



THE CHRYSLER COLLECTOR



Number 129

July / August 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

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

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

Saturday/Sunday, July 15/16, 2000

Waikerie camp-out - Carole & Ken Barnes -

Sunday, August 20, 2000

Eudunda run, with Barossa Vintage Car Club - Allan & Sandy Martin

Sunday, September 10, 2000

Ross rose gardens, Willunga - Cathy 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 - Roy & Norma Schopp

January, 2001

Ray Miels Memorial Breakfast Run - Brenton Hamilton

February, 2001

Foreshore to Coastguard run - Steven Fisher

Committee meetings

16 August

18 October

Invitation/Other Clubs' events

September 9-10, 2000

Vehicle, Tractor & Engine Rally, Naracoorte

September 30 - October 2, 2000

Riverland Rally, Riverland V&C CC. Matt Casey (08) 8586 3435 a/h

October 1-15, 2000

Motorfest events, Federation Clubs

November 26, 2000

Old Fashioned Picnic Day at Strathalbyn

April 19-29 2001 in Canberra

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

May 14-21, 2001

Kernewek Lowender Cavalcade of Cars. Norma Schopp organising CRC contingent

September 30 - October 6, 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

Both photos provided for this issue came from Joy Miels. Thank you for passing them on to us, Joy.

Front: This photo dates from the 1992 National Chrysler Rally held in the Barossa Valley. The cover features a beautiful 1934 DR Dodge sedan owned by the Boyce family.

Back: This 1961 Dodge Phoenix, also from the 1992 National Rally, is owned by the Whitlock family.

Coming Events

July Meeting

Wednesday, July 12, 2000

"My Sporting Life"

Alan Marks is best known for his many years of commentating at motor racing venues, including Rowley Park and Mallala. He was also host of an Adelaide produced TV motoring program.

However Alan's commentating expertise is such that he has been invited to commentate in a range of

other interesting areas - which I will leave him to tell you about.

Of course in the process of all this commentating, he has accumulated a great many humorous and interesting anecdotes - a selection of which he will share with us.

So come along for an entertaining evening.

Richard Tapp

Waikerie Camp-Out

Saturday/Sunday, July 15/16, 2000

About 60 people will be attending the Waikerie camp-out, it looks like being a fun time. There are still plenty of powered and unpowered sites available, but all the cabin accommodation has gone.

Laurie Kallich (Waikerie Crash Repairs) a new member with a 1927 Chrysler, will be at the caravan park on Saturday afternoon to help guide us to the chocolate factory at Ramco en route to Murrayview. This should suit the choco-holics amongst us.

Once at Murrayview Rick Frith and helpers should have a bonfire prepared. Mike Rees has offered to cook a sheep on the spit with some camp ovens for legs of lamb and spuds to give a plentiful supply, a small charge per head will be made for this, but ladies need to bring a salad to share. There will be activities for all at

the farm. After tea around the bonfire time for some yarns and if anyone can play a musical instrument please bring it along because you will have a captive audience.

Sunday morning commencing from 9.30-10.00 am Laurie Kallich is hoping to have the local pump and stationary engine museum opened at a cost of \$2 per head - this is worth seeing and is close to the caravan park.

Remember to bring your own bedding if staying in the cabins, and own chairs, knives/forks, plate, mug (tea and coffee supplied) for Saturday night. We leave Saturday morning at 9.00 am from opposite the Old Spot Hotel (Carisbrook Park), when more information will be handed out.

Ken & Carole Barnes 8293 7923

August Meeting

Wednesday, August 9, 2000

The plan for this evening is to use the collection of photographs from past events as a basis for a competition to see who can recognise people and places.

So, come along and join the fun and test your

memory. If you are member who has joined the Club recently, you will still have an equal chance to recognise places (your brain may be more active than some of the older members!!).

Ross Bryant

August Run to Eudunda

Sunday, August 20, 2000

Meet at Carisbrook Reserve opposite the Old Spot Hotel on the Main North Road at 9 a.m. for 9.30 departure (early departure due to approx. 2 hour drive for the "oldies").

We will be guests of the Barossa Valley Historical Vehicle Club at Geoff and Beth Hansen's property via Eudunda. BBQ lunch will be provided consisting of lamb chops, sausages and bread. Could

club members please BYO drinks, chairs, plates, cutlery and a salad to share. Tea and coffee provided.

The Barossa Club has challenged our club to a damper bake off, so for all those members who would like to show their expertise and enter the competition could they bring along their camp oven and special ingredients. Anyone with that special jar of homemade jam, bring it along for sampling with the damper.

Allan & Sandy Martin

Olympic Roses Run - Willunga

Sunday, September 10, 2000

Gather 0930 at O'Halloran Hill for a 1000 start to Ross Roses at St Andrews Tce, Willunga.

10.30 Devonshire tea \$3.90 per person, includes guided garden tour after morning tea.

(Tour is \$1.00 per person if not having morning tea)

Numbers for morning tea will be collected at August meeting.

Cathy Woods

From the Committee

Editorial

It is with great sadness that we have said goodbye to our friend and Chrysler colleague, Keith Lucas. In this issue of the magazine, we have included an article by Dick Hart about "Louie", and many of you will be able to relate to Dick's story.

I would like to share with you a couple of my own recollections of Louie. The night that one of our speakers brought his green Plymouth "Special" to the Triple C rooms, I happened to say to Louie that I would love to build something like that. Usually I get a fairly dim response (especially from Carol!), but Louie grinned, and his big dark eyes lit up. "Phewww, a Special! Ooh, that would be great, my son. Motor-cycle guards, do you reckon, aluminium or steel body. Phewww. Good luck, me boy, she'd be a beauty."

My other close encounters revolved around the big caravan at Riverton, where Louie was usually given the tricky sawing jobs. Graham would mark the bits of wood, and Louie would use the electric saw like a planer/chisel, making the electric saw look like a toy in his big hands. Then, when he and Dick shaped the ribs at the back of the caravan, both of them stood on a trestle, each armed with a big 6" sander, happily ripping away the extra oregon, no mask, no ear muffs, but thoroughly enjoying themselves.

A big man, a great mate to all, and we'll miss him.

Tim Smeaton

President's Message

Dear members,

Since my last report the Club is all "go". At our May meeting, our guest speaker was again Phil Hereen who gave a most interesting talk on paraplegia. He told us most people become paraplegics through accidents, not only in cars but through sport also. He spoke of the difficulties of rehabilitation and of setting up houses to cater for their needs.

Some members attended the PADARC Rally at Pt Pirie on the long weekend in May and I can assure everyone that this is one of the best rallies around.

Dave & Gay Aylett's Angaston run was well attended with 22 cars out for the day. After lunch in the park, members made their way to Angas Park Dried Fruits. You had to get in for your purchases between tourist buses.

At the June meeting Jim McLachlan and members of the Shannons2001 National Motoring Tour Committee gave us a lot more information on the planned trip from Adelaide to Canberra. If any more Club members are considering going, speak to Jim. We then had on of Richard Tapp's popular quizzes and the rowdiest group won.

Again Ross Fleming's Pub lunch was an outstanding success. The weather was fine and after meeting at the weighbridge we travelled to Myponga for morning tea. Many of us went through the old cheese factory, now the Myponga markets. We then travelled on to Yankalilla where 97 of us enjoyed the meal. After lunch many of us visited various tourist spots around the town.

Kind regards,

Brenton Hamilton

9th National Chrysler Rally 2001

Over the past few months the Rally organising committee has been very busy. As mentioned at our June meeting, the committee have decided to change the date of the Rally. This decision was not made lightly as some bookings had been confirmed, and I must thank Ross Bryant for his assistance in arranging and confirming the later date.

Members please note the 9th National Chrysler Rally 2001 will now be held from Sunday 30th September to Saturday 6th October, 2001.

Rally secretary Norma Schopp has written to N.S.W. and Victorian clubs advising of this, and asking both clubs to give wide publicity to the new date so all members are aware of the change.

The entry forms are at the printers and will be available at July meetings in all States.

If members have any queries please ask any Rally committee members.

Rally Co-ordinator

Brenton Hamilton

From the Committee

Keith Lucas

The Committee and members of the Chrysler Restorers Club wish to pay their respects to the late Keith Lucas, who passed away on Saturday, May 20th, 2000 at the Modbury Hospice.

Keith and Janet have been members of the Club since 1983, and Keith will be sorely missed by all his friends.

Our condolences and best wishes to Janet, Wendy and Ian

Although many members of the Club attended the funeral service, there may be others of Keith's friends who may wish to show their respect by making a donation to the Modbury Hospice.

The Dash - a poem read at Keith's funeral

A poem "The Dash" was read at the funeral of Keith Lucas.

In order to share part of the funeral with members who were unable to attend, the poem was included in the original reports of Keith's passing.

The author of the poem was not known at the time of the funeral, or by the person who submitted it to the magazine editors.

A representative of the author, Linda Ellis of www.lindasyrics.com, has contacted the club

to advise that she is the author and copyright holder of that poem. The full text of the poem is available at her website.

As the poem is copyright it has been removed from the version of issue 129 of the Chrysler Collector that is available on the internet and replaced with this text.

*Richard Tapp
February 2002*

A Story of Many Restorations

Recollections of Keith Lucas

(The following recollections of Dick Hart's special friendship with Keith Lucas resulted from a couple of hours chat, with the Co-Editor taking notes)

This story starts at Des Rowlands place in Cypress Street, called "Antique Spares" or something, a Chev man and agent for Peter Jackson, etc. I was picking up a reconditioned water pump for the Chev truck. Barry Kenyon (an old CRC member) was in there with Keith on this Saturday morning. They'd had some De Soto foot panels made up or something. I tapped them on the shoulder and said "Into De Sotos?". Barry Kenyon said "Not too many De Sotos!". I replied, "I've got one at home, use it all the time. "No, it's not a De Soto" replied Barry.

Anyway, before I got home, they were both at the gate! They saw the old '29 tourer, complete with its aluminium tags under the seat with the names of the blokes who worked on the car. From that day, Keith and I were close friends.

Now Keith had bought a '29 De Soto sedan from Kevin Field in November '82, complete but needed restoration. Why a De Soto? It happened to be the first! The first time Keith actually drove a De Soto was in the 1982 Christmas run at Cudlee Creek, in my old '29 tourer.

He began the restoration in March '83, when I met him and we worked regularly 2 nights per week (Janet has now told me that it was all weekends as well, with her cooking dinner on Saturdays, but I can't remember all that). The two of us would work all evening, sometimes till 1 am when the boss (Janet) would appear. "Keith, to bed. Dick - home!"

None of us knew anything about woodwork except it came from trees. We didn't even own any carpentry tools! "Not even a saw between us." A mate called Bill Dennis, a great carpenter who must be about 70 now, was talked into helping with the woodwork on the sedan. Bill was a very close friend from the UK (with him "every tool was sharp", which was why we liked working with him!). Bill built 3 wooden De Soto frames. One was the sedan. One is in Dave Major's tourer. One is still in my shed waiting for the roadster which still isn't built. Keith was always gunna do that.

Keith did all the tinwork and painting himself on the sedan. With the new engine tight, and a bit of

backfiring through the carby, there were flames coming out of the radiator. Keith ripped the extinguisher off the firewall and put it out. However, it meant re-spraying the whole bonnet. The sedan was finished in about 12 months! We went round the block and all over the place to check everything out. In 97 miles, the engine did 3 big ends! The job had been done by a reconditioning firm in Adelaide, and always, it was #6 which went. With hindsight, we now know that this is the last one to get oil, and if the white metal isn't cut away to give an oil channel, it stays dry too long. Through meeting Maurie Sambal (who later ran a workshop for model railways) we got the correct measurements for the big ends, tolerances, etc. and met Geoff James. No more problems, and every engine I have had re-metalled since then has been done by Geoff (now retired). No more problems.

It was the '84 Bay to Birdwood which was the first official run for the sedan. Bill and his wife May dressed up in period costume for the occasion.



Photo of the group at Birdwood in 1984: l to r: Bill Dennis, Janet, Keith and Ian Lucas

Since then, the car has been on many Club runs, both local and interstate. The present owners, Les and Barbara Kennedy use it often, and have made several memorable trips, including Woollongong to the National Rally.

The next car was the '29 tourer, and Dave Major bought it in 1990. Dave had driven to Alice Springs in my De Soto and was so wrapped in it, he made the decision to buy Louie's.

The roadster was originally a Queensland car, bought through Chris Howes.

A Story of Many Restorations

Recollections of Keith Lucas

After a visit to UK to see his relatives, Keith did the roadster and another tourer, both finished in 12 months, before the Bendigo National Rally. He only took the roadster to Bendigo, driven by Terry Birkin (our bus-driver from Bendigo. The funny thing was, Keith was no great lover of actually driving old vehicles. He just loved restoring them. Perhaps he had too many bad experiences - he used to run his vacuum tank just by wanting to drive fast.

Janet really loved the red sedan. The upholstery had been done by an old-time upholsterer. After that, Keith did a TAFE course in upholstery and did the last 2 cars himself. He met Neil (Wormald) and decided to help him and used the sewing machine under his guidance. He became pretty good at it, though Keith would cut off 1" at a time, and finally cut off too much, while Neil would make one bold slash and get it right! By this time, we had enough tools to do all the woodwork, and with supplies of plywood scavenged from the PBD, quite a few bodies were done.

As in nearly all restorations, they were team efforts. Keith did lots of the bodywork, welded up brackets (often an extra set for someone who might need them), while Rick Frith painted the last 2 De Sotos, and I did all the mechanicals. We had a funny relationship - we all knew where we stood at any time. Usually, we'd leave each other to their own devices. One thing I remember about Keith, he never said "I", it was always "We" or "Us". Even in hospital, he was saying "our bearin's in that box" as he helped us sort out the stuff in his shed.

One box which came to light recently was tipped out on to the scrap pile by Rick, but then we realised that it was full of useful brackets, made by Keith and carefully squirrelled away until someone needed them. It took quite a while to put them all back in the box! Another job he took on was making new water distribution tubes for many of the old engines, in copper to replace the iron ones.

After we both joined the CRC in 1983, within a few months of each other though Keith had been to quite a few meetings before he decided to join, we formed a sort of group within the Club. Keith

had met up with the Schopps and Kevin Frith, "Ah well, might as well join."

The chance meeting with Keith led to endless trips looking for parts. All told, we dragged in 13 '28-29 De Sotos, all wrecks. From those, 4 are restored, 1 is now with John Denton, and 2 are at my place (still to be done). . Through word of mouth, and ads, we went to all States except WA. These trips became part of our lives. In the RAH recently, Keith was saying "Cobber" (he always called me that) "Where have we been in the Greek Mercedes?" Two nights later: "I reckon about 500,000 kilometres in that car (the old Valiant V8). You know, we went all over NSW, 3 weeks and about 14000 km on that one trip. The rest of the equation is like this. 4 km/L at 60c/Litre adds up to \$68,000 in 19 years." Not surprising when you think we got cars from Yunta, Dromana, Colac, Bendigo, Stansbury, Quilpie, Finke, Wentworth (Forster's place on the Anabranche), Karoonda etc. Janet said we were like a pair of dogs "Once the gate was open, we were gone til dark."

I remember the trip to Yunta - we couldn't find the place, in spite of directions, so we asked at the pub. The local rabbit trapper helped out, led us off till 3 am, then left us in the middle of nowhere, saying the homestead was only a kilometre or so down the track. Sure enough it was, and after a kip in the Valiant, we found the car, a '35 De Soto.

Doug Kennedy actually found the '37 De Soto, and Louie had a standing joke "Can't do it, haven't got the video!" Doug had brought a brand new video camera, all the whistles and bells. We're busting our guts getting the thing out of the sand dunes and he's taking the pictures. He didn't even have overalls!

We went to every Bendigo swap from 1984-97, plus swap meets all over SA and Vic. (till they dropped off in quality and then we wouldn't bother).

The secret can now be told. Keith was Father Christmas for many years. He always said he was embarrassed when the Mums sat on his knee (some of their wishes weren't for Father Christmas).

There were always fights on runs. One very early breakfast run, Doug Kennedy had given each

A Story of Many Restorations

Recollections of Keith Lucas

alternate car a different set of directions, with a sealed envelope with the destination if there were any problems. Well, as soon as Janet told him to go left when the car in front went right, she was wrong! When Louie saw cars going in the opposite direction on Greenhill road (or somewhere), he made Janet open the envelope and he headed straight for Brownhill Creek - first there!



Photo taken on that early breakfast run, with 3 of Keith's restorations

In the Club, Keith was never on the committee, yet he devoted 19 years to the Club. When going away on trips to swap meets, we re-wrote the constitution 20 times. He wanted to participate in everything, always willing to help anyone. He worked more effectively outside the committee, organising events and particularly the 1992 National Rally. He was always there swinging a hammer to put up a marquee, or lending his strength or wisdom somewhere.

Keith and Janet came out from the UK in 1966 and went to Coonalpyn with the railways. Then he joined the PBD and installed air-conditioners all over the State. He did all sorts of sheet metal work, fixing up some of the country courthouses in recent times.

It is worth mentioning that during his time with PBD, Keith trained apprentices. All of them visited him in hospital, and several were at his funeral. These "boys" are now grown men, but still thought enough of their old boss to see him and pay their respects.

The PBD became SACON and was "down-sized". Keith was made redundant at the age of 51. Although his retirement was forced on him, he enjoyed his 6 years of restoration, and never returned to full-time work.

The list of restorations which Keith had a hand in is pretty impressive:-

Keith's own cars -5 restorations
Chrysler 60 tourer- Neil Wormald

1935 Dodge ute - Rick Frith

1925 Maxwell - Chris Howes

Dick's cars:-

1935 De Soto

1916 Dodge

1955 Ford F100 ute

1956 De Soto ute

1954 De Soto (Andrew Hart)

1956 De Soto (Adrian Hart)

Keith also had a hand in many other restorations. These include Sonny's Oakland (the public at the Swiss Mountain), Bob Collis' '28 Plymouth, Ross Bryant's '29 De Soto, and many others. It has been terrific to see that all the historic cars which Keith and Janet still owned have been purchased by Club members. Allan and Sandy Martin are now the proud owners of the roadster, David and Shirley Crichton have recently purchased the '56. The unfinished '37 tourer has gone to John Denton and the '37 sedan to Rick Frith.



Photo of 3 of Keith's restorations at the funeral service, the first sedan, the roadster and one of the tourers.

Keith did have several goals which still need to be completed. (1) Help Dick to finish the caravan, (2) Get Neil's straight 8 on the road, (3) See David Crichton's Chrysler Imperial finished, and (4) Help Malcolm Dubois to get his '77 Chrysler finished. (*Don't let him down, fellas, get on with those restorations - Co-Ed.*).

I'll remember Keith as being very strong. He used to pick up a De Soto engine and dump it in a trailer single-handed! Together we did lift up the back of a car to put a jack under the back axle. Louie used to look big enough to go into the wrestling ring.

A final word from Keith - "My car had to be a Chrysler product, none of this Pommie rubbish. But the only thing Dodge and De Soto have in common is the D."

Thanks, Cobber,

Dick Hart

Club Notes

Correspondence: T.J.Richards Family

To the Chrysler Restorers Club, SA branch,

Dear Brenton,

On behalf of the T.J.Richards family, may I extend a very special thanks to you and your Club members for a wonderful outing on Sunday, 17th April.

It was a very special day for all those present and we do appreciate your support and interest in continuing your friendship with our family.

The highlight had to be the appearance of the "goat cart" - what an incredible surprise that was, and a special thank you to all those involved in organising it being there. We look forward to any future gatherings,

Thank you once again,

Janet Coats (nee Richards)

A Learning Curve!

What I have learnt since becoming a CRC member!

How to read a run sheet - left means left unless it means right

How to keep warm in a car without heating - sit on a woollen blanket and invest in gloves.

How to pack a picnic basket - you do it once then leave it packed, just add food.

How to keep a thermos upright - wedged in the corner of the picnic basket.

How to drive a 1957 Chrysler Royal - act as if I'm taking the family to church back in 1957.

How to drive 1928 "Matilda" Dodge - hang on tight and keep your eyes on the road.

How to write an article for the Chrysler Collector - will wonders never cease.

How to make holes in the plastic bags that enclose the magazine - use a hole punch, check them out.

How to pack 300 magazines in one and a half hours - one at a time.

How to organise a car run - enlist the help of a friend, make sure there is a toilet.

How to wear red and not feel conspicuous - sorry, I don't know!

How to be constantly on the lookout for places to visit - everywhere can be a venue for a run.

How to appreciate the countryside around Adelaide - I'm still surprised by the secrets our State holds.

How to enjoy a car club meeting - laugh a lot, come along and be amazed.

How to be involved in a new circle of people - The friendliness is wonderful.

How to whip up a slice, cake or muffins for those famous morning tea stops - after a while go to the bakery like everyone else.

Happy motoring,

Cathy Woods

Olympic Torch Carrier

David Schumacher, who some members may not realise competed in the wrestling at the 1956 Melbourne Olympics is to be a torch carrier on Saturday, July 15 at approx 4.06 pm. David is running UP Shepherds Hill Road from Ward Avenue to House No. 155, a distance of about 400 metres.

Unfortunately, this clashes with the Waikerie camp-out, but if any members can't make the camp-out, perhaps you might like to go and give David a cheer as he sprints by. Congratulations, David, again an unsung hero. The Committee.

Offer for Dodge 4 Rally

Rick Atkinson is unable to participate in the Dodge 4 Rally at Goolwa. However, he is

happy to lend his car to anyone who fits the criteria for the Rally.

He can be contacted at home, 8380 5020

Past Events

Phil Hereen - since my accident

Once again, we were privileged to have Phil to speak to the Club again, but this time to speak particularly about his own life after his racing accident, and that of other people who have become paraplegics.

It is now 7 years since Phil's accident. He was told that he would be a paraplegic only 12 hours after the event, and the first 12 months were slow. He had to start his life all over again. He considers himself much more fortunate than the "quads".

He works at the spinal unit 3-4 days each week. Causes of spinal injury are car accidents, diving, cowboy rides, etc. One of the biggest problems about the accidents which land people in wheelchairs is the suddenness of the event - there is no time for planning. Someone has to pick up the slack on mortgages, loans etc. Phil now rings up banks etc. to ask for breathing space, and usually the banks are OK for about 6 months. As he said, "I used to build bridges - this is much the same".

He has done a lot of work with the parents of young people, and enjoys the challenge of house design, getting away from the "hospital" look, yet being functional for people in wheelchairs.

He recalls that the food at the spinal unit was terrible, and he even got on radio to try and improve it. Since many quads can't swallow, helpers bring in food and it is vitamised. Acceptance of the spinal injury is often a big problem, and the victim does not wish to inflict himself on his family.

Phil recalled that he and others have spent time lying on their back, feeding with a mirror and spending ages chasing the food around on your plate.

Early on, you have no control of you bowels, bladder, etc. When he went home for Mother's Day, he left a little brown package in the bed!! He also recounted an eventful night when he tipped himself head-first into the loo, jamming the wheelchair on top of him. He heard Michael (the next door neighbour) in the shower, told him to ring his wife and tell her he was stuck in the loo! She went back to bed, didn't believe it, so read a book. Finally she did find him, and they both burst out laughing.

You can't pick things up with both hands because you fall forwards. Dressing yourself is a challenge. One of his first efforts was to tuck the sheet in his pants and pull it off the bed and halfway down the hall.

Outreach is an organisation which visits people at home, particularly in the country. Farmers are the ones who get so frustrated because they can see all the jobs which need doing. Phil is involved in a design for a wheelchair which will lower itself to 8-9" off the ground, particularly helpful for 'paras' to get themselves back in if they fall out of the chair.

One young woman, Kellie Rogers, 20years old and 6'1" has gone in for wheelchair rugby. She made the State team, and does a lot of travelling for her sport. Young athletes like her need funds to help them enjoy their sport, and fund-raising is one of the jobs that Phil has taken on, doing a lot of speaking to clubs like ours.

At the end of Phil's talk, the bucket was passed around, and \$100 was donated from members - a very generous effort and much appreciated by Phil and his organisation.

Tim Smeaton

Back to Arkaroola

If anyone happens to visit the new exhibits at the SA Museum, take a while to see the Mawson exhibition. There are some fantastic photos taken by Frank Hurley, and a video of original footage taken on board ship and even on the float plane that Mawson took to the Antarctic in 1930.

However, what took my eye was a shot of the Arkaroola area (Mawson was first and foremost a geologist), and in the foreground was, yes, you guessed it, a Dodge 4! The trip was made in 1939, when the tracks would have been a lot rougher than experienced by members of the Club in 1993.

Tim Smeaton

Past Events

Bowling Night

Wednesday, April 22, 2000

An intrepid and well practised team of older and younger Club members recently ventured out on a Saturday evening to the recently completed Marion Tin Pin Bowls Centre.

Ages in fact spanned approx. 60 years between the oldest and the youngest, at a good guess. Around 40 people attended, and the only member to rock up late was the organiser, almost 30 minutes late in fact, i.e., if you went by the time had had printed in the magazine!

The fault lay squarely with me, who somehow told the Bowling centre we would arrive 30 minutes after the time I advertised. My apologies to all, and Murray, your phone call was OK!!

Thanks to Judy Hart, teams were organised and listed, and some smart negotiating by Judy

resulted in the Club getting an excellent deal on the cost of games.

The evening was great night, with a lot of laughs, some good shots, plenty of gutter balls, and a few that went in reverse! Dave Aylett was amongst the good scorers, a number of which exceeded 130 total.

The centre is well set up, and well automated and yet entertaining with the animated characters on screen commenting on your score etc. A number of the group ended up at the Marion Hotel for a meal, others ate at Marion close to the bowls centre, returning for a few more games. All in all a most enjoyable evening with some great company.

Ross Fleming

Ashbourne Golf Day

Wednesday, May 3, 2000

In keeping with the bowls night some weeks previous, another team of Club members (both younger and older - good to see!) rocked up to Ashbourne, up in the hills beyond Meadows, for a bit of fun and exercise!! It's my bet that of those who played, none of us had had a gallery before.

Around 12 - 14 people showed, with two groups of men hitting off at around 10 am followed by the three lady players (one of whom was 91 years old). Would seem there was a bit of skulduggery between the second group of males who followed the females. Appears the men hit their balls a bit long, often getting a little close, and in fact passing the womenfolk's balls. Needless to say, this resulted in some interesting and tall tales at the end of the round, and some friendly banter! Those who did not play, followed their respective fans

around the course, no double offering some good advice along the way.

After nine hole, we all gathered around for lunch, Murray having organised a BBQ on site, and absolutely superb weather. Those who wished then proceeded to play another nine holes.

Ashbourne is a most beautiful spot, especially on such a good day weatherwise. We all enjoyed the day, despite some rough scores, and a few bruises for one player seen sliding down the first tee.

Thank you, Murray Bryant, for an enjoyable day, one which could become, in my opinion, an annual outing.

Ross Fleming

P.S. Trevor Kramm got the best value out of the day - he had the most hits. Also, according to Ken Dart, Murray had trouble finding his balls - down a rabbit-hole!.

Angaston Run

Sunday 21st May was crisp cold and clear as we set off for the first meeting place opposite the Old Spot Hotel

It was a subdued gathering as we were informed of the untimely death of Keith Lucas the day before. However in true CRC style we gathered to support each other and remember Louis and then wended our way to Angaston with fond memories of our many runs shared with him.

Dave had chosen a scenic route via Black top Road to Williamstown, Bethany, Menglers Hill and finally lunching at the park in the middle of town. The sun shone as picnics were unpacked and bakeries visited. I had laboured and groaned earlier in the morning over making a large salad to share only find there was no such instruction and the editor unkindly pointing out that if I read the magazine I wouldn't have made such a nasty

mistake and wouldn't have had pasta salad for the rest of the week!

A walk up the main street past the old blacksmith shop which was a great step back in time, the antique shop and Angas Park Fruit and Nut factory. Lots of dried fruit gave us something to munch on all the way home and a most uncomfortable evening (*tut,tut, how uncouth! you shouldn't have eaten so many peaches! - Co-Eds.*). However we couldn't blame the organiser of the run for that, just reflect on the beautiful day in the country and how lucky we were to have gone.

Many thanks to Dave for organising such a successful run.

Carol Smeaton

P. S. The pasta salad was finally thrown out on Wednesday, almost finished!!

Past Events

T.J.Richards Family Run

The Colonial Restaurant carpark filled rapidly on Sunday morning, April 16th, for the start of the autumn leaves run to Stirling.

The sun was shining, and, as club members arrived, so did about 20 T.J.Richards family descendants, all eager to have a ride in our Richards-bodied vehicles.

Brenton Hamilton welcomed everyone and we headed off, up the freeway but not through the new tunnel. We took the old road, negotiating the notorious Devil's Elbow, heading towards the Eagle on the Hill. It was strange to have little or no traffic on this section of road, and rather sad to see the three service stations at the Eagle all totally deserted. I guess that's progress!

Our morning tea stop was the carpark behind the Eagle hotel (I wonder if that, too, would be deserted were it not for the pokies?). The view from the carpark is interesting but would be even more so if a few more trees were trimmed.

On the road again, a relatively short run took us through Piccadilly, then past Woodhouse (the 'home' of Scouting in S.A.), the Mt Lofty golf course and through Aldgate before we reached our destination - "central park" in Stirling. The cars quickly filled the Council carpark, out came the tables and chairs, and our pretty picnic lunch spot was set up amid the beautiful autumn leaves.



Some of the "oldies" relaxing in the sun

While the "oldies" relaxed in the sunshine, a number of children in the group delighted in playing in the leaves, burying each other under piles of red and gold. Who needs expensive toys or sophisticated child-entertainment when nature provides so much pleasure?

After lunch a delightful surprise "arrived" - a beautifully restored 100-year old Goat Cart, made by T.J.Richards. One of our Hills-resident Chrysler members knew of the cart and arranged for its proud owner to come and show it off. The Richards family were absolutely thrilled, because they did not know it existed, and some of their young children were able to have a "ride" in the cart. It certainly created much excitement, and was the talking point for the rest of the day.



The restored goat-cart made by T.J.Richards

At 2.00 pm, with the clouds indicating an imminent weather change, we all packed up and headed back down the freeway towards the city. Although our passengers had been through the new tunnels (in fact, they did the tunnel walk), we hadn't driven the "new" road, so we were looking forward to it, expecting to drive through the tunnel quite quickly. As we approached the tunnel, it was evident that something up ahead was causing traffic chaos. What should have taken 30 seconds took 30 minutes!! Heavy Sunday afternoon traffic, three lanes wide, had slowed to a crawl. We speculated about the cause of the traffic jam as we had a good look at the inside of the tunnel, and a longer than anticipated chat with our guest passengers. Slowly and patiently we inched our way through the tunnel, finally emerging to see the "culprit". All the traffic was being diverted into one lane on the Adelaide side of the tunnel because of roadworks - you'd think they would have had all that done before the tunnels were opened!!

At last we were moving again, negotiating the descent to Glen Osmond with ease. Having dropped our passengers on Portrush road (from where they could easily cross over to get their car), we headed homeward, after a very enjoyable day.

Thanks to Brenton for organising the day, even if we did had to do a rush job with the instruction sheets - I think he was missing his 'secretary' who was overseas.

Norma Schopp

Past Events

8th Biennial PADARC Rally

On Friday, May 12th, Brenton and I left home in our 1955 Dodge to attend this event. The weather forecast was not good and at Pt Wakefield the wind and rain hit us and were with us all the way to Pt Pirie. We were staying in a cabin at the Large View Caravan Park and were joined by Barbara & Kevin Williams and Nancy & Des Beare.

Saturday morning was overcast but dry and when we arrived at the PADARC clubrooms, PADARC members had been there for hours as all the marking on the oval for the display were washed away overnight and had to be redone. By the afternoon there was a great display of vehicles from 1916 to the 1970s. A large variety of makes and models were on display and it was good to catch up with people from other clubs. The weather held until the end of the afternoon when it poured and sent us all acattering.



Kevin Williams shows his skill with a "donga"

Saturday evening was a "get to know you" tea with a pianist, Irish dancing, games & competitions. Kevin represented CRC in one game and won his heat, his "donga" had the wooden block over the line first, but he was not so lucky in the final. A highlight of the evening was Jock Strap and his Elastic Band who entertained us Hawaiian style, and then accompanied the "Overseas Artistes" who performed a wonderful hula. Des won the heart of one "beautiful island girl".



Above & Below: The "Overseas Artistes" perform for the audience



Early Sunday morning we departed from the K Mart carpark for Booleroo Centre. Many locals lined the roads to wave us on our way and it was a lovely run out through Laura and Murraytown. We enjoyed a delicious lunch, novelty events on the oval and a look through the sheds of Booleroo Steam & Traction Society. They have a wonderful collection of engines, farm equipment and road building machinery. We returned through the Pt Germein Gorge, another pretty drive.

Sunday evening was the Presentation Dinner where we all enjoyed another excellent meal and evening. The vehicles were judged by entrants' votes and the awards were presented during the evening, and we all danced, talked and laughed the night away. We had a send-off breakfast on Monday morning, said our goodbyes and started for home. We travelled through Crystal Brook and Clare and arrived home mid-afternoon.

This is the third rally we have attended at Pt Pirie and we have enjoyed them all. The Pirie club are a very friendly and capable crowd and their organisation, catering and runs are always excellent. We will go again next time and suggest everyone put it in their diaries and plan to join us.

Norma Hamilton

Past Events

June Meeting Quiz

(For those who couldn't make the Quiz Night, see how you go! Answers in back of this issue)

1. The Chrysler 300A, 300B, 300C etc are known as the letter series cars. What is the current production letter series car
A 300J B 300K C 300L D 300M
2. In what year was Rundle Mall opened
A 1971 B 1976 C 1981 D 1986
3. Which one of these was NOT one of Walter P Chrysler's "3 musketeers"
A Keller B Zeder C Breer D Skelton
4. When was the foundation stone of SA's Parliament House laid:
A 1901 B 1918 C 1928 D 1936
5. When in Chrysler's history was it said "I am particularly pleased to bring together, under one general management, two organizations so similar in their ideals of service to customers and high quality of product"
A 1928 Dodge acquisition B 1928 Plymouth launch C 1990 AMC acquisition D 1999 Daimler merger
6. For what busy arterial road was a canal planned
A Anzac Highway B South Road C Cross Road D Port Road
7. The 1924 Chrysler 6 was designed by the three musketeers whilst WPC was working for
A Buick B Willys C Maxwell D Chrysler
8. How many streets radiate from Victoria Square
A 4 B 5 C 6 D 7
9. The 68 horsepower 70 mph 1924 Chrysler Six was officially known as model:
A 300A B B70 C 68 D A70
10. Who was the first European to successfully navigate the River Murray
A Cook B Flinders C Hindmarsh D Sturt
11. Horace Dodge Jr, son of the Horace Dodge, manufactured speedboats known as:
A Dodge Watercars B Chris Craft C Caribbean D Gar Wood
12. Where was Colonel Light's statue located before it was relocated to Montefiore Hill
A Light Square B Glenelg C Victoria Square D Government House
13. Which of the following is not recognised as part of "the family" by the Walter P Chrysler Museum
A Nash B Hudson C Rambler D Miller
14. Who was the first Premier of South Australia
A Hindmarsh B Wakefield C Finnis D Playford
15. The 1924 Chrysler Six prices ranged from
A \$1,200 - \$1,800 B \$1,800 - \$2,400 C \$2,400 - \$3,000 D \$3,000 - \$3,600
16. Which was the first country town to be proclaimed a city
A Pt Pirie B Pt Augusta C Whyalla D Murray Bridge
17. The Imperial and Crown Imperial were introduced in what year
A 1924 B 1926 C 1928 D 1930
18. Apart from Adelaide, Colonel William Light laid out the township of
A Berri B Pt. Pirie C Gawler D Victor Harbor
19. The retro styled Chrysler Cruiser is called a model
A PF Cruiser B PJ Cruiser C PT Cruiser D PV Cruiser
20. Name the longest river that starts and ends in South Australia
A Chowilla B Onkaparinga C Torrens D Broughton
21. Who does not belong in this group
A Steve Lovell B Milton Prosser C Roy Schopp D Richard Tapp
22. Where does the Heysen Trail begin
A Cape York B Cape Jervis C Jervis Bay D Delamere
23. In what year was the club formed
A 1970 B 1975 C 1980 D 1985
24. How high is Mt Lofty
A 511 metres B 611 metres C 711 metres D 811 metres
25. Approximately how many R series Valiants were brought to Australia
A 100 B 1000 C 5000 D 10000
26. In what year did the "Poet Laureate" first reveal his talent to the club
A 1981 B 1986 C 1991 D 1996
27. Which is the longest South Australian jetty (2.4 km)
A Pt Germein B Pt Vincent C Pt Bonython D Ceduna
28. Who was the first President of the club
A Dennis Goodman B Brian Ludlam C Roman Gnilka D Barry Kenyon
29. What was South Australia's first industry
A Whaling B Flour milling C Wool knitting mills D Ship building
30. Who was the first Secretary of the club
A Dennis Goodman B Brian Ludlam C Roman Gnilka D Barry Kenyon

Richard Tapp

Past Events

Pub Lunch at the 'Yank' (1)

Not being sure how long 'Matilda' would take to drive to our starting venue at the weighbridge, Nita and I left home early and duly arrived at 9.10 - just a little early!

Fifteen minutes later, Steve Lovell arrived, followed shortly by Keith Brown in his delightful '27 Oldsmobile E roadster. Soon David Crichton arrived being chauffeured by Shirley in their latest acquisition - the 1956 De Soto Diplomat Plaza which Louie restored.

We were quickly joined by the rest of the entourage, raring to go to our first stop - the Myponga markets. As the morning air was nice and crisp it was better in the car than out - except for the Martins of course! Allan is looking forward to a guest speaker who can teach him how to put IT back up!!

In the market members browsed and bought from the numerous stalls. I hunted through all the old books, leaflets etc. but to no avail. Gil Purdie and friends probably found any bargains on Saturday. The Purdies, Beans and Figs camped at Normanville Saturday night (It's a wonder Gil didn't play greengrocer and sell his 'beans' and 'figs').

I was impressed by some woodcarving of cars on to logs by a local artist (Brenton said it looked like the areas Graham loves to frequent).

It was good to see Janet Lucas travelling with Dick and Judy Hart in the '56 De Soto ute - being the second car Dick had washed that morning. After having readied the '35 De Soto, he noticed it was out of rego!

Many new faces were seen on this popular run as members invited friends and family to join us.

A small hiccup saw us and the Martins push start Matilda on leaving Myponga which is a rare event! (especially for a Dodge). However, Doug Allen

evened the score when leaving the Yank - he was kind enough to help Steve Lovell by pushing Steve's Chrysler with a 'stiff rope'!

In the hotel, the fires were burning profusely which was much appreciated - and it didn't take long for people to thaw and start shedding their coats. At one stage Chris Howes was seen unbuttoning his shirt! The service, meal and company were all excellent. After the meal while Nita and Janet subsidised the meal on the pokies, I ventured outside and looked at a few of the cars, spoke with members and a few interested locals.

A very nice '65 Dodge Phoenix turned up whilst on a Sunday drive and compared his and Gil Purdie's Phoenixes. I think his beat Gil's by a lovely shade of 'turquoise', but both are nice cars. I saw a few interested onlookers in the car park being given our Club cards to maybe there'll be some new members join up.

Members started to drift off from the pub to see the sights of Yankalilla and check out the antique and craft shops as well as Bungala - an old house with a resident talented potter. The group we drove in with missed the gallery entrance and drove down the back and tried to visit the wrong house which was originally the stables. This eventuated in me talking with the tenant who was a mine of historical information about the house and area. Years ago, before the river/creek was diverted, boats were able to come up the creek to the back yard and deliver goods to the house.

From there we headed home with no hassles. Once again, a great pub lunch, thanks to our Secretary, Ross Fleming.

Graham & Nita Bailey

The Yankalilla Pub Run (2)

Dear Tim,

Enclosed are a few lines on the pub run on 18th June. I hope you can read it - make it up if you can't. My Dodge went well once it was going, and this was its first successful country run,

Regards,

Doug Allen.

When I was a high school in the fifties, I was more interested in cars and bikes than my studies, but Grandma said I had to get the Intermediate, so one of the verses committed to memory to obtain this end was:-

"Country town with your willows and squares,
And farmers bouncing on barrel mares
To public houses of yellow wood
With 1860 over their door"

(At least, that is as close as I can get, sorry if there are mistakes - Co-Ed.)

Such a town is Yankalilla, the destination for Ross Fleming's country pub run on the 18th of June. It's a pretty town, at the bottom of a steep but nevertheless top gear hill. There are many old stone buildings, including the rambling hotel set along either side of the long main street. My wife's grandfather enlisted there in 1916.

Past Events

Pub Lunch at the 'Yank' (2) (continued)

He was examined by Dr Verco before joining the 5th Pioneer Battalion at Mitcham camp. After the war he bought a Flying Four Dodge, but never learnt to drive, relying instead on his son, in the same way as I use my children to play a video!

The country around Myponga always looks good with big gums, contented cows, and the calm waters of the reservoir. We stopped at the old milk factory and browsed in the craft and produce market. I bought a jar of marmalade, just to show there was no ill feeling.

There was a good roll up of 1920s and 30s cars, one Chrysler roadster with the hood down, rather daring (Allan & Sandy Martin!). I noticed a lovely visiting 1926 Oldsmobile roadster, two tone with the dicky seat open. One or two Dodge 4s had starting trouble, perhaps a bent Bendix spring in one and a sluggish magneto in another (mine).

The Yank Pub had a good sized dining room with a log fire and they offered roast beef or lamb or

fried garfish, salad and vegetables, followed by apple pie or cheesecake. My partner selected a 1997 Woodstock cabernet sauvignon from the bar, a fine well balanced red which lingered on middle palate with a slight "arri re gout" of acid.

The table service was smooth and friendly and we were all fed and watered in good time, not that we were in a hurry.

I think Ross had a little trouble doing his sums at the end, at this, the last of the pre-GST runs.

I left early being a bit apprehensive about starting, in fact called on Steve Lovell with his ever-reliable 1925 Chrysler to give me a tow start. I managed to avoid stalling at lights on the way home and will need to check the magneto points I think.

Well done again by Ross - it's always a good run.

Doug Allen

Runs Committee - Planning a Run

Our year to date has seen a remarkably diverse range of outings, all of them enjoying high attendances. Congratulations to those of you who have taken the time and effort to put these events together.

The Runs Committee is planning an early start for next year's calendar, with a meeting on September 5th to review events and ideas. If you have an outing in mind, please contact either Ross Bryant, Bev Dart, Cathy Woods or myself - your input is most welcome.

Some aspects of planning an outing are listed below:-

Venue - indoors/outdoors/car parking

Weather - shelter/shade

Facilities - tables/toilets/BBQ

Travel distance - assembly point/start time

Stops en route - toilets/car parking (bakeries)

Event date - holidays/does it clash with other events, Mothers Day, Public Holidays etc.

Plan to present all the details in time for the next magazine.

These are just a few of the things you may need to consider.

Don't forget, help is always at hand. You don't have to get it alone, and it's all been done before by someone in the Club. So, come forward in the next month or two, and give us your ideas. You can contribute to our Club's success.

Chris Howes

1917 Dodge in Targa Tasmania

Lofty Atkinson drew our attention to a newspaper article which featured Cled Davies who recently returned from Tasmania with his 1917 Dodge speedster, which we wrote an article about some time ago.

Cled, and his navigator Rod Griffin completed the 3000 km event and won the ABC Group Historic Racing Modified D class trophy. A week before the Targa Rally, the 83 year old Dodge blew a head gasket. On day one, the front axle snapped, and had to be replaced overnight. Day two saw the car take a

spectacular slide down an embankment!

On day 3, the near-side front wheel shook loose, at a speed of about 80 kph. Cled then had a rather solid encounter with a tree stump! Fortunately, neither of the passengers had any major injuries, and four men worked frantically all night to repair the vehicle. After that, things improved, and the good old Dodge completed the rally intact, but rather bruised. "Targa certainly was an experience!" according to Cled.

Restoration Story

The Recreation of Muriel Maxwell

So many members would remember earlier this year an announcement in the magazine regarding the arrival of Muriel, which, in reality is a 1925C Maxwell.

This is the story of my part in the restoration of a Maxwell, like the making of an epic movie, this story has many twists and turns, highs and lows, which no doubt will ring true with fellow members. Perhaps the most difficult part in opening this story is the choice of a definitive starting point, because even my acquisition of the Maxwell is a story within itself.



An early picture of the Maxwell, before any restoration, but prior to Chris' ownership

I had in fact started out with a 1929 De Soto, purchased through Barry Kenyon (there's another story) some time in 1986. This De Soto came as a buckboard from a property near Karoonda, it was pretty much intact but made up with odd body pieces and wheels.

In retrospect a novice starting on a project of this magnitude and raising children who are at high school is a recipe for disaster. Suffice to say, the De Soto was stripped into a thousand pieces and there it sat. Years passed and then, in a rush of enthusiasm, I purchased sight unseen a 1929 De Soto roadster from Charters Towers would you believe! It was stripped into a thousand pieces and then sat with the other bits. I was a slow learner!

On the other side of town at about this time, the prodigious team of Rick, Dick and Prick guided by our dear old mate Louie were churning out De Sotos on a scale to rival the Holden bodyworks at Woodville (for those not in the know, many of our early De Sotos came from this plant). In fact so feverish was this activity they had begun to run out of restorable De Soto parts cars. As you can imagine my pile of bits was attracting some attention.

Enter the early 90s and I am at a standstill. Louie is anxious to build a roadster and I have one in close

proximity. Just to liven the pot, Dennis Hatchard is eyeing off a 1952 De Soto in Louie's yard, Louie is eyeing off the roadster in my yard and Kevin Williams comes on to the scene with a relative of his, about to dispose of a partly restored Maxwell (see what I mean about twists and turns)

In a marathon sitting, which would have rivalled the drawing up of the Magna Carta, I finished up with the Maxwell, Dennis the 1952 De Soto, and Louie my collection of De Soto bits, which, incidentally, you now see as Steven Fisher's tourer and the Martin's roadster (I told you it was a saga didn't I!) *(Is it a coincidence that in this same issue, Dick's story about Louie fills in some more gaps in the story? - Co-Ed.)*

The Maxwell arrived here with a considerable amount of work having been completed, i.e., the rolling chassis, motor, gearbox, springs, wheels etc. had all been refurbished. Much of the bodywork had been panel beaten and the rust cut out, and the main body was loosely fitted back on to the chassis.



Muriel, as she arrived!

My view of the restoration at this stage was fairly rosy. I imagined a few months work would have the body back on, wired, painted and upholstered. I was still a slow learner!

Time had moved on, those school children were approaching marriage; resources and finances became even more scarce, coupled with redundancy. The whole Maxwell project languished: it got pushed to and for in the shed! Stuff piled on top of it and a year or two passed without a finger being laid upon it. Inattention to those poorly prepared body panels was to cost dearly later on. A word of warning - if your project has to stand idle for any length of time, at least make some sort of effort to protect and inhibit those bare metal surfaces. The hours and money that can be saved are worth it.

(.....to be continued)

Chris Howes

Restoration Story

Hammer and Tongs

There are not many things on Dodge 4 that you can't fix with a hammer, souvenir and pliers.

A case in point was the hand-brake lever on my 1924 Dodge. It was like the proverbial childless couple referred to by Confucious - bang all day but not click!!

You may remember I broke down on the Club run to Victor Harbor last year with gearbox trouble. It became impossible to change gear and I came home on the back of a truck.

After a rational systematic approach to locate the problem had failed, I tried the hit and miss method which is to replace parts till it goes.

New clutch plates didn't help so I swapped over the gear stick and top of the gearbox and forks, and lo and behold, it was fixed.

I realise now that when I replaced the great shift aligning spring when I rebuilt the gearbox, I had to drive out a couple of pins in the shifting shaft and these had worked loose and stopped the gears from changing.

The problem with the changeover gear box lid was that the hand brake ratchet would not engage despite the two tops looking identical. I swapped the hand brake handles with no improvement. The tooth on the lower end of the hand brake was as loose as a prick in a shirtsleeve (!! - *did we read this correctly - Co-Eds.*) and would not hold.

The answer eventually was obvious. Take the hammer and hit the ratchet with the ratchet on the gear box cover and bend it over to meet the lever - problem solved.

What about the pliers and screwdriver you ask? Well, the pliers were needed to pull out the split pins on the hand brake lever and brake rod, and the screwdriver is used to spread the pins on re-insertion.

The handbrake is important on a Dodge 4 because it is an internal expanding brake operating on the rear drums, and although the shoes are small, they still function in the wet, unlike the footbrake which is by external bands and almost useless on a wet day.

Doug Allen

Answers to the Quiz

From memory, the best score was 24!

1.	D 300M
2.	B 1976
3.	A Keller
4.	D 1936
5.	A 1928 Dodge acquisition
6.:	D Port Road
7.	B Willys
8.	D 7
9.:	B B70
10.	D Sturt
11.:	A Dodge Watercars
12.	C Victoria Square
13.	D Miller
14.	C Finnis
15.	A \$1,200 - \$1,800
16.	A Pt Pirie

17. r	A 1924
18.	C Gawler
19.	C PT Cruiser
20.	D Broughton
21.	D Richard Tapp
22.	C Jervis Bay
23.	C 1980
24.	C 711 metres
25.	B 1000
26.	C 1991
27.	C Pt Bonython
28.	A Dennis Goodman
29.	A Whaling
30.	B Brian Ludlam

*Thanks to Richard Tapp, Quizmaster
Extraordinaire*

Humour

An ironic twist!

A man walks into a market followed by his ten-year-old son. The kid is spinning a 20 cent coin in the air and catching it between his teeth. As they walk through the market someone bumps into the boy at just the wrong moment and the coin goes straight into his mouth and lodges in his throat. He immediately starts choking and going blue in the face and Dad starts panicking, shouting and screaming for help.

A middle-aged, fairly unnoticeable man in a grey suit is sitting at a coffee bar in the market reading his newspaper and sipping a cup of coffee. At the sound of the commotion, he looks up, puts his coffee cup down on the saucer, neatly folds his newspaper and places it on the counter. He gets up from his seat and makes his unhurried way across the market.

Reaching the boy, the man carefully takes hold of the kid's testicles and squeezes gently but firmly.

After a few seconds the boy convulses violently and coughs up the 20 cent piece, which the man catches in his free hand.

Releasing the boy, the man hands the coin to the father and walks back to his seat in the coffee bar without saying a word.

As soon as he is sure that his son has suffered no lasting ill-effects, the father rushes over to the man and starts effusively thanking him saying: "I've never seen anybody do anything like that before—it was fantastic—Are you a doctor?"

"Oh, good heavens, no," the man replies, "I work for the Australian Taxation Office."

(found by Richard Tapp)

Computer Viruses from the 'Net

Titanic virus - your whole computer goes down.
 Disney virus - everything in your computer goes Goofy
 Prozac virus - screws up your RAM, but your processor doesn't care.
 Loretta Bobbit virus - reformats your hard-drive into a 3.5" floppy, then discards it through windows.

Viagra virus - creates a new hard-drive out of an old floppy.
 Mike Tyson virus - quits after two bytes, then spits everything out.
 Clinton virus - gives you a 7" hard-drive with no memory.

Cars & Parts at Lucindale

FOR SALE SURPLUS ITEMS - Phil Gibbons, Lucindale Phone/fax 08 8766 2085

Vehicles

1959 Austin A95 Westminster
 1954 De Soto Diplomat Eng P26 327655
 1954 De Soto ute KEW 2B19618
 1929 De Soto
 1929 K Chrysler roadster - cut to buckboard
 1947 Dodge truck - complete
 1937 Dodge truck - minus tray Eng T4121481
 1935 Dodge truck parts
 1925 DB with tray (2 of) Eng A195
 1924 DB with rare fixed head engine, driving a circular saw over back wheel, old post cutter's outfit.
 1925 DB fitted as 1930s caravan Eng 751991
 1928 Pontiac - Big 6 engine P277628
 Fordson kero tractor (2 of) with tyre problems
 Fordson Irish Model - tyre & engine problems

Parts

1913 Bean engine only 50212
 1913 Fargo ½chassis
 1928 Chrysler
 1935 Plymouth
 1929 Victory 6
 VC Valiant ute & station wagon
 T-Ford parts
 1926 Chev eng P235, 344624.14 good radiator
 1928 Buick, full set of gauges
 DB Standard 6
 Rugby eng W5.560119
 Durant eng 12149
 Prince eng 90122.25

Sundries

Everhot slow combustion stove
 Organs - electronic & harmonium

Market Place

FOR SALE

1937 Dodge Utility. Complete vehicle, dismantled, all parts labelled for restoration. Engine, gearbox, steering box, radiator, carby, starter motor and generator restored. Mechanically good. \$2,500 ono. Paul Berry, 210 Esmond Rd, Pt Pirie 8632 5810 ah, 8632 2292 wk, 0417 812 291

Bay to Birdwood costumes - 2 x boys (sizes 6-8), comprising 2 pr grey shorts (1 with button fly), 2 grey jackets, 2 school caps, socks, shoes, overcoat, braces. Any reasonable offer accepted. Yvonne Stephens 8289 3045

Plymouth speedo, year unknown, at Rose Cottage Antiques, Birdwood. The speedo has the fuel, temp, amp and fuel gauge included in it. Asking price \$35. 8568 5467.

Centura, 4 cyl. Gasket set \$20. Geoff Glynn-Roe 8264 7264.

Dodge DA front wheels on cut down axle (for oxy-set trolley). Murray Bridge, Peter Burkett 8532 2596, Mobile 0401 057 773

Plymouth 1938, restored, black with light brown interior, historic regn. VAG 787, 2 spare gearboxes, grill centre and front axles. Will sell spares separately. \$8000. Phone Neil Barns 8684 4205, Port Lincoln.

VK Charger 770 1976, 4.3 litre 265 Hemi engine, original 4 on floor, original burgundy red colour, in very good cond., mags and new tyres, 117500 genuine km, reg. immac throughout, mech. v. good, \$12500 ono. Merv Singline, Burnie Tas. 03 6431 8650. (Photo)



Dodge (1930?) sedan chassis and rear axle together with remains of body. Free! Fred. 8562 2058 (a/h), 8207 0618 (b/h)

Dodge 1933 sedan, restored but needs some work (was a wedding car), has been laid up for some years. Ph. 0414 356 912 for details.

Engine 225 slant 6, solid lifters worked cam and carby, has extractors \$500 ono motor only. Many VC wagon parts 0414 519 733.

Dodge 1925 & 1926 parts - 2 sheds! Mike 8384 3125.

Valiant CM ignition switch (new in box. Cost \$120, sell \$40. Brian 8327 1993.

Furness caravan 1955, 14'6" freshly restored. New period style linoleum flooring, new mattress, it even has a bath! almost identical to the one displayed at our 20th Anniversary display day. \$2600 ono. Graham Bailey 8264 2261.

Charger E57 1976. air cond, Clarion stereo and alloy wheels, no rust pristine condition, one owner vehicle, 158000 km. Offers above \$7500. Kristi & Michael Petersen, Umina NSW (02) 4323 8223 or 0419 248 807.

WANTED

Dodge Fast Four 1928 accelerator pedal and rear window. Michael 8252 1381.

Chrysler Royal 1960 318 starter motor - desperate. Ross Bassham b/h 8398 2949: a/h 8398 2685.

225 extractors & 2 bbl carby + manifold. Garry 8270 4151.

225 Slant 6 engine, mild performance & LPG modifications OK. Geoff TurnerPhone no. not given.

Dodge Fast Four 1928 - choke cable and oil can with bracket to suit. Michael 8252 1381.

Deadline for next issue

Please submit material for the next magazine before August 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.



The Whitlock's 1961 Dodge Phoenix

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