



THE CHRYSLER COLLECTOR



Number 131 November / December 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
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Public relations:	Trevor Fisher, 15 Addington Avenue, Surrey Downs 5126	8251 3575
Run coordinator:	Beverley Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
Records:	Chris Howes, 30 Birdwood Road, Greenacres 5086	8266 1764
Historic Vehicle Registrar:	Judy Hart, 55 Hallett Avenue, Tranmere, 5073	8337 7887
Committee:	Ross Bryant, 12 Alma Street, Panorama 5041(central and fax <u>out</u> only)	8277 8220
Federation Rep:	Carole Barnes, 21 East Avenue, Millswood 5034 (raffle prizes).....	8293 7923
Triple 'C' Rep:	Ken Barnes, 21 East Avenue, Millswood 5034 (raffle prizes).....	8293 7923
Assistant Historic Vehicle Registrars:	Les Kennedy, 5 Shelley Drive, Paralowie 5108 (property)	8258 9594
Public Officer:	Jim McLachlan, 7 Austral Avenue, Morphettville 5043	8294 2992
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Catering Co-ordinator:	Geoff Glynn-Roe, 6 Gully View Court, Wynn Vale 5127	(north) 8264 7264
	Barry Maslin, 11 Walthamstowe Road, Old Noarlunga 5168	8386 2931
	John Richards-Pugh, 12 Butler Crescent, Banksia Park 5091	8264 8340
	Catherine Woods, 30 Birdwood Road, Greenacres 5086	8266 1764
	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**November 8, 2000**

Recent restorations - Graham Bailey

December 13, 2000

Christmas Supper

Club runs/events**Sunday, December 10, 2000**

Christmas run - Roy & Norma Schopp.

See inside for details.

Sunday, January 28, 2001

Ray Miels Memorial Breakfast Run -

Brenton Hamilton

Saturday, February 17, 2001

Afternoon/evening run: Foreshore to
Coastguard run - Steven Fisher

Sunday, March 11, 2001

Old Noarlunga to visit Musket & Muzzle-
loading Gun Club.

Saturday/Sunday, March 24-5, 2001

Melrose & Booleroo Centre Camp-out.
See flyer with this issue. Malcolm & Gail
Dubois

Invitation/Other Clubs' events**November 26, 2000**

30th Anniversary Old Fashioned Picnic
Day at Strathalbyn

December 3, 2000

Christmas Cavalcade - see details in this
issue.

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**November 18-19, 2000 - Bendigo****January 21, 2001 - Hahndorf Oval****February 23-25, 2001 - Ballarat****March 4, 2001 - Campbelltown****November 17-18, 2001 - Bendigo**

Cover Stories

Front: Brenton and Norma Hamilton are the proud owners of this AP6 Valiant. The details below are from a letter provided by the former owner.

This car was originally purchased by Mr. R. Moyse of 9 Devon St., Brighton, and had the original number 535-482. Mr. Moyse was an executive at the Chrysler Corporation and the car was bought through a staff acquisition scheme which allowed staff to acquire the company's product at very reduced prices.

The car's colour combination of white roof on a brown iridescent body was one of only ten produced for Chrysler executives. Of the original ten produced, I understand this is the sole survivor.

The car was sold by Mr. Moyse in 1966 and purchased by Bryce Radford from Traralgon, Victoria. In 1967, Bryce returned to SA and lived at Port Pirie. The new registration number was RKD-544. The Valiant was kept in the shed under a car cover, and became known as the "Royal Car" due to its impressive appearance.

As there has always been a second car in the family, the Valiant was always the "special car" brought out and used on rare occasions, hence the low mileage. It has, to

this time (June 2000) never had a major accident and remains much the same as it was in 1965 apart from a few minor scratches.

The car was sold in June 2000 to Mr. Brenton Hamilton, who is now able to acquire the original registration number, and so return it to completely original appearance.

Only modifications made have been the addition of new over-ride springs, electric windscreen washer to replace the foot operated original, exhaust extractors to eliminate cracking of the original single unit intake-exhaust manifold, tow bar and electronic ignition to minimise wear of distributor points.

This is a very "special" car. I regret having to sell her, but know she will receive TLC from her new owner.

Bryce A Radford, Broadview, S.A.

Back: An old picture given to us by Trevor Kelley is featured on the back page of this issue, and it is for the Plymouth experts to sort out which model they think it is!

Coming Events

Old-fashioned Picnic Day

Sunday, November 26, 2000

Although this event has not been included in the calendar of CRC events, there is usually a group of members who enjoy both the drive to Strathalbyn, and dressing up for the Old-

fashioned Picnic Day. Perhaps those interested could arrange to meet at the Colonial at Glen Osmond and travel together, as has happened in previous years.

The Committee

FAB Christmas Cavalcade

Sunday December 3, 2000

The inaugural FAB (Food and Blanket) Christmas Cavalcade. Entry is by donation of non-perishable foods, hampers, or blankets etc. for the Salvation Army.

Assembly from 9 am at Max Basheer Oval, West Lakes (entry from Brebner Drive), first vehicle

away at 10.30 am, driving to Tilley Reserve, Surrey Downs where donations are collected. Full catering facilities and entertainment are available at Tilley Reserve. Not an official Club run, but a good deal of interest has been registered from within the club.

Chris Howes

Christmas Picnic

Sunday, December 10, 2000

The schedule for this popular event, where children are especially welcome is as follows:-

10.00 am Meet at Carisbrooke Park. BYO morning tea.

11.00 am Leave Carisbrooke Park and travel to Curdnatta Park at Sandy Creek for our annual Christmas Picnic (direction sheets will be handed out as you leave).

Lunch: \$5.00 per family or \$3.00 single.

The Club will supply meat. PLEASE BRING A SALAD TO SHARE.

BYO tables & chairs, plates, cutlery, drinks, etc.

We need to know numbers attending, so please fill in the sheet at the November meeting.

Come and enjoy the spirit of Christmas with us. Any enquiries, ring 8862 1854 (a/h).

Roy & Norma Schopp

December Meeting

Wednesday, December 13, 2000

After the usual business, this meeting will include a supper organised by the ladies of the Committee. Bring along a plate of Christmas

goodies to make this last meeting of the year an enjoyable one.

The Committee

Ray Miels Memorial Breakfast Run

Sunday, January 28, 2001

Meet at CCC rooms at 7.00 am for a 7.30 start. Please bring own breakfast, i.e., your choice of food, tables, chairs, etc. A special reminder to

members 351 & 352 to take everything (i.e., the brandy!!!!)

Brenton Hamilton

Mid-week Outings

The Adelaide Antique Auto Club have outing organised for the next 3 months:-

Wednesday, November 8 - a visit and tour of Beaumont House. Tour starts at 10.30 am and cost is \$3.50/\$2.50

Wednesday, December 13 - lunch at the old Sizzler restaurant in Port Adelaide A Xmas get-together.

Wednesday, January 10 - a tour of the Adelaide Museum to see the "behind the scenes" workings. Anyone interested in going, could you please notify Heather Mundy on 8386 1473, 4 or 5 days before events.

Norma Hamilton

From the Committee

Editorial

Having just attended the Daimler-Chrysler Dodge 4 Rally at Goolwa, I now understand why Gil Purdie dashed out and bought his first vintage vehicle after he and Denis Thompson had rampaged through Bendigo in the tourer with hood down and balaklavas to keep out the cold! The Rally was great fun, very well organised by the Fagan family and the Trengoves, and small enough for people to mingle well.

We now look forward to the National Rally next year which promises to be the best ever, and even further ahead to Mittagong in 2002 for the next Dodge 4 Rally.

There is no doubt that Rallies, and particularly the trip there and back, are one of the great things about owning a veteran or vintage car. After making a long run, your confidence in

the venerable old vehicles increases, and you adjust to the pace of somewhere between 35 and 40 miles per hour. You see more of the countryside, you recognise every pot-hole and bump in the road (because you almost hit the roof each time), and you learn to accept the noises and rattles which mean that somewhere a part just isn't quite round, but still functions admirably.

Also part of Rallying is recognising the rights of other road users, and although you may suffer the odd stone chip when you do it, it really is mandatory that you take advantage of any opportunity to pull over and let people past. By not doing so, you harm the name of all drivers of historic vehicles.

So, here's to Rallying - it's great!

Tim Smeaton

President's Message

Dear members,

Since my last message we have again had an excellent run to Ross Rose Gardens at Willunga. The morning tea of assorted scones, jams and cream also cake with tea or coffee in the Pavilion. After morning tea Maureen Ross from the complex gave a most interesting talk about the history of Ross Roses. Then members made their own way through the gardens and some purchases were made. About midday they drove back into Willunga for various types of lunches. Those members who had lunch in the memorial park found the breeze a bit fresh! A good day up till then, Cathy, but the rain had to come and spoil it.

At our September meeting, our own Chris Howes gave a most interesting talk on fuel systems. When Chris got on to talking about the operation of vacuum tanks, I don't believe that I have seen so many of the ladies interested (maybe

it was the presenter) in the operations of the fuel system. I understand that many members had vacuum tanks pulled out from all sorts of places over the next few days. Some members even realised that they had brass taps on them! A very interesting night and well received by members. Thanks Chris.

On that day in October (for this year) the Bay to Birdwood was held in fine weather and breakdowns for the runs appeared to be minimal overall.

Our October meeting was over very quickly (certain members were away on the Dodge 4 Rally at Goolwa so interruptions were minimal), and the rest of the time was devoted to natter and the humour of the Bay to Birdwood.

Kind regards,

Brenton Hamilton

9th National Chrysler Rally 2001

Rally entries are continuing to flow in with 86 entries to date (25/10/00), viz.,

NSW 38

Vic 28

S.A. 20!! (Come on, where are they?)

These entries comprise 180 adults and 22 children.

It is now less than twelve months to the Rally. In fact, this time next year, it will all be over and I am sure that you will be very disappointed if you miss it. So time is getting on and now is the time to plan to BE THERE.

Rally Co-ordinator
Brenton Hamilton

Traveller's Tales

Gardens of England & Europe

On March 26th, a friend and I left for 6 weeks in England and Europe and we both enjoyed the lovely gardens we saw.

We spent a week in southern England where daffodils grow wild. They were patches of brilliant yellow in the gloomy weather, they grow out of cracks in roadside walls, along the roads and under trees in wooded areas. Thatched cottages and small villages had lovely gardens with tulips, forget-me-nots, pansies in all colours, camellias and rhododendrons. Portsmouth's seafront gardens were massed with pansies in wine, white and blue. Lyme Regis is an old town dating back to 700 with narrow streets running all ways and tiny cottage gardens full of bulbs, pansies and polyanthus in flower and roses and shrubs. They were hanging baskets in many of the streets full of geraniums and petunias just coming into flower.



Thatched cottages and stone wall - Poxwell

In France the gardens were massed with tulips and hyacinths in bright colours and the woods were just showing touches of green. Cattle are kept in stables during winter in France and we saw trailer loads of stable straw and manure being towed by tractor to the fields to be used as top dressing, some of it still steaming. The flower shops were beautiful and everywhere in large towns. They sold all the spring flowers we know here and many people buy flowers to take home as so many live in high rise housing. We stayed with friends in a house built in 1730 and in their garden they had tulips, hyacinths, roses, forget-me-nots, alyssum, leeks, herbs and some beautiful old trees.

Spain and Portugal have a similar climate to ours and they grow vines, olives and citrus commercially and we also saw large areas planted with cork trees. The bark is harvested to make corks for bottles. In Spain orange trees are planted in the streets and the fruit can be picked in small quantities by anyone - they are usually a bitter variety. Large areas have been planted with gum trees, and the lumber is used commercially. The foliage is used in the florist trade, and large quantities are sent all over Europe.

Both Spain and Portugal have a lot of high rise housing in the larger towns and cities and people grow flowers in tubs and boxes on their balconies. They also dry their washing on lines strung from their windows. Very colorful, but things would be lost forever if they blew off the line!



Marie-Ange's house - Boissy St Leger, Paris. Built in 1730.

In England and Europe outside large towns the councils allocate land for a small annual fee to people living in high rise housing and they have allotment gardens. If they are not looked after they are reclaimed by the council so all we saw were well tended. Many had a small lock-up shed to keep tools in and often with a system to drain water from the roof into a tub or barrel.

Apparently it is an English tradition for the "man of the house" to spend Saturday at the allotment tending the garden and chatting with his mates. We saw some very comfortable old chairs outside some of the sheds.



Nymans Garden West Sussex - ruin of mansion

The public parks and gardens in England and Europe have magnificent old trees some hundreds of years old and in both London and Paris the chestnut trees were in full flower, masses of pink and white "candles". The gardens we saw were all most enjoyable and very beautiful.

Norma Hamilton

Past Events

Bay to Birdwood

Quite a contingent of CRC members joined the enormous field of historic vehicles which made its way to Birdwood this year. The weather was superb, and since this was the first time we had left from West Beach rather than Glenelg, we appreciated the space to display the vehicles before departure. You realise how many millions of dollars worth of history are present for the occasion.

Carol declared it was our best Bay to Birdwood - the first was nerve-wracking because we had only just got the Dodge on the road, the brakes needed adjusting before we even reached Glenelg, and we ran out of petrol! The second was pouring rain and we sprinted straight home after reaching Birdwood, and in 1998 we were away in Wollongong. The setting at Birdwood is fantastic, and being able to browse through the new Museum building was an added bonus. The cars and motor-bikes all parked in the paddocks looked fantastic, and with quite a few people in period costume, the atmosphere was great. The accompanying photos were taken by Richard Tapp.

Tim Smeaton

Please Take Note!

In 2002, on the Saturday night before the Bay to Birdwood Run, Dick Hart's phone will be off the hook and he and Judy are going out. It seems that it was a busy night this year, with many last minute repairs and replacement parts organised.



A.G.Reynolds' 1924 Dodge tourer



B & M Hannaford's 1918 Dodge tourer



G & A Lovell's 1929 Chrysler 75 Roadster



Noel Heinrich's 1927 Dodge Fast Four utility



Steven Fisher's 1929 De Soto K tourer.

Past Events

Daimler-Chrysler National Dodge 4 Rally

OUR FIRST RALLY!

It's been a long time coming but we finally attended our first rally in October 2000. It was around twelve months ago when I found out that the Dodge 4 National Rally was to be held in Goolwa and we decided that it would be criminal not to attend a National event in our own state! We had bought a 1928 Dodge Fast Four tourer which was an unfinished project about 3 years ago and put it in storage until later when we would have time to complete the restoration. It all seemed too easy to have it finished by October, after all it was an unfinished project which had had a lot of work already done!!! Jobs already done: - re-wooded, body repaired and in red oxide primer, chassis done, engine, gearbox, diff and brakes done!!! No-one said anything about REWORK!!

The previous owner after having had all this work done, took the car home and parked it along side the house with no covers or shed over it for 2 years in all kinds of weather.

I learned about it and that it was for sale and without much haggling I was the new owner. (All seemed good.)

When we got the car home and started to work on it, it didn't take long to realize that there was a lot more work than I had anticipated. The major problem was that the wood was seriously distorted due to its time in the weather, this meant that the doors wouldn't open and close properly or fit the body as they should. The solution was to remove the panels from the wood frame and straighten their framework and re-fit the body panels.

Now is the time for the first outing for the car which was the Chrysler Display Day on the 20th of February 2000 where it was the only uncompleted car on display. The main reason for putting the car on display was that there was a number of parts which I still had to locate. We put a box on the cowl panel with sheets of paper listing the parts we were looking for. This worked very well and we got most of the parts we were after. Thank you to all those people who supplied parts and or information.

The next 7 months were spent in the shed as much as possible.

Now we are down to one month and the trim work is still to be done!!! With 3 weeks to go the car was put on a trailer and taken to John at Birdwood Motor Trimming Centre with the assurance that he would have the job done in 3 weeks!

It's now Friday Oct 6th and I pick the car up at lunch time to drive it to Elizabeth West. I didn't realize that it was as far to Birdwood as it was which soon became evident, especially since this was the first time the car had been on the road and it ran like an absolute Pig!! Despite the odds I made it home and it was quite obvious that driving to Goolwa was out of the question! On Saturday the car was placed on a trailer and taken to Goolwa where we were booked into a Resort for the week. The owners of the resort must have wondered what was happening as their carport turned into a work shop and on Sunday the 8th the car finally started to run as it should!

Monday October the 9th arrived a little grey and overcast and it finally hit me. After all the hiccups and set backs we had achieved our goal, as today was registration day for the National Dodge Four Rally, so with pride in our achievement we drove to rally headquarters to register. Within a short space of time we were joined by around 6 other couples who had dropped in to register also. This was when we became aware of just how friendly this rally was going to be, with S.A., Victorians, N.S.W., and a couple from Western Australia all in one small lounge kitchen area with Norma Schopp taking control and making cuppas for all present, I was beginning to think we would spend the week right there!

After registration Monday was a free day until 6pm when a Dinner was held at the Regatta Club. This was the first time that all the Rally entrants were together and it was quite a crowd. The evening was spent chatting, eating and drinking. There were the usual speeches etc. with a floor show that left Sandy Martin with an overwhelming desire to embarrass herself which was a good show in itself.

Past Events

Daimler-Chrysler National Dodge 4 Rally

After the show it was back to the Resort for a Spa and a restless night.

Tuesday dawned overcast and windy with the threat of rain but there was no dampening of the spirits as 50 cars gathered at the Regatta Club at 8.30 for a 9 am start. As we started to leave a light shower began but didn't last long and we were on our first official drive in our brand new 1928 fast four!

This trip was to Strathalbyn via Ashbourne & Meadows with morning tea to be at Ashbourne. After 9 miles the tour took a left turn towards Meadows which we seemed to miss so we went straight on to Strathalbyn which turned out to be a good thing because by the time we arrived in Strath it was once again having distributor problems. It seems that at around 20 miles the points must be cleaned and adjusted along with the timing.

Lunch was at the Strathalbyn show grounds which gave another chance to look over the cars on display, and think about what can be done to improve your own car! When we arrived back at the resort it was time to re-adjust the distributor, leap into the pool and then off to the spa.

The night's entertainment for tonight was a trip on the Cockle Train to Victor Harbor for tea at the Crown Hotel, all in all a very enjoyable day, especially when finding out about the Vespa (*Yes, it was a Vespa, so that he could look respectable on the way to work - Co-Ed.*) in the train on the way home!!!

Wednesday was a beautiful sunny day which was great as we had a trip on the H V Aroona to the Murray Mouth whilst the local Historic Motor Vehicle Club looked after our cars for us. After the boat trip it was off to Victor Harbor for Judgement Day along the foreshore. The first thing to do on arrival was to polish the Dodge, which bought calls of cheating from some people! Not that I took any notice!!!

The cars were on display for approximately 3 hours which gave time to visit Granite Island or just relax in the sun and talk with friends or visitors. After the judging it was back to Goolwa to relax in the Pool, (well some-one has to do it!!,) for a while before going to the Grand Parade down the main street of Goolwa. We first lined up and drove down the street in single file before returning to the start to come back down in pairs

with the last pass being in rows of three and driving slowly to the end of the street where the Mayor welcomed us to town and the locals seemed to love it, there was also a Band playing in the Rotunda before and in between the speeches.

Thursday was once again overcast but dry and today was the long one. Goolwa to Delamere and back via Victor Harbor and back to Goolwa a round trip of 92 miles. We left Goolwa at 8.30 am and drove 21 miles to morning tea at the Yabby Farm and the Dodge is still going!!! After morning tea it was another 23 miles to Delamere where we arrived too early for lunch so we explored the 1877 church and the cemetery until lunch was ready. After lunch it was another 47 miles back to Goolwa via Victor Harbor. The trip from Victor Harbor to Goolwa was a very long one with the Dodge trying to stop more than it was trying to go but we kept up a pace of around 18 to 20 miles per hour and eventually arrived back at about 5.30 pm.

At 6 pm it was off to the Yacht Club for tea and a short meeting, which made this day a long one but also a very enjoyable one.

Friday was to be a small day with a trip to Currency Creek via Milang a distance of 40 miles. With the problems which we were having with the distributor and an engine rattle, suspected to be a big end bearing I elected to again place the car on a trailer and follow the convoy. Morning tea was in Milang and then we were on to the Winery at Currency Creek for lunch and presentations which was a very good venue and show.

The highlight of the week was the friendships struck with people from all over Australia and the whole nature of the event. A special thank you must go to Kevin Fagan & Michael Trengove and families for their efforts in producing an event which will always be remembered and left us looking forward to the next one.

Lyn and Michael Buxallen

P.S. If anyone has a Dodge Fast Four distributor they don't want I would be pleased to be the proud new owner of it!!!!

Past Events

Daimler-Chrysler National Dodge 4 Rally

Goolwa 2000 - Dodge Four Heaven

The port of Goolwa beckoned - there's a rally in the air -
 With Dodge Four owners nationwide, how could we not be there?
 We skipped the Bay to Birdwood run, though many others went,
 And we headed for the Fleurieu, to join this great event.
 The gods were smiling down on us, the sun it did the same,
 As one by one we all checked in, "We're here, tick off our name".
 To be among this special group, it must be Dodge Four heaven,
 As we cruise the scenic Fleurieu in our 1927.

The Fleurieu is well-renowned, it's quite the tourist spot,
 And on our rally runs each day we surely got the lot -
 The scenic splendour of the hills, the valleys and the sea,
 Right through the week-long program there was much to do and see.
 The river cruise, the Cockle train, and then that night parade,
 The town of Goolwa came alive as the local brass band played.
 Our show day on the foreshore, brought the Victor folk to see
 How much we think of our Dodge Fours, how shiny they can be.

There were Dodge Fours of all shapes and kinds: tourers, roadsters, buckboards, too
 A semi-trailer and a "house", some looked older, some like new,
 From 1916 all the way to 1928
 They came to Goolwa - from SA, the West and Eastern States.
 We hoped our cars would all behave, as we know Dodges should;
 After all, they are "Dependable" - nought else is quite as good!
 A minor hiccup here or there saw spanners venture forth,
 To test the owner's knowledge and to see what it was worth.

The grand finale of the show began with cars en masse,
 A photographic spectacle as Dodges decked the grass,
 Then off we motored once again, the last time for the week,
 To reach our rally wind-up lunch, way down at Currency Creek.
 With winners named and trophies given, of course to much applause,
 'Twas time to sell off all the gear - and for such a worthy cause -
 The bidding frenzy boosted by the Olympic-style parade
 From auctioneer Tim "Smeaton-Booth", and his cute athletic aide.
 There was no hectic pace to keep, it gave us time to chat,

And get to know our new-found friends, and find out where they're at.
 It wasn't hard to guess the fellas' topic at each stop,
 While in each town the girls found time for craft and antique shops.
 The morning teas and lunches, they were "country cooking" plus!!
 So when we all get home again, a diet plan's a must.
 Our rally leaders sure deserve the thanks of every member,
 For making this Dodge Four event a rally we'll remember.

Norma Schopp.

Past Events

Daimler-Chrysler National Dodge 4 Rally (continued)

(Somehow, the Dodge Four Rally brought out the poetry - apologies to any of you who don't like it!! Co-Eds.)

This effort was written to thank the organisers of the Rally, and was read just before the auction.

The Dodge Four Rally's on again, in Goolwa town this year,
 And near a hundred hardy souls have come from far and near,
 Some trailered down to save their tyres, or maybe engine wear,
 While others drove majestically for days to get down here.
 For DB owners love their cars, though slow they might appear,
 And cannot wait to meet again, to yarn and share a beer.

Now all of us will owe a debt, to those I want to name,
 And first it's Kevin Fagan who already had some fame
 He's run some rallies in the past, he seems to know the game,
 And this has been a huge success, so many of us came,
 To tour to Ashbourne, Delamere, the Green Hills Road to tame,
 Terrific runs and lots of fun - why even the Cockle train.

Now don't forget the lady who's the power behind this throne,
 The work that Anna Fagan's done should now at least be known,
 With family help she made the bags, each one of them's been sewn,
 And silk-screen badges on each one, to really set the tone,
 And what about those table-cloths, in blue with badges done
 So there would be mementos which you'll be proud to own.

And don't forget Mike Trengove, who had to shop around
 A major coup when Daimler-Chrysler finally came round,
 Such funds promote historic cars, ensure they stay around
 And gain community support for that slowly throbbing sound
 Which all of us with Dodges hope our efforts will be crowned
 Though let's be honest, vibrations win, and rattles do abound!

The Dodgey Times you've seen this week has also helped the show,
 And Margaret Trengove played her part to keep you in the know.
 But now I come to hosts of folk, bouquets I would bestow
 Officials all along the route to show us where to go,
 And ladies who provided tea and cooked their favourite dough
 To give us strength to drive ahead as one our way we go.

So this last verse - yes, it is true - I only still must say
 What fun we've had in our old Dodge which in its contrary way
 Busted its exhaust pipe which did mean a day's delay
 And yes, we stopped the Cockle train - twice in just one day,
 But now our role has changed because we want you all to pay
 So place your bids on all our wares - trophies to take away.

Tim Smeaton
 (with assistance from "Tatiana")

Past Events

Daimler-Chrysler National Dodge 4 Rally (continued)

The trophies were quite magnificent, the work of Kevin Fagan, each with its own individual badge. As with so many other aspects of the Rally, the fantastic effort and ideas of Kevin and his family showed through at the lunch at Currency Creek, and the work of Mike Trengove in gaining valuable sponsorship was invaluable, and all who attended owe them all a sincere vote of thanks for their organisation of this fun-filled event.

The trophy winners for the Rally were as follows:-

Best Commercial	1922 Semi-trailer	John & Noreen Churchill, NSW
Longest Distance Driven	1922 Semi-trailer	John & Noreen Churchill, NSW
Best Roadster	1916	Jeff & Halina Parish, SA
People's Choice	1916 Roadster	Jeff & Halina Parish, SA
Best Tourer	1924	Driven by Brian & Sonia Chapman, SA, Owned by Tony Taddeo
Most Original	1924 Tourer	John Hutton, SA
Best Sedan	1927	Bob & Ros Beames, WA
Hard Luck	1924 Tourer (fire)	Harold & Pauline Newton, Vic
Longest Distance Travelled/Trailered	1924 Tourer	Brian & Joan Kelley, Kattanning, WA

The Next Dodge Four Rally will be held at Mittagong, NSW, in mid-October, 2002.



SA entrants Jeff & Halina Parish's beautifully restored 1916 roadster



Cled and Penny Davies drove the 1917 Speedster Special from Bendigo



John & Noreen Churchill, drove this unusual 1922 semi-trailer from near Wollongong, NSW for the rally, winning the best commercial trophy.



This very nice commercial probably deserved a trophy - sorry I haven't got the owners names with me at the time of writing.

Past Events

Presentation Dinner

Although this may not be in strict chronological order, this most recent event on the calendar was most enjoyable and held at the Seven Stars Hotel. Although numbers were a little below our hopes, Kevin and Barbara Williams did a grand job of the organisation.



Chris Howes with the Ron McNair trophy, presented by Judy McNair, with President Brenton on the left.

President Brenton Hamilton acted as MC after the main course, and supervised the presentation of trophies. Judy McNair presented the Ron McNair Memorial Trophy for most valued member, voted by the Club members, to Chris Howes. Chris was at a loss for words initially, but then roused to give a very gracious acceptance speech.

A special disaster trophy was presented to Allan Martin by Kevin Williams, as a memento of the water-pump problems he had encountered with the De Soto roadster. This trophy came complete with nipple (a fact not missed by Allan who was delighted with it!!!). When it came to the genuine disaster trophy, guess who won it? Yes, it was Allan again, for the same unfortunate episode when he and

Sandy were delayed by quite some hours with water-pump trouble, a matter of too little lubrication. With some help from the RAA, Allan was able to make it home. Although at first reluctant to take the microphone, Allan then did give us a faithful account of the event, much to everyone's amusement.



Allan Martin actually looks happy to receive the Disaster Award from Brenton Hamilton

The President's Trophy, donated by Mitsubishi, was presented to Ken and Carole Barnes, particularly in appreciation of their work to make the Waikerie camp-out such a resounding success. Also, as relatively new members, they have made a valuable contribution on the committee, etc.

Past Events

Presentation Dinner (continued)



Ken & Carole Barnes with the President's Trophy.

The Editor's trophy also went to Chris Howes, (although there had been some brow-beating by Chris which may have influenced the decision!), particularly for his restoration story. A special bottle was presented to Dick Hart, knowing full well he will never write anything, but thanking him for contributing all the material about Keith Lucas for an earlier issue. A special prize was also given to Mike Rees who provided such a great feast at Waikerie on the camp-out, working under difficult conditions. Mike claimed he not only read the magazine (*Thanks, Mike - Co-Ed.*), but also thanked the Club for the letter of appreciation he received.

A parade of the members who were in period costume followed, judged by Barbara Williams, and the Beythiens were given the prize. The parade included the redoubtable Tapps, a "spiv" and his "moll", the Flemings, the Baileys, the Barnes, Sandy Martin, and there were quite a few other couples in period costume who did not take part in the parade.



Two couples in period costume for the event, Richard & Raice Tapp (he makes a great spiv!), and Nita & Graham Bailey.



Other contributors to the period atmosphere were Ross & Peggy Fleming at left, and Roy & Norma Schopp.



Winners of the best costume award, Trevor & Lorraine Beythien, flanked by Nita & Graham Bailey & Sandy Martin.

Past Events

Presentation Dinner (continued)



A view of some of the tables, with Meredith Bryant and Con Pronk in the foreground.



*The spiv's moll, aka Raice Tapp strikes a pose.
Although this is a family club, we dared to
include this raunchy picture!*



*Mike Rees, recipient of a special prize was not
really asleep! Mike's award was in
appreciation for his efforts with the camp-oven
at Waikerie.*



*We don't usually include 2 photos of our
winners, but couldn't resist putting in this close-
up of Ken & Carole Barnes, winners of the
President's Trophy.*

Richard Tapp borrowed a digital camera from his work-place, and the photos were taken by him, and processed within about 12 hours of the event, in time for this issue. Well done, Richard, but we know you love gadgets.

Past Events

Cudlee Koalas

Cudlee Koalas run was part of Motorfest 2000. Motorfest is a series of "club type" events, organised by the Federation of Historic Motoring Clubs and held in the week either side of the Bay to Birdwood Run. The primary objective is to make it more worthwhile for interstate visitors to come to Adelaide for the Bay to Birdwood, good as that event may be.

As CRCSA is one of the largest clubs in the Federation, I have always thought that we should be one of the clubs that organises a Motorfest event. The Committee agreed, and naturally it fell to me to organise it.

We chose a run to the Cudlee Creek Restaurant and Tavern for lunch followed by a visit to the Gorge Wildlife Park. One of the Park's claims to fame is that interaction with the animals is encouraged.

The entrants were:

- Henry Alger, 1935 Dodge Tourer
- Lyle Drysdale 1938 Chevrolet Sedan
- Ken Wright 1971 BMW 2002
- Colleen Fowler 1958 MG Sedan
- Keith Moody 1936 Dodge Coupe
- Keith Gunn 1929 Dodge Roadster
- Aub Smith 1929 LaSalle Phaeton
- Jean Gilbert 1946 Austin Sedan
- Richard Tapp 1929 Plymouth Roadster
- Arthur & Nola Clisby 1934 Buick Sedan

This was the least well attended of all the Motorfest events, for reasons that can only be surmised. The day allocated was the day after the Run, and the current theory is that going back into the hills the day after the Run may not have been a good idea. In previous years the Monday event has been well attended, so it was not simply a matter of people wanting a day "off" after the Run. Of course the clash with the Dodge 4 Rally meant that lots of CRC members were unable to attend, but entrants tend to be from interstate rather than local anyway. Those who went enjoyed themselves, and I have suggested to Mr Pub Lunch that this venue is well worth putting on his list of possibilities.

Richard Tapp



Raice Tapp and Colleen Fowler "cuddling koalas".

Question of Capital Gain?

Income tax: capital gains: is a capital gain or capital loss made from an antique car, a veteran car or a vintage car disregarded?

Preamble: The number, subject heading, date of effect and paragraphs 1 to 3 and 5 of this Taxation Determination are a 'public ruling' for the purposes of Part IVAAA of the Taxation Administration Act 1953 and are legally binding on the Commissioner. The remainder of the Determination is administratively binding on the Commissioner. Taxation Rulings TR 92/1 and TR 97/16 together explain how a Determination is legally or administratively binding.

Date of Effect

This Determination applies to years commencing both before and after its date of issue. However, this Determination does not apply to taxpayers to the extent that it conflicts with the terms of settlement of a dispute agreed to before the date of the Determination (see paragraphs 21 and 22 of Taxation Ruling TR 92/20).

1. Yes.
2. Section 118-5 of the *Income Tax Assessment Act* 1997 states that you disregard a capital gain or capital loss you make on a car, motor cycle or similar vehicle. A

car is defined to be 'a motor vehicle designed to carry a load of less than 1 tonne and fewer than 9 passengers' (subsection 995-1(1)).

3. A car is a CGT asset under Division 108. A car may be a collectable in terms of subsection 108-10(2) if it is an antique. A car may be a personal use asset in terms of subsection 108-20(2) if it is used or kept mainly for your (or your associate's) personal use or enjoyment. In either case, it remains a car for the purposes of section 118-5 and any capital gain or capital loss made on it is disregarded under that section.

Note 1:

4. The word 'antique' describes an object of artistic and historical significance that, when a CGT event happens to it, is of an age exceeding 100 years: see Taxation Determination TD 1999/40.

Note 2:

5. A capital gain or capital loss you make on an antique, veteran or vintage motor vehicle designed to carry a load of 1 tonne or more and 9 or more passengers is not disregarded.

Commissioner of Taxation
13 September 2000

Club Notes

Road Traffic Regulation

Under the new vehicle standards which came into effect last year (1/12/1999?) it has been illegal to have any window that is not made of glass - Rule 43 of the *Road Traffic (Vehicle Standards) Rules 1999*.

A temporary exemption has been made to rectify the unintended effect that this has on the rear windows and side-curtains of most convertible cars and possibly other existing vehicles. It is intended that a permanent solution will be put in place before the expiry of this temporary exemption.

Richard Tapp

Road Traffic Act 1961

Exemption for the Fitting of Non-Glass Transparent Material to Windscreens, Windows or Interior Partitions of a Motor vehicle

Pursuant to the provisions of section 163AA of the Road Traffic Act 1961, I, T.N. Argent, Executive Director, Transport SA, as an authorised delegate of the Minister for Transport and Urban Planning, hereby exempt motor vehicles built prior to 1 July 1994 from

the requirements of Rule 43 - Windscreens and windows of the *Road Traffic (Vehicle Standards) Rules 1999*, for the fitting of material other than approved material to be used as a windscreen, window or interior partition.

Subject to the following conditions:

1. That the material used in the windscreen, window or interior partition is a clear transparent material that will not shatter and in the case of a front windscreen has a luminous transmittance of not less than 75% and in the case of any other window or interior partition a luminous transmittance of not less than 70%.
2. For the purposes of this notice "luminous transmittance means the amount of light that can pass through the material as a percentage of the amount that would be transmitted if the material were not present.

This exemption expires at midnight on 30 June 2001.

T.N. Argent,
Executive Director, Transport SA

Ever Reliable!

A motorist was driving his Rolls Royce through the Swiss Alps when he broke a front spring. After limping into the nearest town, he explained his predicament by telephone to the maker's factory in England. The next day a company representative appeared, replaced the spring, and the happy Rolls owner continued on his merry way.

Some months later he realised that he had had no bill from the Rolls people so, being an honest man, he wrote to them and suggested that they should check their records for 'Swiss repair of broken spring'. After a few days, he received a letter which said that "There must be some mistake, sir. There is no such thing as a broken spring on a Rolls Royce."

Engineers!

Three engineering students were gathered together discussing the possible designers of the human body. One said, "It was a mechanical engineer. Just look at all the joints." Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections." The last said, "Actually it was a civil engineer. Who else would run a sewer pipeline through a recreational area?"

Two engineering students were walking across campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, "Take what you want." The first engineer nodded approvingly, "Good choice; the clothes probably wouldn't have fit."

Motoring History

Early Caravanning

It is nearly a year since Graham Bailey gave me some printed brochures and photos of early caravans of South Australia, and finally I am putting together a short story based on these and some other photos contributed by other members.

Some of the text comes directly from a small book called "The Beginning of Motor Caravanning in Australia" by (Pop) G.C.Kaesler of Nuriootpa, South Australia. On a trip to the South Coast in the 1920s, viz., the Easter weekend, 1928, the Kaeslers set off in their new Dodge Flying Four tourer, only to find that at McLaren Vale there was no accommodation available. The family had to sleep in an old shed, yet pay the same tariff as the other guests (*what a rip-off - Co-Ed.*). This set Pop to thinking!

There was an old 1924 Dodge tourer at home in the shed, not in very good repair, but they put a new body on it, resembling a small cabin and called it "Home from Home". It was almost complete by Easter 1929.

"Off we set on Good Friday morning, and reached Moana Beach after lunch. Our camping cooker was tried and performed well. We settled down and people came from all directions, wondering what sort of Gypsies we were. Had a very comfortable night in our new beds, and awoke to a beautiful day. The water police were very confused about us. There were no council laws for "Caravans" then. People with tents had to pay 2/6 per night. It was a very good area for swimming and paddling for the children."



The original Mobile Home at Goolwa.

The party continued to Goolwa for a Back to Goolwa week, and were approached by the mayor, Mr Wells. He was very interested in the caravan, and asked if he could have one built on a Buick chassis. Pop declined, so the mayor then offered to buy the Dodge! After much bargaining, a deal was struck. Solving the problem of getting all the gear back to Nuriootpa was the next obstacle, but thanks to the "Barwell Bull Rail Bus", all was arranged, and the keys changed hands. That was the end of the Kaesler's ownership of the first Home on Wheels.

However, for those of us who participated in the recent Dodge 4 Rally at Goolwa, this vehicle made an appearance on the Tuesday morning just before we set off on the day's run. By today's standards, it is tiny for a family camper, but with its quaint windows and roofline, it is a fascinating bit of local history. One of our members, Max Noske has helped to get the old Dodge back on the road.

A replacement house on wheels was needed, to be built by 1st September 1931 for the Silver Wedding Anniversary Trip. This was built on a Dodge 6 cylinder light truck chassis, bought from a Mr. J. Krieg who had used it to cart pigs to Mt. Barker! The tray-body, doors and windscreen were sold, and the bare chassis was lengthened to take the "house". Wheels from a 1926 Dodge car with rims from a Chev truck carrying 6.50 x 20 tyres were used on the truck. For a bed, Malcolm Reid's were asked to make a couch which would convert to a bed at night. They said it was impossible, but after being shown how to do it by Pop, they did an excellent job. (*Is there nothing new in the world? - Co-Ed.*)

The fitting-out should be written in Pop's own words:-

"Two 12 gallon water tanks had to be made and fitted underneath at the rear, to balance the load. A spare five gallon petrol tank had to be made and fitted also, making our petrol capacity 17 gallons, a touring average of about 260 miles.

Motoring History

Early Caravanning (continued)

Spare tool box to carry axe, spade, chains, blocks, small and large jacks, compass, altitude meter, clock and gradometer, all had to be stowed. A collapsible rear step, no slippery but suitable for shoe scraping, was installed at the back of the vehicle.

Found a space above the driver's seat for the rifle (telescopic sight), fishing rods and lines, hooks, knives, bullets, etc., easy to get at, and the door could be reached from the driver's seat.



This is the Mobile Home completed just in time for the Anniversary Journey

An Atwater Kent 6 valve wireless was fitted, and a brass peg made with a sharp point to put into the ground under the water tap, to make a moist connection for the aerial.

The same peg was used to open petrol tins, for refuelling the petrol tank, because there were no Bowsers along the roads. Petrol had to be carried from Depot to Depot, by means of cans and cases.

Two small bunks were installed for the smaller children, and the front seat was converted into a bed for the third child. The front cushion was moved forward against the brake and gear lever, and the back cushion laid flat, making a very comfortable bed. Our children's ages as the time were Gordon 14 years, Hazel, 11 years and Eric 7 years. The eldest son, Victor, aged 24, had to stay at home and manage the family business - and he did a wonderful job!

The next job was the kitchen. My wife was a wonderful cook, so we wanted everything to be right for her. Our cooker (from previous "Home from Home") was fixed permanently and nearly, and shellite was the fuel used for

cooking. The cooker was mounted on steel, and at the back was enamelled steel, like imitation tiles for easy cleaning. Underneath the cooker was a cupboard for kitchen utensils, and above the cooker another cupboard for groceries. Opposite the kitchen was the wardrobe with hanging space and also extra hooks. Boots and shoes were stowed in the bottom.

Everything in its place and a place for everything. On one side was a small cupboard for First Aid, very compact. A long mirror was fitted on the wall behind the driver's seat, this mirror being hinged so you could swing it for dressing or shaving. More cupboards had to be made, right along the wall opposite the settee, to carry bread, crockery, cutlery, and not forgetting the wines, etc. These cupboards were used as a seat when the table was erected. The table was fitted to the wall and made to fold down to make more space. There was also a collapsible toilet."

The details of the itinerary are in Pop's book, but an outline of the journey is as follows:- Leaving Nuriootpa on August 31, 1931, the Kaeslers travelled to Clare and on to Burra (83 miles in first day), then Booborowie and Jamestown for the second night. Next day was wet but made it to Peterborough, and despite wet roads, arrived in Broken Hill two days later. After a few days at Broken Hill, they made good time to Wilcannia, passing a camel caravan en route. Because of flooding on the Darling, they went via Cobar, then north to Bourke, doing a "360" at one point, but fortunately not turning the truck over!

Bad roads dictated a direct route to Brisbane via Cunnamulla and St George. The weather was bad, the roads appalling, causing punctures, broken bolts, and wet spark plugs when crossing a ford. By September 16, the "Cottage" reached Brisbane, creating a great deal of interest. The water tank had taken a battering and had to be repaired.

After a week of fishing and repairs to the vehicle, the family headed for Sydney through Lismore, Grafton, Taree, and Newcastle, arriving on the afternoon of September 30.

Motoring History

Early Caravanning (continued)

A week seeing the sights of Sydney soon passed, and the truck headed for Canberra on October 8. They met the Prime Minister, Mr Scullen who was shown the Cottage! Not to be outdone, the Cottage lumbered up to Hotel Kosciusko, 5000 feet, then returned to Cooma, Bombala and to Orbost for the night. Taking the long way home via Lakes Entrance (where the road was all bitumen!), and then Melbourne, Portland, Mt Gambier, Robe, Kingston and finally a tour around Adelaide. The party finally arrived home on October 30. Looking back about 70 years, it is an amazing trip, with the lack of service stations, good roads, RAA back-up, etc. It is a credit to the

hardy Kaesler family. I think it is even more amazing, that some of the same vehicles, Dodges, Chryslers, etc. from the CRC were able to make a trip to Wollongong only 2 years ago, some of them returning the long way via Lakes Entrance. Added to that are the trips to Darwin, to Bendigo, to Alice Springs, to the Nullarbor, etc. made by CRC members. We must hope that enough of us will still be able to see these same vehicles in another 30 or even 70 years doing the same long journeys!

Tim Smeaton

(with thanks to the Kaesler family for permission to use their book, and to Graham Bailey for lending it to me.)

Another early Caravan

This photocopy of a photograph was given to the Co-Eds by Allan Martin. He was given it by Phil Gibbons from Lucindale last year, and it looks like a conventional caravan which was cut down to fit on a Dodge (?)chassis. There is

too little of the front end to really recognise the make. We do not have any further details about it, but included the picture here for your interest.



Humour

Literature for Everyone!

MEDICAL DICTIONARY

Because residents are generally in the age group when regular contact with the medical profession is necessary, it is felt that (in a spirit of fun) this Medical Dictionary will help understanding of what doctors are saying is wrong with you.

ARTERY	Study of Paintings
BACTERIA	Back door of a cafeteria
BARIUM	What they do when you die
BOWEL	A letter like a, e, i o, u.
CAESAREAN SECTION	A neighbourhood in Rome
CAT SCAN	Seaching for kitty
COMA	A punctuation mark
DILATE	To live longer
ENEMA	Not a friend
FESTER	Quicker

.. The rest of the alphabet may come later!

ENGLISH AS SHE IS SPOKEN

I take it you already know
 Of tough and bough and cough and dough
 Others may stumble, but not you,
 On hiccough, thorough, tough and through?
 Well done! And now you wish, perhaps,
 To learn of less familiar traps?
 Beware of heard, a dreadful word
 That looks like beard and sounds like bird,
 And dead: it's said like bed, not bead -
 For goodness sake don't call it "deed"!
 Watch out for meat and great and threat
 (They rhyme with suite and straight and debt}
 A moth is not a moth in mother
 No both in bother, broth in brother,
 And here is not a match for there
 Nor dear and fear for bear and pear,
 And then there's dose and rose and lose-
 Just look them up - with goose and choose
 And cork and work and card and ward,
 And font and front and word and sword,
 And do and go and thwart and cart -
 Come, Come, I've hardly made a start!
 A dreadful language? Man alive.
 I'd mastered it when I was five!

Contributed by Lorraine Beythien

Matters of concern

These are extracts from actual letters of concern sent to various councils in the UK:

I want some repairs done to my cooker as it has backfired and burnt my knob off.

I wish to complain that my father hurt his ankle very badly when he put his foot in the hole in his back passage.

Their 18 year old son is continuously banging his balls against my fence.

I wish to report that tiles are missing from the roof of the outside toilet and I think it was bad wind the other night that blew them off.

The lavatory seat is cracked, where do I stand.

I am writing on behalf of my sink which is coming away from the wall.

Will you please send someone round to mend the garden path. My wife tripped and fell on it yesterday and now she is pregnant.

I request your permission to remove my drawers in the kitchen

Can you please tell me when the repairs will be done as my wife is about to become an expectant mother.

I am still having trouble with smoke in my built-in drawers.

The toilet is blocked and we cannot bathe the children until it is cleared.

Motoring History

The Walter P. Chrysler Museum

Article by Paul North, originally published by Ride & Drive.

(*Members who have met Bruce Thomas or his son Chip will be familiar with some aspects of this Museum. Note the offer of the Museum's magazine elsewhere in this issue.*)

The Walter P. Chrysler Museum is a collection, an illustrative heritage of people, technologies and, of course, cars. It is also the only full-fledged museum maintained by an active North American auto manufacturer.



(Before you start writing those nasty e-mails, be advised that the Henry Ford Museum at Greenfield Village is NOT run by Ford Motor Company. It is an independent organization, although the Ford family was certainly instrumental in setting it up and endowing it way back when. General Motors, on the other hand, has nothing at all of note, which is a disgrace for the largest auto manufacturer in the world. Perhaps Chrysler's example will spur the General to do something to correct this oversight.) It must also be stressed, too, that this is more than a museum about Mopar products. Chrysler Corporation, through merger and acquisition, came to encompass a remarkable slice of the American auto industry. Directly or indirectly, an amazing number of marques are part of the Chrysler story: Plymouth, Dodge, DeSoto, Chrysler, Imperial, and Jeep, of course, but also AMC, Chalmers, Eagle, Essex, Hudson, Lafayette, Maxwell, Nash, Terraplane, Whippet, Willys-Knight, Willys-Overland, and several others.

Along with showcasing vehicles that illustrate the American heritage of DaimlerChrysler, the museum educates and engages visitors with interactive exhibits and displays that bring to life the automaker's rich history. Moreover, the museum is intentionally designed to be more than a collection of cars. People are behind the story of Chrysler

Corporation and its ancestor companies, and the museum documents their vast contributions.

The museum contains 55,000 square feet and displays 75 vehicles. It tells the stories of Walter P. Chrysler and his love of trains, brothers John and Horace Dodge and their mechanical genius, and such industry notables as Carl Breer, Virgil Exner and Lee Iacocca. It covers everything from alternators to zero-emission vehicles, from the Detroit Tank Arsenal to Roadrunners, Vipers and Prowlers. The Hemi, the K-Car, the Airflow and the minivan all can be found in the displays, videos, photographs and hands-on exhibits.

Ground was broken November 19, 1996. The museum opened to the public October 5, 1999. The leading architectural and engineering firm Giffels Associates, Inc., of Southfield, Michigan, designed the museum. The tri-leveled building covers approximately 55,000 square feet and rests on 10 acres at the southeast edge of DaimlerChrysler's North American headquarters in Auburn Hills, Michigan

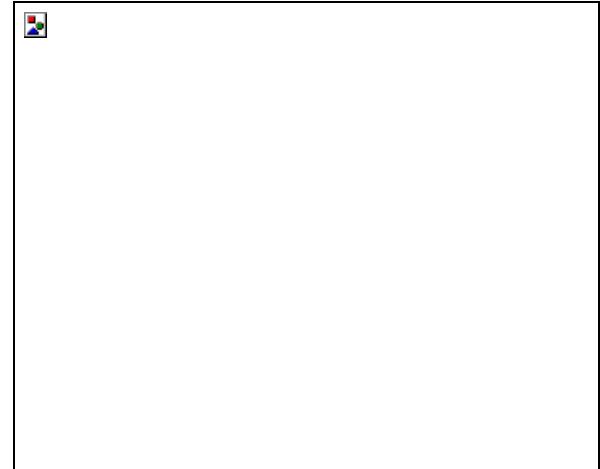


. The building's exterior of polished red granite and black glass reflects that of the neighboring DaimlerChrysler Technology Center.

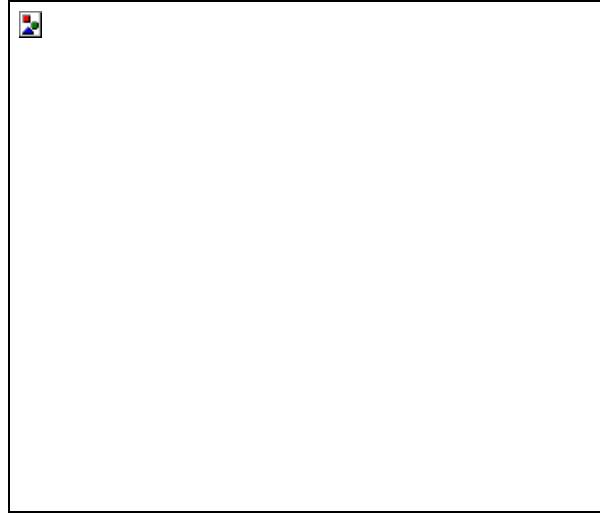
Prior to construction of the museum, the company housed its vehicle collection in numerous facilities, including the former Chrysler Corporation headquarters in Highland Park, Michigan.

Motoring History

The Walter P. Chrysler Museum



Many of the museum's historical photographs, advertisements and footage are held by the DaimlerChrysler Corporate Historical Collection. Museum exhibits are the creation of Design Craftsmen, Inc., of Midland, Michigan. The museum's first manager is Barry Dressel. His previous experience includes serving as director of the Turks and Caicos National Museum, director of the Berkshire Museum and director of the Detroit Historical Department. From the gleam of vehicles aloft a multi-tiered platform to the colorful touch-screen monitors and the glow of the movie theater, the museum provides three levels of illuminating experiences for car buffs and history aficionados alike. Would you like a quick tour? Of course, you would!



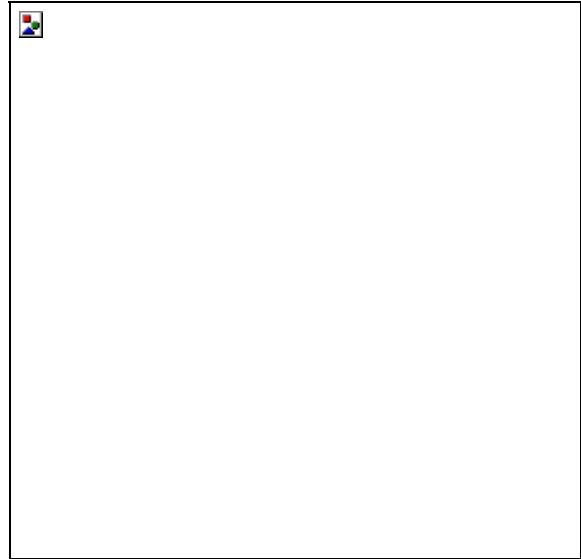
Entering the museum you immediately sense its dual themes: cars and people. Gleaming vehicles populate the floor, as do video images, photographs, interactive exhibits and life-sized plaster casts of the

people who built Chrysler Corporation. Chrysler's early years — as well as the companies it acquired — are detailed in vivid words, pictures and showcase vehicles. Vehicles on display include the 1902 Rambler, 1909 Hudson and famous Chrysler Six, the first vehicle carrying the company name. Elsewhere on the first floor, a life-sized figure of Walter P. Chrysler toils at his workbench with his toolbox, and later sits behind his authentic desk as head of the corporation bearing his name. The story of the Dodge brothers comes to life, as do the names Breer, Skelton and Zeder.

Interactive time stations take you back to the 1920s, 1930s and 1940s, as do photographs, historical footage and cars such as the 1929 DeSoto Six, 1934 DeSoto Airflow and the 1948 Chrysler Town and Country.

Chrysler Corporation's role in World War II is showcased with a Willys-Overland Jeep and images of Sherman M-4 tanks, plus an actual Chrysler-designed and built tank engine based on five Chrysler six-cylinder auto engines. Next to it sits an experimental aircraft engine whose hemispherical combustion chambers were to be used in 1951's Hemi V8.

Hands-on exhibits await those fascinated by Chrysler Corporation's engineering achievements, such as floating power and cab forward design. And Chrysler's design triumphs, ranging from the Airflow to the cab-forward "LH" cars of the 1990s, are given their merited due. Interactive attractions include a 1956 push-button transmission, assorted safety features and time stations relaying events of the 1950s, 1960s, 1970s and 1980s.



Motoring History

The Walter P. Chrysler Museum

The museum's 100-seat theater is housed on the second floor and airs films about Walter P. Chrysler, muscle cars and the futuristic work of the DaimlerChrysler Tech Center.

Prepare yourself when you take the elevator down to Boss Chrysler's Garage and the Racetrack (right). Here are the beauties of Chrysler's performance heritage: the 1957 Plymouth Fury, the 1964 "Color Me Gone" Dodge Ramcharger 300, the sporty 1970 Plymouth Hemi 'Cuda and the 1969 Dodge Charger Daytona with its high-flying spoiler, among others. All sit on a simulated asphalt racetrack, complete with infield grass and chain link fencing to deliver the look and feel of the racing world. Vehicles in the Garage collection include a 1917 Willys Knight V8, an

assortment of Jeep and Dodge pickups, and performance vehicles of the 1980s and 1990s. A service bay replicates the popular gas station images of the 1940s and 1950s, while a showroom exhibits product literature and parts of the 1930s.

So, there it is. A wonderful addition to American automotive history and a "must-see" on your next visit to Detroit. **R&D**

*This article has been re-printed from the Web.
The original can be found at the Ride & Drive
Web Site given below:-*

<http://www.rideanddrive.com/>

*We are grateful to Ride & Drive for permission
to reprint articles of interest to our members.*

Would you like to receive "Forward"?

May We Supply Your Address to the Chrysler Museum?

Many of you will have heard Bruce Thomas tell us at club meetings about the development of DaimlerChrysler's Walter P. Chrysler Museum in USA. The article above from Ride & Drive gives you some idea of the professional nature of the enterprise.

Some of you will know that the museum has started producing a superb magazine, called "Forward", which is full of articles about Chrysler Corp history, vehicles and personnel.

A few of you would know that subscriptions to Forward are US\$45 per annum, which is about \$75 in local currency. (and going up!)

Club member Chip Thomas has arranged with the museum management for this magazine to be supplied free of charge to members of the Chrysler Restorers Club of Australia, SA Inc. This is an offer that the museum also makes to US domiciled Chrysler enthusiast car clubs. All we have to do is supply the museum with the names and addresses of

the members who would like to receive the magazine.

As a matter of policy, we don't supply our mailing list to third parties. As a matter of reality, we are sure that most of you would be delighted to receive this top quality magazine free of charge and would trust the Walter P. Chrysler Museum to not misuse your address. After discussion with President Hamilton, this is the plan ...

If you *** DON'T *** want your name and address to be supplied to the Walter P. Chrysler Museum (which means that you won't get a free copy of the Forward magazine) please contact me ASAP. You can write to me at 17 Simpson Parade Goodwood 5034, ring 8271 6504 and leave a message on our answering machine (with enough details that I can identify you!) or send e-mail to:-

rtapp@camtech.net.au

The rest of you can wait with bated breath for the day when the postie brings you your first copy!

Richard Tapp

Market Place

FOR SALE

1970 VG Valiant coupe, stripped to bare metal, engine and int. out, almost ready to paint. Eben Nicholls 0407 722 615 \$1800.

1977 CL Chrysler Regal SE, 318 V8 auto, minor rust in R/H front door and around base of rear window, and slight crease in rear R/H ¼ panel. Speedo reading 98000 km(?). Spares to go with car. Reg until July this year. Deceased estate. Alan Gransden Pt. Augusta 8642 6597.

1979 CM Chrysler, 4.3 ELB, 6 cyl, a/c, pump-up shockers, new auto, new motor 2 yr ago, exc. int, no rust, Ird bronze UHF CB, r/cass. \$2000 Ray Burr 8531 1848

Valiant S series (2), not running, 1 with engine, 1 without. p/b auto, like to sell together, \$3000 pr. ono. Loxton, Rod Koch 8584 6173 (h), 8582 2466 (work), 0408 822 038 (mobile)

1965 AP6 Valiant 273 V8, white & black vinyl roof, god brakes, VC front discs. Colin McGahan, Cairns Qld (07) 4039 1600. \$4500.

1955 Furness caravan, 14'6" in restored cond., original bath tub still intact. \$3600. Graham Bailey 8264 2261.

1955 De Soto Diplomat Plaza P/glide. Offers considered 0418 845 336.

Northeast starter/generators (2) 12V, \$75 pr. Also 6V generator \$25. Keith Gunn 8278 2267.

1928 Dodge Flying Four van, full recond. mechanicals (<5000 miles), completely new body (factory screen pattern, new tyres, 12V electicals, F.A.R.T. 99 tour, totally reliable, \$14000 ono. Cled Davies, 85 Garsed St. Bendigo 3550. Ph. (03) 5443 3432, Fax (03) 5444 0245, Mob. 0419 581 854.

1926 Dodge buckboard, battery ignition, good running order, 2 Bay to Birdwoods. Clem Weckert, 14 South St., Eudunda. 8581 1280.

FREE - Chassis suit '55 Dodge, Plymouth De Soto car-type utility -Bob Potter, PO Box 969 Pt Pirie 5540.

VC Safari wagon, 265 hemi & replacement trans. \$500 ono. Greg 0414 519 733.

1936 D2 Dodge sedan, full restoration 10 yrs ago, 93000 original miles, wheel spats, white wall tyres, spare in boot, 12V electrical, good paint, very reliable, good club vehicle, on club rego. "Jump in and take it anywhere". Some spares, delivery possible. \$12000 ono. Andrew Lear, Pt Lincoln. 8682 5519.

CM Valiant Regal sedan. Needs TLC. Some rust. Vinyl roof needs attention. Interior not bad. 265 engine. 45,000 km. auto reconditioned 5000 km ago. \$3,500. Michael Cook 0418 208 462

Dodge Phoenix 16,000 km Mint condition Trevor 0412 759 977

RT Charger parts - assorted John Gekas 8588 3068

1956 Plymouth Cranbrook (manual). Engine # P26346839 - \$1,500 Also 1954 Dodge shell, auto, chrome, windows, axles - best offer. Mr S. Robertson (03) 5594 5293

1948 Dodge sedan. Mostly unrestored, tidy appearance, runs well, radiator recored, new clutch plate, 5 new tyres etc etc. David Chrichton 8337 6980

Generator 6 volt, fully reconditioned, including cut-out \$100. Elliott Shea. 8297 5894.

Charger CL 1977, 185,000 km, 4.3L rebuilt at 90,000 km, 3 spd auto, 8 slot mags (5), 215/65 R14 tyres, Stellar blue metallic, air cond., power steering, extractors, alarm, K-Mac anti-roll bars, Alpine CD player, 4 speaker, new carpet, remoulded dash, new door seals. \$6500. 8264 8138.

Valiant S series, manual, painted and new trim. Greg Newley 8298 2586.

WANTED

1959 De Soto Firesweep - tail lamp lenses. 2 white, 4 red. Bill Gregg (08) 9731 8203

1953 Dodge Utility DJ1 - tail board, shackles, engine mounts. Clarrie Goode 8332 5080

1959 Chrysler Royal AP2 - chrome moulding L/H side and tow bar. Les Kennedy 8337 6980

VJ Valiant Workshop manual. Pat Rayner 8382 7674.

Chrysler Royal AP3 318 V8 starter motor (**urgent**), any condition. Ross Bassham 8398 2685 (h), 8398 2949 (w).

Chrysler Royal AP3 door locks: **AP3 Chrysler Royal V8 sedan** complete and running, must be V8 and preferably original. Gary Hiscock 8248 6348.

Valiant S series hub-caps. Tony Reid Smith 8379 9234.

Wheels - 5 x 16" wheels to suit '55 chassis, Dodge, Plymouth etc. Bob Potter, PO Box 969, Pt Pirie 5540.

1956 Plymouth - original sun visor. Bob Potter, PO Box 969, Pt Pirie 5540

Photos of VC Regal station wagon to show style & placement of badges. Also Regal badges for VC. Greg. 0414 519 733.

Valiant CL panel van, manual - centre console. 8298 2586.

TECHNICAL HELP FOR NEW MEMBERS

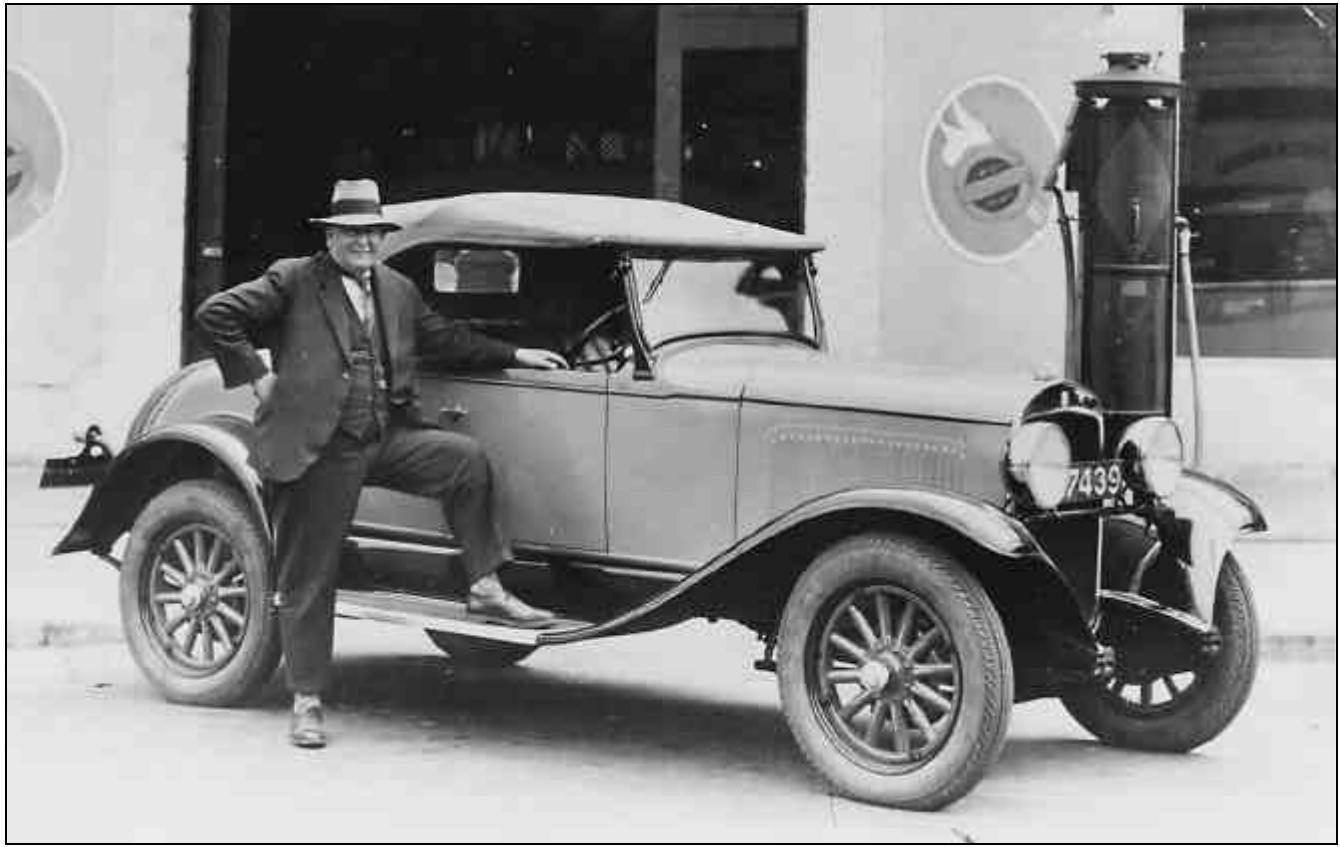
If you are a new member seeking any sort of technical information about your vehicle, there are likely to be others in the Club who can help. Please contact Technical Liaison Officer Graham Bailey (address and phone no. on page 3) who can put you in touch with appropriate people.

Deadline for next issue

Please submit material for the next magazine before December 22. 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.**



Trevor Kelley found this old Plymouth photo and had it enlarged. Richard Tapp thinks it is a 1928 Q series. He is sure it is not a 29 U series because the hub caps are wrong for a U series. Perhaps it could be a 1930 30U, but he thought the narrow radiator shell was done away with for the 30U, because people thought the radiator core was narrow like the shell and the car may be susceptible to overheating. What do you other experts think?

If undeliverable, please return to:
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