



THE CHRYSLER COLLECTOR



Number 136

September/October 2001

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,
SOUTH AUSTRALIA INC.

Newley Auto Painters
8276 6322

A Class Metal Finishers
8384 4331

Collectable Classics
8276 1933

RW & NJ Schopp
8862 1273

DenRon Metals
8352 8772

HardChrome Services
8295 2822

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
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Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
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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
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Catering Co-ordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Club Tools:	Held at Murray Bryant's. If Murray is away, Ross Bryant will have the key.	

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than 2 November 2001. Corrections/amendments until 4 November 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

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

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

9-10 March 2002

Meningie Campout

17 March 2002

Platform 1 Littlehampton

INVITATION/OTHER CLUBS' EVENTS

29 September 2001

Port Lincoln Triennial rally

30 September 2001

Bay to Birdwood Classic

28 October 2001

London to Brighton downunder

29 March 1 April 2002

Broken Hill Rally.

4-7 July 2002

Year of the Outback-Vintage and Classic Aviation and

Vehicles on Display at Arkaroola

April? 2003

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

SWAP MEETS

19 August 2001

Lions Club of Willunga

15 September 2001

Cambrai

16 September 2001

Gawler

21 October 2001

Strathalbyn

17-18 November 2001 -

Bendigo. Note that as for the past

12 years, a bus is going to the

swap meet from SA. The cost is

\$173 per person twin share and

includes motel accommodation,

dinner and breakfast. The coach

from Southside Roadlines will

depart the central bus station

Franklin St at 8.30pm on Friday 16

November 2001 and return on

Sunday 18 November at 10.15pm.

Please note that motel room

availability will limit numbers. Ph

8384 6860

Welcome to New Members

Peter Arnold Banksia Park	1966 Dodge Phoenix	Kevin Male Murray Bridge	1962 Valiant S series
Warren & Beverley Atkins Eden Hills	1971 Valiant Charger	Raymond Riley Redwood Park	Holden
Denis Greig Warradale	1964 Rambler	Jason Waters & wife Oaklands Park	1959 Chrysler Royal 1979 Chrysler Valiant 1971 Holden Torana
Barry & Sandra Kellas, Bellevue Heights	1970 Valiant Regal Coupe		Judy Hart
Dennis & Ladan Kipridis Richmond	1961 Dodge Phoenix 1968 Valiant		

Cover Photos

Front cover: Ron and Yvonne Stephens' 1935 Dodge DV sedan photographed at the start of the Para Wirra run.

Rear cover: Brenton and Norma Hamilton's 1955 Dodge D49 sedan together with Murray

and Merle Bryant's 1956 De Soto SP25 Diplomat Regent, photographed on the lawns in front of Old Parliament House at the Shannons 2001 national Motoring Tour.

Both photographs by Richard Tapp

COMING EVENTS

9th National Chrysler Rally Update

Sunday 30 Sep 2001 - Saturday 6 Oct 2001

The week you have been waiting for for nearly three years is about to happen. The rally committee has

worked very hard to make this a great week and we are all hoping for great weather.

Any assistance with items with

products for raffle bags would be greatly appreciated.

Brenton Hamilton
Rally coordinator

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 14 September 2001.

Post Rally Run

Sunday 7 October 2001

Gather at 11 for 11:30 at the West Beach Caravan Park. We will travel along the coast, to Outer Harbour.

BYO light lunch to be consumed at a reserve on Victoria Road.

After lunch, continue through Pt. Adelaide to the city (West Terrace)

then back to the caravan Park via Anzac Highway.

Gary and Barbara Hiscock
8248 6348

Annual Dinner and Presentation Night

Saturday 10 November 2001

Being held at the Plympton Sport and Recreation Club, Park Terrace,

Plympton Park.

\$12 per head for 3 course meal with soup, main and sweets. Buy drinks

from bar.

Secure floodlit parking

Ken & Carole Barns

CCC Run to Yankalilla

Sunday 11 November 2001

Meet at the weighbridge just past the double set of traffic lights at the top of Tapley's Hill Road at 9 am for a 9:30 am start. Run sheets will be distributed here.

We meet the other participants at McLaren Vale for morning tea and

all depart at 10:30 am for Yankalilla Memorial Oval via Willunga and Myponga.

Morning tea is in the shopping centre on the left of the pedestrian lights in the main street of McLaren Vale. "Prices Bakery" will be informed of our coming and have

promised us plenty of goodies.

Come along and enjoy a day with people and cars from the other 10 clubs who share our club rooms.

See you there.

Murray & Merle Bryant

Meningie Campout

8,9,10 March 2002

The next Chrysler campout will be held at Lake Albert caravan Park, Meningie on the weekend above. Those who have attended previous campouts know that they are a lot of fun.

Available accommodation is filling fast. 9 cabins and 11 powered sites have already been booked, so please contact Norma Schopp (8862 1854) as soon as possible if you want to join us and haven't yet made your booking.

As at 16 August 1 cabin, 2 on-site vans and plenty of powered sites are available.

Guaranteed to be a great weekend—more details of the program published later.

Norma Schopp

FROM THE COMMITTEE

Editorial

The internet. To some it is part of everyday life. To others, it is something that other people talk about.

Some months back I created a web site for the club, which can be found at:

<http://homepages.picknowl.com.au/crcasa>

This reference (URL = uniform resource locator) appears on page 3 of each issue so there is no need to make a special note of it.

The site currently contains back issues of the club magazine (more recent ones in colour), the restoration services directory, new member's brochure, club contacts and links to some other relevant web sites.

Since 16 April 2001 there have been more than 300 visits to the site and a number of contacts, mainly looking for parts.

The site is a participant in two "web rings" - the US based Mopar webring and the Australian Chrysler webring. What is a webring? It is a method of linking websites with related content, so that internet users who have found one website of interest (eg with "Chrysler" material) can jump to other websites with related material.

The web site has also been submitted to a number of search engines. What is a search engine? It is an index to the internet, which is essential to enable web content to be found. Why "engine" rather than index? The index is dynamic, constantly updating itself as web site content changes and even tracking down new websites to index.

However, the World Wide Web is just one part of the Internet. Quite a bit of the magazine content is

received by *e-mail*, another aspect of the internet. Material submitted in this way does not need to be retyped, so it is of course ideal — for me!

The article on fabric u-joints was obtained entirely by internet. I e-mailed Lanny Knutson in Canada, editor of the Plymouth Bulletin. He gave me the e-mail address of the author (to get permission) and the graphic designer in USA who had the press-ready artwork. He in turn e-mailed it to me. *Voila* — all I needed was to adjust it to our page size and wait for some room in our magazine to reproduce it.

Norma Schopp wrote to me recently that the latest restoration services directory does not contain Roy's services that were in the previous issue. Understanding that Roy had semi-retired, I removed references that were not mentioned in their current advertisement. Seems that wasn't correct. See the "For Sale" section.

As I mentioned at a previous meeting, I don't move in the "right circles" to update the content of the restoration services directory. You, the members, need to take responsibility for its content. If you advise me of new services, ceased services, changes of contact details etc. they can be included in the directory.

The updated version will be available for download from the club web site. We may only print it every 2 years but the updated version will be no further away than a 6 second internet download. The information age in action.

Not "on the Net"? Your kids or grandkids will be.

Richard Tapp

President's Message

Since my last message to members the club has been kept busy.

At our July meeting we had an informative talk on speed cameras, the operation and locations, followed by a lively question time. We were all invited to look at the equipment set up in a vehicle in the car park. Very interesting for those who braved the weather.

Our club put on a good display at the Para Quad fund-raising day on 15 July at Greyhound Park. I understand the day raised over \$5000.

Although I did not attend Chris Howe's run to Para Wirra National Park, everyone enjoyed the day and they even had some sunshine!

Our August meeting "Hobbies - show and tell" was a great success with various members showing that they have other interests besides motor vehicles.

Some of the newer members were surprised at the variety of talents displayed. Congratulations to Peter Burgess who won First Prize with the piece of leather work displayed that night.

The run organized by Carole and Ken Barnes to the Port Dock Railway Museum was a great day. The run along the foreshore to Semaphore for morning tea, where a lot of the public showed interest, then past all the Mitsubishi vehicles ready to boost our export dollars and on to the Museum for lunch and a lovely afternoon. Recent new members Noel and Raelene Cowie joined us and lots of our members brought their grandchildren.

Yours in motoring

Brenton Hamilton

PAST EVENTS

2001 Quiz Night

The following are the questions from the quiz night held on 13 June 2001. See how you would have gone. The answers are on another page. No cheating now!

All teams scored better than 20 out of 30 and the winning team scored 26 out of 30.

1. Who organised the Southern Ranges Black Powder Run?
2. The coat of arms of South Australia depicts how many of the following? *citrus fruit, grave vines, cereal crops, manufacturing industry and mining*
3. Which one of these was NOT one of Walter P Chrysler's "3 musketeers"? *Keller Zeder Breer Skelton*
4. Which Duke helped push the South Australian Colonisation Bill through the British Parliament and was promised that the capital city would be named after him? The Duke of ...?
5. Danny Buxallen took his beer to Melrose for the camp-out weekend in what kind of container?
6. Colonel William Light's father laid out which of Adelaide's sister cities in 1786?
7. Who was the principal artist for the garage scene backdrop at the club's 2001 Adelaide Motor Show display?
8. In the early days, when a light or flag was shown from the top of the GPO, what did this mean?
9. How fast did Cled Davies go at the Dry Lakes Racers Association speed trials?
10. How long is North Terrace?
11. Which two club members were photographed propping up a disabled Graham Bailey at Ballarat?
12. What is the former name of the southern half of Pulteney Street?
13. Who amongst the following is better known for his literary contributions rather than carpentry contributions to OAOART - the On Again Off Again Restoration Team? *Dick Hart, Graham Bailey, Colin Frith, Tim Smeaton*
14. Who was the first Premier of South Australia?
15. Which club members lent their crank handle to someone at the 2000 Bay to Birdwood but did not have it returned?
16. What was the original name of Port Adelaide?
17. Whose 1927 Chrysler 60 was featured on the front of the January/February 2001 club magazine?
18. Governor Hindmarsh arrived in South Australia aboard HMS ...?
19. Who were the principal organisers of the 2000 Christmas Picnic?
20. Who was the first explorer to travel by land from Adelaide to Perth along the coast?
21. Which club member recently reported on the restoration of their 1940 Plymouth?
22. In the days of the Glen Osmond toll gate, under what circumstance was a toll not payable?
23. Which club member provided a detailed description of the Dodge Flying Four clutch for the January /February 2001 issue of the club magazine?
24. How many main waterfalls are there at Morialta Falls?
25. Whose Dodge "utility" was featured on the cover of the March/April 2001 of the club magazine?
26. What is the most southerly point in South Australia?
27. Who was/were the first Treasurer(s) of the club?
28. Where in South Australia is Australia's youngest volcano located?
29. Who was the first newsletter/magazine editor for the club?
30. What kind of Opal is mined at Mintabie?

Winning team included Ken & Carole Barnes, Alan & Frank Driver, Ron Hincks, Trevor Kram, Nita Bailey, Gail DuBois, Sandy & Allan Martin.

PAST EVENTS

Mopars at the Shannons 2001 National Motoring Tour



I would not have taken this photo if I didn't think it was a Mopar. The program says that vehicle 830 is a 1927 Franklin IIB sedan owned by David Rundle of the Pittwater Motor Enthusiasts Association. I have a caption that says it is a 1935 De Soto on the grill (looks more like Plymouth) and the mascot looks more like a Dodge ram. There was a "for sale" notice on the rear windows, which may have been the source of the De Soto caption, but may also have been for a different vehicle. I don't know ...

Vehicle 995 is Dodge convertible owned by John Provis of the Early Ford V8 club of NSW.

John has clearly seen the light!



1958 De Soto and 1959 Imperial — I think. Another case of where did the caption come from! Neither vehicle is in the chronologically arranged "Australia on Wheels" that lists the vehicles entered "on time".

Six letters in the front name badge makes the left vehicle a De Soto — by my logic. Number plate DCR59 is my reason for thinking the Imperial is a '59. But maybe the owner was born in 1959 ...

PAST EVENTS

Mopars at the Shannons 2001 National Motoring Tour ctd



Vehicle 837 is a 1955 Dodge Kingsway sedan belonging to Robin Lamb of the Lockyer Antique Motor Association in Queensland.

Vehicle 529 is a 1955 Dodge D49 ambulance owned by Vic Toonan of the Sunshine Coast Antique Car Club in Queensland.

A collection of S series Valiants. Note that the second from the left is a left hand drive Plymouth Valiant 2 door.



So what has this got to do with the Shannon's Tour and/or Chryslers? Team Tapp (R&R Tapp in 1949 MG, D&J Tapp in 1970 Scimitar GTE, G&J Tapp in 1969 Renault R8 Gordini and W&B Tapp in modern support vehicle) did some independent touring. On the way home R&R and W&B went to Puckapanyal where W Tapp had spent some time during WW II before shipping out for New Guinea. There is a quite decent Tank Museum, although it is not to be compared with Bovington. This is a Sherman tank with a Chrysler produced cast steel turret.

PAST EVENTS

2001 Pub Lunch - Take 2

17 June 2001

Well, somebody was looking after us! Sunday morning commenced with a pleasant winters day, with blue sky, and no rain looming!!

A goodly gathering of vehicles were assembled at the CCC Club rooms, prior to our departure, this enabled me to start collecting money before we actually left. This worked out very well and was made a lot easier with the help of my sister in law, Jenny, and a well prepared amount of change.

Enroute we picked up a number of vehicles at the Old Colonial Car Park, heading for the new Freeway. Yours truly made a slight blunder with the directions, so we wont talk about that! Needless to say I led Chris into trouble as well, but no great drama, we did get a good laugh out of it!!

A number of other joined us along the way, so by the time we arrived at Mannum, we had a good roll up! A couple of other minor boos boos. The Crows colours were no longer on the seal (which wasnt a seal!!) rock, despite being there the previous weekend, and the female in the black bras was in fact a Camel!

For those few members who didnt make it and apologised before the day, you missed a good day. However, we picked up additional numbers who replaced you. The Hotel was well prepared for us, and the meal was well presented. Thankyou Debbie and Ian . Thankyou to all those who attended and for the good feedback I recieved.

We had 142 meals served, including five children, this number was the original number I advised the Hotel in May, so I reckon that was a pretty terrific result from the Club. Negotiations are already in hand for the next winter Pub Lunch for 2002, which will be in the South !!

Thanks - Ross Fleming

Below find copy of an article in the Murray Valley Standard - the local paper printed in Murray Bridge for that area. I dont know who added the bit about the Simcas! it certainly wasn't me!

CARS FOR MANNUM RUN

About 50 cars are expected to take part when the Chrysler Restorers Club of SA is holding its Annual Winter Pub Lunch at Mannum's Pretoria Hotel this Sunday.

The popular club run has been a tradition for 10 years. Organised by Club member Ross Fleming, most cars will be parked in the Pretoria Hotel car park, while others are expected to be in either the Shearer Car Park or at Mary Anne Reserve.

The Club is now in its 21st year, catering for all Chrysler vehicles from the early 20's to modern.

It has a Chrysler Jeep in the Club, and other vehicles include Dodge, Plymouth, Desoto, Maxwell, Valiant, and Fargo.

It also has a number of Simcas belonging to members.

Club membership stands at about 280 families ,and others, so the actual numbers are much higher than 280. A number of members are in the NT and WA.

There are sister Clubs on both NSW and Victoria

Car park scene at 2001 Pub Lunch, with Bill Watson's Nash in foreground — Bill Watson photo.



PAST EVENTS

Para Quad Run

15th July 2001

Approximately 10 vehicles from this Club ranging from 1927 to 1965 turned up for the display at the Angle Vale dog track, for the Para Quads Speedway Reunion, a fundraising event on the 15th July. Around six vehicles from the Early V8 Club (Fords) from 1935 to the 50's also were also on display. The standard of restoration of these Fords was very high.

The Stars for the day, along with the Classic racing vehicles, which also included motor cycles, were the actual drivers who used to drive these wild and woolly machines around Rowley Park and Wayville. The feature of many of these machines was the variety of vehicles from which parts were used to build them. Body parts of DA Dodges were utilised, along with Morris Cowley steering boxes, Austin A 40 suspension parts, Morris Minor suspension parts, early Holden motors, and suspension parts from Austin Sevens. A really mixed selections of bits!

The collection of vehicles included Super Modifieds (around mid to late 60's), with Peter Dentons vehicle being most impressive. Speed Cars were represented by two vehicles, one of which was owned and driven currently by Club member Michael Buxallan. Michael was more than happy to explain the workings and general handling of the car.

Stock cars were represented by a couple of 38 Ford V8's, pretty mean and heavy looking vehicles. In contrast with the Stock cars were a number of ¾ midget racing cars, some original, others restored but regularly used for spirited demonstrations at race meetings. These cars use amongst other things, JAP and BSA motors, and a variety of other make parts.

In addition to the cars, there was also on display a number of very early speedway Solo bikes and bike / sidecar combinations. These machines provided great entertainment at race meetings, but I reckon you would need rocks in your head to ride in one of those sidecars!!.

At around 2.30 in the afternoon, a series of interviews with some of the old stars (drivers of the past) were held, which provided much fun for both those participating and for those of us watching and listening. I for one was going to leave early to watch the V8's on the TV, but found the afternoon too enjoyable to leave early!. The sum of \$4500 was raised from the fun, for the PQA, (earmarked for a building project), and everybody enjoyed themselves.

Thanks to Ken and Bev Dart for inviting the Club to such a worthwhile and enjoyable day

Ross Fleming

Para Wirra Run

22nd July 2001

A group of 13 vehicles and their owners gathered at the Gilles Plains shopping centre to take a short run through Golden Grove and the adjacent country side to Para Wirra recreation park. Included in that group were recent new members Ken and Lorna Hartland in their S series Valiant.

Nobody got lost along the way, so the directions sheet must have worked correctly as there was a fair bit of up bill and down dale along the route. However the sun shone and early blossoms made for a very pleasant drive.

On our arrival a further 6 members and vehicles had preceded us from different directions and joined us at the picnic venue which had been booked within the grounds, this provided us with shelters, seats, BBQ etc. as well as a nice patch of ground for Bocci which suddenly appeared from nowhere.

There was to have been another vehicle join us at Gilles Plains belonging to Malcolm Bean, apparently he and Maxine set out from home in plenty of time

not quite expecting one of the back wheels to pass them as they proceeded uphill (!) followed by a decided tilt to the dear old Dodge ute. It went back home on a tow truck complete with dented body work and the prospect of a hefty repair bill. Rumor has it that a certain pair took the offending wheel off and put it back on again at the Kernewek Lowender; seems neither member can remember who put it back on!

Just for our benefit, as we basked in the afternoon sun wining and dining and watching with some amusement, a group of serious trail walkers huffed and puffed their way past us. Who should step out of their midst but Barb Richards-Pugh! They were soon headed west with lots of ill gotten advice from amongst our raconteurs.

Unfortunately I did not stay to see the day out as I figured the Maxwell would need lots of time and encouragement back up over some quite steep hills. Needless to say I am now quite proud of her achievements and look forward to the next outing.

Chris Howes.

PAST EVENTS

The Crafty CRC Members

8 August 2001

The August meeting was a showcase of CRC members many talents.

Judy Hart showed us a novel way to use cloth badges. She had hand sewn a Quillow — a combination pillow and quilt and the design is made from cloth badges. This wonderfully useful item is going to be donated as a Raffle Prize for the National Rally. I want to win that one!!!

She also displayed works in progress of cross-stitch flowers. Sorry they have to be seen, mere words are not enough. A cream and lace embroidered bedspread was also evidence of her skilled hands. Judy's sister is the lucky future owner.

Gail Dubois displayed a Tapestry Picture of a young girl. Gail had calculated it had 50,000 stitches and had taken approximately 150 hours. Comments were certainly made about the lack of housework that must have occurred, but no one was willing to enter into the discussion. Gail's current project is crocheting a knee rug for the Valiant.

Barbara Williams well known CRC mural painter, showcased her ribbon embroidery. A baby blanket, a pillow with flowers, a rabbit with embroidered ears and a sewing tidy decorated with hand stitch Australian Flowers.

Carole Barnes hasn't painted Ken yet but showed her painting skills in Folk Art and Barge Painting. She brought along a selection of work, platters, a watering can and a writing compendium.

Norma Hamilton brought along the most beautiful handmade Teddy Bear, he is going to be another raffle prize. He was named on the night "Walter P". What are my chances of winning 2 raffle prizes!

Norma also brought along a candlewick embroidered calico pillow and counted cross-stitch picture of lemons; it appeared 3D.

Peter Burgess is clever and gifted with his hands. His talent is leatherwork, he appears to be able to

carve anything he wishes and then paint it to appear lifelike. He has a album full of photos of entries from past Adelaide and Melbourne Royal Shows. The album also included all the prize cards that signified a 1st or 2nd place at these shows. His 2000 entry was a carving of Rick Frith's 1935 Dodge Ute. This year's entry is of parrots carved from leather and then hand painted. His 2002 entry is underway. Again my words will not do justice to his talent.

Ross Fleming brought a selection of boy's toys — model cars, all scale models in a variety of sizes. He has a collection of 50-60 cars at home but brought along only a dozen or so for the boys to look at.

Graham Bailey brought a framed display of metal body badges. He started his collection while living in Woomera and after visits to the local dump. A work of art that others would never imagine.

Don't hesitate to speak to these crafty souls and experience the talent within the CRC.

Cathy Wood

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

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. Advise Ross Fleming if you can attend.

Photocopier to produce single page newsletter each night during 9th Chrysler National Rally. Contact Brenton Hamilton 8387 0419 if you are able to assist.

Someone to organise the club's involvement in the Year of the Outback — Vintage and Classic Aviation and Vehicle Display at Arkaroola

PAST EVENTS

Port Dock Railway Museum

12 August 2001

The morning was cool, overcast and light fog hung about as we packed our BBQ lunch etc. into the car. However, the signs were there for the weather to clear, as we drove over to Newton to pick up Des and Nancy Beare amidst the lightest of showers.

As we headed down to the club rooms the weather down South looked ominous, however we would be heading the other way. She'll be right. When we arrived at the club rooms we were sharing the car park with a few guys from the B.S.A. club and the Vintage Sports Car Club, but no problems, there was plenty of room.

I think there were about 14 cars that met at the club rooms. We headed off around 10:00am and drove down Cross Road and Anzac Highway to Glenelg, then along the foreshore to Semaphore where Ken and Carole Barnes had arranged for us to drive around and park by the clock tower on the foreshore. By this time, the weather was clearing nicely and it was very pleasant having morning tea and chatting with other members. The general public were also busy admiring the vehicles.

Some of us wandered up the main street to the bakery (very good). After that we drove down along the coast, around Outer Harbour and Victoria Road, over the Birkenhead Bridge and

around to the Port Dock Railway Museum where Ken and Carole had arranged an exceptional entry price for us.

We either set up BBQ's or had picnic lunches under the shelter. It was great! As we wondered around looking at the trains etc., it was wonderful to hear some of the elder statesmen and women reminiscing about their days of holidays in trains, people they knew who were involved with or drove trains. While the young ones and those of us who like to re-live our younger days were queuing for a ride on the small railway. One of their volunteers noticed our cars and mentioned to a group of us that one of the replica trains they had was equipped with a Valiant motor, so of course we went to have a look.. It turned out to be a Hemi engine coupled to a Borg Warner Auto Trans into an STD differential. The axles had been cut and shut and had cogs fitted to them to drive the chains to the rear wheels of the engine. A rough estimate of the number of carriages and people it pulled was around 4 tonne.

After another coffee very thoughtfully provided by Kent and Carole it was time to pack up and head for home. It was another very successful CRC Club run with , I think, 19 club cars and 3 moderns turning up. A really good day with many thanks to Ken and Carole Barnes.

Kevin & Barb Williams

Aerosmith Rocks Dodge

In an exciting move that combines the power and energy of rock and roll with the automobile, Aerosmith and Dodge have entered into a multifaceted alliance that brings two great American names together for a comprehensive consumer marketing and communications campaign.

"Just Push Play," the 48-city U.S. tour launched by Aerosmith in June will be sponsored by Dodge and become a highly visible focus of the alliance with the Dodge brand. "Just Push Play" has already broken all expectations to become a platinum-selling release.

"Dodge and Aerosmith are a perfect match," said Jim Schroer, Executive Vice President, Global Sales and Marketing, DaimlerChrysler Corp. "Both represent the rebellious and youthful energy that great rock and roll bands and great car brands have come to represent. Who better to partner with a great American brand like Dodge than the greatest American rock band



of all time, Aerosmith?"

Aerosmith, the multi-platinum selling rock and roll global superstar band, is also known for their members' obsession for cars and racing. This makes the partnership a natural fit, given Dodge's bold product line-up and its recent re-entry to NASCAR Winston Cup racing. This landmark partnership is one of mutual passion and is the reason why Aerosmith chose to make Dodge their first-ever corporate sponsor.

Dodge is the third-largest automobile brand in America, selling over 2 million vehicles in the 2000 model year. Its 10-product portfolio includes the best-selling minivan in the world - Dodge Caravan, the all-new 2002 Dodge Ram pickup and the world's fastest production car - the Dodge Viper.

Source: DaimlerChrysler Press Release

RESTORATION STORY

Do You need U Joints for Your U Model? - part 2

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.

REPLACING THE U-JOINTS

Isn't it a treat owning a car that you don't have to put on ramps or a rack to work under? But DO put it on level ground and DO block the wheels. Remember, no drive shaft = no stop, and 2,000 pounds visiting your neck atop a wooden-spoked wheel can simply ruin an otherwise good day.

At either end of the drive shaft are six, grade eight, fine (SAE) threaded bolts. They are threaded halfway down the shaft and capped by castle nuts and cotter pins holding either the driveshaft spindle or the differential or transmission flange. Connecting the two resulting connectors are the notorious disks. In the rear, three disks are separated by one-inch serrated washers. The assembly begins with the bolt, a flat washer (3/4-inch), a serrated washer, a disk, a serrated washer, the second disk, another serrated washer, the third disk, a final serrated washer, and

either the drive shaft end (a three-spoke fastener threaded to receive the bolt) or the threaded flange from the differential, followed by a lock washer, a castle nut, and the cotter pin. The front is the same composition, but one disk less and, of course, the other component is the threaded flange from the transmission.

I am being precise in describing what you should find, because the owner's manual (another handy item from the Chrysler Museum at a well-worth-it price of \$25) does not specify the configuration. Moreover, if any work has ever been done to your car, there isn't too great a chance you are going to find that precise set of components. Likely the disks were replaced long before you got your car.

Spray the bolts thoroughly with a rust buster such as PB Blaster (which is designed to loosen old heat riser nuts and really works well on old and rusty threads). Disconnect the driveshaft at one end, disconnect the disks from the other side (from the transmission or differential), reuse the washers, replace, and enjoy.

WELL, ALMOST.

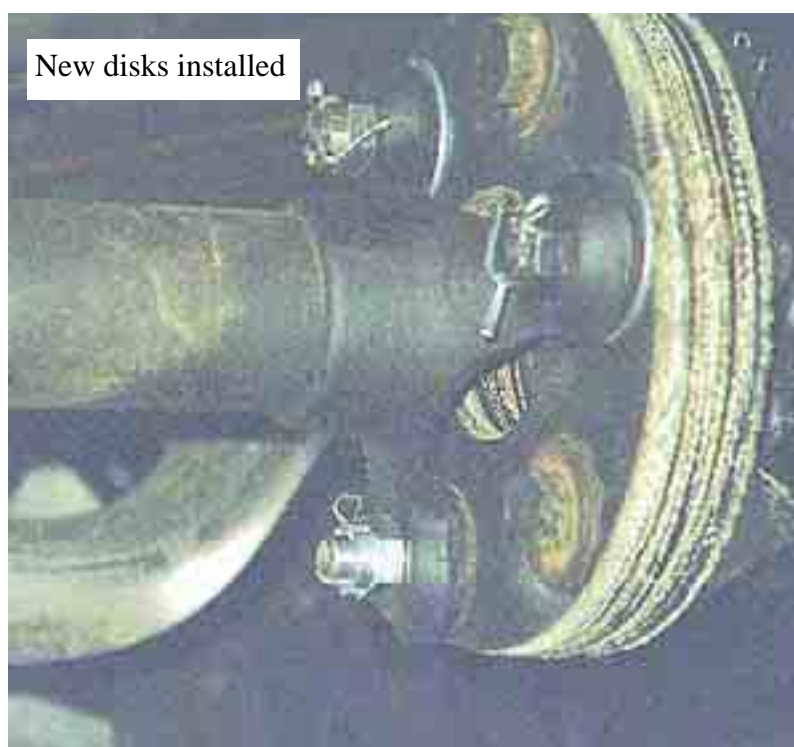
Don't you wish that really was ALL there was to it?

For openers, the bolt heads are 11/16th of an inch and in really interesting places to reach with an open end wrench, let alone a socket assembly. And then there's always one reluctant bolt ...

Secondly, I noted that the bolts are threaded into the differential and transmission flanges, as well as to either end of the drive shaft. (You aren't just taking off the castle nuts; you have to then unscrew the bolts from the flanges.) Trying to unscrew the whole assembly using the bolt head only tightens the castle nut, generates an attitude, and potentially results in breaking a 71-year old bolt.

And then there's the pleasure of trying to pull each bolt out of two or three layers of fabric and old, rusty washers that have absolutely glued themselves to the bolt. A BIG screwdriver, hammer (tap gently), patience, time, more PB Blaster, and ultimately you have success.

My car has only 47,000 miles and so the removal went relatively well. However, the clutch had been replaced and smaller bolts without castle nuts had been used to put the drive shaft back on. The nuts had vibrated



RESTORATION STORY

Do You need U Joints for Your U Model ctd

loose, adding to the remarkable sensation of riding on a jackhammer at any speed above 25 mph. Of course, the three serrated washers were gone as well, and each of the three bolts and nuts was a different size (sigh).

REPLACEMENT BOLTS

They don't make them. I used two-inch bolts and had a machinist drill a hole in each for the cotter pin. I bought new castle nuts. Guess what? New castle nuts are 1/8th of an inch taller than the originals, so...the cotter pin hole is covered. Not to worry. The bolt I took to the machinist to pattern for the drilled holes was from the rear. The front bolts are shorter. I hadn't taken the U-joint off when I got the holes drilled, so I didn't realize that the front had only two disks instead of three. (By the way, does anyone want to buy an extra disk? I ordered six of them too long ago to return one now.) So I had to use two extra washers to get the longer castle nut out far enough for the cotter pin to work.

AN EXTRA SAFETY FEATURE



From the photograph, you can see that I put a flat iron "cage" around the rear part of the driveshaft. This assembly bolts to existing holes in the Plymouth's rear frame cross member, using a piece of L-shaped channel iron and grade eight nuts and bolts. If the rear U-joint were to separate (now relatively unlikely), the driveshaft won't cut the brake line, as it would flail around in a protective cage (a stock car trick).

And that's how I made a stock '29 into a modern racing car - or at least into one that does not go boomp-boomp-boomp in the middle of the night.

ABOUT THE AUTHOR:

Ed Sapp teaches writing at the University of Maryland and has "dabbled" in old cars for half a century. His 1929 Plymouth was owned by its original buyer in Maine until 1985, when it was bought by a dealer, repainted and displayed, until Ed bought it last year at Hershey. Ed and Jeannie live in Bowie, Maryland, and are the parents of eight children and are now working on seriously spoiling ten grandchildren.

POSTSCRIPT:

The letters to the editor section of the next issue of the Plymouth Bulletin advised of two much cheaper sources of fabric disks made specifically for vintage Maxwells, Chryslers and Plymouths:

Dick Pratt
 ODAT Machine Inc,
 332 New Portland Road
 Gorham, ME 04038
 tel 207 854 2455
 fax 207 854 2310
 \$US\$18 per disk, new manufacturer
 and

Harry D George
 503 Green Pond Road,
 Fountain Inn, SC 29644
 tel 864 862 7589
 \$US80 per set (long time supplier, price may be out of date, may be no longer manufacturing)

RESTORATION STORY

The Blue Flyer II - Part 2

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

Now I'm ready for my dress shop. I was in Carmen's hands, it was 15th July, and to everyone's surprise he completed all my upholstery and hood one week ahead of schedule. Gary arrived and fitted me with all new wires and some modern fan dangle things like indicator lights with a hazard switch. After a few adjustments my big day arrived, I was to carry the Bride for Mr and Mrs Buxallen on September 5th. All went well.

Minor heart surgery was successful and my lovely wooden wheels were replaced with wire wheels. Now I have to carry a full spare wheel (it does look good I think).

Well, the 22nd rolled around and eventually we left home at 4.15pm. By we, I mean Lofty, the back half of a mini panel van (which I called the PUP) and myself. We are hopefully joining up with other CRC members at Tailem Bend and travelling to Wollongong for the 8th CRC National Rally and then to accumulate enough kilometres to gain the prized GOLD Rally Badge.

After leaving home four hours late we were on our own to Tailem Bend. It was a time of learning for Lofty. How to drive a vintage car with a trailer weighing a total of 2 ton and having only rear brakes. When going up hill he had to learn about vacuum and fuel supply.

Slowly we started to get used to one another and by the time we arrived at Tailem Bend we were both relieved as now we had backup if needed.

That was a very memorable night, I have not been in a storm like that for many years.

Next day

Lofty was sure we would have trouble so we set off an hour before start time. When we left Adelaide I had only 280 miles on my Speedo and with running in oil still in my veins. We stopped a few times and were glad to get to Tooleybuck at around 4pm.

Up on the hoist at Gary Monks and I was adjusted - tuned - cleaned - all wheels tightened -

oil changed + greased and my exhaust pipe reworked. That feels good; Lofty and an auto electrician then fitted the CB radio.

Tooleybuck Caravan Park was just a great jigsaw of cars, trailers, campers, and caravans.

Thursday 24th we left amongst other cars today as Lofty felt a bit more comfortable and I began to lose water (quickly). Every 20kms Lofty would give me a drink and on arriving at Narandra it was straight to the Radiator Repair Shop. Whilst doing this he also adjusted my drive chain and fitted new exhaust gaskets. All this work took about three hours and then we could book in and join the rest of the club.

By this stage us three were "just going great" and I sure surprised Lofty with my low down pulling power only changing back to 2nd at 15mph and a cruising speed on the flat of 45mph. Fuel consumption at around 15mpg was not good.

Friday 25th we climbed up into lush green mountains like I have never seen before. What a beautiful country! We went into the Canberra suburbs and left the rest of our travellers at White Ibis as I was to be the Bride's car again - this time for Lofty's nephew.

At Marullen we stopped at the weigh bridge and Lofty discovered why he had smelt burning rubber - a seized fan and a burning belt. The fan was dismantled and rebuilt, spare belt fitted, but I had got that hot that the flar seals in the water pump were leaking. Fill up with water every 20kms again!

Around 11pm we stopped and bush camped at the top of Maquarie Pass.

6am and it is on the road again - down, down, down all in 1st gear and I got my first glimpse of the Pacific Ocean - big and blue.

On arriving at Lofty's mate's place he stripped my water pump while the groom to be, and the groomsman washed and cleaned me; the best man drove around and obtained spare parts. I was all back together and feeling proud and privileged to be Troy and Jules' wedding car. The only difficulty was I do not have a radio and Lofty kept running back to the limo as it was

RESTORATION STORY

The Blue Flyer II ctd.

Grand Final Day and the Crows won again.

Next day we were on the road again to register for the 8th CRC National Rally.

One day I heard Lofty say he lived in Sydney for 20 years travelled past Wollongong 100's of times and had passed through Wollongong many times but we saw some very impressive sites that he did not know existed before this rally.

On Tuesday after visiting the Naval Air Museum (very interesting) Lofty took me out to meet his Dad who up until 1953 owned the original Blue Flyer; a 1926 Chev Panel Van. Whilst out at Culburra he put me up on a hoist adjusted my brakes again, filled my gearbox with 1 litre and my diff with 0.5 lt oil. He changed my motor oil and greased all my aching joints - I felt better again. When a Rust Band failed a Kiama Lofty had to make a new one and repair the tube.

We had some good runs. He just kept me going right to the top of Sadelback Lookout on one trip but 8 km from the camp my near side rear axle could bear the strain no more and snapped. We came home on a lift truck that day.

All the usual guys and more came to help and by 9am next day we are lining up with all other Rally Cars for the Show and Shine. I had not had a bath and had no make-up on; we came just as we were. Bugs, water, and oil stains, and grease prints from the repairs and you would not believe, someone must have made a mistake as they gave me 3rd in Class and is Lofty a proud human. They also gave me a Hard Luck Trophy and he is proud of that, too.

At the end of a good rally we went back to Culburra for couple of days R&R; that's to rubbing + repairs; a good wash and polish, grease and a good checkover as he rang and entered us in the Dodge 4 Rally at Bendigo to begin on 14th Oct. Today was the 7th so we departed and headed south from Nowra. We very nearly had a smash and roll over as he just did not realise my brakes do not work in the wet unless you learn how to drive in the wet. Anyway, we survived and spent the night at Batemans Bay.

Thursday still going south to Cobargo where he made decision to go UP the Snowy Mountains and Monaro Highways so onto a concrete slab I went. He adjusted ALL wheel bearings, topped up gearbox and diff and gave me a good medical. We spent that night bush camped at the bottom of the Ranges. Tomorrow would be a testing time.

6.30 and we are on the road as Lofty is not too sure how I will handle the climb. He had no need to worry I loved it until the pin joining the magneto to the drive dropped out. A Nail got me back to Nimmitabel for repairs. At Cooma we turned left for Jindabyne and on into Kosciusko National Park through Smiggin Holes, Perisher Village and on up to Charlotte Pass in 12" of snow. I had never seen snow - you do not get much up around Hawker. Lofty took more photos of me in the snow and looking at Mt Kosciusko. As we did not want to spend the night in the snow we began to return. All went well until Perisher Village where the replacement pin fell out - It was cold and it was snowing as Lofty fitted a piece of welding rod in and bent both ends - that got us below snow line and saw us all the way home.

Next morning we continued back into Jindabyne and turned right up the Alpine Way to Thredbo where Lofty went for a ride on a chair lift whilst it was snowing. Continuing on we began to descend the Western side of the Alps and at one section Lofty kept me in 1st gear for 22km and was still using the brakes. I have never descended mountains like this before. At long last we were over the hard part so we stopped off at Tom Grogging Station for two days F&F (fishing and fixing). He gave me a good check over and went fishing, he actually caught a 3lb brown trout (a fluke I think).

As we were leaving we went to the station to say thanks and I saw them castrating the steers and freeze branding them (thank God I am a woman car).

To be continued ...

Downwards we kept going, leaving those

MEMBER'S VEHICLES

1939 Fargo 30cwt truck

Dear Richard,

I am a member of the CRCA (membership number 1124) and I thought the members may be interested in my 1939 Fargo 30 cwt truck. It has a six cylinder Dodge motor.

I have owned it for 10 years. It took me about seven years of very part-time work to complete the restoration. She drives real well, although I have only done a few km since fully rebuilding the motor.

The only concessions I have on her are:

1. electric radiator fan
2. 12 Volt conversion
3. external fuel tank.

I purchased this truck at a farm auction in WA. I have since talked to the original owners son, who was in his mid-70s. His father purchased the truck to cart wheat for the 1939 harvest.

He told me they bought an extra set of wheels for 10 pounds and put them on the back as "duals"; this enabled them to cart 3 tons on the truck plus they pulled a trailer with three ton. (The trailer was made from a 1920 Morris Commercial.

I've noticed that there aren't any other Fargos of this vintage in the register so it may be of some interest to some members.

Yours faithfully,

Peter Green

Peter should be an inspiration to you all!

That is how easy it is to get your vehicle in the club magazine, State Library, library of the Chrysler clubs in the other states, and on the internet ...

Co-Ed



MOTORING HISTORY

Another Doug Allen Souvenir



La Favorite



Le silence, le confort, la douceur de conduite
et de suspension, la perfection mécanique, la
sûreté de freinage de

la super
Chrysler

IMPERIAL

en font la suprême expression du progrès et
la font préférer à toutes les autres voitures.

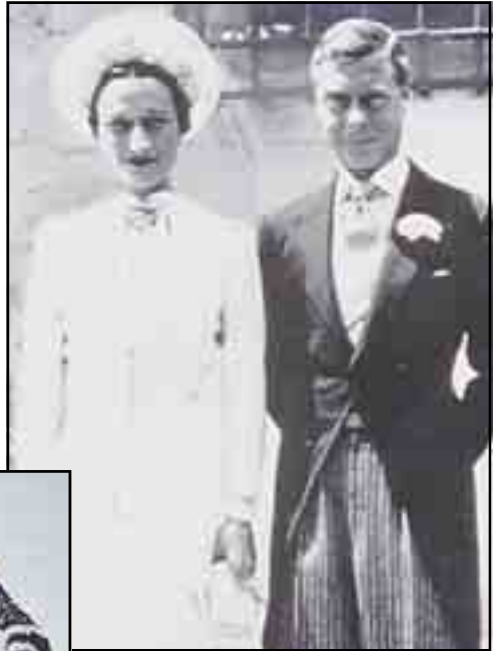
Saint-Didier

DISTRIBUTEUR GÉNÉRAL
12, Rue des Sablon
PARIS

HISTORY OF COSTUME

1930s

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.



Above. No. 66 1930's King Edward 8th abdicates his crown for the "Woman I Love" marries Wallis Simpson an American divorcee. He is exiled from England and leads the society set for the rest of his life. Major influence on men's fashion.



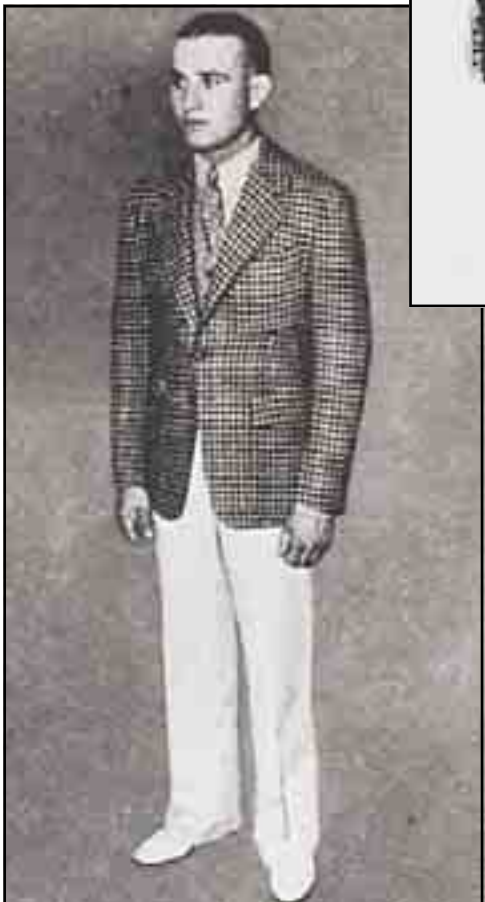
Left No. 64 1930's Double breasted suits for men. Wide lapels, panama hat (boater). Use of tie bar to keep tie in place.



Above 67 1930's Dresses mid-calf or longer. Narrow, or a moderate flare to skirt. Lots of natural waists. Bias cut, unusual seamings with a small hat perched to one side.



Right No. 68 1930's Bias cut - Note: diagonal pattern of stripes. Small hat.



Left. No. 65 1930's Sports coat, slacks. Use of mixed jackets and pants gain popularity for casual occasions as it extends the use of clothing during the

HISTORY OF COSTUME

1930s ctd



Above left No. 69 1930's Thanks to Chanel - knit dressing - ensemble dressing, jacket and dress combination.

Below middle No. 71 1930's Jean Harlow (actress) platinum blonde hair, slinky dresses cut on bias. Note: spiral seaming. Backless dresses.

Above right No. 72 1930's Assorted playwear. Backless, halter top, canvas tennis shoes.

Below left No. 70 1930's Cowl or large T-neck ensemble on Ginger Rogers.

Below right No. 73 1930's Pants for women, flared at hem, worn for extreme casual wear only. Also called beach pajamas.



MARKET PLACE

FOR SALE

Parts for mid '20s Dodge 4. Crown wheel and pinion, complete set of springs, front axle assembly, engine block K458594 steering column, crank shaft and sump. Any offers considered. Ross Bryant 8277 8220

Bonnet to suit early 4 cylinder Chrysler. Les Johnson 8398 2311

1928/29 Dodge Brothers 1 1/2 ton truck 6 cylinder 4 speed. Older restoration, still quite reliable. \$8,000 ono Kevin Williams 8251 3240

2 of second hand 550x19 tyres and tubes \$15/wheel; 6 Volt Klaxon horn (not working) \$25 and Kinsman double barrel hand pump \$15. Elliot Shea 8297 5894

Suit 1930s—50s Dodge, DeSoto, Chrysler, Plymouth. Water pump seals \$15 each and water distribution tubes \$40 each. Roy Schopp 8862 1854

1954 FJ Holden VOH754, Blue \$4,500 ono Gary 8248 6348

4 of 600x16 retread tyres with 50% tread. Good condition. Les Johnson 8398 2311

4 of 670x15 second hand tyres. Brenton Hamilton 8387 0419

S series Valiant sedan, PB auto, reasonably good condition. \$4,500 Bob Brown, Mt Gambier 8725 0844 wk, 8725 5649 ah

2 S series Valiants, 90% complete, suit restoration, \$3,000 ono Rod Koch, Loxton 8584 6173 ah

1961 FB Holden RMW245, yellow and white \$3,500 ono Gary 8248 6348

1964 AP5 Valiant push button auto 119,000 miles. Very good order. Drives very well \$5000 ono. Peter Telford 8532 4199 Murray Bridge

VC Valiant station wagon, very neat, manual. \$1,700 Steve Hillman 8255 5755 wk

1969 VF Valiant Regal auto sedan, 102,000 miles, cream with brown interior, generally good condition overall. RUS507 \$2,500 negotiable. Alan & Dulcie Corston—Gawler 8522 3200

1974 CJ Chrysler by Chrysler sedan with 265 motor, some rust, reg to Sep 2001, all complete, all options, yellow with parchment roof. \$1,500 ono Mrs Kretschmer 0428831507 or Chris Howes for info.

1977-78 Valiant parts. Including 318 V8 gas engine with 904 transmission. Complete front end including discs, callipers and new ball joints. 2 new starter motors, new rims, 318 distributor, remote mirrors plus various tools. All the gear to recondition a 245 head including valves. \$1,000 the lot. Bruce Tucker 8325 0066 or Murray Bryant (for info) 8443 9967

WANTED

1927/28 Chrysler 72 engine (engine number prefix "J") for spare parts. Les Johnson 8398 2311

VC Valiant rear bumper—must be good. David Schumacher 8277 2070

Help to find copies of the old "Hey Charger" ads. Chris Putney [putters36@hotmail.com]

Slant six 225ci "air cleaner lids" (pie pans). Must be the 2 barrel "low profile type" that came out on the Carter (I think) carbs & the VE and VF Valiants & only on the 2 barrel slant six (160HP cars I think) 13 3/4 inches in dia. & 2 1/4 inches deep. Anything will be considered, but I would prefer ones in good condition, meaning no dents and only surface rust. Jason is in USA but Dave at (07) 5576-3634 will relay messages.

2001 Quiz Night answers

- | | | |
|--------------------------|----------------------------------|---------------------------------|
| 1. Brian Miles | 11.: Allan Martin / Neil Wormald | 21. Dave Aylett |
| 2. All | 12. Hanson Street | 22. Going to church |
| 3. Keller | 13. Tim Smeaton | 23. Roy Schopp |
| 4. Wellington | 14. Boyle Finnis | 24. 3 |
| 5. Keg | 15. Doug & Yvonne Sweetman | 25. Noel Heinrich |
| 6.: Georgetown, Penang | 16. Pt Misery | 26. Cape Northumberland |
| 7. Barb Williams | 17. Trevor Unsworth | 27. Roman Gnilka / B Pocock |
| 8. Mail ship had birthed | 18. Buffalo | 28. Mt Schank near Pt McDonnell |
| 9.: nearly 70 mph | 19. Norma & Roy Schopp | 29. Barry Kenyon |
| 10. 1 mile | 20. Edward John Eyre | 30. Black |

Shannons Insurance
8294 9000

Goode Restorations
8842 3731

Motor Radiators
8231 6256

Carofano Motor Trimmers
8362 7400

Antique Motor Spares
8268 5540

Woodside Auto Body Repairs
8389 7359



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AUSTRALIA**