



THE CHRYSLER COLLECTOR



Number 133

March / April 2000

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,
SOUTH AUSTRALIA INC.

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:	Chris Howes, 4 Peter Place, Campbelltown 5074	8165 3971
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
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	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill	8381 9665
Committee:	Ross Bryant, 12 Alma Street, Panorama	
- raffle prizes	Carole Barnes, 21 East Avenue, Millswood 5034	8293 7923
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Assistant Editor:	Catherine Woods, 30 Birdwood Road, Greenacres 5086	8266 1764
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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Next issue: Closing date is Wednesday 9 April 2001. This is **VERY EARLY** because the Editor will be away on the Shannons 2001 National Motoring Tour at the normal magazine preparation time.

COMING EVENTS

CLUB MEETINGS

March 14 2001

Log book update for Conditionally Registered Historic vehicles and Dave Aylett videos.

March 31 2001

National Rally Committee only

April 11 2001

Club property night — show and tell

May 9 2001

Shannons 2001 Tour report

May 16 2001

Committee only

June 13 2001

Quiz night

June 30 2001

National Rally Committee only

July 11 2001

August 8 2001

August 15 2001

Committee only

September 12 2001

October 10 2001

November 14 2001

November 21 2001

Committee only

December 12 2001

Christmas meeting

CLUB RUNS/EVENTS

March 24-25, 2001

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

22 April 2001

Aviation Museum Run.

May 27 2001

Mystery run — [details still being devised :-)]

June 17 2001

Pub Lunch — Ross Fleming.

November 11 2001

CRCA's turn to organize the CCC run

INVITATION/OTHER CLUBS' EVENTS

March 18 2001

Rock and Roll Rendezvous Birdwood Mill Museum

March 25 2001

-All Chrysler Day Gleneagles Reserve.

April 19-29 2001 in Canberra

Shannon's 2001 National Motoring Tour.

Inquiries - Richard Tapp 8271 6961.

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

March 18 2001 — Clare

November 17-18, 2001 - Bendigo

Sunday, 25 November 2001—???? (not 26)



**VINTAGE
REPAIRS &
ENGINEERING**

Radiator Repairs & Recores

Water Pumps - stainless steel
shafts made to order

Clutches, Gearboxes Differentials
rebuilt

41 Short Terrace, Balaklava Ph 08 8862 1854

Hard to get parts - made to order

Cover Photos

On the front cover is Noel Heinrich's 1927 Dodge Flying Four buckboard.

On the rear cover is Alan Reynolds's 1926 Dodge 4 tourer.

The photographs were taken at the 2000 RAA Bay to Birdwood Run.

Noel lives at Bute and Alan at Blanchetown, so these member's vehicles are not ones that we see frequently..

COMING EVENTS

Aviation Museum Run

Sunday 22 April 2001

Meet at the CCC at 1:00 pm. This will be an easy run to Ocean Steamers Road, Port Adelaide, to enable you to have a look at our aviation and Air Force history.

Entry Fee is \$5.50 Adults, \$3.30 Pensioners, \$4.40 Seniors, \$2.20 Children.

Bev Dart

Melrose & Booleroo Centre Campout

Friday — Sunday, March 23-25, 2001

Please note that there will be 2 groups of travellers — some leaving Friday and others leaving Saturday.

Meet at Carisbrooke Reserve (Northern Side) just opposite the Old Spot Hotel on Main North Road— at 9:00 am for a 9:30 am start.

Run sheets will be distributed by Malcolm DuBois on Friday and Chris Howes on Saturday.

A large BBQ is available at the caravan park in Melrose but members might like to join a group for dinner on Saturday night at one of the local pubs.

Don't forget the walking shoes, sun hat and lots of sun screen.

Look forward to seeing you there.

Malcolm & Gail Dubois

All Chrysler Day

March 25 2001

Gleneagles Reserve. Run by the Chrysler Car Club Inc.

If you are not participating in the Melrose &

Booleroo Centre Campout weekend, you may wish to enter this event,

Entry forms are available from Chris Howes..

Motor Show

March 28 — April 1 2001

Wayville Showgrounds.

Volunteers are required to man the Club stand over this period. Please give it serious consideration as this is a great opportunity to promote our Club, particularly with the National

Rally fast approaching. A roster will be organized at the March meeting.

We also need to show faith in the Promoters of this event who have been very generous to us.

Chris Howes

National Rally

Don't forget to Register for the National Rally! Brenton Hamilton has registration forms.

There are already a large number of entries, although not from South Australia. It is not too

late and the cost is only modest — you don't have to travel far!

Brenton Hamilton

FROM THE COMMITTEE

Editorial

Well I haven't done this for a while.

Contrary to what Tim Smeaton wrote in his last Editorial, for many years now Tim has done the bulk of the work on the Collector, with me contributing mainly by scanning the pictures, finding the occasional article on the internet and typing a very few pieces of hand written material that came my way rather than Tim's.

Compared with the amount of work that Tim was doing, my contribution was relatively inconsequential.

Hopefully this issue will look rather similar to the previous ones. However I am using a desktop publishing program rather than Microsoft Word. As I learn how to control this particular program, I should be able to introduce a few flourishes that were just too hard with Word.

At the time of writing this my voice recognition software is still on back order — so to my disgust, I am pecking away on a keyboard.

Some of you may be aware that we have had a problem with updating the cover adverts lately.

The situation is that our inside covers are printed in bulk in advance.

The reasons for this are threefold. Primarily, ink dries slowly on glossy paper and if both sides of the covers had to be printed each issue, our print job would take up more of the printer's time, waiting for the first pass to dry sufficiently that it won't smudge as the other side is printed.

In addition, because the cover is "Chrysler Blue" rather than black, the printer would have to either not use the press for other work while waiting for the first side to dry, or clean the blue ink out, print other work, then clean up the press again before printing the second side in our "Chrysler Blue" ink. Thirdly, it is cheaper to do large runs.

Unfortunately, the printer ran out of covers part way through printing the January / February issue. They forgot that they had new advert copy waiting to be utilized and printed more of the previous adverts. So we will carry "new" adverts in the body of the Collector while we use up these covers.

Richard Tapp

President's Message

REPORT FOR 2000

Thanks to you all for your support in making the year 2000 such a success for all Chrysler Restorers Club members.

As I look around at meetings and runs I consider Norma and I are fortunate to be involved with such a fun filled but dedicated group of car and commercial vehicle restoration people.

Looking back over the past year I recall a few highlights:

Firstly our 20th birthday dinner, followed with the display day at the levels;

- Life membership to Judy Hart;
- Another run with the Richards family;
- Annual pub lunch;
- Waikerie camp-out;

- Bay to Birdwood;
- Presentation Dinner; and
- Christmas run

To the committee, a special thanks for all your efforts and the ladies for our Christmas supper.

To everyone who helped with the variety of guest speakers and organised runs over the past year, thanks to you all.

To end we have a great bunch of members to spend time with at meetings, runs, camp-outs and even swap meets.

Not to mention all the friends we have made, involved with restoring and running our historic vehicles.

It has been most enjoyable.

Brenton Hamilton

CLUB NOTES

Club Dinner

At the last committee meeting there was discussion about this year's Annual Dinner / Presentation Dinner.

Discussion started by noting that we are always struggling to fill the numbers for the booking and that this has been a source of stress. The question was asked - "Is it all worth it?".

The solution is not quite as simple as booking for less attendees, as most venues have minimum numbers and often the pricing is more attractive for larger numbers.

Suggestions included:

- Combine presentations with Xmas Run, Breakfast Run or Pub Lunch?

- Hold at a sporting club, where not constrained to meet restaurant's target numbers — Plympton Park Football Club was suggested — catering perhaps by Aussie Meat Roasters.

- Many golf club's have excellent facilities — Sporting Car Club have very successful runs to Golf Clubs on Friday (not Saturday) nights.

The committee decided that this matter should be discussed at the April (not March) meeting.

So think about what you would like.

The Committee

Bruce Thomas

A brief but enlightening talk was given by Bruce Thomas, who has been a Chrysler employee in the United States since 1946 and is still on the payroll giving tours and procuring new vehicles for exhibit.

In October 1999 Chrysler US opened a Museum in Auburn Hills Michigan. Bruce talked of a world class facility consisting of three stories. The upper two levels have Heritage rooms with the first Chryslers and Dodges on display, interactive exhibits, photos of the era and a theatre.

The lower level currently has 74 vehicles on display, with a diverse range of Jeep, Hudson, Nash and Willys vehicles.

There are also dioramas, one of a World War II scene and one of W.P. Chrysler's office with the original fittings.

The Museum also has a separate warehouse containing 75-80 cars and trucks that are surplus to the Museums current display.

A new exhibit is planned this year featuring Motor Sports. Many 40', 50's and 60's stock cars have been borrowed for this new display.

Bruce has offered CRC club members a personal

tour Maybe we could ask our Runs Coordinator to arrange this for next years Calendar ...

Cathy Wood

Bruce also spoke about Chip Thomas' 1934 Dodge tourer, which had its first club run at the Ray Miels Memorial Breakfast Run.

We were told that the vehicle was purchased from Geoff Johnson as a shooting wagon. It had been fitted with a generator in the back and given a very hard life.

It was initially steam cleaned for a week at Chrysler Australia (where Bruce worked) but not much progress was made before Bruce returned to the USA in 1978. The vehicle stayed here and Chip has done most of the restoration work.

Another comment Bruce made was that we do not realise what an excellent turnout we get at our club events. He said that the Breakfast run would have had 10 times as many attendees as a similar function hosted by the WPC Club.

Richard Tapp

PAST EVENTS

Ray Miels Memorial Breakfast Run

Once again there was a great turnout to this first event for the year.

Everyone complains about getting up early but I think they really enjoy it. I know Ray used to look forward to them.

The weather was great, as we headed off on a well planned run towards the hills to Springbank Road and Old Belair Road where we turned into Springfield Avenue and admired the luxury homes where the other half live.

They were magnificent. Our cars would have looked good parked up one of those drives.

We continued on until we reached Cross Roads again, heading towards the beach then Unley Road, Commercial road, Wood Street, Albert Street and into Hardy Street where there is Soutar Park, a pretty little spot surrounded by nice homes - some new - where Goodwood Tech used to be.

It never ceases to amaze me how many great spots there are about Adelaide.

Everyone proceeded to cook breakfast and try to catch up with everybody.

I would like to thank my friends Anna and Kevin Fagan and daughter Fiona and friend. They came in a Dodge sedan they have been storing for someone from WA since the Goolwa Dodge 4 Rally.

Thank you Brenton and Norma, it was a great run, one which Ray would have enjoyed.

Best wishes to all for a great year of rallying ahead.

Joy Miels

Unfortunately, the club camera produced 24 blank negatives rather than a collection of images by which to remember the day. It seems that there was a batch of dud film about; Kodak told Brenton that during this period only 82% of films developed were printable..

Richard

Club Notes ctd

ICE-CREAM TUBS

Particularly 2 litre tubs but also 4 litre tubs are required for the National Rally — please give to Graham Bailey

CLUB PROPERTY

Please advise Les Kennedy if you have any club property. Examples include signs, bunting, camera, heat sealer etc. Where practical, please bring property to the April meeting, for inventory purposes.

CONDITIONAL REGISTRATION

Dave and Gaye Aylett will manage conditional registration for the club into the future, with Dave doing inspections and Gaye keeping the records. Graham Bailey will inspect vehicles in the north.

NUMBER PLATES (1930)

Motorists in this State will do well to remember that December 31 is the last day on which they may use the old style number plates. After that date the "S.A. 00-000" plate is compulsory. To thousands of motorists it will not matter much, for their cars are taxed onto the jack. Unlike the waterworks, railways. etc., there is no loss to make up in the Motor Vehicles Dept.~ it is all profit levelled at the motorist on a pretext that it would be spent in better roads. We are, however, not so unfortunate as the Victorian motorist who, after December 31, has to take his 5-seater car off State highways, in order that the railways may be made to show smaller losses.

*From "The Leader"
Thursday, December 11, 1930*

Some things just never change ...

LOADED!

The following article was taken from <http://www.snopes.com/spoons/photos/lumber.htm> which is an internet website dedicated to confirming or debunking "urban legends". This is one that they confirmed!

The stupidity of some people in this world never fails to amaze me. This attached picture is real -- not doctored in any way -- and was taken last week in Waldorf, MD by a Transportation Supervisor for a company that delivers building materials for 84 Lumber. When he saw it there in the parking lot of IHOP, he went and bought a camera to take pictures. The car is still running as can be witnessed by the exhaust.



A woman is either asleep or otherwise out in the front seat passenger side. The guy driving it was over jogging up and down on Rt. 925 in the background. The witnesses said their physical state was OTHER than normal and the police just shook their heads in amazement. The driver finally came back after the police were there and was getting down at the back to cut the twine around the load. They told him to get back until it was taken off.

The materials were loaded at Home Depot. The Home Depot store manager made the customer sign a waiver before loading. Both back tires are trashed. The back shocks were driven up through the floorboard. On the roof are many

2X4s, 4X4s and OSL sheets of lumber. The load isn't all that meets the eye either. In the back seat were ten 80-pound bags of concrete! They estimated the load weight at 3000 lbs. The car is a VW Jetta with FL plates and the guy said he was headed for Annapolis!

Origins: Real or faked? We got plenty of mail from readers giving scientific reasons why this photo had to have been faked, and lots of tips from digital photo "experts" pointing out how this photo had obviously been fabricated. It's real, however.

We received copies of additional photographs (including close-ups) of the same car from other

people who also took pictures of it. We don't have the bandwidth to serve them all up, but here's one example:

It is obvious that CRCASA members bringing treasure back from swap meets have not yet explored the limits of the load carrying capabilities of their vehicles. Hopefully however they do know more about securing a load than these folks

Thanks to Chris Howes for bringing this article to the Editor's attention.



RESTORATION STORY

The On-Again-Off-Again Restoration Team

My second visit was in early November (I think), and as usual I rocked up at morning tea time. This weekend was the time for Graham and Dick to try and master the complexities of the curved roof. They took out the old one for a pattern, and looking at it closely it seemed to be the best example of Heath-Robinson carpentry in the western world. There were lots of 'one-off' funny shaped bits of wood, all nailed and glued together to provide a smooth framework for the interior ceiling. Graham took a good look, then began to fabricate his own funny shaped bits of wood to try and emulate the Grace Bros. carpenters of the 1940s.



Although this was taken a bit earlier, it shows the complexity of the front of the caravan. There is a simple curve for the main wall, but the curve of the roof meeting the square box section of the main van presents many headaches.

Progress had been great, and Dick showed me around the interior of the bedroom which is now lined, and only needs finishing of joints and a coat of paint to look quite presentable. Dick was ready for me with instructions, and my job was to cut and glue a piece of new laminate on top of the chest, and after an odd hiccup, this job was finished.

I was then provided with about 9 odd-shaped bits of ply, in some cases with the end rotted away, and a pencilled number suggesting the

probable correct length. This sort of thing is marvellous for one's confidence - you haven't a clue what it looked like originally, you have to hope for the best that someone else actually measured it correctly, and with the whole framework having been replaced, you don't really know if the old measurements still apply.

Anyway, after I was told that these bits were the tops of the seat-boxes of the club-lounge, and would be covered up all the time, I set to with new confidence, and tried to fabricate all these odd bits from a large sheet of ply. Since Murphy's Law always applies, I could not possibly get them all out of one sheet, no matter how I arranged them, so a second sheet had to be used. So much for my attempt to be economical with Dick's plywood.



Deputy Chief Graham Bailey gives me my instructions re the chest in the bedroom. You can see the interior cladding is on, and most of

RESTORATION STORY

The On-Again-Off-Again Restoration Team ctd

the bed framing is in place. Under the beds is useful storage space.

My other job was to measure and cut a couple of pieces of ply for the interior wall, the usual fiddly bits which have to go in around the windows, etc. I managed to do this without any stuff-ups!

Dick and Graham were happily cursing, climbing over me, finding large pieces of oregon from somewhere and cutting curved shapes which would have been a credit to Marilyn Monroe. By the time these were glued and screwed in place, and given a bit of a plane, the correct curvature for the ceiling seemed to be taking shape.



This view shows the state of cladding when I arrived in November. The tarps have been pulled back ready for work.



As you can see, my concern for the towing vehicle is well founded! There doesn't seem to be much of it left!!

While we three were in the caravan, Colin was busy putting bits of jewellery on his Plymouth - the grille, bumper-bar and their supports seemed to be scattered on the floor, but Colin seemed happy enough. The whole car is now painted a very nice maroon colour, and will soon be ready for the major job of upholstery (at least that's what I think comes next!).

Alas, the day came to an end, with what seemed only a little bit of progress. At least this time I was able to help tidy up all the tools and stow



the bits of timber and ply out of harm's way under the caravan.

At day's end, the job of tying down the tarp is all important to keep the weather out.

From time to time I comment to

Dick that the towing vehicle seems to be, if anything, going backwards in terms of restoration - when I first went up, there was a whole cab and it actually looked like a truck. Then the cab disappeared, and now a couple of mudguards and a bit of old canvas seem to cover up the engine and that is about all. His reply is always "No worries, mate. That's no trouble, done in no time". Well, knowing Dick, he's probably right, and since everything else is going on schedule with the help of the OAOART, everyone should look out for a huge semi-trailer cum caravan at West Beach in October, 2001.

Good luck, guys.

Tim Smeaton

HISTORY OF COSTUME — 1910s

This is the first of a series of articles on the history of costume taken from the website of Dr. Katherine G. Angell of the State University of New York, Oneonta www.oneonta.edu and is used with her permission.

Slide No. 42

Men's shirts come in stripes. Detachable collars still but the beginning of a few attached collars. Men in chalk stripe suit. Derby hat, 4-in-hand tie.



Slide No. 43

L to R. Duster and cap, hobble dress, Norfolk jacket (belted sport coat) assorted suits, fedora hats.



Slide No. 44

WWI 1914 - 1918. Men's clothing goes military. "Trench Coat" the rain coat of the military gains popularity as mass fashion. Named for trench warfare.



Slide No. 45 1910's

Use of leather coats comes from early pilots of WWI.



Slide No. 46

Suits, leaner, long, straight or hobbled skirt. Often a lace jabot or a dickey at the neck. Large hat is a Peter Pan hat.



Slide No. 47

Day dresses - lamp shade or tunic styles. An elongated top over a tight skirt. Large hat.



HISTORY OF COSTUME — 1910s CTD

Slide No. 48

Lamp shade dress in the "uglies" mode. Many types of fabric in one dress. This is the era of the Tiffany stained glass and Stickley's Mission furniture.



Slide No. 50

Oriental and Russian influence. Woman in centre of photo has a Dolman or Charmeuse Coat. Sleeves cut in one with the body of the coat.



Slide No. 51

During and at the end of WWI. The barrel silhouette or tonneau look comes in. It is a baggy dress/jacket combination that made women look large and droopy in the chest.



Slide No. 49

Hobble skirt with a Peg - top (Wide at hips and narrow at ankles).



Slide No. 52

"Uglies", "Handkerchief frocks", a mixture of odd fabrics and unusual hem lengths. Many dresses of this period are disintegrating due to the fragile materials, weight of trims, and the practice of adding salt to the silk to make it feel heavier.



Next issue - the 1920s

MARKET PLACE

FOR SALE

1975 Chrysler Cordoba. Show car imported by Chrysler Australia. Highly optioned. \$20,000 restoration in 1996. Offers around \$20,000, Norm Hallett 8322 1285.

1973 CJ Chrysler 4 door sedan 360 V8 with "J heads". Deceased estate, shedded for 8 years. 50,000 miles on clock, believed to be genuine. Interior close to immaculate. \$2,000 ONO. Contact executor, Don Benbow at Minlaton 08 8853 2157

1972 Dodge Phoenix 400 series. Registered. Good condition. All original. \$4,000. Jim McBain Horsham 03 5382 1100

1974 Valiant VJ Charger 265 Engine, 350 Holly & Finer filter, extractors & 2" system, 4 speed manual, LSD final drive, heavy duty suspension, 140 Lt fuel tank, police sirens, air horns, exterior sound system, sump guard, bull bar, Halder trip meter. Many, many other extras. A good quick reliable car, reluctant sale. Please contact Stuart Glenn on:- Ph 0411012979 or stuartglenn@optusnet.com.au



1938 Plymouth P6 headlight glasses (pair) \$100 Murray Bryant 8443 9967

1948 Dodge Sedan. Mostly original and unrestored. Has had radiator re-core, brakes overhauled, 5 new tyres, etc etc. Would benefit from further work but usable as is. David Chrichton 8337 6980

Workshop Manuals. VH Valiant \$10 VE Valiant service manual supplement \$10 AP5 service manual \$15 Borg Warner 35 auto transmission training course book. Doug Sweetman 8554 2286

225 slant six engine and extractors to suit. Needs rebuilding. \$180 8299 0212

1966-67 R15 Dodge Ute. Not much wrong with it. In roadhouse at Lyndhurst, 300 km north of Pt Augusta. \$800 firm. Also petrol bowsers for sale. Brian Moylan 0409 414 069

AP6 Valiant — wrecking. Most parts available. \$280 the lot or will separate. Sergio Corella 0414 848 155

1935 and 1936 Plymouth sedans. 1935 has all running gear, some of the interior, no glass, some rust. 1936 has all running gear but has been cut into a hay cart. \$600 the pair. D Goodenough 8569 7229 RMB 2025 Murray Bridge 5254

Valiant parts. 2 wheels with near new tires. \$50 each. 4 wheels with used tires \$5 each. 2 brand new matched CM valiant fan belts \$10. 4 front 2 rear shock absorbers — little use — \$5 pair. CM speedo cable as new \$4 Reg Hamence 8251 3629 all hours.

1930 Chrysler tourer model 66. 95% complete, motor goes (#C22467) and hydraulic brakes have been done. \$3,500 ono; and

1924 Nash tourer, been made into a ute but has rear doors and tub with the body. 4 cylinder overhead valve motor (#49056). Spare motor, gearbox and radiator. \$2,500 ono; and

1924 Case buckboard, body rough but motor goes (#14458R-8946). Spare motor, chassis and two diffs. \$1,500 ono. Merv Lee 08 8627 2303

1924 Dodge 4 motor (#A186-408) and gearbox \$40; and

1928 Dodge Standard 6 motor, chassis, radiator, gearbox and speedo. \$60; and

1928 Senior 6 motor (parts), chassis, front and back guards, rear tub and gearbox. \$40 Merv Lee 08 8627 2303 (*Vintage wheels also available - Ed*)

WANTED

1938 De Soto in dash petrol gauge. Doug Sweetman 8554 2286

1934 CB Chrysler sedan information, parts, anything! Chris Howes 8165 3971

1926 Chrysler 70 wheel puller. Les Johnson 8398 2311

1928 Dodge Fast Four chassis—four wheel brake car. Stephen 08 8587 6252



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