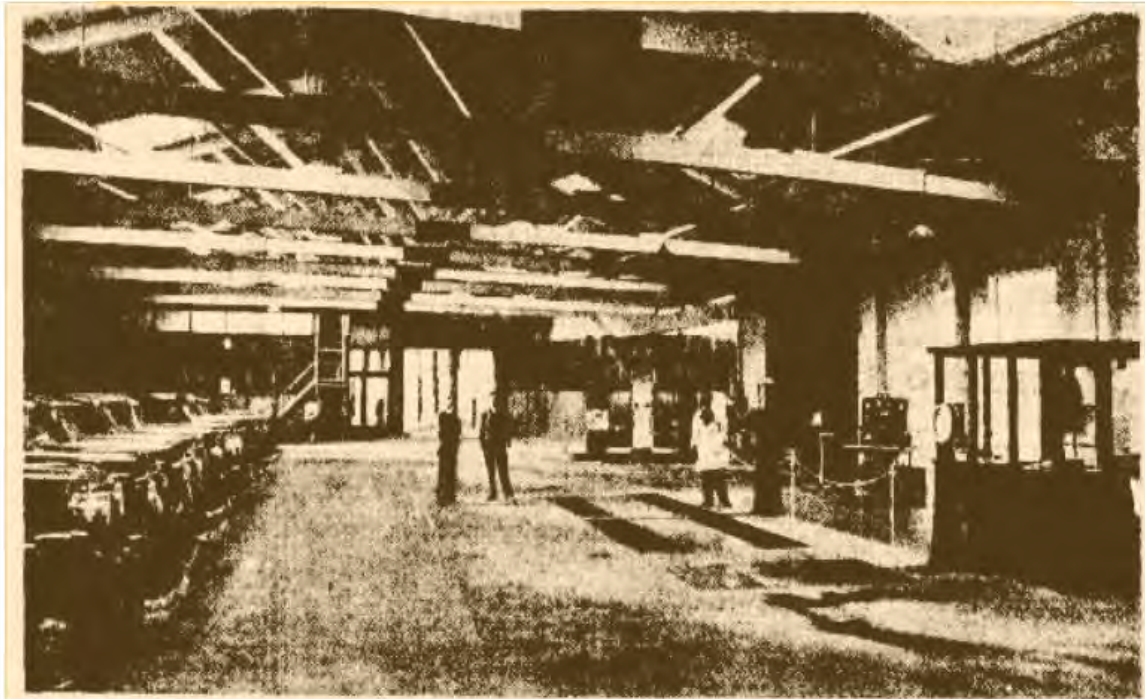
Examiner ,Launceston, Tas., Monday 17 June 1935,

Daily Telegraph, Launceston, Tas. :19 July

John Schuurman



## Modern service station equipment at Hobart



THE SCIENTIFIC DEVELOPMENT of instruments for testing of motor cars and their components parts in recent years is exemplified in the equipment installed by Metro Motors Pty Ltd in the new general service station pictured above, and situated in Argyle Str. Hobart. In the right foreground can be seen the plates of the brake testing machine and the wheel alignment indicator in the front, and the dials on which the readings are shown, behind that is the "little doctor" or motor tuner analyser, a remarkable development of modern engineering.

A 1929 30 Chrysler tourer having his tyre checked near the G.A Burles Castle hotel

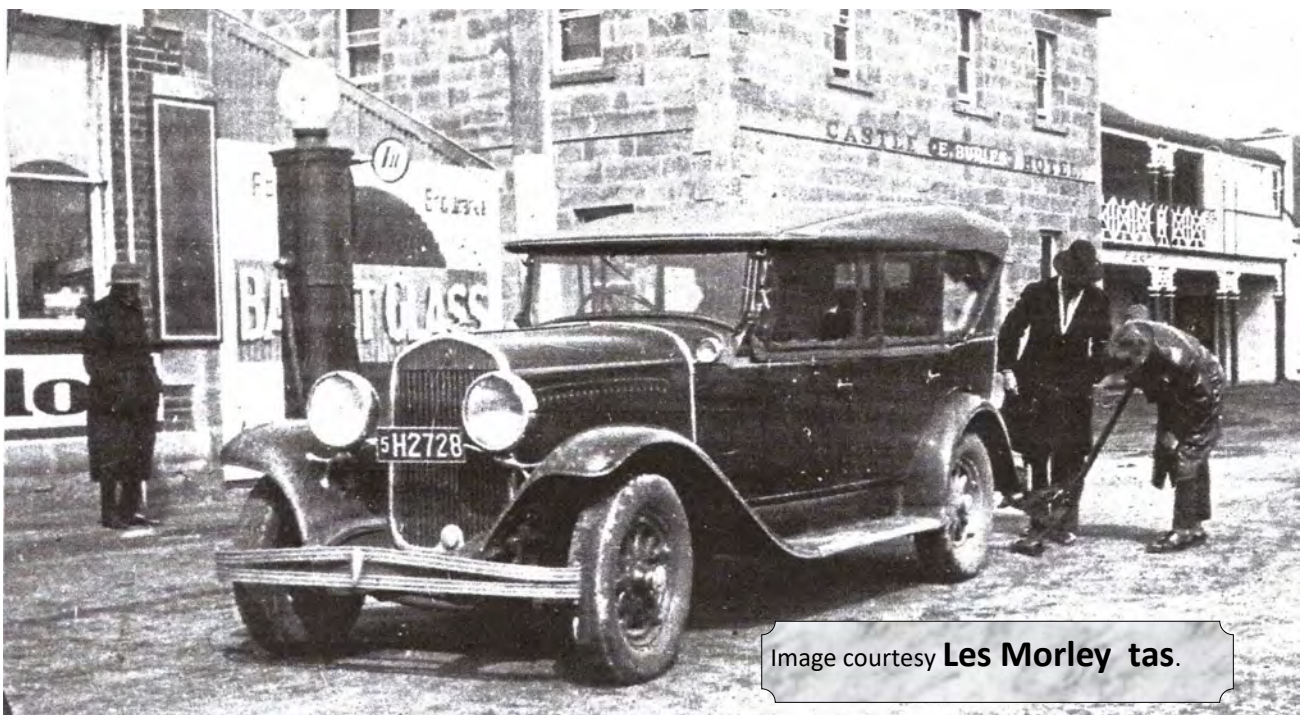


Image courtesy **Les Morley tas.**



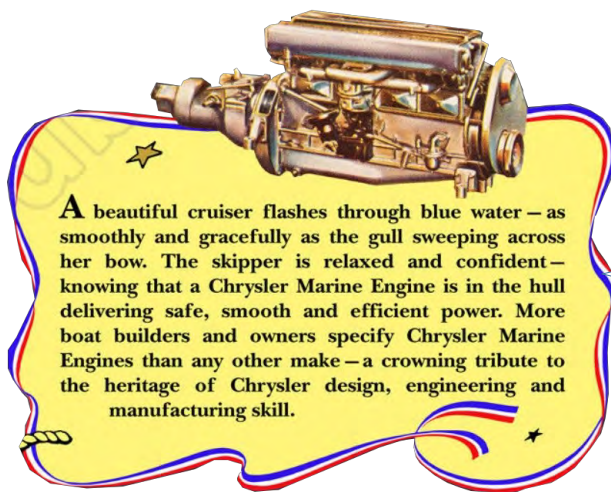
# Chrysler Marine Engine

Bunbury Herald and Blackwood Express, Friday 7 October 1927 . The Chrysler Corporation has entered the marine motor field and has opened up a newly organised marine engine division. The Chrysler Imperial Marine engine is the name of the new product. The motor is of the L-head six cylinder type, with block cast integral with a specially webbed crankcase. It weighs 835 pounds (185.5 kilos) and develops well over 100 h.p. : Its pitch adaptability makes it available for hulls of a wide variety of design.



Chris Craft boat with Chrysler Marine engine, Poster appr 1947

Poster fore sale on e bay 18/5/2023





# Chrysler Marine Engine



Daily News (Perth, WA : 1882 - 1955), Wednesday 16 December 1931

## MOTOR BOATS AHOY ! MARINE MOTOR TOPICS Factory Chris-Craft

One of the most interesting runabout\* seen on the river is Lightnin', the only factory-built Chris-Craft in the metropolis. Lightnin is the property of Mr. Jack Watts, who purchased it in Sydney In length it is 22ft. 6in. and is powered by a 75 h.p. Chrysler marine engine. Chris-Craft are of V-bottom design and are of a type that have proved very popular in many parts of the world. Perhaps the most attractive feature

Of lghtnin' is its great ease of control. It readily answers to the helm and pivots and turns rapidly and comfortably at all speeds. It is claimed to be capable of 26 knots, its full output of power being developed with its engine running at about 2900 revolutions per minute. It is licensed by the Fremantle Licensing Board, and is permitted to carry up to nine passengers. Steering is effected by a car type wheel, which operates the rudder through a suitably placed lever and crank. This method does away with troublesome pulleys and wires and ensures positive response to the wheel at all times. The Chrysler marine engine has a water-cooled exhaust manifold and a cooling stream of water circulates around the oil supply, thus ensuring that the oil supply will be maintained at a suitable temperature, no matter at what speed the engine is

run. The instrument board includes ignition switch, choke, rev. counter and cigar lighter. the latter being of the wireless type. A conveniently placed gear lever elves the pilot very easy control of his ship. The propeller used Is of the three blade type with a diameter of 14 inches and a pitch of 13 inches. A fuel tank placed aft carries 30 gallons, sufficient for about five hours' running. An electric fuel pump supplies the six-cylinder engine. The general equipment is very complete, even a stern flag-post and special electric light-

Cont page 15



Advertised as a Chrysler Royal Engine

Order Now to obtain a

# CHRYSLER

## MARINE ENGINE

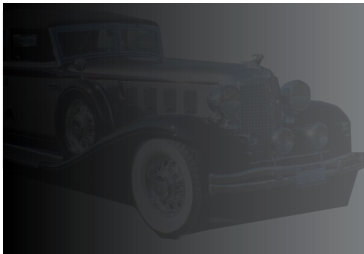
for Immediate Delivery

6 cylinder 102 H.P. — electrically equipped & fitted with 1.95 to 1 reduction gear  
For full details, get in touch with

# LANE'S

MOTORS PTY. LTD.





## *The Consorting Chrysler Imperial*

The Daily Telegraph, Sydney, NSW reported on Sunday 4 February 1945, that one of Donald Day's latest cash purchases (according to detectives), was a cream Chrysler imperial car formerly owned by Dr. Reginald Stuart Jones.

Donald Day known as "Donald the Duck" and Dr. Jones both lived high on the hog much of their wealth was ill gained

Donald the Duck. He arrived in from from He was an ex-jockey, disqualified by the South Australian Jockey Club for using a buzzer (battery) on a horse. So he turned to stealing. It wasn't long before he was in Long Bay. When he came out he organised some of Sydney's notorious prostitutes, started a chain of brothels. Soon he had establishments in Womerah Avenue, King's Cross Road, Surry Hills, Elizabeth Street. Business was good. ' The Duck went from success to success. when the war came. His brothel takings doubled. The Duck cashed in on the liquor racket, black market cigarettes, petrol, tyres. Some brothels netted him £100 week each. (about five times the basic wage) He had a fleet of cars running liquor. His houses could always supply women, grog, cigarettes. He had liquor dumps all over Sydney, organised the racket on a business basis. The Fattening Up . The ridiculous little figure became a power in the underworld, brought loud, expensive clothes, drove flash, gadget-crammed cars. These activities enabled him to purchase with cash the the Chrysler imperial car from Dr. Reginald Stuart Jones, according

to the authorities

Dr. Reginald Stuart Jones was described as a "medical practitioner and playboy" and had no need to turn to crime to afford a Chrysler Imperial,

The following is excerpts from Dr. Reginald Stuart Jones excerpts biography as I the Australian Dictionary of Biography vol 14, 1996

Educated at Grafton High School, Reginald won a scholarship in 1921 to Wesley College, University of Sydney (M.B., Ch.M., 1926); he was a prominent athlete, cricketer, footballer and rifle-shooter.

After served residency (1926-27) at Royal Prince Alfred Hospital, in 1927 Jones sailed for London as ship's doctor in the Raranga. He worked as a medical officer (1928) at Queen Mary's Hospital for the East End and as chief medical officer (1929-30) at Australia House, and qualified as a fellow (1929) of the Royal College of Surgeons, Edinburgh. While in Britain, Jones began his enduring passions for betting on racehorses and spending big. Back in Sydney in 1930, he practised at Canterbury and was a specialist in gynaecology (from 1935) in Macquarie Street. He was president (1933) of the New South Wales National Coursing Association, had a string of eighteen greyhounds and raced ponies.

It was not long before Jones established his reputation as a prominent and flamboyant figure in Sydney's underworld. in 1936

Cont page 15



# Dodge Brothers Club of Australasia In South Australia On tour





**DBCA**  
*National Rally*  
**TANUNDA,  
SOUTH AUSTRALIA  
NOVEMBER 5-11, 2023**

**ENTRIES NOW OPEN!!**  
Head to [dbca.asn.au/events](http://dbca.asn.au/events) for more details

# Chrysler

## On the MURRAY

Mar 15, 2024 - Mar 17, 2024

**BOOK ON LINE ONLY**

**AS FROM**

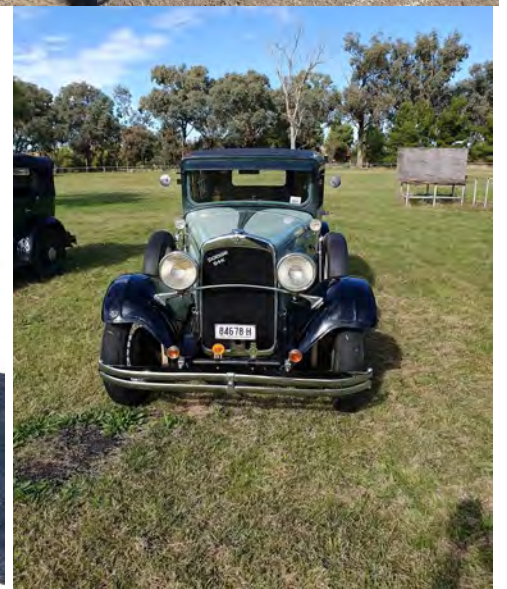
**JULY 2023**

The ancient Chrysler Dodge Family Side valve vehicle's Chrysler Dodge family only Will return Mar 18 mar 20 2024 Details to follow



# Dodge Brothers Club of Australasia Inc.

## On tour seen in NSW



For more info re the Australian Dodge 4 Club



## Cont . Chrysler Marine Engine

ing equipment being provided. Rustless metal is used for the cut water and other parts, whilst the screws used in the outside timbers are all plumed over s0 as to add to the finish of the 'job.'

### SENSIBLE PRECAUTIONS

In order to receive a passenger carrying licence from the Fremantle Licensing Board, a good deal of extra equipment and fittings had to be purchased by the owner. The boat carries no less than 11 Water proof tanks so placed as to exert the maximum buoyant effect in the very unlikely event of the boat's overturning. The engine compartment is entirely sheathed in iron, and fire-fighting appliances are carried. In addition, 10 lifebuoys, sea anchor, flares, 20lb. anchor, fire-bucket, rope, and other equipment have to be carried ready for use in case of need. This as a precaution on which the Licensing Board very wisely insists in the interests of the general public.

## S.A Cheney

### Victorian distribution for the bow tie crew closes a Dodge Garage

Re Mr SA Cheney: Petrol rationing was introduced in early 1941 and was intended to limit private car use to 2000 miles per year, and taxi allocations were 100 gallons per week. With a shortage of fuel in England this was dramatically reduced in Aug 1941 to 1000 miles for private cars and taxis were reduced to just 22 gallons per week. With the reduced travel, less garages would be allowed to remain open in order to control the situation. Mr Cheney happened to know the relevant minister in Victoria who was given the task of selecting the garages to provide essential services and offered to drive him around with his suggestions. He visited my grandfathers Vauxhall / Bedford garage at 641 High St Preston and that was given the green light, but just around the corner the Dodge garage was selected to be closed. In the early 1970's I parked my grandfathers 39 GY Vauxhall near a 38 Dodge in Bendigo and the owner and I got into a chat. It turned out he was the owner of the Dodge garage in Preston and was still really angry at what happened. !!!

**Robert Muston**

## *The Consorting Chrysler Imperial* cont from pg 12

Jones opened the Four Hundred Club, During World War II Jones allegedly plied drugs and black-market liquor to American servicemen from his yacht, Sirocco,

From the 1940s it was rumoured that Jones ran a profitable abortion practice from his Macquarie Street surgery. Despite his varied activities, he was rarely charged with any offence. The only successful charge against Jones was that of driving under the influence of alcohol in 1949. Istov Molnar was arrested in Jones's surgery in 1959 for unlawfully using an instrument to procure an abortion. On the proceeds of his activities, Jones ran a string of racehorses and built a quasi-Moroccan mansion, Casa

Clavel, equipped with its own shooting-gallery, at Bellevue Hill. he was disqualified by the Queensland Turf Club for involvement in a horse-doping scandal, but his appeal was upheld.

A large, round-faced man and a flash dresser, Jones was renowned for his prodigious appetite for drink and gambling, and was rumoured to carry a pistol which he fired into the ceilings or floors of pubs and bars. In December 1960 he lodged an objection to an assessment of £136,000—for evaded income tax and penalties—on the grounds that the disputed money was race winnings. His estate was sworn for probate at £91,273, with debts totalling £154,565.

**The Robert Shannon Foundation** was established in 2003 to perpetuate the memory of Robert Shannon, founder of Shannons Insurance, who died unexpectedly in March 2000. Robert was an avid classic car enthusiast, who especially enjoyed his 1930 Invicta S Type. He was a strong supporter of the historic motoring movement and was concerned that it was not attracting enough younger people, particularly in the areas of the preservation and restoration of classic vehicles.

**The purpose of the Foundation** is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60', historic 70's and historic 80's vehicles over 30 years old.

**The Foundation may:** - help with the purchase of specialist tools or equipment - assist with the actual cost of restoration work - contribute toward TAFE or other fees - contribute toward any project considered worthwhile by the Trustees.

**Eligibility:** Any person or group of people under the age of thirty years and engaged in studying automotive restoration and preservation or ac-

**Under 30 and interested in Australia's Motoring Heritage?**

# ROBERT SHANNON FOUNDATION

*Supporting the future of heritage motoring*



1930 Invicta S Type

An Initiative of



[www.ahmf.org.au](http://www.ahmf.org.au)

Application for Grant Form

[http://www.ahmf.org.au/rsf/RSF\\_Application\\_Form.pdf](http://www.ahmf.org.au/rsf/RSF_Application_Form.pdf)

and tell us why you deserve our assistance with that project.

tively working on historic vehicles is eligible to nominate for a grant.

**Application for a Grant:** Before completing an application form an individual or group must seek the support of a local vehicle club, this club must be affiliated with an appropriate State Council such as CHMC. The supporting club must complete the relevant section of the application form and forward the application to its State council for endorsement. All correspondence from CHMC affiliated Clubs and club members related to the Robert Shannon Foundation should be sent to the Foundation through the CHMC.

**Submissions for a Grant** must be lodged with the AHMF by 1st June each year, State Councils such as the CHMC will require the submission to be in their hands by the 1st May each year.

Grant applicants will need to ensure that applications are in the hands of their supporting club in sufficient time for the supporting club to consider the application and forward it to the state council by the 1st May.

Please view the Sample Application to see what the Robert Shannon Foundation Trustees will be looking for when evaluating your application.

The Australian Chrysler Narrator

**Supports the immediate  
Cessation of the exportation  
of our pre 1942  
Motoring fleet**