

P.S.C.A.A. JUNE-JULY 2025 NEWSLETTER

PRESIDENT'S REPORT



Howdy Pardoners and welcome back to the Newsletter. Its been a while since my last Newsletter as reminded to me often by various members, so I have read between the lines that y'all want to hear some more of my witty repartee and superior insights!

As is the case, I have received a number of submissions for this bi-monthly, so I hope you find them interesting and enjoyable. Please keep them coming, as I am contrary to me delusions stated above, you would like a more diversified view of the world than just from me!

The Club's membership consists of the following:

Members	100
Life Members	5
Associates	76
TOTAL	181

We continue to be a very active Club, with 7-9 planned Events per month, thanks to the tireless research and planning by John Kerr month in and month out. They really are great outings and I recommend them highly to all of you. If you haven't attended any or not for a while, please come along as I know you will enjoy yourselves. You can all get a great view of my rear number plate for a brief instant or listen to Terry's exhaust pipes as they head over the horizon. But if that doesn't excite you, you can follow in the haze of certain Lotus or the chug of a VW struggling to make it to 75% of the speed limit.

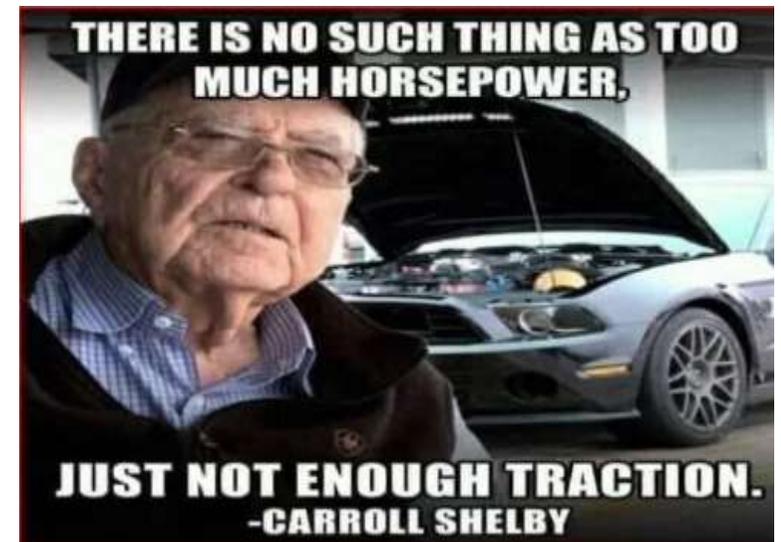
Upcoming Events that are worthy of your consideration is

- i) the Clubs Christmas in July on 27 July 2025 at the Pacific Dune Golf Club (invitation enclosed with RSVP's to Jan Purdon or Phil Montgomerie) and
- ii) the Get-A-Way to Orange 8-11 September 2025. Approximately 8 places are left at time of writing. (RSVP's to Charlie Aquilina).

Recently we had a cracking lunch on the Club with our Surf&Turf on Sunday 25 May. We had a full house and thanks to Charlie Aquilina's clairvoyant management we were able to accommodate and feed a large turnout. I must add RSVP's are required as we almost ran out of sitting places.

Special thanks need to be made to Charlie for his organisation of the Surf&Turf and the Get-A-Way to Orange. Charlie does a tireless effort to organise cracking events. Jan Purdon also needs thanks for organising the upcoming Christmas in July.

As always, the Newsletter welcomes contributions as you will see below.



Yours In Horsepower. Phil Montgomerie, President.

PORT STEPHENS CLASSIC AUTOMOBILE ASSOCIATION – 2023-2024 COMMITTEE

President	Phil Montgomerie	0458 838 777	president.pscaa@gmail.com
Vice-President	Laurie Nolan	0406 747 847	vicepresident.pscaa@gmail.com
Secretary	John Stanbury	0402 261 714	
Treasurer	Denis Pittorino	0413 279 202	

Committee Member	Derek McLachlan	Regalia	0408 608 475
Committee Member	Terry Appleby	Photographer / Facebook	0498 266 764
Committee Member	Laurie Nolan	Membership Records	0406 747 847
Committee Member	Jan Purdon	General No1	0400 316 803

Events Team:

Committee Member	John Kerr	Events Co-ordinator	0421 459 577
Committee Member	Brian Turner	Assistant Events	0412 496 180
Committee Member	Charlie Aquilina	Major Events	0404 084 420

Appointed Positions:

Public Officer	Laurie Nolan	0406 747 847
Club Plates Co-ordinator	Graham Clair	0422 290 937
SWB Lunch Coordinator	Lindy McLachlan	0400 828 217
SWB Dinner Coordinator	Jan Purdon	0400 316 803

Newsletter Team:

Phil Montgomerie
Jeff Sinclair
Chris Bult
Terry Appleby (Photos)

Club Plates Team:

Plates Registrar	Graham Clair	0422 290 937
Assistant Registrar	Terry Appleby	0498 266 764
Rules Compliance	Charlie Aquilina	0404 084 420



MEMBERSHIP BUSINESS

Special Front Grill Club Membership Badges

The first round of Grill Badges has been delivered and the demand has been tremendous, so Derek has ordered another round. These have been received so we have around 15 Badges left. The Badges cost \$30.00 for Members, where the Club is subsidising by owning the dye, so as to benefit us all.

The Badges are enamelled and there are mounting brackets supplied, however some cars may need some extra engineering.

If the badge can make an old Valiant look good, then imagine what it will do for a real car!

Member Welfare

We have set up a Member Welfare initiative where we hope to help out Members that may have a need for extra support at time of difficulty.

Jan Purdon and Laurie Nolan have kindly volunteered to help and provide support as point people and can be contacted on their mobiles: Jan 0400 316 803 and Laurie 0406 747 847.

Conversation Corner

We have set up a new initiative that brings in a special guest to present to Club Members on a group basis (eg monthly Meeting or a special event) in an effort to provide an educational aspect to Members.

We had our first event at the June 2025 Members Meeting, where Senior Constable Alison Stewart of the Port Stephens Hunter Police District spoke to us about Crime Prevention and Youth Crime. It was a very interesting and interactive discussion (we don't want to make it a lecture but rather encourage member participation and conversation) that opened our eyes to issues in the Port Stephens region. I have provided a summary as I saw it further down in the Newsletter.

We are after suggestions for Conversation Corner, so please let Jan and I know of ideas and presenters. We encourage a diverse range of subjects, so it doesn't need to be an automobile nature.

Christmas in July

Its fast approaching so get your RSVPS's in.

Its being held at the Greenhouse, Pacific Dune Golf Club at 12-12:30pm on Sunday 27 July 2025. Cost is \$60.00pp for Members (\$20.00pp subsidy by the Club) and \$80.00pp for Non-Members. There will be entertainment as well, so brig your dancing shoes!



CHRISTMAS in JULY 2025

PLACE: The Greenhouse Pacific Dune Golf Club

Date: 27th July 2025

Time: 12-12.30pm Lunch served at 1pm

Dress: Smart Casual or For the Occasion Please

Three Course Meal plus Entertainment and an opportunity to carve up the dance floor

Cost: \$60pp **for Members**, Non- Members \$80pp

On Arrival: A Complimentary Drink on arrival to all guests.

Wine on table for Dinner from PSCAA

All other drinks at your expense

MENU (Alternate Drop Entree & Dessert, Single Serve Main)

Entree: Smoked Salmon + Red Cabbage Slaw + Lemon or Seasonal Arancini + Aioli

Main: Traditional Roast Turkey+Pigs in Blankets + Roast Potatoes+ Seasonal Vegetable

Dessert: Christmas Pudding+Brandy Sauce or

Rich Chocolate Brownie+Vanilla Ice Cream + Chocolate Orange Sauce.

Special Diets: PLEASE ADVISE.

Payment to PSCAA Ref: Your Name + Xmas

BSB 637-000

A/c 781024309

R.S.V.P. 20th JULY 2025 to myself or Jan Purdon



CONVERSATION CORNER – PHIL MONTGOMERIE

Senior Constable Alison Stewart, Port Stephens Hunter Police District – Wednesday 11 June 2025

Senior Constable Alison Stewart is a 37-year veteran of the NSW Police Force and is from the Port Stephens Hunter Police District and has been recognised for her tireless charity work and efforts with youth in her community. Boasting an extensive career protecting and serving the people of NSW, Alison Stewart was the 2024 Rotary NSW Police Officer of the Year and previously the Regional NSW Field Operations Officer of the Year after her dedicated charity work during the 2022 Lismore floods.

Notes:

- Started in the force in 1988 to 2003 at Maitland, was transferred to Beresfield Station until it closed down then to Port Stephens and then transferred back to Maitland to today
- Has spent the last 12 years in Crime Prevention and Youth interaction
- The Maitland Station covers 3,500sq kms from Gresford to Lochinvar to Barrington to Stroud to Nelson Bay
- Policing is a tough role, Alison noting that “you don’t get invited to the wedding, but you do get invited to the divorce” and that you “feel like you are putting band aids on, but that’s policing”.
- Alison’s role is primarily Youth policing and counselling. She works closely with Social Housing providers, Councils, Industrial employers and shopping Centre Owners.
- Alison laments the biggest problems stem from social issues and that the lack of parenting control and interest are to blame over socio economic status.
- While the administration of policing has become digitised, the workload of policing has got tougher where the focus has become crime prevention with youth. She has found that if the youth remain in school, crime isn’t as great...But the hardest part is to get parents to ensure their children go to school
- Police now try to engage with the youth by feeding them (food on the table is not a given with some children); engaging with youth face to face; having a visible presence in Shopping Centres as “while the lights are on, the moths will come”.
- By engaging with the youth, the hope is to try to get them back to school and not head towards crime.
- The biggest targets seem to be over 65 year olds as quite frankly they have the best possessions and are soft targets
- An interesting advent from this is that Alison sees vigilantism on the rise, thanks to an ineffective judicial system
- Comments on Youth Crime
 - The youth maybe committing the crime, but their parents are not doing their job and engaging and parenting their children
 - Truancy has a direct correlation to youth crime
 - The problem is that there is no consequence for parents not making sure their children go to school. And it’s not up to teachers to enforce attendance
 - There are some hard statistics of attendance rates as low as 13% in some schools in the Port Stephens Hunter region
 - Polices roles are made very difficult due to a lack of respect by the population and in particular youth
 - It appears that parents today are passing their responsibilities of parenting over to others such as Government, Teachers and Police. An example is a parent calling the police because their 7yo was having a tantrum. This wastes police resources as they have to investigate every contact
 - Youth at risk, on a daily basis, are not generally from our highest or lowest socio-economic areas, but more so from dysfunctional homes, single parent homes and parents not caring. Social media isn’t helping as it draws attention to congregating in Shopping Centres where youth travel from quite large distances
 - Engaging with youth is the most difficult aspect to the role.

- Crime Prevention in the home
 - Lock your front door
 - Don't leave valuables in your car and lock it. Alison noted that especially in the Bay people leave their cars unlocked
 - Be careful about keys getting scanned. A Faraday Bag will protect from scanners
 - Thieves will try the front door but will also try the back door. You need to be vigilant
 - Youth look for high end vehicles to steal for the joy ride and social media posts
 - Scammers are rife with over AUD\$200mil in scams being set in the year to May 2025
 - Always check your bank statements on a regular basis
 - You are allowed to protect yourself and your possessions without fear of prosecution

AWARDS

Ken Cowell won Best European at the Mid Coast Motorfest 2025 Show on Sunday 8 June 2025, with his 1988 Lotus Excel. Well done Ken, your shout!



MEMBERS MEETING DATES

Crows Nest Room, level 2, Nelson Bay Bowling Club @ 6:00pm

No January Meeting

12 February 2025

12 March 2025

09 April 2025

14 May 2025

11 June 2025

09 July 2025

13 August 2025

03 September 2025 – Date changed due to Club Get-A-Way to Orange 8-11 September 2025

08 October 2025

12 November 2025

10 December 2025

FOR THE DIARY

- Hinton Pub Show & Shine, 11-3pm Sunday 15 June 2025
- United Ford Owners Car and Stroud Brickthrowing Show, Stroud, 12 July 2025
- Cars N Coffee, 9:00am 16 June and 21 July. Fingal Surf Club Car Park
- Winterfest Car Show Port Stephens, Sunday 13 July 2025 at Nelson Bay CBD.
- **PSCAA's Christmas in July**, Sunday 27 July 2025. RSVP to Jan Purdon or Phil Montgomerie
- Shannon's Classic Car Day, Sydney Motorsport Park, Eastern Creek, 8:30am Sunday 17 August 2025
- **PSCAA's Orange Get-A-Way**, Monday 8 to Thursday 11 September 2025. RSVP to Charlie Acquilina
- Hunter Valley Show & Shine, 9-1:30pm Sunday 9 November 2025



JEFFREY SINCLAIR'S VIEW FROM HIS ELECTRIC CHAIR

MOTORING ADVENTURES – THEN AND NOW. By Jeff Sinclair

In 1908 the mass produced 4 cylinder Ford Model T hit the world and was causing as much of a stir as the new-fangled flying machines. In Sydney, the agent for another little known American car was desperate for some publicity for their tiny vehicle. The Brush was a 10 HP, single cylinder machine with the rear wheels driven by bicycle style chains, no windscreen and just two seats. Its top speed was 30kph or the engine would boil. The agent organized the first ever West to East crossing of the Australian Continent by a motorised vehicle.

This was no small challenge, there were virtually no roads, no petrol stations and few places to find water. Syd Ferguson, a capable mechanic was the driver, and a bloke named Francis Birtles was to be the navigator. Frank was chosen because he had become famous for his remarkable solo bicycle journeys around and across Australia. These included the West to East crossing several times, for which his record time for the 4,000km trip was 31 days and 2 hours.

On a clear day, 16th March 1912, the two men in the little Brush set off from Perth with Syd's terrier Rex on a bed roll on the running board. They only had the clothes they wore, but cans of petrol and other equipment equalled three quarters of the weight of the little car



Syd Ferguson and Rex the terrier, aboard the one-cylinder Brush, making the first latitudinal crossing of Australia by motor car in 1912. Ferguson drove the entire distance from Fremantle to Sydney – and had reservations about his navigator Frank Birtles.

itself! In addition, Franks bicycle was tied on the back – just in case. It was now up to Syd to keep the car running and Frank and his compass to find a way across, without missing the cans of petrol and spare tyres left by sponsors at accessible locations on the way.

The difficulties of the trip were extreme, crossing sandy desert and salt pans where the car would break through the crust and sink into the slush below. For some considerable distance they straddled the car over railway lines and bumped over the sleepers, which was bearable until, when crossing a bridge, some sleepers were unevenly spaced and the wheels dropped between, fortunately, there were not many trains back then! The axles were made from Hickory timber and when one broke, the ever-resourceful Syd found a way to repair it, but then, further on in the Nullarbor, a big end bearing shattered. Faced with the prospect of dying from thirst, Frank grudgingly agreed that Syd could cut up his beloved bicycle frame with a hacksaw to create a new bearing. Frank Birtles was a loner and not easy company, so the two men had not become mates. Syd was secretly delighted when he had a good reason to destroy Frank's bike, stopping the possibility of him just riding off early one morning and leaving Syd to try to find his own way to Sydney!

After 28 days and 4 hours, two men, a dog and a battered Brush arrived at the GPO in Sydney, welcomed by a huge crowd. It was just 3 days less than Frank had crossed by pedal power, but it was the first time for a motor car – and it was big news! Apparently the two men parted in Martin Place without a word or a handshake.

At the time it was a great achievement for a new form of transport, but early cars were relatively simple pieces of engineering, and it proved that a good mechanic could keep one going in even the most difficult conditions – but now, let us fast forward to motoring in 2025.....

I'm driving my top of the line Foryota Exterminator XDV with 800Kw of power and 5,000 Nm of torque, it's a bloody beauty – go anywhere! With me is my mate Vinnie Brown, more commonly known as "Tinny Vinnie" because of his dedication to increasing the profits of the brewers of VB which he reckons is named after him. We've gone bush to do a bit of fossicking, its 10:00am and we're belting along at 100 clicks over the dust under a clear blue sky. Tinny has that cheerful half leer on his face that follows half a dozen VBs for brekky. Yeah, he's a bit of a drunk, but he's an amiable bloke and a good campfire cook. We're halfway between Killinbongbong and Terminal Flats, when I notice a red light on the dashboard. Holy S-it! It's got a black question mark in the middle of it – what does that mean? It could have been on for a while, I've been watching out for emus. Now I've slowed to 70 and I can hear the motor sounds a bit rough – better stop and have a looksee. Shouldn't be a big deal, I've got a full set of Sidchromes, electric tyre inflator and plastic mud tracks, I'm prepared for anything.

So, I've lifted the bonnet. The black plastic cover over everything except the battery is covered in red dust, but that shouldn't be a problem – "go anywhere" they said when I bought it. Oh well, better have squiz in the handbook, that'll sort it. Section 12, Sub-section B paragraph (iv) "Warning Lights", OK what have we got? Red light with?, Engine Management System – if displayed, immediately take your vehicle in "Limp Mode" to the nearest Foryota Dealership for computer analysis and software rectification.

Holy Hell! How can I do that out here? Tinny has the passenger door open and another VB in his hand – the answer to everything. "So wassa matter" he slurs – he's not going to be any help – and neither are the Sidchromes. Terminal Flats is still about 150kms up the road and the population is about 80. I think the pub closed years ago and there certainly won't be any dealerships there. When the bloke at the 4WD shop was selling me extras he said I should buy a satellite phone – I thought nah, the Exterminator has only done 30,000kms, there won't be any big problems.

Tinny says "start her up and put the boot in, she'll be apples!". So I hit the starter button, it sounds rougher than ever and there is now also an orange warning light that says "Limp Mode". We begin to move, but 20 KPH is the maximum – what to do? Should we go on, or turn back? Actually, I'd like to go back – 60 years! My '66 XP Ford Station Wagon was tough and simple and I could fix the bugger!

So here we are 60 years on, nobody does regular checks on their oil and coolant anymore, battery fluid level – what’s that! Does the spare tyre have air in it – actually, is there a spare?? Only 12 monthly servicing, fantastic, but you can’t do it yourself, you’ll need a computer with the maker’s programme and probably a number of specialized tools and definitely a hoist. So, pay the money trust the mechanic, obey the dealership. The sort of trip that Syd and Frank did in the Brush doesn’t really exist anymore in today’s Australia, with much of the country traversed by quite good roads, even bitumen, where once there was nothing. I do have a strong feeling though, with the terrain they had to cross and a complete lack of services, that a modern vehicle would have been unlikely to complete it without additional back-up. Modern vehicles are generally very reliable but if you have that burning desire to get out into the great blue yonder, take plenty of water and I suggest you buy that satellite phone and ensure you have plenty of credit on your card, because when they cease to be reliable, they’re not easy to repair!

THE WORLD THROUGH CHRIS BULTS’ EYES

CHARACTER. By Chris Bult

‘Back in the Day’ – Baby Boomers say that a lot, don’t we? And it was back in those days, as we worked on our unreliable, leaking and rattling ‘classics’ that another phrase, often in defence of our passion was occasionally uttered: ‘But it’s got character’!



And let’s be honest, it was normal practise in the 60s and 70s to have a drip tray on the garage floor, schedule a valve grind and de-coke every few thousand miles and re-pack the wheel bearings on a regular basis. My old 1956 Healey 100/M was no exception, with a rear main seal that defied repair and a rocker cover gasket that leaked oil until replaced with a stiffer after-market unit. Yet, looking back we didn’t really see it as a pain. Indeed, I suspect many of us can still recall the odd fun weekend with a ‘knowledgeable’ mate or two helping to replace a slipping clutch, aided and abetted by alcoholic lubrication that made the job both more enjoyable and guaranteed perfection...

Today we drive modern classics such as Mustangs, MX-5s and Toyota 86s, with rarely any need to look under the bonnet to locate an annoying rattle or inspect the floor for evidence of a fluid haemorrhage.

And on the odd occasion the hood is lifted, it’s mostly limited to checking the dipstick. Virtually everything else is electronically controlled by the engine management system and should a problem ever arise, the first thing the workshop will do is hook the car up to a diagnostic computer to locate the fault. Even mechanics are now more commonly referred to as ‘technicians’, and fair enough too as their training almost certainly includes a lot of computer time.



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So, do our 'modern classics' have as much character as their often troublesome predecessors? Does a 2025 Mustang GT arouse the same devotion as a 1965 Mustang Fastback, or today's MX-5 stir the soul to the same degree as its spiritual ancestor from the 60s, the MGB? I would argue they do, but perhaps with not quite the intensity and even 'love' those old vehicles were able to generate. And to continue the 'love' analogy, I suspect it was simply because we were so much more intimate with those needy old cars. They needed us to constantly 'fettle' them, maintain them and cherish them. Naturally we hoped this affection would be returned in the form of reliability, often to our dismay. But that close connection formed a bond, seldom seen with our ever more reliable modern 'classic'. With service intervals and warranty periods forever increasing, about the only close attention seen



today is perhaps a set of after-market rims, ceramic paint protection or in my case, a fancy alcantara steering wheel.

And looking to the future – it's hard to imagine our descendants getting too excited about whatever EV they happen to be driving, if indeed they're driving at all. It's more likely they will tap in the destination, then sit back to watch the latest reality TV show on offer. The Jetson family will have cars in the future with about as much character as a microwave oven, with our beloved classics and their drip-trays being relegated to dusty museums. Silent they might be but character in spades forever.

FESTIVAL OF THE AUTOMOBILE - AUSSIE STYLE – MIKE WILSON

AN UNHERLDED AUSSIE CLASSIC By Mike Wilson

The Triumph Herald is remembered in Australia as something of a lemon, but there was a unique, locally produced version that was once hailed as the best four- cylinder Herald in the world.

Designed by Michelotti, the Herald first emerged from Standard Triumph's Coventry factory in 1959. It was praised on its release for being easy to drive with brisk performance, a comfortable ride and excellent all-round visibility. Although the rear swing-axle suspension made for interesting handling under hard cornering, the front suspension and rack-and-pinion steering were considered good enough by Lotus to use in its iconic Elan sports car.

Triumph had persisted with a separate chassis for its new small car, rather than the more modern unitary construction. However, there was the promise of cheaper maintenance and repair costs as the body panels could be easily unbolted and replaced, while the bonnet and front guards folded forward as one unit, providing excellent access to the engine bay, steering and front suspension.

The modular panels also facilitated the production of different body styles, which consisted of a two-door saloon, coupe, convertible and van, although the latter was not available in Australia. A sportier version, the Vitesse, fitted with a small, six-cylinder engine and distinguished by its four headlights, appeared in 1962, although the Herald badge was nowhere to be seen. The same year saw the release of the Triumph Spitfire sports car, which was heavily based on the Herald.

Competitively priced, the Herald proved popular in the UK, but quickly developed a poor reputation in Australia as being too flimsy to cope with the harsher conditions Down Under. The root cause was the use of fibreboard rather than metal for many non-structural parts, such as the dashboard, in an effort to offset the weight of the separate chassis.

Australian Motor Industries (AMI), which assembled Triumphs in its Port Melbourne facility at the time, not only rectified those shortcomings, but added more performance and style with the release of the 12/50 in 1964. The Australian 12/50 was very different from the British model with the same designation, which was essentially a tarted-up Herald, although neither was badged as such.

Structural integrity was improved by specifying upgraded components from the Vitesse and Spitfire for its CKD kits, together with the latter's 1147cc engine, albeit with a single carb instead of twins. Even so, power was increased from 39hp to 51hp, which was a decent output at the time for a motor of less than 1.2-litres. Rounding out the mechanical package were a close-ratio gearbox and front disc brakes.

Visually, the Australian 12/50 was differentiated by the incorporation of the dual headlight Vitesse front section. Completing the transformation, the interior featured better quality trim, a heater-demister, separate gauges and steering column mounted headlight controls.

Promoted as offering "sports car sparkle in a luxury coupe", the 12/50 made the front cover of Wheels magazine on its launch and was considered good value at less than \$2,000, which was only slightly more than a VW 1200 Beetle. The coupe was augmented by a four-seater saloon later in the year, but an influx of attractively priced and well-equipped Japanese models soon led to its demise.

It's estimated that only 144 of the 12/50 coupes were made by AMI and around twice as many more saloons. The pictured coupe was part of a display by the Triumph Car Club at the historic Rob Roy Hillclimb event in Melbourne last year.





**YOU'RE GONNA GROW UP TO BE
SMART AND RESPONSIBLE**



21 YEARS LATER.....



What car do you have?

Red with a horse.



**SO YOU'VE JUST HAD YOUR
WHEEL ALIGNMENT?**

LET ME FIX THAT



RICHES TO RAGS – THE CROSSFIRE STORY BY JOHN KERR

The year is 1998. Titanic wins 11 Oscars at the 70th Academy Awards and My Heart Will Go On is a No.1 hit for Celine Dion. 120 countries agree to establish the International Criminal Court and Google was founded. US President Bill Clinton denied having relations with Monica Lewinsky, and Daimler Benz bought Chrysler renaming it Daimler Chrysler AG.

Time for an image change. A new premier luxury vehicle was designed with input from Daimler and Chrysler and destined to become a 'Halo' car to revitalise the Chrysler brand. Its name was Crossfire, symbolising the joining of two companies.

A 2-seat luxury fastback sports car designed by Eric Stoddard and Andrew Dyson (from Chrysler, USA) using a Mercedes Benz SLK R-170 engine and platform. The concept car was introduced at the 2001 North American International Motor Show to an enthusiastic response from both the public and car dealers. The production version was introduced at the 2004 Los Angeles Auto Show, and was almost identical to the concept version with the main exceptions being horizontal twin headlights (vs vertical twin headlights) and a full windscreen and rear window (vs a split windscreen and rear window). Despite many US Chrysler dealers being unhappy about having to invest in special tools and equipment to service the Crossfire, sales for the first year exceeded expectations (20,000 units per year) at over 30,000 units (priced at US\$35,000). Production was done at the Karmann plant in Osnabruek, Germany.



Production

The first Crossfire rolled off the assembly line on February 3rd, 2003, arriving in showrooms in March as a 2004 model. Standard features included a Mercedes 3.2ltr V6 engine generating 215hp with a 6-speed manual (Chrysler) transmission on the Base model (a 5-speed auto transmission from Mercedes was an option on the Limited model). The front wheels were 18 inch (225/40R tyres) and the rears were 19 inch (255/35R tyres). There was no spare. A "pop-up" spoiler deployed at 100kph and retracted at 60kph. There was a manual override control switch on the dashboard. The top speed was limited to 250 kph. The colour range included slate grey, red, white, yellow, blue and black.

MY 2004 Coupe Base or Limited (silver windscreen frame and interior options)

MY 2005 Coupe & Roadster (convertible with fixed rear wing).

My 2006 Coupe, Roadster & SRT6

The SRT6 (SRT – Street Racing Technology) had a supercharger increasing the power to 330hp capable of 0-100 kph in under 5 seconds. It came with automatic transmission only, and a fixed rear wing on both the coupe and the roadster.

In 2007, Chrysler announced the 2008 model would be the last, and the last Crossfire rolled off the assembly line in December 2007. Daimler announced it was looking to sell Chrysler. Total production from 2003 to 2007 was 76014 units. Total right hand drive (RHD) production is estimated at around 7000 units of which around 10% were manual transmission. Only 284 RHD SRT6 (coupe & roadster) vehicles were produced.

Australia

The Crossfire Coupe (Limited model only) was launched in Australia in January 2004 with a retail price of A\$69,950. The Roadster followed in August 2004 with a retail price of A\$75,950. Initially 400 units of the Coupe were imported with around 40 being manual. Despite good reviews and overseas success, only 134 units had been sold by August when the Roadster arrived. It's hard to imagine many SRT6's came to Australia. Only 105 RHD Coupes and 179 RHD Roadsters were manufactured. Australian sales were well below expectations and the total number sold between 2004 and 2008/9 was probably only 6-700 units across all models.

Why did the Crossfire fail?

Sales for the first two years were above expectations, then in year three they fell off a cliff (dropped by 75%), despite the introduction of the SRT6. Apparently, the Crossfire created a "love it or hate it" situation and maybe everyone who loved it bought it in the first two years? Chrysler dealers were less than enthusiastic about the extra costs incurred to service the Crossfire. The Americans thought the engine was too small – no V8, and competitive models out at the time had bigger engines and looked more 'muscle car'. The Europeans thought the styling "too American". It would not have helped sales to have Daimler, in 2006, actively looking to sell Chrysler. Perhaps the final nail in the coffin was a less than favourable review by Jeremy Clarkson on the top rating TV show, Top Gear. He likened the design to "a dog taking a dump".

My Crossfire

My Crossfire is a MY 2004 (manufactured December 2003) Limited Coupe in slate grey with manual transmission. I am the third owner and purchased the Crossfire 3 years ago with 25,000 kms on the clock. Modifications (by me) include custom wheels, custom two-tone Alcantara upholstery, and a media screen which includes a reversing camera.

References

Chrysler Crossfire by Don Narus 2022

Plus, various websites and online articles.

Some of the RHD production numbers and Australian sales are estimates due to a lack of specific information.



COUNCIL OF MOTOR CLUBS

CMC meeting dates in Sydney and their website with all the references to various rules, regs and plate requirements.

Website: <https://www.councilofmotorclubs.org.au/>

CMC MEETINGS FOR 2025	
Committee Meetings at Revesby Workers Club	
General Meetings at Revesby Workers Club	
Committee Meetings	General Meetings
Wednesday 08/01/25	Tuesday 28/01/25
Wednesday 12/03/25	Tuesday 25/03/25
Wednesday 14/05/25	Tuesday 27/05/25
Wednesday 09/07/25	Tuesday 29/07/25
Wednesday 10/09/25	Tuesday 30/09/25
Wednesday 12/11/25	Tuesday 25/11/25

CMC May Meeting Notes – Ken Cowell

- The RMS website will no longer advise which car clubs are approved for CVS & HVS. This makes it hard to track particular vehicles down. This means that the CMC has been bypassed, and the RMS will be the arbiter
- The registrar's seminar had great attendance with over 200 participants
- Shannon's Classic – 16th / 17th August
 - Cutoff for entries 17th July
 - 1,550 vehicles entered already
- Treasurer's Report – Balance - \$54,128.64
Total of \$170,196.66 including term deposit
- Chair lamented that some clubs are too clinical in the approach for CVS & HVS vehicles
 - 1948 & FJ Holden club only allowed 6v electrics on vehicles instead of allowing an upgrade to 12v which is not only a practical upgrade but one for safety
 - An MG club would not allow vehicles that were originally delivered with cross ply tyres to have radials. Again a practical; and safe solution
- Robert Shannon Foundation – organised for encouraging and rewarding young individuals who are passionate and working with vehicle history or vehicle restoration
- The ACMC whose members are CMC, Hot Rods, 4WD and Modifying Vehicles for Disability is currently in as state of limbo and is not active
- New club the Central Coast League Vintage Drivers Club is just joined CMC has 74 members with 120 vehicles ranging from 1920s to 1990s. Has advised only interested in HVC rego only
- There are 60,000 HVS vehicles in NSW with roughly 15,000 in the CMC.

PSCAA MEMBERSHIP REPORT – JUNE 2025

Laurie Nolan – PSCAA Vice President and Membership Officer

New Members:

- Kevin and Nerida O'Shea (previous members) – 1971 Honda CB750; 1973 Kawasaki GT550; 1974 Suzuki GT750
- Ken and Debbie Gibbs – 1965 Ford Mustang Fastback
- Bob and Cheryl Collins – 2017 Ford Mustang GT
- Leo and Tanya Brown – 1959 Holden FC Special Sedan
- Carl and Deb Boardman – 1967 Ford Mustang
- Collin Baily – 1952 Holden Ute

Current Financial Membership

TOTAL 181

Members 100

Life

Members 5

Associates 76



CLUB PLATES NEWS

Don't forget to ring before you renew, contact Graham Clare (0422 290 937) and Terry Appleby (0498 266 764) to arrange where he will stamp your papers.

Make sure you have your pink slip with you when you get your declaration form stamped. Terry is supposed to sight it when he processes your form and as one of our members found out last year, if the staff at the Motor Registry notice that the pink slip is dated after the date on the stamped Historic Vehicle Declaration form, they will reject the renewal.

Lastly, we need to see your car, Terry and Graham are required to certify that the car meets the eligibility requirements of the historic vehicle scheme, and he can't in good faith do this if he hasn't seen the car recently.





Fridge Edition
John Kerr 0421 459 577

Events July 2025

Tuesday 1 July – F1 Movie

F1 movie starring Brad Pitt at Nelson Bay Cinema. Only \$10 per ticket. Lots of action and authenticity as Producers include F1 star Lewis Hamilton and action movie producer Jerry Bruckheimer. Bookings are Essential. 2.00 pm session time to be confirmed. Contact John Kerr on 0421 459 577 or email johnnotbird48@gmail.com no later than midday, Monday 30th June.

Wednesday 2 July - Jim's Long Run

This one is for the driver in us all. Long runs are usually 200 - 300 km. Led by John Kerr, destination Catherine Hill Bay via Freemans Waterhole. Meet at the Pearl Servo for an 9.00 am departure.

Monday 7 July – Monday Morning Coffee Run

Monday Morning Coffee at the Pacific Dunes Golf Club, at Medowie. Please meet at the Pearl Servo for a 9.30am departure.

Wednesday 9 July - Assoc. Meeting

Will be held at the Nelson Bay Bowling Club in the Crows Nest Room on level 2, followed by dinner at Fin & Scales Restaurant. Meeting commences at 6.00 pm.

Wednesday 16 July – Pub Lunch Run

Lunch at The Bushranger Hotel, Largs. Bookings are Essential. Contact John Kerr on 0421 459 577 or email johnnotbird48@gmail.com no later than 2.00 pm, Tuesday 15th July. Meet at the Pearl Servo for an 11.00 am departure.

Thursday 17 July - SWB

This months' venue is The Wharf, Teramby Rd, Nelson Bay. Please text Lindy on 0400 828 217 by Tuesday 15th if you are attending. Meet at the venue at 12.30 pm.

Thursday 24 July - Pizza Night at Sip & Slice

A regular get together for a meal at Sip & Slice (next door to Jax Tyres at Salamander Bay). Meet at the Venue at 6pm.

Friday 25 July - SMB

This months' venue is Common Grounds at Morpeth. Meet at the Pearl Servo at 7.30 am.

Sunday 27 July – Christmas in July

The Greenhouse, Pacific Dunes Golf Club, at Medowie from 12.00. Contact Jan on 0400 316 803 or Phil on 0458 838 777 for details and bookings.

Wednesday 30 July – SWB Dinner (Ladies Only)

Will be held at The Hawkers Inn, Donald Street, Nelson Bay. Bookings are essential. Text Jan on 0400 316 803 no later than Monday 28th. Meet at the venue at 6.00 pm.

Cars & Coffee in the Bay

**Longboat Cafe
Fingal Bay (3rd Monday) 09:00**

17th Feb
17th Mar
14th Apr*
19th May
16th Jun
21st Jul
18th Aug
15th Sep
20th Oct
17th Nov

*2nd Monday due to Easter



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