



THE CHRYSLER COLLECTOR



Number 130

September / October 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

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, 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

Saturday, October 28th ANNUAL PRESENTATION DINNER

This event will be held at the Seven Stars Hotel in Angas Street, City. Details inside - Kevin & Barbara Williams.

Committee meeting

18 October

Invitation/Other Clubs' events

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

December 3, 2000

Christmas Cavalcade - entry by donation of food hamper or blankets. Begins Football Park at 10.30 am, to Tilley Reserve, Surrey Downs.

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, 2001

Bay to Birdwood Classic run (*we apologise for this date being wrong in the last issue*)

September 30 - October 6, 2001

9th National Chrysler Rally in Adelaide

Swap Meets

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 panel van is now the property of Danny Buxallen, and was pictured on the Waikerie camp-out. Formerly owned by Dick Hart, Danny took this commercial vehicle on its first club run, and it behaved itself very well from all accounts. We believe Danny slept in it over the weekend.

Back: This photo came to light as the Co-Ed was foraging through his files. We took the photo of Ken & Bev Dart's 1929 DA sedan on the hill overlooking Encounter Bay and the Bluff at Victor Harbor on a Club run 2-3 years ago. Nice car, and runs well if Ken can resist fiddling with the carby!!

Coming Events

September Meeting

Wednesday, September 13, 2000

There will be a presentation at the meeting about fuel systems. Quite apart from the debate and concern about unleaded fuels suitable for vintage and classic engines, this talk will be about the principles of getting a

motor vehicle to run well, with the appropriate mixture of fuel and air.

Come along and learn more about this important aspect of our vehicles.

Chris Howes

Bay to Birdwood

Sunday, October 8, 2000

Probably nearly all our members will have entered their historic vehicles in the Bay to Birdwood Rally, so it will be a chance to show off not only our fleet of motor cars, but also finery of the period.

For anyone who has not been in this event before, it is a great day, and dressing up in period costume is part of the fun. Let's hope the weather is kind, and we can enjoy the picnic atmosphere at Birdwood with all the other enthusiasts.

The Committee

Cudlee Koalas

Monday, October 9, 2000

This event is part of the Motor Fest 2000 program, organised by the CRC. The run will take in the Gorge Road's rugged scenery, and lunch will be served at the historic Cudlee

Creek Restaurant and Tavern. After lunch, we will move to the nearby Gorge Wildlife Park, where visitors can pet koalas and feed many of the animals and birds.

Richard Tapp

October Meeting

Wednesday, October 11, 2000

This will be a Natter night, for members to report on the Bay to Birdwood event. No doubt, someone will have broken down, or helped some other driver to make it up the hills.

Come along and join in - there is never a dull moment, and usually much hilarity at our meetings!

The Committee

Presentation Dinner

Saturday, October 28, 2000 .

This very important event in our calendar will be held at the Seven Stars Hotel, 187 Angas St., City, from 7 pm.

A sheet with details of the dinner and voting sheets for the Ron McNair Memorial Trophy are included with this issue.

Any enquiries, ring 8251 3240

Kevin & Barbara Williams

Mid-week Tour of Adelaide Oval

Wednesday, September 20, 2000

I have arranged a tour of the Adelaide Oval for this Wednesday. We will meet in the carpark off Memorial Drive at 9.45 am, and the tour starts at 10.00 am.

Cost is \$8 or \$5 concession.

We will all go out to lunch afterwards. Please let me know if you are coming by Wednesday, 13th September (Club meeting night)

Norma Hamilton

From the Committee

Editorial

Only room for a short editorial, so here goes!

I have been looking at the new Chrysler PT cruiser literature, and pictures in the paper, and I can't help wondering if we are entering a new "Airflow" era! When I look at the pictures, there seems to be a passing resemblance.

Also, in trying to be a "car for all seasons", is this latest product going to be "good for nothing and everything" all at the same time. This reasonably large vehicle, which has aspirations to

looking like a hotrod, has all of 2.0 Litres of 4-cylinder motor in it, the same as the Neon!!

Now, as you know, I am not a technical whiz, nor do I read avidly all the latest motoring magazines. Therefore, I invite members and readers from other Clubs to write in to me with your thoughts and predictions for this latest offering from the Chrysler stable. If you know some of the details of this vehicle which would interest other people, we would like to hear of them.

Tim Smeaton

President's Message

Dear members,
The variety of guest speakers and the "never knew this place existed" that our members come up with is truly amazing. First at our July meeting we had Alan Marks arranged by Richard Tapp, the topic "My Sporting Life". Alan gave a most interesting talk on motor racing commentating and many humorous anecdotes.
Next we had the Waikerie Camp-out arranged by Ken and Carole Barnes (What it is to have a good boss!) on the banks of the River Murray. I cannot go any further without thanking Michael Rees, a member who spent all day organising the lamb on a spit, potatoes in foil and vegies for approximately 85 people on the Saturday night, and then backed up with lunch on Sunday. Thanks Mike and your helpers. To Ken and Carole, a wonderful weekend, thank you. I don't know who had the most fun, the ladies in the Suzi 4 x 4 or the blokes and boys on the farm bikes.

Our August meeting was another great night arranged by Ross Bryant. Guest speaker was Garry Mutton from Aust Gas Light (AGL) on power damage. I wonder how many members went home and checked leads, extension cords, etc.

Then came our run to Eudunda with the Barossa club. A wonderful run to Kapunda to meet up with the Barossa club, then on to Geoff & Beth Hansen's for a great day.

CRC had 25 cars and Barossa 20 cars with 128 people for lunch and other coming during the afternoon. A very good day organised by Sandy and Allan Martin.

As you can see by our calendar, we have many more exciting events to come.

To those members going in the Bay to Birdwood in October, enjoy your day.

Kind regards,

Brenton Hamilton

9th National Chrysler Rally 2001

The Rally Organising Committee has been undertaking more detailed planning since my last report, particularly seeking sponsors etc.

Entries are now starting to gather pace with 52 received to 25th August. You have until the end of February 2001 to enter, but the earlier the better. The best accommodation will be snapped up first.

It is now only a little over a year to the Rally and that time will pass rapidly so now is the time to plan to BE THERE.

Breakdown of entries (*was this a Freudian slip - Co-Eds.*)

N.S.W.	23
Vic	19
SA	10

These entries consist of 110 adults and 15 children.

Rally Co-ordinator
Brenton Hamilton

Club Notes

Correspondence: a word of thanks

To the Editor.
Dear Sir,

A few words of thanks to Ross Fleming for all his hard work in organising and then having to re-organise the Pub Lunch on Sunday, June 18th.

The weather was lovely, the visit to the market

very interesting. A good lunch with lots of stimulating company! As they say, a good time was had by all. Thanks, Ross

With best regards,

Jean & Ron Turner

P.S. Ron said not to put love and kisses!

A very new Club member!

To the Editors,

I am writing to tell you that I am now the proud grandmother of a baby daughter to Mark and Sharon, born on July 31st 2000, Christabelle (Belle) Rose weighing 7lb 9oz. - another member of the CRC Club. She is absolutely beautiful - I might be biased!

Although Kevin Fagan has offered to drive my Dodge on the Eudunda run, I may miss you, so I will pop the news in the post.

Yours sincerely,

Joy Miels

Dear Joy,

We, and all members of the Club, are delighted, and share your pleasure in being a grandmother.

Congratulations to Sharon (who did all the work) and Mark. We hope that Belle learns all about Dodges, Plymouths, Chryslers, etc. from an early age!! -

Great news,

Tim

Torch Carriers

Although most of us were involved in the Waikerie camp-out on the weekend in question, several members were able to see the torch both on the road in the northern suburbs, and at the August meeting when David Schumacher brought his own treasured torch along.

David was obviously tickled pink with the whole affair, especially when he was ushered up on to the dais with the other celebrities.

Not only was David one of the selected runners, but I happened to see John Davis (owner of Four Hour Printing who print this magazine)

also running - he featured in the evening news on TV.

I asked John why he was nominated, and he told me it was in recognition of 30 years of charity work and fund-raising - another quiet achiever. Well done, John.

Congratulations to both of you, and to any other members who may have had any involvement with the Olympic Torch Relay, including Gil Purdie's father who carried the torch.

Co-Editors

The Sloper Features in the News!

Kevin Williams was interviewed by Peter Sellen for the Channel 10 News of Wednesday night, 16th August. The styling of his 1937 Plymouth P4 Sloper was compared with that of the new Chrysler PT Cruiser. Nice to see our

former President the star of the show, although we suspect that his Sloper was really taking pride of place!

Co-Eds.

Past Events

Alan Marks' Sporting Life

(The speaker at our July meeting was Alan Marks, a commentator who many of the older Rowley Park fans would remember as a commentator at that grand old speedway. This is taken from notes made during Alan's talk to members, and any errors are mine! - T.S.)

Alan began his speech as he marched to the front of the club rooms, and the joke which followed was certainly not the last. With a brief background to jazz and blues, Alan took out his clarinet, assembled it, and then announced that he hadn't played it for 40 years and had no intention of playing it now!

Alan's mother was a real wowzer, but his father, though a good churchman had a very broad mind. He was a spray painter and glass fitter in Mt Gambier, and drove a 1929 Chrysler ambulance for many years. Later, this vehicle was a greengrocer's van for at least 20 years.

When Alan was only 9 years old, he was captivated by the antics of "Put"(?) Mosman who drove a Harley Davidson in white leathers through a wall of fire. Seeking to emulate his hero, he set up a box in the driveway, hopped on his dad's bike and raced from the opposite side of the road, over the box, and promptly wrecked the bike and broke his wrist!

At 11, in a wheelchair with fluid on the knee, "Grassy" Green took him around the block. He let go at full speed! After turning a sharp left, the whole chair and contents went head over turkey - 3 weeks in bed!!

At 12, Alan was driving on his Dad's knee, and at 14, on the streets ("Dad knew all the local cops"). The local sergeant was even known to ask him "Run me up to the police station, Alan"!

Helping his Dad on ambulance work, Alan couldn't resist a lark. A dead teenage girl, lying on the slab, had a third leg (from an amputation) placed between two of her own!

After leaving school, Alan became a telegraphist-in-training with the PMG where he met Reginald Sparks. This began a life-long friendship which lasted until Jan 26 of this year when Reginald died, not long after the 50th

anniversary celebration which Alan and Reg and their wives shared.

About this time, Alan and Reg went to Kilburn to the speedway and met Les March - March, Marks & Sparks became inseparable. (the friendship only ending some years ago when Les was killed in an air crash.)

Alan began commentating at Port Wakefield, the first Grand Prix that Jack Brabham won, Collingrove hill climbs etc. He became a regular at Rowley Park and an assistant to Clem Smith, worming his way into the pits. He was invited by Kym Bonython to commentate at Rowley Park, and had several years in the 'hot-box' there.

He drove the pace-car on occasions, even with Johnny Farnham who wanted to get close to the fence and got pelted with dirt (as was the custom for spectators!). Jack Selth, the rudest man, was a fantastic preparer of dirt tracks for racing. He also flooded the track from time to time to make sure that the soccer players couldn't take over the ground!

Alan decided to study public speaking, established a connection with ADS7 through Noel O'Connor, then took over. He went to the UK to enjoy the solos at Bellevue, and took part in personality races at Murray Bridge (where he put Clem Smith out of the championship!)

Founders of the Auto Aqua Club at Sellicks Beach, Alan and Co. would hook a board behind a speedboat. They also towed the board behind a car, and somehow survived.

He raced a 16' boat with a sidevalve Ford V8, he water-skied from Mildura to Murray Bridge (480 miles) in 18hr 55 min to set a record, he built a Heron and had to be rescued by Kevin Fagan in his canoe, he drove taxis, he flew in the Concorde (which did 325 mph on land!), he was on Wide World of Sport for 250 weeks, he commentated from Coopers dray, and from a penny-farthing.

What a sporting life! Thanks Alan for a most entertaining tale, and thanks to Richard Tapp for introducing us to this *raconteur extraordinaire*.

Tim Smeaton

Past Events

Ayers House Mid-week Visit

Wednesday, July 12, 2000

"The Exhibition of Evening Fashions in the 1920s and 1930s" was inspirational to the 16 women from the Chrysler Restorers Club and the Adelaide Antique Automobile Club who visited Ayers House.

A charming National Trust Volunteer made us aware, with the help of overheads, of the radical changes that occurred in the 1920s with fashions and hair styles. The Victorian era of the long covered look which emphasised a small round waist (with the help of corsets) and the womanly curves was about to disappear.

Skirts were shortened to lengths up to the knee and with subtle flounces, beading designs, handkerchief hemlines and dropped waist lines, eyes were drawn in fascination to the ankles and legs - not seen for a hundred years or more! The sheer materials added to the mystique, especially when the underskirts were shorter and cut-outs were replaced with flesh coloured materials.

How horrified must the mothers of the 1920s have been when their daughters appeared in these clothes and what a shock when they came home in the new hair style - a very short "bob" after having all their long hair cut off.

Adelaide women kept up with the fashions from overseas as we saw two rooms of clothes and accessories which were all worn by women in this fair city. All members present would have loved to wear one of those beaded gowns to a Club dinner!

Henry Ayers who build and lived in the house, and had six surviving children from his marriage had been a widower for about 15 years when he died in 1897. His "house-keeper" (?) was allowed to live in this house with a maid for another 17 years. Did I put the questions mark in the wrong place?

His children divided the furniture between them at this time and the house was neglected. It was after the State purchased the property for the National Trust in the 1960s that some pieces of the original furniture have been donated by his descendants.

During the intervening years the house was used as accommodation for RAH nurses who worked the night shift. During this period the elaborately painted rooms were painted over. Since 1960 a local restorer has been able to restore some of the rooms to their original glory when funding permits. A silver nautilus shell with spoon caught the attention of some of our groups and after much guessing found that it was a container for hot water so that the spoon would be "hot" for serving - remembering that the kitchens were a long way from the dining room in that era.

The furniture, silver ware, china and all other exhibits were fascinating and really deserve another visit. Thank you Heather Mundy from the Triple A club for arranging the visit.

Melva Schumacher

Waikerie Camp-Out

Saturday/Sunday, July 15-16, 2000

The Club members should be informed of a shameful event at Waikerie. On behalf of the Committee, Sergeant Chris Howes had to chastise one Allan Martin for being in possession of a BOOK OF LICENTIOUS MATERIAL, to wit, "The Encyclopedia of Love and Sex", purchased from a store at Yankalilla, dare we say it, on a previous Club run.

The said book was confiscated so that it could be perused carefully by members to confirm that it was in fact unfit for consumption by CRC members. The photograph is provided as evidence of Sergeant Howes taking his task of reading the literature very seriously, while Allan is up to all sorts of antics!!

The Thought Police



Past Events

Waikerie Camp-Out (in verse)

OFF TO WAIKERIE

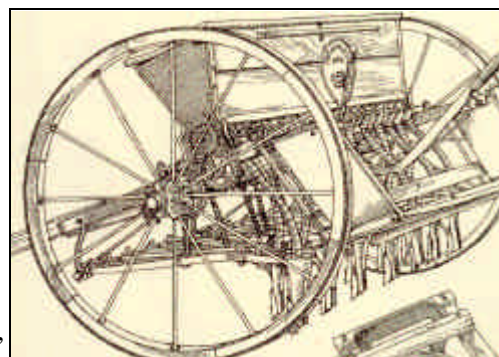
We always love a camp-out, and this time we were set,
 To load the trusty Dodge up, to the Old Spot where we met,
 A host of Chrysler members, but we had no time to waste,
 So we grabbed our sheet of paper, and sped off but not in haste,
 For those ancient wooden wheelers, they will get you anywhere,
 If you don't get too much speed up, and you drive with tender care.
 I know the brakes don't work well, I know the speed she loves,
 So with Carol there beside me, clad in coat and hat and gloves,
 We rattle through Elizabeth, then we're on the open road
 And I wind her up to 40, keep an eye upon our load.
 I am passed by all and sundry, those with wind-up windows now,
 Members previously hardy, now seek comfort more, I trow,
 Only Richard stayed behind me, just to check we were OK,
 And his little green MG remained on station all the way.



"Goondooloo"

Now a poet can't resist a line, cos on the way to Waikerie,
 We had to make a whistle-stop - it was Truro Bakery.
 We stopped in morning sunshine, had a welcome cup of tea,
 Had a chance to look at other cars, a few were new to me,
 And because I'd never seen it, though I'd heard a word or two,
 I had a close inspection of the Schopp's bus "Goondooloo".
 Then we started up our engines, took the hills right in our stride,
 And Accommodation Hill raised not a whimper from my bride.
 And the plains rolled on before us, soon the crops were left behind,
 And we breathed in lungs of good fresh air, and into both our minds,
 Came thoughts of how this bush had stood, only seen by few
 Until the white man came along, with axe and chain and new
 Ideas of how he'd change the land, build roads and farms and fame,
 Yet in spite all his work and toil, this harsh land still looks the same.

Getting back to our Club camp-out, Ken & Carole Barnes had done
 A lot of organising, so when setting up was done,
 We were off along the river, on the road to Murrayview
 To a sylvan setting on the banks, the envy of me and you,
 There were motor-bikes to ride on, one with 4 wheels was for me,
 And after Ken's brief introduction, I was off on this ATV,
 Buzzing slowly down the tracks between the vines and orange trees,
 I could feel all the cobwebs gone, they were left upon the breeze,
 And I stopped to pick a mandarin, I couldn't stop at one,
 And I loaded up inside my shirt, a few more just for fun,
 Then I skirted round the property, what a huge and well-run place,
 And eventually made my way back, at a slightly faster pace.
 Now, some members were intrepid, I was passed by one Chris Howes,
 Then on the pillion, I saw Sandy, and I guess that really shows
 That members like excitement, for he gave the bike its head,
 And I did hear (was it rumour) that they had a fall instead.
 And then I saw her husband, Allan, astride another steed,
 Asking "which way did they go, son", I can't see with all these trees!



Past Events

Waikerie Camp-Out (in verse)

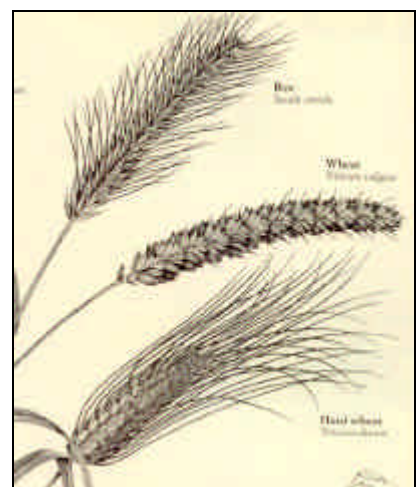
Since morning at the station, there had been a fire alight,
 But somehow wood seemed pretty scarce, there wasn't much to light.
 Mike Rees had got there early, set a beast upon the spit,
 He was running here, and running there, no charcoal for the pit.
 We could hear he was dejected, we could sense his agitation
 He felt let down, he couldn't cook, a picture of frustration,
 But pyromaniacs abound, and if your name is Frith,
 Then you'll find something good to burn, and soon they turned up with,
 Not only one great mallee root, the biggest ever seen,
 But logs of timber, cut to size, a "fire-O's" fondest dream,
 They came from one Frith woodheap, so, we hope that Richard's relly,
 Will have to enough to keep him warm, this winter by the telly!
 Now as the dark fell down upon, our gathering of eighty,
 We feasted on the roasted lamb, with camp-oven cooked potatoes,
 A great repast, enjoyed by all, congrats must go to Michael,
 Who conquered all, and soldiered on, and avoided a debacle.



*Lawrie Kalisch's Chrysler roadster
 which arrived to escort members to
 the local engine museum*

We had a cold, though lovely night, with that mighty fire ablaze,
 You'd toast the front, then turn around, goose-bumps were quick to raise,
 Dessert was washed down with some tea, or stronger stuff for some
 And since the port was passed around, some brains began to numb,
 So off we set, on back to town, to where we'd pitched our tent,
 And muffled up with lots of clothes, off to sleep we went.
 Well, believe me, now, that night was cold, and maybe it was three,
 I woke up feeling slightly cool, besides, I had to pee.
 And turning on the 'lectric fan, we left it on all night,
 It may not seem like luxury, but a powered it is right
 For older bones, which somehow feel, more stiff than yesteryear,
 But soon a lovely morning and hot breakfast gave us cheer.
 Campers slunk out from under canvas, tough old Dick from out his swag,
 That man is made of iron I think, he had just blankets in that bag.

In the morning we went for a walk, by the riverbank nearby,
 Where the houseboats lay in waiting, not much custom in July,
 With the sun shining on the water, water birds ghosting overhead,
 It was the closest thing to heaven, (but I'll go to the other place instead).
 However, all things have an ending, and we went back to our tent,
 And we chatted to our many friends, as we to our packing bent,
 Our ancient Dodge was fired up, she will always start first kick
 (Though I'd better not start boasting, or next time there'll be a click!)
 And we motored slowly westward, over flat and silvery plain,
 Took Accommodation Hill in top, even passed a truck again,
 And our trip was uneventful, our old Dodge 4 did her stuff,
 But 100 miles on Saturday, then the same on Sunday was enough.
 We all enjoyed our weekend, there was fun and lots of laughter,
 Jokes well-told to all and sundry, enjoyed again the morning after,
 But it's not for the faint-hearted, mixing with the faster traffic
 The modern driver thinks we're mad, though we know we're terrific.
 He has no perception of our worth, or why we still insisted
 On driving vintage vehicles, made long before he existed.



Tim Smeaton

Past Events

Eudunda Run

Sunday, August 20, 2000

A grey and drizzly morning greeted those of us who lined up at Carisbrook Park to take part in a run to Eudunda, the most hardy specimen being Ross Bryant who ventured into the rain and mud in the Senior 6 which was cause for many clever comments.

Sandy Martin soon had us in a huddle and distributed an informative run sheet (Allan played under the bonnet of the Dodge). First stop was to be Kapunda where we were to meet up with some of the Barossa club members who joined us for the day.

Ross Bryant set off like Moses to part, not the waves, but those rain-bearing clouds which seemed to work as it was all sunshine by the time we reached Kapunda. A fine sight were our 25 vehicles parked in the main street and attracting some admiring attention from the locals.

Following some Barossa club members we meandered down the road through some very pretty country towards Marrabel before diverting back towards Eudunda. This drive was specifically chosen to pass through the country Sandy grew up in, even past the old family home.

Just a few kilometres short of Eudunda we entered the property of Geoff and Beth Hansen who very graciously made their home our venue for the day. They and others from the Barossa club had the log fires going along with the barbecue and some lovely damper appetisers as we took in the vista and the lure of a myriad collection of sheds.

In these sheds were an amazing array of restored, part-restored and potential restorer vehicles.

A barbecue lunch of chops, sausages and shared salads was quite an accomplishment for Geoff and his crew as there were approximately 140 people who sat down and feasted. Lunch was followed by a serious damper cook-up with no holds barred and some interesting variations on the humble damper.

A stroll through the sheds was very impressive as Geoff obviously has the ability to maintain an almost surgical cleanliness to his workshop and storage areas.

With so many people around we had something in the order of 40 vehicles to poke and prod amongst, one little gem being a Le Buir built in 1913 - seemed quite sophisticated for the era.

All too soon it was time to pack up and head west into the setting sun, quite arduous after the friendly and relaxed ambience provided by our hosts.

Sandy and Allan deserve a vote of thanks for their organisation of the event.

To Geoff and Beth Hansen must go a very big thank you for the use of their property and the provision of all that lovely food. Also we must say well done to the Barossa club whose participation in the provision and preparation of lunch was most warmly received.

Chris Howes

The Senior 6 in the News

The local Waikerie newspaper carried a small feature article on Ross Bryant and his Senior 6 following our Camp-out.

Described as "Former Waikerie teacher", Ross was pictured with his pride and joy, the 1929 Dodge 6. "It is one of only five in Australia, but only the second of its kind to be fully restored. More than 25 cars attended the rally at the weekend".

Thanks to Murray Bryant for giving us the picture.



Ladies' Page

Lefkara lace from Cyprus

(continued from last issue, though no-one has said they found it interesting!! - Co-Ed T.S.)

URL:

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

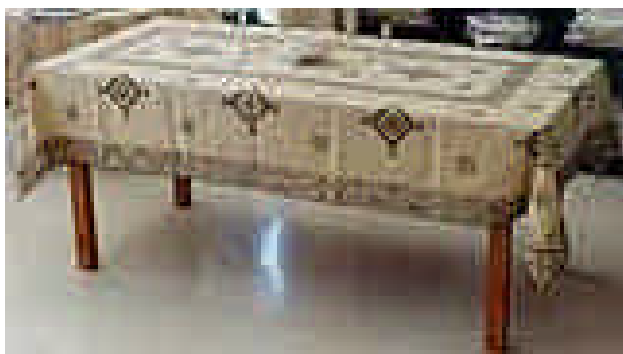
The original Lefkara Lace comes only in a few designs, not more than 10. Unfortunately, many imitation products can be found around the island or abroad. To recognise the original Lefkara lace, have in mind the following:

It is made on Irish linen from North Ireland. French thread is used, namely DMC, cotton perl . This thread comes only in three colours: White, brown and ecru. Lefkara lace is reversible, meaning it can be viewed from both sides.

The Lefkara ladies use only the traditional designs, which they learned from mother to daughter.

Twenty to twenty-five years ago you could find original Lefkara lace in lace shops in various town around the island. Nowadays, it is difficult to find this original craftwork anywhere else except the village of Lefkara, since less ladies are making lace today and their production never has the chance to leave Lefkara as it is sold on the spot.

Tablecloth Leonardo Da Vinci with Diamonds (detail at right)



A selection of the main designs used today at Lefkara are shown below:-

Top Quality Spider Web design. (Rare) 90x90 cm. Work of approx. 5 months.



Restoration Story

The Recreation of Muriel Maxwell (episode 2)

(continued from #129 of the Collector)

The next major push came about the time the Wollongong rally was being prepared. There was an air of excitement about the Club, with many projects frantically being pushed for completion to attend the Rally. I found myself being carried along with the flow of enthusiasm until another redundancy loomed and my hopes again came to a standstill. However I did find solace in helping to complete other members' cars, where a team effort had developed.

Following the '98 National Rally a number of Club members kept prodding at me to get on with the Maxwell: I had now owned it some 7 or 8 years! I had observed that with a project of this complexity involving a ground-up restoration, there was just no way it could be carried out without outside assistance. Even though I had an extensive engineering background, the diversity of skills and talents required were beyond me, I was slowly learning.



Attempting to fit a door to the Maxwell

I set myself a plan to finish the bodywork, install the wiring, paint and upholster. The woodwork required all sorts of repair, and the help of Graham Bailey was much appreciated. We took the opportunity to work on the seat frames and other timber work during the Motor Show, which provided some extra interest for the general public at the Club's display.

With the able skills of Rick Frith we started in earnest on the bodywork. Many frustrating hours were spent in removing the coatings of rust over all the otherwise quite reasonable panels. Also, the careless storing of stuff on top of the front cowl had severely distorted it. Hence needless hours were wasted while Rick heated, shrank and beat it back into shape.



This picture gives the impression that Rick is feeling a bit glum - was it the thought of all those other panels which were distorted?

Meanwhile Neil Wormald had volunteered his services in the mystic arts of upholstering, ably assisted by our dear mate Louie. The most simple of tasks in my estimation of preparing seats to sit on revealed a complex web of wires, springs, timbers and fabrics. all of which had to be created out of nothing. What vague shapes and forms of the car's previous seats remained were totally useless. Thanks to Neil and Lou, (they had been there and done that before), the hours they toiled began to reveal an interior I am now quite delighted with. Back in Rick's yard, the individual body pieces were starting to look nice and clean and straight. We had reached a stage where the body was undercoated and ready for assembly on to the chassis. I felt confident of being able to bolt it together and start hanging the doors. Progress had made me cocky! I still had a lot to learn!

Here am I now, in the summer of '99, looking at a body on a chassis, totally bound in strings, plumb bobs, measuring sticks and all manner of calculations, trying to get it all sitting straight so the

Restoration Story

The Recreation of Muriel Maxwell (episode 2 continued)

doors will fit, as well as open and close. What a totally frustrating exercise.

There was a lesson to be learnt however. Throw away all the measurements, calculations, etc. and move pieces around until they fit. Harking back to the time when I stripped the De Soto, I recall finding all manner of packings, chocks and wedges which were obviously inserted during manufacture to align doors, gaps, etc. Why try to re-invent the wheel!

In the course of preparing the bodywork, the valance panels had been a topic of debate. They were moth-eaten in the areas between the body and chassis, but the remainder were OK. What to do? Remanufacture or repair them? The time had come to bite the bullet. I elected to have them made up by a sheet metal place here in Adelaide, using my old pieces as a pattern. The job and the price were quite reasonable, and I was happy with the result. As I recall, the cost was around \$150. Two weeks later at Bendigo, there was a pair for \$15!!



Well, some of the body work is in place, but there still seems some way to go!

The windscreen frame was another headache. Bendigo and Ballarat produced nothing over a number of years. Nor was there any success locally. The frame is 2-piece and made up of 7/8" cross section tube - not so difficult you say! Well, let me tell you that trying to radius a piece of tube to suit the contour of the front cowl drove us to despair. Eventually the skilled hands of Rick Frith grafted together a motley collection of bits and pieces of frame that came with the car, not altogether pleasing, but I was learning the art of compromise. The wiring loom was put together by Vintage Wiring Harness, using a schematic illustration from the owner's handbook, and some not very reliable data held on file by Vintage Wiring Harness. The

finished product was excellent and went into place like a dream. I had incorporated turn indicators and a brake light into the loom without any trouble.

As reassembly of the car was now proceeding at a fast clip, it became increasingly obvious that I was at a disadvantage in not having dismantled the car. At the time I bought it, most of the accessories, brackets, fittings, etc. came in a pile of boxes, nothing marked of course (you know the one).

Trying to find a home of all these bits was an exhausting exercise, particularly if you had never seen them installed.

Fortunately, David Crichton was more than willing to allow me access to his car which proved a godsend on more than one occasion. The lesson here is, that if your are lucky enough to commence a restoration with a complete car, ensure that you label and photograph as much as you can during the dismantling phase. It is most frustrating to find that the running board brackets are around the wrong way, after the body and valance panels are bolted down on top of them!!



The upholstery looks fantastic, and at this stage it really looks as though the project is going to end soon!

As we approached the end of the body assembly phase there loomed one last major hurdle, that which I had almost given up hope on - the radiator surround. In my possession were 2 or 3 very moth-eaten affairs which I considered well beyond repair. Having been conscious of this all the while, I had scoured the country over a period of 3-4 years all to no avail. Finally, with a combination of fibreglassing at work, and some very clever metal bashing by Rick we finished up with quite a respectable surround. The decision to paint or chrome (the originals were nickel-plated) was kicked around over an ale or two, and I settled for silver paint, mainly because I believe this was a

Restoration Story

The Recreation of Muriel Maxwell (episode 2 continued)

simple, bottom end of the market vehicle in its day, and in its simplicity lies its character.



Look at that radiator surround - a joy to behold!

We now entered the closing stages of 1999 and it seemed appropriate to have the car on the road before the close of the century. A debate ensued on whether to install the upholstery and then paint, or vice versa. Knowing that the paint is 'green' whilst lugging around those large seat cushions is somewhat nerve racking. Nevertheless that's the option we took.

I selected a coffee cream colour for no other reason than it seemed it would complement the green upholstery: and so it did.

As the final coats went on with added lustre, the true Maxwell began to reveal itself. Until this point, I had not grasped the concept that I almost had a vehicle which I could climb into, and drive down the road.

Neil Wormald had said to me some time earlier, "Once those seats go in, and the upholstery is finished, then it will look like a car", and he was right. Suddenly one day, I stepped back, and it was done.

I distinctly remember a point in time when I walked around the car, viewing it from different angles, thinking to myself "This is how it must have looked 75 years ago". What an achievement.

The first official outing was the Breakfast run this year, and I now realise that these projects are never finished. There is an overheating problem yet to be resolved, and as I write we are in the throes of finishing off the side curtains, re-positioning the rear window, so I can see out of it, and so on.

There is an overall feeling of personal pride in having come this far. After all, my first steps into the world of restoration were over 15 years ago.



Although this photo did appear in an earlier issue, it is appropriate to include it here to show Chris proudly announcing the re-birth of Muriel.

There is an even greater feeling and that is one of immense gratitude to all those associates who contributed to this exercise in more ways than I could possibly remember. Without you, I couldn't possibly have done it. Thank you.

Chris Howes

(We would like to congratulate Chris on 2 counts. First, for actually getting his Maxwell on the road, with help from so many members of the Club. All of us know the frustrations of restoration, and it is clear that one of the strongest features of our Club is the willingness of members to help one another. Secondly, for writing a very interesting and readable account of his restoration of the Maxwell. If you enjoyed reading this, then put pen to paper and write a story about your own restoration. As Co-Editors, we are always asking for such material, so get on with it!! - Co-Eds.)

Mopar on the Web

Toledo Pays, Chrysler Stays

August 23, 2000.

Some cities just don't get no respect. Toledo, Ohio, has had its share of hard times in recent years. Did it all begin with John Denver's paean to "The Girls of Toledo, Ohio"? Our editor, an Ohioan himself, insists that in the early days of the Republic settlers in Michigan and Ohio fought a border war over Toledo. The Ohioans lost, he notes dryly, and had to keep the place.



But, it gets worse. The city fathers of Toledo have just agreed to pay Chrysler \$232 million not to leave town. Chrysler has been building Jeep Wranglers and Cherokees in the ancient Stickney Avenue Willys-Overland plant, which will be — thanks to the infusion of tax credits and other government subsidies — refurbished and augmented with a new suburban facility. At one time the third largest auto producer in America, Willys-Overland fell into bankruptcy during the Great Depression and never really recovered.

It staggered along for a few years, then had a modest rebirth of prosperity thanks to the World War II Jeep (see General Eisenhower, left), which it decided to keep in production after the war as a civilian vehicle. Willys was acquired by Kaiser in 1953, then passed off to American Motors in 1970, and the Jeep line was the main reason Chrysler acquired AMC in 1987.

The Grand Cherokee is now being built in Detroit, but, thanks to Toledo's millions, the Jeeps of Toledo, Ohio, will continue to march to that city's beat.

Article reprinted from Ride & Drive who received it from an outside source.

URL: <http://www.rideanddrive.com/index.html>

A Mopar site for the e-literate!

Hello from the staff at MoparChat.com!

We have one of the largest MOPAR-RELATED enthusiast web site on the Internet. Please click the link below and join thousands of fellow MOPAR fans for chat and technical advice. It is a must see if you own a MOPAR vehicle or are just a fan.

Go to --> <http://www.moparchat.com>

Also, Mopar Search related site at <http://www.mopar.net>

Please take a minute and take a quick look at these sites. Thanks so much for your continued support!

Staff - MoparChat.com
<http://www.moparchat.com>

This mailing list that we have is one that you did sign up for. We are assembling the largest MOPAR vehicle and parts group buying club on the Internet, if you want to be notified of this, you have to do nothing! If you care to UNSUBSCRIBE yourself from the list, just go to the link below...and go to the bottom of the page.

<http://www.mopar.net/ml>

This list that you are on WILL NOT be sold or distributed to ANYONE. Thank you!

(Some members may find this a useful site, and a chance to interact with other Chrysler enthusiasts, particularly in the USA - Co-Eds.)

Humour from the Web

Housekeeping Programs

Dear Tech support:

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed that the new program began making unexpected changes to the accounting software, severely limiting access to wardrobe, flower, and jewelry applications that operated flawlessly under Boyfriend 5.0. No mention of this phenomenon was included in the product brochure. In addition, Husband 1.0 uninstalls many other valuable programs such as DinnerDancing 7.5, CruiseShip 2.3, and OperaNight 6.1 and installs new, undesirable programs such as PokerNight 1.3, SaturdayFootball 5.0, Golf 2.4 and ClutterEverywhere 4.5. Conversation 8.0 no longer runs, and invariably crashes the system. Under no circumstances will it run DiaperChanging 14.1 or HouseCleaning 2.6. I've tried running Nagging 5.3 to fix Husband 1.0, but this all purpose utility is of limited effectiveness. Can you help please?!?!

Jane

Dear Jane:

This is a very common problem women complain about, but is mostly due to a primary misconception. Many people upgrade from Boyfriend 5.0 to Husband 1.0 with no idea that Boyfriend 5.0 is merely an ENTERTAINMENT package. However, Husband 1.0 is an OPERATING SYSTEM and was designed by its creator to run as few applications as possible. Further, you cannot purge Husband 1.0 and return to boyfriend 5.0, because Husband 1.0 is not designed to do this. Hidden operating files within your system would cause Boyfriend 5.0 to emulate Husband 1.0, so nothing is gained. It is impossible to uninstall, delete, or purge the program files from the system, once installed.

Any new program files can only be installed once per year, as Husband 1.0 has severely limited memory. Error messages are common, and a normal part of Husband 1.0. In desperation to play some of their "old time" favorite applications, or to get new applications to work, some women have tried to install Boyfriend 6.0, or Husband 2.0. However, these women end up with more problems than encountered with Husband 1.0.

Look in your manual under "Warnings: Divorce/Child Support". You will notice that this program runs very poorly, and comes bundled with HeartBreak 1.3. I recommend you keep Husband 1.0, and just learn the quirks of this strange and illogical system. Having Husband 1.0 installed

myself, I might also suggest you read the entire section regarding General Partnership Faults (GPFs).

This is a wonderful feature of Husband 1.0, secretly installed by the parent company as an integral part of the operating system. Husband 1.0 must assume ALL responsibility for ALL faults and problems, regardless of root cause. To activate this great feature enter the command "C:\I THOUGHT YOU LOVED ME". Sometimes Tears 6.2 must be run simultaneously while entering the command. Husband 1.0 should then run the applications Apologize 12.3 and Flowers/Chocolates 7.8. **TECH TIP!** Avoid excessive use of this feature. Overuse can create additional and more serious GPFs, and ultimately YOU may have to give a C:\APOLOGIZE command before the system will return to normal operations. Overuse can also cause Husband 1.0 to default to GrumpySilence 2.5, or worse yet, Beer 6.0.

Beer 6.0 is a very bad program that causes Husband 1.0 to create FatBelly files and SnoringLoudly wave files that are very hard to delete. Save yourself some trouble by following this tech tip! Just remember! The system will run smoothly, and take the blame for all GPFs, but because of this fine feature it can only intermittently run all the applications Boyfriend 5.0 ran.

Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. Consider buying additional software to improve performance. I personally recommend HotFood 3.0, Lingerie 5.3 and Patience 10.1. Used in conjunction, these utilities can really help keep Husband 1.0 running smoothly.

After several years of use, Husband 1.0 will become familiar and you will find many valuable embedded features such as FixesBrokenThings 2.1, Snuggling 4.2 and BestFriend 7.6. A final word of caution! Do NOT, under any circumstances, install MotherInLaw 1.0. This is not a supported application, and will cause selective shut down of the operating system. Husband 1.0 will run only Fishing 9.4 and Hunting 5.2 until MotherInLaw 1.0 is uninstalled.

I hope these notes have helped.

Thank you for choosing to install Husband 1.0 and we here at Tech Support wish you the best of luck in coming years. We trust you will learn to fully enjoy this product!

Love
Roslyn

(found by **Richard Tapp**)

Technical Forum

LRP Fuel and the Older Vehicle

We have all been subjected over the past few years to rumour and speculation on the effects of phasing out leaded petrol. Earlier this year, in a bid to cater for those who still have requirement for leaded petrol, BP introduced on to the market a product known as Lead Replacement Petrol or LRP. This is a fuel with similar properties and characteristics to leaded petrol, but of course without the lead. Simply, it has a rating of 96 octane, is yellow in colour and has a chemical substitute to maintain the octane rating similar to the old Super petrol.

It has become apparent since the introduction of LRP that some vehicles have experienced adverse running conditions, particularly at idle and start up. In an effort to explain these anomalies, BP recently had a senior fuels engineer, Alan Gissing, address a public forum in Adelaide.

Mr Gissing explained that BP were aware of existing problems and had initiated corrective actions to rectify the poor starting and idling characteristics associated with LRP. One of the contributing factors was the initial use of Phosphorus as a lead substitute: this has now been withdrawn and been replaced by Potassium which has rectified the problem.

The not so good news is that the volatility factor of the new generation of fuels has changed, i.e., its ability to atomise into small droplets as it mixes with air through the carburettor and inlet manifold system. This enhances poor starting and idling operations, particularly when the engine is cold and subjected to short runs or before the engine reaches its optimum operating temperature. The drawbacks are here to stay, and it is difficult to predict the impact on individual vehicles. The design and operation of each vehicle's carburettor and inlet manifold is a major contributor to how each will cope.

Nevertheless, some careful attention and observation of tweaking and tuning our engines may reap substantial benefits. The following is a list of procedures you could utilise should you begin to experience difficulties.

1. Keep your engine in good tune, with attention to recommended spark plug and distributor point gaps.
2. Ignition time as per manufacturer's settings.
3. Carburettor idle mixture settings correct.
4. Air cleaner filters (where fitted) kept clean
5. Carburettor/manifold preheat devices fully functional.

Should you experience difficulties which may be fuel related, start first with all of the above and then at least you can work from a known starting point.

A good indicator of engine running condition are the spark plugs. They should exhibit a light grey or tan deposit on the electrode and insulator. A soft black sooty deposit is indicative of improper combustion, typical of poor atomisation of the fuel. We are of course assuming that carburettor and choke settings are correct and that we have the same sooty deposit on all of the plugs.

You may then at this stage first consider closing up the spark plug gap. This has the effect of reducing the plug's firing voltage, thus making the combustion process start a little easier. The down side is that you may experience a misfire at higher engine speeds.

A higher heat range plug is another option. The hotter a plug runs (with specified reason) the less likely is the formation of insulating deposits. However, be cautious with high speed running where the plug may get hot enough to cause detonation and pre-ignition.

The least palatable, but possibly most effective variation, is to advance the ignition timing. This will have the effect of increasing the burn time and more complete combustion. Be extremely careful with this measure as the engine, when under load, may ping and knock, ultimately leading to piston failure. Whenever you vary the timing, do so in small increments, and listen for pinging during acceleration or driving uphill. If this occurs, you have gone too far.

As a guide to assessing your spark plugs and their availability, the Club library now has copies of Champion, Bosch and NGK plug catalogues which feature excellent cross-references to other brands and superceded part numbers. Some go back to the 1920s, and there are also colour photo definitions of plug deposits.

Just a final word regarding petrol additives. There are many products on the market which claim to give better octane ratings, upper cylinder lubrication, reduced valve seat and guide wear, etc. All of these products may well do just as they advertise, but they won't help the cold running atomisation of petrol.

You will now have some idea of the sorts of compromises required in maintaining the efficient running of our vehicles. We are probably all going to learn from each other and that process may well accelerate as we approach the ultimate demise of leaded petrol within the next five years.

Chris Howes

Technical Forum

Replacement of a Mopar Distributor

MoPar Home Mechanics

(Article reproduced from Victorian CRC Magazine which acknowledged "The Chrysler Restorer" as the source.)

Brad Sheargold wrote recently of an adaptation he made for the distributor of his slant six Valiant motor:

"I recently had to replace the vacuum pod on my VE Valiant's distributor (small Bosch size) and found that these are as scarce as hen's teeth. As the original was already fitted with an electronic conversion, it seemed a mod was the way to go. This was done with a pod from a junked distributor — cost \$0. The pod was from an XD, XE, XF Ford Bosch distributor. For reference I thought you might like the method used, including instructions and a diagram.

This makes a mockery of my expression: "If you want your Ford or Holden to run much better you should use genuine Chrysler parts" but as it is a Bosch part replacing a Bosch part maybe the expression is still OK!"

Here's how it is done:

1. Remove the distributor from the vehicle carefully marking the position of the exterior slotted bracket to the block, and the position of the rotor so that the timing will be close when re-assembled.
2. Remove old vacuum pod arm bobby pin.
3. Remove two screws holding old pod assembly to distributor body and remove pod assembly from distributor body.
4. With a hacksaw or similar cut the old vacuum pod from its bracket taking care not to damage the bracket as a flat surface where the old pod was spotted to the bracket will be necessary later. Grind off any sections of the old pod from the bracket.
5. Re-fit the existing pod bracket (minus vac pod) to the distributor.
6. Drill out and de-burr the hole in the Ford vac pod arm to suit the peg of the Valiant distributor.
7. Straighten the section of the Ford vac pod bracket with the two holes in it.

8. Fit the Ford vac pod arm to the Valiant peg going through the hole in the old vac pod bracket, and mark the centre of the two holes on the Ford bracket, making sure that the Ford bracket is square with the old pod bracket.

9. Drill two holes to suit 2.5mm or similar Metal Thread* screws at the previously marked centres. Remove old bracket, de-burr holes and temporarily mount Ford vac pod bracket to new holes with *MT screws and nuts.

10. Temporarily replace old vac pod bracket on distributor, using one original screw, fitting arm to peg on distributor base plate.

11. Find angle for mounting new MT screw (inside new crush tube) mark Ford vac pod bracket, remove assembly from distributor and drill and de-burr new hole in Ford vac pod bracket to suit.

12. Temporarily re-fit assembly to distributor, measure and cut crush tube to fit over new longer mounting MT screw. Fit crush tube and screw.

13. Measure distance of exposed vac pod arm between old and new brackets and cut either a piece of high temperature PVC or metal tube to be an exact fit between these two brackets. This prevents dirt and rubbish getting into the vac pod and the distributor via the linkage. Compression is the only thing that holds this piece in place.

14. Remove the assembly (this is the last time!), disassemble and fit dust tube to actuator arm.

15. Reassemble using spring washers to the 2.5mm screws and nuts and tighten, ensuring Ford vac pod bracket aligns correctly with old bracket and distributor. Fit actuator arm to base plate peg. Replace bobby pin.

16. Hold dust tube in place (centred) and fit longer screw (using "Loctite" or similar to prevent it coming loose) and crush tube to other mounting hole in distributor body.

17. Refit distributor to engine block taking note of previous marks to ensure rotor is in a similar position as to when distributor was removed.

18. Start and time engine and check for advance when throttle is opened.

Technical Forum

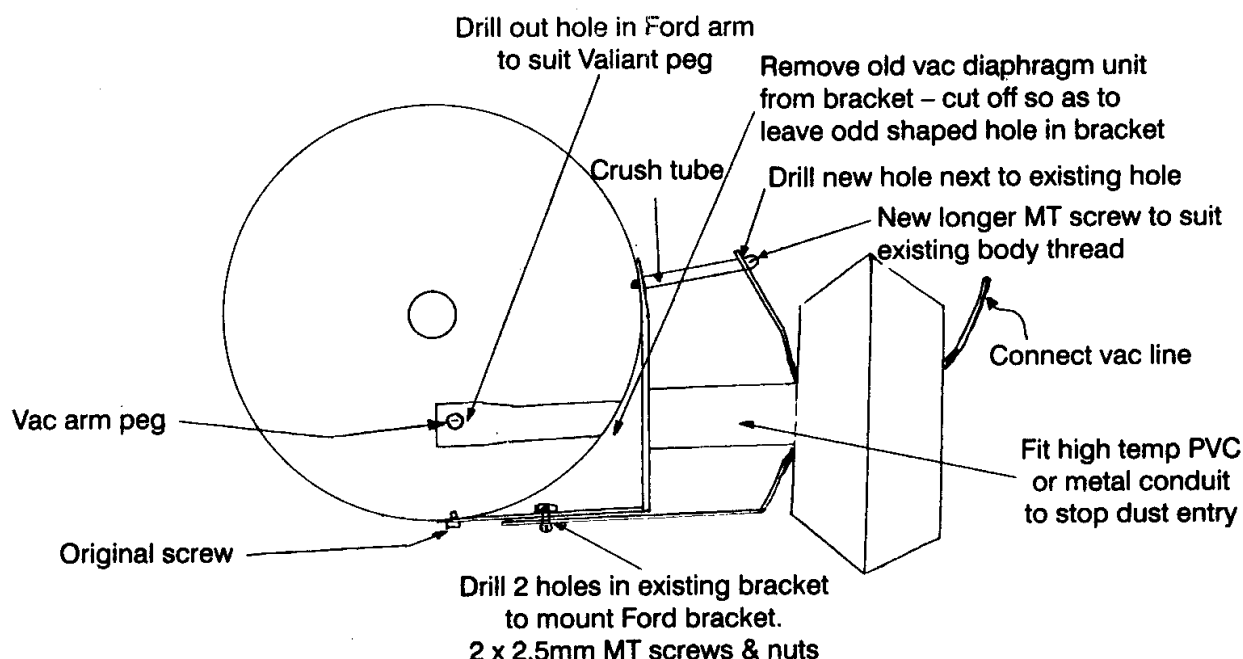
Replacement of a Mopar Distributor (continued)

19. New assembly should fit in the area allotted to the distributor, but if it appears to be going to foul anything, the distributor may need to be rotated by one point. Should this be necessary, the ignition leads may need to be moved around one place on the cap, but this should not be a problem if the relative relationship between the rotor and the lead was next to when the distributor was disassembled do not change.

20. Take the car for a spin and check for pinging etcetera.

21. If all is well ... enjoy your Slant's "grunt" again.

Editor's Note: If you wish to talk to Brad about this conversion he will be pleased to help answer any questions you may have about it. His phone number is (02) 9972 2534.



XD-XE FORD BOSCH AUTOMATIC DISTRIBUTOR MOD FOR SLANT 6 VALIANT

A Snippet from the Past!

Arabian American Oil Co., joint venture of the Standard Oil Co. of California and the Texas Co., has opened its new 50,000 barrel daily refinery at Ras Tanura, Saudi Arabia. Full capacity is expected to be reached by the end of 1945. This will bring refining capacity of the companies in the Persian Gulf area to 113,000 barrels daily. Negotiations have begun for the rights to build a pipe line to the Mediterranean...

Question. After 21,000 miles, a 1934 Plymouth used three quarts of oil in 1300 miles. The owner put on a new set of piston rings as well as piston expanders.

Carbon was removed, valves resealed, and a new set of connecting rod bearings were installed. The engine does not smoke but it uses oil. There is a little leak at the rear main bearing.

Answer: The fact that the car does not smoke indicates that the oil loss is due to the leak at the rear main bearing. The oil will leak out in a much greater quantity when the engine is running at a high speed. If the leak is fixed, the trouble will probably end.

Reprinted from "The American Automobile", October 1945.

(They even dripped oil back then!!- Co-Ed.)

Market Place

FOR SALE

1948 Dodge D32S sedan good cond., recent repaint & trim. Reg. VPB 222. \$6500. Kevin 8380 5496.

1926 Chrysler 60 Parts. Chassis. Engine (6 cylinder) needs reconditioning. Clutch. Front and rear axle, including differential. Brakes, complete, front and rear. Drive shaft. Shockers. Cowl. Front mudguards. Amp meter. Oil pressure guage. 2 carbies. Water pump. Cylinder head. Wheels. Some of the steering. Also a steering box and shaft for a Chrysler 50. John Neil. 08 8087 5857 161 Harvey Street, Broken Hill 2880

S Series Valiant project cars (2) for sale with a "truck load" of spares. Spares include doors, bonnets, boots, chrome strips, bumpers, trim, lights, instruments, engines and gear boxes, instruments, disk brake front ends, back axles, many parts rebuilt and zinc plated. Contact Phil Storr 08 8264 0385, Mobile: 0412 670 700

1965 Dodge Phoenix. 318 V8, auto, powersteering, original paint & interior, 2 owners. Books & service record, 5 new tyres & rims, 8-track! Historic vehicle regd, always garaged and covered. \$8500. Gil Purdie 8359 0470. Mobile 0419 034 951.



1949 Dodge sedan, new paint & upholstery, good tyres, \$6500. Also 1951 Dodge unrestored. See Graham Bailey 8264 2261

1924 Dodge tourer, was driven off trailer and into shed 2 years ago, starter/generator, rear tub, suit restoration or parts car. \$500. Craig Figg 8264 5670. Mobile 0418 831 885.

1967 Chrysler 300 Sport Series convertible, 440 V8 big block, auto, power steer, discs, windows, power roof, factory air cond., very easy restoration, new roof and windscreen, 1 of 1594. Books, LHD, only sell to enthusiast, give-away price of \$6500. Adam Lochhead, Ph. 8265 2625.

1962? Chrysler Royal, V8, auto runs. John Mulcahy 0418 815 709.

1967 VC Valiant Safari station wagon, 265 Hemi, trans needs replacing, however spare included. \$700 ono. Ph. 0414 519 733.

1978 Chrysler Regal, 181,000 orig km, family car since new, 4.3 L mtr, a/con, moonstone with vinyl roof. Factory radio. t/bar. Int well above average, 6 mag wheels (special), orig manuals with car, and also photos on production line, new battery. Some small dents but otherwise orig. cond. For info., Brenton Hamilton 8387 0419.

1953 Dodge, 4 door sedan, 51000 gen. miles, 2 tone bare metal respray, exceptionally good original cond with white wall tyres. \$10,000. Thomas Frost 8396 3395, Mobile 0418 804 286.

R & D Motorbooks

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Phone (03) 5427 1531

e-mail: rsaward@netcon.net.au

URL: www.onvic.com.au/r&d/motorbooks

A range of manuals for vehicles, many of the Chrysler stable, predominantly 1950-60s cars

WANTED

Dodge 4 distributor rotor. Also 650 x 16 tyres with good treads. Ken Dart 8277 6115.

1927 Dodge Fast Four - crank handle to suit. Brian 8327 1993.

Valiant AP6 Regal - door trim/bonnet badge. Geoff 8389 6789.

1950s Dodge, Plymouth etc. Bolt-on tailshaft to suit these models. Malcolm Bean 8396 5047.

1927 Dodge 4 - 6 volt NorthEast horn to fit. Roy Schopp 8862 1854.

1926 Chrysler 70 series - universal joint (on tailshaft). Les Johnson 8398 2311.

1961 Chrysler Royal - front sway bar. Gary 8248 6348.

Deadline for next issue

Please submit material for the next magazine before October 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 photo from an earlier Club run to Victor Harbor shows Ken & Bev Dart's 1929 Dodge DA sedan

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