



THE CHRYSLER COLLECTOR

**Number 265
March / April 2023**

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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 667, Plympton SA 5038

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 Caroon Avenue, Modbury Heights 5092 ah 08 8263 2908
Vice President:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
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
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Assist. Librarian:	Gina Dawson
Technical Liaison:	Jim Dawson, 31A East Parkway, Colonel Light Gardens 50410412 790 550
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Historic V Registrar Asst.	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 51260414 970 630
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	Brett Newley, 10 Win Gilchrist Avenue, Craighburn Farm 50510402 833 281
	James Colbey, 23 Bruce Street, Morphett Vale 5162..... ..0411 027 261
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Combined Car Clubs Rep:	Vince Isola, 5 Atkin Street, Henley Beach SA 502208 7007 4461
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 516808 8386 2931
Auditor:	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092..... ah 08 8395 3919
Catering Coordinator:	Lorraine Beythien, 6 Manley Court, West Lakes Shore 50200409 096 070

Club Tools held at: Chris Howes, 4 Peter Place, Campbelltown 5074 ah 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 28 April 2023. Only corrections/ amendments accepted Sunday 30 April 2023.** 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](http://chrysler-restorers-sa.org.au).

COMING EVENTS

CLUB MEETINGS

Wed. 12th April 2023

Wed 10th May 2023

INVITATION/OTHER CLUB'S EVENTS

Friday 24th – Sunday 26th March – Adelaide Chrysler Festival

Friday 24th – Cruise to Goolwa then lunch and last drinks at the Tonsley Hotel's Chrysler Bar

Friday 24th – Evening social meet and greet at Gaza Community Club, Klemzig – Guest speaker

Saturday 25th – Adelaide Motorsport Festival, Wakefield Street, Adelaide

Saturday 25th – Evening Mopar Mega-Cruise

Sunday 26th – All Chrysler Day – Gaza Oval

Friday 31st March – Monday 3rd April 2023

Morris Car Club of SA. Morris Minor National Rally – Adelaide SA

www.morrisclubofsa.org.au/national-rally-booking

7th – 10th April 2023

Mildura Vintage Vehicles Club Inc

24th Biennial Easter Vineland Rally

carolyn.gowers@gmail.com

Sunday 16th April 2023

Ardrossan Show N Shine, Ardrossan Football Club

See Greg Lind for details

Sunday 16th April 2023

Gawler Veteran & Vintage to Barossa, cost: \$10, Times: 9:00 AM - 3:00 PM

See Greg Lind for details

Saturday 22nd and Sunday 23rd April 2023 – All Historic Mallala

Information available www.sportingcarclub.com.au or 08 82715689

Sunday 23rd April 2023 – Drive N Jive

Birdwood Community Park Gates open 9.00am – first band 10.30am – finish 4.30pm. Tickets must be pre-purchased. General admission - \$20.00PP Kids U15 free. Vehicle entrant \$30.00/per car

Email: birdwooddnj@gmail.com

Saturday 6th May and Sunday 7th May 2023 - Naracoorte Swap Meet

Saturday 6th gates open 7.00am – 5.00pm

Sunday 7th gates open 7.00am – 12.00noon



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

New Members

Jennifer Kostoglou Parkside

Brett Squiers Balhannah

1965 Chrysler Valiant AP6 Sedan



Cover Photo

Richard & Judy Hart in Adrian's 1956 De Soto 108E

Photographed at the 2021 Mannum Run by Richard Tapp

COMING EVENTS

Adelaide Chrysler Festival

Friday 24th – Sunday 26th March

All Chrysler Day will again be held at Gaza Oval, Klemzig on Sunday 26th March from 10.00am – 3.00pm.

All members who wish to attend,

we will be meeting at 8.30am – from North East Road, turn into Wellington Street to gain access to oval. BYO chairs, food available on site.

We will be setting up a display

area. An attendance sheet will be circulated at the February General Meeting.

**Greg Lind 0432 373901 or
Brenton Gibb 08 82632908**

KarKoo Nursery Oakbank

Sunday 16th April 2023

Meet at the CCC Clubrooms at 9am for a 9.15am departure.

This run should appeal to the ladies of the club. The Nursery, which is nestled in the old Johnston Brewery, has a large garden/plant section, a huge range of pottery products, plus many gift items, a Vintage section, Florist and much, much, more.

There are rooms filled with artefacts of years gone by (good one for the guys), plus plenty of items for you to peruse or buy.

We will have reserved seating in the Café for you to sit back and enjoy a cup of Tea/Coffee with scones, jam & cream, grazing platters or a light meal or you may like to be seated in the outdoor area.

This nursery is pet friendly so you can bring your furry pooch with you.

Come along and enjoy an interesting/relaxing day out with fellow members. An attendance sheet will be circulated at the February General Meeting.

Greg Lind 0432 373901

Observation Run

Sunday 21st May 2023

Meet at Clubrooms 9.30am for 10am start

BYO Lunch and Chairs. BBQ, tables will be available at destination.

Observation answers will be revealed after lunch. Run notes will be simple to follow.

Emergency pack will be included to give final destination if you lose your way.

Remember to bring a pen or pencil to write answers.

Enjoy a social afternoon with fellow members.

**Trevor and Lorraine Beythien
0409 096 070**

Registration Day

Saturday 17th June 2023

CCC Clubrooms 10am - 2pm

A sausage sizzle will be provided.
More details in next issue.



Marine Mopar

From Chrysler Australia "house magazine" Chrysler Chronicle, Volume 9, No 1, December 1964

ROYAL V8 powers this speedy runabout



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

c/- Chris Howes

FROM THE COMMITTEE

President's Message



Hi all, welcome to the March/ April 2023 issue of the Chrysler Collector. At our February meeting Antonietta Cinco and her daughter attended and informed the members present that her husband Slavio had passed away. Slavio and Antonietta were regulars on club outings and at club meetings up until the last couple of years. You may remember his car, a one owner VE Valiant Sedan, white with green and red stripes down the side. Our thoughts are with Antonietta and family at this time.

On a happier note three birthdays were brought to our attention, Kon Karagiannis 80, Alan Pike 82 and Trevor Kelly turning 90 HAPPY BIRTHDAY to you all.

Our run's coordinator Greg Lind has some exciting runs planned for us over the coming months so I encourage you all to try and attend. Those people that plan these outings do so in their own time and expense and it is disappointing if the numbers attending are low. Our membership number is high, possibly a result of our Facebook exposure, so please come along and get to know fellow members. If you attend in a vehicle not seen by fellow members I can assure you members will flock around you and your car like bees to a honey pot. So please check out our upcoming runs.

We have started the year off with two excellent runs, first one was the Ray Miels Memorial Breakfast Run to Koster Reserve in Trinity Gardens, a reserve brought to my attention by Chris Howes and it proved to be an excellent spot with some local history, lovely shaded trees, electric bbqs and toilet facilities. It proved to be a wonderful morning and a good catch up after the festive season.

Our February run was a twilight run down to Kingston House and reserve at Brighton with stunning views of

the gulf, special thanks to Greg and Ann Lind for their time and effort in planning this run.

Our club is planning to put a display of Chrysler Vehicles together at The Chrysler Festival Display Day on Sunday 26th of March, at this point we appear to have around 22 vehicles attending ranging from very early to the last model made here so if you wish to attend please give Greg Lind or myself a call so we can plan our display.

At our last committee meeting was a discussion about club costs and would we need a fee increase for the upcoming year. Our major expense is the cost of the magazine and in particular the rising cost of postage. It was decided that we have sufficient funds on hand at this point but, if you are a metropolitan member and are able to collect your magazine at a club meeting or if you could have the magazine Emailed to you instead of a hard copy, this would be a great benefit to everyone. I think we are one of the cheaper clubs at this time and we would like to keep it that way if possible.

Our Registration Day is approaching in June which means the AGM is not far behind that, so please give a committee position some thought as new people, new ideas sounds good. In particular we **need** a new Vice President. Please give it some thought; you may surprise yourself as to what you a capable of.

Brenton Gibb



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Chris Howes, Jim Dawson and John Goddard.

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

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

WEBSITE STATISTICS

	Feb 23	Jan 23	Feb 22	Feb 13
Sessions	176	177	147	754
Users	125	134	112	452
Page views	399	380	305	22,083
Pages/session	2.3	2.2	2.1	29.3
Average session (m:ss)	2:21	1:25	2:16	5:10
Flickr views	1,403,174		1,147,000	-
Facebook mbrs	1,932	1,914	1,329	-

FROM THE COMMITTEE

Slavio Cinco

20 year member Slavio Cinco passed away at home on 12th November, 2022 after a 3 year battle with Liver Cancer.

He and Antonietta were regular attendees at club outings in the VE Valiant purchased new on 12th August 1968, a car they owned for 54 years.

Their car was on the cover of the March / April 2006 magazine and in the 2011 calendar - the latter being displayed at Slavio's funeral.

Daughter Marisa tells us that he would speak fondly of going to the Chrysler meetings and on car runs and of the friends he met at the club.

Slavio was too unwell to attend the last Registration Day and Jeff Knowles visited him at home to take care of the paperwork.

The VE was sold (at Slavio's direction) to one of the enthusiasts who knew of the car, without it needing to be advertised.



Karoonda Historical Society

We have a Dodge ute/small truck that the local agent/ shop owner would use to deliver goods on farms and to businesses in the district for many years. The vehicle was left undercover in an open fronted shed on display where it was vandalised. Some of the older volunteers thought that this is too far gone and it should have been sold or scrapped.

I created a commotion and the Dodge got a second chance with myself and another member deciding to work together on this project to make the

dodge something that will be suitable for displayable condition at the least.

We are in the initial stage of planning this project and would like the Chrysler Restorers assistance with the following

- * Identifying exactly what we have
- * Assistance for sourcing difficult/ special parts like headlight glass & globes, front window frame and rubber, running board sheet metal etc.
- * Members in your club that we could have as a mentor to help guide

us through some of the challenges that we are likely to face.

Andrew Radloff 0427 360 265

Through Jim Dawson, Don Knowles of Whyalla has taken the mentoring of this project under his wing. Thank you Don.

Other members who can contribute information of parts are of course welcome to contact Andrew.

Richard Tapp



FROM THE COMMITTEE

Minutes of the Meeting held 8 February 2023

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 8 February 2023 – commenced at 7:47pm.

Emergency Wardens

Brenton Gibb explained emergency response plan.

Vale

Antonietta Cinco advised of the passing of her husband, Slavio Graham McRae on 12 November 2022.

Apologies:

Per attendance book

Birthdays:

Con Karagiannis 80, Alan Pike 82, Trevor Kelly 90!

New Members & Visitors

Marisa Berg (daughter of Slavio Cinco), Stephen Makai and Ian Roddie

Sick List

Michael Bartsch, Jon Hall

Minutes Previous Meeting

Read and moved by A Lind seconded Chris Howes, carried by members attending meeting.

Correspondence

In: 21/12/22 Change of address for Lance Hocking; 3/1/23 Australia Post Statement and thank you card from Judy McNair; 9/1/23 Tom Koutsantonis MP re SA Car Club Program providing \$2 million over four years; 20/1/23 CCC Cynthia Davey re Gum Nut Hazard at clubrooms; 22/1/23 – FHMC – Directory of Member Clubs 2023; 23/1/23 CCC Cynthia Davey re confirmation of registration day bookings

Out: 23/1/23 CCC Cynthia Davey re registration day bookings

Treasurer's Report

Cash	\$764.10
Westpac transaction account	\$5,693.29
Westpac Investment account	\$28,754.89
CBA old account (to be closed)	<u>\$1,000.00</u>
Total cash and at bank	\$36,212.28
Other assets	<u>\$593.55</u>
Total members funds	<u>\$36,805.83</u>

R Tapp moved that treasurer's report be accepted. Seconded Trevor Beythien. Carried.

Committee Reports

Runs Coordinator: G Lind: Spoke re future events.

Editor: Keep sending in articles for the magazine.

Public Relations: J Goddard was an apology

Records: Sharon absent. Brenton advised "All good".

Librarian: Jim advised that there were 4 new books

Tech Rep: Jim thanked Dick Hart and Chris Howes for their help with enquiries.

HVR: Nothing to report.

Triple C: Vince spoke about path to carpark being slippery because of gum nuts.

Federation Rep: Greg Newley advised next meeting 11 February 2023.

Past Events

Trevor Beythien spoke on the Sporting Car Club theme night, had a great time.

Chris Howes spoke on the President's Breakfast run held on the 22nd January, around 22 cars, perfect weather and company. Congratulations to Brenton for a great morning. Beythien's advised they were the last to leave.

General Business

Chris Howes advised meeting the ham he won in the Christmas raffle was great.

Bob Haywood spoke on our Facebook page. Richard Tapp clarified that people could join the page without being members of the club, but that they had to answer a joining question about their interest in Chryslers to be accepted.

Raffle

Greg Newley conducted the raffle.

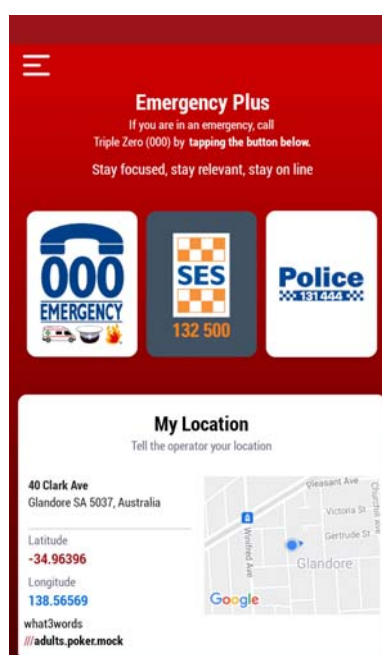
Conclusion

Kevin Williams told a joke in memory of Ron Hincks

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

Meeting closed at 8:42pm followed by supper.

EMERGENCY PLUS APP



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

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

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

Surely we should ALL have this App.

PAST EVENTS

2023 Presidents Breakfast Run

22 Jan 2023

This year's run was to Koster Park at Trinity Gardens. A feature of the park was the Kiln from Koster's Premium Pottery which operated at the site from 1883 until 1977, after which it was purchased by council to be a public park.

Richard Tapp



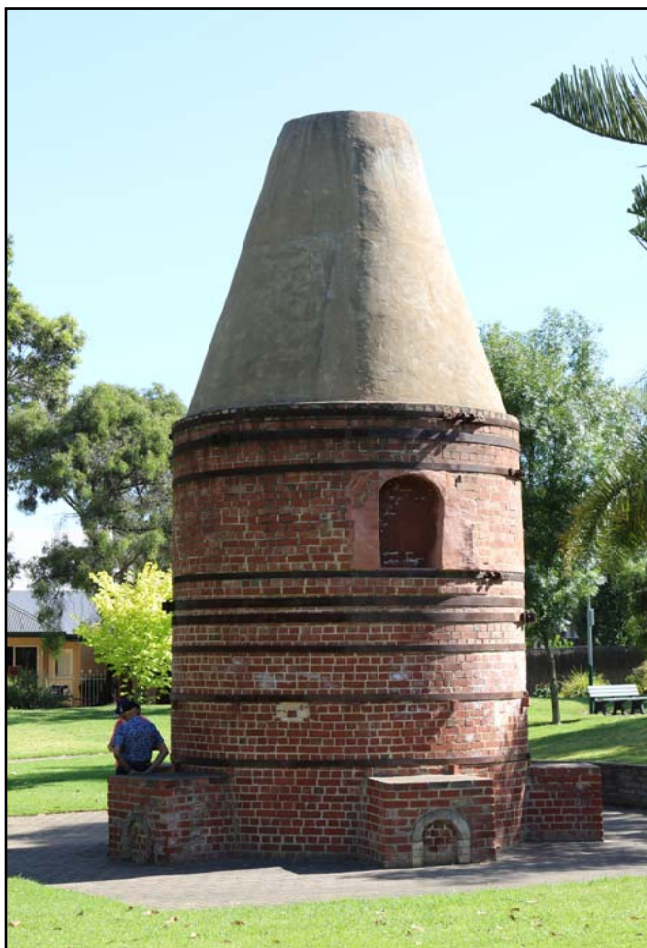
PAST EVENTS

2023 Presidents Breakfast Run (ctd)



PAST EVENTS

2023 Presidents Breakfast Run (ctd)



LIVING HISTORIES

Lindsay Gibb

Interviewer Jim Dawson (Int)

Guest Lindsay Gibb (L G)

Continued from last issue ...

So then the S series came, and of course, as you are probably aware, there was some 10,000 of those made.

Int Indeed, I have one of them.

L G Yes, and so do I.

But again, we got our initial allocation of one, and then to take the next one, I had to take a Simca and I've got stuck with this Simca, I could not sell the damn thing.

Int So this would be an Aronde?

L G An Aronde, yes, I eventually just about burnt it to give it away so I could get another Valiant.

Int And another Simca?

L G No! I didn't take any more. I'd had enough. Consequently, we got very, very few S's. I think towards the end I might have got another one or two, but there was only a handful of them and then of course, come the AP5 and they were knocking on the door, "Please take some", but by then Tonsley Park was on the brink of release anyway. Sure.

Int So I understand you were at the launch of the R Series so can you just confirm for me, was there a lot of razzamatazz with that or was it very 1961?

L G They're pretty low-key, right, because I think they realised that they're not going to build it up too much because we've only got a handful of these to start with and I think they, I think David Brown, probably realised that it was going to be a huge success, this particular model, and so there wasn't a lot of razzamatazz about it. It was pretty much low key.

Int There you go. Hum. So you had one R series to sell and only just a handful of S Series, really. At about this time, the Dodge Phoenix came into the market as well. Did you move any of those in Orroroo?

L G Yes, we did. Sold one, to a farmer, yes, and he drove it into the ground. A 318 Dodge Phoenix.

Int And you're still selling BMC products at the same time, did they move well in the country?



L G At the same time, yes. They were pretty good, actually. We built up a pretty strong reputation with them. In fact, I drove a 6 cylinder Austin Freeway as a demo for quite a while and they were quite a good seller. We sold them as a medium sized car and the Austin A 60s. I sold a number of them.

Int And so the Austin Freeway, from my memory, looked almost identical to a Fiat. Designed by the same Italian guy 'tho I can't remember his name.....

L G Farina.

Int That's him, yeah. But were they a good vehicle in the country. Pretty reliable?

L G Pretty, yeah. Very reliable, yes. BMC got it pretty right. I had a number of trips to Zetland offering advice on how to dust proof them. And so it was. Yeah, yeah.

Int So the AP5 becomes available and the company really starts to sort of hit its straps with Tonsley Park opening and they're now manufacturing cars in volume rather than, you know, just small numbers really.

L G There was quite a marked difference 'cause originally the AP5 was built, I think, at Hilton, Mile End, in their old factories that they had dating back to the R & S is where they were assembled. The paint was I think Duco. And then

LIVING HISTORIES

Lindsay Gibb (ctd)

I reckon it's probably partway through the AP5 Tonsley Park, the manufacturing complex was opened at Tonsley, and there was a marked difference in the two cars because the paint work on the Tonsley vehicle was much, much better. It was, I don't know, it was like a baked enamel almost. And it was glossy and shiny and just looked smarter. I can't remember when that was, but it was getting well into the production of the AP5. Then of course the AP6 came after that.

Int So you mentioned earlier that with the AP5 the company was almost on the phone saying when are you taking the next one. So production had actually outstripped demand by a long way?

L G Well, it had picked up with demand and there was immediate delivery pretty much on the AP5.

Int And were they an easy mover?

L G Yes. It wasn't as striking as an S to look at, no, but it was a very reliable car and we sold quite a number of them. I can't remember how many of it we sold. Quite a number.

Int So of that first series of Australian cars, if we can put it that way, R, S, AP5, AP6 and VC. What would be your most popular seller in Orroroo?

L G VC by a mile!

Int It was a good looking car.

L G It was a very attractive car.

Int Yes, my father had one, a gold Regal, and it was a good looking motor car.

L G Yes, I bought one as a demo, from Chrysler, that I drove for quite a long while and it was a very smart car. I sold lots of them from that car.

Int I've gotta ask this. It's just reminded me, thinking of my father's VC Regal that he purchased from Motors Limited right in the city.

Now I hope you're not going to get into any trouble mentioning these things, but he was a Freemason and I think Motors Limited was where the Freemasons bought their cars. Did that sort of thing going on in the country as well, but with different clubs and you were here there, ah.

L G Absolutely, yes, yes. I wasn't a Freemason. My uncle was. And back in the Weymouth days, if he wasn't a Freemason, I don't think he would got the franchise. That's how tight it was. H H Pittman was the managing director of Weymouth Motor Company and he was a big honcho in their lodge, yes

Int I didn't expect us to go down that rabbit burrow Lindsay, but there you go. That's fascinating.

L G Right, yes, there's the way of it.

Int Excellent, good stuff.

So production figures from the factory would indicate that the VF, the last of the slant sixes, was the most numerous line of cars that Chrysler Australia produced.

L G I think that's a fair comment, yes.

Int So what do you attribute that to? Was it just more acceptance coming to the brand or was it because it was the last of the Slant 6? Did it drop-off after that for a bit because people were leery of the new engine or?

L G I don't know what. I can't remember what the production figures were, but I.

Int 49,000 and some VF's.

L G Then the first of the Hemis came.

Int So called.

L G Yes, the VH, wasn't all that popular.

Int So the VG was the first of the Hemis. A VF with different grill and tail lights and mostly with the new D engine.



Lindsay's VG Regal 770 hardtop

LIVING HISTORIES

Lindsay Gibb (ctd)

L G Yes, yes, yes. But the VJ was the biggest seller.

Int Sure, my fault, I meant up to this time (VF) and then for some reason the numbers dropped off immediately after the VF and I just wondered if there was a feeling of resistance to the new engine or some other factor.

L G Yes, I can't say that we gained that impression I sold quite a number of the VG's and we made a big deal of this new engine. This new Hemi engine. Stirling Moss etc. and of course, competing with Holden in those days, was head and shoulders above the Holden, and the Falcon for that matter.

In fact, I heard a story recently that Ford very nearly walked away from Australia. They had that much trouble with the introduction of the Falcon that they very nearly walked away from Australia. if that's true or not I can't say.

Int I'm sure I don't know but I've read a lot about the fact that the front ends just did not hold together out here and all that despite Henry II saying they were the "most tested car ever."

L G And they were underpowered.

INT Everything was compared to the Mighty Valiant, for a long time.

So you've still got competition in Orroroo from Ford and from Holden, and you're still selling "floats on fluid" BMC's at this point?

L G I reckon that would have been all over by then.

Int OK. So you would you have had the Hillman Hunter range?

L G Didn't sell any. Yeah, I I think they were around, but wasn't involved. We didn't sell any.

Int Now I understand that when you had to pick up a new vehicle, you actually came to Adelaide.

L G Correct.

Int So how did how did that happen?

L G Well, we would come. I'd pick it up straight from Tonsley Park.

Int So someone would drive you down and then they drive back and you'd grab the new car and drive it home.

L G Yes, but then later they used to drop them off with the truck, come by transport.

But I remember one morning coming to town, getting away from motor cars, there was a fellow that had a light aircraft. He used to be a pilot in the war and he bought this little light aircraft and I heard he was coming to town.

He came in and I was talking to him and he said he was coming to town in a couple of days for something. Later I said I've got a new car to collect in Adelaide.

He said "I'll take you down you can come with me." So we got nearly down to Clare and we got into a bit of cloud, and he said, "I'll hand over to you, you can fly", he said, "I'll navigate."

It's a single engine, little Cessna. Anyway that was an experience I won't forget in a hurry.

Int No, I'm sure.

L G He's there with the goggles on, navigating, I was glad when he took over.

Int Now I want to take you to 1972 or 3, and a certain metallic silver RT Charger that you had to collect in Adelaide.

Now my information is, that someone who is now a senior office bearer of the club, well he was none too senior at the time, and when you were bringing said Charger back to Orroroo from Adelaide, you have been struck down with a migraine or similar.

Do you want to confess, because I'm sure the statute of limitations has gone on this?



A silver RT Charger - the same one?

LIVING HISTORIES

Lindsay Gibb (ctd)

L G I was a migraine sufferer, so that part of the story rings true.

Int Yes, yes, go on.....

L G I, I don't have any vivid recollections of that, but.....

Int Someone else does.

L G Yes, I know. He reminded me of that recently.

Int Ahh, we should just let that pass, but let's just say that my comment that he was none too senior at the time and that the local copper mused as to who the "short arse" was that had been driving might be some indication as to what occurred here.

So was the Charger a good seller for you?

L G I sold quite a number of them. It wasn't as big a seller, of course, in the country as it was in the city mainly because people were buying family cars and there wasn't a lot of young people in the country that had money to spare.

We sold, oh I suppose, four or five of them that I can think of but it wasn't a big seller, and by the time I moved to the city later, it was starting to taper off then, even in the city.

Int So we'll just take you back a couple of years. So 1971 and Chrysler started selling rebadged Mitsubishi vehicles. Did you move many of them or?

L G Yes, yes. They were very good seller, a lot of younger people bought them and a few senior people bought them that lived in the town itself. Sure, as a run around and they were very reliable and very good little motorcar at that.

They're a bit of a bread and butter line as far as we were concerned, sold a number of them but nothing like I did later when I moved to Adelaide.

Int So they gained acceptance fairly quickly in the country?

L G Yes, they did. Yes.

Int It's probably fair to say that, come the mid 70s or so Chrysler was starting to taper down a little...

L G Uh, I don't, think that occurred until the late 70's.

Int OK, late 70s, so you left the dealership and Orroroo when?.

L G 1975

Int What bought that change about?

L G My eldest brother had two sons and they were coming up through the business. My son Brenton had already moved on to Port Augusta to work in the railways, because there was no place for him in Orroroo and by then I was starting to get itchy feet, things were starting to get a bit tight and I was glad to move out. So we reached an agreement and I was paid out and I moved to Adelaide with my wife Marlene and our daughter because, likewise, there was no future for her in Orroroo either. In terms of work, things were starting to taper off pretty much in the town.

Int Yes, mid 70s towns all over the country we're starting to ...

L G Starting to feel the bite.

Int But the dealership continued with your brother and his sons.

L G Yes, slowly deteriorated, sadly, yes.

Int So you come to Adelaide in '75, what was Plan B?

L G I was pursued before I left Orroroo by the Chrysler Rep. He knew I was thinking of moving and so he tied me up with Don Amor. He mentioned to Don that I was moving down and I might be looking for a job, so I was headhunted to come and work for Don Amor.



Cathy Woods' Galant - Did Lindsay sell this originally?

Continued next issue

PAST EVENTS

TWILIGHT BY THE SEA

11 February 2023

The annual Twilight Run was to Kingston House at Kingston Park overlooking the Caravan Park and a very pleasant view out over the Gulf on a mild summer night.

The run started at the club rooms, with approximately a dozen cars.

When we arrived at the club rooms, the car park was full. This is a very unusual sight, except for club nights. The result was the CCC meeting was still in progress.

The directions were handed out by Greg and Ann then we headed off towards the beaches.

Some got a little lost along the way but the drive took us through the western suburbs spoon drains then along the beach between Glenelg and Seacliff. It was a beautiful mild summer evening to drive by the sea.

As we arrived at the destination we were joined by our Victor Harbor and Pt Elliot members (nice to see)

It was a great night with plenty of shade and a great view and socializing. So, thanks to Greg and Ann for organising the trip.

There were only a small number of our 374 members attending.

Notice was given of this event in November.

If other types of outings would be of interest please speak to one of the Committee with your ideas or perhaps even organise an event

yourself. (The committee will assist I am sure)

Lorraine Beythien

Photos: John Goddard



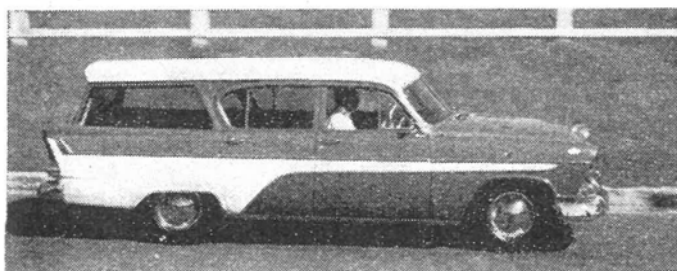
PAST EVENTS

TWILIGHT BY THE SEA (CTD)



OUR MOTORING HERITAGE

Plainsman



AUSTRALIA'S

Chrysler's new Plainsman is vast, luxurious, and handles just like the sedan from which it is derived, says Bill Daly

BARELY seven months after the introduction of their Royal sedan, Chrysler Australia have come up with a station wagon that has just about everything—looks, size, comfort, simplicity of operation, and the necessary sturdy construction to take the kind of country treatment Australia can (and does) dish out.

The only Plainsman available in Sydney at the time of writing wasn't sufficiently run-in for a full road test, but York Motors let us have it long enough to get some road impressions.

-At first sight the Plainsman appears to be immense, but actually the 115in. wheelbase, 5ft. 4in. kerb height, and overall length of 16ft. 8½in. are the same as for the Chrysler Royal sedan.

From "forward-look" radiator grille to the comfortable front seat, the Plainsman differs very little from the sedan. Independent front and semi-elliptic rear springing has been strengthened; so has the chassis, which incorporates a cruciform member in the rigid double channel-box section drop-centre construction.

The steel roof is ribbed for extra strength, too, and should easily support a fair-sized boat for the holiday-maker, or a carcass or two for the country cattle king.

Like the sedan model, the Plains-

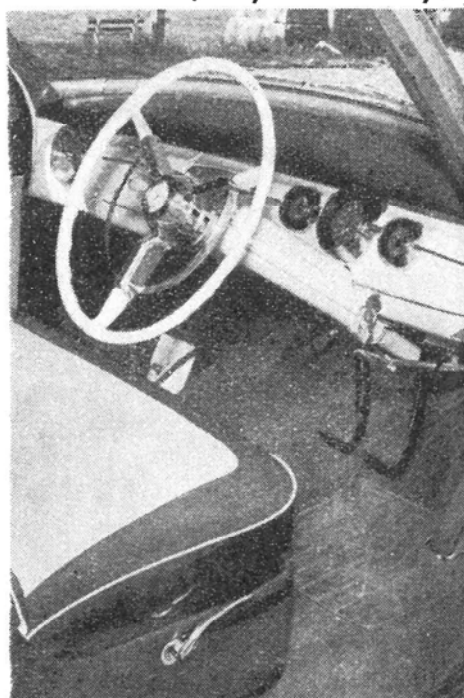
man offers a choice of standard manual gearbox, overdrive, or Powerflite automatic transmission with push-button control. Rear-axle ratios are: standard transmission, 3.9 to 1; overdrive model, 4.1 to 1; Powerflite model, 3.54 to 1. Power brakes and power steering are optional extras. Prices are: Standard model, £2277; with overdrive, £2357; automatic, £2452.

Back of the front seat there is space with a capital S. With the comfortable rear seat folded down, this "cargo" area measures 6ft. 4in. from the front seat-back to the tailboard, 3ft. from floor to roof, and 4ft. 8in. across at the widest point. That's approximately 88 cubic feet—enough to sleep two six-footers comfortably or carry an awful lot of camping and holiday gear—10cwt. of it, in fact.

By letting the tailboard down level with the rear compartment floor you gain a further 19½in. of loading space. The rear window opens independently of the tailgate and forms an extended roof-line for weather protection.

Ample Power for the Job

The big six-cylinder side-valve motor of the standard-transmission model we drove develops 117 b.h.p. at 3600 r.p.m., and puts out its



OUR MOTORING HERITAGE

Plainsman (ctd)

maximum torque of 205ft./lb. at 1400 r.p.m. on a 7.25 to 1 compression ratio. If these figures are just gobbledegook to you, let's put it this way:

The Plainsman's engine should give smooth, trouble-free delivery of more-than-ample power for a long, long time, and work almost as well on standard petrol as on premium. These powerful, slow-revving six-cylinder units have long enjoyed a reputation for rugged reliability, long economical life, and simplicity of maintenance.

Road Impressions

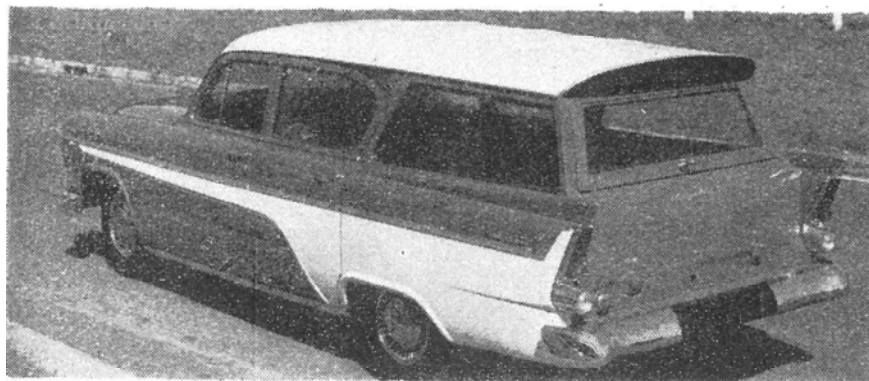
As you slip in behind the wheel of this 35½cwt. luxury cruiser, the impression of wide-open spaces is heightened by the vast amount of leg- and head-room available and the empty "dance floor" at the back.

The pendant clutch and brake pedals, like everything about the Plainsman, are big, and have lots of free travel. I felt that the amount of travel was excessive, particularly as the clutch operated only over the last inch of its long journey. My



FLAKED OUT—Bill Daly demonstrates roominess of Plainsman's cargo compartment. With rear seat folded, floor length is a generous 6ft. 4in.

FIRST BIG STATION WAGON



ROOF RIBS may not please everyone, but add structural strength; overhang acts as sun-visor. **LEFT:** Cockpit layout and trim are same as sedan's.

long-legged, six-foot-odd companion found this a disadvantage when he drove the car, as his knees were restricted by the steering wheel when using either pedal.

Seats are above average in comfort and well positioned for forward visibility, particularly from the driver's point of view. All-round visibility is excellent, and the big tailfins help to guide the driver when backing or parking. But I missed having an inside mirror, and found the outside door-mirror didn't cover as much of

the rear view as I would consider desirable or safe.

The steering wheel is well placed for driver comfort, but four turns from lock to lock on an 18.2 to 1 steering ratio gives you plenty of exercise in city driving. On the open road it would, however, be less tiring over long distances than a more direct ratio. In parking, the optional power steering would be a great boon to weak-muscled drivers.

On potholed city roads, riding comfort was above reproach, while

cornering was safe if a little woolly. The car leans over when driven hard through a corner but still handles well, considering its size and type.

Braking is smooth and powerful, but heavy pressure is required to stop quickly.

Spare wheel and tools are hidden in a spacious compartment under the floor of the cargo compartment. Although this is a logical place to put them, I'd hate to have to shift 10cwt. of cargo to get at the spare.

One odd feature of the Plainsman, in these days of under-the-dash bonnet locks, is that the bonnet can be unlocked and opened simply by releasing a catch behind the radiator grille.

General finish of the car is in keeping with its price class—attractive and of good quality. Interior trim features colorful fabric combinations in durable Vinyl plastics, and there are rubber-padded armrests on all doors.

I'd say this vehicle would be extremely hard to beat, whether for business or pleasure. There's space for all the gear you could possibly take for a long holiday—and for the man on the land, a builder, an engineer, or a commercial traveller, it's just what the doctor ordered. • •

MODERN MOTOR — April 1958

MARKET PLACE

Stickers / Badges



The club has a supply of “stickers” that are applied on the inside of windows. White on a clear background, as seen to the left. \$1.00 each.

During the “clean out” of a club storage facility, one each of two badges has been found.

The 70th anniversary of Plymouth badge is metal.

The 20th anniversary of CRCASA badge is plastic.

There is only one of each of these.

Rather than us pick a price and “first in best dressed”, these will be auctioned at the April meeting, so that all club members have advance notice and everyone has an equal opportunity. Club members only.

Club Name Badges



CHRYSLER RESTORERS

Horace Dodge

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

Available as either:

Clear Glaze Acrylic with dual pin and clip \$20.00

Clear Glaze Acrylic with magnet \$20.00

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

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

CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

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

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

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

2nd badge name..... Price.....

3rd badge name..... Price.....

4th badge name..... Price.....

5th badge name..... Price.....

Total \$.....

MARKET PLACE

Club Clothing

(John Goddard 0435 107 854)



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Clarence Gardens SA 5039

(08) 8293 3837

NAME.....

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JB 4FC 	Men's Fine Chambray Shirt Long Sleeve Mens S M L XL 2XL 3XL 4XL 5XL Collar 38 40 41.5 43 45 47 49 51 Chest 57.5 60 62.5 65 68 71 74.5 78.5	Blue			\$55		
JB 4FCS JB-4FC1S 	Fine Chambray Shirt Short Sleeve Mens S M L XL 2XL 3XL 4XL 5XL COLLAR 38 40 41.5 43 45 47 49 51 CHEST 57.5 60 62.5 65 68 71 74.5 78.5 Ladies 6 8 10 12 14 16 18 20 22 24 Bust 47 49.5 52 54.5 57 59.5 62 64.5 67 69.5	Blue Ladies light blue			\$50 \$44		
BIZ J404M J404L 	Geneva Vest Mens S M L XL 2XL 3XL 5XL 1/2 Chest 57 59 61 63 65 70 78 Ladies S M L XL 2XL 1/2 chest 49 52.5 56 59.5 63	Navy/Grapple White			\$81		
BIZ J307M J307L 	Geneva Jacket Mens S M L XL 2XL 3XL 5XL 1/2 Chest 57 59 61 63 65 70 78 Ladies S M L XL 2XL 1/2 chest 49 52.5 56 59.5 63	Navy/Grapple White			\$92		
HS - 4014 	Baseball Cap – inserts on Crown & Peak	Navy/Red	n/a		\$21		

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MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

White S series, Greg Newley 8298 2586

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

WANTED

TJ Richards sedan for a member of the Richards family, any condition of vehicle will be considered. Anyone who has one or knows of one please call Harbinda Roberts at Finch Restorations Mt Barker 08 8398 2332.

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

Generator for 1928 Dodge. Michael Buxallen 0421 427 747

1. Workshop manual for 2001 VX Holden Acclaim
2. 15" wheels for above Commodore
3. Split rim spreader for 19" Dodge wheels - or parts
4. Workshop manual for 2001 Hyundai Accent.

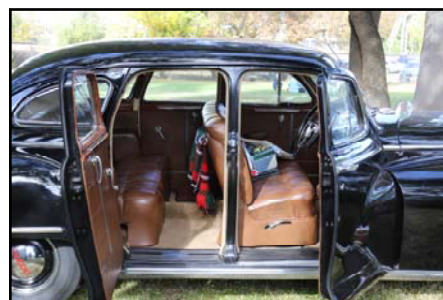
Malcolm (after 7pm 8278 6813)

L&R hand rear doors to suit 1927 Dodge Brothers tourer. Body by TJ Richards(?). Doors front hinged, rear lock, with narrow bead on top of door and 1/2 round 3/4" wide moulding 1 1/2" below top bead. Ray Horsfall 0439 843 918

Tailgate for a Valiant AP6 or VC model ute or wagon, Peter Wait 0431 424 693

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

[Bold adverts are new this issue]



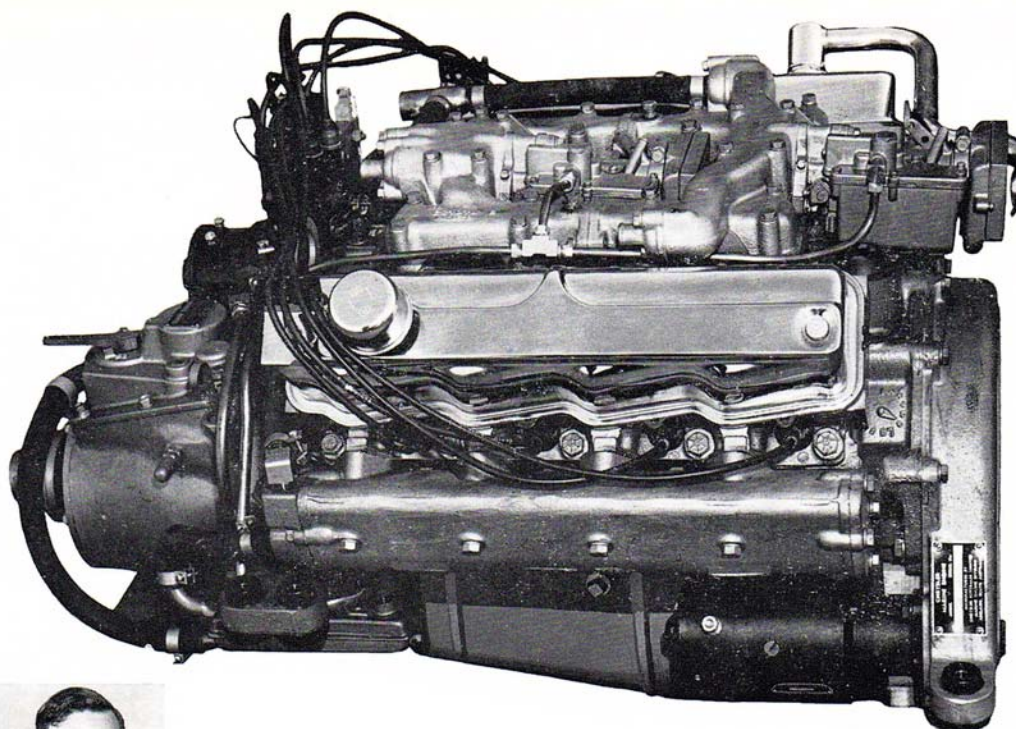
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