



**THE
CHRYSLER
COLLECTOR**

**Number 269
November / December 2023**

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 5 January 2024. Only corrections/ amendments accepted Sunday 7 January 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.

COMING EVENTS

CLUB MEETINGS

Wed. 13th December 2023

Wed 14th February 2023

INVITATION/OTHER CLUB'S EVENTS

Sunday 12th November 2023

Rotary Swap Meet – TAFESA Regency Campus Car Park, 137 Days Road, Regency Park. Gates open for traders at 7.00am – gates open for buyers at 8.00am. Trader's entry fee is \$20.00 per site. Public entry fee is \$5.00, children under 14 free. Note: No smoking, food, drinks, fires or dogs are permitted. Food and drink supplied by Rotary Club of Regency Park. Phone Jack 0418605475. Email: info@regencyparkrotary.org.au

Sunday 19th November 2023

Yankalilla Classis Motor Show. The Second Shannons QMT Yankalilla Classic Motor Show, presented by the Yankalilla & Districts Rotary Club. Gates open at 11 a.m. sharp. Entry fee from \$ 5.00 to \$ 15.00, Registration of Classic car and 1 x Adult - \$15, Public Entry - \$5

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

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

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

Monday 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 – Closing date 30/8/23 – limit of 70 cars. Forms avail on Federation of Historic Motoring Vehicles website. <https://fhmcsa.org.au> Entry form: treasurer.tour2024@gmail.com

Note change of date.

Entry Forms etc.

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

Life Members

Year	Name	Member #	Year	Name	Member #
1990	Norma Schopp	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	602
2015	Chis Howes	90	2022	Neill Wormald	552
2017	Alan Driver	324	2022	Bob Haywood	807

New Members

Greg Ward & Lyn Dowling Somerton Park 1928 Dodge Fast Four Tourer	Adrian & Donna King Modbury North 1969 Rambler Javelin Two Door Hardtop
Peter & Anne Southam North Shields 1922 Dodge Tourer	Michael & Pauline Martin Port Lincoln 1924 Dodge Bros Tourer

Cover Photo

Max & Judy McLeod's 1939 Fargo FHI ute

Photographed at the 2018 Laura Fair by Richard Tapp

COMING EVENTS

Observation Run to Roseworthy

Sunday 12th November 2023

An observation run to Roseworthy. A prize or two for the most observant. Roseworthy Hotel lunch at 12.30pm

Meet @ 10.30am in Macca's

carpark- Bolivar (part of OTR / Krispy Kreme) complex.

Attendance sheet available at the September and October club meetings.

If you want to go directly to the

Hotel meet there at 12.15pm. If so, phone Chris Howes (0412 174 108) to ensure a seat for lunch.

**Chris Howes
0412 174 108**

Christmas Lunch at Seven 22

Sunday 10 December 2023

Meet at Seven22, 722 Port Road, Beverley at 11.30am for a 12.00 noon Christmas lunch to celebrate the festive season. Cost is \$20.00pp for a main meal served with side salad.

Bookings 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**



2024 Ray Miels Memorial President's Breakfast Run

Sunday 21 January 2024

Meet at the CCC Clubrooms 7.30am for an 8.00am departure. BYO food, drinks, chairs, BBQ etc.

**Brenton and Sharon Gibb
08 82632908**



Seaside Breakfast Run

Sunday 18 February 2024

More Details to follow.

Meet at CCC Clubrooms for a run

to a seaside destination for breakfast..

**Ann and Greg Lind
0432 373 901**



FROM THE COMMITTEE

President's Message



Hi all, welcome to the November/December issue of the Chrysler Collector. I can't believe the year has flown by so quickly and here we are approaching the silly season.

Chris Howes and Cathy Woods have put together our next run which will be an observation run to Roseworthy followed by lunch at the Roseworthy Hotel. If you do not attend our club meetings but wish to attend please make contact with Chris so he can book you into the hotel for lunch. If you are a new member and not attended any of our runs please come along and join in. We would love to see you and your vehicle and it's a great opportunity to meet likeminded people and share your passion with us. Look for more information under coming events in this magazine.

Bob Haywood has once again prepared a Club Calendar for next year for us which will be available for sale at the November and December club meetings, just in time for Christmas. (Makes a great Christmas Present) I believe this one is from our archive files.

Our December meeting will be a Christmas theme so please liaise with our catering coordinator Lorraine Beythien as to what you will bring in the way of supper.

A booking sheet has been circulated at the last meeting and again at this month's meeting for those wishing to attend our Christmas Lunch at Seven 22 on Port Road Beverley. Bookings are limited to 60 people so please get in contact with myself or Sharon on 08 8263 2908 to reserve a seat.

It was unfortunate that we had a clash of major events over the weekend of 21st and 22nd October. I have not heard how many people attended Motor fest events or the Bay to Birdwood but I am sure

there would have been many members attending, hopefully someone has written some stories in this magazine.

The Wandering West Tour hosted by the Lincoln Auto Club Inc. saw 14 cars from our club attend. Some drove up around Pt Augusta and some opted for the shorter run across the gulf on the ferry making for an easy drive. Richard Forsaith, who is also a club member with us co-ordinated the event and based it on our National Rallies and did a fantastic job.

This is a large club with around 400 members with some old wooden wheel Dodges right through to the last Ford and Holden vehicles. The quality of some of their restorations showed how talented some of these fellows are. Look further in this magazine for a more detailed report from Jim Dawson and myself.

At the Show and Shine day on the Sunday we made contact with two gentlemen with old Dodge tourers who have joined us as country members. Just a reminder that there is no meeting in January, but the January/ February magazine will be available for pickup at the Ray Miels Memorial President's Breakfast Run on Sunday 21st January 2024. Hope to see many of you out and about 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, Jim Dawson, Bob Haywood, Mike Osborne, Greg Newley, John Goddard and Leif Eriksson.

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

	Oct '23	Sep '23	Oct '22	Oct '18
Flickr views	1,527k		1,337k	-
Flickr #photos	24,617	24,617	24,307	-
Facebook mbrs	2,019	2,012	1,823	-

Website statistics are not currently available

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

Income and expense	Sep 2023	Sep 2023 YTD
Income		
Subscriptions	170.00	7,511.00
Grant earned	4,525.74	4,525.74
Raffle proceeds	-	76.10
Sales	90.01	117.01
Interest	-	14.55
Donations	200.00	425.00
Sundry	- 200.00	- 180.00
Total income	<u>\$ 4,785.75</u>	<u>\$ 12,489.40</u>
Expenses		
Magazine	702.50	1,405.00
Postage	188.15	400.03
Functions	47.35	1,426.68
Cost of sales	-	5.00
Insurance	-	-
CCC	-	175.00
Total expenses	<u>938.00</u>	<u>3,411.71</u>
Surplus / (Deficit)	<u>\$ 3,847.75</u>	<u>\$ 9,077.69</u>
Brought forward		\$ 36,484.48
Members funds		<u><u>\$ 45,562.17</u></u>

Balance sheet**30-Sep-23****Assets**

Cash on hand	100.00
Westpac Community Solutions	6,944.22
Westpac Cash Reserve	11,786.21
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>\$ 46,224.58</u>

Liabilities

Prepaid subscriptions	-
Grant - unearned, repayable	474.26
Accounts payable	188.15
Total Liabilities	<u>\$ 662.41</u>
Members funds	<u><u>\$ 45,562.17</u></u>

FROM THE COMMITTEE

Minutes of the Meeting held 13 September 2023

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 13 September 2023 - commenced at 7:46pm.

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

Brenton Gibb welcome Robyn Sharp to our club as a new member.

Sick List

Dick Hart advised meeting that Max McLeod from Quorn was in hospital. Brenton Gibb advised meeting that Lindsay Gibb was in the Lyell McEwin Hospital in ICU suffering double pneumonia. Is responding well to antibiotics and looking towards a 3-4 week stay.

Minutes Previous Meeting

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

Business Arising from Minutes

None

Correspondence

In: 27/8/23 Chrysler Restorers Club of Vic responding to our email regarding change of postal address; 29/8/23 Jim Dawson re Graham McRae open day Sunday 29th October 10.00am – 2.00pm; 5/9/23 Australia Post postage rate increase; 11/9/23 FHMC AGM 19/8/23 and general meeting held same day; 13/9/23 FHMC re catering details for Arthur Clisby picnic run; various emails regarding runs – forwarded to Greg Lind

Out: None

Treasurer's Report

August report tabled. Income \$333, expenses \$1384, deficit \$1051. Surplus YTD \$5230. Moved R Tapp that report be accepted, seconded Michael Buxallen, 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. 82 magazines emailed, 144 posted and balance collected.

Librarian: Jim spoke regarding books being borrowed and the availability of club plates.

Tech Rep: Jim advised he has been pretty busy with enquiries from Broome on a Dodge Truck, which Dick Hart is helping with and an AP5 Valiant in Brisbane. Also, a lot of other enquiries as well.

HVR: All going well. Jeff has advised DPTI of unfinancial members regarding Historic Registration. Jeff advised meeting Barry Maslin has done his first car assessment.

Triple C: Vince advised nothing to report. There has been no meeting since our last general meeting

Federation Rep: Greg advised meeting the Federation was discussing the Bay to Birdwood to return to September.

Past Events

Chris Howes spoke on Drive Your Old Car Day run to Bethany Oval. Great turnout over 200 cars in attendance, may have to look for a larger venue for future events. The day was well represented by the Chrysler Restorers Club.

Kevin Williams spoke on a Morris Register run to Cudlee Creek Tavern. Great day.

Brenton Gibb spoke on our Presentation Day held at The Southern Bar and Bistro at St Marys. Congratulations to all the winners of our club awards.

Disaster Award – Richard Tapp

Alan Toull Award – Barry Just

President's Award – Richard Tapp and Jim Dawson

Ken Barnes Trophy for Club Member of the Year – Sharon Gibb

We had a very good turn out by our members for this event. The venue did a wonderful job in taking the food orders and organising the food to come out in a timely manner. Thanks to members for their gifts for our raffle during the day.

General Business

Brenton advised meeting about an open house between at Graham McRae's home for members to purchase Graham's memorabilia. Money raised will be donated to our club.

Brenton Gibb introduced Paul Sailor – Sales Manager for IBD Batteries. Paul spoke to our members on the various batteries and chargers available.

Raffle

Greg Newley conducted the raffle.

Conclusion

Kevin Williams told a joke in memory of Ron Hincks.

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

Meeting closed at 8:55pm followed by supper.

FROM THE COMMITTEE

Minutes of the Meeting held 11 October 2023

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 11 October 2023 – commenced at 7:44pm.

Emergency Wardens

Brenton Gibb explained emergency response plan.

Apologies:

Per attendance book

New Members & Visitors

None advised.

Sick List

Trevor Kelly is still having heart issues. Lindsay Gibb was welcomed back from his bout of pneumonia. Bob Haywood advised Ellen was having problems again with her back.

Minutes Previous Meeting

Read and moved by A Lind seconded Kevin Williams, carried by members attending meeting.

Correspondence

In: Thank you note received from Milton Prosser regarding his wife Jenny; Sept 23 Various emails regarding the purchase of club printer and laptop – both have now been purchased; 18/9/23 Australia Post received Direct Debit Request to update from Commonwealth to Westpac. Our new PO Box has been recorded as well; 5/10/23 FHMCSA re Gallaghers Insurance for clubs, invoices late, clubs will be covered until renewals issued, forwarded to Richard Tapp 8/10/23 (A discussion ensued regarding our Public Liability Insurance. Richard Tapp found that we are insured with LGI until the 1/12/23.)

Out: None

Treasurer's Report

September report tabled. Income \$4786 expenses \$938, surplus \$3848. Surplus YTD \$9078. Income included \$4526 of the Government Grant that had now been "earned". Moved R Tapp that report be accepted, seconded John Goddard, 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 was absent, but Brenton passed on a message to please advise Sharon if your address or email address has changed so that records can be updated.

Librarian: Jim advised members that the library has had some books donated by John Goddard and Mike Osborne. Jim advised we now have 2 copies of the Dodge Bros story, if anyone would like to purchase one of them, please see me. Allan Martin purchased for \$5.00.

Jim also advised members that he had been going through the cabinets and came across a number of folders with classic car magazines in them. He advised members that the committee was going to go through these magazines for any articles regarding Chryslers.

Tech Rep: Jim advised all going OK.

HVR: Jeff advised that everything is pretty much wound up from Registration Day. Some members have been late. We have purchased 200 log books.

Triple C: Vince reported on the most recent CCC meeting. There are still places available on the bus for the Bendigo Swap Meet - \$360 per couple. CCC has \$12,882.87 in funds. Early Ford V8 Car Club has requested entry into the CCC – this will make 13 clubs under the CCC banner.

FHMC: Greg advised next meeting is 14 Oct 2023.

Past Events

Ann spoke on the Arthur Clisby run to Macclesfield which was our September run. There was a good turn out with approximately 200 cars. Our club had approximately 12 cars there. Brenton unfortunately had car trouble with his Charger overheating and did not make it to the event. Mental note made for disaster award.

Greg Newley attended the Marion Council – Climb a Truck Day. He was very impressed with the turnout.

Trevor Beythien spoke on a run he and Lorraine attended to a farm in the Riverland where there were 6 sheds full of different cars, approx. 550 cars. Well worth a look, maybe we could look at this for a run for our club.

General Business

Andrew Kloot advised meeting that Hemi water pumps are getting rare, so if you see one maybe buy it and put away.

Brenton advised that Paul Sailor (September guest speaker) has opened trade accounts for Chrysler Restorer members at the Marion and Pooraka IBD offices (contact Brenton for Pooraka)

Bob Haywood advised that the 2024 calendar will be at the November meeting cost of \$15.00.

Raffle

Greg Newley conducted the raffle.

Conclusion

Kevin Williams told a joke in memory of Ron Hincks

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

Meeting closed at 8:54pm followed by supper.

PAST EVENTS

DRIVE YOUR OLD CAR DAY 2023

1 September 2023

Drive Your Old Car Day on September 1st was our longest run for our recently purchased AP6 Valiant.

After a pleasurable drive through some picturesque farming and vineyard country we arrived at Bethany in the Barossa around 11 o'clock. A good number of people had already taken up their favourite parking spots around the oval.

A good gathering of Chrysler Restorers members had arrived and were enjoying a morning "cuppa" and a chat.

A great variety of vehicles attended which included veteran, vintage, motorbikes and commercials. This day out is a must for the motor enthusiast as it attracts many local car clubs with a great variety of vehicles.

This event is hosted and organised by the Gawler Car

Club and if you have never attended "Old Car Day", put it in your diary for next year. We had a most enjoyable day chatting with fellow club members and friends.

We returned home in the late afternoon after a most enjoyable and trouble-free day out.

Ellen and Bob Haywood
Photos: Mike Osborne



PAST EVENTS

PERTH TELETHON - THE CAR WOULDN'T TURN, BUT THE DAY DID ...

15 October 2023

On Sunday 15th October, Paul Ryan and myself attended a car show which was a fund raiser for Perth's channel 7 Telethon. Telethon raised over \$72 million in 2022 and now over \$500million since 1968, focusing on childhood diseases and children's health in general.

The event was "chiefly" organised by the Indian Motorcycle Club and it was their first attempt at such an event. Many cars and a superb array of old motorcycles were present. It was held at Golden Ponds which has fishing ponds, aquaculture, function centre and caravan park in its grounds. It is 40kms south of Perth, straight down the freeway.

As I parked my 60 Chrysler for display on the grass, I noticed Paul had stopped in his 63 Imperial. Thinking he had run over something, he reversed a little and tried forward again. No forward motion! On inspection, he had the left wheel pointed straight, the right on full left turn. A snapped tie rod adjuster was the culprit. I therefore moved my car next to his and formed our own little display which others later joined for the day.

How to get it home? Go home for the car trailer? No way would we get it on. A tilt tray? What damage would they do getting it on. FIX IT. Paul removed the two pieces and a young guy (we didn't know) who was displaying his Torana, offered to take them home and make one of the two. He sleeved and welded it before returning it to us before lunch. Unfortunately some of his weld penetrated into the threads, so

we were unable to get the wheels aligned enough to drive it home, but at least now we could take my car home and return with the car trailer at the end of the day and safely load the Imperial on the grass.

Just after lunch was time for the display awards. The Imperial was awarded best Classic car (1953 to 2023). A nice fridge magnet award and an envelope with \$100 in it! My 300F was awarded Car of the Show. Another nice fridge magnet and an envelope with a \$150 seafood platter voucher at the restaurant!

Once home we looked for new adjusters on the net. No problems, new ones available

for less than \$55 from the USA including freight and GST and due here by the 25/10.

We wondered at the day's possibilities. On inspection, the adjuster had been cracked about one third around, for some time. It could have failed right at the entrance to the event. Chaos to say the least. It could have failed at 100kmh on the freeway on our way down!!!!

However, it didn't and over the day, the events certainly turned in our favour, unlike the Imperial's steering. It makes you think what could have been????

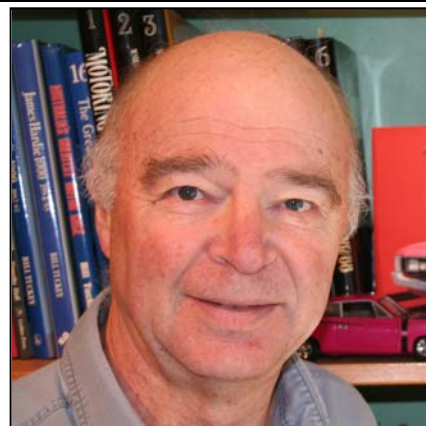
Peter Wait.

Photos: Peter Wait



LIVING HISTORIES

Gavin Farmer



Interviewer Jim Dawson (**Int**)

Guest Gavin Farmer (**G F**)

Continued from previous issue.

G F First article I had published was in a magazine called Automobile Chronicle in Munich, Germany. I'd written to the guy who owned it because he had a book shop and there were books there in his book shop that I wanted to buy and I asked him whether those books were available in English because in his advertisements they were all in German. And he said, no, those books are only published in German, but you seem to know a lot about motor cars would you like to write? And I said yes. Because this is prior to emails and this is, you know, snail mail stuff wrote back and asked would I get paid for it? He wrote back and said not in cash, but I'll pay you in books. Sounded like a good deal to me, so I started writing for him. Then I started asking the question around Australia about being published in magazines here.

Int What year would this have been roughly? This is after your time with Vision Management or still during?

G F That's during the Vision Management days 1980 when I had the first article published. I got nowhere basically with the mainstream magazines here and then I happened to be in a news agent and I came across Australian Sports and Classic Cars. I looked at the stories that were in there and I thought, sure I can do that. So I met Jeff Hawthorne who was the editor. And he said, well, send us in a couple of stories and we'll see how we go. So I did, and he published them. So that's what I was doing, that sort of weekends, hobby sort of stuff.

Int That that gathered pace I assume, momentum, and you were publishing more and more articles.

G F With the Australian Sports and Classic Cars yes, they got me going. And then along the way, I had become a subscriber to a magazine called Automobile Quarterly. Now that's a magazine almost like a book. It's hard bound landscape glossy art paper, superb photography and all that sort of stuff.

Int That's the American Publication?

G F Yes, so I sat back and I thought, I reckon I can write well enough to get

published in that magazine. I had no idea where I was going, just that I've got a head full of knowledge. I know how to put words together. I reckon I could do it, so I had to choose myself a subject and the subject I chose to for my first story for automobile quarterly was a car called Ilinga which a friend of mine, Tony Farrell, had designed and built in Melbourne and shown at the 1974 Melbourne Motor Show. It was an Australian Bristol, you might say, in many respects. 2 door luxury high performance coupe.

Int I hope it was better built for our conditions than the Bristol!

G F The Bristol is British craftsmanship at its best. You know that they've got wood?

Int Ian Webber might say something different about the craftsmanship.

G F Yes, yes, you're right. So I spent some time with Tony Farrell in Melbourne and did a whole lot of stuff. Only two cars ever got built and one of the members of the same family had one of them, and he allowed me to photograph and drive the car, etcetera. So I sat down and wrote the story and. I reckon it sat with the editor in America for about a year, and in the meantime I'm dreaming up other stories to write for Automobile Quarterly. And anyway, I got a got a phone call at 3:00 o'clock in the morning. It was the editor from the magazine in America ringing me. And I said, do you realise what time of the night it is here? And he said I don't know, 2:00 o'clock in the afternoon here said, no, it's 3:00 o'clock in the bloody morning here. Oh, you're on the other side of the world, aren't you? I'm glad you understand geography, sunshine. Why are you ringing me? Well, he said we're going to give Ilinga a go in, I don't know, whatever volume that it was. Oh, really? He said. It's completely different from most other things that that we've done and the fact that there's only two of them ever made, he said. It just tickles my fancy, so it went into Automobile Quarterly. So that would have been, gee, I would be talking early 90s, 1992. From then through to when the magazine went out of business in 2014, especially when we got into the naughties, I was the most published non-American writer in that magazine and many of

the stories that I wrote for them, they had actually rung me and said, can you please write this for us? They were ringing me, you know, I'm a little colonial boy from Adelaide and I'm there in a magazine. Along with the Karl Ludvigsen's of this world, you know the well I based the way I write on the way, Karl Ludvigsen wrote, because I liked the way that he delved into why something was done the way it was, and who did it. I love that side of things, so I've incorporated that into the way I was. And also staying in America for a minute, I've had many articles published in Collectible Automobile. Again, the only Australian being published in that magazine.

Int And what were the flavour of those articles? Can you put a theme to them?

G F Well, Collectible Automobile was pretty simple, but the cars had to be cars that had an American heritage. I'm talking Chrysler, Ford, GM. I didn't want to know about anything else. Yeah.

Int Studebakers and Packards?

G F Well, see they weren't made here. What I was doing was promoting Chrysler Royals and Australian Ford Falcons.

Int OK, right.

G F You know Australian built cars, but part of the Big Three.

Int Or the Big 2 1/2 as it was known at one point in.....

G F Chrysler's history? Well, I did find it interesting when I started doing the research to do my Australian Chrysler books just how small Chrysler Australia really was in comparison to Ford and GM. I mean in a good year, Chrysler would do

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Gavin Farmer (ctd)

40,000 cars and GM would do 140,000 cars. Bearing in mind a lot of what I did with Automobile Quarterly is when Sue and I were living in England.

Int So let's back up before the green and pleasant land to your dalliance with Mitsubishi.

G F John Clark departed MMAL in early 1993 and through my work as a freelance motoring journalist I knew the job as Media Relations Manager was in the wind. I applied and eventually got the job working for the fellow who was the company's Public Relations Manager who in turn worked under Charles Iles. What surprised me, given my position at MMAL, was that I was not allowed a company car so I drove to and from work in my rusty Datsun 200B!!

My boss at MMAL was a different man to the one I had met on several car releases where he was hail fellow well met. In the office he was anything but—an extremely difficult man to work with as it turned out. We had many arguments over trivial things that were to me unimportant but were huge to him.

Probably the most galling thing for me was the way he usurped credit for what I did where preparations for a media event were concerned. This happened frequently. I'm not a particularly argumentative kind of guy but I found myself in emotional conflict with him on an almost daily basis.

Eventually, by mid-1995, I was working away at my computer when the earth moved, I had a breakdown. After consultation with my family GP I decided to resign my position. At 4:28pm on July 28, 1995 I walked out of the doors of MMAL to begin a new life as a freelance writer of magazine articles internationally and to write book about cars. A whole new world was opening out before me as I gradually weened myself off the addictive medication I had been prescribed.

I have been "clean" for more than 25 years and together with my darling bride of more than 50 years have travelled extensively including living in England for almost four years.

Int What prompted the move to the green and pleasant land?

G F I for many years had wanted to

live in another country, to experience another culture.

Int But they don't have any culture, at least according to the French.

G F They have a car culture which was important because, well, I never ever said it to Sue at the time when I was trying to convince her, and it took me years to convince her, to up stakes and go somewhere else. It had to be somewhere where English was spoken, because apart from English and Australian. I don't speak any other language. I can sort of understand German and I can have a limited conversation with Germans, so America.....

Int Green card required?

G F Well, I've worked with Americans and I don't have very fond memories of that.

Plus the cost of living in America is just off the planet. Canada. Nice people.

Canadians and Australians have a common enemy. The Americans. But there's no car industry to speak of in Canada.

South Africa?

Well, I'm perhaps not tolerant, so we couldn't go there, so that left England. So, and because England's got untold history on motor cars, so eventually I convinced Sue to go to England. She had picked me up from the airport as I'd flown back from Sydney because I just had my second book published by Bookworks and we're driving home from the airport to Bridgewater and she said, "Oh, by the way, I've made contact with a consultant in England who can get me a job teaching in England." I thought Gavin, "This is time to keep your mouth shut and let her drive the boat." So yes, she got a job at a Jubilee high school in Addison. As it turned out, it was hell on Earth, but she had the job, so therefore we had all the paperwork to live and work in England, and as it turned out, use the NHS system because we've only been there six weeks when my heart played silly games and I had to have a pacemaker inserted at Saint George's Hospital in Tooting, which is near Wimbledon.

Living in England I had a plethora of cars that I could write about for Automobile Quarterly and I'm in solid with the editor to the point where he's actually sending me articles written by other writers for me to check for grammar and accuracy of what's been written. I'm thinking, "Just a quiet colonial boy hiding away in this Manor house in Surrey." But you know, he kept using me as a sounding board so I would come up with articles and he would say "Yep, go and do that." I'd also been writing articles for them before we went to England, where I would sell Automobile Quarterly and Collectible Automobile on a number of cars that I would go to Europe and photograph and write stories about. So I was travelling backwards and forwards to



Europe without Sue to research, write and photograph cars for articles for either of those two magazines, knowing how much I was going to get paid. So I knew what my budget was. I'm putting money up front to pay for the air fares and all that sort of stuff, but I'm getting it back. At the other end of the line.

Int Let's get back to the Manor house in Surrey now, it's probably raining, it's probably gloomy, you're flipping backwards and forwards to Europe and at least breaking even if not making a quid.

G F I was, I was making a quid. Sue was teaching, sure, so we had an income. We'd already paid the house off. I'd made that decision after having a huge argument with the people at the State Bank, because I believe the banks were absolutely ripping people. You sign onto a contract at a certain percentage and they just kept raising the percentage. At one stage we were paying, I don't know, 16-17%.

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Int I remember those days! Now Auto Catalogue in Germany, tell us about that.

GF He was the guy that got me started, although he probably didn't realise it at the time, but I had probably 8 or 9 stories published in his magazine, all published in German, so he would send me a copy. And I started to learn how to read German by sitting down with what I wrote and what he'd published and starting to, well, there's a lot of English in German. There's German in English too, but that's by the by, so that that got me going.

Sounds egotistical, I know, but I could sit down and write a story about a Holden GTR XU1 in 5 minutes because of the knowledge that I've gained over the last 50 years of working in the industry through the 70s. That's where I started seriously, collecting books and seriously collecting brochures. I mean, I've got thousands of brochures at home. My darling bride is in the process of convincing me I need to get rid of them, so I'm dropping them off down at Scammells and they're being auctioned. But I've got, you know, as the boys move out of home, I move in with my books. Perfectly logical to me. Not logical to my bride, though I might add.

Int You're singing to the choir, Gavin.

GF So yeah, you know, what I've achieved over the last 10 years is stuff that's been building up for probably 40 years.

Int Porsche (pronunciation corrected by Gavin) Porsche, tomato, tomato. Tell me about. Tell me about your writing in relation to Porsche.

GF The Germans pronounce every letter in a word.

Int Well, the French don't! They drop them off both ends on occasions!

GF That's why I said Porsche. Again, I'd written the Tickford book and the WRX book, which were published by Bookworks in Sydney. Now I was never ever happy with those two books. They were rubbish productions and we fell out about that. I had also written a book called Hey Charger, the soft cover one. Bookworks wanted badly to publish that book, and I said, "Well, yes, I will agree that you can publish the book.

But here's the zinger it's got to be a minimum 40% colour photographs. It's got to be on glossy art paper, and I want it hard bound." Well, I lost the hard bound argument, but Gary Bridger, who was the co-author of that book with me, knew somebody who worked for Reed Publishers in Auckland, and that's where we got it published, much to the annoyance of Bookworks.

Int So you're still in England when that book is published?

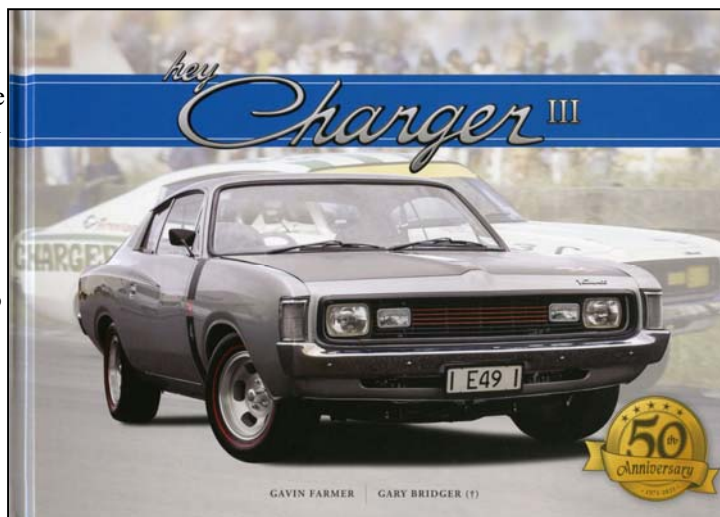
GF When that book came out in 2004, Sue and I were in England. Yes, 03 to 06 inclusive we were in England, as I say, I lost the argument on hardbound versus soft bound, but the guy, the

Managing Director at Reeds, rang me in England and said, "I'm thinking of doing a special run of 100 hardbound books, what do you think?" And I said, "Well, look, off the top. I'll take 50 and you can give Gary the rest." So that's OK.

Garry's on the phone to me a few days later. He's got these hard copy books and he said "What are we gonna sell them for?" And I said, "Well, I'm going to sell them for \$120-00 Australian." "Oh crap!" he said. "No one will pay that." Well, OK, you make up your own price in that case. So I've got Bill Chinnick to sell them for me because I'm 10,000 miles away. I'd phone Bill and I'd asked him if he would do it for me and I would pay him a commission per book. Well, he refused the commission, but he said I'm more than happy to sell the books. Well, he had the whole 50 sold in about a month. Deposited the money in my account. Thank you very much and. I kept saying to Bill that I'd give him some commission but he said he didn't want any.

I'm living in England, end of 2002 I contacted the people at The Crowood Press in England and said I've got

these ideas for books. Are you interested? They picked the Porsche Boxster and they said "Yes, do that one." They gave me a contract for the book, which I signed and sent back to them. Should have read it, shouldn't I? Because there were all sorts of areas of that contract where if I wanted to do the book myself, for example, I was faced with a whole lot of litigation. Taught me a valuable lesson that did, so I wrote this book about the first generation of Porsche BOXSTERS which meant I had to go to Germany, meet with the styling guys, met with the engineering guys and all this is at my expense too, by the way. 2003 I went to the Frankfurt



Motor Show, which is just enormous. There's no other way you can just describe it. Went onto the Porsche stand and rekindled some relationships with some movers and shakers in the Porsche world including the head of Porsche GB.

So I go back to England and the following Saturday morning, 7:00 AM, Bang, bang, bang on the front door and there's a guy standing there with keys to a Porsche Boxster. Bright yellow, canary yellow, Porsche Boxster S is parked there. So I told Sue to pack up your bag, we're going away for the week because it was the mid-term week break so my gear went in the front, her gear went in the back and that night we were dining in a restaurant in Edinburgh. Now our pommy friends said you can't drive to Edinburgh in a day. That's a two day trip. Not in the Porsche Boxster it's not! So yeah, we had a Porsche Boxster for a week and it was just

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great. And I got to know the people at Porsche and in their archives very, very well to the point where they have said to me and, again, sounds egotistical, that my book was the best of the three written about the Boxster. So you know. Can't walk through the door because the head keeps exploding.

Int So notwithstanding that you had to live in close proximity to English people and notwithstanding the appalling weather and the even worse food, how did you enjoy your time in England?

G F I didn't want to come back home. There you go. The weather didn't bother us. You know it could be an overcast, dull weekend but we would still go somewhere. We had two cars of our own. Oh look, it was four years of just doing what we wanted to do without any real boundaries. We travelled where we wanted to go. I mean, I've been all over Europe, all over England, Scotland, Wales, Ireland. We just couldn't have done what we did if we had gone and lived in Melbourne.

We originally were only going to do it for one year, but we didn't achieve what we wanted to achieve in that year because we found that living in England was a lot more expensive than what we've been led to believe at this end of the line. The school that Sue was at Jubilee High School, it was hell on Earth for her. I was working in the woodwork section of the school with a guy who knew the Surrey education system intimately and he said send her CV to this school, this school and that school. So I went home one night without Sues knowledge and signed her name on the end of her CV sent it off to these three schools and a couple of days later she was called to an interview at the equivalent of a private school, the Ashcombe School in Dorking, which was about a 30 minute drive from our place.

After about six weeks of waiting she was given an open-ended contract which I queried with the Bursar at the school and they said, "No, no, no. We've done it that way because we don't want Mrs Farmer to have to apply for her job at the end of every school year." She would just roll over into the next year. Well, that that was

fine except there is a curious little law in England that once four years has come up she had to go back to university and get English qualifications to teach in an English school, even though her Australian qualifications were higher and better than the English ones. And she said at 60 years of age, no, I'm not doing that. And of course, by that time our older son Jerry and his wife are starting to bring his grandchildren, so I had no basis for argument for staying in England. Grandchildren are appearing in Mildura. We're going home. So I packed up 31 boxes of books and model cars to ship home to Bridgewater, 31 boxes.

Int So you're ok then Gavin?

G F Ohh mate!

Int Back in Oz and publishing books now obviously. Because we're of the Chrysler bent, we'll talk predominantly about those. So what was your first big Chrysler book once you got back here to Australia?

G F Second edition of Hey Charger.

Int Followed by?

G F Great Ideas in Motion.

Int Which is up there on my shelf.

G F I can see it, yep. Then the Valiant by Chrysler. Yes, I'm now in the 3rd edition of Hey Charger because I did get things wrong. And that's the V8 engine that we will come back to. I did get things wrong because I was misinformed when I was doing the research for the book. So I corrected that and in the 3rd edition I've made a couple of other modifications. Put more photographs in those camshaft diagrams for the E 37 E 38 E 49 plus. They're now all in there and the wacky manifold that Mike Stacy wanted to use. Photograph of that's in there. I haven't had to change much because basically Gary and I got it right. Then I've done the two brochure books, the Valiant brochure book and the Chrysler brochure book. I think that's about it.

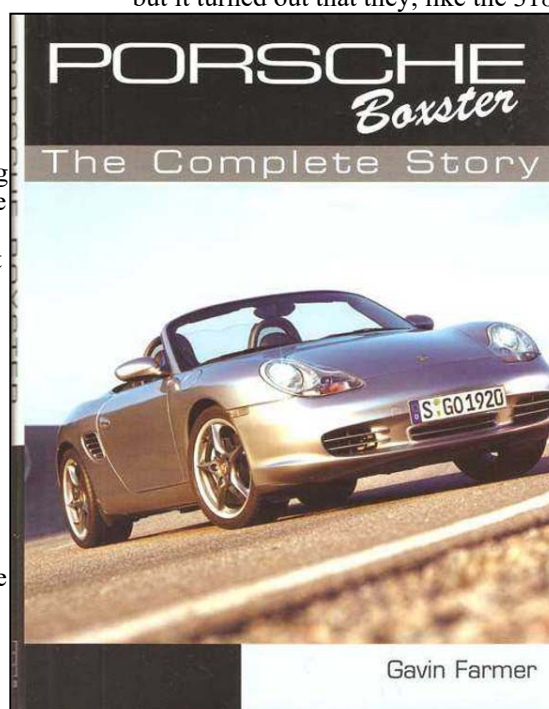
Int So let's just go right back, back, back. Yes. Now Chrysler. Lonsdale. CAL started to get involved in the win on Sunday, sell on Monday routine with young engineer by the name of

Ellis. Starting with the VF Pacers.

G F The early Pacer, yes..

Int Then moving on to the VG Pacer, Charger and what have you? I want to know if this is urban myth or some element of truth here. That there was a Skunk Works down at Lonsdale, and there were 340 cubic inch V8's under development for racing purposes down there.

G F There's a lot of urban myth in that one there, Jim. Originally I was told they came in fully built up as crate motors. I think they call them, but it turned out that they, like the 318



came in in boxes of bits and they were assembled at Lonsdale, covered in that gunky stuff we were talking about earlier. They were assembled, they were run up briefly on the dyno down the end, and then they were put on stillages and they went down into the basement in the foundry. Now there were two specifications of 340s that came in. The original 200 that they ordered from America. And this order went through in, early 1969, you know, Charger wasn't even in the picture at this stage. They had windage trays, special intake manifolds, a whole lot of stuff that you'd find on a competition engine. They were what I termed in my book hard specification engines.

To be continued next issue

PAST EVENTS

FHMCSA Arthur Clisby Memorial Picnic

24 September 2023

Arthur Clisby was a stalwart of both the Federation of Historic Motoring Clubs SA and the Bay to Birdwood Run Committee.

Previous events were held at

Wirrina, but there was a much better attendance this year with the event being held at Macclesfield Oval, on a fine and mild day.

Brenton unfortunately had an

over heating problem with his Charger and did not make it to Macclesfield. This has been noted for the purposes of the disaster award.

Ann Lind / Richard Tapp



PAST EVENTS

Wandering West - My Oil Change Adventure

I decided that since I'm going to Pt Lincoln that I had better change the oil, a simple job. I'd top up the radiator, another simple job. However at the back of my mind was the vision of Bruce Bragg dealing with a wheel bearing seizing up when we were in Wangaratta. I wondered when it was that somebody last greased the bearings in the Chrysler. To the best of my recollection and my very careful records, it was probably 35 years ago. I really wasn't anxious to do this but my very fussy son, Brett, was putting a lot of pressure on me, so I relented.

After finding a brake drum remover, a hammer and some colourful language, he got the drums off. Well one bearing was worn, but okay, but surprise, surprise the other had collapsed. What next? Oh I know – Dick Hart. Unfortunately the bearings he had were the wrong size but he was able to work out the part number, so off to the bearing factory I go. Fortunately I was in luck and they had some.

Brett then noticed that the right hand rear wheel had seized up so he had to deal with that problem. Then eagle eyed Brett noticed that the front brake linings were cracked. I said that they would be alright but I

was quickly over ruled. Off to Power Brakes I went for new linings. While I was there I investigated brake light switches because Chris Bennet informed me that my brake lights weren't working well enough. So with all the parts and pieces Brett now got to put it back together. He greased the new bearings and then tackled the brake linings. Now that's an exercise! We needed Dick with his measuring tool! Dick came straight away. He was able to get the linings sorted and said to put on the drums, bleed the brakes and you'll be right and so off he went.

After much fooling around and more colourful language, we could not get a pedal. Another phone call to Dick who promised to come the next day.

Eventually Brett was able to get pressure and a pedal. We had to take the brake drums off again. The left came off easily but the right proved more difficult and when it did move it left the bearings behind. Dick brought a bearing puller and a sliding hammer but an angle grinder worked more efficiently. Luckily I had bought some C8 bearings from the late Malcolm Dubois from the David Crichton Collection, so Brett and Dick were able to sort out the brake problems. There was a great

deal of cursing and swearing during this time and Denice decided that it was time for Brett to go home and relax, as he has been known to lose it when working on the cars. However, then she realized that the colourful language was not coming from Brett!

I took the Chrysler for a test run and everything worked well. I thought that I was finished. But no, silly me! Brett had had advice about the oil I should be using in the gear box so that was drained and replaced. The diff was checked and all the grease nipples were greased. The test runs were successful and coming down Windy Point Road she ran like a dream. I reported to the two experts and got their blessing.

A big thank you to Dick, not only did he help me out in a crisis but the most important benefit is that he has passed on some of his knowledge to the next generation and shown that with patience, knowledge and common sense, a lot can be achieved.

A big thanks to Dick and Brett for letting me supervise. I promise never to look under the bonnet again!

Greg Newley

Photo: Greg Newley



PAST EVENTS

Wandering West Tour 2023

The Wandering West Tour was presented by The Lincoln Auto Club and held from 18th - 22nd October 2023 at Pt. Lincoln, South Australia.

PART 1

Story and images by Jim & Gina Dawson & Brenton & Sharon Gibb

Travel for some began on October 17th while the toffs got to spend an extra night in their own beds and break the drive with a leisurely ferry crossing from Wallaroo to Lucky Bay.

Due to a previous "incident" on a ferry crossing, Gina had sworn never to attempt it again and thus we left on the 17th. and drove to Whyalla for an overnight break.

For the technically minded our S Series returned 21mpg which is pretty good given the weight of my right foot but with some long stretches of 80kmh and even some 40kmh stretches for the obligatory roadworks, the figures might be a little flattering. That said, the Newley straight 8 Chrysler is apparently returning 6.6mpg so it's no wonder they went via the ferry! Brenton was crowing that he only used some paltry amount of fuel between Adelaide and Cowell but of course he was on the ferry also so that hardly counts!

A good roll up our own city members with fourteen cars arriving. Mention made of our fine effort at the opening dinner.

The base for the tour is the Port Lincoln Yacht Club with beautiful views over Boston Bay. One of the movers and shakers for the tour is Richard Forsaith, who also happens to be a member of our club.

The welcome dinner was well received with many friendships re-kindled and our club members featuring well in the raffle draw winners list. Dodgy Greg Newley



PAST EVENTS

Wandering West Tour 2023 (ctd)

was prominent amongst the winners, so my first thought was the “fix” was well and truly in. A great time had by all and after a quiet relax on the motel room patio, it was time to rest up for big days ahead.

On day two, after a driver’s briefing at the railway station, was a short local drive to Peter Teakle Winery for both a winery tour and a look at Peter’s collection of just four late model Ferrari cars. The thought that there is money in wine came to mind but our excellent tour guide, the vineyard manager, explained that this facility is running at just 15% capacity at this time and that it will take another 8 – 10 years to bring the vineyard up to scratch and provide enough grape to keep the actual winery working to capacity.

The 2020 Ferrari 820 Super-Fast was started for our enjoyment and the 6.5litre V12 sounded almost as good as an E38 Charger in full voice. Slight difference in HP output however with the Ferrari making 800bhp and a 0 – 160 Kmh of just 7 seconds. Apparently, at 8,000 rpm the engine has 400 combustion strokes per second! Give me a slant six any day!

It would appear as if the cellar door was very well patronised with a goodly number of our female members seen sipping the rose and semillon-blanc well before lunch time and a few even seen leaving with cases, well half-cases actually, under their arms. Yvonne Bartsch and Sharon Gibb were enjoying a drink and Lorraine Beythien was notable for a large amount of plonk “to-go” but this roving reporter was unable to catch her as she sped towards the Chrysler’s boot. For what purpose, who knows?

Lunch was lovely fresh sandwiches and fruit salad at the National Trust Brinkworth reserve



PAST EVENTS

Wandering West Tour 2023 (ctd)

before a short drive to Winters Hill Lookout, with a 360-degree view of the entire panorama of this southernmost tip of Eyre Peninsula. Boston Bay and Port Lincoln in one direction and Coffin Bay in the other. Unfortunately, my skills with a new mobile telecommunications device were not up to capturing suitable images for publication here.

After this we visited the excellent Axel Stenross Maritime Museum and were treated to an excellent video of some of the history of wooden boat building in Pt. Lincoln and of the lives of Axel Stenross, his fellow Finnish seafarer Frank Laakso and the lives they built in Pt. Lincoln. The displays of small wooden boats and models indoors were fascinating and the larger boats outdoors equally so.

It was quite amazing to learn that the last sailing ship, windjammer, to take grain from South Australia to Europe sailed during WWII. I would recommend that if you ever come to Pt. Lincoln that you set some time aside to visit the Axel Stenross Maritime Museum.

The evening meal was a triumph as far as I'm concerned. Someone, who shall remain nameless (Brenton), dubbed me in as the birthday boy which led to a new set of jumper-cables in a handy zip-up case and then a birthday set of glass reproduction oil bottles as was in the day at every "service" station along the highways and byways of our great land. I think it was Garry Williams who suggested I fill them with Port but I'm thinking of building an olde type service station at home so these bottles may well be the catalyst to get that project started. The schnitzels were great also!

Of course Dodgy Greg Newley *again* won at the raffle so I am now sure that corruption is



PAST EVENTS

Wandering West Tour 2023 (ctd)

occurring. Derek Birkin also scored well so the flag is well and truly flown for the Chrysler Restorers.

Friday dawned a little overcast after three days of cloudless skies and it was off to Tumby Bay to get the touring day underway. Following an excellent morning tea provided by the Road Runners Car Club and Tumby Bay Progress Assoc. most of our girls went “streetwalking” and by all accounts a good time was had by all. Gina tells me the guide was very informative and had many a personal anecdote to flavour the narrative. Trevor Beythien was seen asking for a “quote” before they left but I have no idea for what purpose?

The boys went to the Excell Blacksmith Workshop but I decided to sit that out so we’ll have to rely on Brenton to bring us up to speed with that particular part of the event.

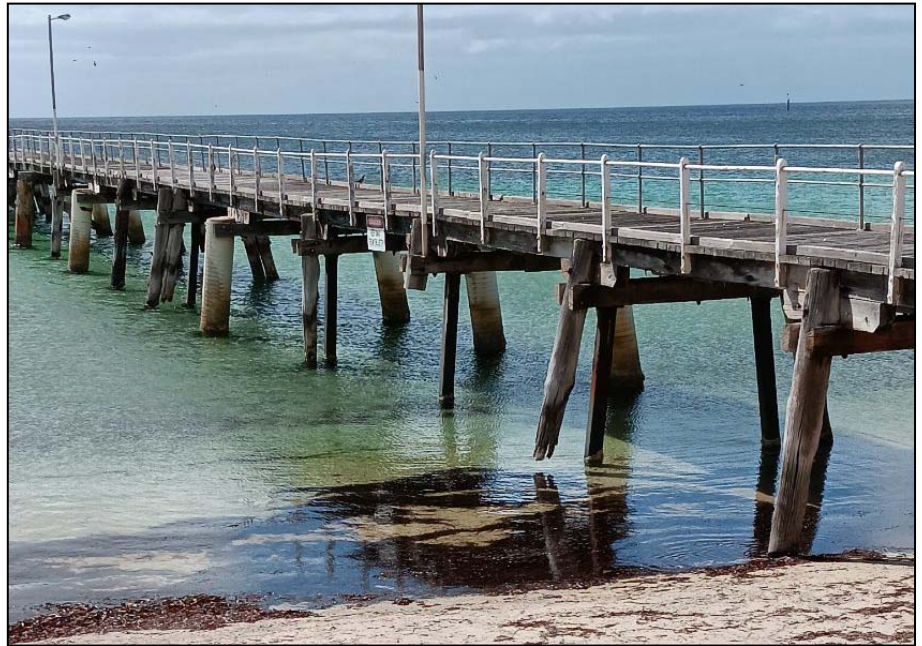
It was sad to see the Tumby Bay jetty closed due to the poor state of repair with many of the timber piles rotted through and no longer supporting the structure.

After the tours in Tumby Bay were complete, it was off to the Yallunda Flat Showgrounds out towards Cummins for a sumptuous BBQ lunch that had the shearing shed almost silent as the participants tucked-in.

Kindness abounded and Kiera the Kelpie was well supplied with treats such as sausage ends and meat patties.

Following that most filling of lunches, it was off to Cummins and other tours but I’ll have to leave it to the club “power-couple” of Brenton & Sharon to continue the story from here as Gina, Kiera and I are heading back to Adelaide first thing in the morning and at least one of us needs an afternoon nap!

Jim



PAST EVENTS

Wandering West Tour 2023 (ctd)

PART 2

After a delicious BBQ lunch and salad we departed through the Yallunda Flat hills and arrived in Cummins. Cummins is rich farming community and a very tidy town with the old railway line dividing the town in two. We crossed the line and headed to another private collection of Ford motor vehicles owned by a young man, James Minhard. James is around forty and describes himself as a part time farmer and full time vehicle collector and restorer.

His collection consists of three XA Falcon Coupes, two being GTs and the third is a FairmontV8. He also has a XA Falcon Ute, F100 ute which is lowered and has a rat rod theme going, Ford Galaxy two door and a 1981 XD ESP 351 Falcon. These are all housed in a disused hall in the township along with various motoring memorabilia, very impressive. Some stopped at the public toilets to view the mosaics and the wheat lumper statue.

We departed Cummins and headed south back to Lincoln to freshen up before the evening meal.

The days keep getting better and Saturday was a real highlight. Our first stop was to the Kotz Stationary Engine Shed, here brothers Barrie and Brian have continued what their father started back in the mid sixties, with over 50 being restored and in working order. These engines came in all sizes and the boys were like kids in a candy store as they went from engine to engine firing them up. From here we travelled back up the hill to our lunch spot and after our running board lunch, we headed to Skypark.

Once again this is a private collection of everything. Skypark was developed by Michael (deceased) and Dianne Hart over a period of 28 years and is their family home complete with its own airfield. I think I counted



PAST EVENTS

Wandering West Tour (ctd)

around five aircraft, various Chev vehicles, Motor Cycles, Fifties Diner, complete service station relocated from Pt Lincoln, Airstream Caravan and a double decker bus. Their son James climbed into his Pitts Special and performed an aerial display comprising of loops, barrel rolls, stalls etc. for us. I shall place some photos on our facebook page for all to see.

Back to the Yacht Club for another magnificent meal, this time a plate of oysters for each table to share before the main meal was served and then our guest speaker educated us on the oyster industry.

Saturday had been cold and blustery but by Sunday the wind had dropped and the clouds lifted for a stunning day for the show and shine event held on the lawns in front of Boston Bay, This reminded me very much of the display day at Serafino Wines back in 2019 with waves of people coming through to take a look at around 200 hundred vehicles. All forms of vehicles from high end restorations through to cheaper rat rod variants and once again James performed some aerobatics over the bay in his Pitts Special.

The week ended with a gala dinner at the Yacht Club with the Mayor of Pt Lincoln in attendance. The Pt Lincoln Club led by Richard Forsaith along with Hilton Trigg and Rick Price went out of their way to make this a very memorable time in Pt Lincoln with many friendships being made. I would like to take this opportunity to thank them and also our club members who participated in this event.

Brenton

Photos: Jim and Brenton



PAST EVENTS

How to Win a Disaster Award

Helena and I took 2 cars to the Mildura Easter Vineyard Rally this year. The 1993 Chrysler Lebaron and the 1969 Hillman Hunter Safari.

On the way back, there was a slow moving stop-start queue at the Yamba Fruit Fly check point. Initially I left the Lebaron engine running, but the temperature gauge moved up from 1/3 of the “working range” to 2/3. Not knowing how the Lebaron handled stop-start traffic, I turned it off after 3 short moves.

Next time the queue moved 2 cars forward, I turned the key and nothing happened. Ignition lights but nothing from the starter motor. Nothing at all. No, the immobiliser had not “set”. Eventually I pushed it to the side of the road, and went forward 3 or 4 cars to tell Helena of my “situation”.

Helena exited the queue, turned around and came back up the side of the road so we would be bonnet to bonnet. Jumper leads. Nothing.

Helena moved her car “out of the way” and I called the RAA. They arrived from Renmark, convinced someone to let them cut across the queue and set up in front.

The mechanic tried a variety of diagnostic procedures, none of which identified a fault. After tapping the starter motor (in case it had stuck) brought no joy, he concluded there was a good chance the starter motor

had failed. As the Lebaron is automatic, a tow truck was called.

We moved “my stuff” into the Hunter and (at the mechanic’s suggestion) went on our way, leaving the car with the RAA mechanic to deal with the tow truck, which took the Lebaron to be locked up in Mitech’s Renmark workshop.

Next morning, Mitech rang to say they had removed the starter, it didn’t work, they had taken it to an auto electrician, it couldn’t be fixed and although the 6G72 engine is essentially the same as the 3 litre V6 Magna engine, the starter motor was not the same.

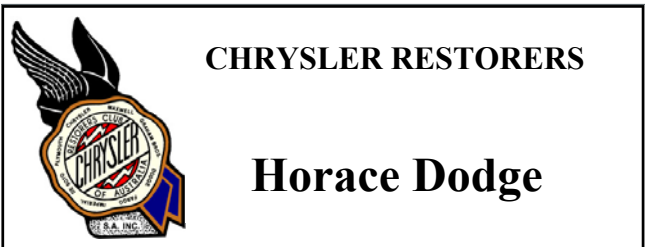
I logged onto the Rock Auto website; they had 5 brands in stock. I chose Bosch, FedEx International economy delivery (14 days) and AU\$207.50 later the starter was winging its way to Mitech in Renmark. It arrived in 10 days and was installed before lunch time.

The next day we made a trip to Renmark and came back with the Lebaron and a brand new starter. If that’s a disaster, I reckon that, as a club, we must have had a good year. :-)

Now the Chrysler Neon gearbox full of neutrals - that was *really* lucky - but that’s another story.

Richard Tapp

Club Name Badges



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

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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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4 Valiant mag wheels 14" suit VH onwards, including nuts, good condition, well polished \$500 Chris Norman 0427 079 427

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WANTED

4 blue VC Valiant door trims. Jeff 0402 521 769

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

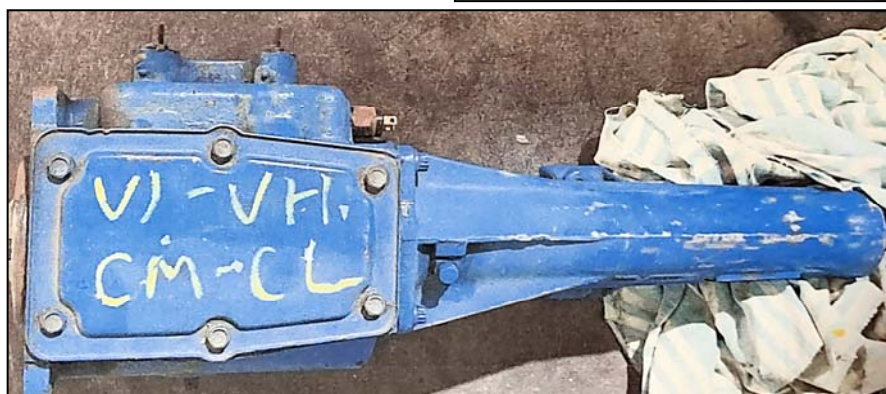
Bonnet badges for a 1954 Plymouth Cranbrook, need two to finish restoration. Phil Cummins 02 6924 1674

1. Rear gearbox seal for 1952/53 Plymouth/Dodge
2. Workshop manual for 2001 VX Holden Acclaim
3. 15" wheels for above

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

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