



THE CHRYSLER COLLECTOR



Number 134

May / June 2001

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
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Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
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Note: The Club tools are held at Murray Bryant's. If away, Ross Bryant will have the key.

Next Issue: Please submit material for the next issue by 22 June 2001. Corrections/amendments by 29 June 2001. Contributions can be e-mailed to crcasa@picknowl.com.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings.

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COMING EVENTS

CLUB MEETINGS

9 May 2001

Shannons 2001 Tour report

16 May 2001

Committee only

13 June 2001

Quiz night

30 June 2001

National Rally Committee only

11 July 2001

8 August 2001

15 August 2001

Committee only

12 September 2001

10 October 2001

14 November 2001

21 November 2001

Committee only

12 December 2001

Christmas meeting

CLUB RUNS /

EVENTS

27 May 2001

Mystery run — refer page 5

17 June 2001

Pub Lunch - refer page 5

15 July 2001

Run to Para Wirra National Park - Chris Howes

12 August 2001

Port Dock Rail Museum - Ken and Carole Barnes

30 September - 6 October 2001

9th National Chrysler Rally in Adelaide

10 November 2000

Annual Dinner — Ken & Carole Barnes

11 November 2001

CRCA's turn to organize the CCC run

9 December 2001

Christmas run

27 January 2002

Ray Miels Memorial Breakfast Run

20 February 2002

Winston's Pool Party

17 March 2001

Platform 1 Littlehampton

INVITATION/OTHER

CLUBS' EVENTS

14-21 May 2001

Kernewek Lowender Cavalcade of Cars.

22 July 2001

Para Quad Fund Raising Day

29 September 2001

Port Lincoln Triennial rally

30 September 2001

Bay to Birdwood Classic

SWAP MEETS

5-6 May 2001

Naracoorte

10 June 2001

Kadina

19 August 2001

Lions Club of Willunga

16 September 2001

Gawler

17-18 November 2001 -

Bendigo

Welcome to New Members

Phillip Bakker, Para Hills West (AP5 Valiant)	Derek & Margaret Lynch, Salisbury H'ts ('19 Dodge)
Norman & Ruby Chester, WA ('41 Dodge Kingsway)	Stephen Westbrook, Loxton ('26 & '28 Dodge)
William & Margaret Ellis, Victor Harbor ('29 Dodge 6)	Adrian & Karen Lawrie, Medindie Gardens ('27 Dodge)
Paul & Lorna Fechner, Alawoona ('57 Chrysler NY)	Terrence & Dilys Jones, Brompton ('46 Dodge)
Donald & Robyn Gage, Truro ('47 Dodge D25)	Harry Cox, Warradale ('64 Valiant)
Michelle Hart, Campbelltown	Peter Eden, Walkerville ('64 Phoenix)
Trevor Lamshed, Whyalla Norrie ('79 Chrysler Regal)	Bronte Wood, Lyndoch (71 Charger)
The Automotive Exhibitors of SA, Adelaide	Trevor Joyce, Burnside ('38 Plymouth)
Paul Centofanti & Melita Klingberg, Berri ('68 Valiant)	Glen Middleton, Mt Pleasant ('52 Morris truck)
Peter & Marilyn Green, Winnellie ('36 Fargo ute)	Wally Towsty, Houghton ('66 VC — 79 CL Valiants)
Philip & Rhonda Klemm, Brinkworth ('63 S series)	

Cover Photos

Front cover: John Webb's 1929 Chrysler 77

Rear cover: Chip Thomas's 1935 Dodge Tourer

Both pictures were taken at the club's display at the 2001 Motor Show.

COMING EVENTS

Mystery Run

Sunday 27 May 2001

Meet at Carisbrooke Reserve, Salisbury Park at 9:30 am for a 10 am departure.

As our lunch destination would have the use of a large pavilion. No barbecue facilities are available on site,

so bring your own; also bring tables, chairs, food, drinks and a pen.

Looking forward to seeing you there for a pleasant outing.

Brenton and Norma

2001 Pub Lunch

Sunday 17 June 2001

This year's Pub Lunch will be at the Pretoria Hotel, Mannum. This is a nicely restored old hotel. The menu will offer 2 choices for main courses and 2 choices for dessert plus tea and coffee for \$13.50 per head. In addition there is a children's menu, with choice of 2 mains plus dessert at \$6 per head.

Meet at the CCC Club rooms at 9.30 am for a 10 am start (prompt as it is longish run!). I had thought of meeting at the car park at the Toll Gate, but this may be a bit small if we get a good roll up. However those who wish could meet there and catch us when we stop at the lights to head up the Freeway. I was anticipating going via the Freeway through Woodside, Mt Torrens, Tungkillo, Palmer etc to Mannum. This is not a route

travelled by the Club very often, and is quite picturesque.

Approx 85 members have already booked for this lunch. If you want to add your name please ring Ross. If you have already booked and find closer to the time you cannot attend, please let me know. This saves embarrassment with the host if we find that 15 or 20 people do not turn up on the day, when their name is on the list.

It is a great venue, an interesting little town, and I am told the meals are excellent See you there in June. The list will be circulated at the May meeting (I will be absent!) Thanks.

Ross Fleming

Para Quad Fund Raising Day

Sunday 22 July 2001

This is to be held at Mitsubishi South Road Clovelly Park from 11:30 am to 5:00 pm. We have been invited to take part in a display for this big day. There will be other clubs participating and a classic speedway vehicles display.

Ideally 15-20 vehicles would be present. This is a great opportunity to promote our club and also our

own display day at Wigley Reserve for the Rally.

This is being organised by Phil Herreen who has been a guest speaker our own club meetings twice recently. This would be great way to say reciprocate and show our appreciation. I hope that we can make this a great day.

Bev Dart

9th National Chrysler Rally

With the closing of entries at the end of February we officially had 153 entries but I expect more of our club members will come on board in the near future.

Accommodation is non-existent in the Glenelg area now. Of all rally entrants that required accommodation, approximately 90% got their first choice.

We have completely taken all the cabins and powered o/s sites at West Beach plus taking 17 cabins at Marineland. Entries are as follows:

New South Wales	63	Victoria	48
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SA	52	Queensland	2
Northern Territory	1	WA	1
ACT	1		

Total personnel at this stage are 344 adults and 53 under 16 years of age. Considering the cost of fuel alone, we have 111 entries coming in from our three state borders. To **all** club members we are still looking for items for our rally bags.

From 1 May 2001 would have only 103 days to host a great rally.

Brenton Hamilton

FROM THE COMMITTEE

Editorial

From famine to feast.

Last issue, with the Christmas break, we were short of material and instead of 24 pages had only 16. This month I have a surplus and I am carrying forward a substantial quantity of material.

This includes 2 articles from the Plymouth Bulletin, some great posters purchased by Doug Allen and made available to the Collector to be reproduced and the restoration story of the Blue Flyer by Rick Atkinson.

If you can't wait for the latter you can read it at:

www.adam.com.au/birdcm/rick/dodge.htm

As we will have a register of members and restoration services directory to be paid for this year, I don't currently propose to use up the "saved" pages in later issues.

Some of you will have seen a colour version of the Collector at the last meeting. There is no plan to print the magazine in colour, but for those of

you with internet access, you can download your own colour version from:

homepages.picknowl.com.au/crcasa

At the motor show I noticed that Bevan Young, the book retailer, had his catalogue available as a free download. I assume that they can only take a sample of their product range to a venue like the motor show and the downloaded catalogue should be far more complete. Their web site is:

<http://byoung.mtx.net>

Another interesting source of Chrysler material is the Mopar webring:

www.moparwebring.org

One of the options at this site is to be taken to a randomly selected Chrysler site. Quintessential "surfing" ...

Richard Tapp

President's Message

Dear members

Well here we are approaching May and already the year so far has been very busy.

We started the year with the Ray Miels Memorial Breakfast Run. This was well attended — approximately 48 cars and 106 people. We saw the first outing of the Thomas's 1935 Dodge tourer — and a fine example it is. Also other cars were on their first outings.

We had our AGM on 14 February and again it was come early if you want a seat. Movement of members on the committee was minimal but I must thank Tim Smeaton for his efforts over the past eight years of producing our excellent Chrysler Collector with assistance from Richard Tapp.

Following the AGM the Bowling night was again a successful run by Ross Fleming.

A most interesting run in early March was to the Musket and Muzzle Loaders Gun Club. Most members went on to the firing range and had a

great day, with Judy Hart complaining of a Bruised shoulder. The day finished up with a most enjoyable barbecue.

Next was our camp-out of Melrose and display day at Booleroo. A great weekend with 55 members in a circle on Saturday night. It could only happen in this club.

The CRCA stand in Hamilton Hall at the Motor Show attracted considerable attention and inquiries. The display of 10 member's cars under lights looked outstanding and also the sight of the boys working on Malcolm duBois's original 1924 Dodge tourer.

Well as you can see it is already a busy year and approximately 14 members are off to the Shannon's 2001 National Motoring Tour to Canberra and the ninth National Chrysler Rally will be here in September/October.

Kind regards,

Brenton Hamilton

LOG BOOKS

Do you need a new one?

If you have a log book with four registration expiry dates ...

Please post:

1. That log book (for cancellation of unused entries)
2. \$1 or 2 \$0.45 stamps (for new log book)
3. The registration papers (for recording the replacement log book number)
4. A stamped self addressed envelope (guess why!)

to

Dave and Gaye Aylett
5 Larkdale Crescent,
O'Halloran Hill SA 5158

Do this as soon as possible but at a time when you don't need to use that car for several days until your replacement log book can be posted back to you.

If you want to know why, keep reading. If not, **JUST DO IT!**

Log books are only intended to be used for three registration years.

There is provision to record 4 club membership years because in almost all cases the vehicle registration year will **not** correspond with the club membership year, so that three vehicle registration years will straddle four club membership years.

A log book should be replaced after the third registration year.

Of course you will have lots of un-used lines in the book because the book is designed to cover the theoretical possibility of 90 days use in each of the 3 registration years for which it is valid ie 270 lines.

Log books were given a limited life so as to limit the potential for misuse in the event that a log book is lost or stolen. It is not an accident or a lack of planning that there is only provision for three registration years.

At the club's March meeting, where updating log books was a principal activity, we did not have a sufficient number of new log books to allow for all "expired" books to be replaced. In truth the issue was not fully appreciated.

In order to deal with that situation, a fourth registration date was entered in some log books so that vehicles could temporarily be used in compliance with the spirit of the law, if not the letter of the law.

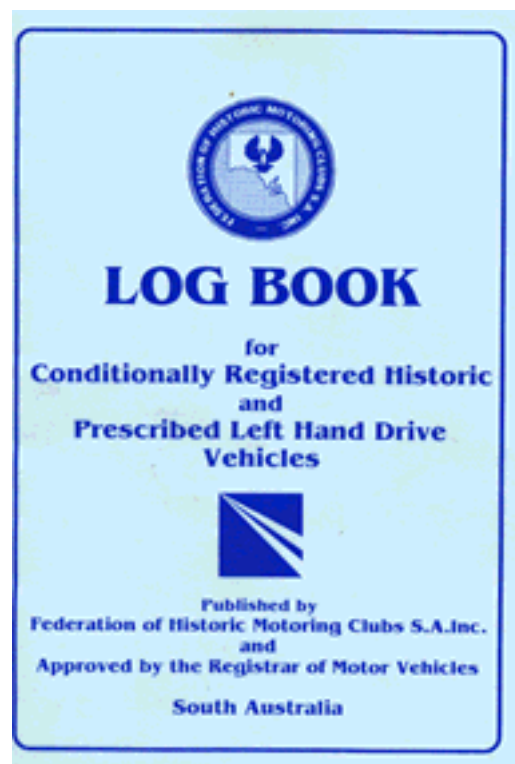
However, the club now has a sufficient stock of replacement log books and you should now act so as to comply with the letter of the law.

If you have any questions please telephone Dave or Gaye at 8381 9665

Please do not bring these books to the next club meeting unless you also bring a stamped self addressed envelope and your \$1, because we don't want Dave and Gaye to spend their meeting writing up replacement log books. Meetings are for their enjoyment too!

We apologise for the inconvenience and are sure that we will do better next time.

Richard Tapp



PAST EVENTS

Southern Ranges Black Powder Club Run

11th March 2001

Sunday dawned fine and even a little cool, a beautiful day to take the Grey Lady out for a run. We left home eventually, stopped to get petrol and stayed talking to a gentleman who inspected us right around and wanted to talk petrol and old cars with Richard.

After stopping at 90% of the red lights between home and the Club Rooms we eventually turned off Cross Road without seeing another old car. I remarked to Richard "Are you sure we are supposed to be here or at Eagle on the Hill?" Panicked silence! But no, when we got to the car park there were some of our Club Members.

We eventually left there with sheets of paper and instructions to deliver them to the people who would be waiting - you guessed it- at Eagle on the Hill Eventually we all got ourselves organised and followed our very clear and exact directions to the Black Powder Club Rooms. I must confess that it isn't a pretty setting for a Club Rooms but suits the purpose.

We were warmly welcomed then invited down to the firing range equipped with our ear plugs and our glasses. There were the Members waiting for us with there lovely guns all polished and shining and ALL their equipment - gunpowder in the most ornate containers, hand-made bullets of all shapes and sizes, things to bang the bullets down the muzzles, ramrods to push the bullets all the way down the barrel, pieces of cloth to clean out the barrels, firing caps etc. etc. And all these things had to be carried on the battle-field!

Our members were then invited to go and have a go. Safety precautions were of the utmost importance and woe betide anybody who did the wrong thing! Lots of loud bangs happened next as we tried to hit a yellow rectangle hanging in a frame. Somebody shot that down, so next we had to shoot at these little targets on the ground. I did very well at shooting the mound of dirt in the far background. Richard could have come down there, he would have been quite safe.

Then we had to put all the guns away while they bought out some paper targets. I did manage to hit one of those with my gun resting on a support - I couldn't hold the rifles up without them wobbling all over the place.

We were then given a demonstration of battlefield loading and firing by four Black Powder Club members dressed in replica costumes worn by the Noarlunga Rifles (I think that's right - my apologies if it's not) back in the 1800's. Needless to say,

they got quite a bit of heckling

They then starting some clay pigeon shooting. They persuaded me to have a try at that, saying "It wouldn't hurt!!!" I'm pleased to say that the clay pigeon jumped in front of my shot and got blown to pieces. I didn't see it because I had my eyes shut, rubbing my jaw and shoulder. I decided to rest on my laurels after that.

We were then invited in for a delicious barbeque lunch with lots of salads and huge big cheesecakes. Needless to say we made short work of that!

We all bought some raffle tickets for lots of nice prizes. Guess who won most of the prizes? Yes, the Chrysler Club Members. Ron Hincks's grandson even managed to draw out his own number, not once, but three times!

Then it was time to wend our way home. A most enjoyable day spent with very hospitable people. Thank you to all the Southern Ranges Black Powder Club members.

P.S. I forgot to mention the toilets. You almost needed a ladder to climb up to them, this is just inside the building! It was really like sifting on the throne.

Judy Hart

A good crowd attended the recent Club Run to Noarlunga, the home of the Southern Rangers Musket Club.

Despite the windy conditions, all classes of black powder weapons were allowed in the hands of willing car Club members, determined to show off their skills. And this they did!! Judy Hart sampled every available weapon be it large or small, and acquitted herself well. Trevor Beythien (wrong spelling!), scored well with the low level ground targets. To my surprise, and many others I guess, we all seemed to manage to demolish those little clay pigeons flying through the air.

To cap off an interesting history lesson and display of parade antics, from the Willunga Rifles, we were supplied with a superb BBQ lunch at a most reasonable price. The members of the host Club were most friendly and happy to share their cherished black powder firearms.

Ron Hincks looks like being banned from the next visit, after his grandson scooped the pool with the raffle!!

Thank you Brian Miles for a most interesting and enjoyable Club Run.

Ross Fleming



PAST EVENTS

Southern Ranges Black Powder Club Run ctd

GARY IF YOU ARE GOING ON THIS RUN GET UP!!!!!!
These were the first words I heard as I rolled over to go back to sleep, but not my last. I could hear it again, something about if you're not ready in 10 minutes I'm going without you!

The first contingent arrived at the Triple C club rooms at about 9 am. Several cars and quite a few BSA bikes and 2 side cars (attached to bikes of course). Some of those present were Kevin Williams, Trevor Unsworth, Chris Howes to name a few. About 9.30 Chris made a decision to move the wagons south to meet up with the rest of the group at the weighbridge on O'Halloran Hill. I thought I would take South Road to the hill and avoid the slower traffic. We pulled up gently at South and Marion and I glanced down Marion Road to see how far the others were.

Boy was I surprised, a 1916 Dodge got the green first and blasted up the hill, leaving me wondering where the hell he went. My turn, up the hill in the left lane taking it easy around the bends in case there were slow moving traffic (1916 variety). NONE!! Where could he be, I didn't pass him, then up in front about 40 mph the Dodge. I was so impressed I stayed behind until we got to the weigh bridge.

With the group assembled we moved out south, along Main South Road, past the cop with a radar gun who surrendered as the club cruised past towards McLaren Vale to the Southern Ranges Black Powder Club. Eventually we hooked up behind this magnificent Senior Six and followed it all the way to the club, well almost. Ross at the wheel pulled over just before the gravel road (second thoughts), no he allowed me to go first and watching the dust settle proceeded with caution. I heard someone comment later about the state of the "SENIOR". Muttered something about dust and filthy cars. All the



cars arrived without mishap, and the CRC were welcomed as a group by the club president.

These guns were very loud, but most members had a go including the ladies. A display of close order drill was performed by four of the lads, followed by re-enactment of advancing, firing and reloading under order. The weapons included rifles, pistols and I believe a shotgun. Some weapons were original or restored while a couple had been made by the owners. All were in pristine condition. Chris Howes commented on the safety of our location. Our cars were parked far enough away, weren't they? Maybe not Chris found some shrapnel on his bonnet.

LUNCH. \$5.00 per head. A BBQ all you could eat, salads, desserts, bread, sauce. Drinks \$1.00 Some had beer to wash it down, others

some bubbly. Full credit to the gun club for it was the best BBQ I've been to for along time. Now we come to the raffle. Most prizes were won by C.R.C. members, including a jug of Tawny Port by the author. The raffle drawer- an enterprising lad called Russell pulled his own number out and went forward to claim his prize. On his way back after several more draws they asked him to draw again. Yes that's right, pulled his name out again. On his way back with his prize under his arm, he was asked to draw another ticket. Lucky young lad this Russell, he drew his own number out again. His grandfather had a very wry smile on his face.

A very enjoyable day and I would like to see the club return one day soon, but without RUSSELL.

Gary Hiscock



PAST EVENTS

Melrose Camp-out Weekend

It's Friday evening. Mark picked up the De Soto this morning and took it to Springton. Andrew is over helping to get the F100 ready to go. The '35 and the Dodge have been washed and ironed. I am packed and ready to go!

The phone rings, it's Mark! The water pump is leaking like a sieve. "Only when it's stopped?" asks my mechanic. "Yes". "Don't worry about it" "What about the tyre, the tread is coming off!" "I'll bring another one tomorrow" "says the boss.

Andrew takes off for home in the Ford. Two minutes later the phone rings. "Where's Dad, the Ford just died!" Oh well, another normal night at the Hart's as we prepare for a Car Club Trip.

It's Saturday. Guess what, it's raining! It was forecast but who believes the weatherman? Melrose is a long way away so perhaps it hasn't reached there yet. David and Bonnie arrive. Andrew and Michelle arrive. We start packing. Oops, no bedding. Michelle was dispatched off home to get some. We're off.

We get to Carisbrook Park, where are David and Bonnie and Andrew and Michelle? They were in front of us. Panic, panic on the driver's part. There they are and off we head. What a drive. The wind is unbelievable. It is hard enough keeping the Dodge on the road without having to fight the wind.

We were given an observation questionnaire to fill in and some limericks to compose. I was so busy thinking about the limericks I forgot to answer the questions. I could answer quite a few from memory but some I missed. Never mind! We kept going until

we reached Wirrabara where we stopped at the local bakery and bought the most delicious pasty I have eaten for years. We also bought some quondong jam. You don't see that in Adelaide.

Arrived safely in Melrose at the Caravan Park to be greeted by an unholy noise. Hundreds of white cockatoos are in the gum trees at the park. "Don't worry" say the earlier arrivals. "They fly out at night and don't come back until about 7.30 in the morning". Should I believe them?

We unpacked the camper and set up camp. Mark brought his barbeque. It must be 3 feet x 1 1/2 feet! Then he proceeded to bang some round things into the ground and balance the plate on the top, the gas rings went underneath. What on earth have Danny Buxallen and Darryl bought with them? It's a huge white box. Look inside - they've brought their own beer kegs and gun. I've seen everything now. We are definitely a resourceful group of people.

Everybody had handed in their questionnaire so about 4.30 we decided to have happy hour and announce the winners. Out came the nibbles and the grog. John Bruce and his wife were the winners, a perfect score, even the trick question. Then Malcolm read out the limericks. We were asked to vote for the one we liked best. What a difficult job that was. In the end it was Cathy and Chris who were awarded the prize. Quite a few of us then went off to the Pub for tea. The food was good, but it was a very, VERY, long time coming.

Went back to the Park, sat around chatting, having a drink, telling some tall tales and some good jokes. Our resident comedian,



PAST EVENTS

Melrose Camp-out Weekend ctd

Trevor Beythien, had a couple more gems for us. ASK HIM ABOUT HIS PET DOG!

We woke to the sound of kookaburras. Then hopping through the camp came the kangaroos. Next minute I heard this strange noise. I thought somebody had a kettle on. It got louder and louder - what on earth is it! Next minute I found out - the cockies were back. I could hear the sound of their wings. Then the noise started again. Oh well! I was getting up anyway.

We missed out on our extra hour of sleep for the change in daylight saving, we were all up and going with the sun. The day is absolutely beautiful. Warm and not a cloud in the sky. Not a breath of wind blowing. Hooray. Packed up the camp and drove the cars up to the front of the Hotel. We were asked to line up and have a photo taken. Of course we wouldn't say no to that. 16 classic motor cars lined up in all their splendour. They wouldn't let Andrew line up with the Ford. That was a bit mean wasn't it? By now the clouds have blown up and it's getting cooler.

Off we went to Booleroo Centre to the Steam and Traction Engine Day. Parked on the oval as part of the display, got out of the car, and nearly froze to death. Everybody dived into bags and cases looking for jumpers and coats and hats.

Had a brief look at bits and pieces, checked out the craft pavilion then headed inside to hot coffee, scones and jam and cream. Nobody wanted to go outside again. Eventually we went out for the official opening and to see the latest steamroller the group have restored. It was very impressive and a fine looking vehicle. Then the demonstrations began.

They showed us how they used to dig dams by putting one of these huge steamrollers each end of the dam site. Then they attached this plough thing to each one by cables. One steamroller pulled the plough the length of the dam, the plough operator then heaved the front wheel around by brute force, then the steamroller at the other end pulled the plough around and back to the starting end.

After digging up the dirt for a while they then had to attach a big



scoop thing the same way to remove the dirt they had loosened, then re-attach the plough etc, etc. It took a gang of 16 men to operate the machines and months and months of work to actually dig a dam. By this time it was 12.30 so we had to leave. I would have liked to stay and watch the draft horses ploughing but it is a long way home.

Off we went. I think the wind is blowing harder than it did yesterday. At least I won't get an R.S.I. injury trying to hold down the side curtain. I am on the other side of the car today. I was sitting quietly reading my book, when whack! A bee decided to commit

suicide on my neck. We had to stop the car to get the sting out. Thank goodness I am not allergic to them. All I got was a very sore neck and a slight headache.

We fought our way down the road to Adelaide. Richard has decided to go down to the Cruising Yacht Club in the coming weeks and learn how to tack!

At last we get back to Gawler and guess what? It's raining, what else. Fortunately it didn't last long because it is very hard to drive in that wind and work the windscreen wiper. Eventually we were home. The rest of the cars eventually joined us, we unpacked and put them all to bed. They had worked tirelessly and well for our enjoyment once again.

This weekend was another indicator of the solid foundation our Club is built on. We had about 65 people staying in the Park, We had members drive up for Saturday night from Jamestown where they were working. We had parents and their children of all ages, we had grandparents and their grandchildren, we had friends and relations. Everybody joined in together and had a fun time.

I would recommend that every member try their hardest to join us on one of these weekends. Don't be shy! If you think you don't know anybody, after the weekend you certainly will. And I'm sure we haven't any members that don't like a bit of fun and a good laugh.

Judy Hart

On the way to Melrose we were asked to complete an observation questionnaire. As part of this we were asked to

PAST EVENTS

Melrose Camp-out Weekend Limericks

complete two limericks. The talents of the Chrysler Restorers Club really came to the fore.

We thought they were SO good we would give everybody in the Club the opportunity to read them. As you would expect, some were a bit risqué, so we have included a sealed section which is only to be read by those over 18 with a broad mind and a good sense of humour. Enjoy.

Judy Hart

There was a young man from Clare
Whose wine skills were most debonair
He'd strike a weird pose
And dip in his nose
And claim that the vintage was rare

There was a young man from Clare
Whose wine skills were most debonair
He made the best wines
From rare and exotic vines
And became a millionaire

There was a young man from Clare
Whose wine skills were most debonair
He sat in the park
From daylight to dark
Drinking plonk from a bottle with flair

There was a young man from Clare
Whose wine skills were most
debonair
Then the Chrysler Club came in
And drank bin after bin after bin
Which caused him to lose all his
hair

There was a young man from
Clare
Whose wine skills were most
debonair
When he drank from the bottle
With his foot on the throttle
He ended up in a wheel-chair

There was a young man from

Clare
Whose wine skills were most debonair
He strained grapes through his hose
Squeezed pips through his toes
And created a vintage with flair

There was a young man from Clare
Whose wine skills were most debonair
He loved a young lady
Whose past was a bit shady
But boy! Did she have a nice "pear"

There was a young man from Clare
Whose wine skills were most debonair
He drank too much
And chucked up his lunch
Now his cellar is bare

There was a young man from Clare
Whose wine skills were most debonair
He created a potion
That caused a commotion
When you drank it, it coloured your
hair

There was a young man from Clare
Whose wine skills were most debonair
Who's head was completely bare
He tried every elixir and potion and
fixer
But never could grow any hair

There was a young man from Clare
Whose wine skills were most debonair
His botrytis was sweet
His shiraz couldn't be beat
And his port knocked you right off your
chair.

There was a young man from Clare
Whose wine skills were most debonair
He could drink from two glasses
While swallowing molasses
And hurl the whole lot in the air

There was a young man from Clare
Whose wine skills were most debonair
He broke a glass which cut his wrist
Because he was so pissed
And he sat in a chair in the corner

There was a young man from Clare
Whose wine skills were most debonair
He mixed and he blended
But became quite demented
When his wine was judged only fair

There was a young man from Clare
Whose wine skills were most debonair
He never did dare
To wear clean underwear
In the town of Clare

There was a young man from Clare
Whose wine skills were most debonair
He distilled a great drop
But it was really a flop
And he thought it really unfair

There was a young man from Clare
Whose wine skills were most debonair
To always drink the best
Was his ultimate quest
His reputation was that of a lair



PAST EVENTS

Melrose Camp-out Weekend ctd

There was a young man from Clare
Whose wine skills were most debonair
Dick was his name and drinking his
fame

But truck driving is his true game
His hobby is driving people insane

There was a young man from Clare
Whose wine skills were most debonair
He used lots of talcum
And like our friend Malcolm
He didn't have very much hair

There was a young lady from Yacka
Who married a Vintage car wacker
She said "No more cars
And stay out of bars
Or shove the whole lot up your
clacker"

There was a young lady from Yacka
Who went to see footy at the WACA
She took her young tacker
Who was the best
Barracka

There was a young lady from Yacka
Who drove her old car like a clapper
The town folk all said
"She's not safe, we'll be dead
We'll keep her at home, we'll dack 'er

There was a young lady from Yacka
Who played cricket at the WACA
She always hit 6
And never got out
And she always would yell "up the girl
from Yacka

There was a young lady from Yacka
Who wanted to marry a Packer
She had not a chance
'Cos she did not dance
Which she found was very hard yacka

There was a young lady from Yacka
Who always rode a real hacker
She fell in the mud
Came down with a thud
And now sits at home chewing
tobacca

There was a young lady from Yacka
Who could not drive worth a cracker
The time that she did

She put the car in a skid
And then it was wacka Yacka

There was a young lady from Yacka
Who burnt herself lighting a cracker
She smeared it with butter
And said "I'm a nutter
I'm better off smoking tobacca"

STEAM & TRACTION CAMPOUT - 2001

Corellas screeching 'welcome', and the free-range kangaroos, the laughing kookaburras, and the mighty gum trees, too this was the perfect setting, Melrose was our camping place as, one by one, the vans and trailers took nearly every space.

The early-birds came Friday, with the rest by Sat'dy night, and other Flinders travellers must have wondered at the sight cars ranging from a '16 Dodge to moderns of mixed breed, with a motley crew of sixty five who never fail to heed the call to share the happy hour and, of course, a joke or two, while reminiscing on the things each one had found to do; like climbing Mt Remarkable or checking out the changes in many a quaint historic town, part of the Flinders Ranges.

Our Sunday plan took one and all to Booleroo, to take in all the action that, once a year, draws young and old to see the Steam & Traction, where relics from a long lost past emerge from town or farm to demonstrate their resurrected character and charm.

We marvel at the efforts made, each restoration dream, that sees another "iron horse" emerge and build up steam, then show us, as they lurch along, what farm life must have been - a slow and laboured daily grind, unlike the "new" machines.

Our campouts are a lot of fun, an interesting excursion, with Gail & Malcolm's "travel guide" a novelty diversion; the limericks, or lyrics, each one penned after the run, had everyone in stitches as we tried to choose which one deserved the winner's "trophy" (some were shockers, some were good), but the loud applause saw chocolates handed out to Cathy Wood, while observation honours went to visitor, John Bruce — you'll have to join the Club now, John — there's simply no excuse!

With thanks to Gail & Malcolm for a fun time all the way, we headed up to Wilmington to see the toy display of David, Dodge enthusiast, whose childhood fantasy is now a Toy Museum, open for us all to see. If only we had known of it, a day or two before, a lot of Chrysler campers would have knocked upon his door. Next time you're travelling up that way, be sure to stop and see five thousand toys of yesteryear - they'll bring back memories.

Norma Schopp

PAST EVENTS

Adelaide Motor Show 2001

28 March - 1 April 2001

This year saw the return of our club to the Motor Show after a year's absence. Thanks largely to the efforts of Brenton some wheeling and dealing was done with the show organizers resulting in a very generous allotment in Hamilton Hall.

Some of our members had formulated ideas to build on our previous working exhibits which had proven popular to show goers in the past.

With the talents and workmanship of Barb Williams and Neil Wormald a large canvas backdrop depicting the façade of an old garage was created. This backdrop was suspended from the walls of the hall, in front of which stood Dick Harts 1916 Dodge and John Webb's magnificent Chrysler 77, along with period artefacts.

The image of a garage in the 30s was recreated which generated a lot of interest amongst show goers.

A separate working area was arranged around Malcolm duBois' 1924 Dodge. A working bee dismantled the engine and replaced wheel

bearing seals over the duration of the show.

This led to a lot of spectator interest especially when the sound of hammers and power tools started up. We would do well to remember working displays in future events.

Not to be forgotten, we had a fine display of 7 of our other vehicles, which represented most of the decades within our club; all of these drew admiring glances and many queries from those members manning the stand.

Last but not least, a special mention needs to be made on behalf of those members who participated in the setting up, running and dismantling of the display.

Many positive comments were made by both the organizers and public on the quality of our stand, comments which, I believe are a direct result of the outstanding efforts shown by our members.

Chris Howes



PAST EVENTS

Adelaide Motor Show 2001 ctd



Bowland Evening Run

Saturday 17 February

Approx 30 Club members rolled up for this evening at 6.30 pm at Marion. We missed having the Winstons on board, apparently having to go to Broken Hill.

Some 23 intrepid players enjoyed a couple of friendly, though serious games, with Dave Aylett, Ron Hincks in particular standing out with good scores. Ron had an unfair advantage,

he bought along his own shoes and I think his own ball!!

It was good to see the mix of age groups participating and having a lot of fun at the same time.!

After the games we split into smaller groups and went our various ways.

For ourselves, we went to the Warradale Hotel (where we had a late booking) to celebrate a birthday for

one of the Clan. This turned out to be great night with Karaoke being on the menu from 9 pm. We got home at around 12.45.

Karaoke would make a great Club nights entertainment for those that were game!

Thanks to those who attended for a good night.

Ross Fleming

2001 All Chrysler Day

25 March 2001

Being unable to attend the club's camp out weekend at Melrose, we decided to attend the All Chrysler Day at Gleneagles Reserve organised by The Chrysler Club of SA.

We left home around 7:45 am and took the shortest route down to Grange Road and into the reserve. Entering was patience testing and slow process and when we finally did get onto the oval there was no organised parking, so we just parked where we liked.

Two other club members turned up. Geoff Glynn-Roe in his beautiful VF Valiant Regal Sedan and a chap in his VF two-door. As this was the Chrysler Club day, there were plenty of Valiants and Chrysler (USA.) cars. Some very good restored ones, some really good original versions and some that had seen some hard work.

Overall the display was very good. They had six independent judges from the Ford Mustang Club. They worked in pairs, one pair did engines and mechanicals, one pair body and paint and one pair interiors. At the end of

the day, we were very fortunate to win a trophy for the best pre-71 two-door.

We also had a lot of people admiring our car and making favourable comments. A few made enquiries about our National Rally and a few of the spectators wanted to know about our club.

I should have taken some information with me but my brain seems to be stuck in neutral lately. Anyway at the end of the day, it was not too bad as most of the rain stayed away until after we had arrived home.

PAST EVENTS

The Great Speed Trials at Lake Gairdner

Gil Purdey asked at the March Meeting of the CRC if anyone was interested in going to Lake Gairdner to pit crew for Cled Davies, who was going to take his 1917 Dodge 4 to the speed trials.

We quickly looked at the calendar and saw nothing was on that week and thought it may be fun to watch, so Trevor and I volunteered our services.

Early on Monday morning (5 am) we crawled out of bed in anticipation of a great week. We met Gil and his neighbour Arthur at Pt. Wakefield with the F Truck loaded to the ground with camper van and the biggest Esky you have ever seen. He said it had to be lifted into the vehicle with a fork truck.

At Pt Augusta, we met Cled Davies and his mate Jerry from Bendigo at around 9.30.

Cled had been to the Grand Prix in Melbourne for 4 days and then driven back to Bendigo and then straight on to Pt. Augusta.

Cled's duel wheel trailer was showing canvas on one wheel and scrubbing on another so they had early practice changing 3 of the 4 wheels around. We fuelled up, got supplies for Cled and Jerry and headed to the Gawler Ranges.

On arrival at Mt Ive Station, Gil and ourselves set up camp whilst Cled & Jerry took the Dodge Roadster to the salt lake (35ks out) to set up in the Pit area for the next 2 Days of Speed Trial activities.

Next morning we headed to Lake Gairdner which is the most amazing sight, dead flat, whiter than snow and miles and miles of salt. The salt surface was extremely hard and it was almost impossible to hammer in tent pegs to hold down the

mandatory ground sheets that were required under all vehicles to stop oil etc from dropping onto the salt.

Watching the experienced we soon learnt the best way to hold down the ground sheets was to drill a pilot hole in the salt and then screw in teck screws with a rattle gun – roofing nails seemed to work also.

There were many variations of vehicles and motor cycles gathered in the pit area and it was interesting to view the special "Salt Speedsters". Motor cycles included converted drag bikes, a Vintage Indian and a Vincent HRD which was impressive.

A group of Americans had a full container of tools and spare engines etc. to accompany their world record holding "Healy Sprite" which was powered by a "327" Chevrolet. This car which was driven by a woman and had the record for the timed ¼ mile at 202 MPH. They were only running at 170 MPH in the Aussie conditions.

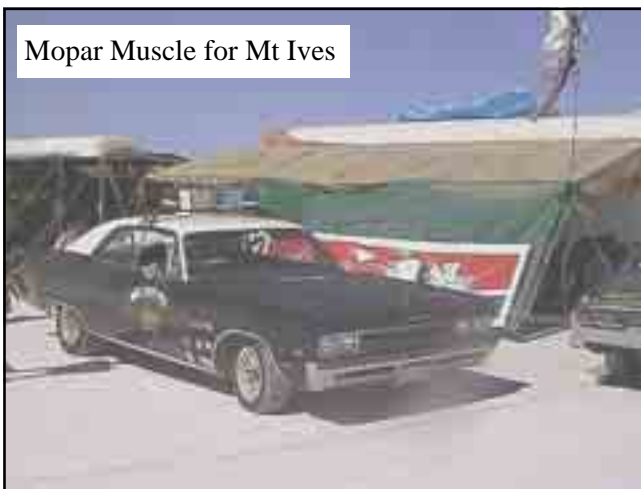
The fastest car we saw was a Commodore fitted with a 550 ci motor. This car was timed at 229 MPH but unfortunately returned to the pits with a con rod out of the side of the engine block. It was interesting to watch the technician plug a lap top computer into the car to try and find out why the motor had blown.

After half a day wait Cled finally had his first run. 66.6 MPH was achieved. Jerry continued to tune the carby and other adjustments were made, ie laying down the windscreen and removing the headlights. I had a trial run in the car. WOW! What a sensation when you think of the car at it's age and what it was designed to run at, it is amazing. I looked like the

Cled Davies' Dodge



Mopar Muscle for Mt Ives



PAST EVENTS

The Great Speed Trials at Lake Gairdner ctd

people in Nissan Patrol advert when I came back. Smiles from ear to ear.

69.9 MPH was achieved on the second run but the head wind was now blowing strongly and it was so hot on the salt that the air was too thin to achieve a good combustion. It must have been around a low 40 degrees and the reflection from the salt was terrible. We abandoned any more tries until the next day.

Next day, after hearing the generator run all night again, we headed out to the lake, for another try. The trials didn't start until around 10 am and by then the wind had come up again and the sun was even hotter than the day before.

Cled had another run to try and break the 70 MPH barrier but because of the conditions he was 1 MPH slower than the day before. The decision was made to abandon the trials and head for a nice cool place out of the heat. The afternoon was spent trying to empty the icebox but this task was impossible, mind you it was good fun trying.

Next day we returned to Pt. Augusta to refuel and then arranged to meet a Crystal Brook.

Cled and Jerry were the advanced party so took off and Gil, Arthur and ourselves brought up the rear. There were quite a few road works on the main Highway and Cled and Jerry got ahead of us. By the time we got to Crystal Brook there was no sign of them. So we thought they had gone on to Clare as we had spoken of staying there for the night.

We continued on and when we arrived at Clare, still so sign of them. Thank goodness for Mobile phones – We rang them and guess where they

were. Waiting in the Crystal Brook Pub for us. Whoops. At least it gave us time to set up camp in the Caravan Park.

After a few drinks we had tea at a Pub in Clare and retired to the Caravan Park where the trucks on the main road kept us awake again.

Next morning Cled and Jerry headed to Bendigo and we headed home after what I would say was a very interesting week.

Thanks to Cled and the rest of the crew for an entertaining and enjoyable week.

I think Arthur enjoyed the week as his comment to Gil on the way back from the Pub in Clare was "Are all of your Club Members like this", now we weren't there but Gil assures me it was a good comment.

Trevor & Lorraine Beythien

Pictures are courtesy of the Dry land Racing Association website at <http://www.geocities.com/dlra3/2001.htm> and are used with permission. They commented — "Just a few little things, the Yanks did go home with a new record, 205 mph with the small motor Gail Phillips driving and did 225 with the big motor, Doug Odom driving. The quickest car was John Lynch with his "Belly Tank" at 270MPH, Rod Hadfield's Commodore was the fastest



PAST EVENTS

Bailey's Ballarat 2001

6 am Thursday saw Gil Purdie and I leaving for Ballarat in his Ford F150 towing my 6x4 trailer with gear for sale.

We were proud of our set-up, which we had arranged over the previous few days. It included an electric fridge out of a caravan and an esky to keep our food and grog cold as well as to have room for a coldy for the expected CRC members who would visit our stall.

To keep the sun off Gil bought a caravan awning for which I arranged in annex track on his roof rack. We were set and things were going well until 16 km east of Ararat. I was driving when the engine stopped. The water pump/heater hose spigot had rusted through causing the car to overheat due to lack of water, which also froze the gas in its lines, stopping the motor and actually causing no damage.

This was 2 pm. By 3 pm the Ford was on a tilt trailer and as they couldn't remove Gil's tow ball, they'd come back for me and the trailer load of parts. "Don't worry" says I "I'll hitch a ride and a tow!" Yeah right. At 3:30 PM I called Gil. (Thank goodness for mobile phones) to let him know I was on my way to Ballarat in a Lexcen that was struggling with the load on the trailer. I was on site thanks to those generous people by about 5 pm and when I rang Gil again he was about to leave the Ararat workshop with repairs completed.

I managed to return the favour of the towers by finding a wheel for their trailer. They had wrecked theirs and could not find one. No one knew what it was from, they said. It was FJ Holden and they are happy to have one now.

When Gil arrived we finished setting up the sites and the awning on the car with a shade cloth floor, which is quite a nice set-up.

The weather all weekend was fine although quite cold on Saturday night and Sunday morning. My usual enthusiasm for swaps took a while to cut in after Thursday's hassles. Quiet trading was experienced on Friday with time for a little hunting on our part.

Following visits from Chrichton, duBois, Hart, Howes, Frith, Frith and Frith, our shed lollies were disappearing and we decided to take the offer of a lift with David Chrichton to the Blue Bell Hotel where we were later joined by Martin, Wormald and their wives and Mrs Chrichton and Dubois etc. I counted 19 CRC members and three locals (Hart clan) at our area. A few prizes were won on the chocolate wheel. \$40 beer (Frith), bottle of wine (Frith), glass of beer (Hart) and perhaps a few more. Anyway a good time was spent there. Dave and Gaye Aylett were at the swap too but had made other plans.

From the Pub we were driven to Cliff and Win Hart's for a barbecue and more fun. Of course we had to walk a straight line, touch our fingers to our noses etc etc for Win who stood guard at the gate. Funny how the winners of the previously mentioned beer was exempt from these tests. Corruption is alive and welcome in Ballarat. After a great time there, we caught a cab back to the swap meet where I could get warm. (I had left in sunshine wearing shorts and a T-shirt.)

Saturday was busy and I was in the swing of it. I found a few bits to keep, some for other members and some "for investment".

Sales were down on last year but so was my stock, not having found many bargains during the year. We did reasonably well though and had a good time and were pleased to be able to supply a half way house for CRC members.

Saturday nights Gil's friends Andrew and Brenda picked us up and took us to town in search of the Leagues club or such that the Aylett's had recommended for good cheap food. Alas we could not find it and wound up at a Thai restaurant which I enjoyed immensely. Then to get grog and back to Chateau 1833 (our site) to dispose of some.

Saturday is interesting - lots of prior empty sites that fill with vendors who disappear over the course of the afternoon with a few left for Sunday. (Try getting one



PAST EVENTS

Bailey's Ballarat 2001 ctd

of those under-utilised sites though.) I went into the indoor (tents) sites and saw new \$700 pedal cars and bikes ex Korea. This was an eye opener for me. I wonder who, if anyone, pays that for a pedal car that is not the genuine old article.

Whilst in there I spoke with Eddie Ford regarding the book which I think is to be titled "The History of Chrysler in Australia". Its in its final stages and will be sent to experts in each category for correction before final production which is over the year away. Watch this space next year for a further update - if I don't forget. I believe Bruce Lord is to get a draft to check - good choice.

There will be experts for the Charger, Pacer, Royal etc, not forgetting Bruce Thomas who is on Eddie's list.

Back to Chateau 1833 -- having woken at fiveish on Sunday and not relishing the cold morning air I went back to sleep. 6 am. Take two. Off to the showers on my trusty bike. At this time there is usually only a short queue - this Sunday about six or seven. We pass the time cursing the mongrels who crapped in two of the showers, thereby making them too foul to use and making our wait in the cold air that much longer. After completing my daily tub I emerged from the cubicle and put 1 foot in a depression in the ground and went base over apex and the worst pain that I have experienced for a long time. "I was sober, I was too." I WAS. I WAS. I WAS!

Well eventually I managed to get back to base and port ice on my "sprained" ankle. Ice at any temperature is cold to handle but that morning was cold enough so I gave up and got back into my sleeping bag, overalls and all. That's where I was when the CRC crowd arrived. I was shivering with cold and shock. Gil is getting breakfast and these clowns are taking the piss out of me. Not that I would do that to them!



Anyway they were kind enough to open up the stall for me when a guy wanted to look at the light I had bought on Saturday. I thought they were 1929 Dodge Senior 6 (2 incomplete sets) plus one pair of American 1929/1930 complete but make unknown to me. Anyway, from my bed in shock, I let Ross's spares go and he took the lot for a price that pleased me and allowed me to feel comfortable with closing shop again.

The CRC guys packed and loaded the trailer for us. Gil had cooked them a feed of bacon and eggs earlier so they packed up and went shopping again before the long drive home. About this time a long time friend turned up and helped us pack up the awning and camping gear. I've got a bandage on by this time and had two Panadol. We finally got away about 11ish and got to the Burrumbeet Hotel for lunch where Sonny & Joy put more shit on me before lending me a pair of crutches saying "bring them back next year" and tell Dick "there's nothing you can't get at the Burrumbeet Hospital"

Finally after a long and painful drive home and a rough night's sleep I saw the doctor on Monday afternoon and about 4 PM got the first plaster fitted. By Monday a week later, it was plaster No 4.

I would like to take this opportunity to thank all those who helped me by doing things that I could not, both in Victoria and at home. Especially Nita.

Graham Bailey

BATTERY ISOLATOR SWITCHES

I have a battery isolator attached directly to the battery terminal of my 1929 DA Dodge. Last time I drove it though, I forgot to turn it off. There it sat until Monday the 12th of March when an overseas visitor was checking out of the car. She tried to sound the horn which shorted somewhere and after a few attempts at trying to make it work Nita was about to cover the car again when our visitor, Chihiro, noticed smoke under the dash. After a short circus of me trying to get out of the house to the car, with a broken ankle in plaster, I turned the isolator switch off cutting the current which was feeding the "fire". It wasn't far from fire believe me and without that switch who knows. The fuse may have failed and done the same job but to be sure you are safe I recommend fitting an isolator switch.

Graham Bailey

Photo far left looks like it was taken at Ballarat. Photo left was obviously taken after medical attention and CRCA derision had been applied to the leg.

HISTORY OF COSTUME — 1920s

This is part 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. 53 (below left)

Era of prosperity and jazz. Flapper girl in short dress, beads, and bobbed hair.

Slide No. 54 (below right)

Slender, lithe look for men - slicked hair, shiny patent leather shoes, man in opera cape and tuxedo.

Slide No. 55 above right)

Edward 8th (Prince of Wales) the major social mediator of fashion. Shown here in a suit and overcoat, ascot at the neck.



HISTORY OF COSTUME — 1920s CTD



Slide No. 56 (left)
Cardigan sweater, plus -
fours/oxford bags, argyle
socks, wingtip shoes, club
stripe tie.



Slide No. 57 (below)
Assorted styles of dropped
waist dresses. Note:
beginning of bias cut so
popular in the 1930's.
Centre figure has on a
cloche hat and a dolman/
charmeuse coat.

Slide No. 58 (right)
Cloche hat, dropped waist,
narrow, knee length dress,
sailor collar, T - strap
shoes.



MARKET PLACE

FOR SALE

1920 Dodge 4 roadster. Older restoration. \$10,000 negotiable. Further details from Roy Schopp 8862 1854

1924 Dodge 4 cream and brown. Fully restored. Been on lots of rallies. \$15,500 Joy Miels 8522 3861

1927 Chrysler Buckboard. Original condition \$2,000(?) Rod Coad, Pt. Pirie 8633 0262

1930s — 1950s water distribution tubes. Suit Dodge, Plymouth, De Soto, Chrysler etc. \$40 each plus postage if applicable. Roy Schopp 8862 1854

1941 Plymouth Coupe \$16,000 ono Tom Frost 0418 804 286

1950-52 Dodge front sun visor and rear venetian \$60 Ian Todhunter 8278 5742

1956 Dodge Kingsway Crusader. Overdrive, reconditioned Kew motor, reconditioned brakes, excellent 14" tyres, black oxidised paint—should polish up OK. Registrable \$2,500 Stan 0419 180 674

195? Dodge Kingsway Coronet, auto, power steering, tinted glass, grey with red interior, needs work. Stan 0419 180 674

1960 Chrysler Royal, David Jeffery, Cockatoo Valley 0418 850 248

1963 Chrysler Royal Complete car, must sell, price negotiable. Mark 8297 1960 Plympton Park

AP5 Valiant body parts. Fair price or swap for other AP5 body parts. Harry 8358 0335

1965 AP6 Valiant, David Jeffery, Cockatoo Valley 0418 850 248

CM Valiants (2). T-bar auto, 265 motor. Identical interiors. Best offer. Vehicles at Stockwell. Bill 8564 3017 evenings. Brenton (son of owner) 0409 434 702.

7x5 colour photographs of the Breakfast run. \$8 each. Jane 8377 1039

WANTED

1924 Dodge buckboard rear right mudguard. Can be rough. Trevor Kelley 8391 2685

1928-1948 vehicle in reasonable mobile condition, for enthusiast. Graham 8278 1199

1948 Plymouth fuel tank and LH front over-rider Ian Todhunter 8278 5742

1954 shock absorbers: Original manufacturer's equipment "Oriflow/Monroe" shock absorbers as fitted to 1954 Dodge Kingsway Coronet—any condition—NOS or used—Chrysler part number A1462817 or A1465950. Laurence (07) 3814 1242 or slant6@gil.com.au

650x16 tyre — any condition Trevor Beythien 8449 8905

Cloth patches to sew onto a quillow to be used as a prize at the Chrysler National Rally. Donations only. Judy Hart 8337 7887

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Crank Handle

Do you have one — that isn't yours? Did you borrow one during the Bay to Birdwood, but don't know to whom it should be returned?

If this is you, Doug and Yvonne Sweetman would really like to get their crank handle back! Much better late than never.

Their telephone number is 8554 2286.

If you are embarrassed about identifying yourself after so long, put their name on it and leave it at any committee member's home.

Richard Tapp



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