



# *THE CHRYSLER COLLECTOR*



Number 137

November/December 2001

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,  
SOUTH AUSTRALIA INC.

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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

<b>President:</b>	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
<b>Vice President:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074	8165 3971
<b>Secretary:</b>	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
<b>Asst. Secretary:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
<b>Treasurer:</b>	Alan Driver, 1 McConnell Avenue, Marino 5049	8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034	8271 6961
<b>Librarian:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	8251 3240
<b>Technical Liaison:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	8264 2261
<b>Sales/Property:</b>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
<b>Public Relations:</b>	Beverley Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
<b>Run Coordinator:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074	8165 3971
<b>Records:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
<b>Historic Vehicle Registrars:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
<b>Committee:</b>	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
<b>Federation Rep:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034	8271 6961
<b>Triple 'C' Rep:</b>	Murray Bryant, 3 Lucas Street, Richmond 5033	8443 9967
<b>Historic Vehicle Assessors:</b>	<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
<b>Public Officer:</b>	Barry Maslin, 11 Walthamstowe Road, Old Noarlunga 5168	8386 2931
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<b>Assistant Editor:</b>	Cathy Woods, 4 Peter Place, Campbelltown 5074	8165 3971
<b>Catering Co-ordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
<b>Club Tools:</b>	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 4 January 2002. Corrections/amendments until 6 January 2002. Contributions can be e-mailed to [crcasa@picknowl.com.au](mailto: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

- 14 November 2001**  
Graham Bailey
- 21 November 2001**  
Rally Committee reports and wind up
- 12 December 2001**  
Christmas meeting
- 13 February 2002**  
Annual General Meeting
- 13 March 2002**  
Monthly meeting
- 10 April 2002**  
Monthly meeting
- 8 May 2002**  
Monthly meeting
- 12 June 2002**  
Monthly meeting

### CLUB RUNS / EVENTS

- 9 December 2001**  
Christmas run—Neil Wormald
- 27 January 2002**  
Ray Miels Memorial Breakfast Run - Brenton Hamilton
- ?? February 2002**  
Winston's Pool Party
- 9-10 March 2002**  
Meningie Campout
- 17 March 2002**  
Platform 1 Littlehampton
- ### INVITATION/OTHER CLUBS' EVENTS
- 2-3 March 2002**  
Power of the Past, Mt Barker.  
Chrysler are the feature vehicles this year

**29 March 1 April 2002**

Broken Hill Rally.

**4-7 July 2002**

R & S series Rally

**14—17 March 2002 Adelaide**

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

**17-18 November 2001 -**  
Bendigo.

**25 November 2001**

Dawes Road - Rotary Club of St Marys. Prizes offered for display cars. Chris Howes has

## Welcome to New Members

Terrence Curnow Glenelg	1941 Plymouth Coupe	David & Julie May Ridgehaven	1928 Dodge Victory Six
Stephen & Suzie Parsons Waikerie	1969 Valiant	John & Susan Moore Salisbury	1962 Valiant S 1967 Valiant VC 1968 Valiant VE Valiant CL
Michael Patt Torrens ville	1963 Valiant S. Series	Gary Williams & Rhonda Balman Seaton	1962 Valiant S Series
Wayne & Marianne Bartlett Paralowie	1967 Valiant Station wagon		

## Cover Photos

*Front:* David Crichton's 1925 Maxwell tourer at the start of the run to the Para Wirra National Park.

*Rear:* Murray and Merle Bryant's 1956 De Soto SP25 Diplomat Regent at the start of the run to the Para Wirra National Park. Also Neil Wormald's modern Chrysler, possibly the only "post Chrysler Australia" Chrysler in the club?

*Both photographs by Richard Tapp*

*I know that both vehicles have been on covers before! I wanted the bright red of David's car for the colour cover, which is reproduced on the web site. And Murray moved his car for me to photograph with more favourable light — so I obviously had to use that photo - plus I like the toothy grin of DeSotos of this era!*

*Note that I am always looking for good cover photos. Front quarter view, light behind the camera, clean foreground and background, in focus. Dark cars will usually need light reflections on the side to give them "dimension" when reproduced in monochrome. Ed.*

## COMING EVENTS

### Christmas Picnic

**Sunday 9th December 2001**

Felixstowe Reserve, Langman Grove, Felixstowe. Assemble 10:30 am at the CRC clubrooms for a 11:00 am departure. Lunch will be a 12:30 pm. Chicken will be provided by the CRC, as will plates, cutlery and serviettes.

Cordial will be provided for the children. Please bring own chairs, tables and drinks. Cost per family is \$5.00 and \$3.00 a single.

**MEMBERS PLEASE BRING A SALAD OR A SWEET TO SHARE.**

Father Christmas will visit during the afternoon. If you didn't add your name and number attending on the sheet provided at the October or November meetings and wish to be included please contact Neill or Joan Wormald on 84497254.

### Christmas Meeting

**Wed 12th December 2001**

Further details at the November meeting.

However the usual arrangement is that supper is supplied by the club.

The cost is somewhat defrayed if all attendees purchase a ticket in the \$2 raffle.

### Evening Run

**Saturday 16 Feb 2002**

The evening will be a short river cruise down at the Port (approx. \$6 per head) for 1 1/2 hours. This will be followed up with a

visit to the Pizza Hut for a "works deal" evening meal (around \$7 to \$8 I think.

The date is to be confirmed by the tour operators. I will know

more by the November meeting!

Estimate approx 4pm to 8pm depending on bookings and numbers.

*Ross Fleming*

### 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.

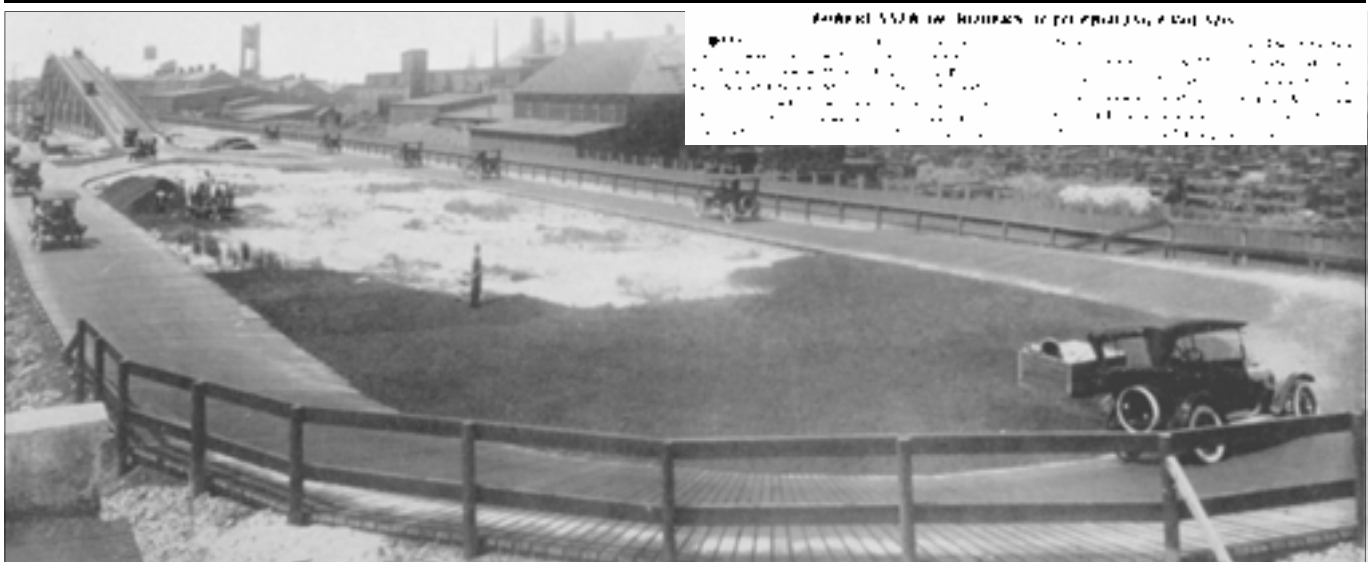
Available accommodation is filling fast. 9 cabins and 11 powered sites have already been booked, so please contact Norma Schopp (8862 1854) as soon as possible if you want to join us and haven't yet made your booking.

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*

### Chrysler Chronicle—September 1955



## FROM THE COMMITTEE

### Editorial

#### WEBSITE

There have been over 700 visits to our web site so far. The web site content has been indexed by what I consider to be the number one internet search engine (and many lesser ones), so that each of you who has been mentioned in a magazine over the past year now have an international profile.

#### PHOTOGRAPHS

For me the major uncertainty in each issue of the magazine is how the pictures will reproduce. The pictures look like they have light and dark areas, but they are printed only with black (blue for the cover) ink.

The effect of light and dark and graduations in between is synthesized using a process called "half toning" whereby the pictures are broken up into larger and smaller black dots. Where the dots are large, the picture is dark. Where the dots are small the picture is light. The size of the dot is everything!

Computers handle this process automatically. No effort is required at all.

Except that after I print the master copy of the magazine, Four Hour Printing make a plate from the master, that is then loaded onto their printing press and used to transfer the image of each page onto the paper on which *your* copy of the magazine is printed.

When the ink is printed onto the paper, it is absorbed by the paper and "runs" slightly so that everything grows in size slightly. This is referred to as "dot gain".

This is scarcely noticeable on text but is significant for pictures, where the size of the dot is "everything" as outlined earlier.

So every issue I try to alter the photographs so that they look suitably feeble and washed out on the master, trying to anticipate exactly how much the ink will run during printing! Sometimes I am more successful than others.

For some reason it had not occurred to me until recently that the "glossy" covers are coated paper that limits the extent to which the ink runs. As such cover pictures don't need anywhere near as much alteration as pictures printed in the body of the magazine.

Time will tell whether this realisation enables me to achieve better reproduction of the cover pictures.

**Correction:** Thanks to Mike (surname unknown) who left a message on our answering machine to advise that DCR-59, photographed at the Shannons National Motoring Tour in Canberra earlier this year, is a 1959 Dodge Custom Royal. Seems pretty logical with the benefit of hindsight.

*Richard Tapp*

### President's Message

In early September a number of members attended the Austin 7 Mallala race meeting, and thoroughly enjoyed themselves.

The other big event, of course, has been our 9th National Rally. As entrants arrived all were pleased with their accommodation and very impressed with the Adelaide Shores Leisure Resort. The Sunday night get together B.B.Q. started a great week of activities enjoyed by all.

Lots of stories from entrants will be told and written over the next few months. Many thanks to all who helped in any way.

The post rally run on Sunday 7th October was well supported by interstate and local members, thanks to the Hiscocks and Kramms for arranging it.

The A.G.M. is to be held in February 2002. Would you like to take office? Chat to any office bearer to find out how rewarding it can be and give the idea some thought.

BEST WISHES TO YOU AND YOURS FOR  
THE COMING FESTIVE SEASON

Yours in motoring

*Brenton Hamilton*

## PAST EVENTS

### Rally Review

The National Rally's been and gone, and now we can review  
 A week of fun and driving cars, with a surprise or two.  
 The Adelaide Shores became our base; then each day out we went  
 To show our fellow Chrysler buffs our state magnificent.  
 Our clan had toiled for near three years to put the show together —  
 The only thing we couldn't tame? - the West Beach windy weather!  
 But we were here to fly the flag, the Chrysler one, of course,  
 Not worry if tomorrow it might rain, or even worse!



The "TX" family set the scene — we were proud to have them there —  
 Then off we went, up to the hills, with a lunch stop at Belair.  
 The next day found us eastward bound, our goal Monarto Zoo -  
 A bus ride on the open range - to see some animals quite new.  
 The Fleurieu and southern coast brought sunshine to the fore  
 As Goolwa called - with paddle boats, the Cockle Train, and more,  
 And while we lunched a special treat — the little Richards cart  
 Arrived - and Goolwa's caravan—on-Dodge, looking very smart.

The countryside was basking in its stunning springtime glory,  
 With rolling hills and wild flowers, too, all adding to the story —  
 The northern plains saw miles of cars amid the rich green crops,  
 Barossa towns were calling us, for many a winery stop,  
 But only after circling round Tanunda's footy field —  
 At least the roads along the way were well maintained and sealed.  
 And then another luncheon plus, they've all been extra good —  
 We'll need to jog the whole way home, just to work off all this food!

The "free day" trips we'd mapped out added further to the action —  
 As Kangaroo, the Island, became number one attraction,  
 With the factory tour, Cathedral, Adelaide Oval listed, too,  
 While a lazy day or shopping was what some folk chose to do.  
 The after-dark amusements met with generous applause -  
 The juniors worked their magic while the oldies swapped quiz scores,  
 The Nuns sang out, an auction, and the raffles every night,  
 A dose of country music, a bush poet, much to everyone's delight.

The Whisper gave the daily "goss" — it kept us up to date —  
 And spies were quick to dob a friend if he should deviate;  
 Though mainly fun and laughter, there was sometimes need to tell  
 How a careless thought or action reflects on all of us as well.  
 But rallyers, in general, are a helpful, thoughtful crowd  
 Whose friendly interactions make us all feel very proud  
 That we're together as a group, be it national or at home,  
 And we wear our Chrysler badge with pride, no matter where we roam

Display Day — the finale — where the cars took centre stage  
 As, one by one, they all appeared, lining up in age,  
 Now rally entrants could at last choose which ones they thought best,  
 But soon found out this exercise was not an easy test.  
 The Presentation Evening announced all the trophy winners —  
 Maybe some were disappointed, but others surely grinners.  
 And, as "newer" Chrysler faces picked up trophies and awards,  
 We knew the Chrysler Restorers' future is definitely assured.

roll on, Geelong, 2004

*Norma Schopp*



## PAST EVENTS

### 2001 National Chrysler Rally

#### PRESENTATION OF AWARDS

Longest Distance Driven		1936 Dodge D2 sedan	Eric & Audrey Hodgetts (QLD)
Hard Luck Story		1938 Chrysler Royal sedan (blown head gasket)	John & Beryl Rowling (NSW)
Best Charger		1978 Charger CL coupe	Steve & Carmen Elliott (NSW)
Commercial	1st	1937 Dodge Coupe ute	Lynton & Helene Parker (SA)
	2nd	1935 Plymouth PJ coupe ute	John & June Schuurman (VIC)
Veteran (only entry)		1916 Dodge roadster	Richard & Judy Hart (SA)
Vintage	1st	1929 Dodge Senior Six sedan	Ross & Meredith Bryant (SA)
	2nd	1926 Chrysler 60 tourer	Neill & Joan Wormald (SA)
	3rd	1930 Chrysler 70 sedan	Pud & Margaret Tonkin (B/Hill)
Post Vintage	1st	1941 Dodge D20 convertible	Don & Darren Smith (SA)
	2nd	1939 Chrysler Imperial sedan	Richard & Serena Breese (NSW)
	3rd	1934 Dodge DR sedan	Rick & Joy Boyce (NSW)
Post War	1st	1954 Chrysler New York	Mike & Phyllis Elly (VIC)
	2nd	1958 Dodge Custom Royal	Ron Jenkin (Broken Hill)
	3rd	1958 Dodge Custom Royal	Barry & Helen Croft (B/Hill) (car owned by Pud Tonkin)
Modern	1st	1973 Plymouth Satellite	Kevin & Patricia Collis (NSW)
	2nd	1962 Valiant S-series	Glenn & Lynette Burrage (VIC)
	3rd	1971 Valiant VG Pacer	Bob & Jenny Callender (NSW)
Best Preserved or Most Original Vehicle		1925/26 Dodge tourer	Bruce & Jennifer Barton (VIC)
<b>BEST VEHICLE IN RALLY</b>		<b>1929 CHRYSLER 77 SEDAN</b>	<b>JOHN &amp; BETTY WEBB (SA)</b>
Best Dressed Couple	1st	John & Noreen Lack (NSW)	
	2nd	Chip & Fran Thomas (SA)	



John and Betty Webb receiving the award for "Best Vehicle in Rally" from CRCASA President Brenton Hamilton.

*Roy Schopp photo*



## PAST EVENTS

### 2001 National Chrysler Rally (continued)



Lynton Parker receiving the award for "Best Commercial Vehicle" from CRCASA President Brenton Hamilton.

*Roy Schopp photo*

Richard & Judy Hart receiving the award for "Best Veteran Vehicle" from CRCASA President Brenton Hamilton.

*Chris Howes photo*



Ross Bryant receiving the award for "Best Vintage Vehicle" from CRCASA President Brenton Hamilton.

*Chris Howes photo*



Don Smith receiving the award for "Best Post-Vintage Vehicle" from CRCASA President Brenton Hamilton.

*Chris Howes photo*



## PAST EVENTS

### 2001 National Chrysler Rally (continued)

#### RALLY REPORT

After almost three years work the National Rally has been and gone and what an event it was, with 176 registered entrants the program was full of action, fun and food.

Saturday the crowd began to roll in and there was even a mini traffic jam at the entrance to West Beach Caravan Park as eager CRC members queued at the book in desk; by Saturday evening there was a good collection of Chrysler vehicles scattered throughout the park.

Sunday morning the Bay to Birdwood Classic entrants were up early with the chamois and polishing cloths going hell for leather; one lucky entrant was up so early that he found himself as number one on the starting grid!

The remaining rally entrants continued to flood in, and by late afternoon, registration was completed much to the relief of those hard working committee members.

The Rally commenced with a barbecue tea held in the camp kitchen which was to serve as the headquarters for the weeks events, during the evening many old acquaintances were renewed from previous rallies and new friendships formed.

Monday morning being a Public Holiday, we were all allowed to sleep in and arose for a mid morning start. Before we got under away members of the T.J. Richards family welcomed

us and declared the Rally open. 160 vehicles formed an impressive line up, marshalled into position by Dick Hart and his trusty troopers.

Tim and Carol Smeaton had laid out a lovely run through the hills via Norton Summit and Mount Lofty, our ultimate destination being Belair National Park. The Smeatons and friends then provided us with a gourmet picnic lunch box; what a treat it was. Having just set ourselves up on the oval, down came the rain, not to worry the Smeatons had catered for every contingency and we all dived into the nearby pavilion and enjoyed our culinary delights.

By now we had the first of a number of mechanical hiccups, in the form of a blown head gasket, for the unfortunate John Rowling in his 1938 Chrysler Royal. John limped home and with the assistance of a number of willing helpers, including the ever resourceful Dick Hart, was able to rectify the problem and join the events later in the week.

Tuesday morning saw us all up bright and early for an 8.30 start to Monarto Zoo. This time we had to contend with the morning commuter traffic, as we made our way along Anzac Highway and Cross Road towards the hills. All coped well and we were soon on the old Princes Highway which provided for a scenic tour through those quaint townships that are characteristic of the hills area.

On arrival at the Zoo, a well orchestrated plan was in progress to move the 300 odd participants



*Bill Watson photo*

## PAST EVENTS

### 2001 National Chrysler Rally (continued)

to a splendid morning tea and then onto a fleet of buses. The buses took us on a guided tour through the interior of the Zoo, where we were treated to a wonderful collection of animal species from all over the world in an open range environment. Lunch was provided at a stop within the Zoo, here we were able to enjoy our meal whilst gazing at the herd of Giraffes nearby. The tour continued after lunch through the remainder of the Zoo and eventually we were deposited back at our car park.

As it was now mid afternoon many ralliers decided to head back along the Highway to sample the delights of Hahndorf or similar little towns we had passed through on the way out.

Tuesday night saw us gathered at the camp kitchen to be entertained by the Singing Nuns Choir, their antics and those of some of our members will long be remembered as will the tears of laughter that filled the night

Wednesday found people going in all directions; some to Kangaroo Island, others to Adelaide Oval and St. Peters Cathedral, whilst some just caught up on the washing or simply relaxed. As a free day from rallying it was the ideal opportunity just to do your own thing.

Thursday saw us all back at the starting grid at 8.30 for a run to Goolwa and the southern coastal regions.

Early on there were a few hiccups with morning

traffic; and the theft of one of our direction signs had drivers briefly at a loss; to each and everyone's credit all arrived at the Meadows morning tea stop and the show rolled on.

A long snaking line of cars looked really impressive as we arrived in the main street of Goolwa. We lined up at the town oval for lunch after which people were able to tour around this historic river port; some even took advantage of the steam train ride to Victor Harbor,

Thursday night we were entertained with some foot tapping Country and Western performers and the crowd joined in for some real boot scootin and thigh slapping.

Friday turned out to be the best weather day of the whole rally, which really added to the enjoyment of a rambling tour through Gawler and then on to the Barossa Valley. The northern cereal crop plains were at their greenest and the vineyards just beginning to bloom.

Our lunch venue was the Tanunda oval where we took advantage of being able to park on the oval and form a ring of cars around the entire perimeter, what an impressive sight to see 160 of Walters finest all basking in the sunshine. The Desoto boys arranged their vehicles in the centre for a photo shoot which turned out to be quite an entertaining event for those of us watching on.

Bob Magor, a Bush Poet, was our entertainment for the evening, he capped off a magnificent day



*Bill Watson photo*

## PAST EVENTS

### 2001 National Chrysler Rally (continued)

with his unique side splitting style of Poetry which we all wish we could capture for future telling at our next night out.

Saturday turned out a real shocker weatherwise; the wind blew and the rain scudded across Wigley Reserve at Glenelg where we parked our cars for display day. Despite the appalling weather there was an air of enthusiasm among the owners; who had spent a good deal of effort in getting their cars into pristine condition for the general public to view.

Whilst the boys were taking care of the cars a dedicated group of girls were performing an impressive act of turning the Woolshed from an empty barn into a lovely setting for our Presentation Dinner.

The dinner and presentations will be covered at length in other articles; but as the final event in this hectic week it sealed a most successful Rally which our Victorian cousins are going to find hard to beat.

### NATIONAL RALLY NOTES FROM OCTOBER MEETING

Dick Hart expressed his appreciation to members who were not participants in the National Rally but who nonetheless provided a great deal of assistance. These included Phil Bakker, Trevor, Danny Buxallen and Darryl from Springton.

A presentation was made to Brenton and Norma Hamilton in appreciation of the work they put into the rally over a number of years. There was also acknowledgement of the efforts of Dick and

Judy Hart and of the whole rally committee.

Kevin Williams - apart from the odd gust of wind and shower of rain, had no catastrophes during the daily runs. The meals were good. Morning teas were like lunches. I had a ball.

Norma Hamilton - someone complained to Brenton that an air-conditioner rattled. Brenton said to stick their thong under it or see the office.

Malcolm Dubois - mentioned that David Crichton lost a registration disk off his car. Someone telephoned him to ask if he had lost something from his "Shrizler".

Dick Hart - said that he took on jobs knowing that he would have Chrysler friends behind him. Steve Tyler and Phil Bakker were a great help. One chap came in one morning and said "Give me a look at your hands - they're not greasy - can you fix this? There were quite few break downs, even after the rally.

Dick made a special mention that Dick Breeze split a drum on his Imperial. He was using modern hard brake linings and power boosters. Dick warned that previous experience showed that thin centred drums can not take the new hard linings and power boosters. Soft linings are available and should be used.

Mechanical problems attended to included broken springs, head problems, leaking sumps. Dick commented that it seemed like the interstate entrants come here every nine years to get their cars fixed!

Dick said he thoroughly enjoyed the rally. He



*Bill Watson photo*

## PAST EVENTS

### 2001 National Chrysler Rally (continued)

thought that each of the five rallies he had attended had been better than the one before.

Steve Tyler - everyone who spoke to him said that they had had a great rally and that the organisation was excellent.

Chip Thomas - this was his first Chrysler National Rally. He participated on Thursday through to Saturday. It was great to catch up with so many people. He didn't know how people coped who had participated every day. He couldn't believe the large number of cars on the display day, considering the poor weather.

Barry Thomas - attended every day and most nights. Admitted that as he was driving a 1960s Dodge he was "doing it easy" compared with some but none-the-less he was "whacked" by the end of the week. He counted about 150 vehicles on the display day. He noted that in general on the daily runs, it only rained while vehicles were travelling and not at the various breaks.

Someone from Victor Harbour thought that this event was better organised than the Shannons 2001 National Motoring Tour in Canberra.

Norma Schopp - she was minutes secretary of the committee and editor of the West Beach Whisper. She recounted how on the first night the power went off when she had typed to the bottom of the first page. Nita Bailey said that she learnt a few new words at that moment! Norma commented that future events will be styled National Chrysler Tours rather than Rallies.

Ross Fleming - the week before he had

participated in the National Simca Meet. He thanked Mike Rees, Colin Frith, Ken Barnes and Robin Kavouris for their assistance with the PA system. He commented that many people had come up to him and said how much they had enjoyed the various entertainments.

Yvonne Sweetman - said that she had never told so many people to turn left. (I think she gave directions at the main gate!)

Gil Purdie - had a ball. Great roads. Noted that for once it was Graham Bailey rather than himself who ran out of petrol.

Ron Hinks - wanted to lodge a formal complaint. Why was it that every morning, whatever the route instructions said, he was pointed towards Port Augusta or Broken Hill? (*Perhaps the meeting should have equally formally rejected Ron's complaint - and told him where to go — Broken Hill maybe? Ed*) He commented that he should have stayed at the caravan park, for the camaraderie.

Ken Dart - this was their first Chrysler National Rally. They had a "misfortune" on Monday. With Kevin William's help they managed to get home on Monday but had to use the Pontiac for the rest of the week. The mornings were too early and the nights were too late to have any opportunity to fix the Dodge.

John Webb - wanted to endorse all the good things that other people had said. On the subject of brakes, he mentioned that if people were having brake drums machined, it was important to incorporate a larger edge radius so as to not create a breaking point.



## PAST EVENTS

### 2001 National Chrysler Rally (continued)



*Bill Watson photo*

Alan Driver - John Webb needs a booster seat. His car looks like it is driverless!

Melva Schumacher - David missed the Rally because of a pinched sciatic nerve. She wanted to thank Malcolm du Bois and Alan Martin for putting the front wheels back onto the Dodge, hoping that that might have been sufficient to help David to participate.

Barry from Broken Hill - thanks.

Person who won hard like prize - 1. had brake problems 2. exhaust problems 3. while the exhaust was being fixed it was noticed that he had broken springs.

Chris Howes - received favourable comments about the slick organisation, getting the runs started each morning and the meals served with minimal delays.

Dick Hart - mentioned that they lost one of their "Mopar Man" signs. They went back to look for it. Someone tending their garden said that he had found it. Kids had thrown it into his garden and then waited for the cars to go the wrong way.

Dick also commented on the 13 year-old lad from Victoria "Carey" who helped with parking. When asked how things are going, he said "OK except

for the thickheads".

Alan Martin - on the Monday, they took their roadster. They got wet. Sandy took it like a trooper. (*Has anyone heard Alan say a kinder word about the long suffering Sandy? Ed*)

Judy Hart - Not enough has been said about the entertainment. It was very good—a comment which was met with acclamation

Graham Bailey - Neil Wormald was probably the major sponsor. Put more into the rally than the naming rights sponsor.

Ken Dart - Thanks to Tim Smeaton for his "Master of Ceremonies" duties.

Chris Howes - Had the Director of a car museum from Perth with him for the Birdwood Classic. He was "blown away" by the crowds that lined the route and thus the exposure that the vehicles and the historic motoring movement received. Because he was at the start early and carrying a museum conference delegate, Chris was the first car to leave at the start.

Graham Bailey - On the tour there were 3 1941 Dodges. He had not seen a single example previously. One day the three were lined up with a 1941 Plymouth for a photo shoot.

*Richard Tapp*



*Bill Watson photo*



*Bill Watson photo*

## NOTICES

### Historic Registration and Restoration Services Directory

#### Historic Registration

We are approaching the end of the club's financial year. Subscriptions are paid for the calendar year ending 31 December and renewals are due from 1 January.

Members who have not renewed their membership by 31 March will cease to be a financial member of the club.

If you have Conditionally Registered Historic Vehicles (Historic Registration), unless you have joined another club and had a log book issued by them, your vehicle's registration will cease to be effective, irrespective of the date on your windscreen sticker, because you will be in breach of the condition of registration that requires you to be a financial member of the club that issued your log book.

The club is required to notify Transport SA where the holder of a log book does not renew their club membership. If you are not renewing your membership with this club you should arrange with Dave Aylett to cancel all log books issued to you by this club.

If you don't renew your membership with this club or if you arrange for log books to be cancelled, obviously you must not drive the affected vehicles until you have made alternative arrangements.

Renewal notices will be sent, as usual, with the January/February Chrysler Collector. Fees will be unchanged

#### WANTED

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

**Someone** to organise a midweek run as part of Motorfest 2002, on behalf of the Chrysler Restorer's Club. Motorfest is the series of events that are held in the week before and after the Bay to Birdwood Run. This is no more onerous than organising a normal club run, except that there are meetings to attend to report the progress of preparations.

#### Restoration Services Directory

This is printed every two years, in conjunction with the Register of Members and Register of Member's Vehicles.

However, the information needs to be updated constantly, as information becomes available. The updated register will be available from the club website, between biennial printing.

So if you become aware of a supplier who should be added to the directory, removed from the directory or whose details need to be updated, let me know.

Otherwise the usefulness of the directory will steadily deteriorate.

### Scene from the '70s?



Not at all!

This is business as usual in 2001 at Newley Auto Painters, Edwardstown.

## RESTORATION STORY

### The Blue Flyer II - Part 2

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

Downwards we kept going, leaving those beautiful mountains behind. He had lunch at Khancoban and that night we spent under the stars at Pheasant Creek.

Dawn broke on Thursday 13<sup>th</sup> and we were up and on the road again passing through Albury/Wodonga, Violet Town, Murchison, Rushworth to Bendigo. Arriving after 2,500 miles. On this Rally we covered tours of

1. Bendigo Pottery
2. A gold mine
3. A gold processing plant

The ADI make a front end back-hoe loader that cruises at 100 kph.

The humans had a pie night and had us all working on a night rally - we got lost.

Another day we went to the oldest still operating Hill Climb site in Australia. Had lunch on a train. Saw an old Drag Line and Dredge. The Drag Line dug a channel in front of the dredge and filled in behind it so the dredge worked on its own moving dam recovering gold as it went.

Before leaving Bendigo Lofty sat with our maps and figured out how far to home, and 4,000 km, and our prized Gold Rally Badge. Up to now he thought we would never make it, now we have good change but might be about 100 km short so we headed for Castlemaine and then to Melbourne arriving at 4pm peak hour traffic, blowing a gale with heavy rain (remember the brakes) and on out to Ringwood.

Next day (Tuesday 20th) he drove me to the very top of the Westgate Bridge, stopped; he got out; lifted my bonnet (made it look like I broke down) he went and took some more photos came back to me, put my bonnet down and drove me away, how embarrassing.

That night we spent with Lofty's son at Werribee. Leaving Werribee we headed for Port Arlington, Barwon, Torquay, Cape Otway, Warrnambool, and Portland, where my fuel system began playing up. (It took Lofty two frustrating stop-

start days to find the problem).

For some extra miles we then went to Hamilton, Coleraine, Casterton, Penola, Naracoorte, Kingston, Meningie (RAA could not solve fuel problem) made it to Tailem Bend and another RAA call out; still not remedied. In the Adelaide Hills Lofty found a grain of sand floating in a stop cock on the bottom of vacuum tank. From then on no problems to home arriving there after having travelled 4,311 km excluding mileages done at wedding, 8th CRC, and Dodge 4 Rally.

Since we arrived home I have

1. stripped a timing gear
2. blew a muffler apart
3. lost top gear (dropped pin)
4. been driven into an 18 ton forklift

There is still two handfuls of pepper in my radiator as that started to leak somewhere wayyyy back.

Great trip, great memories!

Till next time,

The Blue Flyer II

Well here we go! "On the road again" and loving it. There's Lofty, the Pup, Mo, Pa and me (Mo and Pa are cartoon cut-outs 1 metre tall from the 8<sup>th</sup> CRC National Rally). After purchasing two new tyres at \$375.00 each (he must love me), installing a reconditioned Magneto along with the fitting of new brake shoes and many adjustments we left home two days late.

The trip to Freeling was uneventful and he was full of praise for me but from then on I've had him testing; scratching and swearing at my carry-ons. It started with what looked like a blocked fuel line (He had over tightened a fuel line clamp). Then it was stops and starts, he thinks it could be ignition and every now and then a valve seemed to stick. By elementary deduction and the fact the Magneto was seized solid and broke the shear pin at the beginning of day 2 he concluded that the Maggie must have been the problem. My old faithful Maggie was installed and all should be OK - WRONG, or partly wrong. I continued to play up although not as



## RESTORATION STORY

### The Blue Flyer II ctd.

bad as before.

The seized Magneto was returned to Adelaide from Cockburn and we continued on to Broken Hill and Wilcannia still trying to gain the performance I displayed last September / October. By the end of day 2 we had only covered 340 miles. We bush camped by a dam where he caught lots of yabbies. Two BIG WILD PIGS came to say Hi (and he only had .22 rifle).

After changing a flat tyre (finally repaired at Tenterfield) we continued on to Cobar where he added \$1.00 of diesel to a tank of super. My performance improved, although still not good! So next fill up a \$2.00 shot of diesel. Performance excellent - just like last September / October. The vacuum tank improved so much we rarely use the elect pump now. We don't know if it:

- (a) lubricates the vacuum tank,
- (b) changes the specific gravity therefore better for vacuum tank to suck,
- (c) lubricates the carbie,
- or (d) raises the boiling temperature of the fuel and therefore reduces vaporising problems –

but it works for me!!!

Now I was performing as I should it was time to enjoy the beautiful Australian scenery of the bush in autumn. The autumn flowers were in great profusion after good rains and the fragrances that drifted into our path were enjoyed. The roadside pollution problem seems to increase outside the 5c deposit system adopted by South Australia and therefore detracts from nature's beauty. Just some of the wildlife we have seen so far - Roo's, Emus, Wedgetail Eagles (lots), Foxes, Goannas and the two wild pigs.

Next day was just as nice as yesterday, beautiful - changing Australian landscapes over every hill or around that next bend. Lake Keepit National Park Caravan and Camping ground was where we spent the night. Only 240 miles today.

On the road at 8 and into Tamworth where I spat the pin holding top gear onto the shaft. Six hours later with a roll pin and safety wire loop fitted we

were "on the road again", up into the ever changing marvellous scenery of the Great Dividing Range. The pleasure of hearing various bird calls and catching fleeting glimpses of some dwellers of the bush was enhanced by the smells. This must be one of the true smorgasbord delights of Australian scenery.

Coming across the plains from Adelaide there was an occasional odour, maybe wildflowers, maybe road kill and many in between but as we climb up and up the odours are ever present and ever changing, from warm sunny patches where the air is warm and light, to rain squalls where the air is clean and crisp and you can almost taste it, on into the rainforests musty, damp, heavy air. Mixed in along the way are the sweet, sweet fragrances of wildflowers and flowering vines.

Walcha was our stop that night and on day 6 we descended the eastern side of the mountains to Wauchope and on to Macksville which sits on the picturesque Nambucca River. I had a couple of days rest and started to get the feel of the tropical climate. Lots of pineapples and bananas are grown in this area.

Warm and sunny, all side curtains off, he seemed a bit edgy and after a good check over and filling up with fuel and extra diesel. At Grafton we turned left up the Gibraltar Range. Spectacular views and one hell of a climb. Second gear,  $\frac{3}{4}$  throttle, 15-20 mph for 8.1 miles. We never stopped or overheated (thanks to the extra diesel). The vacuum tank caused about 12 coughs on this climb and the electric pump was not used at all. At the top I required no water and he had to fit all my side curtains as it was cool with misty rain.

**To be continued ...**

At Glen Innes we turned north to Tenterfield where I would be treated to a full medical, a

## PAST EVENTS

### Port Dock Station



A belated pictorial story on the visit to the Port Dock Rail Museum on 12 August 2001.

This Page *Left*: Where we went ... *Below*: How we got there ...  
*Bottom*: We got taken for a ride ...

Opposite page: *Top*: As always, we ate ... *Middle*: As always, mechanical things were thought to be interesting. *Bottom*: Mighty Mopar motors everywhere! Even the railways know, you can't go past a Mopar

*Photos are by Kevin Williams and (I think) Bill Watson*



# TECHNICAL FORUM

## Port Dock Station? (continued)



# 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](http://www.oneonta.edu) and is used with her permission.*



**Above left:** WWII 1939 - 1945, men in military attire. Women in single breasted garments, wide padded shoulders, large buttons, knee length dresses. **Above centre:** Long hair fairs, scarves on hair, gowns reminiscent of Minoan and Assyrian costume. **Above right:** Women's Chesterfield Coat, velvet collar, large buttons of plastic, galoshes-boots, clutch purse. **Below left and centre:** Elegant satin gown or married in a suit because he was being shipped overseas. **Below right:** Big band era, Zoot suit look, high waist pants, suspenders, extra large bow tie, watch chain.



# HISTORY OF COSTUME

## 1930s ctd



**Top left:** Utility clothes, "shirtwaists, and styles to comply with war regulations on fabric use. **Top right:** Bobbie Soxer - stockings in short supply brought in leg make - up and use of socks by women. **Above left:** Saddle shoes and loafers. Sweaters and pleated skirts. **Above**

**centre :** Post WWII New Era of casual clothes for men. Linen "palm beach" or "ice cream" suits in white, beige, pastels, knit polo shirts. **Above right:** Women in skirt waist dress. Sport jacket, windsor tie (standard neck tie). **Below left:** 1947 New look by Christian Dior. Women threw out wardrobes and totally changed style. Tight waist, big circular skirt, snug bodice. **Below right:** New Look - full skirt, tight waist, platter hat.



## MARKET PLACE

### FOR SALE

1925 Chrysler buckboard, 6 cylinder, some body parts already re-established. Complete set of parts available and ready to be restored. \$500 ono Craig Franks 08 8688 2703

Mid '20s Nash - 1 pair of headlight housing to enable modern sealed beams to be fitted thereto. Best offer Kevin Williams 8251 3240

1939 Plymouth sedan. Spare front mudguards and bonnet, no motor but has overdrive, \$3,500, Lofty 8380 5020

1940's pop top caravan (the egg) as seen at Melrose, \$900, Lofty 8380 5020

1946 D24 Dodge front seats and back of rear (rough). Negotiable. Terry Jones 8241 5224

1954 Dodge sedan. Repainted, new chrome, new exhaust, new hydraulics, 60,000 original miles, great club car \$6,000 or motorcycle trade Chip Thomas 0408 827 970

1954 FJ Holden special, new gearbox, blue, on club reg, \$3,500; and

1961 FB Holden yellow/white u/s gearbox, on club rego, new paint, original interior \$3,000 ono Gary Hiscock 8248 6348

1960 Chrysler Royal. Black plates, registered, 70,000 miles, belonged to grandfather and given to me, has developed some surface rust since photo taken. Completely original, only mechanical work has been overhaul of rear brakes—receipts. 250ci side valve 6 cylinder motor, 3 speed manual. Ranch wagon rear vision mirrors and later model overrides. Includes 1960 Wayfarer ute (wreck) for spares. Luke Laucke 041 553 4614 or 8211 6172

VC Valiant workshop manual and 4 wheel trims (large) \$55 H Robb, 8356 3850

VE Valiant, good 225 engine, transmission needs work, straight body apart from slight drivers door damage, mags, extractors, \$1,000 Lee 8376 7136

1971 Valiant VG 770 Regal "Mexicana". Rare opportunity. One of only 50 produced for Australia. Genuine one owner, log books, matching numbers, 8,000 km since rebuild (receipts), Fireball 318, 904 stage 2 shift kit, restored to original, garaged and in immaculate condition. Reluctant sale—genuine buyers only. \$17,000 ono 08 9291 4326 laperrin@iinet.net.au



1971-74 VH-VJ coupe doors (x2), including both rear triangular glasses. 0419 588 035 or jim\_Papazogolou@hotmail.com

1972 VH Regal station wagon. 4 litre auto, regency blue, with blue vinyl roof, 5 sports rims, spare motor, head, grill and more. \$1,200 ono. Cliff Nissen 8344 5057

1976 VH Valiant Regal sedan SBW-329, 62,038 km. Harvest gold with brown vinyl roof. One owner. Rear seat not used. Original production papers, factory air, LSD, sports wheels, tow bar, pump up shocks and more. Spares include carburettors, electronics units, hoses, plugs and more. Always registered until March 2001. For sale for medical reasons. Brenton 8387 0419

1978 Statesman Deville Windsor Blue/Tan vinyl roof. Rebuilt 308 (30,000 km) and T400 trans, new paint, no rust, immaculate original/restored condition. Well maintained vehicle rarely driven and always garaged. \$5800 neg. Russell Crichton 8285 8676.

1968 Dodge Phoenix, pillarless, 383, auto, air, PS, grill, chrome etc VGC, car overall VGC for age \$1,500 ono; and 1971 Dodge Phoenix, pillarless, 383, auto, PS, body rusty, complete and running, \$1,000; and

1972 340 stroker, short block, VGC, \$700; and

1977 CL Regal sedan, cold air, PS, 2nd owner, VGC, Reg/RWC, \$1,900; and

Parts, BB manifolds, cast and alloy, others motors ... Paul Golik, 0417 291 231

### WANTED

1935 or 1936 Chrysler Airstream 6 or 8 cylinder car, also 1934-1937 De Soto or Chrysler airflow car in any condition and any manuals and parts for these cars. Also radiator for 1939 Chrysler. Peter Anderson PO Box 35 deepwater 2371

1936 Chrysler Master Maintenance Manual DX 5230 on bottom right corner of front cover. Len Pender 02 6676 6124

Desperately Needed - 1 pair of "Oriflow" or "Monroe" brand front shock absorbers.-NEW OLD STOCK, USED OR ABUSED (any condition) - Mopar part no.s A146 2817 or A146 5950 or A146 7118 or A127 6098 (written on the top of shock absorber) as used on the Australian Built 1954 - 55 Plymouth, Dodge and DeSoto cars. These are required for an authentic restoration of a 1954 Dodge Kingsway Coronet. CASH BUYER!! Any leads greatly appreciated. These are not available via the US and were only manufactured in Australia! I need your HELP! Please phone Laurence (07)3814 1242 or email at slant6@gil.com.au

1964 Valiant (Cygnet) front bumper bar. Allan Chance 8250 5418

AP5 headlight and rim, right hand side. Brenton Siggs 08 9022 7378

1971 Dodge Phoenix 4 door (pillared) left front glass. Scott 0413 630 615

1975 Valiant utility tailgate in good second hand condition. Maxwell Smith 03 5824 1432

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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