



THE CHRYSLER COLLECTOR



Number 135

July / August 2001

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,
SOUTH AUSTRALIA INC.

Newley Auto Painters
8276 6322

A Class Metal Finishers
8384 4331

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RW & NJ Schopp
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8352 8772

HardChrome Services
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CLUB DIRECTORY

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
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Treasurer:	Alan Driver, 1 McConnell Avenue, Marino 5049	8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	8271 6961
Librarian:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	8251 3240
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	8264 2261
Sales/Property:	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
Public Relations:	Beverley Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
Run Coordinator:	Chris Howes, 4 Peter Place, Campbelltown 5074	8165 3971
Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
Committee:	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
- raffle prizes	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
- raffle prizes	Carole Barnes, 21 East Avenue, Millswood 5034	8293 7923
- property	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
- magazine	Les Kennedy, 5 Shelley Drive, Paralowie 5108	8258 9594
	Cathy Wood, 4 Peter Place, Campbelltown 5074	8165 3971
Federation Rep:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	8271 6961
Triple 'C' Rep:	Murray Bryant, 3 Lucas Street, Richmond 5033	8443 9967
Historic Vehicle Assessors:	<i>South:</i> Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
	<i>South:</i> Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
	<i>Central:</i> Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
	<i>North:</i> Graham Bailey, 41 Reservoir Road, Hope Valley 5090	8264 2261
	<i>North:</i> Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	8251 3240
Public Officer:	Barry Maslin, 11 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Assistant Librarian:	John Richards-Pugh, 12 Butler Crescent, Banksia Park 5091	8264 8340
Assistant Editor:	Cathy Woods, 4 Peter Place, Campbelltown 5074	8165 3971
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 the key.	

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than 31 August 2001. Corrections/amendments until 2 September 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. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article. The permission of the author should be sought before reproduction. **Website:** The Chrysler Collector can be downloaded in colour from: <http://homepages.picknowl.com.au/crcasa>

COMING EVENTS

CLUB MEETINGS

11 July 2001

Mystery speaker

18 July 2001

National Rally Committee

8 August 2001

Hobbies night—show and tell

15 August 2001

National Rally Committee

12 September 2001

Guest speaker

19 September 2001

National Rally Committee

10 October 2001

Rally stories

17 October 2001

General Committee meeting

14 November 2001

Graham Bailey

21 November 2001

Rally Committee reports and wind up

12 December 2001

Christmas meeting

CLUB RUNS / EVENTS

15 July 2001

Para Quad fund raiser at Angle Park – Bev Dart

22 July 2001

Para Wirra - Chris Howes

12 August 2001

Port Dock Rail Museum - Ken and Carole Barnes

9 September 2001

Run to Austin 7 Mallala race meeting. Names required by end of July.

30 Sept - 6 October 2001

9th National Chrysler Rally in Adelaide

7 October 2001

Local run with interstate rally participants

10 November 2000

Annual Dinner — Ken & Carole Barnes

11 November 2001

CCC Run — CRCA's turn to organize

9 December 2001

Christmas run—Neil Wormald

27 January 2002

Ray Miels Memorial Breakfast Run Brenton Hamilton

20 February 2002

Winston's Pool Party

17 March 2002

Platform 1 Littlehampton

INVITATION/OTHER

CLUBS' EVENTS

29 September 2001

Port Lincoln Triennial rally

30 September 2001

Bay to Birdwood Classic

April? 2003

National Motoring Tour based at Ulverston, Tasmania. 30+ eligibility.

SWAP MEETS

19 August 2001

Lions Club of Willunga

16 September 2001

Gawler

17-18 November 2001 -

Bendigo

Welcome to New Members

Geoff & Cynthia Chase Colonel Light Gardens	1958 Plymouth Belvedere 1961 Chrysler Valiant x2 1961 Dodge Lancer x2	Noel and Raelene Cowie Coromandel Valley	1927 Willys Knight
Peter Soukup Gawler	1963 Valiant R series 1963 Valiant S series 1964 Valiant AP5 1965 Valiant AP6 1969 Valiant VIP	Ken & Lorna Hartland Northfield	1967 Chrysler Valiant
		David & Wendy Roper Victor Harbor	1927 Chrysler
		Darryl & Anne Hinks Springton	1924 Dodge pickup

Cover Photos

Front cover: Barrie Osborn's 1934 Chrysler Royal 8 coupe

Rear cover: Douglass Judd's 1934 De Soto Airflow SE

Both covers photos were taken by Bill Watson at the Shannons 2001 National Motoring Tour

COMING EVENTS

Port Dock Railway Museum

Sunday 12 August 2001

Meet at CCC at 9:30 am for a 10 am start. Run sheets will be distributed for a car run, stopping for morning tea and arriving at the Port Dock Railway Museum at approximately midday. Vehicles will have security in the very adequate parking area.

The railway museum offers lots to do

and see. Free train rides for adults and children on a steam engine and carriages. You can bring your BBQ to cook lunch or there are local shops to purchase food. Lots of under cover chairs and tables. The museum is also under cover. We will provide hot water for tea and coffee.

Entry costs are:

Children under 5 years	FREE
Children 5-14 years (not \$3.50)	\$2.20
Adults (not \$9.00)	\$4.40

An ideal event to bring children, grand children and those of us going through their second childhood should have a great time.

Ken & Carole Barnes

Speedway Reunion — Para Quad Fund Raising Day

Sunday 15 July 2001

(note change of date and venue)

The display will be under cover in the betting enclosure at Greyhound Park, Regency Park. Meet in the car park at 11 am. I need to know who is attending before hand, so that I can give a list of

cars and individuals to Phil Herreen to arrange tickets for free admission. BYO or sausage sizzle and drinks available on site.

This is a great opportunity to promote our club. Display boards and something to protect the floor from oil drips would

be appreciated. A new speedway video will be launched by Kym Bonython.

This would be great way to show our appreciation to Phil Herreen, who has twice been a guest speaker at our club meetings. I hope that we can make this a great day.

Para Wirra National Park

22 July 2001

Meet at the Gilles Plains Shopping Centre carpark on the corner of North East and Sudholz Roads – opposite the Holden Hill Police Station. – at 1030 for an 1100 start. Bakers Delight will be open in the shopping centre if you

require luncheon supplies.

The run is approximately 30 km to Para Wirra where we have booked a venue which includes shelter, free electric barbecues and an oval. At the time of writing however the kiosk was closed.

An entry fee of \$6 per vehicle (\$5 pensioners) applies for entry into the National Park. Weather permitting you can make use of the numerous walking trails and fauna paks that abound within the area.

Chris Howes

9th National Chrysler Rally Update

Sunday 30 Sep 2001 - Saturday 6 Oct 2001

By the time CRCA(SA) entrants read this magazine you will have received your information on the rally.

We are still waiting for some entrants to supply us with a photograph of their car for the Rally Magazine. Those concerned will have a friendly

reminder with their paperwork as the Rally magazine editor is getting anxious!

The National rally is now less than 2 months away and the committee is delighted with the number of entries. There are 173 entries from all states, which is good considering the state of things such as petrol prices and accommodation to get here. To

members still considering entering time is fast running out.

Committee members are still looking for any sponsorship or donations of products suitable for our nightly raffle prizes. **Can you help?**

All members are invited to attend the Rally Dinner and display day. See separate Coming Event notices below.

9th National Chrysler Rally Display

Saturday 6 October 2001

Members are also invited to participate in the daily runs and displays at a cost

of \$15 per car. All club cars can be displayed on Wigley Reserve on Saturday October 6th but only those with a Rally number will be eligible for

judging. We hope to have 200 Chrysler products on display. Let's make this a great day.

9th National Chrysler Rally Dinner

Saturday 6 October 2001

All members, not just National Rally entrants, are welcome to attend the Rally Dinner and presentation night to be held at the Woolshed. The meal will

comprise 3 courses with a choice for each course at a cost of \$33 per head plus drinks.

The evening will be lively with the "Cross Roads" band and dancing.

Please wear period costume if possible. This is a chance to meet our interstate visitors - you may just find that little part you are needing.

Bookings are required with payment by

FROM THE COMMITTEE

Editorial

No room for an editorial this issue! Once again you have been good contributors and I have a surplus of material that must be carried forward.

The material I have carried forward includes 1 1/2 articles from the Plymouth Bulletin, one of Doug Allen's posters and an early motoring story involving the delivery of a vehicle to its new owner in 1916, courtesy of Trevor Kelly.

Some websites mentioned in issue 244 of the Plymouth Bulletin that may be of interest to members are:

www.vicoa.com/pl (PJ Plymouths)
<http://plymouthclub.homestead.com/files> (Dairyland Region)
www.allpar.com (Mopar's generally)
www.pentastars.com (Mopar history)
www.valiant.org (guess!!)

President's Message

It seems such a long time since my last message. Several club members went on the Shannons 2001 National Motoring Tour to Canberra in late April. Norma Hamilton has written an article on the trip. The May meeting was interesting with the various members' views of the Canberra Run.

Then off again to the Cornish Festival – we only went Sunday. The following weekend was our mystery run with 14 cars turning out in very inclement weather. On arrival the members found that we had a warm fire going for their comfort.

At the June meeting our quiz whiz master Richard

Tapp took control of the social side. It was a rather casual night enjoyed by all. I cannot remember a meeting in the past 12 months where we have not had either new members or visitors attend.

[See Past Events for Brenton's Pub Lunch report - Ed]

On a rather sad note, May saw the passing of 2 long time members being Henry Carslake of Balaklava and Cornelius Pronk of Port Noarlunga. The club's sympathy goes to both families.

Yours in touring

Brenton Hamilton

Cornelius Pronk - 1922–2001

The recent passing of esteemed Club member Cornelius Pronk has prompted me to write but a few words about this gentle man affectionately known to members of the Chrysler Restorers Club of SA as Con.

I am not sure how long Con was a member of the Club, and I guess this is not all that important. However, it seemed to me sitting from the Secretary's position, that Con was always in or around the front row at Club Meetings. He regularly had something to say, or ask at meetings, and even at his last meeting in April this year I remember Con having something to say. I missed the May meeting, but was told the following week at a Committee meeting that Con was a bit poorly.

When I think back, and reflect on the many times that I have spoken to Con during supper at the meetings, or especially at the Pub Lunches, of which he only ever missed two, he was quite a remarkable, generous, and likeable fellow. He was keen to have a couple of very good badges placed on the Club Board which is currently on display in the Blumberg Tavern at Birdwood. Con regularly took his mobile homebuilt picnic trolley to Club Runs, and in particular to the Breakfast runs, which he always attended. At the age where others slowed down, Con regularly attended Swap Meets, Power of the Past, Club Runs and Camp Outs. Indeed, a couple of Club members related to me his recent predicament which

occurred at Melrose, where Con had to be hoisted over the fence, due his car being parked in the wrong paddock! There lies another story.

I was surprised to run into Con at the Power of the Past one year, just after he had suffered a nasty stroke. He was manhandling himself around using two walking sticks, admiring the model steam engines parked on the cricket pitch. His son had driven Con to the event. This was typical of Con's fighting spirit, and his desire to keep his independence.

Apart from just being a member of this Club, Con also enjoyed the arts, music and using his talents learnt during his employment for many years as a fitter and boilermaker. He produced many of his own tools in the process of restoring his beloved Dodge. Club members may well have seen some of his work in wood which from time to time was brought to Club meetings. Con also amassed a comprehensive library on the subject of motor vehicles.

All in all, a good guy and a keen Club member who will be sadly missed by all who knew him.. We are all the better off for having known Con and enjoyed his company over the years. It was great to see a good number of Club members at Con's funeral, plus a number of our Club vehicles, especially Michael Buxallen's Dodge Four.

Ross Fleming

PAST EVENTS

Shannons 2001 National Motoring Tour

On Saturday 21 April 2001 we left home at 7:30 am to start our "Canberra Adventure" to participate in the Federation Tour (*Shannons 2001 National Motoring Tour - Ed*).

The main SA group assembled at Vinegar Hill on North Terrace, Adelaide where we were visited by the South Australian Governor, Sir Eric Neale, who chatted with many of us then returned to Parliament House where, as we drove past, we were waved off by him the SA Minister for Transport (Dianna Laidlaw) and other dignitaries (including the Shadow Minister for Transport Caroline Pickles).

There were about 135 cars that travelled on the Saturday to Renmark for our first overnight stay. We were entertained at a barbecue tea by the local club and our cars were all parked on the oval. Sunday we travelled to Swan Hill where we had an evening meal and a sound and light show at the Pioneer Village. Monday's run was short one to Echuca where we enjoyed an evening paddleboat cruise and a meal in a restaurant near the river. Tuesday was WET as we drove to Narrandera, arriving in time to look around the town. In the centre of town there is a wonderful Royal Doulton fountain, one of only two in the world) and a very interesting museum containing a restored small plane and photos and information on WW II RAF personal who were trained in the area. The CMF were also practicing at the War Memorial for the Anzac services the following day.

Wednesday was Anzac Day and we travelled to Yass through Coolamon, Junee, Cootamundra and Harden. At Harden we arrived just as the local police closed the road for the Anzac march. The returned servicemen marched behind a car with an amplifier and recorded music, followed in turn by primary school children, high school students, a mounted contingent in WW I light horse uniform. All the locals followed the marchers to a memorial service in the park and we heard from others, who travelled through later than us, that they all marched back to the assembly point after the service. It was great to see the day supported so well by all ages.

We arrived in Yass in time for lunch and all assembled on the oval. We left in a group with a police escort and drove to the Exhibition Park in Canberra (EPIC) to register.

On our 5 day trip over we were welcomed warmly wherever we stayed and locals in all the small towns we passed through chatted to us whenever we stopped and waved as we passed by. We had an RAA backup vehicle and 2 drivers with us and they were a great help with problems, both major and minor. Some SA cars joined us along the way and only one car was unable to continue.

We enjoyed the Tour in Canberra although we did have some trouble with our voltage regulator and generator which needed replacing and meant we spent Friday at the auto electricians. We were lucky to get the parts and were able to do the observation tour scheduled for Friday, on Sunday. We also enjoyed the drive through Yarralumla and the silent film night at the Albert Hall. The display day at Old Parliament House was great. We saw cars that we will never see again and the marshalling of the cars at the assembly points and onto the lawns was excellent although the breakfast left a lot to be desired. The Saturday night dinner was most enjoyable.

The SA group left for home on the Monday but we stayed on until the Tuesday. We visited the War Memorial, toured the new Parliament House, visited the New Museum and the Gold Exhibition and drove around the lake and parks and gardens. The autumn colours were quite spectacular. I lived in Canberra 40 years ago when there was no lake



Alfred Neuss 1942 Chrysler Windsor C34
Bill Watson photo

PAST EVENTS

Shannons 2001 National Motoring Tour ctd

and only one set of traffic lights, so we saw many changes.

We travelled home through Beechworth and Echuca, enjoying the scenery and the craft and patchwork shops and lovely old towns along the way and arrived home on Sunday 6 May 2001. Our 1956 Dodge travelled 2167 miles, averaged 16.9 mpg and we had a wonderful trip.

Norma Hamilton

The entertainment for the May meeting was member reports from the Shannons 2001 National Motoring Tour.

Bill Watson: The Governor seemed to enjoy his ride from Government House to the form-up area, with the inspection of vehicles and meeting with participants.

Bill's Nash went well, with 2 electrical problems being a starter earth and turning indicators. Able to find a suitable 6 Volt motor-cycle flasher unit at Naranderra.. Meals on the way over were good—thanks to Arthur Doecke and Joy Watson (and earlier Jim McLachlan) for organising these.

Some 120 vehicles travelled over as a group—about 40 of these returned as a group.

Noticeable incidents included Kingsley Newman having a flat tyre on his trailer and the number of people who helped set things right, including Ed Ordinski. A Fiat Abarth lost a wheel on the way over, and a different wheel on the way back.

The RAA were of course very good in the assistance they were able to offer keeping the group “on the road”.

The official film crew did not turn up at the start! Anyone with video footage would be welcomed by Peter Wherrett! (*back in May*)

Ron Turner: A good run. Enjoyed it. Met lots of people. Takes hat off to the group from WA with Austin 7s—courage!

Ron had minor trouble with points.. Had 60 kg of spares but not points.

Ron was in the group that got a superb breakfast on Saturday morning.

The film in Ron's camera failed to engage on the take-up spool so that he has 24 photos super-

imposed.—he wants pictures of his car!

David Schumacher: Had trouble from the start! Feel privileged to be members of CRCA with the level of help and assistance they received, particularly from Neil Wormald and Malcolm DuBois

David told a (lengthy) story of a meeting he had to attend at Parliament House. In the end he only got there because of a ministerial decree that an old Dodge is allowed to park in places labelled “Don't even think about stopping here”

Melva Schumacher: Had lots of mechanical trouble on the way over, with the coil, distributor cap, bearings etc etc. Were having a wonderful trip home when a Kangaroo hit them!

Murray Bryant: Told a story about his Saturday morning breakfast, where the ladies were queued up (as usual) for the toilet. The women commandeered the unused male toilet. When a man dared to approach, he was put on the end of the queue to wait his turn.

Murray mentioned the very attractive commemorative tour badge but also the disappointing book with pictures of entrant's cars—in black and white—and apparently with a number of errors.

Murray came home via Benalla and ran into entrants throughout rural Victoria.

Ken Barnes: Ken had a wonderful time on the way over. Perfect. No problems. Enjoyed everything. Registration was horrendous (queues). [The editor came back later and was served immediately] The only shirts available were the wrong size.

Came home with the group of 40. Near Jerilderie—coughed, spluttered, farted [*Trevor Beythien interjected with an inquiry as to whether this was the car or a Barnes*]. Sounded like fuel. Next minute he was talking with Arthur Doecke. Swapped the plugs around and all was OK. Fan belt was loose—this was tightened. Hadn't travelled far when “poing!” A chip fell out of the fan belt pulley. Travelled 120 miles to Swan Hill OK.

Next day 20 km out of Swan Hill the fan belt pulley fell apart. Had morning tea while waiting

PAST EVENTS

Shannons 2001 National Motoring Tour ctd

for the RAA. Trailered to Mildura. Over dinner he was offered a replacement pulley which was delivered 9 am next morning. *[Brenton Hamilton—former owner of the vehicle— said there was a spare in the boot.]*

Ralph Winston: Explained about the Saturday Breakfasts. Different groups started in different places with different facilities. Those starting from the Jamison Centre had superb facilities and food. One of the groups “missed out” to the extent that something went wrong and they had to wait until they were at the Old Parliament House display to have breakfast.

Trevor Beythien: At Renmark someone offered him a spare grill. Picked it up on the way home. In Canberra his car was recognised by people who said that it used to be fitted with a P76 V8 and the full hot rod treatment!

Yvonne Sweetman: Came home via Cooma where there was someone with lots of desirable parts. He wasn't home and his son wouldn't sell anything!

Norma Hamilton: Spoke of the 1956-1965 Saturday morning breakfast arrangements. There were 300 cars in the group and after breakfast they were despatched by years. The Jaguar Club did a very good job of getting the cars away in order. However the queue for the “Ladies” was not in the same order and some distress was evident as the vehicle year countdown was progressing faster than the queue. Being ladies, the queue was re-ordered to provide a satisfactory outcome.

Margaret Winston: Once again they were not able to take their 1954 Dodge Kingsway on a long journey due to overheating, despite extreme efforts to find the cause of its volcanic tendencies *[Editors words, not Margaret's]*. Their 1933 Dodge towed their full size caravan all the way, to the amazement of inland Australia. On the back they had placed a sign “*This vehicle is pushing a vintage car*”.

Ross Bryant: Ross noted that it rained all day on Tuesday, on the way over. This of course is not supposed to happen on days when the Senior 6 is out of its garage!

In Canberra the autumn leaves were “magic”. When he parked his car at the War Memorial, on

returning he found it surrounded by Japanese tourists, who were having their phot taken with this most impressive vehicle. Obviously Ross had toiled greatly to undo the effects of Tuesday's rain.

Ross expressed thanks to Joy Watson for organising things on the way over and back. *[Arthur Doecke is entitled to share in this thanks—Ed]*

Ross admitted to his terrible mechanical maladies. A drop of water may have leaked from the water pump—or was it two drops?

Ross spoke of the organ recitals and silent movies in Canberra, getting 18.2 mpg, the excellent organisation putting 1200 cars in year order in front of Old Parliament House, getting 18.2 mpg, the large crowds that came to look at the cars in front of Old Parliament House and getting 18.2 mpg.

Bill Watson: Made a second contribution. He emphasised that Arthur Doecke was entitled to equal credit for the organisation on the way over. He noted that Arthur's car had been omitted from “the book”.

He mentioned that Arthur Clisby suffered 3 flat tyres in John Chittleborough's car that he drove on the trip. The Bean had lots of magneto trouble. At one stage it was pushed onto a trailer—very very heavy – or maybe it was just that the handbrake was on. :-)

Kerryn Wapper of northern York Peninsular had a terminal torque converter failure in his VJ Valiant, before getting to the start.

Norma Hamilton: Two of the Peter Wherrett Books were kept at the registration facility for all entrants to autograph. One was presented to the Governor General—the other was to be presented to the National Archives. Someone thought that they needed it more. If you are ever offered such a book—call the Police.

Bill Watson: Peter Wherrett was Master of Ceremonies at the dinner and Peter Brock was the after dinner speaker. Very appropriately he spoke about encouraging youth in the movement.

Murray Bryant: in the front of the Wherrett Book there is a section about Dunlop—who

PAST EVENTS

Shannons 2001 National Motoring Tour ctd

sponsored the book. It referred to a cross Australia trip by a Bean—which is on display in one of the museum's in Canberra—in original hard driven condition.

Richard Tapp: Spoke about his “family affair” with two entries (one driven by his brother) and an entry by a cousin he hadn't seen in 40 years and an accompanying vehicle driven by his parents.

Mechanically he had 2 loose wires which were fatal to forward motion, a flat tyre and a leaking rear axle oil seal which may or may not have been a problem, depending upon whether it had stopped dripping because there was no more oil—for a some other reason.

The flat tyre proved to be a bit of a boon, because the Swan Hill Bearepairs replaced the 19” tube with one from the front wheel of a tractor—a bargain price and fresh stock rather than the perished stock that had been available from the usual sources in Adelaide.

Brenton Hamilton: Spoke of a 1953 Bradford utility that went from the west coast to the east coast—Bateman's Bay. From Canberra an extra 3 hours there and 4 hours back.

After the Schumacher's had distributor cap trouble at Waikerie, Brenton travelled behind them for 2 days.

Tuesday afternoon the ammeter started to flutter a little. Thursday night the generator started to smell. Friday morning—NRMA job. Followed an NRMA vehicle to an auto electrician.

The voltage regulator was “gone”. Then they looked at the generator. The commutator should have been “pink”. It was “like a black fella at midnight”.

Someone remembered a service station that had been demolished 15 years ago and the person who had bought all the stock. Sure enough this person had both the regulator and a generator. \$534 later the Hamilton's were back on the road.

The Hamiltons came home via a scenic route, travelling 2167 miles for 16.9 mpg. Ron Turner said he had travelled 1926 miles for 18 mpg. Bill Watson reported the Nash had delivered 22.8 mpg. We were all a little sad that Ray Miels hadn't been there, to tune his carby just that bit

leaner to get better mpg than anyone else.

Brenton summarised by saying that they had a pretty good time.

Other Snippets: There was an interesting 1947 Fargo with a large tank on the bank. [Judy Hart said emphatically—*WE DON'T WANT IT!*]

Notes by Richard Tapp

*David Schumcher near Tarcutta
photo from an unknown newspaper*



WANTED

The CCC has been asked to arrange cars for a display at Plympton Primary School on Saturday 27th October 2001 from 11 am to 5 pm to celebrate the school's 140th birthday. Plympton Primary School is the oldest school still operating at its original site.

Advise Secretary if you can attend so that he can advise Cynthia Davey, Secretary of CCC.

More details nearer the date.

PAST EVENTS

The TV Shoot

I received a phone call in early March from Channel Sevens "The Bookplace" program. This is a children's TV presentation similar to Sesame Street. I was asked would I be happy to use the old car in a shoot involving a Grandpa, Grandchildren, and a Rattle Trap Car venturing out on a picnic!!

My first reaction was to immediately suggest either Neil Wormald, or Michael Buxallen as they both had soft top tourers, which appeared to me to be more suitable. My grandchildren also didn't happen to be in Adelaide!!

Unbeknown to me, the car in the actual story book was a roadster. After some discussion, and checking out the neighbours for their kids being willing, we agreed to have a go. The kids thought it was great, missing out on some school to go on a picnic in an old car! I had James (at school) and Alana (Preschool), and Tori and Jack, both school age.

The day the shoot was scheduled, it was around 38 degrees, but we were to start mid morning, taking about an hour and a half to complete (this equates to 2 to 3 minutes actually on screen during the programme). The hood was down, the rumble seat open, with two kids in the front, and two in the back. This was a totally new experience for us all. The site for the filming was along linear park in Fulham Gardens, an idyllic spot that provided quiet back streets, and a natural bush background for a picnic setting.

We had a picnic basket packed with lunch on the luggage carrier, and picnic rugs, plus sun hats and cream to boot!. The "grandkids" were encouraged to smile and wave and look as though they were enjoying themselves (which they were anyway), and grandpa was to be just natural, while driving the car of course!!

The sealed tracks at the linear park were utilised for the various takes with views from the front, rear and side of the car whilst the kids smiled, waved and enjoyed the fun. We then headed down to the river bank, the camera man wasn't sure about this move, concerned that the rattletrap car wouldn't get up the bank when we finished, or would end up in the river!.

On arrival at the designated picnic spot, we all clambered out, set up the picnic rug and lunch, and enjoyed eating our lunches in the pleasant surroundings. All this with the camera man hovering around, behind, above and in front of us. Some of the camera shots were taken with the camera man actually standing on the running board, while the car was travelling at speed. The complete shoot was filmed with a minimum of instructions being given, with grandpa and the kids just doing what we would naturally do when going on a picnic. The kids were great!.

It was an interesting experience, and when you see the end result, it is all worthwhile. The completed shoot was included in the programme put to air on the 17th April, and was excellent. Next stop Hollywood!! The kids had a ball, I was as proud as punch, and I acquired four more grandchildren at the same time. Each of us also received a copy of the video of the full programme as screened on Channel Seven.

If you are ever asked to do something similar, do it because you will enjoy it. It was revealed in fact that Michael Buxallen originally dobbed me in as a possible starter, and I actually suggested to Channel Seven that he and his car would be a better deal.

Thanks Michael.

Ross Fleming

Mystery Run ... to Bethany

Sunday 27th May 2001

Around a dozen families ventured out early on Sunday morning, heading for the meeting place at Carisbrooke Park, en route to Bethany, one of SA's oldest towns up in the Barossa. We all must have wondered just how stupid we must be venturing out on such a dirty, cold and wet day. Despite this, the majority of those attending were in Club cars.

The Schopp's headed out from Balaclava, so we came from far and wide!. The run route was simple, yet despite the wind and rain proved to be a pleasant one, with a few grabbing hot food in Tanunda, and nobody experiencing any mechanical problems. It was good to see both new members, and one of our longer serving members and his Wife on the run.

At the small oval on the outside of Bethany, we were

confronted by rain, rain, and more rain!. The toilets of course were a little distance from the large shelter, which, apart from benches and seats, was also equipped with a large open fire!!. Needless to say, as the fire built up, and the BBQ's were fired up, this lonely bush built shelter became quite warm and friendly, and even the sun appeared from time to time. The order of the day was a general natter session, followed by Norma's oh so sticky marshmallows, cooked in the embers of the fire. A number of folks had a tour of the Historical grave yard, which was close to the oval.

A quiet but interesting run despite the weather enjoyed by those who attended, thankyou Norma and Brenton.

Ross Fleming

PAST EVENTS

Mr Bean at the Kernewek Lowender

I (Gil Purdie) was participating in the cavalcade of cars through Moonta heading for the finish at Kadina when my mobile phone rings. It's **Malcolm Bean** "I've broken an axle. Can you tow me to Wallaroo." "No problem" I say "but I don't have a tow rope". Malcolm says "We can organise one".

It took me approximately 20 minutes to get to Malcolm's '34 Dodge ute. I transferred my passengers and **Maxine Bean** into my '65 Dodge Phoenix and sent them to the finish. I would tow Malcolm with my V8 Maxwell. (seemed simple enough)

I backed up to Malcolm's ute "Where's the rope?" **Trevor Bean** ('24 Dodge roadster) Malcolm Bean's brother says he has sent his son **Rob Bean** back to Moonta to buy a tow rope. "Should be back soon."

Trevor Bean's other son **Steven Bean** was also with us. Better sit on the running board, watch the cavalcade pass, have a beer, wait for the tow rope. Eventually Rob Bean returned with a tow rope. His newly restored Monaro had suffered an electrical fire under the bonnet!!

Hooked on the tow rope and off we go. Trevor Bean

navigator in tow car, Malcolm Bean towed vehicle, Steven Bean bringing up the rear in '24 Dodge roadster.

All was going well until the Maxwell began to lose power. Out of petrol. Nothing unusual for me!!! After searching all 3 vehicles - No petrol tin! No funnel! No siphon hose! Idea! Send Steven Bean and Malcolm Bean back to Moonta in the '24 Dodge to buy a tin, petrol, and funnel.

Better sit on the running board, have another beer, wait for the petrol.

Trevor Bean says to me "We are just out of Moonta. Should be back soon."

Eventually Steven and Malcolm Bean returned to our stricken convoy. The '24 Dodge had broken a fan belt and boiled. They had waited for it to cool to add water.

Adding fuel we were on the road again. Back to Moonta to refuel the Maxwell then onto Wallaroo.

This simple 20 minute tow had taken over 3 hours.

Candidates for a combined disaster award???

Gil Purdie

2001 Pub Lunch

17 June 2001

The event that most members seem to come out for was again held in June – the famous Ross Fleming Pub Lunch.

After leaving the clubrooms the weather was slightly overcast. We headed up through the hills via the freeway to Bridgewater and turned off. Some went right and some went left, thereby missing Verdun, but most

finished up going through Balhannah and following the map and picking up additional members along the way to Mannum.

On arrival the weather was good. The attendance of 137 adults and 5 children was a great turnout. We had several new members on this run; I hope that you enjoyed yourselves.

Thanks to Ross for another great outing.

WANTED

Photocopier to produce single page newsletter each night during 9th Chrysler National Rally.

Contact Brenton Hamilton 8387 0419 if you are able to assist.

WANTED

Someone to represent the Combined Car Clubs (CCC) on the Glandore Committee. Involves one short meeting per month and 1 CCC meeting every 2 months.

More details from or expressions of interest to Murray Bryant, President CCC 8443 9667



VINTAGE REPAIRS & ENGINEERING

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CONDITIONAL REGISTRATION

Extracts from The Handbook

We are endeavoring to procure a copy of the January 2001 edition of The Handbook for every club member with a conditionally registered historic

vehicle. In the interim, we ask that you read the following ...

Dave & Gaye Aylett

RENEWAL OF REGISTRATION

An invitation to renew the registration of a conditionally registered *historic vehicle* or *prescribed left hand drive vehicle* will be forwarded to the registered owner some five to six weeks prior to the expiry date.

An application to renew the registration will not require further approval from the *recognised motor vehicle club* which originally approved the registration. However, the applicant/owner must continue to be a financial member of a *recognised motor vehicle club* and, once the renewal is paid, ensure that the current period of registration is enclosed in the Log Book.

MEMBERSHIP OF A RECOGNISED MOTOR VEHICLE CLUB

The owner of a conditionally registered *historic vehicle* or *prescribed left hand drive vehicle* must, at all times during the period that the vehicle is registered, be a financial member of a *recognised motor vehicle club*. On the renewal of membership, the owner must ensure that the Club Membership Record appearing in the Log Book is updated accordingly.

If the registered owner of a conditionally registered *historic vehicle* or *prescribed left hand drive vehicle* ceases to be a financial member of a *recognised motor vehicle club*,

the registration of a *historic vehicle* or *prescribed left hand drive vehicle* may be renewed for 1, 2 or 3 years, at the option of the applicant.

REGISTRATION IS NOT TRANSFERABLE

The registration of a conditionally registered *historic vehicle* or *prescribed left hand drive vehicle* cannot be transferred to another owner, even if the new owner is also eligible for conditional registration. Where a change of ownership occurs, the registration must be cancelled. The Log Book issued in respect of the vehicle must be returned to the club which last

at any time during which the vehicle is registered, the owner must not drive the vehicle, or allow any other person to drive the vehicle until such time as the owner is again a financial member of a *recognised motor vehicle club*. Driving or causing the vehicle to be driven, whilst the owner is not a financial member of a *recognised motor vehicle club*, is a contravention of the conditions of registration - see

PENALTIES FOR CONTRAVENTION OF CONDITIONS (page 15)

The registered owner of a conditionally registered *historic vehicle* or *prescribed left hand drive vehicle* who changes membership from one *recognised motor vehicle club* to another, must ensure that the change of

confirmed financial membership for cancellation.

CANCELLATION OF REGISTRATION

The registered owner of a conditionally registered *historic vehicle* or *prescribed left hand drive vehicle* may apply to cancel the registration at any time. However, as no registration charge is payable for conditional registration, there is no refund on the cancellation of the registration. The Log Book issued in respect of the vehicle must be returned to the club which last confirmed financial membership, for cancellation.

membership is entered in the Log Book issued in respect of the vehicle.

It is desirable that the member's previous club is advised of the change in club membership.

Authorised officials are required to notify the Registrar in writing of all members who have withdrawn from membership of the *recognised historic vehicle club*.

From page 15 ...

A person must not contravene or fail to comply with a condition of registration. **Penalty - a fine up to \$750.00.**

RESTORATION STORY

Do You need U Joints for Your U Model?

REPLACING FABRIC U-JOINTS ON A 1929 PLYMOUTH U SERIES

*by Edwin G. Sapp
Bowie, Maryland*

This article is reproduced from "The Plymouth Bulletin" issue 245 November-December 2000 with the permission of the author and the assistance of the Editor, Lanny Knutson and compositor Ross Enge.

What moon pie-like device is six inches in diameter with a two-and-a-quarter-inch hole in the center, six other three-eighths-inches holes drilled in it and stands five-sixteenths inches tall with twelve layers of resin-impregnated fabric?

One of the five universal joint disks in my 1929 Model U Plymouth sedan.

Fabric universal joints (U-joints) were used by Plymouth from its first car in 1928 to mid-year 1930 (late 30Us had metal U-joints) as well as in all four-cylinder Maxwells and Chryslers from 1924 until 1927. (*Eugene Weiss and Manfred Strobel in the Chrysler Museum Archives Division supplied this information. Folks at the Archives (1-888-456-1924) are prepared to give owners answers to simple questions requiring limited research.*)



Old U joints on the car

What dry-rots, cracks, and tears after 71 years of use? You got it.

Replacing worn and frayed U-joints is absolutely essential. If the front one separates, you will pole vault quite spectacularly. If the rear goes, the driveshaft has a nasty habit of flailing just enough to sever the hydraulic lines to the rear brakes, leaving you in a moving, unstoppable casket with no foot brakes, engine braking control, or functioning emergency brake.

Why fabric? Early Plymouths had no motor mounts, and the fabric absorbs vibration.

One approach to the problem of worn fabric U-joints is to replace them with parts from the later 1930 or 1931 30U. These metal U-joints could be used instead of the fabric, says Strobel, "but it may result in a less smooth ride with the absence of the PA and later Floating Power mounts that made the change possible to begin with." At least one club member has done this and reports the results as "a smooth ride." I



Edwin Sapp's 1929 U series Plymouth

RESTORATION STORY

Do You need U Joints for Your U Model ctd

Old disk and new



haven't made the conversion and didn't have ready access to '31 parts, so what follows is some pointers on how to replace those U-joints and keep your car "original."

"A PART, A PART! MY KINGDOM FOR A PART!"

(Apologies to Shakespeare's Richard III, who was looking for a horse - and, there were times during this procedure that I was seriously considering the same.)

OK, so all we need are the parts. Forget MOPAR. My local dealer had never heard of fabric U-joints; they had their day a good thirty years before he was born.

New, old stock? Nope. Most have become brittle from age. I had several suggestions along the way:

Find a mill and get them to make the disks from a power or conveyor belt.

Get a machine shop to make them. (From what? That question went unanswered.)

New disks and the old, still assembled



So I systematically contacted the folks on the masthead of this magazine and ultimately got the recollection that "some tractor" used the same power transfer process. One of my main sources of old parts, Ray Helger in Little Compton, Rhode Island, remembered that the tractor was a John Deere. My local John Deere dealer had no idea where to start, but suggested the antique tractor club. Ultimately, after making a lot of new friends (isn't this a

MARVELOUS hobby?) I tracked down new parts from John Deere that were a perfect, but expensive, match.

The U-joint replacement is part number L373T, for a 1940 John Deere LA tractor. You need five, at \$78 each, from a major dealer (your local farm implement dealer doesn't stock old parts). I ordered mine from Pole Tavern Equipment Sales Corporation in Elmer, New Jersey (856-358-2880).

This story will be completed in the next issue, together with clues to a potentially cheaper source of fabric disks. — Ed

REPLACING THE U-JOINTS

RESTORATION STORY

The Blue Flyer II

This is the first instalment of Rick Atkinson's restoration story for his 1924 Dodge.

4th June 1924 was the day I came into the world as an export vehicle. The trip to Australia and my first 50 years are lost in the dim past. My beautiful tourer body was cut in half and I became a buckboard; a work horse on my farm at Hawker. Then in the name of progress I was discarded to the back paddock beside a sapling. Slowly bits and pieces of my running gear was removed and as my tree grew I began to decay away. The 8th Oct 1974 was when my hibernation came to an end. I was gently loaded onto a trailer and taken from my beloved Flinders Ranges. The Woomera Sporting Car Club was home for about a year, then into my own garage in Cooraki St.

It was here that I was stripped naked and after my human purchased and installed the missing parts, adjusted various components, my motor was flung into life again - "Ah, that felt good!"

Time was slipping by and progress was slow until in 1983 I was bundled onto a semi and sent to Adelaide where I again felt discarded. A paddock was my home, with only a torn and tattered tarp to cover my dismembered body, chassis and running gear.

Two years of cold, rain, sleet, hail, wind, and humidity (remember I come from up north), before a storage shed became my home, at last I'm out of the elements.

Around 1990 a new residence on Hanson Road, Athol Park was where my human and I lived. My wheels had new wood fitted, my heart was removed along with my stomach and rear end; my chassis was cleaned and powder coated; all my muscles were reset; a reconditioned front axle was transplanted. Then, you guessed it, another shift, this time to Houghton.

My human had built a new home for me but again I was cast aside; or actually hung from the roof, my old heart sitting below me. It had been bored 60 thou oversize; new rings, pistons, valves, valve guides and Mr James made new bearings, my crank was ground and the whole lot balanced. My new heart, waiting to jump into life

again sat and sat.

Then something happened to my human, he joined some club, the Chrysler Restorers Club (CRC) I've heard him say. They sure lit a fire under him as in August 1997 it was all systems go. A few members of the CRC came and looked; gave advice; helped and left but one kept coming back. Beetles would saw, glue, nail, glue, sand, glue, clamp, and glue making four new doors and doing all the wood work as well as body and mechanical repairs.

Then disaster; my human found a crack in my power plant into the water gallery. The crack was drilled, taped and a cast iron snap off plug inserted, then drill again to overlap the first plug.

Dick came up and showed how to install a clutch (mongrel of a job) lots of swearing. My stomach had by now been overhauled so my power plant was settled back in to position on new heavy duty engine mounts. Then came the rear end and I joined the Short Wheel Base Dodge club. Dick help! He found the back springs in back to front. Then a time of great embarrassment. They took me; with no outer garments to the Adelaide Car Show. I was called a working exhibit with members of the CRC working on me, especially Beetles.

Now the woodwork is finished they introduce me to Rick. He would arrive about 7pm, he would cut me, weld me, belt me, grind me, fill me, sand me, putty me, undercoat me, and finally he would apply my colour coats and polish me with TLC.

The big day of first heart beats arrived on 23rd June. The On Again Off Again Restoration Co was in attendance. I don't know what all the stress was about as my new heart jumped into life and pushed out 4lb of blood pressure straight away. Beers all around I'm alive again.

Rick started transforming me on 28th May, this man gave me no sleep he would work on me till 1 or 2am and Lofty would kick him out as Rick had to be at work by 6.30am.

To be continued ...

Now I'm ready for my dress shop. I was in Carmen's hands, it was 15th July, and to

MOTORING HISTORY

1924 Dodge racer



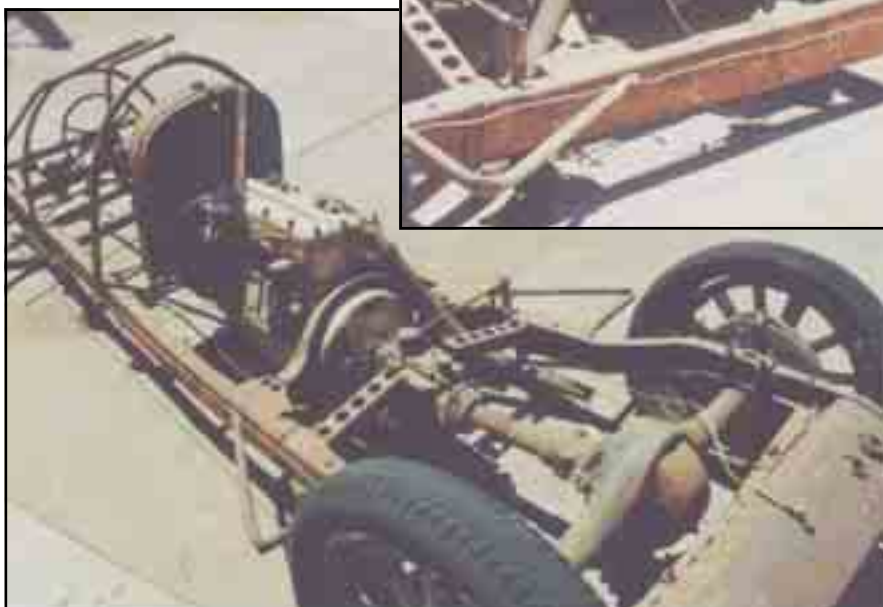
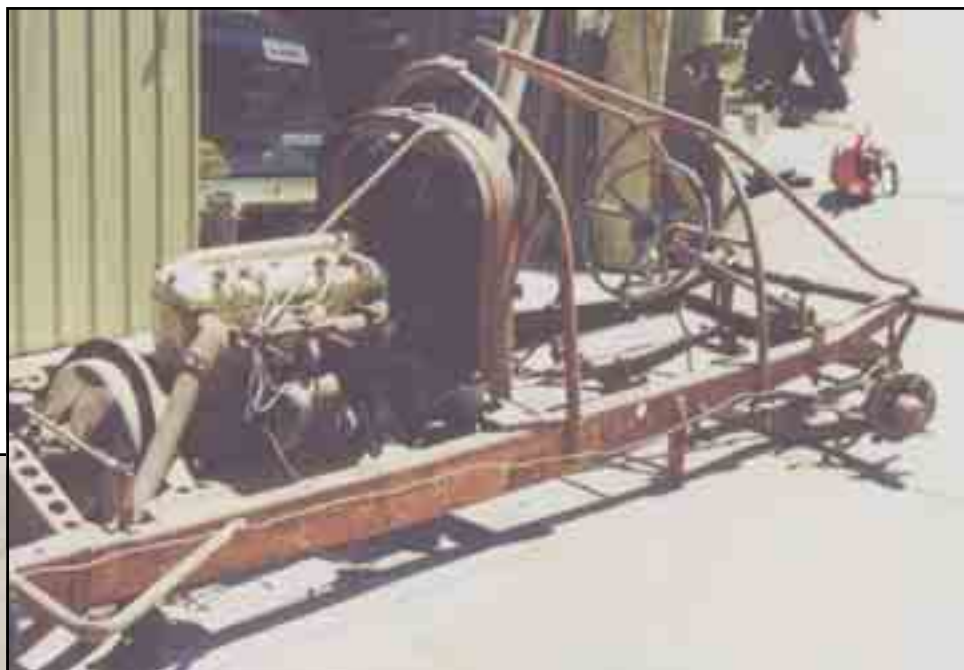
Radiator, motor and gearbox moved back.

Driver sat in front of radiator.

Cam driven fuel pump off fan pulley (no fan)

Differential bolted to chassis

Only used second and top gear



Claimed to have been clocked over a measured distance at 100 mph.

Rumoured that steering wheel had to be turned in the reverse direction to normal.

Bloody scary!

Rick Atkinson

TECHNICAL FORUM

A Point of View

During our recent trip to Canberra on the Shannons 2001 National Motoring Tour, our 1938 Dodge performed faultlessly until Shepparton on the return journey, where the engine suddenly stopped at the traffic lights as we entered the town.

I could not start it again and so with the help of a couple of local people pushed the car up onto the footpath and lifted the bonnet in an attempt to find out why the engine would not fire. A quick check revealed no spark.

Fortunately at this Les Smith of the Shepparton Historic Car Club, who just happened to own two Chrysler cars, came along and offered his help which was gratefully accepted.

A check of the points showed that they were opening and closing OK and looked about right for gap. Flicking the points open and closed with a finger produced a spark at the coil.

When the engine was turned over however, only a weak spark or no spark at all was seen.

The condenser was a suspect but was eliminated by adding another one across the coil.

It was beginning to look like the coil could be faulty. It was the original and therefore was more than 60 years old.

I had a spare 6 Volt coil which was even older, ex 1929 DA Dodge. We did a temporary wiring job and screwed the coil onto the bulkhead, pushed the starter button and "Hey Presto" the motor was firing on all 6 cylinders.

I drove down a side street following my able assistant Les to his house, where Jean and Les's wife Martha had repaired for a cuppa tea and a sit-down.

I wired the coil leads via a switch that was already mounted on the dash and we were ready to go. Before leaving I had a quick look at Les's cars. They were really top quality restorations, including a Chrysler 75 roadster and 1937(?) Plymouth. He showed me some chewed up gears and some broken gears from the Plymouth that he was working on. Les and Martha were a really nice couple.

We departed Shepparton en-route to Bendigo and arrived OK, but just as we were entering Bendigo the engine started misfiring intermittently at low-

medium throttle. After settling in at the motel, I had a try at fixing the misfire. Since the problem had only occurred after changing the coil I was inclined to suspect ignition rather than the carburettor. However I gave the carburettor a good clean out just in case. A further test drive showed the engine still misfiring under load.

I then changed all 6 spark plugs for ones that I had previously used and cleaned up. The next test drive showed no sign of misfire—trouble cured I thought.

I was still a little concerned about the replacement coil, so I gave Repco in Bendigo a call. Yes they had a 6 Volt coil in stock, so into Repco I went, parted with \$47 for a new Bosch 6 Volt coil. I felt happier. The car was still running OK.

We were up bright and early the next morning. But less than 2 miles up the road back came the misfire. We decided to return to the motel and stay another day until I was sure that the problem was fixed.

By now I am certain that it is ignition. First of all I try the new coil. **IT DOES NOT WORK AT ALL!!** I look at the points again. Open and close with a screwdriver gives plenty of spark at the coil. Rotate the distributor with the starter. No spark. **IT'S GOT TO BE POINTS.**

I did not have a spare set of points, so I went into Repco again, parking close by. I removed the distributor and took it up to the counter. The sun shone on us that day, as the young fellow behind the counter, when asked for a set of points for a 1938 Dodge looked into the distributor and said "I reckon that's a GA90".

He reached into one of the boxes on the shelves behind and put on the counter a set of GA90 points (63-69 Plymouth) that were identical to mine.

Fitting the new points took only a minute and with the old points removed it was easy to see why they were not working properly.

Whilst the points appeared to be flat at both places of contact there seemed to be a bit of a ridge at the far edge and in particular the spring tension seemed to have practically disappeared. This meant that the points were not properly grounding the coil via the points (high resistance) and is why screwdriver or finger flicking of the points was able to produce a spark from the coil yet no spark or weak spark was

TECHNICAL FORUM

A Point of View ctd

obtained when the distributor cam operated the points.

With the new points fitted the misfire cleared up and I thought I would try the original coil again—and yes it worked as well as always. I left the DA coil still attached to the bulkhead and we moved off to Horsham the following day and then on to Naracoorte for the swap meet and then onto Adelaide and home. The car ran perfectly from Bendigo.

Further investigation when home produced some interesting conclusions.

- 1(a) The original coil current draw is 3.5 Amps
 - (b) The DA coil current draw is 8.5 Amps, or via resistor the current draw is 5.5 Amps
 - (c) New Bosch 6 Volt coil current is 4.0 Amps
2. The points were the cause of the initial failure at Shepparton. If I had had the Bosch coil as a spare at that time, the engine would not have started and I

would have had to diagnose and fix the points at Shepparton.

3. The DA coil with its high current draw was able to overload the relatively high resistance of the point contacts but would have made them hot, perhaps also reducing the spring tension.


4. The original equipment Lorimer points do not appear to have the “thickness” of points contact nor the spring tension of the Bosch replacement set. I expect the replacement set plus a spare set to last for many a year. [Century—Editor?]

I have written the above story in some detail mainly to show how easy it is to be mistaken in tracking down problems caused by points which give every appearance of being quite alright, are set up to the correct gap and yet are not allowing the coil current to flow to ground so as to provide an adequate spark from the coil secondary.

Ron Turner

Advertisement care of David Christie at Wilmington Toy Museum

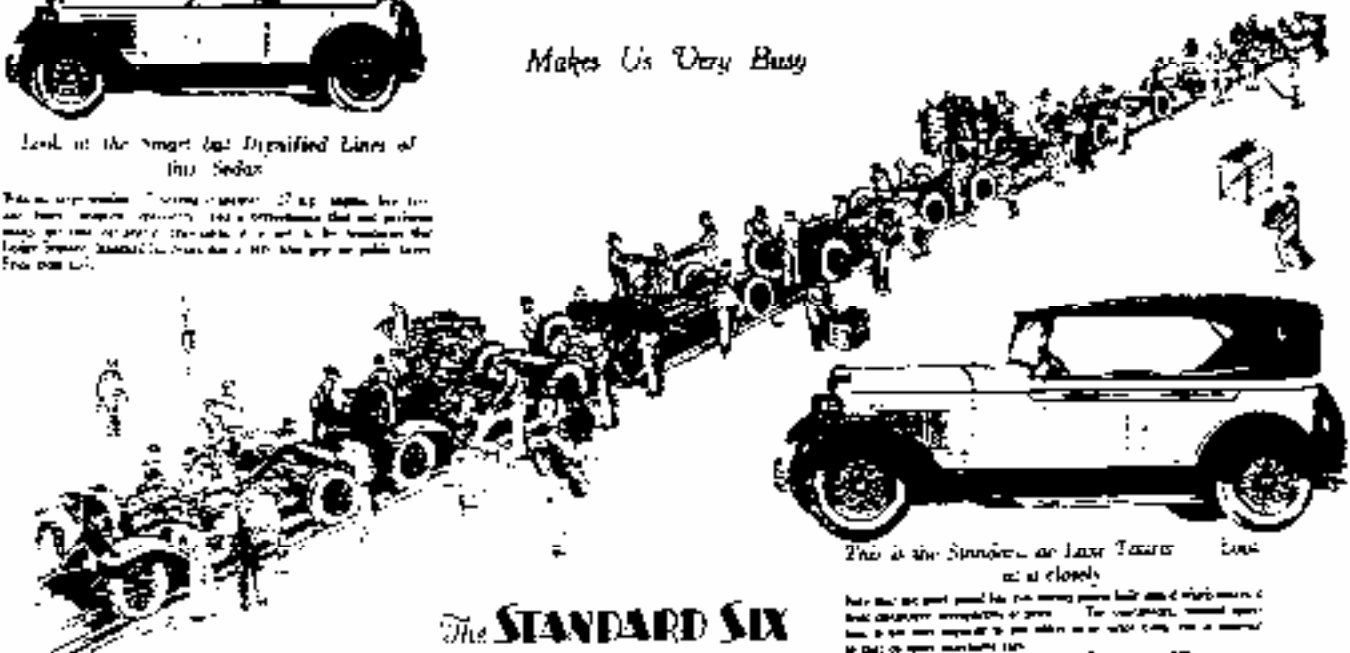
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HISTORY OF COSTUME

1920s ctd

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. 62 (right)

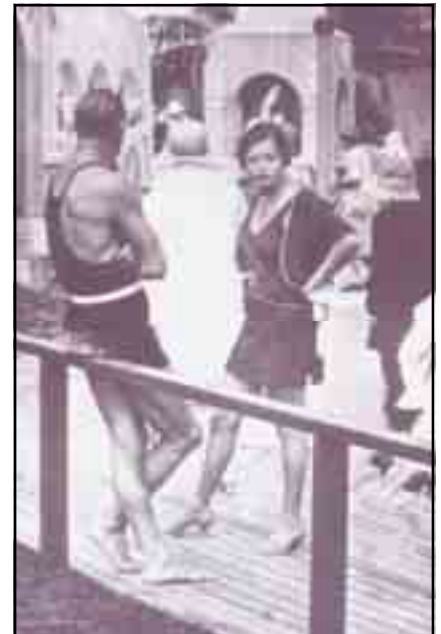
Betty Boop look - rolled stockings, bobbed hair, flapper dress, beads.

Slide No. 63 (far right)

Swim wear - almost a uni-sex look develops. Knit suits - tank tops, shorts for men and a skirt for women.

Slide No. 60 (below)

Racoon coats for both men and women.



Slide No. 59 (below left)

Flapper dress - slip dress, sleeveless garments. Straight look. Corsets gone but a breast band is used to flatten chest. Long strings of beads, ostrich plume fan, t - strap shoes. Costume jewelry acceptable.



Slide No. 61 (right)

Bobbed hair also known as shingle or Eton crop. First time for women to cut hair short. Use of heavy makeup influenced by silent movie stars and the discovery of King Tut's tomb and the Egyptian eyeliner kohl.

Next issue - the 1930s



MOTORING HISTORY

A Doug Allen Souvenir



MARKET PLACE

FOR SALE

1918/19 Dodge 4 engine and gearbox. Best offer. Jeff Parish 8582 1761

1922-23 Dodge 4 - estate of Con Pronk. To sell as one item. Everything is there, but not joined together. Engine, clutch and gearbox (overhauled by Roy Schopp) are complete and assembled as one unit including pedals. Rear axle, prop shaft, brakes, and drums, chassis with springs F&B, quantity of 500x24 rims (9+) wheels/wooden spokes, mudguards F&B, etc etc. You will need to go and have a look so phone Peter (son) on 8384 6816 and make a generous offer. Con was most concerned that the car went to someone from the club. Further information from Ron Turner 8382 3982.

1927 Dodge Brothers Senior 6 (pictured). Powerful, reliable vintage Tourer in good condition with four wheel hydraulic brakes. Recent new leather trim. Useful selection of spares. \$13,500 ono. Phone Brian Ludlam 08 8337 5269

1928 Dodge Fast 4 tourer 4 wheel brake car with unique glass side curtains which open. Car is totally complete with very little rust and has been stored for many years. \$3,000 Kevin Hoskin 8355 6869 (ah) 8275 6558 (wk)

1934 Dodge/Plymouth front and rear fenders, running boards, bumpers, odd bits and pieces. Adrian Johnstone, Mildura 03 5023 3928

1936 Dodge D2 front guard to suit 6 wheel deluxe. Michael Barnes, Aldinga 8557 7076

1940s large men's garbadine coat. Give away. Trevor & Lorraine Beythien 8449 8905

1952 Plymouth Cranbrook sedan (Dodge Kingsway Delux) 80% restored. Can be driven away. \$3,500 David Stones 8532 1761

Chrysler Royal bumper jack and plate. Brenton 8387 0419

Mags to suit S - VC Valiant with 8" 215/65 tyres and original Magnum" caps with left and right hand nuts to suit. Justin 0408826172

1965 AP6 Valiant Regal sedan (pictured). Currently on historic registration. Totally original car, Michelin tyres, tow bar, helper springs, venetian blind, seat belts, original Chrysler diamond dot push button radio, as new interior, original white on black plates. Norma or Brenton 8387 0419

AP6 Valiant Regal 6 cylinder auto. Complete but parts car only. Reasonable offers. Michael Barnes, Aldinga 8557 7076

1965 Dodge Phoenix 318V8 (pictured), auto, power steering. Original paint and interior. 2 owners. Books and service record. 5 new tires and rims. 8 track! Mark V air conditioning (not fitted) SA Historic registration. Always garaged and covered. \$6,500 Gil Purdie 0419 034 951 or 8359 0470

VG Valiant 2 door, 360V8, 727 transmission, 8 3/4 LSD. \$4,000 8254 2009

1971 Valiant 245 hemi auto sedan in immaculate original condition. 20,000 miles, 2 owners, master cylinders, brakes and engine hoses replaced. Custom lambswool seat covers fitted to protect perfect upholstery. Serviced regularly during past 2 years. Very lovely car, very reluctant sale \$6,000 ono 8568 2166

1974 LJ Torana 6. 1 previous owner 105,000 km Terry Norman 8431 1712

1975 Chrysler by Chrysler 360 V8 auto 4 door. Factory mags. Body a bit rough. Everything works. Off road for 2 years. Best offer. Michael Wright 0402 489 863

WANTED

1924 Dodge 4 tourer doors. Clayton 8581 7042

1934 Chrysler sedan — any information or parts. Chris Howes 8165 3971

1934 Dodge front doors, window surrounds. Adrian Johnstone, Mildura 03 5023 3928

1947 Dodge D25 fuel tank. Don Gage 856 4124

1955 Plymouth Belvedere Superforte V8 wagon minor parts. Paul Harvey PaulHarvey@panel-paint.com.au

Chrysler Royal rims - 4 or 5 - Gary 8248 6348

1958-59 Chrysler Royal 6 cylinder manual overdrive. Kevin Male c/o R&S club 8260 1013

AP5 Valiant disk brake system. Phil 8285 3435

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

2001 Kernewek Lowender run plaque. Trevor Unsworth 8289 5010



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8294 9000

Goode Restorations
8842 3731

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