



# *THE CHRYSLER COLLECTOR*



Number 128

May / June 2000

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,  
SOUTH AUSTRALIA INC.

Standard advertisements for inside front and rear covers held by 4 Hour Printing.

# 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

City single \$22.50 - City family \$27.50 - Country single \$15.00 - Country family \$17.50  
Fee is for a calendar year. Membership ceases if not renewed by 31 March of following year.

## Club Officers

<b>President:</b>	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162 .....	8387 0419
<b>Vice president:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126.....	8251 3240
<b>Secretary:</b>	Ross Fleming, 1 Good Street, Fulham 5024 .....	8356 9391
<b>Asst. secretary:</b>	Steven Fisher, 15 Addington Avenue, Surrey Downs 5126.....	8251 3575
<b>Treasurer:</b>	Alan Driver, 1 McConnell Avenue, Marino 5049 .....	8298 1194
<b>Editors:</b>	Tim Smeaton, Unit 8, 3 Union Street, Beulah Park 5067.....	8431 5043
	Richard Tapp, 17 Simpson Parade, Goodwood 5034 .....	8271 6504
<b>Librarian:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126.....	8251 3240
<b>Technical liaison:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	8264 2261
<b>Sales/Property:</b>	Trevor Fisher, 15 Addington Avenue, Surrey Downs 5126 .....	8251 3575
<b>Public relations:</b>	Beverley Dart, 67 Australian Avenue, Clovelly Park 5042.....	8277 6115
<b>Run coordinator:</b>	Chris Howes, 30 Birdwood Road, Greenacres 5086 .....	8266 1764
<b>Records:</b>	Judy Hart, 55 Hallett Avenue, Tranmere, 5073 .....	8337 7887
<b>Historic Vehicle Registrar:</b>	Ross Bryant, 12 Alma Street, Panorama 5041 .....(central and fax <u>out</u> only)	8277 8220
<b>Committee:</b>	Carole Barnes, 21 East Avenue, Millswood 5034 (raffle prizes).....	8293 7923
	Ken Barnes, 21 East Avenue, Millswood 5034 (raffle prizes).....	8293 7923
	Les Kennedy, 5 Shelley Drive, Paralowie 5108 (property) .....	8258 9594
<b>Federation Rep:</b>	Jim McLachlan, 7 Austral Avenue, Morphettville 5043 .....	8294 2992
<b>Triple 'C' Rep:</b>	Murray Bryant, 3 Lucas Street, Richmond 5033.....	8443 9967
<b>Assistant Historic Vehicle Registrars:</b>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165..... (south)	8382 3982
	Geoff Glynn-Roe, 6 Gully View Court, Wynn Vale 5127 .....	(north) 8264 7264
<b>Public Officer:</b>	Barry Maslin, 11 Walthamstowe Road, Old Noarlunga 5168 .....	8386 2931
<b>Assistant Librarian:</b>	John Richards-Pugh, 12 Butler Crescent, Banksia Park 5091 .....	8264 8340
<b>Assistant Editor:</b>	Catherine Woods, 68 Scottish Avenue, Clovelly Park 5042 .....	8277 8739
<b>Catering Co-ordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....	8337 7887

**Note:** The Club tools are held at Murray Bryant's. If away, Ross Bryant will have key.

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# Coming Events

## Club Meetings

**May 10, 2000**

Phil Herreen, former racing driver - Bev & Ken Dart

**June 14, 2000**

Quiz Night - Richard & Raice Tapp

**July 12, 2000**

Alan Marks - Richard Tapp

**August 9, 2000**

Identification night - Bryant

**September 13, 2000**

Fuel systems - Chris Howes

**October 11, 2000**

Natter night - post Bay to Birdwood

**November 8, 2000**

Recent restorations - Graham Bailey

**December 13, 2000**

Christmas Supper

## Club runs/events

**Sunday, May 21, 2000**

Angaston run, Angas Park dried fruit facility visit.

**Sunday, June 18, 2000**

Pub lunch at Normanville Hotel - Ross Fleming, details in later issue.

**Saturday/Sunday, July 15/16, 2000**

Waikerie camp-out - Carole & Ken Barnes - details in this issue

**Sunday, August 13, 2000**

Aviation Museum, Port Adelaide - Ken Dart (date may have to be revised)

**Sunday, September 10, 2000**

Ross rose gardens, Willunga - Cathie Woods.

**Sunday, October 8, 2000**

Bay to Birdwood Rally

**Monday, October 9, 2000**

Chrysler Club Motorfest event Cudlee Koalas. Run to Cudlee Creek Restaurant & Tavern and Gorge Wildlife - Richard Tapp

**October 9-13, 2000**

Dodge 4 Rally, Goolwa - Mike Trengove (8261 0835) & Kevin Fagan.

**Sunday, November 5, 2000**

Riverton model & craft Expo - Chris Howes

**Sunday, December 10, 2000**

Christmas run - venue & organiser required!!

**January, 2001**

Ray Miels Memorial Breakfast Run - Brenton Hamilton

**February, 2001**

Foreshore to Coastguard run - Steven Fisher

## Committee meetings

17 May

16 August

18 October

## Invitation/Other Clubs' events

**May 13-15, 2000**

P.A.D.A.R.C. 8th Biennial Rally, Pt. Pirie

**September 9-10, 2000**

Vehicle, Tractor & Engine Rally, Naracoorte

**October 1-15, 2000**

Motorfest events, Federation Clubs

**November 26, 2000**

Old Fashioned Picnic Day at Strathalbyn

**April 25 2001 in Canberra**

Federation 2001 Commemorative Tour., Jim McLachlan, 7 Austral Terrace, Morphettville SA 5043.

**September 23-30, 2001**

9th National Chrysler Rally in Adelaide

**October 1, 2001**

Bay to Birdwood Classic run

## Swap Meets

**August 20, 2000** - Willunga

**August 20, 2000** - Liverpool Super Swap, Fairfield City Showground, Smithfield Rd, Prairiewood contact 02 4729 0482

**September 16, 2000** - Cambrai Super Swap,

Cambrai Area School, 9.00 am-4.00 pm Bookings 8564 5028

**September 17, 2000** - Gawler

**October 15, 2000** - Strathalbyn

**November 18-19, 2000** - Bendigo

(**November 17-18, 2001** - Bendigo)

## Cover Stories

Front: This beautiful roadster featured in the display day at the Levels on February 20th. By deduction, we think it belongs to A & C Kempster, but if we are wrong, we apologise!

Back: This old photo of the original T.J.Richards workshop reminds us all of the humble beginnings of the motor industry.

## Coming Events

### May Meeting

**Wednesday, May 10, 2000**

Our Guest speaker will be Phil Hereen who gave us a very interesting and amusing insight into his speedway career in September 1998.

This time he is going to reflect on how he is making a difference on other paraplegics lives, since his horrific speedcar accident at Speedway park.

*Ken and Bev Dart*

### May Run to Angaston

**Sunday, May 21, 2000**

Meet at Carisbrook Reserve opposite the Old Spot Hotel on the Main North Road at 10 am for morning tea; we will depart approx 10:30 am.

BYO tables, chairs, food etc. The park has toilets, shelter, limited seating and 4

undercover electric barbecues available. 20 cent coins required.

There are also three bakeries and other eateries on the main street for those with a culinary taste.

*Dave and Gay Aylett*

### Pub Lunch Run

**Sunday, June 18, 2000**

So that bookings can be made for this very popular event, any members who wish to

attend should let me know at the May meeting, or give me a ring at 8356 9391.

*Ross Fleming*

### Waikerie Camp-Out

**Waikerie Camp Out, July 15/16, 2000**

Murrayview is a 2200 acre citrus and vine property on the Qualco Road near Waikerie, with 7 kilometres of River Murray frontage. The owners have allowed the CRC to visit on Saturday 15th July 2000 to Sunday 16th July 2000.

The plan is that we will meet opposite the Old Spot Hotel at 9 am on Saturday and proceed to the Waikerie caravan park. Accommodation has been pre-booked. Options are villas (\$45), cabins (\$36 for two people + \$1.80 per additional person), powered sites (\$12.60) and unpowered sites (\$8.55). Sharing cabins will reduce costs therefore if you would like to "chum up" let us know.

On Saturday afternoon Rick Frith and his merry gang will get some wood for a bonfire.

Others will prepare the mallee root BBQ. Others will have the opportunity to ride around the property on 4 and 2 wheel motorbikes, 4 wheel drive vehicles or go for walks. BYO meat, chairs, drinks and a salad to share.

After tea, then to the bonfire, a cup of tea/coffee (supplied) and a few drinks from the port barrel - who knows what may happen then! Finally, a night drive back to the Caravan Park.

On Sunday morning return to Murrayview, more rides and pick some fruit. BYO lunch (BBQ facilities available) then return via Sturt Highway - or maybe some would like to return via Morgan.

Come and enjoy the Winter sun. Please let us know soon if you would like to come.

*Ken & Carole Barnes*  
8293 7923

### Invitation to Mallala in September

**September 10, 2000**

Club members have been invited to the Austin 7 Club run to the Mallalla race meeting. Depart 9:30am from Northpark Shopping Centre carpark, Enfield. Race meeting entry

fee is \$10 adult, children under 15 free. Entry in pre 1970 car entitles 2 free adult admissions.

For entry forms apply before 31 July 2000 to the Austin 7 Club.

## From the Committee

### Editorial

As I sit here looking for inspiration, my eye lights upon an excerpt from an edition of an etymological dictionary provided by a student after discussion about "dead-lines". Since this magazine has to be at the printer tomorrow (and to Richard's computer before that), some of the definitions of deadline are appropriate.

There are several derivations. From the 1860s, "A line that does not move or run" - referring to fishing with a line attached to a pole, or a hanging rope in a stage play.

The most exciting is "A line drawn around a military prison, beyond which a prisoner is liable to be shot down". This also dates from the 1860s, in the USA. Added to this entry was "Should he some day escape alive

across the dead-line of Winchesters, he will be hunted with bloodhounds".

In printing, a dead-line is a guide-line on the bed of a printing-press.

Finally, and relevant to this editorial - "a time by which material has to be ready for inclusion in a particular issue of a publication."

This last one applies to me. Fortunately, although members have always taken great delight in finding errors in the magazine (and pointing them out to the editors at meetings!!), they have not as yet resorted to either shooting me down or pursuing me with bloodhounds.

Better hurry and make that deadline!

*Tim Smeaton*

### President's Message

Dear members,

My, doesn't time fly? It seems like last week I was writing for the magazine!

However, when you look back at the events and outings on our program, it has to be longer. Here are some of them.

The celebration of the 20th Anniversary with the display day the following day - both events were well attended.

Our March meeting was an interesting night with members renewing Historic Registration log books (one person had 10).

The March run was the annual pool bbq hosted by Ralph and Margaret Winston and was well attended.

The mid week run to Paringa Hall at Somerton Park was most appreciated by those who went. (*See correspondence column - Co-Eds.*)

Our April meeting with Paul Gelson on National Road Rules was an interesting night.

The Autumn leaves run, with the T.J. Richards family was a very successful day (sunshine all day). A surprise for everybody after lunch was the arrival of a T.J.R. Donkey

Jinker, build in 1900, and this created a lot of interest. It came complete with original harness and reins.

The Committee for the National Rally in 2001 has been meeting regularly, with the most recent meeting being April 19th. Plans for the daily runs are well worked out, and the details of catering, printing and general organisation for this great event are well in hand and on target.

As you can see, on all other fronts, the club is very active, with a constant barrage of events and social outings that leave many of use bewildered and dazed. I must ask Chris Howes how he maintains the pace.

All in all members can be very pleased and proud of our club and it holds a reputation which is second to none in the S.A. car club arena. This I believe is due largely to the fact that it has a very enthusiastic committee, editors and capable membership.

Kind regards,

*Brenton Hamilton*

## From the Committee

### Past Committees of the CRC-SA Branch

*This list was compiled by Norma Schopp for the 20th Anniversary of the Club, and it is reproduced here in recognition of the contribution made to the CRC by many of its members*

<b>Year</b>	<b>President</b>	<b>V/President</b>	<b>Secretary</b>	<b>Treasurer</b>	<b>Editor</b>
1980	D Goodman	J.Nuske	B.Ludlam	R.Gnilka/B.Pocock	B.Kenyon
1981	D.Clifton	M.Prosser	B.Ludlam	B.Pocock	R.McNair/R.Gnilka
1982	M.Prosser	N.Schopp	D.Goodman	B.Pocock	R.Gnilka/R&N.Schopp
1983	M.Prosser	L.McKessar	M.Dubois	J.Foster	R&N.Schopp
1984	M.Prosser	D.Kennedy	M.Dubois	J.Foster	N.Schopp
1985	D.Kennedy	M.Prosser	J.McNair	J.Foster	N.Schopp
1986	D.Kennedy	M.Prosser	B.Maslin	A.Driver	N.Schopp
1987	D.Kennedy	G.Glynn-Roe	B.Maslin	A.Driver	N.Schopp
1988	G.Glynn-Roe	M.Prosser	B.Maslin	A.Driver	N.Schopp
1989	G-Glynn-Roe	R.Bryant	B.Maslin	A.Driver	N.Schopp
1990	R.Bryant	G.Glynn-Roe	L.Kennedy	A.Driver	N.Schopp
1991	R.Bryant	D.Kennedy	L.Kennedy	A.Driver	N.Schopp
1992	R.Bryant	D.Kennedy	L.Kennedy	A.Driver	N.Schopp
1993	J.McLachlan	R.Bryant	R.Fleming	A.Driver	N.Schopp
1994	J.McLachlan	R.Bryant	R.Fleming	A.Driver	T.Smeaton/A.Martin
1995	R.Bryant	R.Miels	R.Fleming	A.Driver	T.Smeaton/R.Tapp
1996	R.Miels	R.Bryant	R.Fleming	A.Driver	T.Smeaton/R.Tapp
1997	R.Miels	K.Williams	R.Fleming	A.Driver	T.Smeaton/R.Tapp
1998	K.Williams	R.Miels	R.Fleming	A.Driver	T.Smeaton/R.Tapp
1999	K.Williams	B.Hamilton	R.Fleming	A.Driver	T.Smeaton/R.Tapp
2000	B.Hamilton	K.Williams	R.Fleming	A.Driver	T.Smeaton/R.Tapp

### Internet Address

The following URL was specifically aimed at R and S series owners, but included in the pages are addresses of many Australian car clubs, particularly those relating to MoPar products.

<http://www.geocities.com/motorcity/downs/9443/1962vals.html>

Browsing through this page, our own Club did not appear. Obviously, unless someone gives them the information, then the

authors of the page cannot add our Club to the list.

If members think it is a good idea, then one of the Co-Editors could write a quick note with details of our Club.

There are probably many other sites where we could have our Club mentioned, and if any members who use the Web have any suggestions, then it is another way of adding to the strength of the vehicle restoration community.

Think about it.

## Correspondence

### Threat to Historic Vehicles in Europe

To the Editor,

Dear Fellow Club Members,

Two articles written in the January 2000 edition of the UK magazine "Classic & Sports Car" prompts me to write this letter.

One article dealt with the Bay to Birdwood Run, and showed colour photos of the cars en route, at the Birdwood Mill grounds, and individual interviews with 8 owners about their cars.

A good piece of publicity for S.A. when particular note was made concerning the attitude prevailing in South Australia, being described as a State that positively encourages classic car ownership.

Another article dealt with the "end of life" regulations coming before the European Parliament and the battle that the Historic Car movement are having to get exemption for historic and collector's cars. Over 1000 cars assembled to make their point, which has yet to be accepted. But they were invited to assist in drafting amendments to this legislation.

We are fortunate in Australia to have a strong car club organisation such as the Australian Historic Federation of Car Clubs,

which we as members of the CRC must actively support through our representatives, Jim McLachlan, Richard Tapp and Bill Watson.

Those of you who read "Restored Cars" would know of Graham Allum's regular two page segment titled "Is there an old car in your future" which highlights the seeming incessant attacks on historic vehicles both in this country and overseas.

Whenever a group or organisation calls for tightening of controls on vehicles older than 5 years, or compulsory vehicle or emission tests, you can bet your boots that directly or indirectly the historic car movement is under attack.

Generally the State Governments are not anti-historic cars, but somehow our cars get caught up in the wording of the legislation.

Whilst at present in this State we are well provided for, particularly with our log book system, we must be aware of the dangers that face the historic car movement from organisations that dislike "old cars" for whatever reason.

**Ron Turner**  
**March 2000**

### Spares for Chairs

Many of us took up the offer to buy Carribee chairs through the Club, as they pack so well into our limited luggage space in the old cars.

Unfortunately, (as with most new product designs) they have a weakness, the "knuckles", particularly the one under your right knee when seated.

The knuckles are the black plastic moulding that holds the legs and braces together. Of the seven chairs we bought for us and our kids, I've found 6 cracked ones (all right front). Luckily the distributors in Sydney are aware and are backing their product by replacing the part free of charge.

There is a replacement knuckle which is not as rounded and has angular corners. It is

about 3mm thicker than the originals. I've chosen to use these rather than replace with the originals which I feel will break just the same.

There are 2 types of chairs.

(1) The original Resort chair (nappy chair or saucer chair) which has the seat and backrest made in one piece of material.

(2) The Action chair which has a separate seat and back.

They both use the same knuckles.

I have arranged to order our replacements in bulk from the distributors - so please check your chairs NOW and ring me on 8264 2261 (before 9 pm please). I will be ordering them on **June 1st** - one time only, no second chance, so act now!!

**Graham Bailey**

## Correspondence

### Thank you from T.J. Carpenter

Dear Brenton & Norma,

We want to thank you for making us welcome at the Chrysler Products 20th Anniversary Banquet and Car Show. We greatly enjoyed the festivities and welcomed the opportunity to make new acquaintances and renew others which we made on visits in 1993 and 1996.

The car show was well done with a wide variety of cars and many with restorations equal to any we see here in the USA. You do not know how

lucky you are in that you can have car rallies and meets all year long. We have to put our cars to bed in November and do not get them out until April. We just live in the wrong place!

Again, thanks for the hospitality and recognition,

Kind regards,

Jack & Betty (Carpenter)

### From Friends of Paringa Hall

Chrysler Restorers' Club,  
c/- Mrs. Norma Hamilton,  
23 Jacqueline Avenue,  
Woodcroft 5162

Dear Mrs Hamilton,

The three ladies who acted as guides for your party on Wednesday last, were delighted with the warm and friendly exchanges between them and the members of your club. They were bubbling over with enthusiasm at the most interesting morning they had experienced. They learnt as much from your people as your people did from them.

All those who belong to the Friends of Paringa Hall are volunteers and the pleasure our ladies derived from last Wednesday's visit was reward in itself and has given our morale a great boost.

Would you pass on to the members of your club, our appreciation of the enthusiasm that you demonstrated by your interest in our grand and stately old home that has been so well preserved and is so well used. Paringa Hall is no museum piece and I am sure James Francis Cudmore looks down from above with pride and pleasure on his former family home.

He built it to last and, after more than 120 years, it is still fulfilling a vital role in the rearing and education of young people. As a family man - he had 13 children - James Francis would be very happy with that.

Yours sincerely,

Brother Columbanus Pratt FMS  
for The Friends of Paringa Hall.

## Past Events

### Mid-Week Run to Paringa Hall

In fine, but windy, weather, twenty two members of the CRC gathered at Sacred Heart College on Wednesday, 22nd March, for a 10.30 am tour of Paringa Hall.

Built for James Francis Cudmore, and designed by Edmund Wright, Paringa Hall was the Cudmore family home for many years. The name Paringa was taken from that of James Cudmore's farming property on the Murray River at Paringa, near Renmark. The family also owned property at Yongala.

An interesting point was that James was born on the ship transporting his family from Hobart to the new free state of South Australia in 1837. It is likely that, at the time of his birth, the ship was

quite close to the site he eventually chose for his home.

Despite the fact that the administration section of Sacred Heart College is located in Paringa Hall and students have free access for study and lessons, it retains most of the original features, and has lost none of its charm.

Paringa Hall, which was bought by the Marist Brothers in the 1920s, is not only historical, but functional. This visit was a lovely experience.

By the time we had toured the hall and the chapel and partaken of morning tea, it was almost midday, so it was off to the Broadway Hotel, where eighteen of our party had lunch. This was a pleasant conclusion to an interesting outing.

*Margaret Winston*

## Past Events

### April Meeting: Musical Chairs?

A guest speaker from Transport SA spoke at the club's April meeting. This article reflects what he told us plus some extrapolation by the author. Some 350 Australian Road Rules (ARR) came into effect on 1 December 1999. Twenty of these rules received a significant amount of publicity. The other 330 did not. Note that many of the ARR are not different from the previous SA Road Rules. They have merely been standardised Australia wide. The laws about wearing seat belts is one that has changed, especially as it affects vehicles without a full set of seat belts – predominantly our older

vehicles. Except for buses and vehicles making door to door deliveries, the new ARR concerning seat belts can be summarised as follows:

If a seat belt is available, it must be worn.

Children under the age of 1 must be in a capsule unless the vehicle was manufactured before 1 July 1976.

If some seatbelts are available, then priority must be given to passengers under the age of 16.

If no seatbelt is available for a passenger, where can the passenger sit?

Age of passenger	Vehicle with one only row of seats. Eg utility or roadster without dick seat	Vehicle with more than one row of seats.	
		Front row	Other rows
Under 1	OK	NO	OK
1–under 16	OK	NO	OK
16 or older	OK	No unless either: the vehicle is conditionally registered as a historic vehicle; or, other rows are full	OK

These rules are based on the safest seats being occupied. The assumptions are that any seat with seat belt is safer than any seat without, but that otherwise rear seats are safer than front seats.

Think about rule 1. You have a 1965 Valiant with 2 front seat belts only. Dad is driving; Mum and 10 year old child are passengers. The child must sit in the front using the seat belt. Mum must sit in the back.

Think about rule 3. You have a 1957 Chrysler Royal with no seat belts. Dad is driving; Mum and 10 year old child are passengers. Unless the vehicle has conditional registration as a historic vehicle (CRHV), only Dad may sit in the front seat – Mum and child must sit in the back seat. If the vehicle has CRHV, Mum may sit in the front, but the child must still sit in the back.

Think about rule 3. You have a 1957 Chrysler Royal with no seat belts. Dad is driving; Mum and 3 10 year old children are passengers. The three 10 year olds must sit in the back. Mum is now allowed to sit in the front because the back seat is full, whether or not the vehicle has CRHV.

Think about rule 3. You have a 1929 Plymouth roadster on full registration. Dad is driving, Mum-in-law is the only passenger. It is raining. She must sit in the dickie seat out in the rain. TSA are going to think about this one ...

#### Notes:

The exception re Conditionally Registered Historic Vehicles is an SA only exception to the ARR. We don't know what happens if you cross the border! Musical chairs?

The ARRs can be downloaded from

[http://www.transport.sa.gov.au/road\\_rules/main.htm](http://www.transport.sa.gov.au/road_rules/main.htm) (section by section) or

<http://www.rta.nsw.gov.au/traffic/pts1-21.pdf>. For the whole lot in one 2.5 Mb file.

Under Section 33 of the Road Traffic Act, a declaration may be made that the seat belt rules are not to apply to a particular road event. Such a declaration is usually made in respect of The Bay to Birdwood Run. Check before assuming a declaration has been made!

You may comment on the road rules by email to [roadrules@transport.sa.gov.au](mailto:roadrules@transport.sa.gov.au).

*Richard Tapp*

## Past Events

### Retrospective: 20th Anniversary Dinner

Since we had too little room in the last issue, we thought we would include some more pictures from the dinner.



*Graham Bailey in earnest discussion with T.J. Carpenter, while David Schumacher looks on.*



*Barbara Kennedy in period costume*



*Sandy Martin looking particularly glamorous - one of the winners of the prize for best period costume*



*Allan Martin, winner of prize for best costume, complete with monocle and pipe, pictured with Roy and Norma Schopp, organisers of the dinner*

## Ladies' Page

### Lefkara lace from Cyprus

*(While searching the Internet for something which would be of interest to female members of the Club, who have a wide range of talents in needlework and similar pursuits, I thought you might find this interesting - T.S.)*

URL:

<http://cyculture.net/lefkara/html/history.html>

During the Byzantine period, the art of weaving costly textiles for the European market, mainly for ecclesiastical use, was centered in Constantinople, but after the Crusades, when Cyprus became the only secular Latin stronghold in the eastern Mediterranean and a prosperous commercial centre, the tradition of making valuable textiles and embroideries became concentrated here.



It is, however, the period of the Venetian occupation (1489-1571) which produced "Lefkaritika", a form of needlework which has survived and flourished in almost its original form to present day. This type of drawn and counted thread embroidery, famous all over the world, is made by the women of the village of Lefkara in the province of Larnaca in the south of the island. This village, high in the mountains, was the principal summer resort of wealthy Venetians and the local women would have come into close daily contact with their household linen. With their keen minds, sharp eyes and deft fingers, soon copied and adapted the old Italian white needlework containing the cut-work, drawn thread-work and reticella fillings common in Italy, particularly in Venice, during the 16th

century. The local name of cut-work in the Lefkara embroidery is "tayıadha", derived from the Italian "punto-tagliato". The Lefkara women created beautiful bodices, dresses and cloaks, not only in linen but also in silk.

It is even reputed that Leonardo da Vinci, on a visit to Cyprus, was very impressed by the Lefkara women's adaptation of Venetian embroidery. He is said to have taken a piece of work with the "potamos" design on it back to Italy to grace the altar in Milan Cathedral. This design is known today as the "Leonardo da Vinci design".

Since that time the men of the village have traveled extensively throughout Greece, Europe and even America selling the work. Their wives, meanwhile, were left at home to embroider and to look after the family. Now, modern communication makes the men's lives much easier, they no longer have to travel the world to sell their wares.

Furthermore, tourism has created an obvious outlet for selling Lefkara lace.



In 1953 seven Lefkara women worked to complete a Leonardo da Vinci design, offered as a gift to the Queen of England for her coronation. (Photo on left)

Lace-making is a tradition for Cyprus and the village of Lefkara. The technique is carried-out from generation to generation. Pictured above is the daughter of Andri, the owner of D & A Lefkara Handicraft Centre, learning the technique from her grandmother.

*to be continued if sufficient interest!*

## Humour (from the Net)

### Oil Change

#### Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a cheque and leave with a properly maintained vehicle.

#### Men:

1. Go to O'Reilly auto parts and write a cheque for 50 dollars for oil, filter, oil lift (aka kitty litter), hand cleaner and scented tree.
2. Discover that the used oil container is full. Instead of taking back to O'Reilly to recycle, dump in hole in backyard.
3. Open a beer and drink it.
4. Jack up car. Spend 30 minutes looking for jack stands.
5. Find jack stands under kid's pedal car.
6. In frustration, open another beer and drink it.
7. Place drain pan under engine.
8. Look for 9/16 box end wrench.
9. Give up and use crescent wrench
10. Unscrew drain plug
11. Drop drain plug in pan of hot oil, get hot oil on you in process
12. Clean up
13. Have another beer while oil is draining
14. Look for oil filter wrench
15. Give up, poke oil filter with Phillips screwdriver and twist it off.
16. Beer.

17. Buddy shows up, finish case with him. Finish oil change tomorrow.
18. Next day, drag pan full of old oil out from underneath car.
19. Throw oil lift (aka kitty litter) on oil spilled during step 18.
20. Beer - no, drank it all yesterday.
21. Walk to 7/11 store, buy beer.
22. Instal new oil filter, making sure to apply thin coat of clean oil to gasket first.
23. Dump first quart of fresh oil into engine.
24. Remember drain plug from step 11.
25. Hurry to find drain plug in drain pan.
26. Hurry to replace drain plug before the whole quart of fresh oil drains on to floor
27. Slip with wrench and bang knuckles on frame.
28. Bang head on floorboard in reaction.
29. Begin cursing fit.
30. Throw wrench
31. Curse for additional 10 minutes because wrench hit Miss December (1992).
32. Clean up, apply Band-Aid to knuckle.
33. Beer.
34. Beer.
35. Dump in additional 4 quarts of oil
36. Beer
37. Lower car from jack stands
38. Accidentally crush one of the jack stands
39. Move car back to apply more oil life (aka kitty litter) to fresh oil spilled during step 23.
40. Drive car.

### Married Bliss

Getting married is very much like going to a restaurant with friends. You order what you want, then when you see what the other person has, you wish you had ordered that.

“Aren't you wearing your wedding ring on the wrong finger?”

“Yes, I married the wrong man.”

Man is incomplete until he is married.  
Then he is finished.

“Daddy, how much does it cost to get married?”

“I don't know son, I'm still paying.”

“Is it true, Dad, that in some parts of Africa a man doesn't know his wife until he marries her?”

“That happens in every country, son.”

Then there was a man who said, “I never knew what real happiness was until I got married; and then it was too late.”

“You know, I was a fool when I married you.”

“Yes, dear, but I was in love and didn't notice.”

A man inserted an ad' in the classifieds: “Wife wanted.”

Next day he received a hundred letters. They all said the same thing: “You can have mine.”

“It is I who made my husband a millionaire.”

“And what was he before you married him?”

“A billionaire.”

Eighty percent of married men cheat in America.  
The rest cheat in Europe.

Marriage is the triumph of imagination over intelligence.

If you want your spouse to listen and pay strict attention to every word you say, talk in your sleep.

# Motoring History

## 40 Years of Chrysler

Voyager, Sebring, Cherokee, Neon and Concorde. These models were unheard of when the '300' model Chrysler coupe rolled off the assembly line in '67.

The muscle car looks of the 300 are matched by muscle car performance (350 bhp, max 120 mph speed) from the V8 engine and 4 barrel carburetor. A 3 speed auto transmission is standard, as are disc front brakes. Also available in 4 door or station wagon models, the 300 represents only a fraction of the huge variety of vehicles produced by Chrysler. 4x4's, compact coupes, people movers and slick convertibles can also be found in the Chrysler lineup.

Starting with the 1955 Chrysler Windsor scored a hit; group production doubled, and their cars supplied 18 percent of the American market. Next years will carry fins, setting the trend for the future. New safety features, too; interlocking door latches to prevent passengers being ejected in accidents, and optional seat belts. Four door hard tops are added for 1956, for optimum all-round vision.

1955 Chrysler Imperial was the prestige line of the Chrysler group, and a new competitor for Cadillac. Carries the move towards higher tail lamps to its logical conclusion by erecting them on pedestals above the wings. Same hemispherically headed engine as the New Yorker, in a long chassis. Automatic Transmission, servo brakes and Power Steering. There's also the Crown Imperial, still bigger, and weighing nearly 2 1/2 tons. A problem to park, but in America its size that sells.

1956 Chrysler Windsor swept forward with new style ideas, Chrysler sets a hot pace on the Windsor; 181/2 ft. of low built luxury, powered by a 225 b.h.p. V8 engine. Safety belts, push button transmission and electric window lifts are among the extras. There is a Chrysler New Yorker, too, with 280 b.h.p. and the Sports 300, which has 340 b.h.p. under the bonnet - as much as 12 or 15 baby saloons.

1956 Chrysler Imperial had tall fins topped off with tail lamps on pedestals are identity features of Chryslers prestigious Imperial. Engine is more than 5.8 litres, giving 280 b.h.p. for luxury with a rockets takeoff. Same engine

powers the New Yorker, and the Crown Imperial, 20 ft. leviathan of the Chrysler range. Press button transmission, power brakes and steering and many safety features.

1965 Chrysler Valiant (Aust.) was the first Australian released V8 in August '65. Valiant AP6 introduced as sedan in March, followed by utility and Safari station wagon. Featured ornate split grille, protruding headlights, new bonnet and front guards. Self adjusting brakes and gear shift auto control. New V8 powered by 4.4 litre US - built engine featured heavier rear suspension, heavy duty 3.23:1 rear axle and power assisted brakes.

1967 Chrysler Valiant Commonwealth makes it cheaper for Britons to ship these big roomy cars halfway around the world from Australia rather than buy the American-built equivalents from Detroit. With long-proved American components in a design adapted for Australia's rough rural roads they are offered by Chrysler as a possible alternative to the big Humbers, now discontinued. Choice of six or eight cylinder engines, manual or automatic.

1967 Chrysler Valiant Regal was proved by the Australia's in the outback of the possibilities of the vast carrying capacity in its Australian-built station wagon which comes with a choice of engines; straight six or V8, allowing the buyer to adjust power and fuel consumption's to his own needs. Besides engine variations there is a choice of transmissions and the flexible seating arrangements made this a versatile family business load carrier.

1969 Chrysler (Aust) is the high performance Pacer which was the surprise introduction of the new VF series Valiant. Based on a 4 door sedan, the Pacer was Chrysler's first attempt at attracting the young high performance motorist. It was identified by a black and red grille treatment, and imitation mag wheel covers. It was powered by a 3.9lt. six, with 3 speed floor shift. New also was the luxury Regal 770 Valiant, VF models distinguished by new horizontal bar grille and revised headlights, and a parking/turning lights recessed into the top guards. Bigger version of the V8 Fireball 318 engine was available.

## Motoring History

### 40 Years of Chrysler (continued)

1971 Chrysler Charger offers the Australian's fast-growing car industry a big choice of powerful American style cars, including a coupe version of the Valiant. There are four variants with engines from a 3.5 litre six to a V8 of 5.2 litres and the top performer, the RT has 280 b.h.p. Ventilated disc brakes are available on the front wheels. Chrysler Australia also makes the Hustler developed from the Hillman Hunter.

1980 Chrysler Regal are still active in Australia, where familiar names like Valiant, Regal and Charger are found on current models. The Regal is a big four door saloon or spacious five door station wagon with the choice of two six cylinder engines or a V8. Suspension follows Chrysler big car tradition using torsion bars in the front and a rigid axle on semi-elliptic springs on the rear.

1993 Chrysler Neon represents the seachange in Chryslers corporate thinking, instead of fighting Japanese manufacturing methods, the company has adopted them - with the Neon being the first product. It was shown at the 1993 Frankfurt show and is due to be sold in Europe markets. It is important, because Neon fits into the small car class, though Europeans might think it is bigger than that, and traditionally Americans have not built small cars well, but Neon has good built quality, strong high-tech engines and fine accommodation.

1995 New Chrysler Sebring proved Chrysler has again confirmed that it is well and truly back in business after 2 decades of misery. The all-new Sebring is a technically advanced luxury sports coupe, aimed directly at the European and Japanese imports which gave American manufacturers such as a fright in the 1980's. It is part of a 2-marque package with Dodge, one of Chrysler's brand names. There are also the Chrysler Cirrus and Dodge Stratos, saloon versions of the Sebring coupe. Sebring also shares its platform with a twin sister, the Dodge Avenger. The Sebring offers a 2.0 litre dohc 4 cylinder unit as standard, with a gutsier 2.5 litre sohc V6 as an option.

1996 Chrysler Voyager is one of the most significant new models of the year, the new Chrysler made Voyager sets impressive new standards in MPV design. Available in long-wheelbase forms, the Voyager comes with a wide

array of engines, ranging from a 2.4 litre, four cylinder, to a 3.8 litre V6. There's even an electric version around the corner. And production will not only be centered in the US; next year, Voyagers will be built in Austria, including right-hand drive models. Despite its size, driving the Voyager is just like driving a large car. Its power steering is precise and nicely weighted; cornering is flat with plenty of grip; and performance from the 3.3 litre version lively and refined. But it is the design of the interior that impresses the most.

Sliding doors on both sides give easy access; there's space for seven, even in the short version; and the rear seat glides on rollers for easy removal.

1996 Chrysler Jeep Wrangler is one of which still looks like it has come straight from WW2 movie. It's the same old jeep, but fifty years on it has, thankfully, been developed and refined many times over. Four wheel drive is, of course, standard, but rear wheel drive can be selected for everyday use. Engine choice is between a 2.5 litre, which gives fair performance for this type of vehicle, and a six cylinder 4.0 litre, giving out gut-wrenching acceleration.

The Wrangler is easy to drive, too, with light steering and great visibility. Unfortunately, however, the starting point was always going to be a tricky one to overcome, and the Wrangler is ultimately a tiring vehicle to live with. The ride is very bumpy around town, rear seat comfort is a joke, the luggage space is poor and the wiper pattern awful. A removable hard top is standard, with a soft top an optional extra. As a fashion statement the Wrangler looks great but it makes most sense as an off-roader.

1996 Chrysler Jeep Cherokee was already well established in the American and European markets before it first hit the UK in right-hand drive form in 1992. Offering a blend of American style with remarkably competitive pricing, the Cherokee has proved a strong seller for those looking for an alternative to the Land Rover Discovery. The entry model is the 2.5 litre sport, but most buyers opt for the 4.0 litre six cylinder version; new for 1995 was a 2.5 litre turbo diesel.

*Steven Fisher*

## Club Notes

### Unsung Hero!

From "The Advertiser" Saturday, 12 February 2000  
Page 149

#### Unsung Hero

David Schumacher, wrestling. Schumacher, 68, represented Australia at the 1956 Melbourne Olympics and won the Australian Championships in the same year. A former president of the SA Amateur Wrestling Association, he has coached junior wrestlers for more than 30 years.

*(NB He is actually the current president, not just a former president)*



### Unleaded fuel again!

*(This article was found by Richard Tapp while surfing the Internet)*

From: "Brinkman, Gerardo V"

<[GB127167@exchange.DAYTONOH.NCR.com](mailto:GB127167@exchange.DAYTONOH.NCR.com)

>

I have seen several posts on this list (Reliant Scimitar Mail List) concerning unleaded fuel and how the end of the world is approaching with the upcoming ban on leaded fuel. I have also been seeing many lead additives in the English magazines I read and the claims that most of them make.

I saw the same this here in the USA about 12 years ago when leaded fuel was withdrawn from the market.

I have been driving my Reliant Scimitar GTE SE5a here in the States for over 12 years on unleaded fuel and have put on about 35,000 miles on the car since. I took the heads off at 125,000 miles and saw NO effect of running unleaded fuel. I removed the valves, lapped them in with a bit of valve grinding paste and put the heads back

on. The mileage on the car is 137,000, uses little oil (1qrt/1000 miles), has good compression and good oil pressure (75lbs at cruising speed). Considering the engine has never been apart (except for the heads), I think I am doing pretty well.

The only effects I have seen of unleaded, is that they leave a brown/malt colored deposit on the spark plugs and in the tailpipe. But I think this is more an effect of the winter additive they put in the gasoline. This deposit happens on all my cars. Personally, all the hype I see in the European press is just that - hype. Its a great way for the oil companies to sell you more products that you don't really need. This is just my personal opinion.

BTW - I also had a 1974 Midget which I drove for over 100,000 miles with no ill effects, and in at the numerous British car shows that I attend, the subject of unleaded gasoline vanished long ago

Gerry

## Restoration Story

### The On-Again-Off-Again Restoration Team -Part 3

Still, it goes on!!!

It must have been one day in December, between Christmas and New Year, and after talking to Dick Hart on the phone, I heard that quite a bit of progress had been made on the caravan. That meant of course, that I had to take a peek!

So, armed with the camera, and with Carol in tow, we set off for Riverton. When we got there about 11 am, the boys were hard at work. First I took an action snap of Rick Frith who was putting a few touches (with a drill) to the cabin of Harold's Chrysler buckboard which is coming along well.



*Rick Frith looking surprised by the camera as he works on Harold's buckboard*

Then we looked over the major work - well, Carol hadn't seen it before and after gaping for a few minutes managed to gasp "You're all mad, or heroes. You are Really Remarkable!" At that, Graham Bailey, quick as

a flash, said, "There's a new name for us, The Really Remarkable Restoration Team".



*Graham Bailey(above) caresses the newly exposed bitumenous insulation near the front off-side of the caravan but shows a bit more aggression later (below)*



*The boys had reached the stage of pulling the aluminium cladding off the front curved part of the van, and Graham armed with a handsaw was cutting out the blocks of insulation. Action photos were taken (see above).*

## Restoration Story

### The On-Again-Off-Again Restoration Team -Part 3 (contd.)

Then we were given a cook's tour by Dick of the interior of the monster. Carol was most impressed, but still persisted with the idea that everybody concerned was quite mad, though it was good that someone was willing to preserve such an important part of our motoring history



*Dick Hart inside the caravan during the 'cook's tour - note the pile of oregon ready for use.*



*Keith Lucas measures carefully before fitting one of the oregon battens*

Anyway, after about an hour, we left the workers to it, and headed for Sevenhill where we spent a very pleasant 2 hours walking the Reisling Trail. The local council and other groups have turned the old railway line into a walking and cycling trail, and if you feel like a good walk with gentle grades, we would thoroughly recommend it. We nearly reached the Clare pub, but turned back a little short of the town.

Back at the car, we had a cup of tea, then drove into Clare, and found ourselves on the Burra road. I commented that I hadn't been on that road for ages, so off we toddled. A huge winery had sprung up along the way, typical of the investment in new vineyards.

Arriving in Burra about 6 pm, I just didn't feel like driving all the way home, so we pulled into the Burra motel (with water views if you like green scum!!), and since it wasn't too expensive we booked in for the night - no toothbrush, no jim-jams, in fact, not really equipped for a night away at all.

We headed for the pub, and had a huge steak, (so big that we had a doggy-bag for dinner the next day), and returned to the motel to watch such exciting fare as "The Bill" and whatever followed (No, none of that!). We returned home next morning, feeling like a couple of school kids playing the wag!

Next day I headed north again, this time to do some work. Fortunately we had a full team and plenty to do, so I was able to be a useful member of the OAOART. While Graham measured oregon uprights and cross-pieces, and set a window frame straight, Louie (Keith Lucas) did the sawing, and shaped some curved pieces for the top edge of the side where it meets the roof. This is bound to be a tricky part, getting the bends right, because the curves are complex.

Meanwhile, Dick gave me about 6 pieces of rotten hardwood, laid them on two jarrah planks, and said make new copies of all them. Well, it might sound easy, but when I did a bit of measuring and checking, not one of them had to be the same in the new frame!!!

## Restoration Story

### The On-Again-Off-Again Restoration Team -Part 3 (contd.)

Remembering what my father Fred had always told me "Measure twice and cut once", and petrified that I would stuff it up (Dick only had just enough of the jarrah to complete the job, so I was facing double jeopardy), I slowly cut and chiselled until I had them all ready to fit. It took me almost the whole b...dy day.

By the time I had finished, the others had completed the framing on the side, right up to the beginning of the front curved part, so we had a gluing session, setting in all the jarrah pieces which gave support over the wheel arch, and screwing everything in place.

Our final job was to laminate the curved wheel arch itself, following the line of the steel which remained from the original body. With lots of epoxy, the nail gun, and dozens of clamps, we got it all together, and felt it was a good day's work.



*Dick is about to attack the aluminium cladding which had to come off the front corner*



*Graham measures up one of the replacement vertical battens - the size of only one side of the monster would deter any sane mortal!*



*Some of the new framing viewed from the rear quarter - the plank is for standing on!*

I headed off, letting the others clean up (sorry guys), and only on the way home did I realise my ears were sunburnt. Motto is - wear a proper hat, not one of those baseball caps (they may be great in the USA, but in the Aussie sun, they are hopeless).

I have heard further reports from the team, about doing the framing and laminations for the front part of the van. However, other commitments (viz., work) have stopped me from helping out since that last visit. I reckon there will be huge progress made by the time I see the monster again.

I hope some of the team have been keeping up the photographic record. It is surprisingly difficult to remember what things used to look like, and just as difficult to remember to take the photos!

*Tim Smeaton*

## Surfin' the Net

### A Restoration Story: 1941 Dodge D21S

*(In the absence of any recent contributions from our own members concerning their restorations, the Co-Editors have been forced to search the Internet for material (I hope you feel suitably ashamed!! - T.S.). We hope you find this an interesting story, and it shows how the stories from Canada are very similar to our own, with just the same hassles and difficulties. With the short time to print, we have not sought Ron's permission, but in the spirit of restoration of vintage vehicles, we hope he is pleased to see his story included here.)*

URL: <http://www.grizzly-systems.com/carclub/member.htm>

1941 Dodge Model D21S Special Deluxe 4 Door Sedan

Story by Ron Buck

It was early one spring morning in 1979 while driving to work that a passenger in my vehicle asked me if I was interested in a 1941 Dodge car. He knew I was interested in vintage cars and a friend of his had this Dodge and needed to sell it soon. The first question I asked was how much? He told me and I said it's too much. So, he said have a look and make him an offer. He went on to say it was in the Lower Nicola west of Merritt BC giving me the address. The following Saturday, my wife and I drove to Lower Nicola to see the car (approx. 75 miles). We found it- in the back yard of the address given, but couldn't get close to as it was home to two large German Shepherd dogs and the owner wasn't home.

Somebody had started restoring it- as the right pieces were taken off and there was damage to the driver's side of the car. We drove back home to think about it, and a week later I was able to contact the owner and he assured me everything was there and mostly rust free- but had no registration for it. I made him an offer less than half of his asking price and he accepted it.

We agreed to meet at the car the following Saturday to have a closer look and we paid him for it. Everything seemed to be there but the damage to the drivers side was

extensive! It needed LR and LF fenders, LR door, running board and braces plus a section of body at the wheel well.

The next thing is to get it home, somehow with a trailer. A friend of ours offered me his trailer that he used to haul equipment. My son and I, headed for Lower Nicola on Saturday morning after connecting the light wires, etc. The owner had moved and nobody was there. We had trouble loading the car with no winch or ramps, but did have a com-a-long and two planks. Once loaded and cinched down, we headed home with our treasure. It took about three hours and it was unloaded in my driveway, where it sat for about 3 months.

Winter was on its way, so I thought I would check the radiator for fluid. Surprise, the radiator was full of antifreeze, looking closer at the engine, it had new sparkplugs, plug wires, distributor cap and fan belt. I decided to try and tart the engine, the crankcase oil was clean, put a battery in and a little gas in the carb and it started up like it had run the day before and sounded not bad except for a couple of noisy tappets.



*The partially dismantled Dodge in the garage*

I decided to move it into the garage to dismantle it for restoration. The restoration seemed to take forever, especially when the body is off the frame. The engine a 218 cu.in. 6 cyl. Was completely rebuilt. The body and frame, etc. sandblasted, and the frame painted. The mechanical parts were rebuilt with lots of new parts and painted.

## Surfin' the Net

### A Restoration Story: 1941 Dodge D21S

The required body parts were located at an auto wreckers in Oliver BC who was parting out a 1941 Ply. 4 Dr. the same body as ours.

It was about this stage of restoration, I decided to do something about registering the car. ICBC told me I had to find the registered owner, and have him sign the transfer papers. I finally contacted the gentleman I purchased the car from and he gave me the name of the person he bought it from. This person told me seven different owners who had not transferred it and the seventh was believed to be the registered owner-could not be found. Back I went to ICBC and was told that a registered envelope with transfer papers and instructions addressed to the person in Merritt and it the envelope is returned to me unopened, I should take it to ICBC and they would look into it. This took about 6 months to get it registered in my name.

Information I received from past owners is the car was a taxi in the 50's and 60's until it was in an accident in 1962, the last year it was on the road. Time was running out by now, this being 1981 and we wanted to register for the VCCC quarter century anniversary BC tour in 1983.

I still had to finish assembling the body to the chassis, bodywork, paint and upholstery. Finally, in the spring of 1983, with lots of help and dollars, it was on the road. But the rear end was noisy. A used rear end with higher speed gears was found in the Salmon Arm area and installed, along with a wheel alignment, it was ready for the road!

This car has traveled 25,300 miles to date with only one failure a new defective fuel pump that I Changed out on the side of the road at Spences Bridge on the quarter century tour first 800 miles. Since then, we have drive it on tours etc to Alberta, Montana, Washington State and

recently to the VCCC 40th anniversary tour this summer.



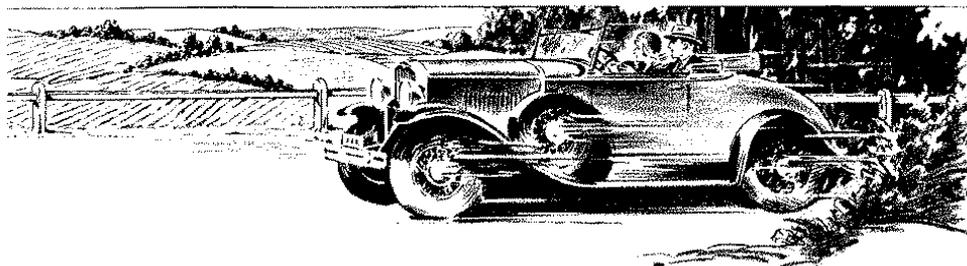
*The completed restoration - a beautiful looking car complete with white-walled tyres*

We have registered for the year 2000 cross Canada tour in July of that year. We look forward to many more pleasant tours!

**Ron Buck**



*Ron and his wife ready for the road*



## Market Place

### FOR SALE

**1978 Valiant CL** s/wagon, auto, mech. sound, body fair: a good workhorse. \$475. Bill Wurst. 8277 1479.

**Valiant AP5** Regal sedan, white with p/b auto, radio/cassette, good tyres, hubcaps and trim and immaculate interior. A very stock-standard vehicle in good condition. Has been standing for 12 months but engine regularly turned. \$5000 ono. Anthony Baker 8234 4924.

Dodge truck V8 engine (381 ci?). Included is the clutch plate, aircon. unit and manifold. Requires reconditioning. Anthony Baker 8234 4924

**1971 RT Charger** original condition. Motor rebuilt 5 years ago. Only done 2,000 miles since. Bit of rust. Yellow/black. Open to offers \$8,000 - \$10,000. Joe 8244 4650

**1957 Chrysler Royal AP1** good parts car or project. 6 cylinder, no gearbox fitted. 1959 auto gearbox and motor available. Roy Polack.

Hamilton 03 5572 3725 (refer Chris Howes)  
**1968 Valiant VE** Regal white, auto, 80,000 miles Reg Mar 2000 \$2000, Wilmington Toy Museum, David Christie, 8667 5276 (notice at Clare Swap meet per Chris Howes).

**VG Pacer** 4 door body 7-5-41/3116 engine D221G22341\*. Restoration project, some dings and rust. No floor covers. seats tatty. Jeff 8266 0269 (Klemzig)

**108 Dodge van.** CL-CM valiant and Chrysler by Chrysler parts. Dennis Goodman 8384 2358

**1928 Dodge** screen side fast four. Built for touring. Vehicle participated on Flinders trip. Reconditioned motor, gearbox, diff., down draft carby, cam grind, water pump. 5 new tyres. Chrysler front axle (hydraulic brakes). Vehicle has travelled less than 5,000 km. \$14,000 ono. Cled Davies 03 5443 3432 (Bendigo) or 0419 581 854.

**1937 Dodge sedans** (2) suitable for restoration. 1935 De Soto sedan partly restored. Gil Oxley. 8376 0382 or 8382 6050 (ah). Refer Les Kennedy (8258 9594 ah)

**1929 De Soto model K tourer.** fully restored 2 years ago in good condition by CRC members. 1000 miles since rebuild. Green guards with cream body. Green interior. Optional picnic basket and full size car cover. Regretful sale. Steven Fisher 8251 3575

**1960 Chrysler Royal RHG-217.** 6 cylinder flat top side valve. 3 speed column manual. All there. Good chrome. Good restoration. Straight body. Not run for last 4 years. Plus 4 x 15" stock rims with bald tyres, 5 x doors, 1 x bonnet with all badges, 1 x boot lid, 1 x rear window, 3 x front glass, 1 x brake booster from later model - made for car, not fitted. Whole lot for \$2,000. Must sell. D. Jeffrey. 0418 850 248

### WANTED

**1950s Dodge , DeSoto** steering components. Tie-rods, Pitman arm etc. or parts as above to suit power steering for above models. Murray Bryant 8443 9967 (Sorry, Murray, we put this in For Sale and your door was beaten down by customers!!)

**1927 Dodge coupe** Budd body parts: **1929**

**Dodge sedan** Budd body parts

Ralph Hobbs 8584 5075

**1924 Dodge 4** hand brake lever. Michael 8252 1381

**1915 Reo tourer** parts: Crown wheel and pinion assembly. Diff centres from cars and light trucks up to 1928 will have the part that I need. Malcolm DuBois. 8269 4771

**1920's-30's pin striped suit** and chauffeurs cap. Brian Miles 8327 1993

**1947 Plymouth** 15" rims and hub caps. Alan Hill 07 5445 7071 or leave message 08 8387 3487.

## Deadline for next issue

Please submit material for the next magazine before June 25. Neat handwriting, or typed copy is appreciated. We can work from 3.5" diskettes in either IBM or Macintosh format, in Word or most other wordprocessing packages. The magazine has been

printed by CRC member John Davis at Four Hour Printing, Fullarton Road, Norwood. Artwork proofs printed courtesy of Kennedy & Co, Chartered Accountants."

Standard advertisements for inside front and rear covers held by 4 Hour Printing.



*This old photo of the T.J.Richards workshop seemed appropriate for this issue, when the Club has just joined with the T.J.Richards family for an autumn leaves run to the Adelaide Hills.*

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'THE CHRYSLER COLLECTOR'

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